

**BLACK HAWK COUNTY METROPOLITAN AREA
TRANSPORTATION POLICY BOARD
MEETING NOTICE**

**INRCOG BOARD ROOM
229 EAST PARK AVENUE
WATERLOO, IA**

THURSDAY, MAY 9, 2024, 10:00 AM

AGENDA

Actionable Items

1. Approval of the agenda.
2. Review and consider approval of the minutes for the March 14, 2024 meeting (pages 4-6).
3. Review and consider approval of a revised resolution relating to the 2020 U.S. Census MPO/RTA Population Adjustment (pages 7-9).
4. Hold a Public Hearing and consider approval of the FY 2025 Transportation Planning Work Program (TPWP) (pages 10-49).
https://bhcmpo.org/wp-content/uploads/2024/03/draft.mpo_.fy25.tpwp_-1.pdf
5. Review and consider approval of the MPO Complete Streets Policy (pages 50-63).
<https://bhcmpo.org/wp-content/uploads/2024/03/draft-bhc-mpo-complete-streets-policy.pdf>

Discussion Items

1. Project updates.
 - a. City and county project updates
 - b. MET Transit Study
 - c. NEIA NEPA Study
 - d. SS4A Comprehensive Action Plan
2. General discussion.
3. Adjournment.

www.bhcmpo.org

MPO meetings are open to all individuals. Any person requesting reasonable accommodation to participate in this meeting must contact INRCOG at (319) 235-0311 at least two (2) business days in advance of this meeting.

Policy Board Members (Updated 1/11/2024)

Representing	Name	Title	MPO Membership
City of Cedar Falls	Danny Laudick	Mayor	Member
	Gil Schultz	Councilperson	1 st Alternate
	Chris Latta	Councilperson, Mayor Pro Tem	2 nd Alternate
City of Elk Run Heights	Lisa Smock	Mayor	Member (Vice-Chair)
	Heather Sallis	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Evansdale	DeAnne Kobliska	Mayor	Member (Chair)
	Justin Smock	Councilperson, Mayor Pro Tem	1st Alternate
	Dottie Wear	Councilperson	2nd Alternate
City of Gilbertville	Mark Thome	Mayor	Member
	Scott Becker	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Hudson	Gail Bunz	Mayor	Member
	Kate Wyatt	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Raymond	Gary Vick	Mayor	Member
			1st Alternate
			2nd Alternate
City of Waterloo	Quentin Hart	Mayor	Member
	Noel Anderson	Com. Planning & Dev. Director	1st Alternate
	Aric Schroeder	City Planner	2nd Alternate
Black Hawk County	Daniel Trelka	Supervisor	Member
	Tavis Hall	Supervisor	1st Alternate
			2nd Alternate
MET Transit Board	Rosalyn Middleton	Board Member	Member
	Bob Seymour	Chair	1st Alternate
	Sharon Droste	Vice-Chair	2nd Alternate
Waterloo Regional Airport Board	Scott Voight	Chair	Member
	Steven Kjergaard	Director of Aviation	1st Alternate
			2nd Alternate

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Transportation Technical Committee Members (Updated 4/3/2024)

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

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BLACK HAWK COUNTY METROPOLITAN AREA TRANSPORTATION POLICY BOARD

THURSDAY, MARCH 14, 2024

MINUTES

Chair Kobliska called the meeting of the Black Hawk County Metropolitan Area Transportation Policy Board to order at 10:00 AM.

Meeting Attendees:

Name	Title	Representing	Role
Lisa Smock	Mayor	City of Elk Run Heights	Policy Board Member (Vice-Chair)
DeAnne Kobliska	Mayor	City of Evansdale	Policy Board Member (Chair)
Scott Becker	Councilperson, Mayor Pro Tem	City of Gilbertville	Policy Board 1 st Alternate
Gail Bunz	Mayor	City of Hudson	Policy Board Member (Online)
Aric Schroeder	City Planner	City of Waterloo	Policy Board 2 nd Alternate
Rosalyn Middleton	Board Member	MET Transit	Policy Board Member
David Wicke	City Engineer	City of Cedar Falls	TTC Member
Chrissi Wiersma	City Clerk	City of Hudson	TTC Member (Online)
Doug Schindel	Engineer	AECOM	Attendee
Michelle Sweeney	Engineer	AECOM	Attendee
Krista Billhorn	District Transportation Planner	Iowa DOT	Attendee (Online)
Travis Halm	Metro-Regional Planning Coordinator	Iowa DOT	Attendee (Online)
Aldina Dautović	Transportation Planner	INRCOG	MPO Staff (MPO Secretary)
Kyle Durant	Transportation Planner	INRCOG	MPO Staff
Nick Fratzke	Director of Transportation	INRCOG	MPO Staff (Online)

The first item was approval of the agenda. It was moved by Middleton, seconded by Becker to approve the agenda as presented. Motion carried unanimously.

Next was to review and consider approval of the minutes for the January 11, 2024 and February 8, 2024 meetings. It was moved by Smock, seconded by Becker to approve the minutes. Motion carried unanimously.

Next was to review and consider approval of a resolution relating to the 2020 U.S. Census MPO/RTA Population Adjustment. Durant said after each U.S. Census, MPOs and RPAs must agree upon the Metropolitan Planning Area Boundary between the two to use for population which is used for calculating funding targets. Staff recommendation is to keep the Metropolitan Planning Area Boundary as close as possible to the 2010 boundary. The boundary would shift 1,660 persons from the RTA to the MPO, resulting in a total population for the MPO and RTA of 121,271 and 94,101 respectively. By reducing the boundary area for the RTA region and incorporating it into the MPO urbanized boundary area, additional federal STBG and TA-Set Aside funding for the Black Hawk County MPO will be available. However, funds added to the MPO area are taken from the RTA region. Durant said the RTA approved the resolution last month. It was moved by Smock, seconded by Kobliska to approve the resolution for the 2020 U.S. Census MPO/RTA Population Adjustment as presented. Motion carried unanimously.

Next was Discussion Items:

1. Review the draft FY 2025 Transportation Planning Work Program (TPWP).

Durant said staff develops the TPWP every year. The document outlines activities, budget, and hours associated with staff projects and tasks for the upcoming fiscal year beginning July 1st, 2024, and ending June 30th, 2025. At the beginning of the calendar year, staff meets to review all activities, plans, projects, and documents to be worked on. Project areas are generally kept broad to allow for

various projects and flexibility, but the document may be amended if necessary. Durant told the group to let staff know if they would like any specific projects included in the document and to submit any comments by the end of April. The draft has been sent to the Iowa DOT for a review process, and the final document will be presented to the Policy Board for adoption in May.

2. Review the draft MPO Complete Streets Policy.

Durant said the Bipartisan Infrastructure Bill requires MPOs to spend a certain percentage of funding on Complete Streets. Staff developed an MPO-wide Complete Streets Policy and shared it with the group. The policy spells out that any funds programmed through TA Set-Aside, STBG, and CRP will require jurisdictions to look at Complete Streets elements and include them in projects. The document explains what Complete Streets is, and what elements can be added to a project to support these practices. Durant noted that many MPO projects already incorporate Complete Streets elements. Staff will look to present the final document to the Policy Board for adoption in May.

3. Project Updates

a. City and county project updates

Cedar Falls

Wicke said the Main Street reconstruction project has started back up. This year's work involves constructing a roundabout at the Main and 12th Street intersection. Pavement removal has already been completed and sanitary sewer installation will begin soon. Once school is out of session this summer, the contractor will wrap up the Seerley roundabout with splitter islands and landscaping.

Waterloo

Schindel said construction on Park and 11th Street bridges is ongoing. Utility underground work is done. The Park Avenue bridge should be wrapped up this summer. The 11th Street bridge is anticipated to be completed late fall. La Porte Road Phase I plans are completed from Shaulis to Bopp Street. The City is still awaiting DOT RAISE grant signatures to let the project.

DOT

Krista said the Iowa 58 and Ridgeway project is starting up construction on Monday, March 18th. The Iowa DOT chose the preferred alternative for the Greenhill Road and Iowa 58 interchange project which shows Iowa 58 underneath and Greenhill Road above with a dog bone roundabout. Federal grants will be explored to fund the project and get it programmed into a fiscal year. The east-west trail path will be maintained. The tentative completion date for the project is 2028, depending on acquired funding.

b. MET Transit Study

Middleton said the rescheduled public input meetings received greater feedback at the Central Transfer Station. The route restructuring implementation is anticipated this summer.

c. NEIA NEPA Study

Durant said AECOM was awarded the project. Staff met with AECOM last week to review the draft, scope of work, and budget. The contract has been sent to the DOT for the pre-audit process with the anticipated project development start time in April. Schindel said the first phase consists of reviewing the completed alternatives with spot and interim improvements. AECOM will provide estimates and go through alternative analysis until a preferred alternative is identified. Phase II will complete the NEPA document on the selected alternative. Various funding opportunities will be explored.

In general discussion, Durant said staff borrowed the [Des Moines Area MPO's Iowa Data Bike](#) in fall of 2022 to collect data on a majority of the Cedar Valley's trail network. Staff created an [Interactive Trail Pavement Conditions Map](#) where users can view areas and photos that showcase good, fair, and rough trail pavement areas. Durant also noted that the City of Waterloo applied for the [Reconnecting Communities and Neighborhoods Grant Program](#) (RCN). One application was for the 4th, 5th, and 6th Street conversion project, and the second application was for a planning study to look at potentially relocating the CN railyard in downtown Waterloo. The planning study application to relocate the railyard was successfully awarded and was one of only 72 communities awarded planning funds in total. Dautović provided an update on the Black Hawk County MPO SS4A Safety Action Plan Grant, saying that staff put together a small committee to review and score four proposals received. Stanley Consultants were awarded the project and are on track to begin project development in April.

There being no further business, it was moved by Becker, seconded by Smock to adjourn the meeting. Motion carried unanimously. The meeting was adjourned at 11:28 AM.

Respectfully submitted,

Aldina Dautović
Secretary

**JOINT AGREEMENT RESOLUTION
FOR METROPOLITAN AND REGIONAL POPULATIONS**

WHEREAS, federal transportation planning regulations provide for the establishment of a metropolitan planning organization within each metropolitan area to serve as a forum for local officials to carry out certain multimodal transportation planning and programming responsibilities within each metropolitan area; and

WHEREAS, the Iowa Department of Transportation (hereinafter Iowa DOT) has elected to share certain multimodal transportation planning and programming responsibilities with local officials acting through regional planning affiliations; and

WHEREAS, the Black Hawk County MPO (hereinafter MPO) has been designated by the cities and counties within its boundaries, with the concurrence of the Governor(s) to serve as the metropolitan planning organization for the Black Hawk County metropolitan area; and

WHEREAS, the Iowa Northland Regional Transportation Authority (hereinafter RTA) has been designated by the general-purpose units of local government to serve as the regional planning affiliation within Region 7; and

WHEREAS, Surface Transportation Block Grant (STBG), Transportation Alternatives Set-Aside (TASA), and Carbon Reduction Program (CRP) funding is apportioned to the States for projects to preserve and improve the conditions and performance on Federal-aid highways, bridges, bicycle and pedestrian infrastructure, and transit capital projects; and

WHEREAS, the Iowa DOT allocates STBG, TASA, and CRP funding to metropolitan planning organizations based on population and to regional planning affiliations based partially on population that is initially delineated by the Census-defined urbanized area boundary; and

WHEREAS, the MPO has established an adjusted Federal Highway Administration (hereinafter FHWA) Urban Area Boundary and an MPO Planning Area Boundary, which have been reviewed and approved by the Iowa DOT and FHWA.

NOW, THEREFORE, THE MPO AND RTA HAVE AGREED THAT the Iowa DOT shall proceed with allocating STBG, TASA, and CRP (MPO only) funding, subject to all terms, conditions, and obligations connected with the federal programs, based on the delineating boundary and resulting population adjustment described below:

Delineating boundary (map attached):	MPO Planning Area Boundary
Resulting population adjustment:	1,660 7,132 from the RTA to the MPO
Resulting total population for the MPO:	121,271
Resulting total population for the RTA:	94,101

THIS AGREEMENT TO BE IN EFFECT until the next decennial Census unless a special Census, approved boundary change, or decision to utilize a different boundary, requiring an updated agreement.

IN WITNESS WHEREOF, the parties hereunto have caused this AGREEMENT to be executed by their proper officials thereunto duly authorized as of the dates below indicated, in consideration of the mutual covenants, promises, and representations contained herein.

DeAnne Kobliska
Chair
Black Hawk County MPO

Greg Barnett
Chair
Iowa Northland Regional Transportation Authority

Date:_____

Date:_____

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Resulting total population for the RTA:	94,101

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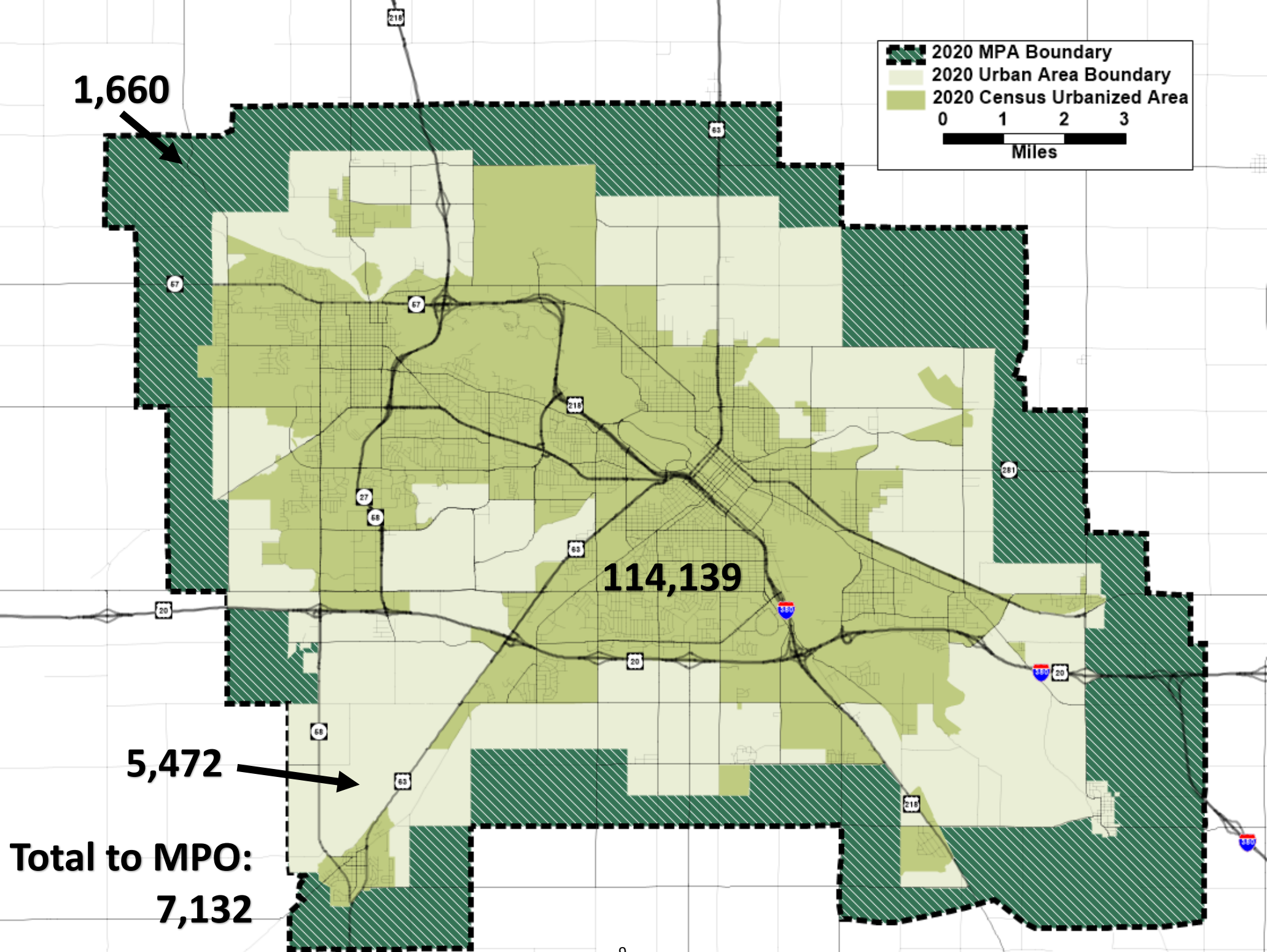
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DeAnne Kobliska
Chair
Black Hawk County MPO

Greg Barnett
Chair
Iowa Northland Regional Transportation Authority

Date:_____

Date:_____





Black Hawk County

Metropolitan Area Transportation Policy Board

FY25

Transportation Planning Work Program

May 9, 2024

CONTENTS

Introduction	1
Overview.....	1
Black Hawk County MPO Organization	2
MPO Goals, Objectives, and Performance Measures	7
Transportation Planning Process.....	7
Transportation Planning Issues	8
Planning Emphasis Areas.....	9
Planning Activities	10
TPWP Development	11
Process.....	11
Public Involvement	11
Revisions.....	12
FY 2025 Work Elements.....	13
Element A: Transportation Planning Work Program (TPWP).....	13
Element B: Transportation Improvement Program (TIP).....	14
Element C: Public Participation Process.....	15
Element D: Long-Range Transportation Planning.....	16
Task D-1: Long-Range Transportation Plan	16
Task D-2: Statewide Transportation Planning Initiatives	16
Task D-3: Transportation Related Studies.....	17
Element E: Short-Range Transportation Planning.....	18
Task E-1: Administration of Overall MPO Activities	18
Task E-2: Data Services.....	19
Task E-3: Multimodal Planning.....	19
Task E-4: Transit Planning.....	20
Task E-5: Transportation Safety	20
Task E-6: Equipment & Supplies.....	21
Element F: Complete Streets	22
Element G: Administration	23
Schedule of Activities	24
FY 2025 Budget & Funding Sources.....	26
INRCOG Cost Allocation Plan	27
Appendix A – Resolution.....	33
Appendix B – MPO Self-Certification	34
Appendix C – Performance Management Agreement	35
Appendix D – SRTS Proposed Scope of Work	36
Document Revision Summary.....	37

The Black Hawk County MPO prepared this document with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the MPO member governments. These contents are the responsibility of the MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents.

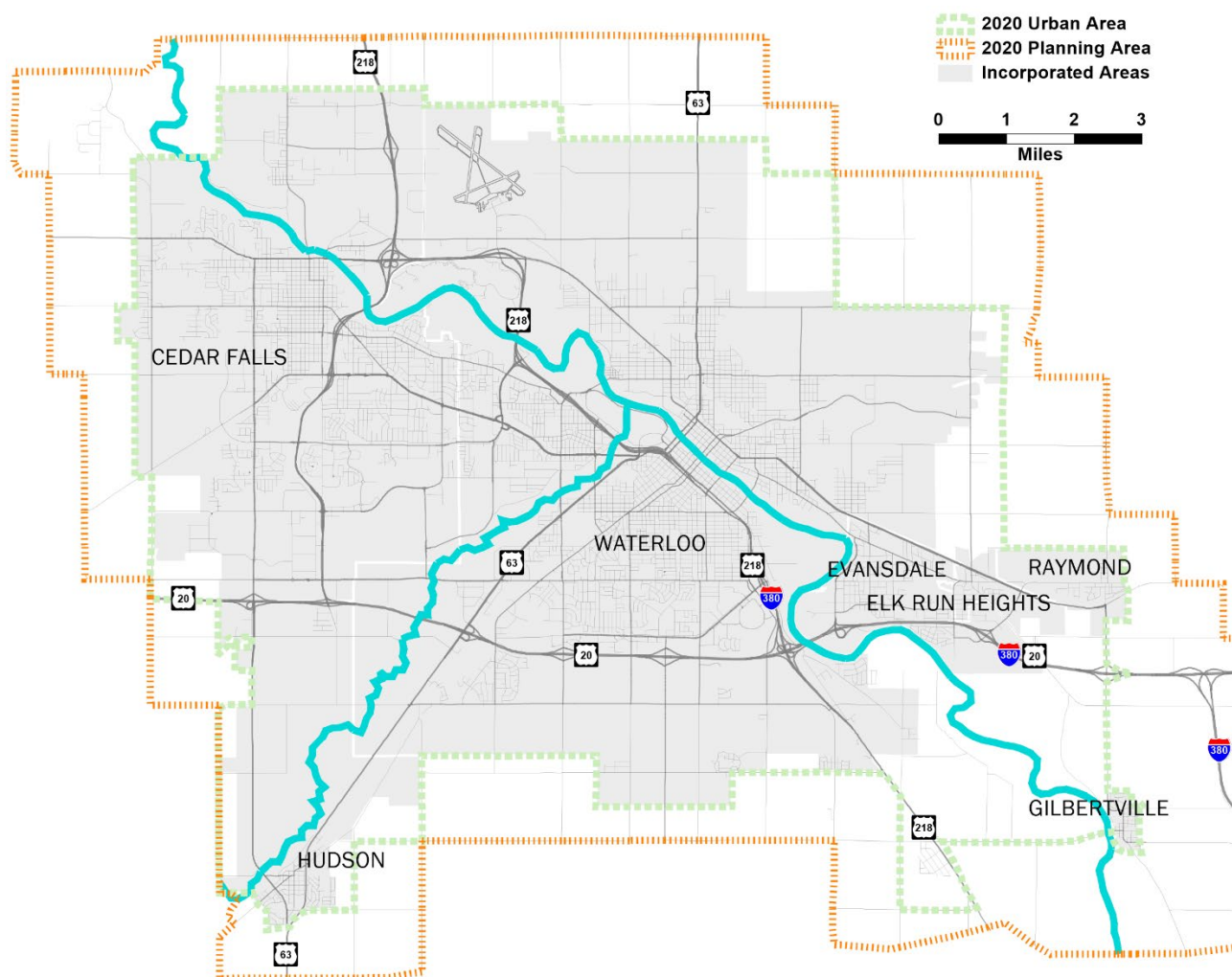
INTRODUCTION

OVERVIEW

The Fiscal Year (FY) 2025 Transportation Planning Work Program (TPWP) is the work plan for the fiscal year beginning July 1, 2024 and ending June 30, 2025. The TPWP documents the transportation-related activities and projects that are anticipated to occur in the Black Hawk County Metropolitan Area. The TPWP is a requirement of 23 CFR 450.308 (b) for metropolitan planning organizations (MPOs) to develop a document identifying work proposed for the next one-year period by major activity and task. Within each work element, specific tasks are identified by the objective, a description of the task, previous work performed, and the desired outcome or products.

Federal law requires the formation of MPOs for urbanized areas with a population greater than 50,000. The role of an MPO is to oversee transportation planning and programming to ensure that existing and future federal expenditures on transportation projects are based on a continuing, cooperative, and comprehensive (3-C) transportation planning process. The Black Hawk County MPO consists of the contiguous urbanized area at the center of Black Hawk County, Iowa. The corporate boundaries included in this urbanized area are the cities of Cedar Falls, Elk Run Heights, Evansdale, Hudson, Raymond, and Waterloo. For the purposes of transportation planning, an urban area boundary and study area boundary have been designated (Figure 1). The Black Hawk County MPO study area includes the city of Gilbertville, and parts of unincorporated Black Hawk County.

Figure 1: Black Hawk County MPO Planning Area



BLACK HAWK COUNTY MPO ORGANIZATION

The Iowa Northland Regional Council of Government (INRCOG) has been designated by the State of Iowa as the MPO for the Black Hawk County Metropolitan Area. While INRCOG provides staff and technical support, the decision-making and programming authority of the MPO rests with its Policy Board. The Policy Board has the authority to make policy decisions and conduct comprehensive transportation studies and plans. Policy Board voting members include the mayors of Cedar Falls, Elk Run Heights, Evansdale, Gilbertville, Hudson, Raymond, and Waterloo, a member of the Black Hawk County Board of Supervisors, and the chairperson of the MET Transit Board and Waterloo Regional Airport Board. In January of each year, INRCOG staff contact Policy Board voting members to obtain the name of up to two designated alternates. The designated alternates must be appointed by the voting members' board or council by formal resolution and must be an elected official, board member, or employee of the respective jurisdiction.

The standing committees of the MPO are the Transportation Technical Committee (TTC) and the Bicycle and Pedestrian Advisory Committee (BPAC). The TTC serves as the advisory body to the MPO on technical matters pertaining to the development of transportation planning documents and comprehensive long- and short-range transportation planning. The BPAC is directly responsible to the Policy Board to provide guidance and strategies on the planning and implementation of transportation projects related to bicycle and pedestrian travel.

TTC voting members include a representative from Cedar Falls, Elk Run Heights, Evansdale, Gilbertville, Hudson, Raymond, Waterloo, Black Hawk County, MET Transit, and the Waterloo Regional Airport. In January of each year, INRCOG staff contact the Policy Board voting member to obtain the name of the TTC voting member and up to two designated voting alternates. The TTC voting member and designated alternates cannot be a Policy Board member nor their designees.

BPAC voting members include a representative from Cedar Falls, Elk Run Heights, Evansdale, Gilbertville, Hudson, Raymond, Waterloo, Black Hawk County, MET Transit, and George Wyth State Park. In January of each year, INRCOG staff contact each member to obtain the name of the BPAC voting member and up to two designated voting alternates.

Another committee utilized in the transportation planning process is the Transit Advisory Committee (TAC). This group meets at least twice annually to discuss passenger transportation and human service agency coordination, and to develop the Passenger Transportation Plan (PTP) for the INRCOG six-county region.

Policy Board Members

Representing	Name	Title	MPO Membership
City of Cedar Falls	Danny Laudick	Mayor	Member
	Gil Schultz	Councilperson	1 st Alternate
	Chris Latta	Councilperson, Mayor Pro Tem	2 nd Alternate
City of Elk Run Heights	Lisa Smock	Mayor	Member (Vice-Chair)
	Heather Sallis	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Evansdale	DeAnne Kobliska	Mayor	Member (Chair)
	Justin Smock	Councilperson, Mayor Pro Tem	1st Alternate
	Dottie Wear	Councilperson	2nd Alternate
City of Gilbertville	Mark Thome	Mayor	Member
	Scott Becker	Councilperson, Mayor Pro Tem	1st Alternate
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City of Hudson	Gail Bunz	Mayor	Member
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City of Raymond	Gary Vick	Mayor	Member
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	Sharon Droste	Vice-Chair	2nd Alternate
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	Steven Kjergaard	Director of Aviation	1st Alternate
			2nd Alternate

Transportation Technical Committee (TTC) Members

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City of Cedar Falls	David Wicke	City Engineer	Member
	Ben Claypool	Civil Engineer II	1 st Alternate
			2 nd Alternate
City of Elk Run Heights	Julie Eastman	City Clerk	Member
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			2 nd Alternate
City of Evansdale	Chris Schares	Public Works Director	Member
			1 st Alternate
			2 nd Alternate
City of Gilbertville	Rob Werner	Public Works Director	Member
	Al Even	City Maintenance	1 st Alternate
			2 nd Alternate
City of Hudson	Chrissi Wiersma	City Administrator/City Clerk	Member
	Jake Hovey	Public Works Director	1 st Alternate
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Black Hawk County	Ryan Brennan	Assistant County Engineer	Member
			1 st Alternate
			2 nd Alternate
MET Transit	David Sturch	General Manager	Member
			1 st Alternate
			2 nd Alternate
Waterloo Regional Airport			Member
			1 st Alternate
			2 nd Alternate

Bicycle and Pedestrian Advisory Committee (BPAC) Members

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

Transit Advisory Committee (TAC)

Representing	Name
Black Hawk County Gaming Association	Emily Hanson
Black Hawk County Emergency Management	Mindy Benson
Black Hawk County Public Health	Bethany Fratzke
Black Hawk County Public Health	Lisa Sesterhenn
Black Hawk/Grundy Mental Health	Tom Eachus
Bremer County, East Central Region	Jan Heidemann
Butler County Public Health	Jennifer Becker
Cedar Valley United Way	Debbie Roth
Chickasaw County General Assistance	Karen Henry
City of Cedar Falls	Thomas Weintraut
City of Elk Run Heights	Lisa Smock
City of Evansdale	DeAnne Kobliska
City of Waterloo	Aric Schroeder
City of Waterloo	Britni Perkins
City of Waterloo	Wendy Bowman
Community Foundation of Northeast Iowa	Kaye Englin
Comprehensive Systems Inc.	Carolyn Repp
Exceptional Persons Inc.	Nicole Ericson
Goodwill Industries of Northeast Iowa	Steve Tissue
Grow Cedar Valley	Stephanie Detweiler
Grundy County CPC	Todd Rickert
Hawkeye Community College	Nina Grant
Hawkeye Community College	Norman Coley Jr.
House of Hope	Duskey Steele
House of Hope	Karin Rowe
House of Hope, Pillars	Susan Backes
Iowa DOT, District 2	Krista Billhorn
Iowa DOT, Public Transit Bureau	Emma Simmons
Iowa DOT, Public Transit Bureau	Rebecca Law
Iowa Works Cedar Valley	Karen Siler
League of Women Voters of Black Hawk-Bremer Counties	Cherie Dargan
McElroy Trust	Megan McKenzie
MET Transit	David Sturch
MET Transit Board	Lon Kammeyer
MET Transit Board	Rosalyn Middleton
My Riders Club	Martin Wissenberg
Northeast Iowa Area Agency on Aging (NEI3A)	Janna Diehl
North Star Community Services	Valerie Schwager
Northeast Iowa Food Bank	Shannon Bass
One City United	Dean Feltes
Otto Schoitz Foundation	Cathy Showalter
Otto Schoitz Foundation	Shelli Panicucci
The Arc of Cedar Valley	Becky Schmitz
The Larrabee Center	Bonnie Gesell
Tyson Fresh Meats	Katie Schoepske
UnityPoint Clinic Administration	Rick Newlon
Waterloo Community Foundation	Erin Tink
Waterloo Community School District	Sara Mayer
Waterloo Regional Airport	Sheila Combs
Women's Center for Change	Amy Landers
INRCOG	Aldina Dautović
INRCOG	Brenda Vavroch
INRCOG	Kyle Durant
INRCOG	Nick Fratzke

MPO GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The FY 2025 TPWP outlines transportation planning activities to address the four goals of the MPO *Long-Range Transportation Plan* which are to:

- Increase the safety of the transportation system.
- Strategically preserve the existing infrastructure.
- Support an efficient transportation system.
- Provide a high degree of multimodal accessibility and mobility.

The MPO has adopted several objectives to help achieve these goals and performance measurements to track the progress toward meeting the objectives. The goals, objectives, and performance measurements can be found in **Table 1.2** of the [MPO Long-Range Transportation Plan](#).

The TPWP also contains activities to assist in implementing provisions contained in surface transportation legislation. Planning factors identified in federal transportation legislation, Infrastructure Investment and Jobs Act (IIJA), to be considered in the transportation planning process for the MPO include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation
- Enhance travel and tourism

TRANSPORTATION PLANNING PROCESS

The MPO is responsible for completing the following transportation planning documents:

- Transportation Planning Work Program (TPWP) – Outlines the transportation planning activities MPO staff plan to conduct in the next fiscal year and sources of funding; updated annually.
- Transportation Improvement Program (TIP) – Includes all projects programmed for federal transportation funding in the MPO in the next four fiscal years; updated annually.
- Long-Range Transportation Plan (LRTP) – Reviews the current condition and future needs of the transportation system and provides guidance for transportation investment decisions; updated every five years.
- Passenger Transportation Plan (PTP) – Provides coordination between passenger transportation providers and human service agencies and recommends projects to improve passenger transportation; full document update every five years; joint document with the Iowa Northland Regional Transportation Authority.
- Public Participation Plan (PPP) – Details the process the MPO will follow to involve the public in the transportation planning and programming process; updated every five years.

TRANSPORTATION PLANNING ISSUES

The nation has seen a shift in focus from primarily prioritizing motorists and roadway infrastructure to expanding multimodal planning and addressing high roadway fatalities. Various funding opportunities from the Infrastructure Investment and Jobs Act, also known as the “Bipartisan Infrastructure Law”, and the U.S. Department of Transportation encourage planning agencies to apply for projects to improve roadway safety and implement a Complete Streets approach to our planning processes. The Black Hawk County MPO has been exploring multiple opportunity areas in our region regarding equity, roadway, safety, and multimodal transportation options.

Addressing the community’s safety and social issues is a high priority for the MPO. In 2019, the City of Waterloo funded a preliminary study to assess relocating the Canadian National Railway Company’s (CN) railyard in downtown Waterloo. The railyard, situated between E 4th Street and Martin Luther King Jr. Drive, is CN’s largest rail yard in Iowa¹. The location of the rail yard poses longstanding issues related to environmental justice, community connection, and public safety. Stopped trains cause extensively blocked crossings that inhibit a disadvantaged proportion of the population. Public frustration with blocked crossings has led to serious injuries to pedestrians and motorists, resulting in civil lawsuits against CN. The social and safety issues associated with the rail yard’s proximity to residential homes and disadvantaged populations is a common thread across America, inhibiting and disconnecting entire communities. Two new funding resources, namely the Reconnecting Communities Pilot Program and the Railroad Crossing Elimination Program, offer solutions to reconnect communities and improve safety through track relocation projects. The City of Waterloo, with the assistance of the MPO, is exploring these funding sources to address these complex issues.

Another major focus of the Bipartisan Infrastructure Law is Vision Zero, or the National Roadway Safety Strategy, and the U.S. DOT’s goal of achieving zero deaths and serious injuries on our nation’s roadways. In 2020 alone, nearly 40,000 people in our nation lost their lives in motor vehicle traffic crashes despite decreased vehicle miles traveled because of the pandemic; the main drivers for these traffic fatalities include speeding, impaired driving, and failure to wear a seatbelt². In the past five years alone (2018-2022), 33 people lost their lives on roadways in the Black Hawk County MPO. To address the nation’s public health crisis, the Bipartisan Infrastructure Law established a discretionary grant program called Safe Streets and Roads for All (SS4A) to implement the goal of zero deaths. The SS4A discretionary grant program funds are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users.

The SS4A program provides funding for two main types of grants: Planning and Demonstration Grants for comprehensive safety action plans, and Implementation Grants. Planning and Demonstration Grants are used to develop, complete, or supplement a comprehensive safety action plan, as well as carry out demonstration activities that inform an Action Plan. Implementation Grants are used to implement strategies or projects that are consistent with an existing Action Plan. To apply for an Implementation Grant, an eligible applicant must have a qualifying Action Plan.

On February 1, 2023, the Black Hawk County MPO received a SS4A Action Plan grant award to complete a comprehensive Safety Action Plan for Waterloo’s Central Business District in the downtown area. The estimated cost to complete the Plan is \$60,000 of which the MPO was awarded \$48,000 in federal SS4A funds. A local match of no less than 20 percent of the total project cost is required. The Iowa Department of Transportation is not an eligible applicant but has committed to providing \$12,000 in HSIP-SWAP funding as a local match. The MPO hired an outside consultant to complete the comprehensive Safety Action Plan, and staff will administer the project.

Following completion, the comprehensive Safety Action Plan will provide an opportunity for the MPO and the City of Waterloo to seek SS4A Implementation funding to implement strategies or projects that will improve and enhance safety.

An additional approach to improve the safety and mobility of our roadway users is to incorporate Complete Streets policies. Complete Streets means planning, designing, and operating our transportation network in a way that includes all roadway users – pedestrians, bicyclists, public transportation riders, and motorists³. MPO staff serve on the Waterloo Complete Streets Advisory Committee which is committed to making the streets a safe, comfortable, and convenient environment for all road users. The committee’s guiding policies pull from the MPO Pedestrian Master Plan⁴ and the City of Waterloo’s Complete Streets Policy. MPO staff also serve on the Cedar Falls Bicycle and Pedestrian Advisory Committee to improve the quality of life through the increased opportunity for safe walking and bicycling as viable means of transportation and physical activity. The committee is guided by the Cedar Falls Bike Network Plan, Cedar Falls’ Complete Streets Policy, and

the MPO Pedestrian Master Plan. The MPO's work affiliated with existing Complete Streets activities aided in drafting an MPO-wide Complete Streets Policy and Project Prioritization Plan.

MET Transit is the primary mass transportation provider for Waterloo and Cedar Falls. As many transportation providers experienced with the start of the global pandemic, ridership numbers for MET Transit decreased significantly. The current route structure, travel times, and service hours do not meet many riders' needs, leaving gaps for residents who do not have access to a car in a primarily auto-oriented community. As a solution, MPO staff collaborated with MET Transit to implement a route restructuring project that integrates efficient out-and-back routes instead of a loop system. MET Transit plans to simultaneously implement the restructured routes and conduct a comprehensive transit study to analyze the new routes, hours of service, after-hours service, community needs, and overall efficiency. MPO staff will be directly assisting MET Transit with consultant interviews (completed), community and stakeholder input, and implementation of the study's findings.

¹ <https://iowadot.gov/iowarail/pdfs/cn.pdf>

² <https://www.nhtsa.gov/press-releases/2020-fatality-data-show-increased-traffic-fatalities-during-pandemic>

³ <https://www.transportation.gov/mission/health/complete-streets>

⁴ <https://bhcmmpo.files.wordpress.com/2024/02/mpopedestrianmasterplan.pdf>

PLANNING EMPHASIS AREAS

On December 30, 2021, the FHWA and FTA jointly issued updated Planning Emphasis Areas (PEAs). PEAs are intended to be used by metropolitan planning organizations, state departments of transportation, transit agencies, and federal land management agencies in their [Unified] Transportation Planning Work Programs and the Statewide Planning and Research Programs. The Planning Emphasis Areas include the following:

- A. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- B. Equity and Justice⁴⁰ in Transportation Planning
- C. Complete Streets
- D. Public Involvement
- E. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- F. Federal Land Management Agency (FLMA) Coordination
- G. Planning and Environment Linkages (PEL)
- H. Data in Transportation Planning

Additional Information on Planning Emphasis Areas can be found using the link below.

<https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas>

PLANNING ACTIVITIES

This section details the planning activities that the Black Hawk County MPO will be involved in throughout the upcoming state fiscal year. There are seven main work tasks, each of which corresponds to the goals of the MPO *Long-Range Transportation Plan*, one of the ten federal planning factors, or a federal planning requirement. This table also details how planning elements address Planning Emphasis Areas (when applicable).

		Element A: TPWP	Element B: TIP	Element C: PPP	Element D: LRTP	Element E: SRTP	Element F: Complete Streets	Element G: Admin
LRTP Goals	Increase the safety of the transportation system	X	X	X	X	X	X	
	Strategically preserve the existing infrastructure	X	X		X	X		
	Support an efficient transportation system	X	X		X	X		
	Provide a high degree of multimodal accessibility and mobility	X	X	X	X	X	X	
Federal Planning Factors	Support economic vitality	X	X		X	X	X	
	Increase the safety of the transportation system	X	X		X	X	X	
	Increase the security of the transportation system	X	X			X		
	Increase the accessibility and mobility of people and for freight	X	X	X	X	X	X	
	Protect and enhance the environment and promote conservation	X	X	X		X		
	Enhance the integration and connectivity of the system across and between modes	X	X		X		X	
	Promote efficient system management and operations	X	X		X	X		
	Emphasize the preservation of the existing transportation system	X	X		X			
	Improve resiliency and reliability and reduce/mitigate stormwater impacts	X	X			X		
	Enhance travel and tourism	X	X			X	X	
MPO Requirements	Transportation Planning Work Program	X						
	Long Range Transportation Plan				X		X	
	Transportation Improvement Program		X					
	Public Participation Plan			X				
	Passenger Transportation Plan					X		
	Award Federal Funding		X					
	Decision Making Structure							X
Planning Emphasis Areas (PEAs)	Tackling the Climate Crisis				X			
	Equity and Justice40		X		X	X	X	
	Complete Streets		X		X	X	X	
	Public Involvement	X	X	X	X	X		
	STRAHNET/U.S. DOD Coordination							
	FLMA Coordination							
	Planning and Environment Linkages							
	Data in Transportation Planning		X	X	X	X	X	

TPWP DEVELOPMENT

PROCESS

The Black Hawk County MPO begins development of the TPWP in January of each year with internal staff discussions. These initial discussions include a review of federally-required activities, the planning factors required by MPOs as outlined in U.S. Code, and goals of the Long-Range Transportation Plan. Proposals from MPO staff and member communities regarding priority activities for the coming year are also discussed. The draft TPWP is then presented at the MPO Policy Board meeting in March for review and discussion. Proposals for additional activities are also requested from the Policy Board and Transportation Technical Committee, and the public at the meeting.

Following review and comments, the draft TPWP is forwarded to the Iowa DOT, FTA, and FHWA for review and comment. INRCOG staff make any changes necessary to the document and budget, and the final document is presented to the Policy Board for review and approval at the May meeting. The approved TPWP is then provided to the Iowa DOT, FTA, and FHWA for their records.

The following milestones describe the process in which the Transportation Planning Work Program was developed:

- March 14, 2024: The draft TPWP was presented to the MPO Policy Board and Transportation Technical Committee for review and comment.
- March 15 to May 9, 2024: A public comment period was open for the draft TPWP. The draft document was made available on the [MPO website](#) and at the INRCOG Center. Comments were accepted via letter, email, phone, or in person.
- March 2024: The draft TPWP was submitted to the Iowa Department of Transportation, Federal Highway Administration, and Federal Transit Administration for compliance review and comments.
- May 9, 2024: The MPO Policy Board considered a summary of comments and appropriate responses and adopted the final TPWP.

PUBLIC INVOLVEMENT

The public involvement process utilized for the development of this TPWP was guided by the MPO 2022 Public Participation Plan (PPP). The PPP sets minimum requirements for public involvement opportunities. Public involvement actions required include the following:

- Draft TPWP
 - The draft TPWP will be prepared by INRCOG staff with input from jurisdiction representatives and the Iowa DOT, and oversight by the Policy Board and Transportation Technical Committee.
 - The draft document will be made available at INRCOG, on the INRCOG website, and upon request.
- Public Comment Period
 - The draft TPWP will be presented to the Policy Board and Transportation Technical Committee at a regularly scheduled meeting no later than April.
 - The public will have at least a 15-calendar-day comment period following completion of the draft TPWP and presentation to the Policy Board and Transportation Technical Committee to submit comments via letter, email, phone, or in person.
 - Notices and agendas of MPO meetings will be made available through local media sources, at INRCOG, and on the INRCOG website and Facebook page. Notices may also be sent to organizations serving traditionally underserved populations.
 - All meetings will be held in accessible facilities.
 - Any person with special communication or accommodation needs (i.e., sight, reading, or language barriers, request for online or phone participation, etc.) can contact the MPO (minimum 48 hours prior to the meeting) and arrangements will be made.

- Final TPWP
 - The Policy Board will consider a summary of comments and responses and adopt the final TPWP.
 - The final TPWP will be submitted to the Iowa DOT, FHWA, and FTA.
 - The final TPWP will be made available on the INRCOG website, at INRCOG, and upon request.
- Revisions
 - Revisions to the TPWP will be made as needed.
 - Amendments will require a public hearing to be held at a regularly scheduled Policy Board meeting. 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.

REVISIONS

The Transportation Planning Work Program is developed annually. However, the document can be amended at any time. When doing so, the Black Hawk County MPO will consider the administrative rules outlined by 2 CFR 200 and FTA Circular 5010.1C. The following table outlines the approving agency for various changes to work programs:

Revision Type	Approving Agency
Request for additional Federal funding	Federal
Transfer of funds between categories, projects, functions, or activities which exceeds ten percent of the total work program budget when the Federal share of the budget exceeds \$150,000	Federal
Revision to the scope or objectives of activities	Federal
Transferring substantive programmatic work to a third party (consultant)	Federal
Capital expenditures, including the purchasing of equipment	Federal
Transfer of funds allotted for training allowances	Federal
Transfer of funds between categories, projects, functions, or activities which do not exceed ten percent of the total work program budget, or when the Federal share of the budget is less than \$150,000	Iowa DOT Systems Planning Bureau
Revisions related to work that does not involve Federal funding	MPO Policy Board

All necessary TPWP approvals are required to be in place prior to the commencement of activity, purchasing of equipment, or request for reimbursement. As it relates to procurement of equipment and services, there should be no notification of award, signed contract, placement of an order, or agreement with a contractor prior to receiving the necessary approval.

All revision requests should be submitted electronically to the Iowa DOT Systems Planning Bureau and the agency's District Planner. Documentation for the revisions shall include the following:

- A resolution or meeting minutes showing the revision's approval
- Budget summary table with changes highlighted or noted
- Modified section(s) of the plan's work elements with changes highlighted or noted

If all necessary information is provided, the request will then be forwarded to the FHWA and FTA for review and any necessary approvals. Notification by the approving agency will be in writing.

Federal Revision Approval

Revisions where FHWA/FTA is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.

Iowa DOT Systems Planning Bureau Revision Approval

Revisions where the Iowa DOT Systems Planning Bureau is the designated approving agency shall require written approval by the Iowa DOT Systems Planning Bureau prior to commencement of activity or request for reimbursement.

Black Hawk County MPO Revision Approval

Revisions where the MPO is the approving agency shall be approved by the Policy Board.

FY 2025 WORK ELEMENTS

ELEMENT A: TRANSPORTATION PLANNING WORK PROGRAM (TPWP)

Objective

To prepare the FY 2026 TPWP.

Project Description

Identify tasks to be performed in FY 2026 and prepare FY 2025 quarterly reports.

Previous Work

- Adoption and administration of the FY 2024 TPWP
- Prepared draft and final versions of the FY 2025 TPWP in accordance with the MPO Public Participation Plan, INRCOG Title VI Plan, and subject to comments from Iowa DOT, FHWA, and FTA staff

FY 2025 Activities and Products

- FY 2025 TPWP maintenance and budget monitoring
- Planning funding reimbursement submittals
- Draft FY 2026 TPWP submitted by March 31, 2025
- Final FY 2026 TPWP submitted by June 1, 2025
- MPO Self Certification

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Executive Director	10	1,060
Director of Transportation	6	352
Personnel Total		1,412
Direct Expenses		88
Total	16	1,500

Funding Type	Amount (\$)
FHWA-PL New	600
FTA 5305d New	600
INRCOG Match	300
Total	1,500

ELEMENT B: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Objective

To develop and maintain a TIP that is consistent with the goals, objectives, and performance measures established by the MPO Policy Board, and serves as an implementation tool of the MPO Long-Range Transportation Plan.

Project Description

The MPO is responsible for developing the funding program of transportation projects which use Federal funds or are regionally significant. The MPO carries out a process for soliciting, ranking, and programming regional projects for the Surface Transportation Block Grant (STBG) Program, Transportation Alternatives Set-Aside (TASA), and the new Carbon Reduction Program (CRP). The MPO also reviews regional projects seeking Iowa Clean Air Attainment Program (ICAAP) funds. The TIP includes four years of programming based on funding estimates provided by the Iowa DOT. Programming will include all pertinent modes of transportation, with emphasis placed on STBG, TASA, CRP, 5307, and 5339 funds. The TIP will be fiscally constrained utilizing year of expenditure dollars. The document will include operations and maintenance information, and a status report on projects in the first year of the current program.

The TIP is developed in coordination with local governments, the State of Iowa, and public transit providers. Submittal of projects and revisions will be conducted through the online program TPMS. To ensure a well-balanced public participation process, all work associated with the TIP will be performed in accordance with the Public Participation Plan and INRCOG Title VI Plan.

Previous Work

- Prepared the final FY 2024-2027 TIP
- Processed revisions to the FY 2024-2027 TIP
- Updated STBG, TASA, and CRP Guidelines
- Held work sessions to program projects for the draft FY 2025-2028 TIP
- Developed a draft FY 2025-2028 TIP
- Assistance with STBG, TASA, and CRP applications

FY 2025 Activities and Products

- Assistance with STBG, TASA, and CRP applications
- FY 2024-2027 TIP
 - Maintain program through formal amendments and administrative modifications (as required)
- FY 2025-2028 TIP
 - Final program adopted
 - Maintain program through formal amendments and administrative modifications (as required)
- FY 2026-2029 TIP
 - Resolution(s) supporting regional Iowa Clean Air Attainment Program (ICAAP) grant application(s)
 - Solicit, rank, and program TASA projects
 - Solicit, rank, and program STBG projects
 - Solicit, rank, and program CRP projects
 - BPAC and TTC work sessions to develop draft program
 - Draft FY 2026-2029 TIP submitted by June 15, 2025

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Director of Transportation	25	1,468
Transportation Planner II	120	6,550
Transportation Planner I	50	1,953
Personnel Total		9,971
Direct Expenses		29
Total	195	10,000

Funding Type	Amount (\$)
FHWA-PL New	4,000
FTA 5305d New	4,000
INRCOG Match	2,000
Total	10,000

ELEMENT C: PUBLIC PARTICIPATION PROCESS

Objective

To incorporate a public involvement process that fosters public participation throughout the transportation planning, programming, and decision-making process.

Project Description

This task includes conducting public input sessions, public hearings, and public outreach to obtain input and feedback on ongoing activities and plans. The Public Participation Plan, along with other pertinent documents maintained and developed by the MPO, are available on the MPO website, www.bhcmpo.org. The 2022 Public Participation Plan was adopted in November 2022 and will be updated as needed.

Previous Work

- Published 7 public hearing notices (2050 LRTP, amendments to FY 2024-2027 TIP, FY 2025 TPWP, FY 2025-2028 TIP)
- Two public input sessions relating to the development of the FY 2025-2028 TIP
- Notices of opportunities for public input shared via INRCOG e-newsletter and local media
- Publication of transportation articles in the INRCOG monthly e-newsletter
- News and highlights, transportation plans, and notices of opportunities for public input shared on the MPO website, INRCOG Facebook page, and INRCOG monthly e-newsletter

FY 2025 Activities and Products

- Publish public hearing notices for federally required documents and TIP amendments
- Materials and staffing for two public input sessions for the draft FY 2026-2029 TIP in June 2025
- Public engagement via surveys, public hearings, public input sessions, public meetings, virtual public involvement, and other methods
- Content for the MPO website and INRCOG Facebook page
- Content for the INRCOG monthly e-newsletter
- Maintain and update the PPP (as needed)
- Marketing and outreach of MPO planning activities through various outlets and mediums

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Director of Transportation	10	587
Transportation Planner II	30	1,637
Transportation Planner I	25	977
Personnel Total		3,201
Direct Expenses		49
Total	65	3,250

Funding Type	Amount (\$)
FHWA-PL New	1,300
FTA 5305d New	1,300
INRCOG Match	650
Total	3,250

ELEMENT D: LONG-RANGE TRANSPORTATION PLANNING

TASK D-1: LONG-RANGE TRANSPORTATION PLAN

Objective

To maintain a Long-Range Transportation Plan (LRTP) including maintenance of the Travel Demand Model (TDM) utilizing TransCAD modeling software (annual maintenance fee included) and develop ancillary long-range transportation planning documents as needed.

Project Description

The 2050 Long-Range Transportation Plan was adopted in November 2023. The LRTP incorporates all modes of transportation into the planning process. The document is fiscally constrained and serves as the mechanism for identifying and prioritizing projects into the MPO's Transportation Improvement Program. To support activities of the LRTP, the MPO will continue to monitor and update the document as needed. The MPO will provide traffic forecasts and model analysis for projects as needed.

Previous Work

- Maintained the 2045 LRTP
- Adopted and maintained the 2050 LRTP
- PM1 and PTASP targets adopted
- Traffic forecasts, model analysis, and select link analysis for corridor studies and project designs
- ISMS Model Planning Team meetings
- Travel demand model parcel data development
- 2020 U.S. Census Metropolitan Planning Area Boundary adjustment joint process between the MPO and RTA

FY 2025 Activities and Products

- Maintain and update the 2050 LRTP (as needed)
- Various reports, traffic projections, and traffic analysis
- Adopt 2021-2025 safety targets (PM1) by February 2025

TASK D-2: STATEWIDE TRANSPORTATION PLANNING INITIATIVES

Objective

To remain actively involved in various statewide planning efforts.

Project Description

Participation in statewide planning initiatives and committees.

Previous Work

- Member of the Strategic Highway Safety Plan Advisory Committee
- Participated in Midwest Transportation Model User Group (MTMUG) meetings
- Attended four statewide MPO/RPA Quarterly meetings

FY 2025 Activities and Products

- Participation in MTMUG meetings
- Attend MPO/RPA Quarterly meetings
- Participation in regional and statewide coordination meetings

TASK D-3: TRANSPORTATION RELATED STUDIES

Objective

To be an active participant in various transportation studies relating to all pertinent modes of transportation as supported by the MPO Long-Range Transportation Plan.

Project Description

Further the goals and objectives of the transportation planning process through studies undertaken by the MPO or consultants on behalf of communities in the metropolitan area.

Previous Work

- Participated in the Eastern Iowa Electric Vehicle Readiness planning initiative meetings

FY 2025 Activities and Products

- Participation in the Eastern Iowa Electric Vehicle Readiness planning initiative meetings
- Participation in transportation related studies and committees

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Executive Director	140	14,839
Director of Transportation	387	22,728
Data Services Coordinator	555	28,810
Transportation Planner II	601	32,802
Transportation Planner I	747	29,178
New Position	130	5,078
Administrative	14	469
Personnel Total		133,904
Direct Expenses		6,596
TransCAD (Maintenance)		1,500
Total	2,574	142,000

Funding Type	Amount (\$)
FHWA PL-Carryover	82,427
FHWA PL-New	15,600
FTA 5305d Carryover	89
FTA 5305d-New	15,484
INRCOG Match	28,400
Total	142,000

ELEMENT E: SHORT-RANGE TRANSPORTATION PLANNING

TASK E-1: ADMINISTRATION OF OVERALL MPO ACTIVITIES

Objective

To provide administration of the MPO activities to ensure a continuous, cooperative, and comprehensive transportation planning process in compliance with applicable State and Federal laws and regulations.

Project Description

This task includes all administrative work to support activities of the MPO including the following: prepare and submit required documents to the Iowa DOT, FTA, and FHWA; facilitate and provide staff support for MPO meetings; prepare budgets, maintain financial records, and ensure monies are spent appropriately; and coordinate activities with participating agencies and other public and private interests. This task also includes MPO staff participating in conferences, seminars, meetings, and other training opportunities to remain familiar with the latest regulations and techniques related to the transportation planning field.

Previous Work

- Quarterly submittals for planning funding reimbursement
- Filing and reporting routine items required by the Iowa DOT, FTA, and FHWA
- Grant writing assistance for two transportation-related grants
- Conducted 11 Policy Board meetings, and developed meeting materials and minutes
- Conducted one Transportation Technical Committee meeting, and developed meeting materials and minutes
- Conducted one Bicycle and Pedestrian Advisory Committee meeting, and developed meeting materials and minutes
- Attended webinars, trainings, and conferences specific to transportation
- Association of Metropolitan Planning Organizations (AMPO) membership
- AMPO Planning Tools & Training Symposium
- AMPO Active Transportation Interest Group Leadership

FY 2025 Activities and Products

- Grant writing assistance to member communities (as requested)
- Reports and other materials by Federal, State, or other governmental agencies
- Monthly Policy Board meeting materials, meetings, and minutes
- TTC and BPAC meeting materials, meetings, and minutes
- Attend webinars, trainings, and conferences specific to transportation
- ICOG Staff Retreat 2025
- Association of Metropolitan Planning Organizations (AMPO) membership
- AMPO Annual Conference 2024
- AMPO Planning Tools & Training Symposium 2025
- APA National Planning Conference 2025

TASK E-2: DATA SERVICES

Objective

To collect, analyze, and distribute data necessary to sustain and enhance the overall transportation system.

Project Description

This task includes all data collection and analysis to support transportation planning activities.

Previous Work

- Performed data collection and GIS data maintenance, including traffic count and crash data
- Developed and printed maps
- Collected pavement management, safety, and traffic count data for TIP project evaluation and prioritization

FY 2025 Activities and Products

- Data collection and GIS data maintenance, including traffic count and crash data
- Print and/or develop maps for member communities or partner agencies
- Interactive mapping, including web-based mapping and story maps
- Pavement management, safety, and traffic count data for TIP project evaluation, ranking, and programming

TASK E-3: MULTIMODAL PLANNING

Objective

To provide support to expand and improve multimodal transportation options in the region to increase the safety and mobility of people and freight.

Project Description

This task includes technical assistance to develop and promote plans and projects to increase the safety and mobility of people and freight. This task also includes continued implementation of a Safe Routes to School (SRTS) program in public and parochial schools throughout the metropolitan area. This is part of the SRTS Partnership with the Iowa Bicycle Coalition and Upper Explorerland. This position is funded through a Statewide TASA/TAP grant via the Iowa DOT, the MPO, and the RTA. The SRTS Coordinator will work with area schools on efforts and initiatives to increase bicycling and walking to school. The MPO Pedestrian Master Plan was adopted in February 2022, and staff will monitor and update the document as needed.

Previous Work

- General multimodal transportation planning assistance
- Safe Routes to School Program in public and parochial schools in the metro area
- Interactive Cedar Valley Trail Map and promotional materials
- Passenger Rail and Rail Safety Memos for the Cedar Valley Coalition
- Passenger Rail support and outreach efforts, including creating a petition for Iowa to rejoin the Midwest Interstate Passenger Rail Commission

FY 2025 Activities and Products

- Maintain and update the MPO Pedestrian Master Plan (as needed)
- General multimodal transportation planning assistance
- Safe Routes to School Program in public and parochial schools in the metro area
- Upkeep of the Interactive Cedar Valley Trail Map
- Passenger Rail and Rail Safety community engagement

TASK E-4: TRANSIT PLANNING

Objective

To enhance a coordinated, accessible, and efficient transit system to ensure all citizens have access to effective and affordable transportation options.

Project Description

Focus on improving operating efficiencies of current services and eliminating service gaps where and when public transportation is not available. MET Transit has hired a consultant to conduct a comprehensive Transit Study. The FY 2026-2030 Passenger Transportation Plan (PTP) will be adopted and submitted to the Iowa DOT by May 1, 2025.

Previous Work

- Held two Transit Advisory Committee (TAC) meetings
- Monitored the FY 2021-2025 Passenger Transportation Plan (PTP)
- Meetings with MET Transit staff to discuss planning assistance and coordination of services opportunities

FY 2025 Activities and Products

- Maintain and update the FY 2021-2025 PTP (as needed)
- Monitoring projects and initiatives identified in the FY 2021-2025 PTP
- Two TAC meetings (at minimum)
- Planning assistance for MET Transit
- Passenger transportation provider survey and public input survey for the FY 2026-2030 PTP
- Draft FY 2026-2030 PTP submitted by February 1, 2025
- Final FY 2026-2030 PTP submitted by May 1, 2025

TASK E-5: TRANSPORTATION SAFETY

Objective

To include traffic safety initiatives and designs in all aspects of the transportation planning and project selection process.

Project Description

Provide safety studies, design techniques, and other information to member jurisdictions.

Previous Work

- Provided safety data using the Iowa Crash Analysis Tool
- Researched Vision Zero programs throughout the nation

FY 2025 Activities and Products

- Safety data provided using the Iowa Crash Analysis Tool
- Crash-related charts and reports

TASK E-6: SS4A

Objective

On February 1, 2023, the MPO received a SS4A Action Plan grant award to complete a Comprehensive Safety Action Plan for Waterloo's Central Business District in the downtown area. The estimated cost to complete the plan is \$60,000 of which the MPO was awarded \$48,000 in federal SS4A funds. The Iowa DOT has committed to providing \$12,000 in HSIP-SWAP funding as the 20 percent local match. The plan will include a safety assessment of high fatality and serious injury corridors, community collaboration, and implementation activities for the metropolitan area to enhance roadway safety for all. The MPO hired an outside consultant to complete the comprehensive Safety Action Plan, and staff will administer the project.

Previous Work

- SS4A Safety Action Plan consultant solicitation and selection process, project administration

FY 2025 Activities and Products

- SS4A Safety Action Plan project administration
- Draft and Final SS4A Comprehensive Safety Action Plan

TASK E-7: EQUIPMENT & SUPPLIES

Objective

To purchase and maintain computer software and equipment to support the transportation planning functions of the MPO.

Previous Work

- Maintained ArcGIS licenses for two workstations
- Maintained TransCAD license for one workstation
- Maintained license for Spatial Analyst and 3-D Analyst
- SketchUp Pro license

Project Description

This task includes the purchasing and maintenance of computer equipment and software necessary to carry out the transportation planning effort.

FY 2025 Activities and Products

- ArcGIS licenses for three workstations
- TransCAD license for one workstation
- Spatial Analyst and 3-D Analyst
- SketchUp Pro license

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Executive Director	140	14,839
Director of Transportation	392	23,022
Data Services Coordinator	555	28,810
Transportation Planner II	600	32,748
Transportation Planner I	748	29,217
Administrative	98	6,716
Personnel Total		135,352
Direct Expenses		3,148
SS4A – Federal Grant		48,000
SS4A Local Match – HSIP-SWAP		12,000
GIS Software Maintenance/Upgrades		3,500
Total	2,533	202,000

Funding Type	Amount (\$)
SS4A – Federal	48,000
FHWA PL-Carryover	86,689
FHWA PL-New	3,511
FTA 5305d-New	23,400
HSIP-SWAP – Local	12,000
INRCOG-Match	28,400
Total	202,000

ELEMENT F: COMPLETE STREETS

Objective

To develop and promote policies, plans, and projects that improve mobility and connectivity; improve health; increase safety; enhance neighborhoods, businesses, and institutions; and advance the quality of life for all users of the transportation system.

Project Description

Complete Streets are facilities designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and right-of-way with all users in mind to make the transportation network safer and more efficient.

The Black Hawk County MPO embraces the Complete Streets philosophy, and communities have been incorporating design elements in various planning activities. To further promote and advocate for Complete Streets, the MPO developed and adopted an MPO Complete Streets Policy. The MPO will research Complete Streets Prioritization Plans that identify a specific list of Complete Streets projects and potential funding sources to improve safety, mobility, and accessibility. This Plan was postponed due to a shift in priorities and the emergence of other critical projects.

Previous Work

- Development and adoption of an MPO Complete Streets Policy
- Served on the Waterloo Complete Streets Advisory Committee and Cedar Falls Bicycle and Pedestrian Commission

FY 2025 Activities and Products

- Development of an MPO Complete Streets Prioritization Plan
- Planning technical assistance to improve the metropolitan network of active transportation facilities, including sidewalks, pedestrian and bicycle trails, and to connect neighborhoods with destinations
- Serve on the Waterloo Complete Streets Advisory Committee and Cedar Falls Bicycle and Pedestrian Commission

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Director of Transportation	10	587
Transportation Planner II	55	3,002
Transportation Planner I	55	2,148
Personnel Total		5,737
Direct Expenses		233
Total	120	5,970

Funding Type	Amount (\$)
FHWA PL Set-aside	5,970
Total	5,970

ELEMENT G: ADMINISTRATION

Objective

To provide for the overall management and support of INRCOG's programs.

Previous Work

Budget, audit, and other financial documents required for the fiscal year ending June 30, 2024.

Project Description

This task includes overhead and indirect expenses which are not attributable to direct expenses reflected under individual work tasks. Administrative salaries and overhead expenses are charged on an indirect basis according to the agency's approved cost-allocation plan (attached).

FY 2025 Activities and Products

- Quarterly progress reports and invoices
- Budget, audit, and other financial documents required for the fiscal year ending June 30, 2025.

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Administration		100,000
Total		100,000

Funding Type	Amount (\$)
FHWA-PL Carryover	40,000
FHWA-PL New	20,000
FTA 5305d New	20,000
INRCOG Match	20,000
Total*	100,000

*This budget reflects the estimated transportation program share of administrative expenses based on an estimated FY 2025 agency budget of \$2,600,000.

SCHEDULE OF ACTIVITIES

Description	1 st Quarter (July – Sept.)	2 nd Quarter (Oct. – Dec.)	3 rd Quarter (Jan. – Mar.)	4 th Quarter (April – June)	MPO LRTP Goals Supported
(A) Transportation Planning Work Program					
FY 2025 TPWP maintenance and budget monitoring	X	X	X	X	1, 2, 3, 4
Planning funding reimbursement submittals	X	X	X	X	
Draft FY 2026 TPWP submitted by March 31, 2025			X		
Final FY 2026 TPWP submitted by June 1, 2025				X	
MPO Self Certification				X	
(B) Transportation Improvement Program					
Assistance with STBG, TASA, and CRP applications			X	X	1, 4
FY 2024-2027 TIP maintenance	X				
FY 2025-2028 TIP final program adopted	X				
FY 2025-2028 TIP maintenance	X	X	X	X	
Draft FY 2026-2029 TIP submitted by June 15, 2025		X	X	X	
(C) Public Participation Process					
Publish public hearing notices for federally required documents and TIP amendments	X	X	X	X	1, 4
Materials and staffing for two TIP public input sessions				X	
Public engagement via surveys, public hearings, public input sessions, public meetings, virtual public involvement, and other methods	X	X	X	X	
Content for the MPO website and INRCOG Facebook page	X	X	X	X	
Content for the INRCOG monthly e-newsletter	X	X	X	X	
Maintain and update the PPP (as needed)		X		X	
Marketing and outreach of MPO planning activities through various outlets and mediums	X	X	X	X	
(D) Long-Range Transportation Planning					
Maintain and update the 2050 LRTP (as needed)	X	X	X	X	1, 2, 3, 4
Various reports, traffic projections, and traffic analysis	X	X	X	X	
Adopt 2021-2025 safety targets (PM1) by February 2025			X		
Participation in MTMUG meetings	X		X		
Attend MPO/RPA Quarterly meetings	X	X	X	X	
Participation in regional and statewide coordination meetings	X	X	X	X	
Participation in the Eastern Iowa Electric Vehicle Readiness planning initiative meetings	X	X	X	X	
Participation in transportation related studies and committees	X	X	X	X	

Description	1 st Quarter (July – Sept.)	2 nd Quarter (Oct. – Dec.)	3 rd Quarter (Jan. – Mar.)	4 th Quarter (April – June)	MPO LRTP Goals Supported
(E) Short-Range Transportation Planning					
Grant writing assistance to member communities (as requested)	X			X	
Reports and other materials by Federal, State, or other governments agencies	X	X	X	X	
Monthly Policy Board meeting materials, meetings, and minutes	X	X	X	X	
TTC and BPAC meeting materials, meetings, and minutes				X	
Attend webinars, trainings, and conferences specific to transportation	X	X	X	X	
Association of Metropolitan Planning Organizations (AMPO) membership	X				
Data collection and GIS data maintenance, including traffic count and crash data	X	X	X	X	
Print and/or develop maps for member communities or partner agencies	X	X	X	X	
Interactive mapping, including web-based mapping and story maps	X	X	X	X	
Pavement management, safety, and traffic count data for TIP project evaluation, ranking, and programming			X	X	
Maintain and update the MPO Pedestrian Master Plan (as needed)		X		X	
General multimodal transportation planning assistance	X	X	X	X	
Safe Routes to School Program in public and parochial schools in the metro area	X	X	X	X	
Upkeep of the Interactive Cedar Valley Trail Map	X	X	X	X	1, 2, 3, 4
Passenger Rail and Rail Safety community engagement	X	X	X	X	
Maintain and update the FY 2021-2025 PTP (as needed)		X		X	
Monitoring projects and initiatives identified in the FY 2021-2025 PTP	X	X	X	X	
Two TAC meetings (at minimum)	X		X		
Planning assistance for MET Transit	X	X	X	X	
Passenger transportation provider survey and public input survey for the FY 2026-2030 PTP	X	X			
Draft FY 2026-2030 PTP submitted by February 1, 2025	X	X	X		
Final FY 2026-2030 PTP submitted by May 1, 2025			X	X	
Safety data provided using the Iowa Crash Analysis Tool	X	X	X	X	
Crash-related charts and reports	X	X	X	X	
SS4A Safety Action Plan project administration	X	X			
Draft and Final SS4A Comprehensive Safety Action Plan	X	X			
ArcGIS licenses for three workstations			X		
TransCAD license for one workstation		X			
Spatial Analyst and 3-D Analyst			X		
SketchUp Pro license		X			
(F) Complete Streets					
Development of an MPO Complete Streets Prioritization Plan	X	X			
Planning technical assistance to improve the metropolitan network of active transportation facilities	X	X	X	X	1, 4
Serve on the Waterloo Complete Streets Advisory Committee and Cedar Falls Bicycle and Pedestrian Commission	X	X	X	X	
(G) Administration					
Quarterly progress reports and invoices	X	X	X	X	
Budget, audit, and other financial documents required for the fiscal year ending June 30, 2025	X	X	X	X	

FY 2025 BUDGET & FUNDING SOURCES

FY 2025 Transportation Budget Summary

Work Element	FEDERAL						NON-FEDERAL		TOTAL
	SS4A (\$)	PL Carryover (\$)	PL New (\$)	5305d Carryover (\$)	5305d New (\$)	Federal Total (\$)	HSIP-SWAP (\$)	INRCOG Match (\$)	Total (\$)
(A) TPWP	--	--	600	--	600	1,200	--	300	1,500
(B) TIP	--	--	4,000	--	4,000	8,000	--	2,000	10,000
(C) Public Participation Process	--	--	1,300	--	1,300	2,600	--	650	3,250
(D) Long-Range Transportation Planning	--	82,427	15,600	89	15,484	113,600	--	28,400	142,000
(E) Short-Range Transportation Planning	48,000	86,689	3,511	--	23,400	161,600	12,000	28,400	202,000
(F) Complete Streets	--	--	5,970	--	--	5,970	--	--	5,970
(G) Administration	--	40,000	20,000	--	20,000	80,000	--	20,000	100,000
Total	48,000	209,116	50,981	89	64,784	372,970	12,000	79,750	464,720

FHWA Metropolitan Planning (PL) program funding is transferred to FTA 5305d program funding in a consolidated planning grant application

FY 2025 INRCOG Personnel Assignments Direct Planning Tasks

Work Element	Total Budget (100%) (\$)	Direct Expense (\$)	Salary and Fringe (\$)
(A)	1,500	88	1,412
(B)	10,000	29	9,971
(C)	3,250	49	3,201
(D)	142,000	6,596	133,904
(E)	202,000	3,148	135,352
(F)	5,970	5,737	233
Total	364,720	15,647	284,073

FY 2025 Staff Time (in hours)

Work Element	Executive Director	Director of Transportation	Data Services Coordinator	Transportation Planner II	Transportation Planner I	New Position	Administrative Staff	Total
(A)	10	6	--	--	--	--	--	16
(B)	--	25	--	120	50	--	--	195
(C)	--	10	--	30	25	--	--	65
(D)	140	387	555	601	747	130	14	2,574
(E)	140	392	555	600	748	--	98	2,533
(F)	--	10	--	55	55	--	--	120
Total	290	830	1,110	1,406	1,625	130	112	5,503



INRCOG

Iowa Northland Regional
Council of Governments

INRCOG COST ALLOCATION PLAN

Contact: Brian Schoon, Executive Director

bschoon@inrcog.org

A. Introduction

Iowa Northland Regional Council of Governments (INRCOG) is a state/local government located in Waterloo, Iowa. The classification and allocation of direct and indirect costs of INRCOG are allowable in accordance with 2 CFR Part 225 (formerly OMB Circular A-87), "Cost Principles for State, Local and Indian Tribal Governments," or 2 CFR Part 230 (formerly OMB Circular A-122), "Cost Principles for Non-profit Organizations."

B. Cost Allocation Methodology

This proposal is for a Cost Allocation Plan (Plan) to cover the period beginning July 1, 2024 and ending June 30, 2025. This proposal is based on INRCOG's actual costs reconcilable to the audited financial statements for its fiscal year ending June 30, 2025. The status of our cost allocation plan is:

- ☐ (a) This is our initial request for the approval of our cost allocation plan. None of the federal agencies have ever officially approved of our cost allocation plan.
- ☐ (b) We have received an official written approval of our cost allocation plan from the Economic Development Administration.
- ☒ (c) We have received written approval of our cost allocation plan from Iowa Department of Transportation multiple times. However, we have been unable to obtain Federal Cognizant approval of our Indirect Cost Proposal.

This proposal addresses all elements of cost incurred by INRCOG and identifies shared costs that require allocation. INRCOG treats all costs as direct costs except general administration and general expenses. Joint costs are prorated individually as direct costs to each category and to each award using a base most appropriate to the particular cost being prorated. Therefore, the direct allocation method has been used in allocating indirect costs.

INRCOG maintains adequate internal controls to ensure that no cost is charged both directly and indirectly to Federal contracts or grants.

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C. Direct Costs

Direct costs are those that can be identified specifically with a particular program. These costs may be charged directly to grants, contracts, or to other programs against which costs are finally lodged.

Typical direct costs chargeable to programs include:

- Compensation of employees for the time and effort devoted specifically to the execution of grant programs.
- Costs of materials acquired, consumed, or expended specifically for a particular program.
- Equipment and other approved capital expenditures.
- Other items of expense incurred specifically to carry out the program.
- Services furnished specifically for the program by other agencies.

D. Indirect Costs

Indirect costs are those incurred for common or joint objectives and therefore cannot be readily and specifically identified with a particular project or activity. Indirect costs include salaries, fringe benefits, travel, utilities, rent, postage, office supplies, and printing not identified specifically with a program. Indirect costs are incurred for a common or joint purpose benefiting more than one cost objective and not readily assignable to the cost objectives specifically benefited without effort disproportionate to the results achieved. These costs are distributed equally to all programs against the base of direct time spent on specific programs which produces an equitable result in consideration of relative benefits derived.

Indirect costs include:

- Work relating to the project operation and general supervision of programs.
- Work activities conducted relating to the organizational functioning of the agency.

E. Cost Pool and Base for Distribution

INRCOG uses two pools in the distribution of its indirect costs. The Fringe Benefit Pool consists of employee vacations, sick leave, holidays, health/life insurance, the employer's share of FICA and retirement costs, and reimbursable unemployment expense. The Administrative Pool consists of all other indirect costs as described above. These two pools are based on direct program salary expense and allocated to all agency programs equally as follows:

- Fringe Benefit Allocation = Total Fringe Pool / Total Direct Salaries x Direct Program Salaries
- Administrative Allocation = Total Administrative Pool / Total Direct Salaries x Direct Program Salaries

Predetermined Fixed Rates

A predetermined fixed rate for computing indirect costs applicable to a grant may be negotiated annually in situations where the cost experience and other pertinent facts available are deemed sufficient to enable the contracting parties to reach an informed judgement (1) as to the probable level of indirect costs in the grantee department during the period to be covered by the negotiated rate, and (2) that the amount allowable under the predetermined rate would not exceed actual indirect costs.

Negotiated Lump Sum for Overhead

A negotiated fixed amount in lieu of indirect costs may be appropriate under circumstances where the benefits derived from a grantee department's indirect services cannot be readily determined as in the case of small, self-contained or isolated activity. When this method is used, a determination should be made that the amount negotiated will be approximately the same as the actual indirect cost that may be incurred. Such amounts negotiated in lieu of indirect costs will be treated as an offset to total indirect expenses of the grantee department before allocation to remaining activities. The base on which such remaining expenses are allocated should be appropriately adjusted.

F. Supporting Financial Statements, Summary Schedule, and Unallowable Costs

NOTE: Organization must include a complete copy of the audited financial statements with their proposal submission.

Unallowable and Excludable Costs – The following costs are excluded from the allocation process: capital outlay over the threshold of \$500, awards and gifts, bad debts, and food costs.

G. Description of Accounting System

INRCOG uses an accrual system of accounting. Under the accrual basis of accounting, revenues are recognized when earned and expenditures are recorded when the related liability is incurred.

INRCOG uses Quick Books 2023 per our accountant's recommendation.

H. Indirect Salaries

The number of hours of work performed by INRCOG employees for the general supervision of programs and organization functioning of the agency (Administrative Pool) varies each month. Employees record the amount of time for work performed for the administration of the agency and also for work performed for a specific program. Administrative time is then distributed equally each month to all programs against the base of direct time spent on specific programs during that month (refer to Section E, Cost Pool and Base for Distribution).

I. Indirect Fringe Benefits

Refer to "Section E, Cost Pool and Base for Distribution" and "Section H, Indirect Salaries" for description of allocation of fringe benefits.

J. Organization Chart

See Schedule B

K. Cost Allocation Plan Certification

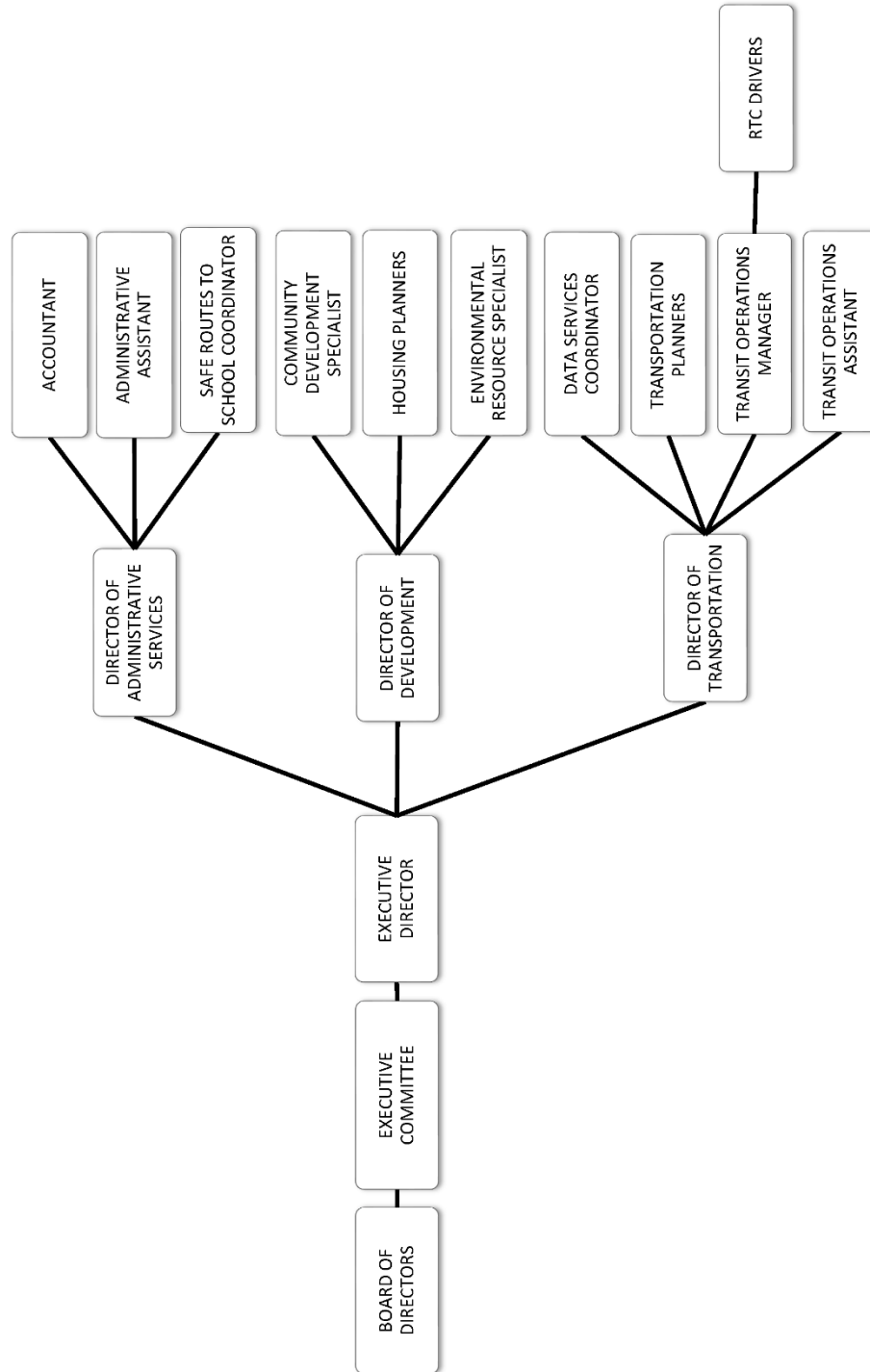
See attached

Schedule A – Elements of Cost

Elements of Cost	Allocation Methodology	Item Description
Salaries & fringe benefits	Direct/Indirect	Direct when specific to program, indirect for general admin.
Travel	Direct/Indirect	Direct when specific to program, indirect for general training and admin.
Meals	Direct	Program specific for allowable meals
Seminar	Direct/Indirect Cost	Direct when specific to program, indirect for general admin.
Telephone/Internet	Direct/Indirect Cost	Direct when specific to program, indirect for general admin.
Contracted Services	Direct/Indirect Cost	Direct when specific to program, indirect for general admin.
Office Supplies	Direct/Indirect Cost	Direct when specific to program, indirect for general admin.
Program Supplies	Direct	Direct when specific to program
Miscellaneous	Direct/Indirect Cost	Direct when specific to program, indirect for general admin.
Postage	Direct/Indirect	Direct when specific to program, indirect for general admin.
Bad Debt	Direct/Unallowable	Uncollectable notes receivable/accounts receivable
Copy	Direct/Indirect	Direct when specific to program, indirect for general admin.
Advertising & Notices	Direct/Indirect	Direct when specific to program, indirect for general admin.
Professional Memberships	Direct/Indirect	Direct when specific to program, indirect for general admin.
Recording Fees	Direct	Program specific for recording liens on homeowner's notes
Administrative Overhead	Indirect	Costs that are not specific to direct programs, included as indirect allocation of all other elements of costs
Administrative expense – EDA RLF	Direct	Costs that are specific to operating the EDA RLF Fund
Provision for forgivable loan	Direct	Program specific for forgivable loans
Administrative expense – INRHC	Direct	Costs that are specific to operating the INRHC RLF Fund
Relocation	Direct	Expenses specific to the relocation of homeowner's
Insurance	Indirect	Bonding insurance, building insurance, etc.
Equipment maintenance/expense	Direct/Indirect Cost	Rental and maintenance on equipment used in administrative office or specific to programs
Legal and Accounting	Direct/Indirect Cost	Direct when specific to program, indirect for general admin.

Schedule B – INRCOG Organization Chart (as of January 2023)

Iowa Northland Regional Council of Governments
Organizational Chart





INRCOG

Iowa Northland Regional
Council of Governments

Certificate of Indirect Cost Proposal and Indirect Costs

This is to certify that I have reviewed the indirect cost proposal submitted herewith and to the best of my knowledge and belief:

- 1) All costs included in this proposal of May 9, 2024 to establish a:
☒ Cost Allocation Plan
☐ Indirect Cost Rate
for July 1, 2024 to June 30, 2025 are allowable in accordance with the requirements of the Federal awards to which they apply and with Subpart E – Cost Principles of Part 200 as they apply to my:
☒ Governmental Organization
☐ Non-profit Organization
- 2) This proposal does not include any costs which are unallowable under Subpart E – Cost Principles of Part 200 such as (without limitation): public relations costs, contributions and donations, entertainment costs, fines and penalties, lobbying costs, and defense of fraud proceedings; and
- 3) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986 (31 USC 3801 et seq.), and the Department of Labor's implementing regulations (29 CFR Part 22), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

Signature

Brian Schoon

Printed Name

Executive Director

Title

Iowa Northland Regional Council of Governments

Name of Organization

May 9, 2024

Date Signed

Signed by the official having the authority
to negotiate indirect cost rates for the
organization or by a higher-level official

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APPENDIX A – RESOLUTION

RESOLUTION OF THE BLACK HAWK COUNTY METROPOLITAN AREA TRANSPORTATION POLICY BOARD

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

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

WHEREAS, the Policy Board has reviewed the Transportation Planning Work Program (TPWP) for Fiscal Year 2025; and

WHEREAS, the Iowa DOT requires that the MPO commit a twenty (20) percent local share to the TPWP budget for FY 2025.

NOW, THEREFORE BE IT RESOLVED that the Black Hawk County Metropolitan Area Transportation Policy Board hereby approves the FY 2025 Transportation Planning Work Program and execution of the INRCOG/Iowa DOT agreement, and commits the required twenty (20) percent local share to the TPWP budget for FY 2025.

Passed and adopted this 9th day of May, 2024.

DeAnne Kobliska, Chair

ATTEST:

Brian Schoon, INRCOG Executive Director

APPENDIX B – MPO SELF-CERTIFICATION

MPO Self-Certification of Procurement and Consultant Selection Procedures

This is to certify that I have reviewed the Iowa DOT Purchasing Rules (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds:

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds \$5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three (3) years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Systems Planning Bureau through email or hard copy, invoices documenting the expenditure(s) at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

Signature

Brian Schoon

Printed Name

Executive Director

Title

Iowa Northland Regional Council of Governments

Name of Organization

May 9, 2024

Date Signed

Signed by the official having the authority
to initiate procurements or consultant
selection for the organization or by a
higher-level official

APPENDIX C – PERFORMANCE MANAGEMENT AGREEMENT

Performance Management Agreement between MPOs and the Iowa DOT

The Iowa DOT and the **Black Hawk County Metropolitan Area Transportation Policy Board (MPO)** agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the statewide planning coordinator in the Systems Planning Bureau.

- 1) **Transportation performance data**
 - a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
 - b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.
- 2) **Selection of performance targets**
 - a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
 - b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.
- 3) **Reporting of performance targets**
 - a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
 - b. MPO performance targets will be reported to the Iowa DOT.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
 - c. The Iowa DOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
 - d. MPOs will include information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
 - e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.
- 4) **Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO**
 - a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
- 5) **The collection of data for the State asset management plans for the National Highway System (NHS)**
 - a. The Iowa DOT will be responsible for collecting bridge and pavement condition for the State asset management plan for the NHS.

APPENDIX D – SRTS PROPOSED SCOPE OF WORK

Project Number: TAP-R-000T()-8T-00

Project Title: Safe Routes Partnership

Project Objective: To assist communities with increasing the number of students choosing active transportation as their first choice for transportation and to increase overall health and safety.

Tasks and Deliverables:

TASK 1: Build and strengthen new and existing Safe Routes relationships within school system and community. The goal of Task 1 is to maintain relationships while inviting new stakeholders to support Safe Routes. Meetings and discussions with stakeholders will be held to ensure the Safe Routes message is shared. Safe Routes partners will be educated on the benefits of Safe Routes to help promote throughout their respective communities and networks.

- Deliverable 1: Collaborate with partners
- Deliverable 2: Strengthen Safe Routes message
- Deliverable 3: Communicate about the benefits of Safe Routes

TASK 2: Support new and existing Safe Routes efforts. The goal of Task 2 is to maintain programming success with proper equipment to perform duties of the program. Additionally, this task encourages program development in new communities, schools and families. Safe Routes coordinators will work towards sustainability of programs. As necessary, data collection will be used to evaluate programs and shape future planning.

- Deliverable 1: Acquire necessary program equipment and supplies to conduct programs
- Deliverable 2: Conduct programming
- Deliverable 3: Expand Safe Routes efforts into new communities, schools and families
- Deliverable 4: Collect student data to support future Safe Routes efforts

TASK 3: Support active transportation efforts related to Safe Routes. The goal of Task 3 is to ensure that the Safe Routes message is evolving with current active transportation trends to meet the needs of each community. By attending trainings, webinars and other learning opportunities, coordinators can continue to stay up to date on Safe Routes related topics and identify new supporters of the program.

- Deliverable 1: Develop Safe Routes messaging and materials
- Deliverable 2: Promote and support community efforts at all levels
- Deliverable 3: Attend trainings to support active transportation i.e. webinars, seminars, council meetings, etc.

TASK 4: Continue professional development and networking opportunities. The goal of Task 4 is to grow active transportation knowledge and skills by identifying best practices through networking at all levels. Conferences will encompass active transportation and health promotion topics related to infrastructure and non-infrastructure Safe Routes efforts. Learning about current issues and best practices at conferences is important and needed to grow Safe Routes throughout the state. However, attending conferences with the focused purpose of networking and educating potential advocates on Safe Routes efforts is also a crucial component to long term success.

- Deliverable 1: Attend conferences to grow active transportation and Safe Routes knowledge and skill sets
- Deliverable 2: Attend conference as a sponsor/tabling event to create more awareness and interest in Safe Routes

DOCUMENT REVISION SUMMARY

Date of Revision	Revised Section	Summary of Changes

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Black Hawk County Metropolitan Area Transportation Policy Board (MPO) will hold a public hearing at the INRCOG Center, 229 E. Park Ave., Waterloo, Iowa, on Thursday, May 9, 2024 at 10:00 a.m.

The purpose of this hearing is to solicit public comment on the final version of the FY 2025 Transportation Planning Work Program (TPWP). The document outlines the transportation-related activities and projects that are anticipated to occur in the MPO region for the fiscal year beginning July 1, 2024 and ending June 30, 2025. The document can be viewed at www.bhcmpo.org/mpo-plans-programs.

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

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.

BLACK HAWK COUNTY MPO COMPLETE STREETS POLICY



Smart Growth America
Improving lives by improving communities



National Complete
Streets Coalition



Adopted May 9, 2023



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

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

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

WHEREAS, the MPO recognizes that its streets and transportation network are crucial public spaces that must serve individuals of all ages and abilities using various modes of transportation including walking, biking, driving, and public transit; and

WHEREAS, the concept of Complete Streets is centered around the design and operation of streets that enable safe, convenient, and comfortable travel for users of all ages and abilities, regardless of their mode of transportation; and

WHEREAS, adopting an MPO Complete Streets Policy supports the health, safety, and welfare of all residents and visitors by reducing transportation barriers and promoting accessibility and equity; and

WHEREAS, the integration of Complete Streets principles in the planning, design, construction, and maintenance of transportation facilities can enhance community connectivity, support, economic growth, and improve the overall quality of the environment.

NOW, THEREFORE BE IT RESOLVED that the Black Hawk County Metropolitan Area Transportation Policy Board hereby approves the MPO Complete Streets Policy, ensuring that all transportation projects – whether construction, reconstruction, rehabilitation, or planning of roadways, bridges, trails, and other transportation facilities – that receive state and/or federal funding and are included in the MPO’s Transportation Improvement Program (TIP) adhere to Complete Streets principles.

Passed and adopted this 9th day of May, 2024.

DeAnne Kobliska, Chair

ATTEST:

Nick Fratzke, Director of Transportation
INRCOG

Introduction

The Black Hawk County Metropolitan Planning Organization (MPO) is dedicated to fostering a vibrant, accessible, and connected community. We recognize that the quality of our transportation system profoundly impacts the lives of all residents and visitors, and it is our responsibility to ensure that our streets are designed and built to serve the diverse needs of our community. The concept of “Complete Streets” serves as the cornerstone of our commitment to this cause.

Complete Streets are more than just roads; they are pathways to opportunity, health, and sustainability. They are designed with the understanding that streets are for everyone, regardless of age, ability, income, or mode of transportation. Whether one chooses to walk, cycle, drive, or use public transit, they should be able to do so safely, conveniently, and efficiently. This Complete Streets Policy sets the stage for the Black Hawk County MPO to take a proactive role in enhancing the livability and vitality of our community through thoughtful and inclusive transportation planning and design.



In the following pages, this policy will outline the purpose and vision of Complete Streets in the Black Hawk County metropolitan area, the scope of its application, the guiding principles that support our approach, as well as the framework for its implementation and monitoring. We believe that this policy, when applied comprehensively, will contribute to healthier and more prosperous communities while fostering a sustainable and equitable future for all residents.

In partnership with local governments, community organizations, and residents, the Black Hawk County MPO seeks to champion Complete Streets that reflect the unique character and needs of our community. This commitment not only enhances the safety and convenience of our transportation network but also reinforces our identity as a community that cares about the wellbeing and accessibility of all its members.

As we embark on this transformative journey, we invite all stakeholders, from citizens to policymakers, to collaborate with us in reshaping the future of our streets for the better. Together, we can build a more equitable, sustainable, and prosperous Black Hawk County.

Purpose and Vision

Purpose

The Black Hawk County MPO is committed to creating vibrant and sustainable communities where all residents and visitors can safely and conveniently access our streets and public spaces. Our purpose is to champion the concept of Complete Streets, ensuring that our roadways are designed, built, and maintained to accommodate all modes of transportation, enhance public health, promote economic vitality, and protect the environment.

Vision

“To create an inclusive and sustainable community within the Black Hawk County metropolitan area, we are committed to providing safe, convenient, and comfortable transportation options for residents and visitors of all ages, backgrounds, and abilities, regardless of transportation mode – walking, cycling, public transit, or automobile – ensuring that our roadways promote safety and accessibility while fostering a harmonious and eco-friendly environment.”

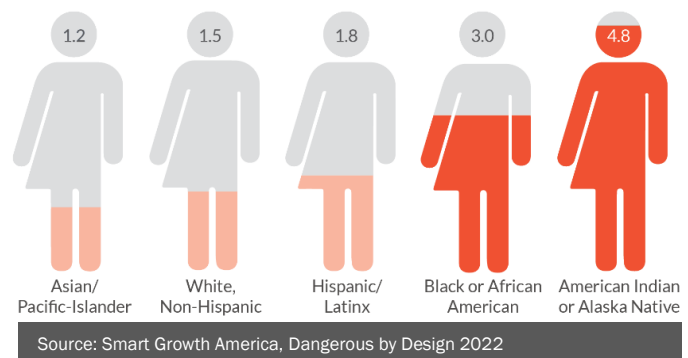
What are Complete Streets?

According to the National Complete Streets Coalition¹, Complete Streets is an approach to planning, designing, and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. This approach also emphasizes the needs of those who have experienced systemic underinvestment, or those whose needs have not been met through a traditional transportation approach, such as older adults, people living with disabilities, people with no access to vehicles, and Black, Native, and Hispanic or Latino/a/x communities.

Incomplete streets are **the result of a flawed process** that fails to consider the diverse needs of all individuals and relies on outdated criteria for defining street success. The resulting streets span a spectrum from uncomfortable to downright deadly for those not using a car.

Complete Streets represent a **process** and **design philosophy**, characterized by their adaptability to the unique context of each community. Rather than adhering to a single, rigid blueprint, these streets are tailored to suit the specific needs of the community. A complete street may incorporate an array of features, such as sidewalks, bike lanes, wide paved shoulders, bus pull outs, comfortable and accessible public transit stops, frequent and safe crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. The appearance and composition of these streets naturally differ based on the neighborhood and user needs, even when guided by the principles of Complete Streets.

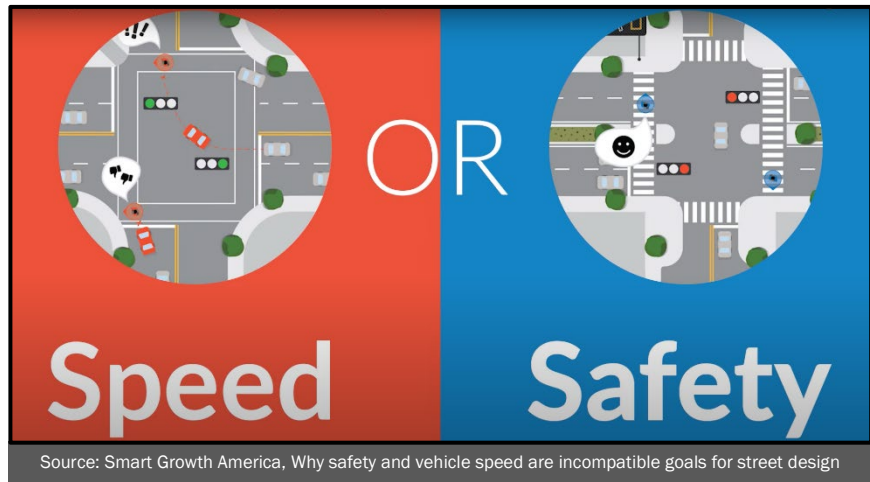
People of color, particularly Native and Black Americans, are more likely to die while walking than any other race or ethnic group
Pedestrian deaths per 100,000 by race & ethnicity (2016-2020)



¹ <https://smartgrowthamerica.org/what-are-complete-streets/>

Why are Complete Streets Important?

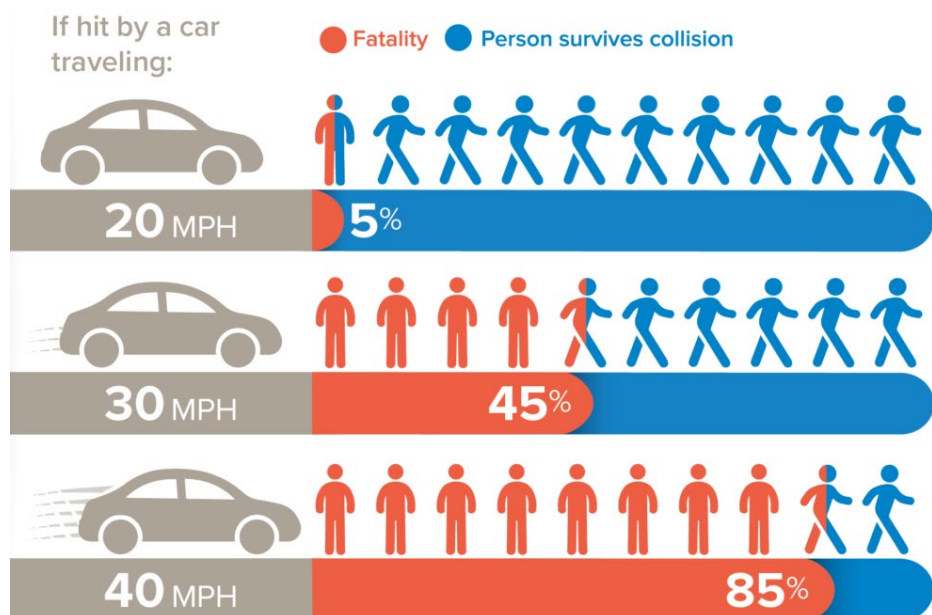
Complete Streets are critical for ensuring the safety and wellbeing of all road users, especially in the face of the alarming increase in pedestrian and bicycle fatalities across the nation. Speed is the number one factor in pedestrian fatalities. Complete Streets **prioritize safety over speed**, recognizing that streets should accommodate the needs of all users. By designing roads with safe crosswalks, well-maintained sidewalks, narrower road widths, and designated bike lanes, we create an environment where everyone can travel without fear for their lives. Prioritizing safety over speed on our roadways is not just a moral imperative but a practical one, as it ultimately leads to healthier, more sustainable, and more livable communities.



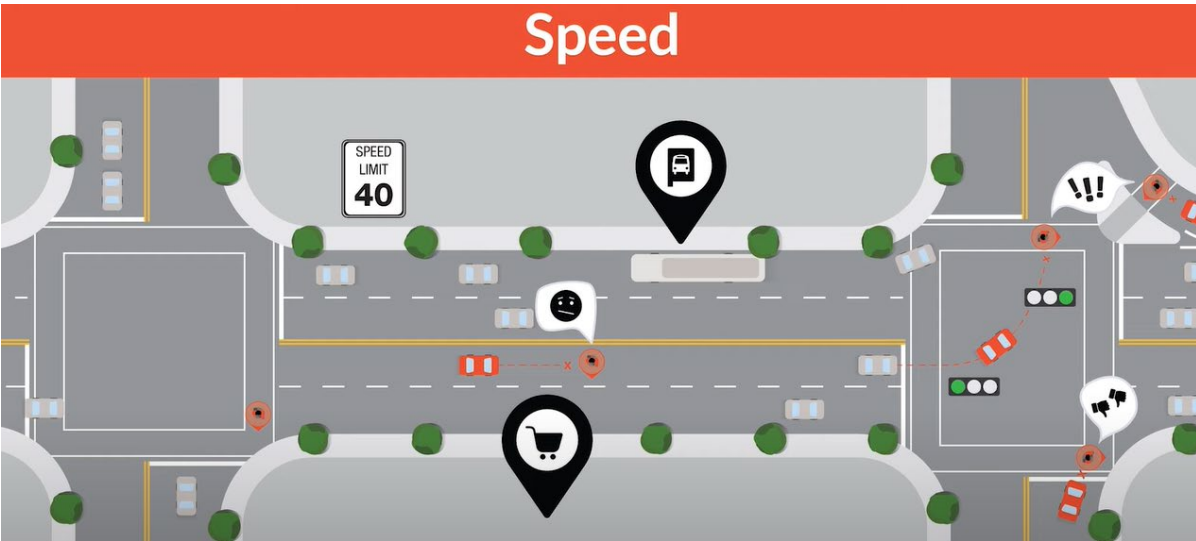
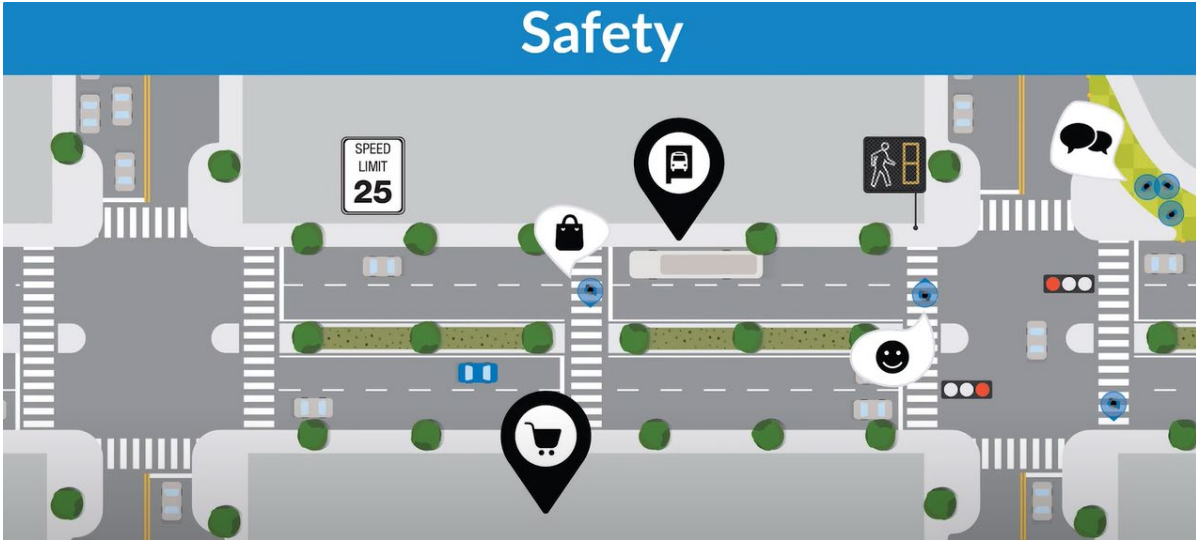
Balancing speed and safety in street design is challenging, as they are **incompatible goals**. Speed-enhancing features like wider lanes, rounded intersections, and fewer traffic controls can increase the risk of accidents. Often, the safest design involves sacrificing some speed. Safety-conscious design isn't just about reducing speed limits; it means creating roads that naturally encourage slower driving through visual cues and building infrastructure that benefits all road users, not just those in vehicles.

Speed and minimizing vehicle delay often take precedence in the decision-making processes of transportation agencies. This is largely a result of long-standing practices inherited from the era of interstate construction and political pressures to alleviate traffic congestion. While safety is undeniably significant, the prevailing approach to street design consistently prioritizes vehicle speed and traffic flow as the foremost considerations. To effectively curtail the rising number of

pedestrian and bicycle fatalities, **we must shift our focus to prioritize safety** as the paramount concern in our transportation planning and infrastructure development.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>



Core Principles

We envision a future where our streets are welcoming, inclusive, and well-connected for all modes. Our Complete Streets vision for the Black Hawk County metropolitan area is guided by the following core principles:

1. **Safety First:** Safety is paramount in our planning process. Our vision is for streets where pedestrians, bicyclists, motorists, and public transit users can coexist harmoniously, with a sharp focus on reducing accidents, injuries, and fatalities.
2. **Accessibility and Equity:** We strive to create streets that are accessible to everyone, regardless of age, ability, income, or mode of transportation. Equity is at the heart of our vision, ensuring that historically underserved communities have equitable access to safe, well-designed streets.
3. **Context Sensitivity:** Complete Streets should respect and reflect the unique character and requirements of each neighborhood.
4. **Active Transportation:** We encourage and prioritize active transportation options like walking and bicycling. We envision streets where people are encouraged to be physically active, leading to healthier lives and reducing our carbon footprint.
5. **Complete Networks:** Our vision is to ensure a seamless, connected street network that promotes easy movement for all modes throughout the metropolitan area. We encourage filling in gaps and creating logical connections for pedestrians and cyclists.
6. **Economic Prosperity:** We believe that well-designed streets are essential for economic vitality. Our streets will support local businesses, attract investment, and create jobs while ensuring that commerce thrives.
7. **Sustainability:** We envision streets that are environmentally sustainable, reducing greenhouse gas emissions, conserving resources, and promoting alternative transportation options that reduce our impact on the planet.
8. **Multimodal Connectivity:** We aspire to create streets that offer seamless connectivity for all modes of transportation, whether by foot, bicycle, public transit, or motor vehicle. Our vision is for a network that allows residents to choose how they travel.
9. **Beautiful and Livable Communities:** We aim to create streetscapes that are aesthetically pleasing, enhancing the overall livability and vibrancy of our communities.
10. **Community Engagement:** Our Complete Streets vision is created with the community in mind. We engage residents, businesses, and stakeholders in the planning process to address specific needs and concerns.



Scope of the Policy

The Black Hawk County Complete Streets Policy shall apply to all city and county transportation projects that are state and/or federally funded and included in the MPO's Transportation Improvement Program (TIP). This shall include the construction, reconstruction, rehabilitation, or planning of roadways, bridges, trails, and other transportation facilities. Locally funded projects are strongly encouraged to comply with this policy or a similar locally adopted Complete Streets Policy.



Exceptions

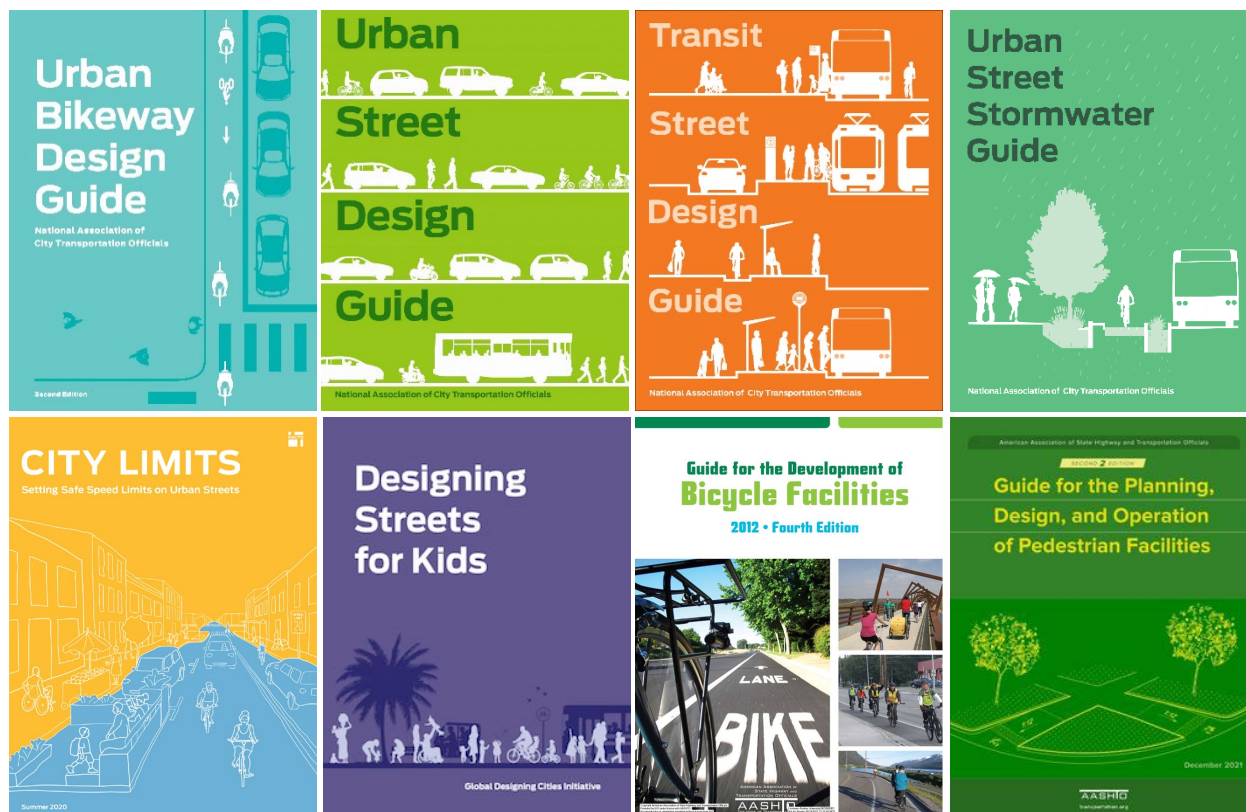
Approval of exceptions to this Policy necessitates the authorization of the MPO Policy Board. To request an exception, the project sponsor is required to furnish the Policy Board with comprehensive supporting data and information that forms the rationale behind the exception request. The MPO Policy Board may grant exceptions to this policy under the following conditions:

- Bicyclists and pedestrians are prohibited by law from using the roadway, such as interstate freeways.
- A scarcity of population or other factors indicate an absence of need for current and future conditions (minimum 20 years).
- The physical characteristics of a specific roadway or area make it technically infeasible to fully implement the Complete Streets Policy (i.e., adverse environmental impacts to waterways, significant street trees, wetlands, floodplains, or other critical areas).
- The cost of constructing bikeways or walkways would be excessively disproportionate to the cost of the project. Federal guidelines define “excessively disproportionate” as exceeding twenty percent of the cost of the total transportation project (including right-of-way acquisition costs).
- The project consists primarily of the installation of traffic control or safety devices
- The project involves routine maintenance that does not change the roadway geometry or operations.
- The project is in final design or construction as of the effective date of this policy.
- When implementing the policy would result in safety hazards for pedestrians, cyclists, and motorists (i.e., a road with a combination of high traffic volumes and speeds). This exception is problematic because high traffic volume may be an indication that a road is the most direct connection between destinations, and pedestrians and cyclists should not be denied access to those destinations. For this exception to be granted, the Project Sponsor shall enhance an alternate route as part of the overall project (i.e., bike lanes, signed bike routes, etc.).

Design Guidelines

Projects shall be designed in accordance with the [Iowa Statewide Urban Design and Specifications \(SUDAS\)](#). Project sponsors are also encouraged to consider locally-adopted plans and current best practices and design recommendations from appropriate expert sources, including but not limited to the following:

- National Association of Transportation Officials (NACTO) Urban Bikeway Design Guide
<https://nacto.org/publication/urban-bikeway-design-guide/>
- NACTO Urban Street Design Guide
<https://nacto.org/publication/urban-street-design-guide/>
- NACTO Transit Street Design Guide
<https://nacto.org/publication/transit-street-design-guide/>
- NACTO Urban Street Stormwater Guide
<https://nacto.org/publication/urban-street-stormwater-guide/>
- NACTO City Limits: Setting Safe Speed Limits on Urban Streets
<https://nacto.org/safespeeds/>
- NACTO Designing Streets for Kids
<https://nacto.org/publication/designing-streets-for-kids/>
- American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
<https://store.transportation.org/>
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
<https://store.transportation.org/>



Implementation Plan

An implementation plan is the crucial roadmap that transforms a well-conceived policy into tangible positive change within a community. Having a well-defined set of steps and a clear implementation strategy is of paramount importance. Implementing this Complete Streets Policy will involve several key steps for both cities and MPO staff including the following:

1. **Policy Adoption:** Review and adopt the MPO Complete Streets Policy, ensuring alignment with local goals and objectives.
2. **Multi-Stakeholder Engagement:** Conduct outreach and engagement activities to gather input from diverse stakeholders and identify specific needs and priorities. Offer training opportunities to city and county staff at least once per year to boost staff capacity and understanding of Complete Streets.
3. **Prioritization and Planning:** Identify and prioritize streets or corridors for Complete Streets improvements based on public feedback as well as safety, equity, and mobility data.
4. **Project Conceptualization:** Collaborate with engineers and planners to conceptualize projects that meet Complete Streets objectives.
5. **Public Education and Outreach:** Develop Complete Streets educational campaigns for the public to increase awareness and improve community understanding for these types of projects.
6. **Adaptation and Feedback:** Gather feedback from the community and stakeholders to adjust the policy and projects as needed.
7. **Evaluation and Documentation:** Conduct comprehensive evaluations of the policy's impact on the community, safety, and mobility as needed.
8. **Policy Review and Updates:** Periodically review the Complete Streets Policy to ensure it remains aligned with evolving goals and changing transportation needs.

Public Engagement

The public engagement plan for this Policy aims to ensure the active involvement of the community and stakeholders in the development, implementation, and ongoing evaluation of this policy. This plan seeks to promote transparency, inclusivity, and collaborative decision-making in the transportation planning process. Recommended public engagement strategies include the following:

1. **Stakeholder Identification and Analysis**
 - a. Identify and engage key stakeholders, including community members, local businesses, advocacy groups, city complete streets committees, city officials, and transportation experts.
 - b. Analyze the interests, concerns, and specific needs of each stakeholder group.
2. **Outreach and Awareness Campaigns**
 - a. Develop a comprehensive outreach strategy to inform the public about the Complete Streets Policy and its potential benefits.
 - b. Utilize various communication channels, including social media, press releases, community meetings, and the MPO website.
 - c. Create educational materials, such as brochures, infographics, and videos, to explain the concept of Complete Streets.
3. **Public Meetings and Roundtables**
 - a. Host a series of Complete Streets Roundtables annually to gather input and identify specific needs and priorities.
 - b. Ensure meetings are accessible by providing options for remote participation and multilingual materials.
 - c. Facilitate constructive discussions and brainstorming sessions to solicit ideas and feedback.
4. **Online Engagement Platforms**

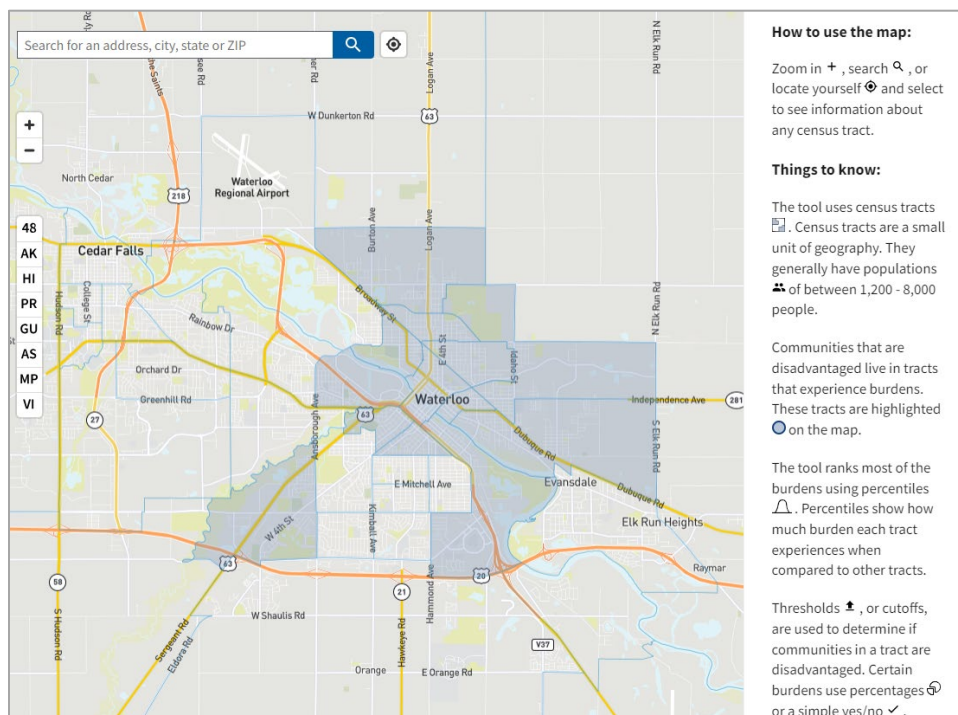
- a. Establish an online platform or interactive website where residents can provide input on needs and opportunities.
 - b. Use surveys and polls to collect quantitative data.
5. Partnerships and Collaborations
 - a. Collaborate with local organizations, non-profits, and advocacy groups to broaden engagement efforts.
 - b. Promote safe walking, cycling, and transit habits through existing efforts, such as Safe Routes to School.

Monitoring and Evaluation



















The MPO is committed to fostering and implementing a safe, efficient, and multimodal transportation system. The effectiveness of the MPO Complete Streets Policy, along with planning and programming for complete streets, will be monitored and evaluated through the utilization of the following performance measures outlined in the MPO Long-Range Transportation Plan:

- Number of traffic fatalities
- Traffic fatality rate
- Number of traffic serious injuries
- Serious injury rate
- Number of non-motorized traffic fatalities and serious injuries
- Number of crashes involving pedestrians and bicyclists
- Miles of on-road bicycle accommodations (bike lanes, paved shoulders, signed bike routes)
- Number of MET fixed route rides
- Number of bus shelters

As part of the MPO's efforts to improve transportation access for traditionally underserved populations, the MPO will also track the percentage of MPO-funded projects serving overburdened and underserved areas, as defined by the [US Climate and Economic Justice Screening Tool](#).



2050 Long-Range Transportation Plan Goals, Objectives, and Performance Measures Linked to Complete Streets

Goal	Objective	Performance Measurement	2018 MPO Baseline Condition Data	2018-2022 Data	Desired Trend	Current Trend (2023)
Increase the safety of the transportation system	1.1) Reduce the number of traffic fatalities	¹ Number of fatalities	6.8 / year	6.6		
	1.2) Reduce the rate of traffic fatalities	¹ Fatality rate (per 100 million VMT)	0.831	0.833		
	1.3) Reduce the number of traffic serious injuries	¹ Number of serious injuries	39.6 / year	35.0		
	1.4) Reduce the rate of traffic serious injuries	¹ Serious injury rate (per 100 million VMT)	4.548	4.440		
	1.5) Reduce the number of non-motorized fatalities and serious injuries	¹ Non-motorized fatalities and serious injuries	6.8 / year	7.2		
	1.6) Reduce the number of traffic accidents involving pedestrians and bicyclists	Crashes involving pedestrians and bicyclists	40.8 / year	36.8		
Provide a high degree of multimodal accessibility and mobility	4.1) Provide more on-road bicycle facilities	Miles of on-road bicycle accommodations	17.6	17.6		
	4.2) A greater number of trips are made using public transit	Number of MET fixed route rides	398,270	272,907		
	4.5) Increase the number of bus shelters in the metropolitan area	Bus shelters	6	13		

¹Federally required performance measurement

Environmental Justice Tracking for MPO-funded Projects (FY 2023-2027)

Project and Jurisdiction	Underserved Census Tract	STBG	TA SA/TAP	CRP	Total MPO Funds	Funds to Underserved Areas
Main St – 6 th St to N of University Ave, Cedar Falls	N	\$2,900,000			\$2,900,000	
Butterfield Rd – S of US 20, Hudson	N	\$104,000			\$104,000	
IA 58 – US 20 to Ridgeway Ave, Iowa DOT	N	\$500,000			\$500,000	
IA 58 – US 63 to Ranchero Rd, Iowa DOT	N	\$450,000			\$450,000	
La Porte Rd – Shaulis Rd to US 218 Slip Ramp, Waterloo	Y	\$9,928,827	\$151,328		\$10,080,155	\$10,080,155
Sergeant Rd Trail Bridge Replacements, Waterloo	Y	\$465,233			\$465,233	\$465,233
Union Rd – W 27 th St to University Ave, Cedar Falls	N	\$1,000,000			\$1,000,000	
Lafayette Rd – Evans Rd to ECL, Evansdale	N	\$1,707,000			\$1,707,000	
Lafayette Rd/Gilbertville Rd, WCL to Amber Ln, Elk Run Heights	N	\$1,430,000			\$1,430,000	
Lafayette Rd – Dubuque Rd to 2 nd St, Raymond	N	\$1,230,000			\$1,230,000	
Elk Run Creek Levee Trail, Evansdale	N		\$295,728		\$295,728	
US 63 – US 20 to University Ave	Y	\$700,000			\$700,000	\$700,000
Donald St (D16) – Sage Rd to Raymond Rd (V49), Black Hawk County	N	\$448,000			\$448,000	
Washington St – Wood St to 1 st St, Hudson	N	\$853,600			\$853,600	
Washburn Rd (D38) – US 218 to Gilbertville CL, Black Hawk County	N	\$1,328,711			\$1,328,711	
W Gilbert Dr – River Forest Rd to Grand Blvd, Evansdale	N	\$2,421,576			\$2,421,576	
US 218 (SB) – IA 57/27/58 Interchange to Exit 185, Iowa DOT	N	\$914,000			\$914,000	
Totals		\$26,380,947	\$447,056	\$0	\$26,828,003	\$11,245,388

41.9%