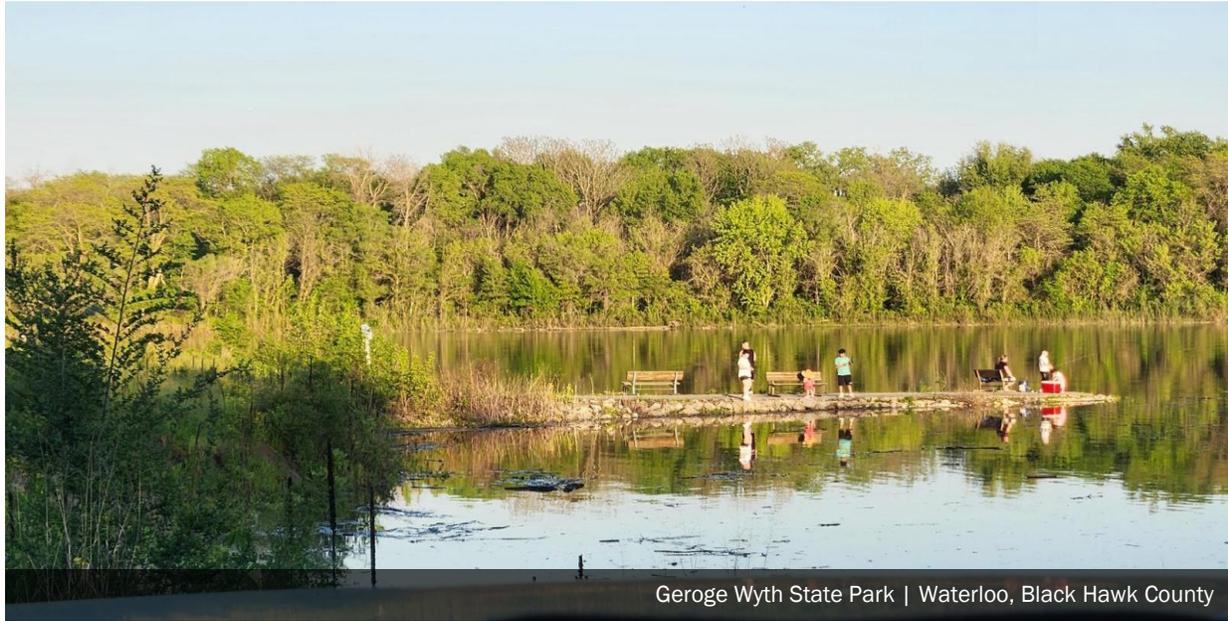
A scenic view of a river or lake with green foliage in the foreground and a dense forest in the background. The water is calm, reflecting the surrounding greenery. In the foreground, there are several tall, thin plants with dark green leaves and small, light-colored flowers. The background shows a dense forest of trees under a clear blue sky.

Chapter 8

Environmental Review

Chapter 8 – Environmental Review



Environmental Review Background

Transportation projects can affect both natural and built environments, including air quality, water resources, wildlife habitats, and local communities. Long-range transportation plans must address these impacts at both the policy and program levels. Since projects in these plans are typically years away from final design and implementation, conducting a detailed environmental review at this stage is not practical. The RTA can collaborate with resource agencies to explore potential impacts on natural resources, identify key areas of concern, and develop policies or strategies to minimize negative effects on the environment throughout the project's lifecycle.

Federal Requirements

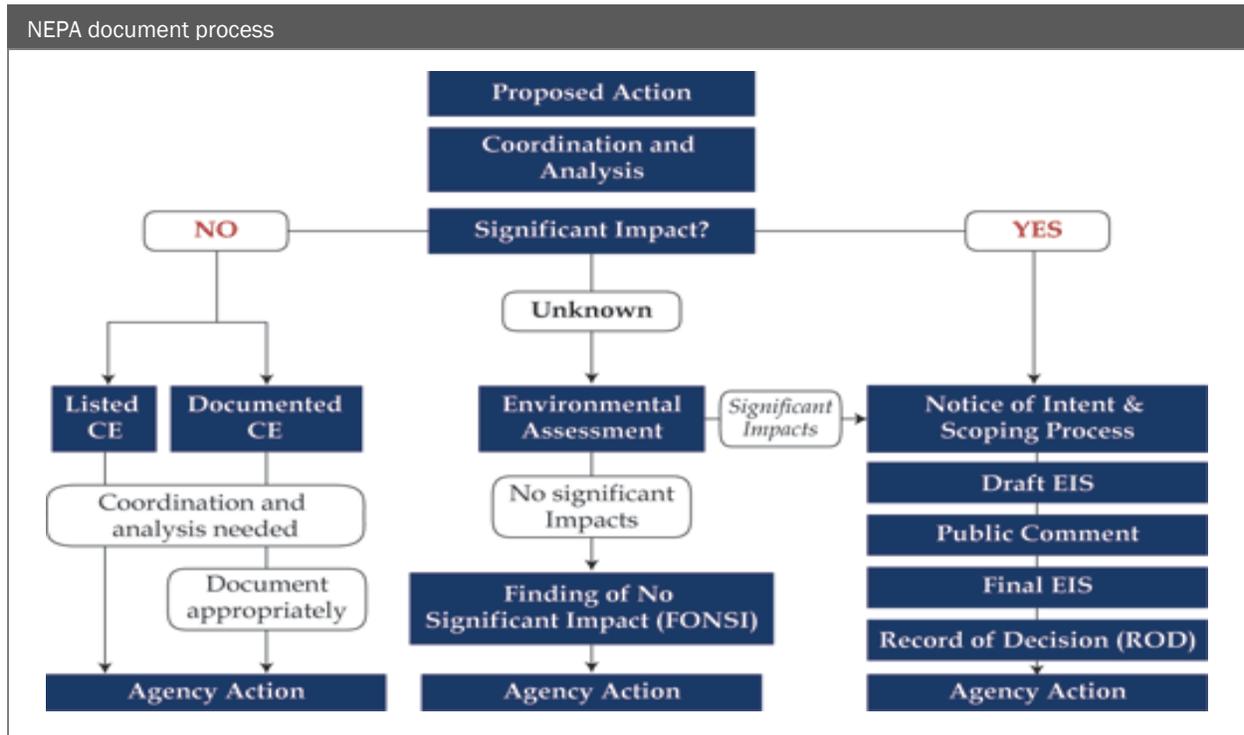
23 CFR 450.324 (f)(10) outline requirements for Metropolitan Planning Organizations (MPOs) regarding environmental consultation. The RTA has opted to model the environmental review consultation process after this federal code, though it does not apply to Regional Planning Affiliations. The overall purpose of this consultation process is to integrate environmental values into the decision-making process from the broad planning level to the specific project level. The federal code states, *“The metropolitan transportation plan shall, at a minimum, include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than on the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies...The MPO shall consult, as appropriate, with State and local*

agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve comparison of transportation plans with State conservation plans or maps, or inventories of natural or historic resources.”



As a federally funded transportation project progresses to the engineering stage, it must comply with several laws, including the National Environmental Policy Act (NEPA) of 1969. NEPA serves as a national policy to protect and enhance the environment, establishing a process for major federal actions, such as federal funding for transportation projects that require the preparation of environmental review documents. Ensuring compliance with NEPA is generally the responsibility of the project sponsor. The NEPA process requires evaluating various alternatives for the project, considering their potential environmental impacts, and engaging in public involvement and interagency collaboration. This collaborative process ensures that stakeholders, including the public, environmental groups, and relevant government agencies, have an opportunity to provide input on the project's potential effects on the environment, public health, and local communities.

The type and scope of environmental document required by NEPA depend on the project and how much it might impact the environment. There are three main types of documents: Categorical Exclusion (CE), Environmental Assessment (EA), and Environmental Impact Statement (EIS). A Categorical Exclusion (CE) is the simplest process and applies to projects that are known to have no significant environmental impact based on previous findings. An Environmental Assessment (EA) is used when it's unclear how a project will affect the environment. The EA helps determine whether the project will cause significant impacts. If it won't, a "Finding of No Significant Impact" (FONSI) is



If the EA shows that the project could have significant environmental effects, an Environmental Impact Statement (EIS) is required. The EIS is a detailed analysis of the project and its alternatives, and it provides opportunities for other agencies and the public to give their input. Other actions concerning federal aid transportation projects that are mandated via either federal or state legislation include the following:

- The Federal Water Pollution Control Act was enacted in 1972, amended in 1977, and became commonly known as the Clean Water Act. This Act focuses on restoring and maintaining the chemical, physical, and biological integrity of the nation's waters, enabling them to support the protection, propagation, and recreation associated with fish, shellfish, and wildlife.
 - Section 401 requires that a Federal license or permit be obtained when any activity, including the construction or operation of transportation facilities, may result in any discharge into navigable waters.
 - Section 404 permits may be issued after an adequate opportunity for public comment for the discharge or dredging, or filling of material into the navigable waters at specified disposal sites.
 - National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into any surface waters. Iowa is authorized to approve NPDES permits, regulate federal facilities, approve pretreatment programs, and approve general permits.



- The Endangered Species Act of 1973 addressed the fact that various species of wildlife and plants have been rendered extinct because of economic growth and development, unattended to by adequate concern and conservation. This Act seeks to conserve endangered and threatened species and to resolve water resource issues in concert with the conservation of endangered species.
 - Section 7 addresses interagency cooperation and consultation to ensure that any transportation project authorized, funded, or carried out is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of the habitat of such species.
 - The U.S. Department of Transportation Act of 1966 included a special provision to preserve the beauty and integrity of publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance.
 - Section 4(f) mandates that FHWA and State DOTs cannot approve the use of land from a significant publicly owned park, recreation area, wildlife, or waterfowl refuge, or any significant historic site,



unless there is no feasible and prudent alternative to the use of land, and the transportation project includes all possible planning to minimize harm to the property.

- Executive Order 12898 – Environmental Justice (1994) ensures federally funded transportation projects do not disproportionately impact minority and low-income populations. It uses U.S. Census data to assess project impact and promote equitable planning and development

Table 8.1: The Iowa State and Administrative Code legislative mandates on the Environment

Permit / Regulation	Purpose	Administered By
Sovereign Lands Construction Permit	Prohibits building on state-owned land or water without a permit	Iowa DNR
Flood Plain Development Permit	Requires a permit for any development in floodplains/floodways to protect life/property	Iowa DNR
Solid Waste Regulations	Governs the construction, operation, and closure of facilities managing solid waste and soil reuse	Iowa DNR
Open Burning Restrictions	Limits the burning of landscape waste to ¼ mile away from inhabited buildings not owned by the burner	Iowa DNR
Air Quality Permitting & Reporting	Requires a state permit and participation in Iowa’s air reporting system	Iowa DNR
Endangered Species Protection (Ch. 481B)	Protects threatened and endangered plant and animal species	Iowa DNR
Iowa Code 314.23	Preserves Historic Heritage, mandates the protection of woodlands, wetlands, parks, and prime farmland in transportation projects	Transportation Agencies

- The National Historic Preservation Act of 1966 focuses on using measures, including financial and technical assistance, to preserve our prehistoric and historic resources and fulfill the social, economic, and other requirements of present and future generations. Section 106 requires that, before the approval of any federal funds for a transportation project, a detailed assessment must be undertaken that considers the project’s impact on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.



Taylor's Ford Bridge – Historic Bridge

Table 8.2: Environmental Planning Vs. NEPA

Topic	Planning Stage	NEPA / Regulatory Process
Purpose	Early identification of environmental concerns	Legal compliance and detailed impact evaluation
Timing	During long-range transportation planning	During the project development and approval stages
Stakeholder Engagement	Helps initiate coordination with resource agencies	Formal agency consultation and public review required
Function	Not a replacement for NEPA	Legally mandated process with decision-making power

The environmental analysis in a long-range transportation plan is not intended to replace or serve as a substitute for NEPA or other federal and state regulatory processes. However, integrating transportation planning with environmental considerations offers several advantages, such as the early identification of potential environmental issues and the opportunity to engage with various resource groups. Ultimately, NEPA compliance and adherence to other federal and state regulations will be addressed individually for each federally funded project as it moves into the development phase. The environmental analysis in this chapter



ENDANGERED SPECIES ACT
AMENDMENTS ACT of 2025

provides an overview of regional resources and highlights how planned transportation projects might impact those resources.

Protecting and improving both the natural and built environment is a key priority for the RTA. Project sponsors are encouraged to initiate coordination with environmental, regulatory, and resource agencies early in the project development process to achieve the best possible outcomes. Although it is the responsibility of the project sponsor to ensure compliance with government regulations, the RTA has a vested interest in promoting effective planning that takes environmental considerations into account and strives to preserve and enhance the environment.

The Waterloo Railyard Relocation Study explores the potential to move freight rail operations out of central Waterloo to reduce traffic conflicts, enhance safety, and create redevelopment opportunities. The relocation aims to lessen noise, vibration, and air quality impacts on nearby neighborhoods, improving community livability. However, railyards can also affect the environment through diesel emissions, noise, soil and water contamination, and habitat disruption. The Neighborhood Access and Equity Grant, initially awarded to the city, supports projects that improve transportation access in underserved areas while promoting environmental sustainability through cleaner transportation options and reduced air quality impacts.



CN Railyard Relocation | Waterloo

Environmental Strategy

The RTA urges jurisdictions to adhere to federal guidelines as part of their environmental strategy. Project sponsors should follow the steps outlined in 40 CFR 1508.20 to define mitigation. These steps, in order of preference, include:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action or parts of an action.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

Avoidance of damage to the environment should always be the primary goal. When this cannot be achieved, minimizing impacts and compensating for them can help mitigate any negative environmental impacts from transportation projects.

Local Mitigation Examples

The RTA encourages on-site, in-kind mitigation whenever feasible. This approach involves compensatory mitigation, which replaces wetlands, streams, or natural habitats or functions lost due to a transportation project with similar land use located next to or near the impacted area. On-site mitigation may also include enhancing public recreation opportunities near transportation projects. An example of this is the Hayes Street Bridge replacement over Otter Creek in Hazleton, where 0.11 acres of the Otter Creek Wildlife Area were permanently converted to highway right-of-way. The mitigation effort included the addition of a fishing pier, a parking area, and access between the pier and the parking area.

Another example of local mitigation is the U.S. Hwy 63 reconstruction and widening project near the Bremer and Chickasaw County line. The project involved raising the highway to prevent flooding by the Wapsipinicon River, which required a large amount of filtering. Initially, the Iowa DOT planned to source this soil from a farm it had purchased, which would have involved stripping the soil and making parts of the farm unsuitable for crop production. Additionally, this would have meant a constant flow of slow-moving truck traffic making an eight-mile round trip, posing significant traffic safety risks. Instead, the contractor sourced the fill from a nearby lot intended for conversion from farmland to a wetland. This led to the creation of the 254-acre Heffernan Wildlife Management Area, which now includes bottomland timber, grassland, and wetlands.



U.S. Hwy 63 | Chickasaw and Bremer County Line

Mitigation Activities

The project sponsor and regulatory agencies will ultimately decide on the type of mitigation for a specific transportation project. Preventing environmental damage should always be the primary objective. However, this is not always feasible. Depending on the size and scope of the project and the environmental resources it may impact, various mitigation activities can be considered.

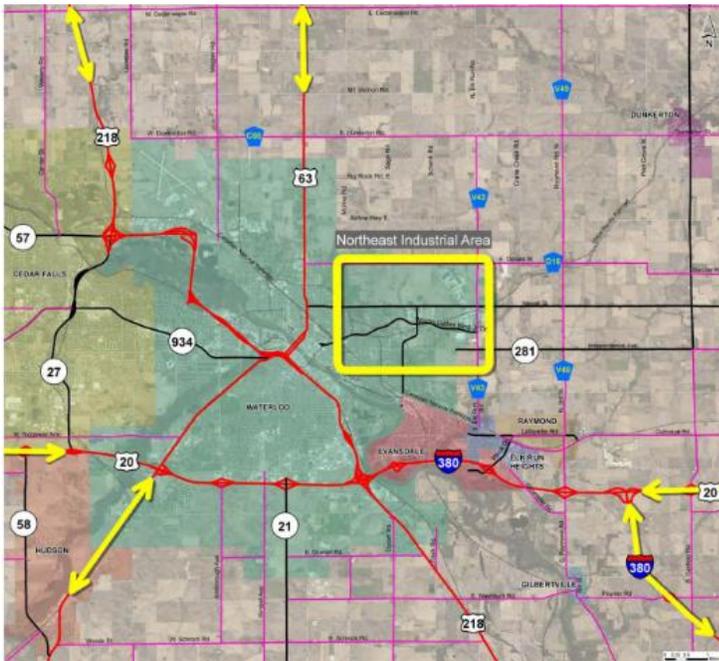
Table 8.3: Potential Mitigation Activities for Transportation Projects

Resource	Potential Mitigation Activities
Air quality	<ul style="list-style-type: none"> • Transportation control measures • Transportation emission reduction measures • Control loose, exposed soils with watering or canvas sheets • Minimize idle heavy construction vehicles
Cultural resources	<ul style="list-style-type: none"> • Landscaping for historic properties • Preservation in place or excavation for archeological sites • Memorandum of Agreement with State/Federal resource authorities • Education activities • Photo documentation and/or historic archival recording
Endangered and threatened species	<ul style="list-style-type: none"> • Time of year restrictions • Construction sequencing • Species research and/or fact sheets • Memorandum of Agreement for species management • Bridge sensitive areas instead of laying pavement directly onto the ground • Design measures to minimize the potential fragmentation of animal habitats • Enhancement or restoration of degraded habitat • Creation of a new habitat • Establish buffer areas around existing habitats • Modifications of land use practices • Restrictions on land use
Farmland	<ul style="list-style-type: none"> • Protect one farmland acre for every acre converted • Agricultural conservation easements on farmland
Forested and other natural areas	<ul style="list-style-type: none"> • Replacement property for open space easements of equal fair market value and equivalent usefulness • Minimize removal and/or selective cutting in forested areas except for what is needed to establish roadways and associated right of way • Preserve and/or reestablish vegetation whenever possible within open areas
Neighborhoods, communities, homes, and businesses	<ul style="list-style-type: none"> • Context-sensitive solutions for communities • Minimize noise impact with sound barriers • Prevent the spread of hazardous materials with soil testing and treatment • Develop sidewalks, bike lanes, recreational areas, etc. • Property owners paid fair market value for the property acquired • Residential and commercial relocation
Noise	<ul style="list-style-type: none"> • Depressed roads • Noise barriers • Plant trees
Parks and recreation areas	<ul style="list-style-type: none"> • Construct bicycle and pedestrian pathways • Replace impaired functions
Viewshed impacts	<ul style="list-style-type: none"> • Vegetation and landscaping; screening; buffers; earthen berms
Wetlands and water resources	<ul style="list-style-type: none"> • Preserve, create, replace, or restore wetland areas • Vegetative buffer zones • Bridge sensitive areas instead of laying pavement directly onto the ground • Improve stormwater management • Make perpendicular crossings of streams and riparian buffers rather than lateral encroachments • Restore streams and/or stream buffers • Strict erosion and sedimentation control measures

Northeast Industria Study (NEIA)

The Northeast Industrial Area in Black Hawk County is home to numerous large industrial and manufacturing businesses, generating significant freight movement. Current traffic counts show trucks make up 15 to 35 percent of all traffic, a figure expected to grow over the next 25 years. This high volume of freight activity creates notable safety, capacity, and access challenges, prompting the MPO to initiate a freight-focused planning study, completed in 2019. While the study addressed immediate concerns, freight growth projections underscore the need for proactive, long-term planning.

The 2019 study examined primary, secondary, and local routes currently used to access the industrial area, including US 63, US 218, US 20, and I-380. The analysis considered roadway capacity, safety performance, and truck routing efficiency to and from the industrial area.



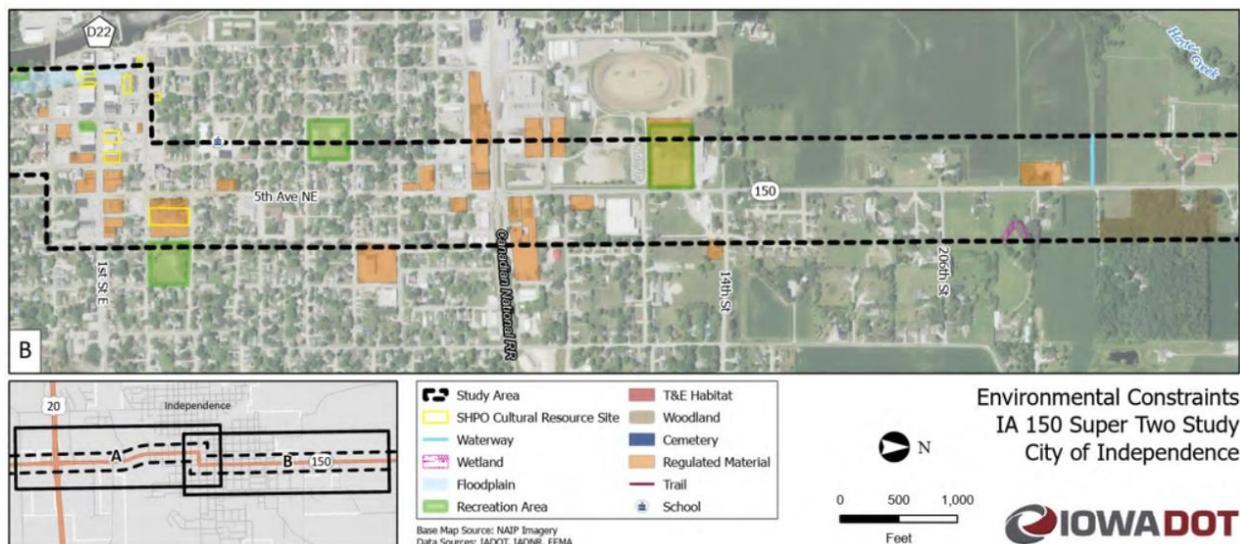
In 2025, building on the initial findings, the next phase of work will focus on evaluating and mitigating the impacts of increased truck traffic on regional transportation networks and surrounding communities. Transportation Demand Modeling, which is ongoing and expected to be completed in 2025, will be used to identify and assess potential corridor alternatives, helping planners understand traffic patterns, congestion points, and freight movement efficiency. A key component of this effort will be completing comprehensive environmental studies for these corridors to evaluate impacts on air quality, noise, water resources, and local habitats, ensuring that proposed infrastructure improvements support economic growth while maintaining a strong commitment to environmental stewardship. The results will guide strategic, evidence-based improvements to accommodate growing freight demands, enhance safety, and protect community character and environmental quality, balancing the region's economic, social, and ecological priorities.

IA 150 Super Two Study

Iowa Highway 150 (IA 150) is a key north-south transportation corridor in eastern Iowa, extending through both Fayette and Buchanan counties. The portion of the corridor in Buchanan County lies within the Region 7 Regional Planning Affiliation (RPA 7). IA 150 serves as a vital connection for rural communities, regional commerce, and agricultural operations. This study examines existing conditions and potential improvements along the IA 150 corridor, with consideration given to environmental, cultural, and community constraints throughout the project area.

A desktop review of known environmental and cultural constraints was conducted as part of the Study. This review focused on environmental features such as floodplains, wetlands, woodland areas, recreational lands, waterways and protected rivers, sovereign lands, and regulated material sites. Additionally, the review considered cultural and community constraints, including cemeteries and churches.

The IA 150 corridor includes several water crossings within the Study area. These crossings consist of the Wapsipinicon River, Bear Creek and its branches, Harter Creek, Otter Creek and its branches, and Hazleton Creek. The terrain along IA 150 is generally flat, and the surrounding land use is primarily rural and agricultural, with some farmsteads located along the corridor. In and near the Iowa communities along the route, land use transitions into a mix of residential, commercial, and industrial development. Other potential constraints throughout the corridor include recreational lands, wetlands, floodplains, habitats of threatened and endangered species, and other cultural resources. These environmental and cultural factors will be important considerations as the Study progresses.



Environmental Analysis

To raise environmental awareness early in the project development process and to provide the public and decision makers with an overview of potential environmental impacts, a general environmental analysis is conducted. To conduct this analysis, GIS software was employed to develop a database containing environment-related layers, providing a comprehensive view of the region's environmental resources. In addition, online interactive maps have been identified for use by jurisdictions, offering accessible tools for environmental review. While this list of resources is not exhaustive, it serves as an initial step in addressing some of the most common environmental concerns. It is important to note that some types of environmental data are typically available at the section level, and obtaining more detailed information may require a deeper, more focused review.

Table 8.4: Environmental Analysis Layers

Layer	Data Source
Major Water Sources	Iowa Department of Natural Resources
Watersheds	Iowa Department of Natural Resources
Impaired Waters	Iowa Department of Natural Resources
Floodplains	Iowa Department of Natural Resources
Wetlands	Iowa Department of Natural Resources
Historic Sites	Iowa Office of the State Archaeologist
Public Lands	Local jurisdictions
Cemeteries	Iowa Department of Natural Resources
Environmentally Sensitive Areas	Iowa Department of Natural Resources
Threatened and Endangered Species	Iowa Department of Natural Resources

Since transportation planning in the Iowa Northland Region is conducted at a regional level, this section does not provide a detailed analysis of specific projects within the plan. Instead, it aims to highlight potential environmental impacts that should be considered early in the planning process. The NEPA process must be completed, and all applicable federal and state regulations must be followed for each project before any federal funds can be allocated for the construction of transportation improvements.

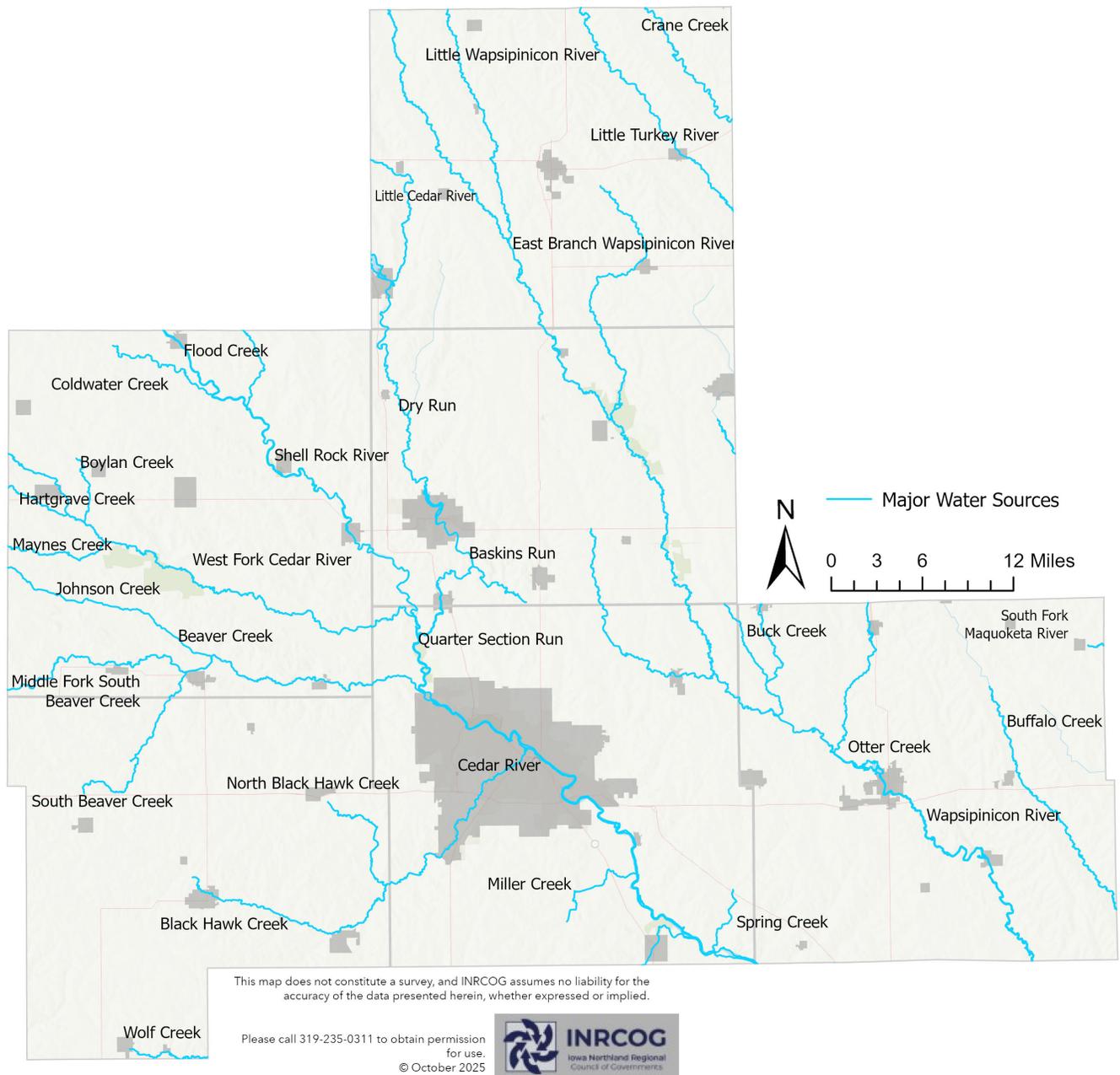
Most of the road and bridge projects outlined in this Plan involve resurfacing or reconstruction and are expected to take place within existing right-of-way, resulting in minimal environmental impacts. However, a project may ultimately require more right-of-way than initially planned or change alignment during the final design, which could lead to additional environmental impacts. In any case, this environmental analysis serves as an initial framework for discussing the potential environmental effects of the proposed transportation projects.



Major Water Sources.

The Iowa Northland Region contains no waterways that are used for transportation purposes. The largest rivers in the region are the Cedar, Wapsipinicon, and Shell Rock. The primary impact that these water sources have on the region is the potential for flooding and associated road closures and detours. Road closures and detours due to flooding can have a significant negative impact on farmers and other motorists navigating the region. These water sources and their surrounding areas also attract boaters, anglers, campers, hunters, bicyclists, hikers, and other recreational users.

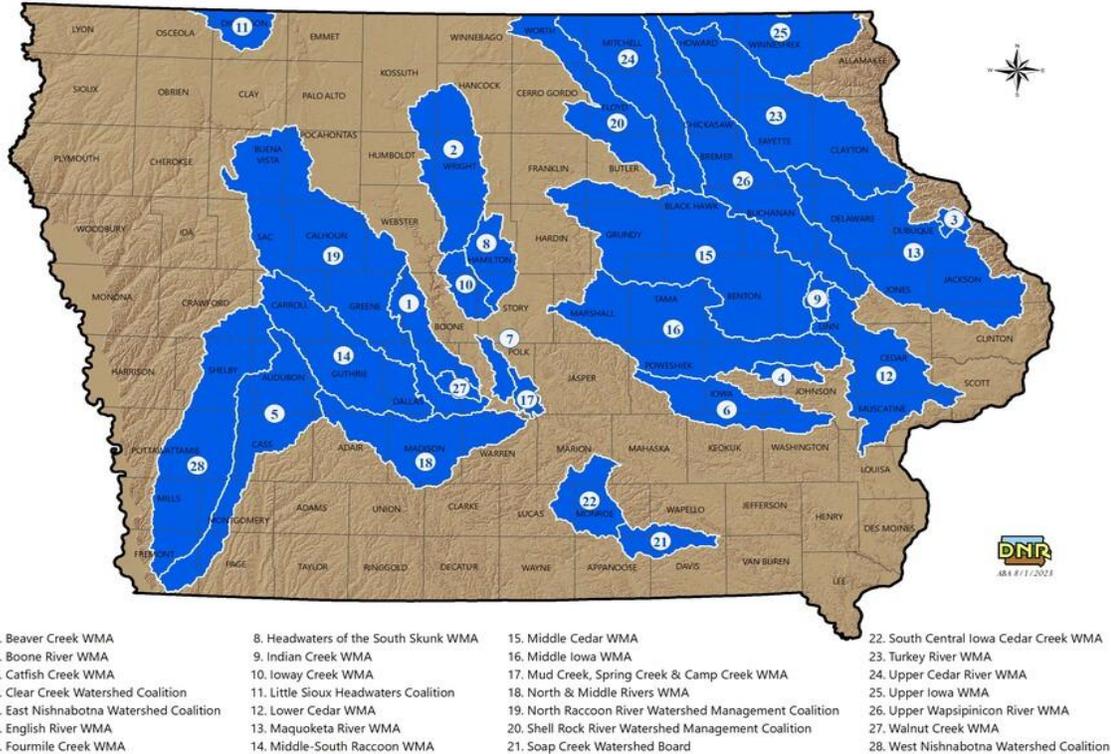
Map 8.1 Major Water Sources



Watersheds

A watershed is defined by the U.S. Environmental Protection Agency (EPA) as the land area that drains to one stream, lake, or river, affecting the water quality in the water body that it surrounds. Like water bodies (lakes, rivers, streams), individual watersheds share similarities but also differ in many ways. Every inch of the United States is part of a watershed – all land drains into a lake, river, stream, or other water body and directly affects its quality. Thus, watershed conditions are important for everyone.

IOWA'S WATERSHED MANAGEMENT AUTHORITIES



Iowa's Watershed Management Authorities
Source: Iowa DNR

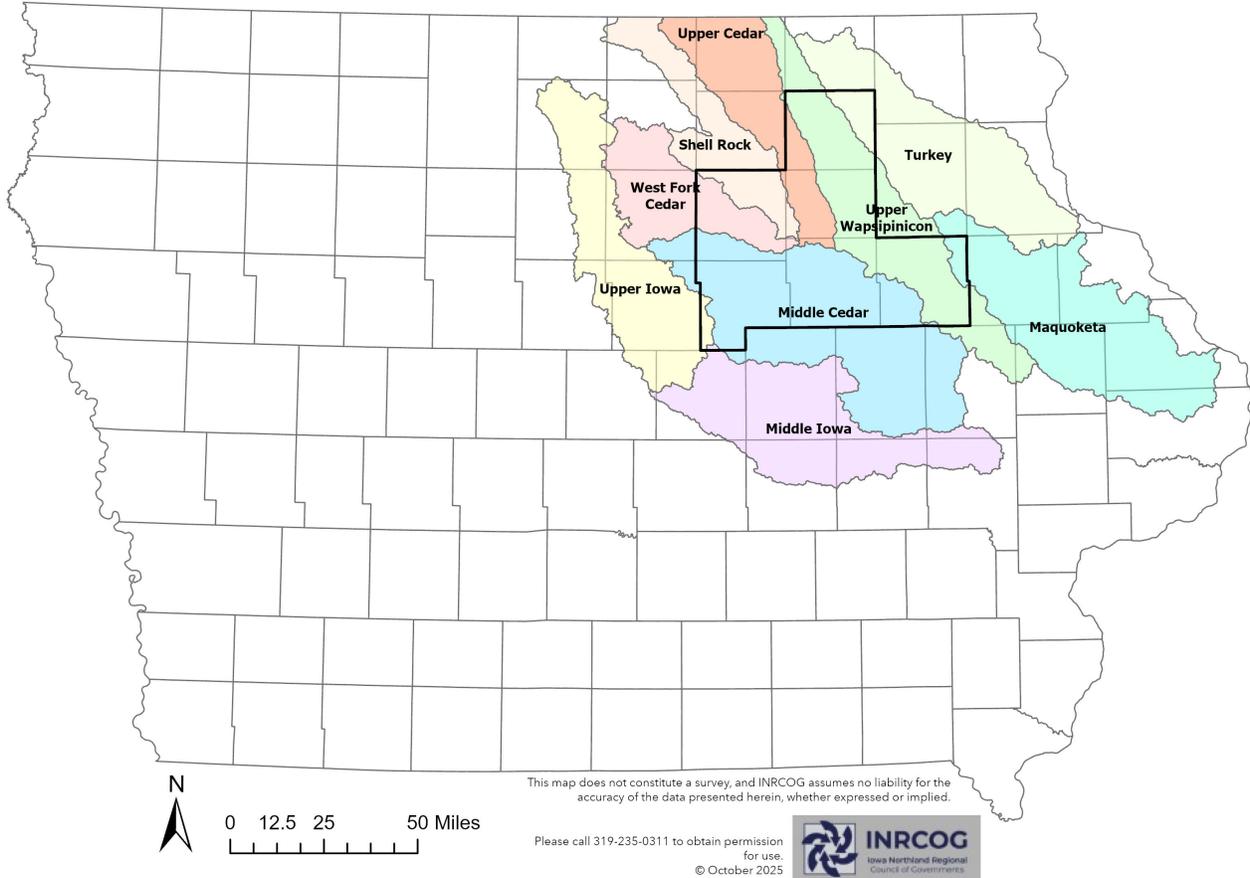
The Cedar River Watershed spans 7,830 square miles across Iowa, flowing 335 miles through cities including Mason City, Cedar Falls, Marshalltown, Waterloo, and Iowa City. This watershed plays a critical role in supporting both rural and urban communities, providing water resources, recreational opportunities, and habitat for diverse ecosystems.

As the river passes through these cities, its health is influenced by urban development, transportation infrastructure projects, and agricultural runoff, which can affect water quality, alter natural flow patterns, and impact local habitats. In this region, farming activities such as crop cultivation and livestock production play a central role in the local economy, but they also contribute to runoff that can have substantial impacts on the watershed. Rainfall and irrigation can carry fertilizers, pesticides, herbicides, and sediment from fields into nearby rivers and streams, leading to nutrient loading, increased turbidity, and the potential for harmful algal blooms. These changes in water quality can disrupt aquatic ecosystems, harm fish and wildlife habitats, and affect recreational uses such as fishing, boating, and swimming. Protecting the Cedar River's ecological integrity is essential for sustaining community well-being, supporting economic activities, and maintaining environmental resilience throughout the region.

Nine watersheds impact the region:

- Maquoketa
- Middle Cedar
- Middle Iowa
- Shell Rock
- Turkey
- Upper Cedar
- Upper Iowa
- Upper Wapsipinicon
- West Fork Cedar

Map 8.2 Watershed



Healthy watersheds not only affect water quality in a good way but also provide greater benefits to the communities of people and wildlife that live there. Healthy watersheds provide critical services, such as clean drinking water, productive fisheries, and outdoor recreation that support our economies, environment, and quality of life. The health of clean waters is heavily influenced by the condition of their surrounding watersheds, mainly because pollutants can wash off from the land to the water and cause substantial harm.

In 2010, Iowa passed legislation authorizing the creation of Watershed Management Authorities (WMAs). A WMA is a mechanism for cities, counties, Soil and Water Conservation Districts (SWCDs), and stakeholders to cooperatively engage in watershed planning and management. Currently, there are three active WMAs in the region, which include the Middle Cedar, Upper Cedar River, and Upper Wapsipinicon River.

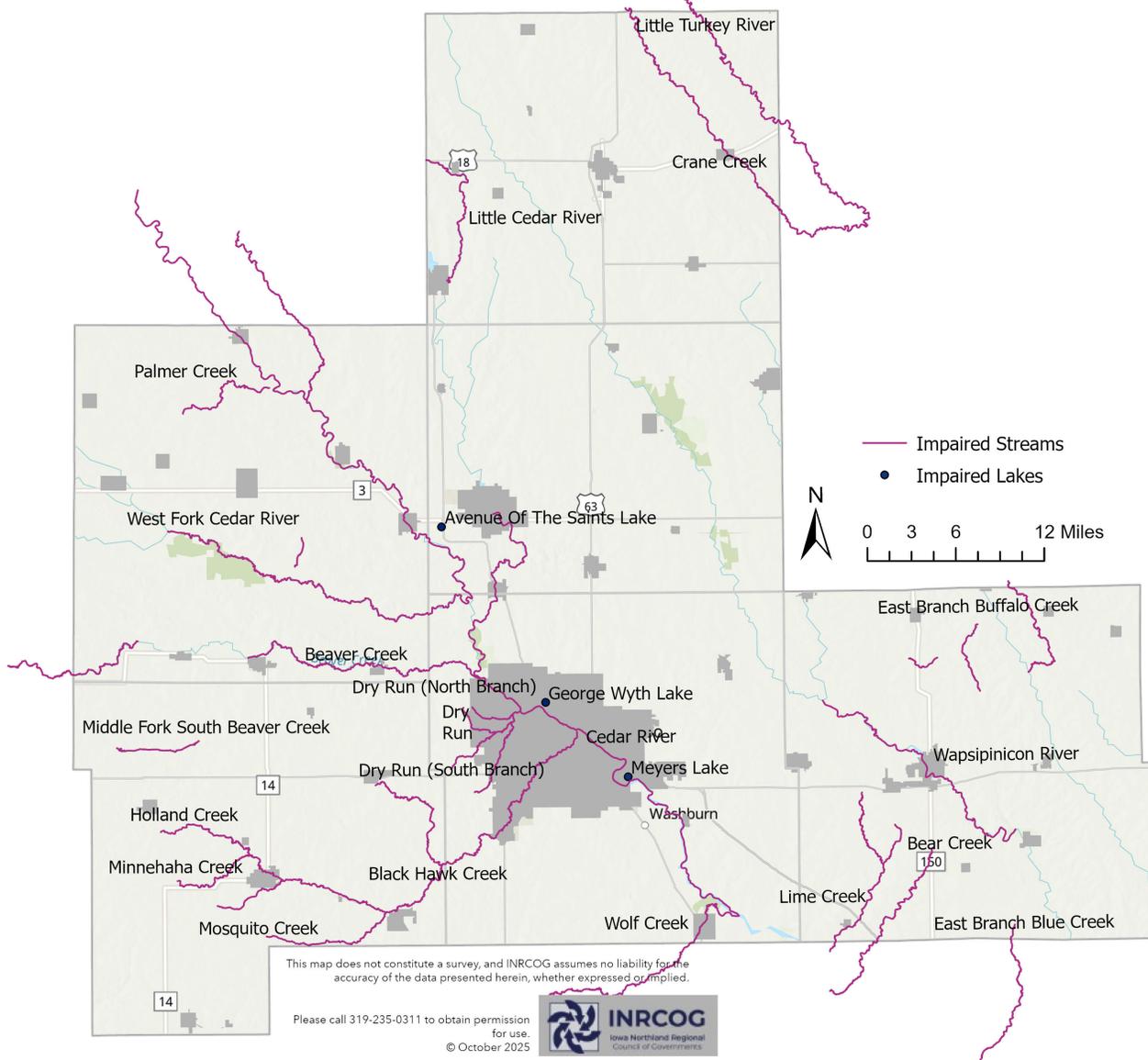
Impaired Waters

Streams, rivers, and lakes are used for recreation and fishing, and may provide water for drinking or agriculture. When water is contaminated by pollutants, the water bodies are considered impaired. These impairments are related to the amount of pollution that has occurred in or near the water body.

The Clean Water Act (CWA) – passed by Congress in 1972 – puts requirements on the States to protect water quality. Section 303(d) of the CWA requires states to submit to the EPA lists of waters that do not meet applicable water quality standards, to identify pollutant(s) that are causing or are expected to cause impairment, and to establish and implement plans to address these pollutants on a prioritized schedule.



Map 8.3 Impaired Waters



Impaired waters are lakes, wetlands, streams, and rivers that fail to meet Iowa's water quality standards due to pollutants or unknown causes. The Iowa DNR compiles this list, and each impaired segment requires a Total Maximum Daily Load (TMDL) plan, approved by the EPA, which allocates allowable pollutant loads to all contributors to restore water quality. In 2024, several river segments, including one on the Cedar River, exceeded nitrate and nitrite standards for drinking water, highlighting the need for targeted pollution reduction efforts. <https://programs.iowadnr.gov/adbnet/Assessments/Summary/2024/Impaired/Map>. The EPA identified one segment on the Cedar River, two segments on the Des Moines River, two segments on the Iowa River, one segment on the Raccoon River, and one segment on the South Skunk River as exceeding the nitrate and nitrate plus nitrite water quality standards associated with drinking water use.

In Iowa, about one-third of the cropland is equipped with drainage tiles to manage water runoff. These agricultural drains channel excess water, often carrying high levels of nitrates, from fields into local waterways. This runoff contributes significantly to the growing Dead Zone at the mouth of the Mississippi River, where oxygen levels are too low to support marine life. While drainage is mandated to provide "public benefit" and be "conducive to the public health, convenience, and welfare" under state law, the environmental impact remains a concern. Nitrate levels in water are considered safe for consumption if they are at or below the Environmental Protection Agency's standard of 10 mg/L. However, emerging research suggests that even lower nitrate levels could pose health risks.

Regardless, a recent report emphasizes that public health and welfare should be understood as the need to keep our waterways free from nitrate pollution, highlighting the importance of managing runoff to protect both water quality and human health.

Although Transportation planning projects in the region are generally Rehabilitation and expansion-based, they can nonetheless significantly impact water quality, particularly in impaired waters. In Iowa, many rivers, lakes, and streams are listed as "impaired" due to pollutants such as nitrates, phosphorus, and sediment, which degrade water quality and harm aquatic ecosystems. Transportation infrastructure projects, such as road reconstruction, rehabilitation, highway expansion, and urban development, can contribute to this issue in several ways.

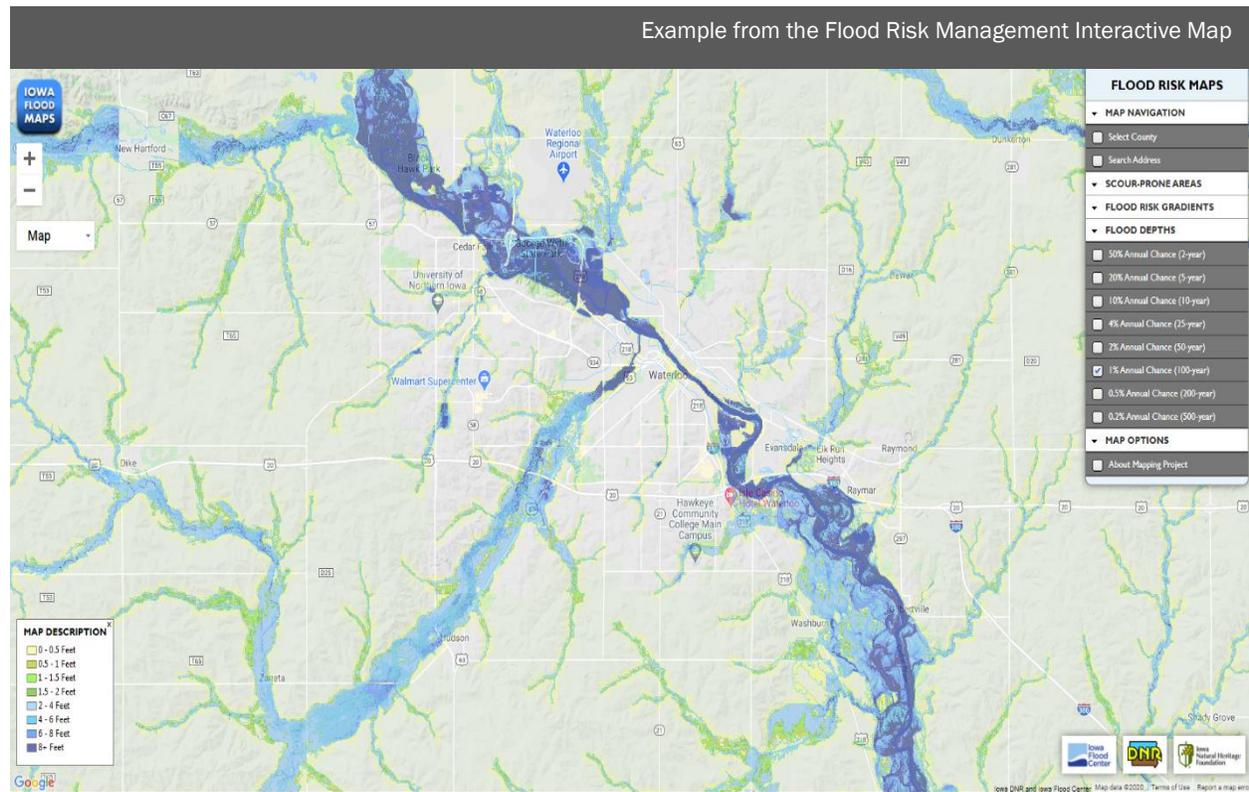
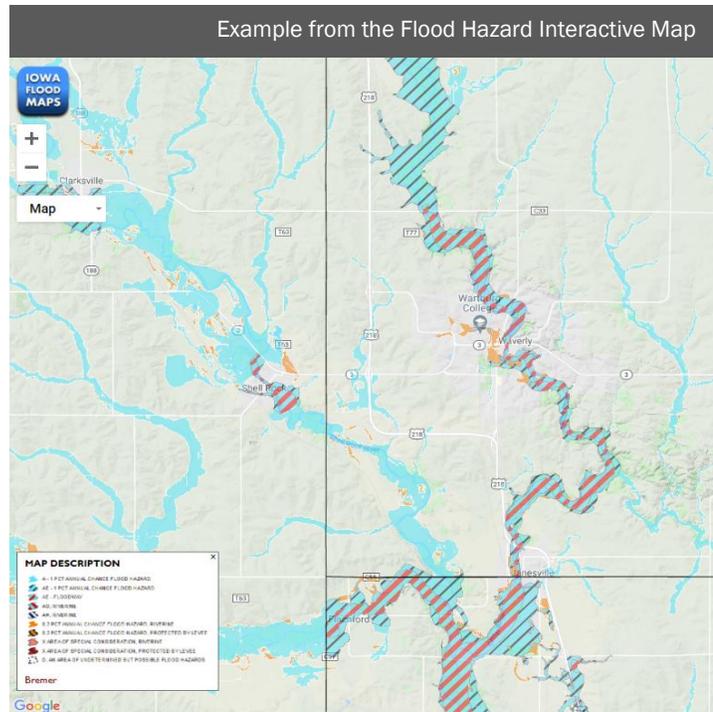
Road reconstruction, rehabilitation, and expansion often lead to increased impervious surfaces, such as asphalt and concrete, which prevent rainwater from naturally soaking into the ground. This results in more stormwater runoff, which can carry pollutants like oils, metals, and fertilizers directly into nearby water bodies. Additionally, transportation projects may disrupt natural drainage patterns, leading to increased erosion and sedimentation in rivers and streams. Erosion can contribute to higher sediment levels, which can impair water clarity, damage aquatic habitats, and reduce the oxygen levels in the water.

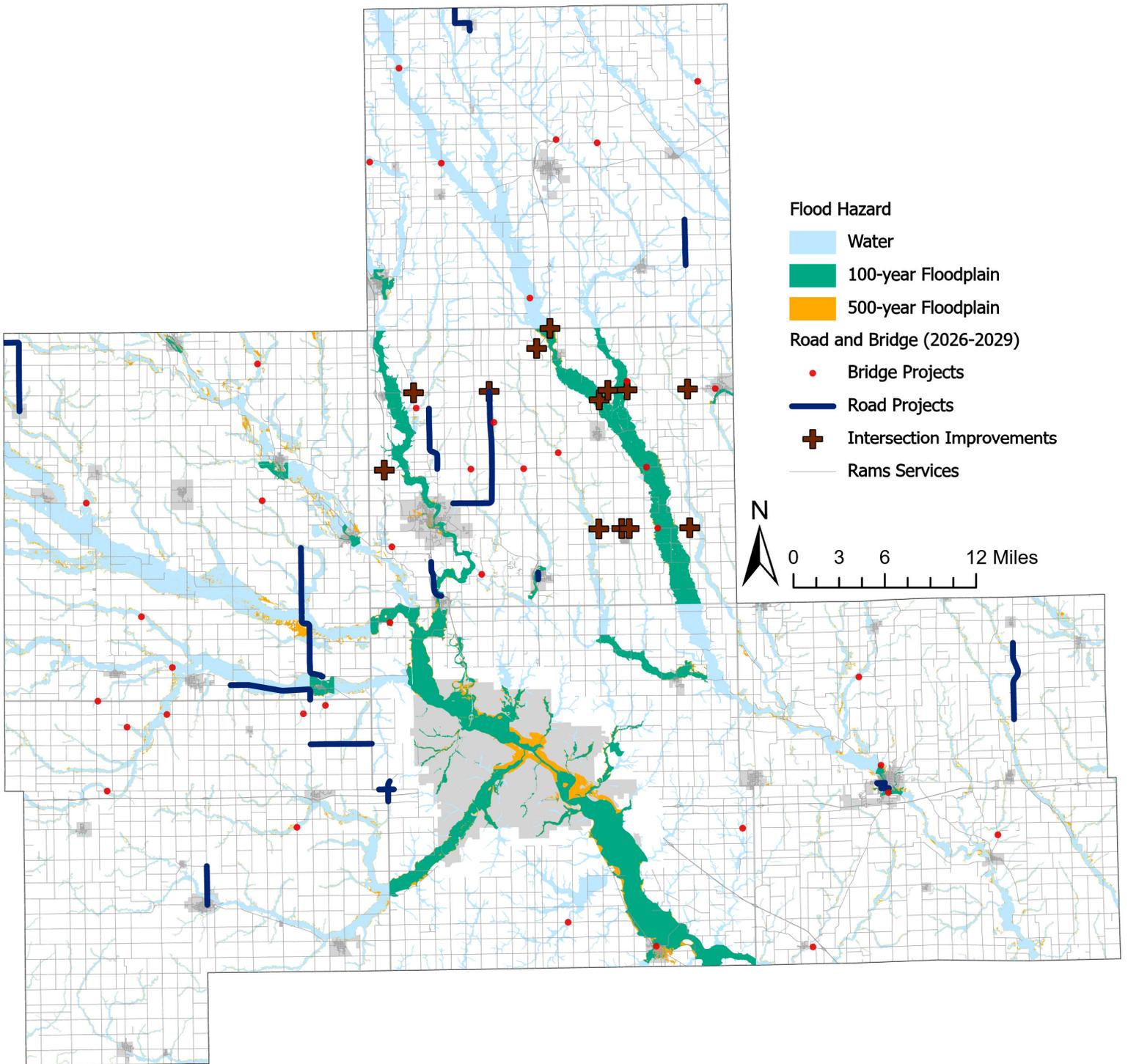


Floodplains

Flood zones are designated areas defined by the Federal Emergency Management Agency (FEMA) based on different levels of flood risk. These zones are shown on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone indicates the severity or type of flooding risk in the area. For transportation projects located within a mapped floodplain, a floodplain development permit is required, along with any other relevant environmental permits.

The Iowa Department of Natural Resources (DNR), in collaboration with the Iowa Flood Center and other partners, is working to develop new, comprehensive, and accurate floodplain maps for cities and counties in Iowa. The information is available through two web-based platforms.





Map 8.4

Floodplain - Roads & Bridges (2026-2029)

This map does not constitute a survey, and INRCOG assumes no liability for the accuracy of the data presented herein, whether expressed or implied.

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Map 8.4 highlights programmed roads and bridges within the region and floodplains. Identifying roads and bridges that are susceptible to environmental risks, particularly flooding and extreme precipitation events, across the region with a changing climate. Identifying at-risk corridors, ensuring measures of how bridge and road design must now accommodate extreme rainfall events, river overflow, seasonal flooding, or other environmental conditions due to changing climate conditions.

Table 8.5: Roads and Bridges LRTP Relation to Flood

Projects & Potential Impact on Floodplains					
Water Body	Jurisdiction	Project	Termini	Description	Environmental
Quarter Section Run	Denver	State St	Prestien Dr N 0.43 miles to Quarter Section Run Bridge	Pavement Rehab	Floodplain
Wapsi River	Independence	1st St W	10th Ave NW E 0.53 miles to Wapsipinicon River Bridge	Pavement Rehab	
	Chickasaw Co.	Winslow Rd (C-55)	Over Tributary to W Fork Cedar River	Bridge Replacement	
Wapsi River	Chickasaw Co.	V-14	Over Wapsipinicon River Overflow	Bridge Replacement	
Little Turkey River	Chickasaw Co.	Vanderbilt Ave	Over Little Turkey River	Bridge Replacement	
Beaver Creek	Grundy Co.	T-55	Over Branch Beaver Creek, from Westbrook St S 0.4 miles	Bridge Replacement	
Over Creek	Bremer Co.	240th St	Over Creek	Bridge Replacement	
Otter Creek	Buchanan Co.	150th St	Over Otter Creek, from Indiana Ave, W 0.1 miles	Bridge Replacement	
Miller Creek	Black Hawk Co.	Eagle Rd (D-46)	Over Miller Creek	Bridge Replacement	
Wapsi River	Chickasaw Co.	B-28	Over the Wapsipinicon River	Bridge Replacement	
Plum Creek	Chickasaw Co.	190th St	Over Plum Creek	Bridge Replacement	
Unnamed Stream	Grundy Co.	I Ave	Over Unnamed Stream, from 120th St N 0.125 miles	Bridge Replacement	
Beaver Creek	Grundy Co.	160th St	Over the South Fork of Beaver Creek, from H Ave W 0.3 miles	Bridge Replacement	
Black Hawk Creek	Grundy Co.	T Ave	Over Branch of Black Hawk Creek	Bridge Replacement	
Beaver Creek	Grundy Co.	110th St	Over Fork of Beaver Creek, from L Ave W 0.6 miles	Bridge Replacement	
Horton Creek	Bremer Co.	150th St	Over Horton Creek	Bridge Replacement	
Unnamed Stream	Butler Co.	Jay Ave	Over Small Stream, from 290th St N 0.5 miles	Bridge Replacement	
Beaver Creek	Butler Co.	Liberty Ave	Over Beaver Creek, from 320th St N 0.2 miles	Bridge Replacement	
Crane Creek	Bremer Co.	180th St	Over Crane Creek	Bridge Replacement	
Wapsipinicon River	Bremer Co.	C-33	Over Wapsipinicon River	Bridge Replacement	
Lime Creek	Buchanan Co.	330th St	Over Lime Creek, from Finley Ave E 0.2 miles	Bridge Replacement	
Harter Creek	Buchanan Co.	Wapsi Access Blvd	Over Harter Creek, from D-16 (Otterville Blvd) SE 0.9 miles	Bridge Replacement	
Spring Creek	Black Hawk Co.	Fox Rd	Over Spring Creek	Bridge Replacement	
Wapsipinicon River	Chickasaw Co.	B-66	Over Wapsipinicon River	Bridge Replacement	
Beaver Creek	Grundy Co.	110th St	Over Branch of Beaver Creek, from T-55 W 0.4 miles	Bridge Replacement	
Unnamed Stream	Bremer Co.	V-48	Over Stream	Bridge Replacement	
Cedar River	Iowa DOT	US 218	Cedar River in Janesville to IA 116 in Waverly	New system interchange	
Wapsipinicon River	Iowa DOT	US 63	E Fork Wapsipinicon River 2.1 mi. N of US 18	Bridge Rehab	
Big Creek	Iowa DOT	US 218	Big Creek Overflow 0.3 mi. N of D-48	Bridge Replacement	
Wapsipinicon River	Iowa DOT	IA 150	Wapsipinicon River in Independence	Bridge Deck Overlay	
Cedar River	Iowa DOT	US 18	Little Cedar River, 1.0 mi. E of T-74	Bridge Replacement	
Boylan Creek	Iowa DOT	IA 3	Boylan Creek 2.4 mi. E of T-16	Bridge Rehab	

Historically, the region has experienced several significant flooding events, notably in 1993, 2008, and 2016, which have had lasting effects on communities and critical infrastructure. Major rivers such as the Cedar River, Wapsipinicon River, and Turkey River have routinely overflowed due to heavy rainfall, spring snowmelt, and upstream surges.

These flood events have caused extensive damage to roads and bridges, leading to closures, detours, and costly repairs. The 2008 flood, one of the most severe in the region's history, resulted in submerged roadways eroding. One of the most significant causes of flooding across northeast Iowa is riverine flooding, driven by the behavior of major rivers and creeks in the region. The Cedar River, Wapsipinicon River, West Fork of the Cedar River, and the Turkey River are central to the region's hydrology and are routinely subject to flooding under certain conditions. These rivers often overflow during spring snowmelt, prolonged or heavy rainfall, and upstream water surges, leading to widespread flooding in low-lying areas, particularly in communities such as Waterloo, Cedar Falls, Waverly, and Independence. Flash flooding is also common, particularly during intense summer storms that drop large amounts of rain in a short period, overwhelming drainage systems and causing localized damage.

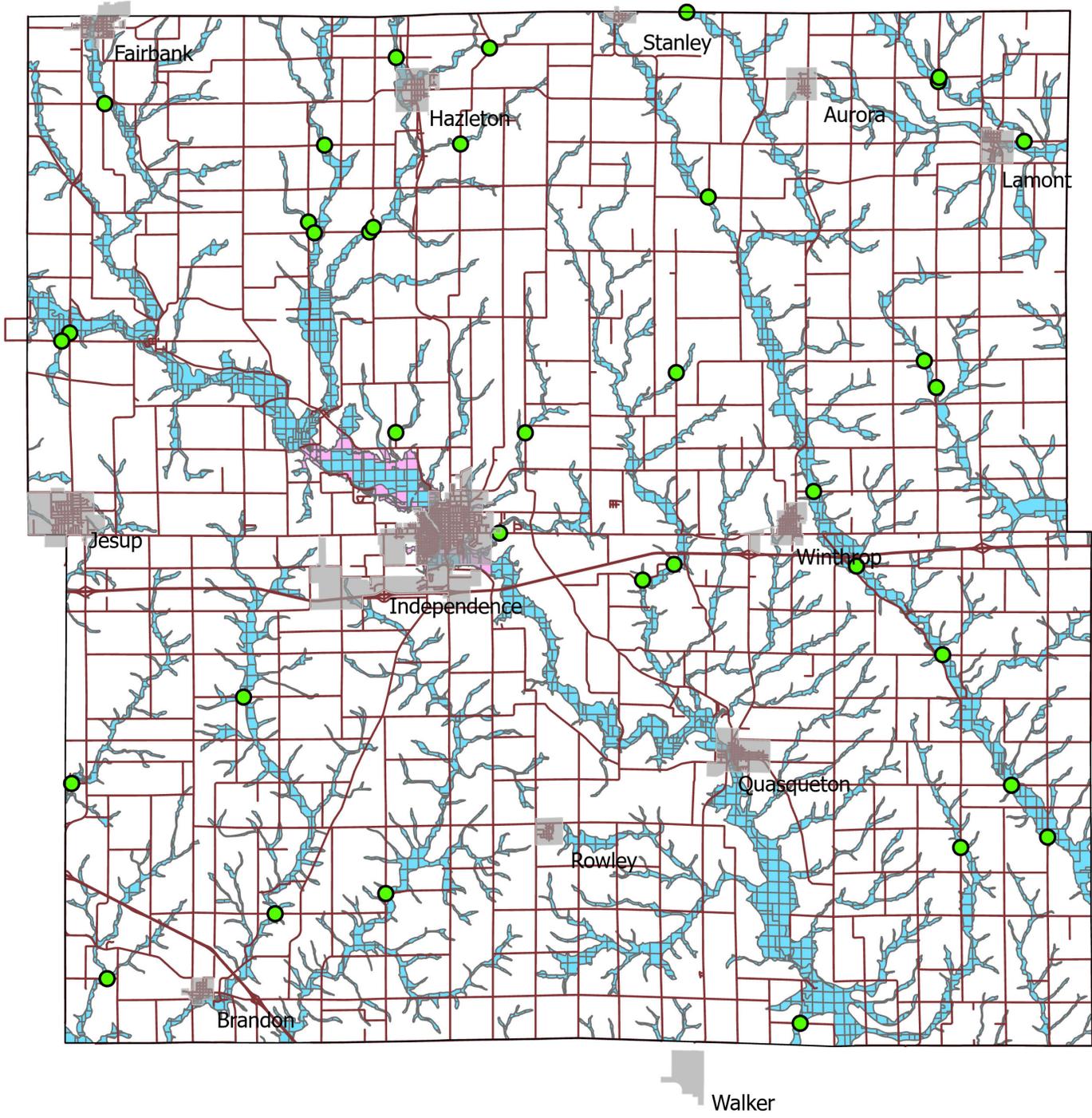


Historically, among the counties listed, Black Hawk, Bremer, and Buchanan have experienced the most significant and frequent flooding. Black Hawk County, situated along the Cedar River and adjacent to major urban areas such as Waterloo and Cedar Falls, has experienced repeated major flood events, most notably in 1993 and 2008. Bremer County, especially around Waverly, is also highly flood-prone due to the Cedar and Shell Rock Rivers. Buchanan County regularly sees flooding along the Wapsipinicon River, notably impacting Independence. In contrast, Butler, Chickasaw, and Grundy Counties experience more localized or less severe flooding, with fewer densely populated areas at risk.

Table 8.6: Flood Risk by County

County	Flood Risk Level	Primary Causes	Notable Rivers and Creeks	Key Impact Areas
Black Hawk	High	Riverine flooding, urban runoff, flash floods	Cedar River, Black Hawk Creek, Dry Run Creek	Waterloo, Cedar Falls
Buchanan	High	Riverine flooding, snowmelt, and flash flooding	Wapsipinicon River, Little Wapsi	Independence
Bremer	High	Riverine flooding, backwater flooding, snowmelt	Cedar River, Shell Rock River	Waverly
Butler	Low to Moderate	Riverine and backwater flooding, localized flash flooding	Shell Rock River, Beaver Creek	Greene, Clarksville
Chickasaw	Low to Moderate	Riverine flooding, snowmelt, and localized flash floods	Little Cedar River, Wapsipinicon River	Nashua, New Hampton
Grundy	Low to Moderate	Localized flooding from creeks and agricultural runoff	Black Hawk Creek, small tributaries	Reinbeck, a rural area

Embankments and structural damage to bridges highlight vulnerabilities in the transportation network. Communities like Waverly, Independence, and Janesville were especially affected, emphasizing the need to incorporate resilience and flood risk mitigation into transportation planning and infrastructure investment.



Map 8.5

At Risk Roads & Bridges, Buchanan County

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Highway 150, 2016 Wapsipinicon Flood, Independence, Buchanan Co.



Independence, located in Buchanan County, Iowa, regularly experiences flood threats from the Wapsipinicon River. One of the most significant events occurred in September 2016, when the Wapsipinicon River reached a major flood crest of approximately 19.9 feet, leading to the closure of the Highway 150 South bridge due to dangerously high-water levels. This bridge, a vital transportation route through the southern part of the community, was the only major roadway in the town affected at the time. While

other low-lying rural roads experienced localized flooding, the 2016 event underscored the city's vulnerability to flooding with potential impacts on critical road and bridge infrastructure.

Table 8.7: Wapsipinicon River at Independence Flood Categories & Impacts

Flood Categories	
Record	22.35 feet - 5/18/1999
Major	15 feet
Moderate	13 feet
Minor / Flood Stage	12 feet
Action	10 feet

River Level Impacts	
12 feet	Water affects low-lying streets in Independence.
16 feet	Water affects many residences, businesses, and parks in Independence and Littleton.
20 feet	Water affects most residences, businesses, and parks in Independence. Flooding also occurs in Fairbanks, Littleton, and Central City.
21 feet	Water reaches the guardrails of the Iowa Highway 150 bridge and floods much of the cemetery.
22 feet	Water affects Iowa Highway 150 from the cemetery to Three Elms Park Road in Independence. Water also floods most residences and businesses from the river to 2nd Avenue NE.



The NOAA Hydrologic Ensemble Forecasting System (HEFS) is a tool that provides probabilistic river flow and flood forecasts by accounting for uncertainties in weather and environmental conditions. For Independence, Iowa, HEFS, helps predict water levels on the Wapsipinicon River, offering valuable information to assess flood risks and support preparedness efforts. These forecasts are available through NOAA’s National Water Prediction Service and aid local authorities in making informed decisions during potential flood events.

In Bremer County, Iowa, Waverly and Janesville are the most flood-prone communities due to their location along the Cedar River. Waverly, despite mitigation efforts like an inflatable dam, remains at risk, especially when river levels exceed 11 feet, prompting flooding in the southeast parts of the city. Downstream, Janesville experiences similar threats, often impacted by river surges and backwater effects, with flood stages around 13 to 14 feet posing serious risks to residential areas, including trailer parks.



<https://www.usgs.gov/media/images/flood-monitoring-waverly-ia-1>

Table 8.8: Wapsipinicon River at Independence Flood Categories & Impacts

Flood Categories	
Record	19.33 - 6/10/2008
Major	19 feet
Moderate	17 feet
Minor / Flood Stage	12 feet
Action Stage	10 feet

River Level Impacts	
11.5 feet	Lowland flooding of city parks in Waverly occurs.
12 feet	1st Street Northwest by Kohlmann Park floods
13 feet	Cedar Lane and 7th Avenue Southeast near 1st Street Southwest flood
15 feet	Water affects the northwest parts of Waverly. Portions of 3rd Street Southeast and 4th Street Southeast near the Southeast Elementary School flood.
17 feet	Widespread flooding occurs in the northwest, southwest, and southeast parts of Waverly. Bremer Avenue floods.

In recent times, the National Weather Service has been forecasting significant flooding along the Cedar River watershed from Charles City to Janesville due to recent projected rainfall through Saturday, June 22nd. In Waverly, the Cedar River is expected to crest around 14 feet by noon on Monday. City officials anticipate rising water levels throughout the weekend, prompting preparations for localized flooding and road closures. As the river rises, specific thresholds will trigger closures and utility precautions. At 10–11 feet, power shutoffs may be considered in southeast Waverly. At 11.5 feet, 7th Avenue SE will be overtopped and closed. Once the river reaches 12 feet, the official minor flood stage, 4th Street SE will flood, limiting access to Southeast School. By 13 feet, 7th Ave SE, 4th St SE, and 8th St SE are expected to be closed. At 13.5 feet, Cedar Lane will close in two locations. Notably, this projected crest exceeds those of recent floods, including the 2016 and 2013 events, when the river crested 13.2 and 13.13 feet in Waverly.

Table 8.9 Bremer County Roads & Bridges Posted or Closed due to Flooding

Roads, Infrastructure, and Flooding						
Route	County	From	Direction	To	Environmental Impact	FFC
C28/165th St	Bremer	Quebec Ave	East	End of Pavement	Flooding	Minor Collector
Possum Ave	Bremer	Highway 93	North	140th St	Flooding	Major Collector
C33/190th St	Bremer	Reed Ave	East	Tahoe Ave	Flooding	Minor Collector
V56/Viking Ave	Bremer	160th St	South	165th St	Flooding	Major Collector
V56/Viking Ave	Bremer	200th St	South	210th St	Flooding	Major Collector
C50/260th St	Bremer	Oakland Ave	East	Piedmont Ave	Flooding	Major Collector
V21/212th St	Bremer	Grand Ave	East	Hilton Ave	Flooding	Major Collector

Bridge Infrastructure & Impact of Flooding					
NBI/FHWA ID #	County	Description	Bridge Type	Environmental Impact	Status
79850	Bremer	Bremer Co Bridge 6-22 on V21	PPCB	Flooding	Open
80090	Bremer	Bremer Co Bridge 7-5 on Yukon Ave	Steel I-Beam	Flooding	Posted
76741	Bremer	Bremer Co Bridge 9-13 on Marquis	Timber	Flooding	Open
76751	Bremer	Bremer Co Bridge 9-15 on Marquis	Timber	Flooding	Open
79400	Bremer	Bremer Co Bridge 8-23 on 215th St	Steel I-Beam	Flooding	Posted

Due to recurring flooding conditions along the Cedar River and its tributaries, cities like Waverly in Bremer County have taken proactive measures to manage flood risk and protect residents. Waverly participates in the National Flood Insurance Program (NFIP), which allows residents to obtain federal flood insurance and access certain types of federal assistance. Participation requires the city to adopt and enforce basic development standards within the 100-year flood hazard areas.

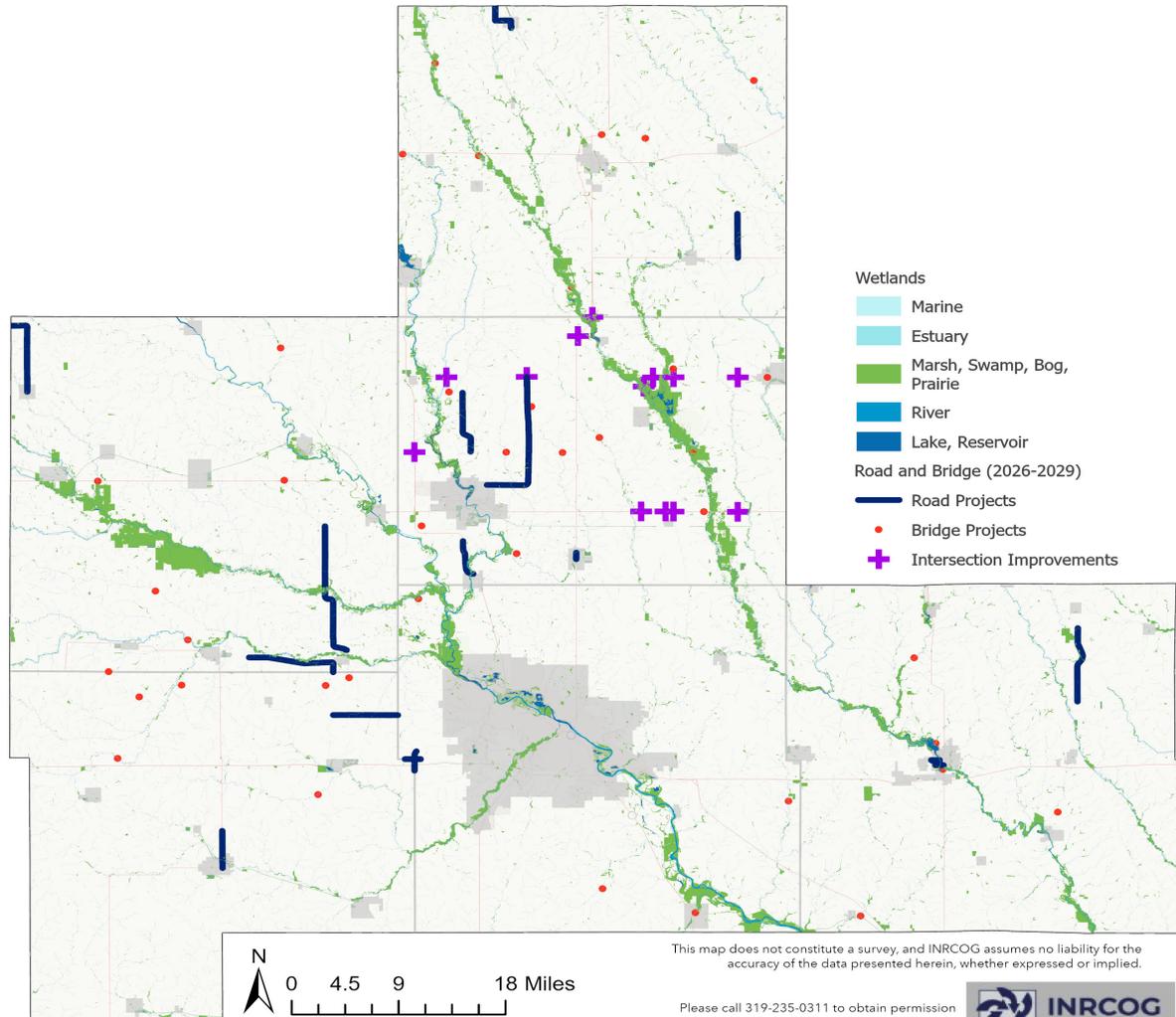
To support this effort, the City regulates and enforces requirements for properties located within the designated flood hazard zones, as shown on the National Flood Insurance Rate Maps (FIRMs). These maps are available for public viewing at City Hall or through local insurance providers.



Wetlands

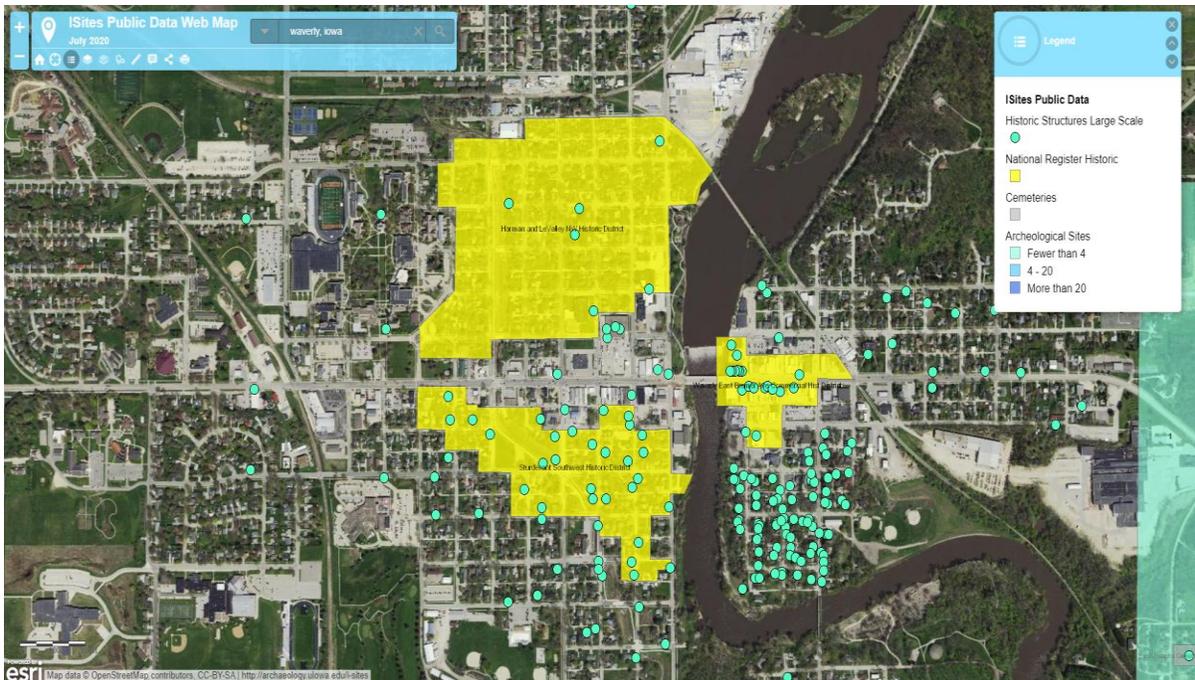
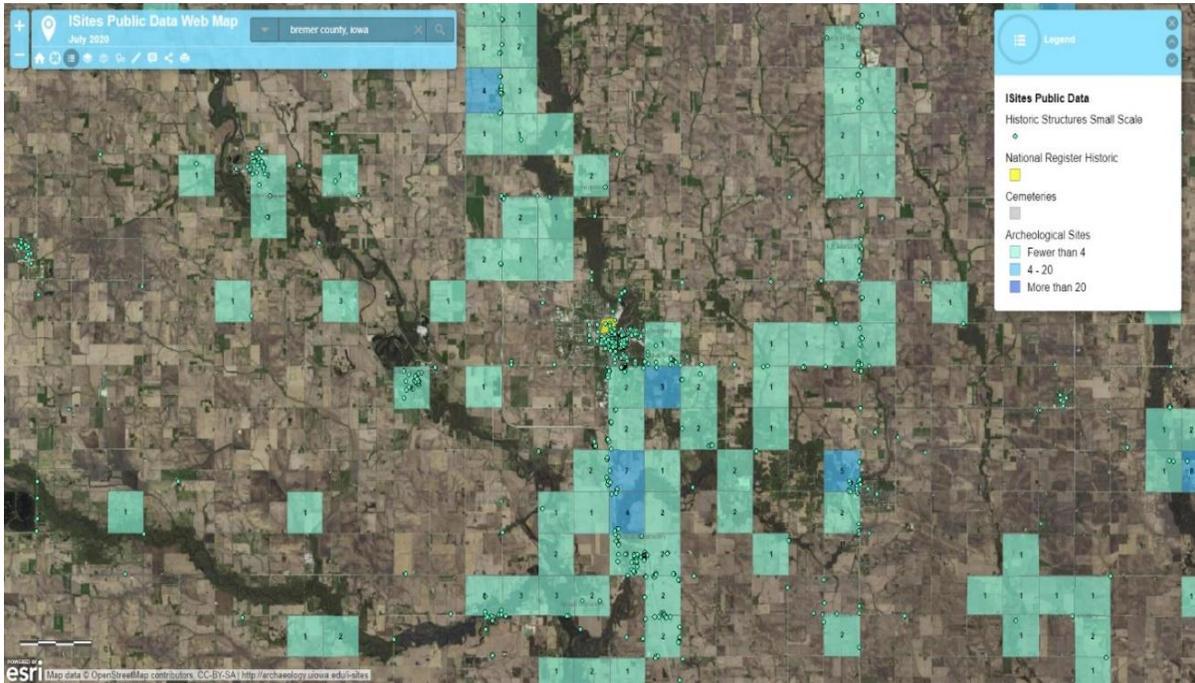
In Iowa, wetlands are most often referred to as areas that are periodically or regularly inundated with water. Soils in wetlands are normally saturated with water, and the vegetation in and around them is specifically adapted to the wetland environment. Wetlands help maintain and improve water quality by intercepting runoff as it moves through the wetland system. Wetland environments increase the quality of water before discharging it into streams and creeks or before it percolates through the soil.

Map 8.6 Wetlands



Archeological and Historic Sites

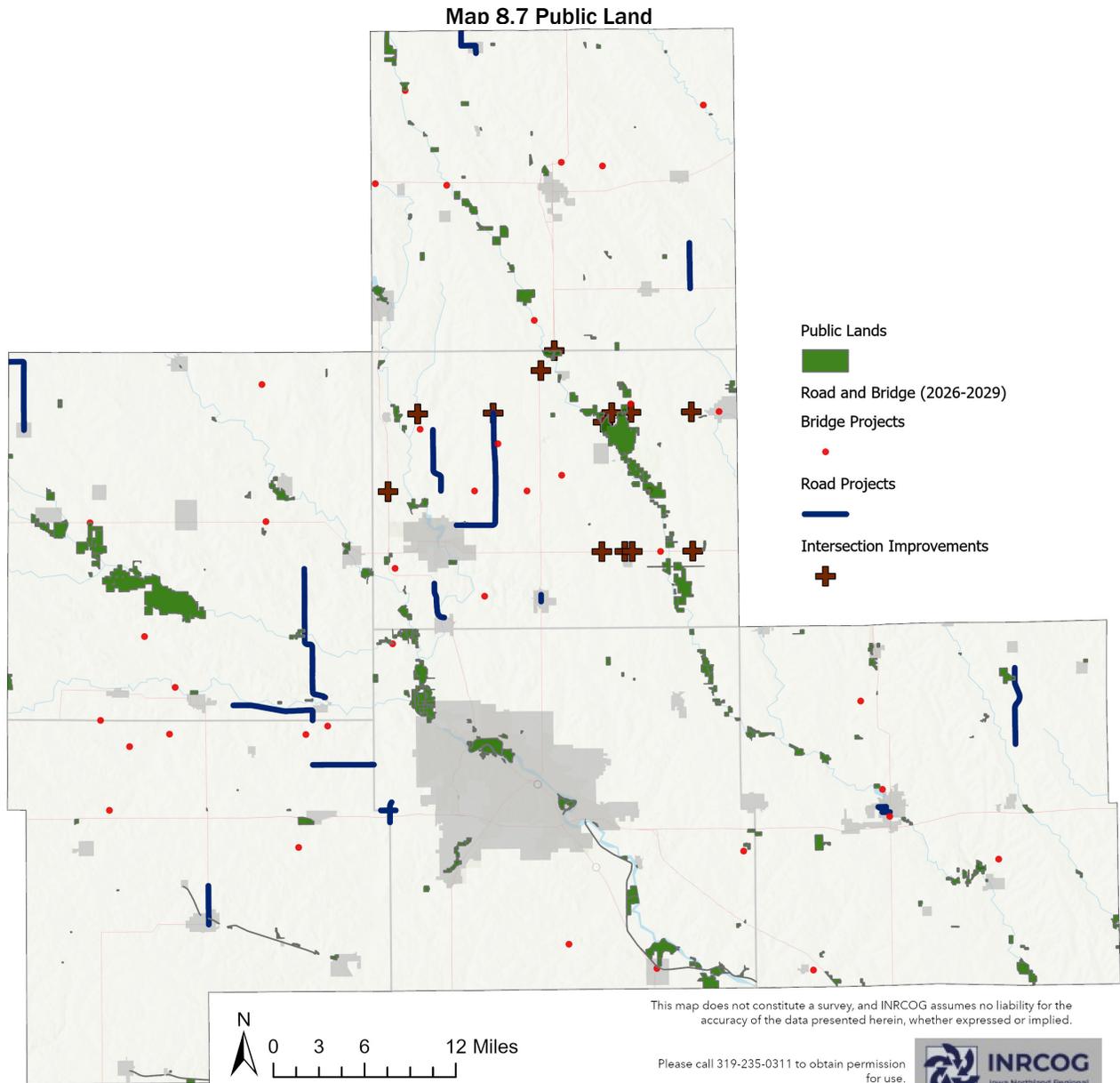
The Iowa Office of the State Archaeologist manages the Iowa Site File, which is the master inventory of archaeological sites in Iowa. I-Site™ Public Access is an online interactive map for historic and archeological sites. <https://archaeology.uiowa.edu/i-sites>



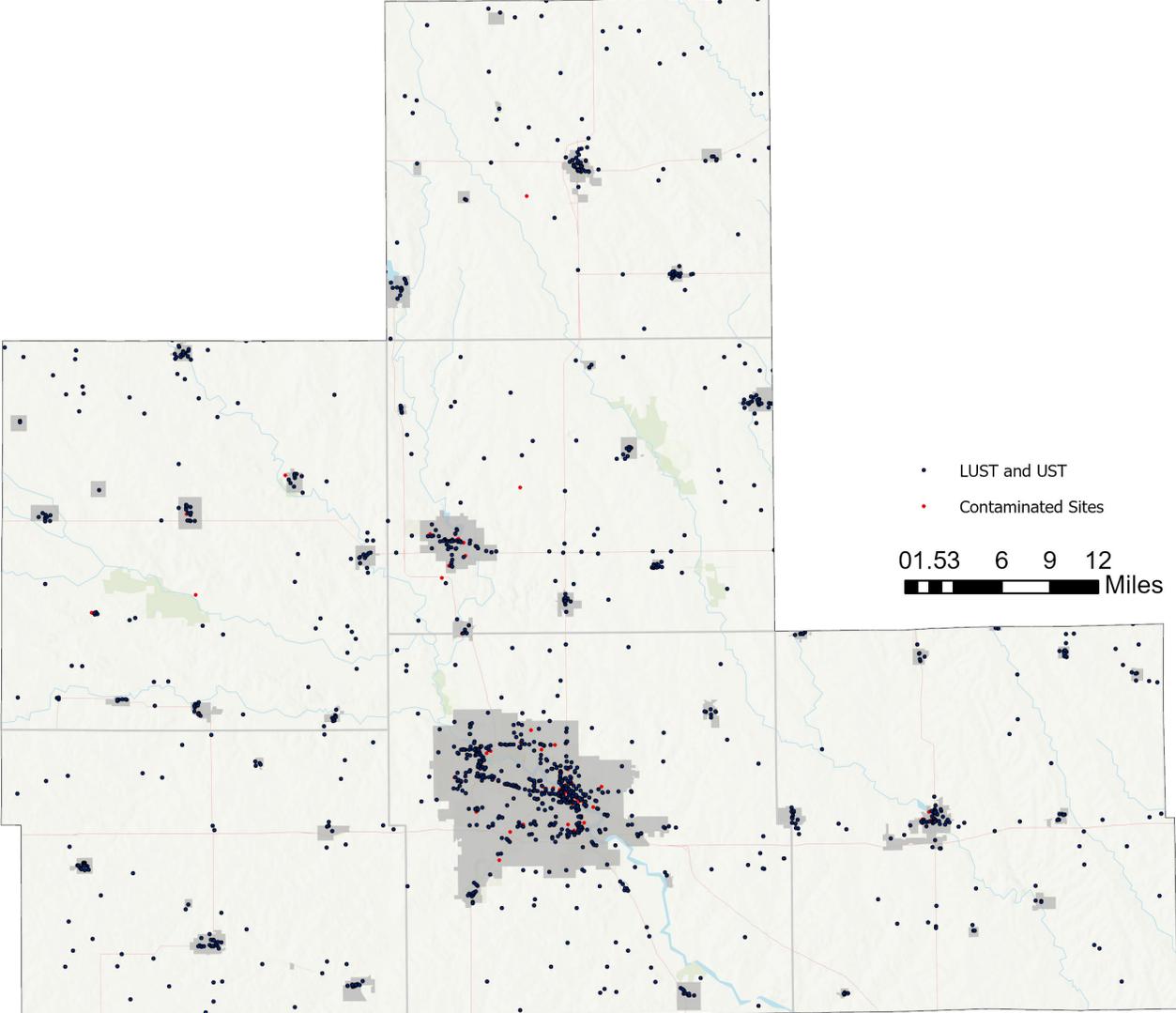
Additional Environmental Factors

RTA staff also performed a general environmental analysis for the following factors:

- Public Land
- Environmentally Sensitive Areas
- Cemeteries
- Threatened and Endangered Species



8.8: Environmentally Sensitive Areas



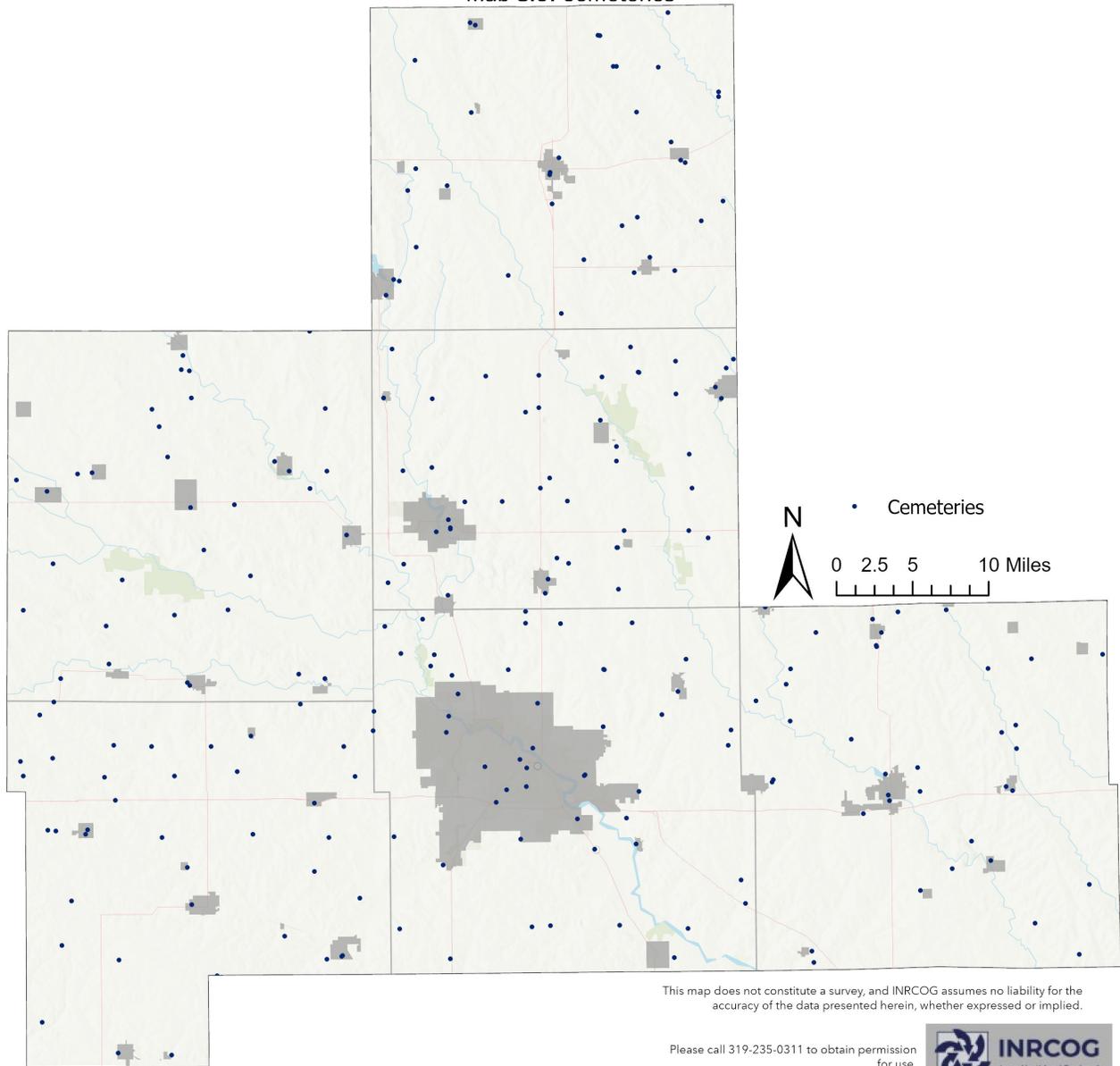
N
LUST = Leaky Underground Storage Tank
UST = Underground Storage Tank

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Map 8.9: Cemeteries

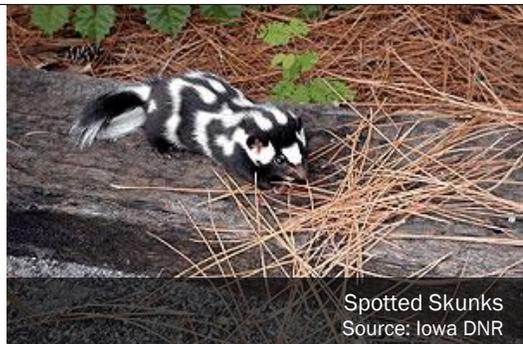


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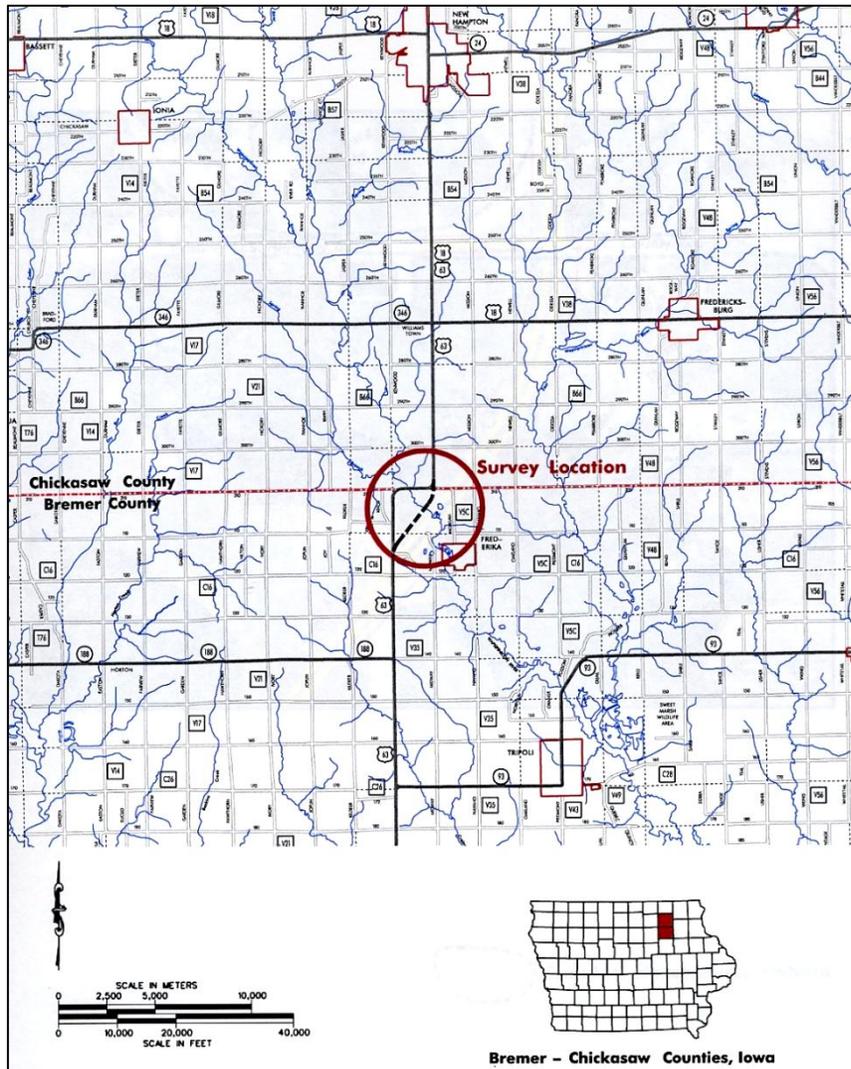


state. Threatened species are those that are at risk of becoming endangered shortly, while endangered species are already in danger of extinction. The region is home to more than 60 such species. Threatened and endangered species in Iowa play a crucial role in maintaining ecosystem balance by supporting biodiversity, regulating food webs, and ensuring water quality and pollination. Species like the Topeka Shiner and local pollinators are vital for the health of aquatic and terrestrial environments.



Spotted Skunks
Source: Iowa DNR

Map showing U.S. 63 Wapsipinicon River Crossing, Bremer and Chickasaw Co.

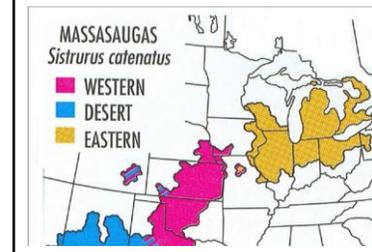


The eastern Massasauga rattlesnake, also known as the “swamp rattler,” is a stout-bodied snake with a broad, triangular head and a rather small but noticeable rattle on the end of its tail. “Massasauga” means “great river mouth” in Chippewa, so named because it is usually found in river bottom forests and nearby fields.

Adult snakes range from 18 to 40 inches in length, although they average 27 inches. The Massasauga’s body is distinctively marked with a row of large black or dark brown hourglass-shaped markings along the back and three rows of smaller dark spots on each side. The background coloration is gray or brownish gray.

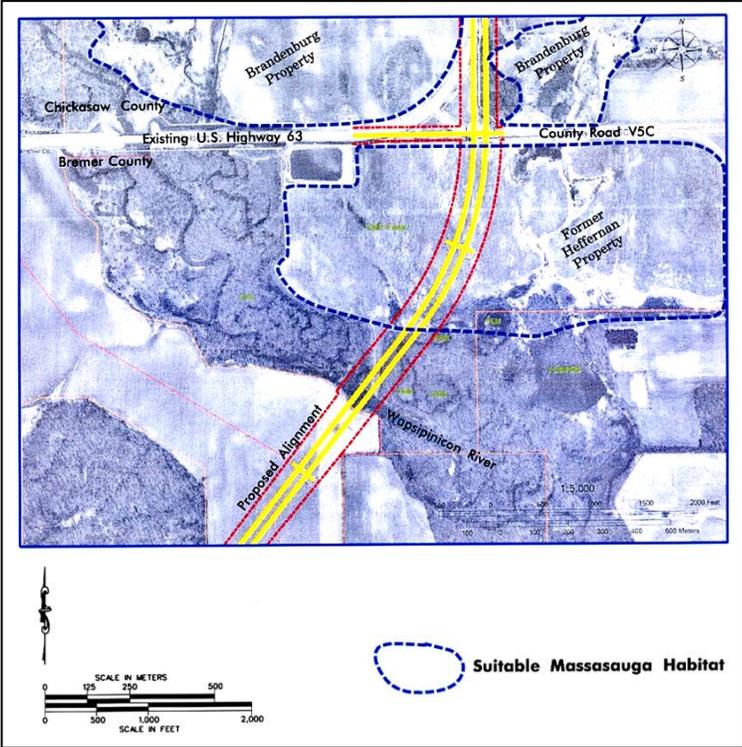
Eastern Massasaugas’ preferred habitat is low, swampy areas close to marshes, lakes, and rivers, although during the summer, they may occasionally be found in open grasslands, meadows, or dry woodlands. Typically, however, they prefer to sit in tufts of grass or under rocks a short distance from the water.

A study prepared for the Iowa Department of Transportation by Terry VanDeWalle of Earth Tech, Inc. (July 2003) revealed that during the planning and design of improvements to U.S. Highway 63 in Bremer and Chickasaw counties, including a new crossing over the Wapsipinicon River, consideration was given to the potential presence of the eastern Massasauga rattlesnake (*Sistrurus Catenatus Catenatus*). The upper portion of the Wapsipinicon River lies within the species' historic range in Iowa, with known populations located just three to four miles from the proposed project area, particularly on land associated with the Sweet Marsh Wildlife Management Area (WMA)





When transportation projects may affect wildlife habitat, agencies like the Iowa DNR often step in. For the U.S. 63 improvements, the DNR mandates the DOT to check for any eastern Massasauga rattlesnakes near the planned Wapsipinicon River crossing. This type of survey helps make sure construction doesn't harm endangered species and supports responsible project planning. The survey found that eastern Massasauga rattlesnakes likely lived near the U.S. 63 project area in the past, but there is no evidence they are still present.



Although an area south of Bremer County Road V-5C has since been removed from agricultural production and now offers suitable land. These findings suggest that while the habitat has potential, the eastern Massasauga rattlesnake was no longer present in the project corridor, reducing project impacts on the species.

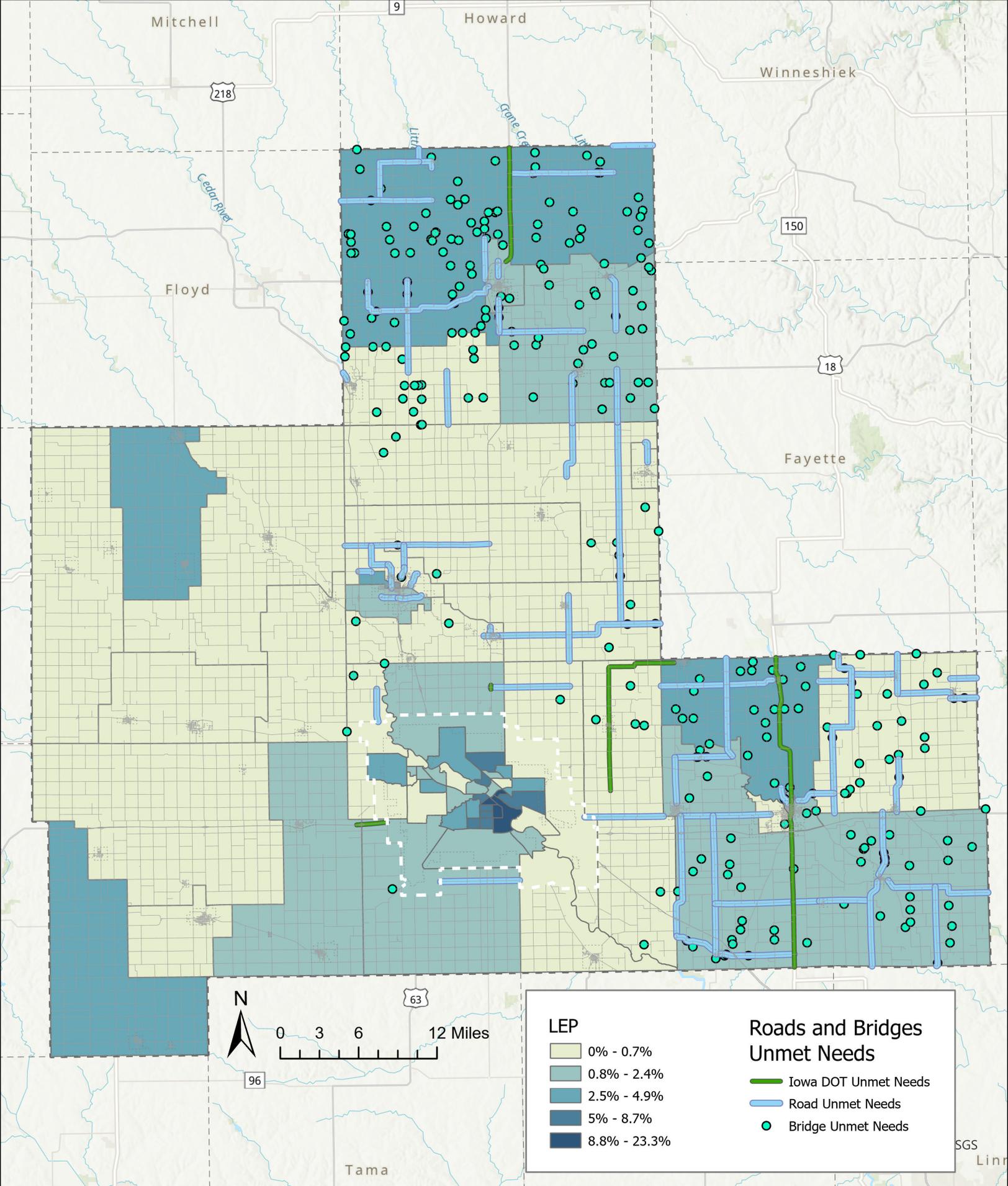
Environmental Justice Assessment



An environmental justice (EJ) assessment was conducted for the roads and projects included in the fiscally constrained Long-Range Transportation Plan (LRTP) to identify underserved populations and promote equitable development. The analysis considered Limited English Proficiency (LEP) populations, ethnic and racial minorities, low-income and poverty areas, and individuals with disabilities. These groups are often more vulnerable to the potential negative impacts of transportation investments and changes.

By understanding their specific needs and geographic distribution, policymakers and planners can better tailor transportation investments to address accessibility, safety, and mobility gaps within these communities. Prioritizing these populations supports broader regional goals of equity, resilience, and environmental sustainability by reducing disparities and ensuring all residents benefit from transportation improvements.

The following maps illustrate the spatial distribution of key socio-economic indicators across the region alongside the unmet road and bridge needs identified through the LRTP process.



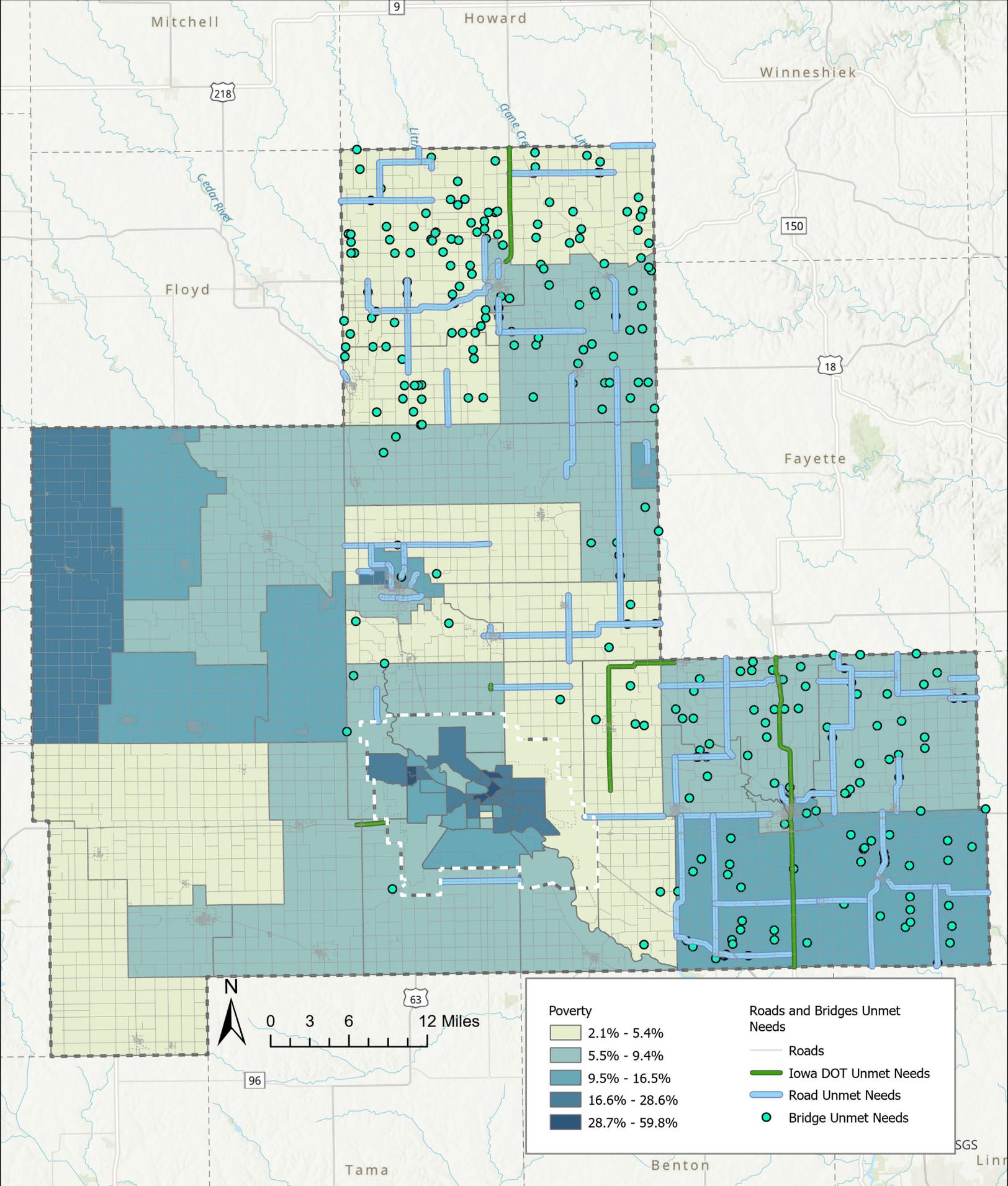
Map 8.10

Limited English Proficiency - Roads and Bridges Unmet Needs

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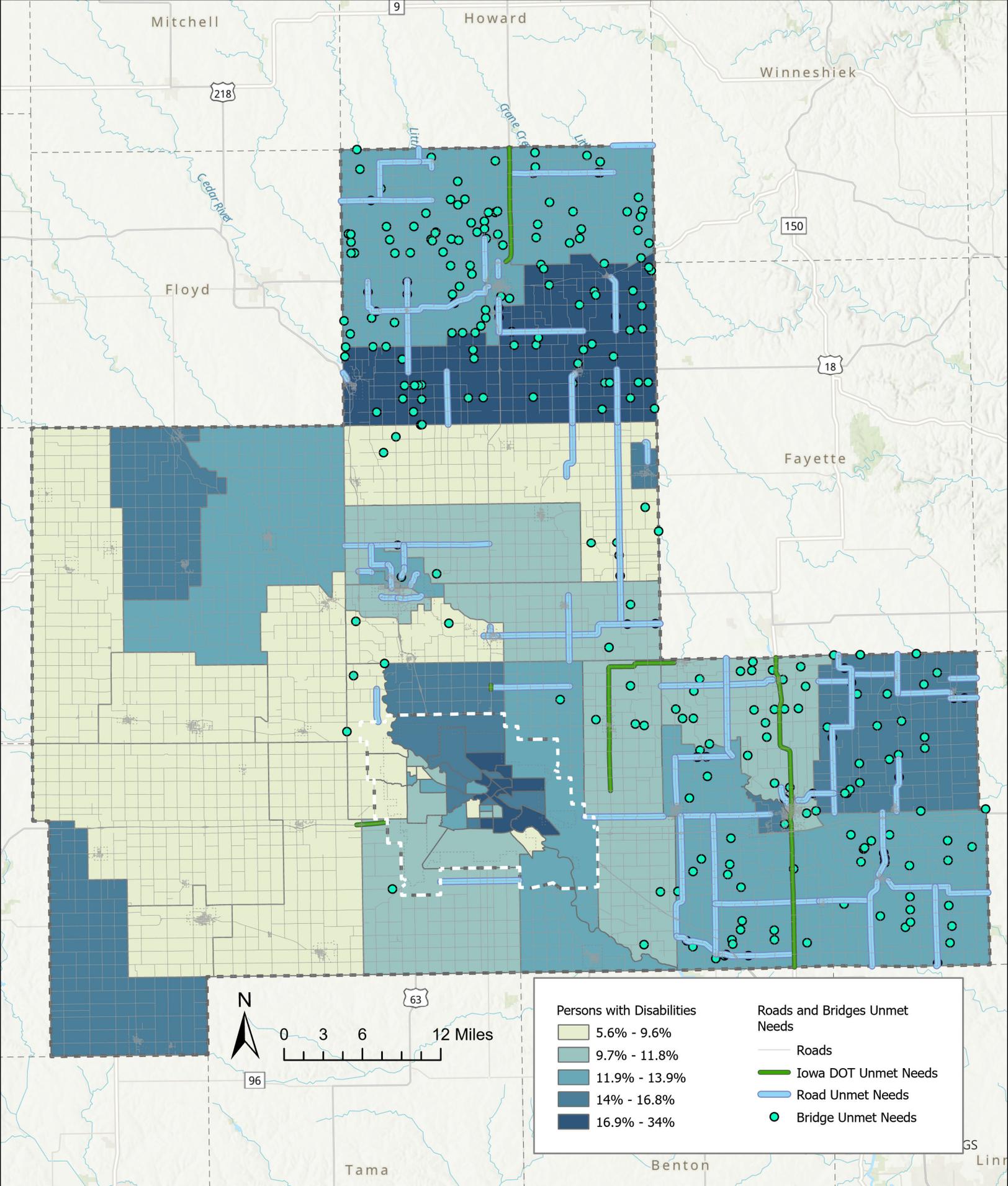
Map 8.11

Poverty by Census Tract - Roads and Bridges Unmet Needs

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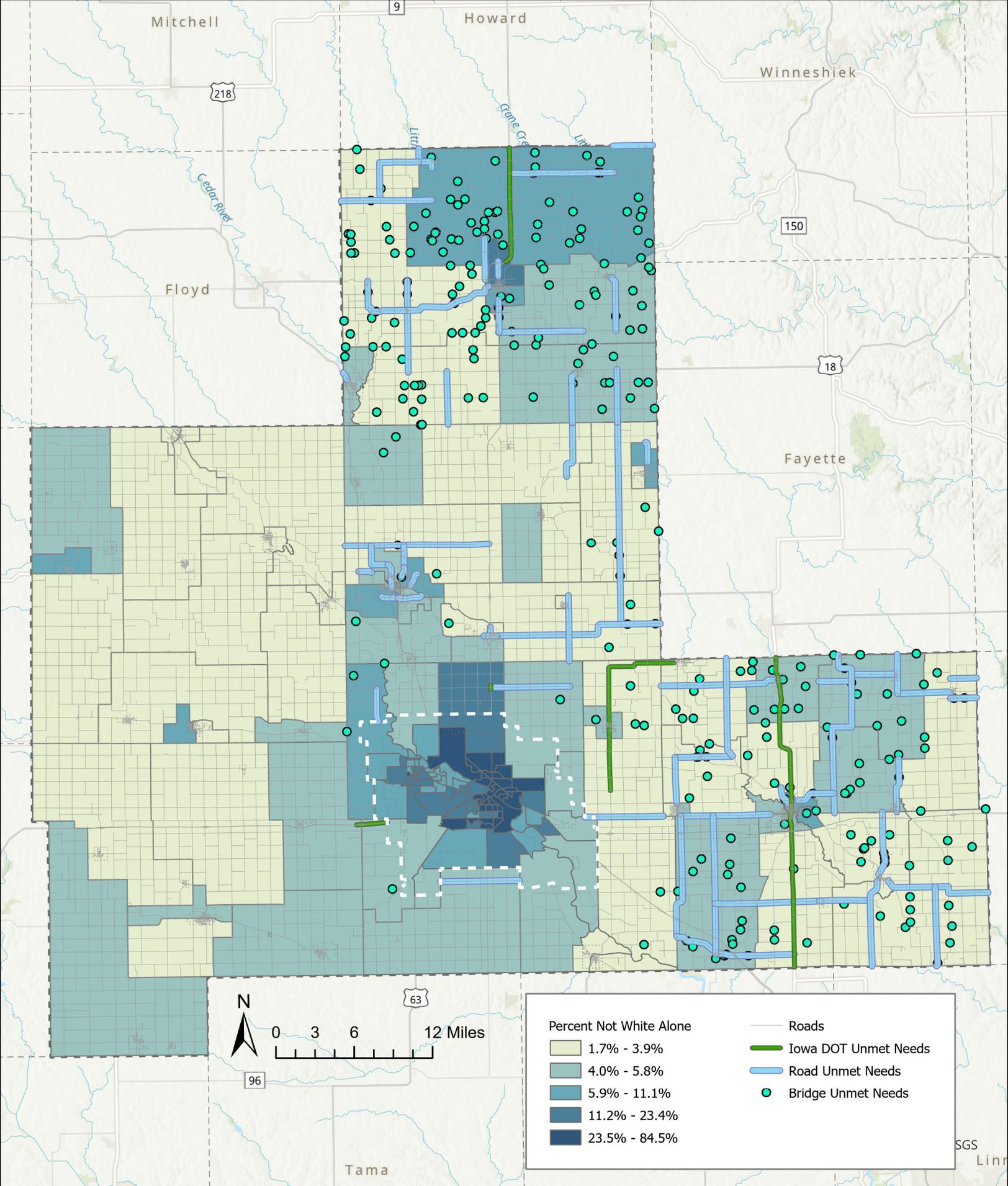




Map 8.12

Persons with Disabilities - Roads and Bridges Unmet Needs

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Map 8.13

Ethnic Minorities by Census Block Group - Roads & Bridges Unmet Needs

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Table 8.3: Threatened and Endangered Species

Name	Class	Status	Black Hawk	Bremer	Buchanan	Butler	Chickasaw	Grundy
Blue-spotted Salamander	Amphibians	E	x					
Central Newt	Amphibians	T	x	x	x		x	
Mudpuppy	Amphibians	T	x		x	x		
Barn Owl	Birds	E	x			x	x	
Henslow's Sparrow	Birds	T	x					
Short-eared Owl	Birds	E		x				
Northern Harrier	Birds	E					x	
Red-shouldered Hawk	Birds	E	x	x	x	x	x	
American Brook Lamprey	Fish	T	x	x	x	x	x	
Black Redhorse	Fish	T	x		x		x	
Blacknose Shiner	Fish	T		x		x		
Orangethroat Darter	Fish	T			x			
Topeka Shiner	Fish	T		x				
Weed Shiner	Fish	E				x		
Western Sand Darter	Fish	T	x	x	x	x		
Creek Heelsplitter	Freshwater Mussels	T	x	x	x	x	x	
Creeper	Freshwater Mussels	T	x	x	x	x	x	
Slippershell Mussel	Freshwater Mussels	E			x			
Yellow Sandshell	Freshwater Mussels	E	x	x	x			
Cylindrical Papershell	Freshwater Mussels	T	x	x	x		x	
Ellipse	Freshwater Mussels	T		x	x		x	
Baltimore	Insects	T				x	x	
Plains Pocket Mouse	Mammals	E	x			x		
Spotted Skunk	Mammals	E	x					x
Southern Bog Lemming	Mammals	T				x		
Northern Long-eared Bat	Mammals	T	x				x	
Beakrush	Plants	T				x	x	
Bog Bedstraw	Plants	E					x	
Bog Birch	Plants	T	x	x			x	
Bog Willow	Plants	T	x	x	x		x	
Prairie Bush Clover	Plants	T	x			x		
Leafy Northern Green Orchid	Plants	T					x	
Bog Clubmoss	Plants	E			x			
Low Nut Rush	Plants	T					x	x

Brittle Prickly Pear	Plants	T	x			x		
Buckbean	Plants	T			x		x	
Crossleaf Milkwort	Plants	E					x	
Eastern Jointweed	Plants	E					x	
False Mermaid-weed	Plants	E			x			
Fragrant False Indigo	Plants	T			x			
Kitten Tails	Plants	T	x		x			
Leathery Grape Fern	Plants	T	x		x		x	
Little Grape Fern	Plants	T	x					
Narrowleaf Pinweed	Plants	T	x					
Northern Panic-grass	Plants	E	x				x	
Orange Grass St. John's Wort	Plants	E					x	
Pink Milkwort	Plants	T	x				x	
Pale Green Orchid	Plants	E			x		x	x
Purple Fringed Orchid	Plants	T			x		x	x
Racemed Milkwort	Plants	E					x	
Rush Aster	Plants	T						x
Shining Willow	Plants	T			x			x
Silky Prairie Clover	Plants	E	x					
Showy Lady's Slipper	Plants	T						x
Slender Arrow Grass	Plants	T						x
Small Sundrops	Plants	T						x
Sweet Indian Plantain	Plants	T	x		x		x	x
Western Prairie Fringed Orchid	Plants	T	x		x			x
Wooly Milkweed	Plants	T	x					
Yellow Monkey Flower	Plants	T					x	
Winterberry	Plants	E			x			x
Woodland Horsetail	Plants	T			x		x	x
Yellow-eyed Grass	Plants	E					x	x
Blanding's Turtle	Reptiles	T	x		x		x	x
Eastern Massasauga	Reptiles	E			x			x
Ornate Box Turtle	Reptiles	T	x				x	x

Summary

The Environmental Analysis chapter of the Long-Range Transportation Plan evaluates how transportation projects interact with natural, cultural, and built environments, highlighting the importance of sustainable and responsible infrastructure planning. Key environmental elements considered include watersheds and major water sources, impaired waters, wetlands, public lands, cemeteries, and environmentally sensitive areas. Projects can influence water quality, stormwater runoff, noise, air quality, and wildlife habitats, making early environmental assessment critical to reducing negative impacts. Integrating these considerations ensures that roadway expansions, freight corridors, and other infrastructure improvements support economic growth while preserving ecological, cultural, and community resources across the region.

Transportation projects can influence water quality, stormwater runoff, noise levels, wildlife habitats, and community character, making early environmental assessment critical to minimizing negative effects. Integrating these factors into planning helps ensure that roadways, freight corridors, and other infrastructure improvements support economic growth while protecting ecological and cultural resources. Environmental considerations currently influence long-term transportation projects by affecting project design, permitting, and timelines. For instance, projects that cross sensitive watersheds, wetlands, or public lands may require mitigation measures, such as stormwater management, habitat preservation, or rerouting to avoid cemeteries and other culturally sensitive sites. Past projects, including freight corridor improvements, urban roadway expansions, and the Waterloo railyard relocation, have been adjusted to address water quality, habitat protection, and environmental compliance. By incorporating comprehensive environmental analysis early in the planning process, the MPO ensures that transportation investments balance mobility needs with the preservation of natural, cultural, and community resources over the next several decades.



Consultation

Several Federal, State, Tribal, and local government agencies were notified when the draft LRTP document was available for review and comment. Feedback on topics relevant to their field of expertise was requested.

Agencies notified include the following:

- Black Hawk County Conservation
- Bremer County Conservation
- Buchanan County Conservation
- Butler County Conservation
- Chickasaw County Conservation
- Black Hawk County Emergency Management
- Bremer County Emergency Management
- Buchanan County Emergency Management
- Butler County Emergency Management
- Chickasaw County Emergency Management
- Grundy County Emergency Management
- Black Hawk County REAP Committee
- Grow Cedar Valley
- Hawkeye Community College
- Iowa Department of Agriculture and Land Stewardship
- Iowa Department on Aging
- Iowa Department for the Blind
- Iowa Department of Cultural Affairs
- Iowa Department of Education
- Iowa Department of Human Rights
- Iowa Department of Human Services
- Iowa Department of Natural Resources
- Iowa Department of Public Health
- Iowa Department of Public Safety
- Iowa Department of Transportation, Systems Planning Bureau
- Iowa Department of Transportation, District 2
- Iowa Department of Veterans' Affairs
- Iowa Economic Development Authority
- Iowa Homeland Security and Emergency Management
- Iowa Northland Regional Transit Commission
- Iowa Tourism Board
- Iowa Utilities Board
- Iowa Workforce Development
- Office of the State Archaeologist
- Sac & Fox Tribe of the Mississippi
- State Historical Society of Iowa
- Transit Advisory Committee
- University of Northern Iowa
- U.S. Army Corps of Engineers, Rock Island District
- U.S. Environmental Protection Agency, Region 7
- U.S. Department of Agriculture – Natural Resources Conservation Service
- U.S. Department of the Interior Bureau of Indian Affairs, Midwest Regional Office
- U.S. Fish and Wildlife Service, Illinois-Iowa Field Office