

FY 2026-2029 Transportation Improvement Program

Iowa Northland
Regional
Transportation
Authority

FINAL

July 17, 2025



FY 2026-2029

TRANSPORTATION IMPROVEMENT PROGRAM

Iowa Northland Regional Transportation Authority Policy Board

Contents

Policy Board and Committees	i
Policy Board Resolution	ii
Introduction	1
Funding.....	2
Financial Information and Fiscal Constraint	4
Redemonstration of Fiscal Constraint	5
Project Selection	5
Public Participation and Title VI	10
TIP Revisions	10
Program of Projects	11
Maps of Projects	25
OnBoard Public Transit Program of Projects	29
OnBoard Public Transit FY 2025 Projects	31
Funding by Year and Program	32
FY 2024 Status Report.....	33
Operations and Maintenance.....	34
Public Input Documentation.....	35
Appendix 1 – Funding Equity Guidelines.....	38
Appendix 2 – Bridge Selection Methodology	39
Appendix 3 – Document Revision Summary.....	42

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POLICY BOARD AND COMMITTEES

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Representing	Name	Title
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Bremer County	Duane Hildebrandt	Supervisor (Vice-Chair)
Buchanan County	Keith Wieland	Supervisor
Butler County	Greg Barnett	Supervisor (Chair)
Chickasaw County	Scott Cerwinske	Supervisor
Grundy County	Mark Schildroth	Supervisor
City of Independence	Brad Bleichner	Mayor
City of Waverly	James Bronner	City Administrator
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Readlyn (Small City At Large)	Dan Wedemeier	Mayor
City of Plainfield (Small City At Large)	Tom Geise	Mayor
VACANT (Small City At Large)		

Transportation Technical Committee (TTC)

Representing	Name	Title
Black Hawk County, Engineering	Cathy Nicholas	County Engineer
Bremer County, Engineering	Landon Moore	County Engineer
Buchanan County, Engineering	Brian Keierleber	County Engineer
Butler County, Engineering	John Riherd	County Engineer
Chickasaw County, Engineering	Roman Lensing	County Engineer
Grundy County, Engineering	Jeff Skalberg	County Engineer
City of Independence	Matthew Schmitz	City Manager
City of Waverly	James Bronner	City Administrator
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Readlyn (Small City At Large)	Dan Wedemeier	Mayor
City of Plainfield (Small City At Large)	Tom Geise	Mayor
City of Dunkerton (Small City At Large)	Michael Schares	Mayor

Bicycle and Pedestrian Advisory Committee (BPAC)

Representing	Name	Title
Black Hawk County, Conservation	Mike Hendrickson	Executive Director
Bremer County, Conservation	Andrew Hockenson	Executive Director
Buchanan County, Conservation	Ben Bonar	Executive Director
Butler County, Conservation	Matt Wilken	Executive Director
Chickasaw County, Conservation	Chad Humpal	Executive Director
Grundy County, Conservation	Nick Buseman	Executive Director
City of Independence	Matthew Schmitz	City Manager
City of Waverly	James Bronner	City Administrator
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Readlyn (Small City At Large)	Dan Wedemeier	Mayor
City of Plainfield (Small City At Large)	Tom Geise	Mayor
City of Dunkerton (Small City At Large)	Michael Schares	Mayor

Transit Advisory Committee

Representing	Name
Black Hawk County Gaming Association	Emily Hanson
Black Hawk County Emergency Management	Mindy Benson
Black Hawk County Public Health	Alecia Allen
Black Hawk County Public Health	Lisa Sesterhenn
Black Hawk/Grundy Mental Health	Tom Eachus
Bremer County, East Central Region	Jan Heidemann
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City of Evansdale	DeAnne Kobliska
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City of Waterloo	Britni Perkins
City of Waterloo	John Dornhoff
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Goodwill Industries of Northeast Iowa	Steve Tisue
Grow Cedar Valley	Stephanie Detweiler
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Representing	Name
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Iowa Works Cedar Valley	Karen Siler
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McElroy Trust	Megan McKenzie
MET Transit	David Sturch
MET Transit Board	Lon Kammeyer
MET Transit Board	Rosalyn Middleton
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Northeast Iowa Area Agency on Aging (NEI3A)	Greg Zars
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	Oghogho Oriakhi
INRCOG	Brenda Vavroch
INRCOG	Kyle Durant
INRCOG	Nick Fratzke

**RESOLUTION OF THE IOWA NORTHLAND REGIONAL
TRANSPORTATION AUTHORITY POLICY BOARD**

WHEREAS, the Iowa Northland Regional Transportation Authority has been designated as the Regional Planning Affiliation for Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties; and

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

WHEREAS, the FY 2026-2029 Transportation Improvement Program (TIP) is a product of this ongoing planning process; and

WHEREAS, the Policy Board has included the open participation of the public in the development of the TIP in conformance with the Board's approved Public Participation Plan; and

WHEREAS, the FY 2026 selection year of the highway, transportation alternatives, and transit elements of the TIP are financially feasible based upon anticipated federal, state, and local resources.

NOW, THEREFORE BE IT RESOLVED that the Iowa Northland Regional Transportation Authority Policy Board hereby approves the Final FY 2026-2029 Transportation Improvement Program.

Passed and adopted this 17th day of July, 2025.



Dewey Hildebrandt, Chair

ATTEST:



Nick Fratzke, Director of Transportation, INRCOG

INTRODUCTION

This document is the FY 2026-2029 Transportation Improvement Program (TIP) for the Iowa Northland Regional Transportation Authority (RTA). The TIP contains all transportation projects in the RTA area anticipated to receive federal-aid in the next four federal fiscal years. The TIP is a programming document required by federal law which serves as a transition point for projects consistent with the area's Long-Range Transportation Plan to be moved forward into programming and construction.

The planning and programming process required of the RTA is outlined in the 2021 federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA). Prior to IIJA's approval, the RTA had been operating under the previous federal transportation legislation, Fixing America's Surface Transportation (FAST) Act. IIJA continues, and further strengthens, the requirement that an extensive, ongoing, and cooperative planning effort for the programming of federal funds be undertaken. The RTA's overall transportation planning goal is to provide for the safe, adequate, and efficient movement of persons and goods in the area. The RTA will utilize IIJA's planning factors to help reach this goal, which are as follows:

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

The TIP is a step in the process of meeting these goals, as it enables projects to receive federal-aid. This includes not only street and highway projects, but transit, bicycle, and pedestrian projects. Projects must be included in the TIP to receive federal aid; however, inclusion of a project in the TIP does not guarantee federal-aid eligibility. This is determined on a case-by-case basis when project authorization is requested from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA).

The TIP is updated annually. Each year, the RTA Bicycle and Pedestrian Advisory Committee (BPAC) and Transportation Technical Committee (TTC) hold work sessions to rank and program Transportation Alternatives Set aside Program (TASA) projects, and to program Surface Transportation Block Grant Program (STBG) and STBG-Swap projects for the region. A draft TIP is compiled, distributed to the RTA Policy Board and TTC for review, and taken out for public input. The draft document is posted on the website, and at least two public input sessions are held to solicit public comments. The draft TIP is also submitted to the Iowa Department of Transportation (DOT), FHWA, and FTA for review. Comments from these agencies and the public are incorporated into the draft document, and then a public hearing is held, and a final version of the document is considered for approval by the RTA Policy Board. The final TIP is posted on the website and forwarded to the Iowa DOT, FHWA, and FTA. The Iowa DOT then produces the Statewide Transportation Improvement Program (STIP) by compiling TIPs from all Metropolitan Planning Organizations (MPOs) and Regional Planning Affiliations (RPAs) in Iowa.

FUNDING

Projects identified in local TIPs utilize, or are based upon, several different sources of federal funding. The primary sources of FHWA funding to Iowa, which are in part used to fund local efforts, include the following:

- Bridge Formula Program (BFP) – The BFP provides funding dedicated to replace, rehabilitate, preserve, protect, and construct highway bridges. BFP funds are apportioned to states on a formula basis. A significant portion of Iowa's BFP funds will be utilized to implement bridge construction projects in cities and counties through the Iowa DOT's City Bridge Program and by directly targeting BFP funds to Iowa's 99 counties.
- Carbon Reduction Program (CRP) – CRP provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources. A portion of this funding will be awarded to MPOs but not RPAs.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) – CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.
- Discretionary Grants (GRNT) – The FHWA administers discretionary grant programs through various offices representing special funding categories. Examples of discretionary grant awards include awards from programs including Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Nationally Significant Multimodal Freight and Highway Projects (INFRA), National Infrastructure Project Assistance Program (MEGA), and Rural Surface Transportation Grant Program among others.
- Earmark (ERMK) – Projects with funding identified directly in federal Authorization or Appropriations bills are considered earmark funds. The projects are funded with money set aside for Community Project Funding/Congressionally Directed Funding and awarded by members of Congress.
- Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP) – The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.
- Highway Safety Improvement Program (HSIP) – This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. A portion of this funding is targeted for use on local high-risk roads and railway-highway crossings.
- Metropolitan Planning Program (PL) – FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning efforts in urbanized areas with a population of 50,000 or greater.
- National Highway Freight Program (NHFP) – NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements. Ten percent of NHFP funds will be targeted towards non-DOT sponsored projects.
- National Highway Performance Program (NHPP) – NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS), including some state and U.S. highways and interstates.
- State Planning and Research (SPR) – SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.
- Surface Transportation Block Grant Program (STBG) – This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highway or public road bridge. STBG funding may be utilized on roadway projects on federal-aid routes, bridge projects on any public road, transit capital improvements, TASA eligible activities, and planning activities. Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. RPA STBG funds awarded to cities are eligible to be swapped for state Primary Road Funds.
- Transportation Alternatives Set aside Program (TASA or TAP) – This program is a set aside from the STBG program. TASA provides funding to expand travel choices and improve the transportation experience. TASA projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include the creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. Iowa targets TASA funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. All projects programmed with TASA funds are required to be verified by the Systems Planning Bureau to ensure compatibility with TASA eligibility.

In addition to these federal funding sources, the Iowa DOT administers several grant programs. Projects awarded grant funding must be documented in the region's TIP. These grant awards are distributed through an application process. Applications are due October 1 for projects requesting funding in the next fiscal year. State administered grant programs include the following:

- City Bridge Program – A portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Local Systems Bureau with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1,500,000.
- Highway Safety Improvement Program – Local (HSIP-Local) – This program is funded using a portion of Iowa's Highway Safety Improvement Program apportionment and funds safety projects on rural roadways. Federal HSIP funding targeted towards these local projects is swapped for Primary Road Fund dollars.
- Iowa Clean Air Attainment Program (ICAAP) – The ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced vehicle-miles of travel, and reduced single-occupancy vehicle trips. This program utilizes \$4 million of Iowa's CMAQ apportionment.
- Recreational Trails Program – This program provides federal funding for both motorized and nonmotorized trail projects and is funded through a takedown from Iowa's TASA funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.
- Statewide Transportation Alternatives Program – This program makes available federal TASA funds to locally sponsored projects that expand travel choices and improve the motorized and nonmotorized transportation experience.

There are also several federal transit programs that provide funding. The largest amount of funding is distributed, by formula, to states and large metropolitan areas. Other program funds are discretionary, and some are earmarked for specific projects. Federal transit programs include the following:

- Metropolitan Transportation Planning program (Section 5303 and 5305) – FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.
- Statewide Transportation Planning program (Section 5304 and 5305) – These funds come to the state based on population and are used to support transportation planning projects in nonurbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.
- Urbanized Area Formula Grants program (Section 5307) – FTA provides transit operating, planning and capital assistance funds directly to local recipients in urbanized areas with populations over 50,000. Assistance amounts are based on population and density figures and transit performance factors for larger areas. Local recipients must apply directly to the FTA.
- Bus and Bus Facilities Program (Section 5339) – This funding source is split into three categories: formula, discretionary, and low or no emission vehicle projects. The formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program and projects are selected through the PTMS process. The discretionary bus and bus facilities grant program, or 5339(b), is a competitive grant program. Iowa DOT typically submits a statewide application on behalf of Iowa public transit agencies and uses the vehicle replacement list generated by the PTMS rankings as the basis for the project submitted. The low or no mission vehicle program, 5339(c), provides funding for alternative power or fuel vehicles and/or facilities. Iowa DOT will submit an application for transit agencies interested in those technologies. For the 5339(b) and 5339(c) programs, larger public transit agencies serving populations over 50,000 can apply directly to FTA if they desire.
- Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) – Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the nonurbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.
- Formula Grants for Rural Areas (Section 5311) – This program provides capital and operating assistance for rural and small urban transit systems. Fifteen percent of these funds are allocated to intercity bus projects. A portion of the funding is also allocated to support rural transit planning. The remaining funds are combined with the rural portion of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year.
- Rural Transit Assistance Program (RTAP) (Section 5311(b)(3)) – This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.
- FHWA Flexible funds – Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital and startup operating assistance is an eligible use of CMAQ/ICAAP funds. When CMAQ/ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The CMAQ/ICAAP funds are administered by the Iowa DOT's Public Transit team. STBG funds for small urban and regional transit systems are also administered the Public Transit team.

State funds available for transit include the following:

- State Transit Assistance (STA) – All public transit systems are eligible for funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year.
- STA Fellowship Program – Each year \$125,000 is set aside from the total STA funds to provide large urban transit systems not eligible for RTAP funding with fellowships to attend transit training conferences and seminars or to purchase transit-related training materials.
- STA Special Projects – The Iowa DOT sets aside approximately \$175,000 annually from the State Transit Assistance (STA) fund for Special Projects. Special Projects are extraordinary, emergency, or innovative in nature. Grants can include projects which support transit services developed in conjunction with human service agencies or local community partners or statewide projects to improve public transit in Iowa. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies or other community partners. Statewide projects may be used on transit marketing and projects exploring new transit technologies. Applications are available to public transit agencies through the BlackCat software.
- Public Transit Infrastructure Grant Fund – This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component. Project applications are due the first business day of May each year through the BlackCat software.

The RTA has two pools of federal-aid to program towards projects: STBG/STBG-Swap, and TASA. Annual funding target averages for the next four federal fiscal years are \$2,024,000 for STBG/STBG-Swap and \$312,000 for TASA.

The *Funding by Year and Program* table shows the total costs and anticipated federal-aid for all programs. Projects anticipated receiving funding from any of the mentioned federal-aid programs in FY 2026-2029 are listed in the *Program of Projects*. This document also includes a *FY 2025 Project Status Report* as of July 14, 2025.

FINANCIAL INFORMATION AND FISCAL CONSTRAINT

The Iowa DOT Program Management Bureau provides the RTA with estimated STBG/STBG-Swap and TASA funding targets for each of the four years in the TIP. The total amount of federal-aid that is allocated to projects cannot exceed the amount expected to be available. Also, project costs must be estimated in year of expenditure (YOE) dollars. The RTA expects project sponsors to ensure project costs are in YOE dollars. Each year, projects that were previously in the TIP but delayed are reevaluated to ensure the estimated cost is still accurate and adjusted if necessary. For projects in future fiscal years, local sponsors are expected to use a four percent per year inflation rate. The Iowa DOT is responsible for its project costs and uses a four and a half percent per year inflation rate. Fiscal constraint for STBG/STBG-Swap and TASA is demonstrated in the *Funding by Year and Program* section of this document. Fiscal constraint for all other programs is evaluated at a statewide level by the Iowa DOT.

Each year prior to development of the Iowa DOT's Five-year Program and the Statewide Transportation Improvement Program, both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-year Program and as such are reviewed by the Iowa Transportation Commission. The primary sources of state funding to the Iowa DOT are the Primary Road Fund and TIME-21. These state funds are used for the operation, maintenance, and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right-of-way and construction activities associated with the highway program.

Along with the state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO and RPA planning process, Highway Bridge Program, and various grant programs. Implementation of a federal-aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

The Iowa DOT's Five-year Program can be found at www.iowadot.gov/program_management/five-year-program.

REDEMONSTRATION OF FISCAL CONSTRAINT

The Iowa DOT is required to ensure that federal-aid funds programmed in the STIP are fiscally constrained not only at the time of approval but also throughout the fiscal year. As part of the draft STIP process, the Iowa DOT adjusts its federal-aid participation to utilize all remaining federal funds after local project sponsors have programmed their federal-aid projects. Based on this approach, at the time of approval by FHWA and FTA, no additional federal-aid funds are available to be added to the STIP and maintain fiscal constraint of the document.

To maintain fiscal constraint of the STIP document, any revision to a federal-aid project in the STIP that adds a new federal-aid project or increases a project's STIP limit will require that a corresponding change be made to another programming entry. The federal-aid funds moved to make way for the additional programmed federal-aid need to be of the same federal-aid program type. For example, if additional STBG funds are going to be added to a project, the corresponding reduction in federal-aid on another project must be STBG funds. This requirement pertains to both administrative modifications and amendments to the STIP and therefore also applies when moving projects up from the out years of the STIP.

The requirement to ensure fiscal constraint does not apply to accomplishment year projects that have been already programmed at their full federal-aid participation rate (typically 80 percent) and whose programming entry is being adjusted based on an updated cost estimate. That would include all projects that have been programmed with an 80/20 or 90/10 split. For those projects, it is anticipated that any increases in cost estimates will be balanced out by projects who's authorized federal-aid is less than what was programmed.

PROJECT SELECTION

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The RTA solicited projects for STBG funds in January 2025. Applications were due by March 14, 2025. The funding guidelines, funding flyer, and application form were made available on the RTA Funding Opportunities webpage. City bridges to receive funding are selected by the Iowa DOT. City bridge projects are selected based on a priority ranking system at the statewide level. County bridge projects are selected by each individual county based on its methodology. The methods used by counties in the region for selecting bridge projects are described in *Appendix 2*.

Eligible Activities and Requirements

- Eligible activities
 - Road and bridge new construction and reconstruction
 - Road resurfacing, restoration, or rehabilitation (3R), excluding straight overlay projects
 - Transit capital projects
 - Infrastructure-based Intelligent Transportation System (ITS) improvements
 - Roadway and transit safety infrastructure improvements
 - The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure
 - Projects eligible under the RTA's Transportation Alternatives Program (TASA) Guidelines
- Ineligible activities
 - Preliminary and final design/engineering
 - Construction engineering/construction related services
 - Right-of-way acquisition
 - Corridor planning studies
 - Utility relocation
 - Sidewalk maintenance
- Roadway projects must be on federally classified routes that are Major Collectors or above.
- Projects must be consistent with the goals of the *RTA Long-Range Transportation Plan*.

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

Project Selection and Programming

- Projects will be reviewed at the Technical Committee meeting.
- Each project sponsor will be given the opportunity to present their project.
- The Technical Committee shall prioritize projects for funding by considering the ability to meet the RTA Long-Range Transportation Plan Goals, Objectives, and Performance Measures (see *Appendix A*) and funding constraints.
- The Technical Committee has the discretion to recommend the share of STBG funds for each recommended project.
- The Technical Committee may utilize the RTA's Funding Equity Guidelines to recommend projects.
- Projects recommended for STBG funds will be incorporated into the draft Transportation Improvement Program (TIP), distributed to the Policy Board for review, and taken out for public comment. The draft document will also be submitted to the Iowa DOT, FHWA, and FTA for review. Comments from these agencies and the public will be incorporated into the final document and presented to the Policy Board for adoption.
- The Policy Board has the ultimate decision-making authority. The Policy Board shall review and approve the allocation of all STBG and STBG Swap projects within the final TIP.
- Upon approval of the final TIP by the Policy Board, the RTA shall forward an *STBG Award Letter* to the recipient.

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TASA)

IJA requires that projects funded through TASA be selected using a competitive project selection process. The goal is to increase transparency, openness, objectivity, and to improve overall project quality. The RTA uses a project ranking process.

The RTA solicited candidate projects for TASA funds in January 2025. Applications were due by February 7, 2025. The funding guidelines, funding flyer, and application forms were made available on the RTA Funding Opportunities webpage.

Program Purposes and Basics

- The Transportation Alternatives Set-Aside (TA Set-Aside) from the Surface Transportation Block Grant Program (23 U.S.C. 133(h)) was authorized by the Infrastructure Investment and Jobs Act (IIJA) that was enacted in November 2021. In the published program guidance, the Federal Highway Administration (FHWA) has several aims for the program:
 1. To encourage the investment in projects that upgrade the condition of streets, highways, and bridges, and to create a modern transportation network that is safe for all users
 2. To provide choice across all modes
 3. To accommodate new and emerging technologies
 4. To make the network sustainable and resilient
 5. To ensure the network is more equitable
- TA Set-Aside funds should be used for the repair, rehabilitation, reconstruction, replacement, and maintenance of existing transportation infrastructure, especially the incorporation of safety, accessibility, multi-modal, and resilience features.
- Applicants should consider the safety of all users in project development and use TA Set-Aside funds to address safety whenever possible.
- Consideration should be given for projects and inclusion of project elements that proactively address workforce development and economic development or remove barriers to opportunity such as automobile dependence.
- Funds that have been selected through a competitive process can be “flexed” to the Federal Transit Administration (FTA) to fund projects for transit agencies and used for transit projects to further the goal of providing an equitable and safe transportation network for travelers of all ages and abilities.
- Funded projects will be carried out under the same rules and procedures as a federally funded highway project. This subjects all projects to Davis-Bacon Act prevailing wage requirements and other applicable federal-aid requirements (e.g., Build America, Buy America, planning, environmental review, letting, etc.). Project sponsors should expect to devote considerable time and resources toward following the federal requirements necessary for their project to be successfully completed.
- For construction projects, the project must be constructible as an independent project and identify a specific project location (including logical project termini where applicable).
- All applications must be accompanied by an official endorsement from the project sponsor (i.e., fully executed resolution by the elected body or board). The endorsement must provide written assurance that the project sponsor will adequately maintain the completed project for its intended public use following the project completion (for most construction projects, this will be a minimum of 20 years) and acknowledge the intent of the project sponsor to provide all funds required to complete the project beyond any TA Set-Aside award.
- TA Set-Aside program funds may reimburse up to 80 percent of eligible project costs or up to the approved grant maximum, whichever is less. A non-federal match is required to pay for a minimum of 20 percent of the remaining project costs.
- Construction projects must have a minimum total project cost of \$100,000 and a minimum federal-aid participation level of 50 percent.

Eligible and Ineligible Activities

- Eligible activities are described in 23 U.S.C. 101(1)(29) or 23 U.S.C. 213. Eligible activities include the following:
 1. Transportation Alternatives
 - a) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq).
 - b) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - c) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - d) Construction of turnouts, overlooks, and viewing areas.
 - e) Community improvement activities, which include but are not limited to:
 - I. Inventory, control, or removal of outdoor advertising.
 - II. Historic preservation and rehabilitation of historic transportation facilities.
 - III. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control.
 - IV. Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
 - V. Streetscaping and corridor landscaping.
 - f) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - I. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in Title 23 sections 133(b)(11), 328(a), and 329; or
 - II. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
 2. Projects eligible under the Recreational Trails Program (RTP) under 23 U.S.C. 206. A “recreational trail” means a thoroughfare or track across land or snow, used for recreational purposes such as pedestrian activities including wheelchair use, skating or skateboarding, equestrian activities, nonmotorized snow trail activities, bicycling or use of other human-powered vehicles, aquatic or water activities, and motorized vehicular activities including all-terrain vehicle riding, motorcycling, snowmobiling, use of off-road light trucks, or use of other off-road motorized vehicles. Permissible uses include:
 - a) Maintenance and restoration of existing recreational trails
 - b) Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails
 - c) Purchase and lease of recreational trail construction and maintenance equipment
 - d) Construction of new recreational trails
 - e) Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors
 - f) Assessment of trail conditions for accessibility and maintenance
 - g) Development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the uses of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training)
 3. The Safe Routes to School program including:
 - a) Infrastructure-related projects eligible under 23 U.S.C. 208(g)(1)
 - b) Non-infrastructure-related activities eligible under 23 U.S.C. 208(g)(2)
 4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

- Ineligible activities include the following:
 1. RTA administrative activities.
 2. Promotional activities, except as permitted within an eligible safe routes to school project.
 3. Routine maintenance and operations, except trail maintenance as permitted by the RTP.
 4. General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, or other facilities that do not serve an eligible TA Set-Aside, RTP, or safe routes to school purpose.

Eligible Applicants

- Each application must identify an eligible project sponsor that will assume all responsibility for implementing the project, guarantee the necessary funds are delivered to the project, and is accountable for the use of program funds.
- Projects involving more than one entity must identify a single project sponsor that will be required to enter into a project agreement with the Iowa DOT and will ensure compliance with all local, state, and federal laws, regulations, policies, and procedures.
- The project sponsor will designate a full-time employee to be the Person in Responsible Charge who will supervise all project administration duties, oversee the work performed by consultants and contractors, and coordinate the development of the project with the Iowa DOT.
- Entities eligible to receive TA Set-Aside funds (23 U.S.C. 133(h)(4)(A), as amended by the IIJA) are:
 1. A local government.
 2. A regional transportation authority or transit agency.
 3. A natural resource or public land agency.
 4. A school district, local education agency, or school.
 5. A Tribal government.
 6. The Iowa Northland Regional Transportation Authority.
 7. A nonprofit entity.
 8. Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails that the State determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).
 9. The State of Iowa, at the request of an eligible entity listed above.

PUBLIC PARTICIPATION

The RTA strives to engage the public in the transportation planning and programming process. The process to be used during TIP development is outlined in the RTA's Public Participation Plan (PPP), adopted on September 21, 2017 and updated June 18, 2020. An excerpt from the PPP is included later in this document. Two public input sessions were held in June. Documentation and public comments received are included in the *Public Input Documentation* section of this document.

In accordance with INRCOG's Title VI Plan, the RTA also takes specific steps to reach minority and low-income populations and people with disabilities. This includes advertising public input meetings by sending flyers to churches and other religious centers, multi-cultural centers and agencies, and all area media, as well as posting flyers on area buses. Flyers include a short message in Spanish, which is the area's most predominant language other than English. INRCOG has contracted with Language Link to provide telephone translation services if necessary. Information on gender, disability status race, and ethnicity is also collected at public input meetings.

This document includes maps showing the percent of the population that is non-white, speaks English less than "very well", or is below the poverty level. The RTA uses these maps to help ensure that no population is disproportionately affected by proposed projects.

TIP REVISIONS

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

- Minor revisions may be made to the TIP as necessary throughout the year. These are considered *administrative modifications*, and may be made by RTA staff without public review and comment or re-demonstration of fiscal constraint. RTA staff will discuss administrative modifications with the Policy Board and Technical Committee, but formal action will not be required.
- Major revisions may also be made to the TIP as necessary throughout the year. These are considered *amendments* and require public review and comment and Policy Board approval. A public hearing will be held at a regularly scheduled RTA Policy Board meeting to consider and approve TIP amendments. A notice of the public hearing will be published no more than twenty (20) calendar days and no less than four (4) calendar days before the date of the hearing.

The following table outlines the differences between administrative modifications and amendments:

	Administrative Modification	Amendment
Project Cost	Federal aid changed by less than 30 percent and total federal aid increases less than \$2,000,000	Federal aid changed by more than 30 percent or total federal aid increases by more than \$2,000,000
Schedule Changes	Changes in schedule for projects in the first four years of the TIP	Adding or deleting a project from the first four years of the TIP
Funding Sources	Changing amounts of existing funding sources	Adding other federal funding sources to a project
Scope Changes	Moving funding between existing states of project scope (i.e. design to construction)	Changing project termini, number of lanes, or significant changes in project type

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

2026 Statewide Transportation Improvement Program

RPA 7

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
Grant								
34610	HDP-C010(116)--6B-10	Draft TIP	Total	\$5,000,000				\$5,000,000
Buchanan County	On V62, Over WAPSIPINICON RIVER, from D-16 north 0.5 Miles to Bridge	Approved	Federal Aid	\$4,000,000				\$4,000,000
	Bridge Replacement	1/21/2026	Regional Swap					
45579	HDP-C009(96)--71-09	Draft TIP	Total		\$920,000			\$920,000
Bremer County	On 180TH ST, Over CRANE CREEK, S18 T92 R12	Approved	Federal Aid		\$920,000			\$920,000
	Bridge Replacement	1/20/2027	Regional Swap					
55924	HDP-C009(97)--6B-09	Draft TIP	Total		\$1,035,000			\$1,035,000
Bremer County	On C 33, Over QUARTER SECTION RUN, S14 T92 R13	Approved	Federal Aid		\$1,035,000			\$1,035,000
	Bridge Replacement-CCS	1/20/2027	Regional Swap					
55917	HDP-C009(98)--6B-09	Draft TIP	Total		\$1,035,000			\$1,035,000
Bremer County	On C 33, Over BASKINS CREEK, S19 T92 R13	Approved	Federal Aid		\$1,035,000			\$1,035,000
	Bridge New-CCS	1/20/2027	Regional Swap					
55351	HDP-C009(99)--71-09	Draft TIP	Total		\$345,000			\$345,000
Bremer County	On 160TH ST, Over QUARTER SECTION RUN CR, S33 T93 R13	Approved	Federal Aid		\$345,000			\$345,000
	Bridge New	1/20/2027	Regional Swap					
55925	HDP-C009(100)--6B-09	Draft TIP	Total			\$4,360,000		\$4,360,000
Bremer County	On C 33, Over WAPSIPINICON RIVER, S19 T92 R11	Approved	Federal Aid			\$4,360,000		\$4,360,000
	Bridge Replacement	1/19/2028	Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

Grant Application

35012	DGA-C009(86)--XT-09	Draft TIP Approved	Total	\$1,700,000				\$1,700,000
Bremer County	On V19, Over QUARTER SEC RUN, S20 T91 R13	12/16/2025	Federal Aid					
	Bridge Replacement		Regional Swap Grant App	\$1,360,000				\$1,360,000
27164	DGA-C009(95)--XT-09	Draft TIP Approved	Total	\$910,000				\$910,000
Bremer County	On 240TH ST, Over CREEK, S17 T91 R14	11/18/2025	Federal Aid					
	Bridge Replacement		Regional Swap Grant App	\$728,000				\$728,000
55998	DGA-C010()-XT-10	Draft TIP Approved	Total	\$242,725				\$242,725
Buchanan County	On FREEMAN AVE, Over SMALL STREAM, from 260th St. S 0.7 miles to Bridge S26 T88N R10W		Federal Aid					
			Regional Swap Grant App	\$200,000				\$200,000
37463	DGA-C007()-XT-07	Draft TIP Approved	Total		\$1,100,000			\$1,100,000
Black Hawk County	On Eagle Road (D46), Over MILLER CREEK, on NLINE S24 T87 R13		Federal Aid					
	Bridge Replacement		Regional Swap Grant App		\$880,000			\$880,000
32732	DGA-C012(127)--XT-12	Draft TIP Approved	Total		\$4,340,000			\$4,340,000
Butler County	On T47, Over SHELL ROCK RIVER, from C23 (150th Street) north 0.5 miles to bridge	12/15/2026	Federal Aid					
	Bridge Replacement		Regional Swap Grant App		\$3,640,709			\$3,640,709
53429	DGA-C019()-XT-19	Draft TIP Approved	Total		\$600,000			\$600,000
Chickasaw County	On S LINN AVE, Over SMALL STREAM, S24							

	T95 R13 Bridge Replacement		Federal Aid Regional Swap Grant App		\$480,000			\$480,000
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Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

Grant Application

53435	DGA-C019(119)--XT-19	Draft TIP Approved	Total		\$1,898,500			\$1,898,500
Chickasaw County	On B 28, Over WAPSIPINICON RIVER, S9 T96 R14	1/20/2027	Federal Aid					
	Bridge Replacement-PPCB		Regional Swap		\$1,518,800			\$1,518,800
			Grant App					

HBP

47218	BROS-C012(134)--8J-12	Draft TIP Approved	Total	\$700,000				\$700,000
Butler County	On 120TH ST, Over STREAM, from Ridge Ave west 0.2 miles to bridge	11/18/2025	Federal Aid	\$700,000				\$700,000
	Bridge Replacement		Regional Swap					
35851	BROS-C012(135)--8J-12	Draft TIP Approved	Total	\$300,000				\$300,000
Butler County	On RIDGE AVE, Over SMALL STREAM, from Hwy 3 N 0.1 miles to Bridge	11/18/2025	Federal Aid	\$300,000				\$300,000
	RCB Culvert Replacement - Twin Box		Regional Swap					
53434	BROS-C019(120)--8J-19	Draft TIP Approved	Total	\$826,875				\$826,875
Chickasaw County	On VANDERBILT, Over LITTLE TURKEY RIVER, S15 T96 R11	1/21/2026	Federal Aid	\$826,875				\$826,875
	Bridge Replacement-CCS		Regional Swap					
55327	BROS-C019(121)--8J-19	Draft TIP Approved	Total	\$686,250				\$686,250
Chickasaw County	On 190TH, Over PLUM CREEK, S3 T95 R12	1/21/2026	Federal Aid	\$686,250				\$686,250
	Bridge Replacement-PPCB		Regional Swap					
36649	BROS-C038(136)--8J-38	Draft TIP Approved	Total	\$725,000				\$725,000
Grundy County	On P AVE, Over BLACK HAWK CREEK, from D25 north 0.9 Miles to to Black Hawk Creek, S16 T88 R16	3/17/2026	Federal Aid	\$720,000				\$720,000
	Bridge Replacement		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

52183	BROS-C038(142)--8J-38	Draft TIP Approved	Total	\$1,500,000				\$1,500,000
Grundy County	On 110TH ST, Over BEAVER CREEK, S2 T89N R17W	5/19/2026	Federal Aid	\$1,500,000				\$1,500,000
	Bridge Replacement		Regional Swap					
45893	BRS-C007(176)--60-07	Draft TIP Approved	Total	\$730,000				\$730,000
Black Hawk County	On Winslow Rd (C55), Over TRIBUTARY TO W FORK CEDAR RIVER, S8 T90 R14	11/18/2025	Federal Aid	\$584,000				\$584,000
	Bridge Replacement		Regional Swap	\$146,000				\$146,000
38920	BRS-C038(137)--60-38	Draft TIP Approved	Total	\$750,000				\$750,000
Grundy County	On T 55, Over BRANCH BEAVER CREEK, from Westbrook St south 0.4 Miles to an existing crossing, at W1/4 S3 T89N R15W	11/18/2025	Federal Aid	\$600,000				\$600,000
	Bridge Replacement		Regional Swap	\$150,000				\$150,000
36650	BHOS-C038(H11)--89-38	Draft TIP Approved	Total		\$275,000			\$275,000
Grundy County	On T AVE, Over BRANCH BLACK HAWK CREEK, S18 T88 R15		Federal Aid		\$275,000			\$275,000
	Bridge Rehabilitation		Regional Swap					
37705	BHOS-C038(J11)--5N-38	Draft TIP Approved	Total		\$200,000			\$200,000
Grundy County	On T53, from IA175 north 0.2mi. to Black Hawk Creek, near the W1/4 S13 T87 R16		Federal Aid		\$200,000			\$200,000
	Bridge Rehabilitation, Bridge Deck Overlay		Regional Swap					
57362	BHS-C019(--63-19	Draft TIP Approved	Total		\$225,000			\$225,000
Chickasaw County	On B 57, Over LITTLE CEDAR, S21 T95N R14W		Federal Aid		\$180,000			\$180,000
	Bridge Deck Overlay		Regional Swap		\$45,000			\$45,000
56077	BROS-5427(610)--8J-19	Draft TIP Approved	Total		\$1,045,000			\$1,045,000
New Hampton	In the city of New Hampton, On E SPRING ST, Over SMALL STREAM		Federal		\$800,000			\$800,000

Bridge Replacement

Aid
Regional
Swap

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

37121	BROS-C010(--8J-10	Draft TIP Approved	Total		\$1,500,000			\$1,500,000
Buchanan County	On 150TH ST, Over OTTER CR, from Indiana Ave. west 0.1 Miles to Bridge, S32 T90 R09		Federal Aid		\$1,500,000			\$1,500,000
	Bridge Replacement		Regional Swap					
37174	BROS-C012(N03W10)--8J-12	Draft TIP Approved	Total		\$600,000			\$600,000
Butler County	On JAY AVE, Over SMALL STREAM, from 290th Street north 0.5 miles to bridge		Federal Aid		\$600,000			\$600,000
	Bridge Replacement		Regional Swap					
40184	BROS-C012(N24W10)--8J-12	Draft TIP Approved	Total		\$900,000			\$900,000
Butler County	On LIBERTY AVE, Over BEAVER CREEK, from 320th St north 0.2 miles to bridge		Federal Aid		\$900,000			\$900,000
	Bridge Replacement		Regional Swap					
19177	BROS-C038(C05)--8J-38	Draft TIP Approved	Total		\$640,000			\$640,000
Grundy County	I Ave: From 120th St north 1/8mi to an un-named stream		Federal Aid		\$640,000			\$640,000
	Bridge Replacement		Regional Swap					
37703	BROS-C038(E01)--8J-38	Draft TIP Approved	Total		\$1,500,000			\$1,500,000
Grundy County	On 160TH St from H Ave west 0.3mi to the South Fork of Beaver Creek, near the N1/4 S1 T88 R18		Federal Aid		\$1,500,000			\$1,500,000
	Bridge Replacement		Regional Swap					
47229	BROS-C038(J05)--8J-38	Draft TIP Approved	Total		\$375,000			\$375,000
Grundy County	On 225TH ST, Over BRANCH BLACK HAWK CREEK, from P Ave E 0.5 miles S4 T87 R16		Federal Aid		\$375,000			\$375,000
	Bridge Replacement		Regional Swap					
55329	BROS-C019(124)--8J-19	Draft TIP Approved	Total			\$2,668,750		\$2,668,750
Chickasaw County	On B 66, Over WAPSIPINICON, S26 T94 R13	12/21/2027	Federal			\$2,668,750		\$2,668,750

	Bridge Replacement-PPCB		Aid Regional Swap					
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Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

52192	BROS-C038(A06)--8J-38	Draft TIP Approved	Total			\$575,000		\$575,000
Grundy County	110th St 0.4 mi. west of T55 over a branch of Beaver Creek S8 T89 R15		Federal Aid			\$575,000		\$575,000
	Bridge Replacement-CCS		Regional Swap					
47228	BROS-C038(C04)--8J-38	Draft TIP Approved	Total			\$575,000		\$575,000
Grundy County	On G Ave 0.1mi. south of Westbrook Ave over a tributary of Beaver Creek S6 T89 R17		Federal Aid			\$575,000		\$575,000
	Bridge Replacement		Regional Swap					
20399	BROS-C038(J03)--8J-38	Draft TIP Approved	Total			\$575,000		\$575,000
Grundy County	225th St west of T53 0.1 mi over an unnamed stream		Federal Aid			\$575,000		\$575,000
	Bridge Replacement		Regional Swap					
37706	BROS-C038(J21)--5F-38	Draft TIP Approved	Total			\$375,000		\$375,000
Grundy County	On T45, from 260th St south 0.3mi. to Munn's Creek, near the Center Sec.30-87-16		Federal Aid			\$375,000		\$375,000
	Culvert Replacement		Regional Swap					
38995	BRS-C009(L-3-128)--60-09	Draft TIP Approved	Total			\$800,000		\$800,000
Bremer County	On V48, Over STREAM, S24 T93N R12W		Federal Aid			\$640,000		\$640,000
	Bridge Replacement		Regional Swap			\$160,000		\$160,000
37127	BRS-C010(--60-10	Draft TIP Approved	Total			\$2,000,000		\$2,000,000
Buchanan County	East of Finley Ave. approximately 0.2 miles on D-48		Federal Aid			\$1,600,000		\$1,600,000
	Bridge Replacement		Regional Swap			\$400,000		\$400,000
45587	BRS-C010(--60-10	Draft TIP Approved	Total			\$1,100,000		\$1,100,000
Buchanan County	On W-40, Over unnamed creek, from 250th St. SE 0.8 miles to bridge Liberty 23 10 80		Federal			\$880,000		\$880,000

	Bridge Replacement		Aid Regional Swap		\$220,000		\$220,000
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Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

45592	BRS-C010()-60-10	Draft TIP Approved	Total			\$875,000		\$875,000
Buchanan County	On Wapsi access, Over Harter Creek, from D-16 Otterville Blvd. SE 0.9 miles to Harter Creek Bridge S27 T89N R09W		Federal Aid			\$700,000		\$700,000
			Regional Swap			\$175,000		\$175,000
57538	BROS-C007()-8J-07	Draft TIP Approved	Total				\$770,000	\$770,000
Black Hawk County	On OSAGE RD, Over POYNER CREEK, S31 T89N R11W		Federal Aid				\$770,000	\$770,000
	Bridge Replacement-CCS		Regional Swap					
7130	BROS-C009(L-8-107)--8J-09	Draft TIP Approved	Total				\$800,000	\$800,000
Bremer County	On C38, Over BUCK CREEK, S33 T92 R11	1/19/2028	Federal Aid				\$800,000	\$800,000
	Bridge Replacement		Regional Swap					
53425	BROS-C038(E17)--5F-38	Draft TIP Approved	Total				\$600,000	\$600,000
Grundy County	On D 25, 0.1 mi. east of Concord Ave over a branch of Beaver Creek		Federal Aid				\$600,000	\$600,000
	RCB Culvert Replacement - Twin Box		Regional Swap					
52196	BROS-C038(RCBN06)--8J-38	Draft TIP Approved	Total				\$425,000	\$425,000
Grundy County	On 290th St 0.3 mi. west of M Ave over a branch of Wolf Creek, S11 T86 R17		Federal Aid				\$425,000	\$425,000
	RCB Culvert Replacement - Twin Box		Regional Swap					
53426	BRS-C019()-60-19	Draft TIP Approved	Total				\$762,500	\$762,500
Chickasaw County	On S LINN AVE, Over SPRING BRANCH CREEK, S19 T95 R12		Federal Aid				\$610,000	\$610,000
	Bridge Replacement-CCS		Regional Swap				\$152,500	\$152,500
57363	BRS-C019()-60-19	Draft TIP Approved	Total				\$1,982,500	\$1,982,500
Chickasaw County	On T 76, Over LITTLE CEDAR, S9 T95N R14W		Federal				\$1,586,000	\$1,586,000

	Bridge Replacement		Aid Regional Swap				\$396,500	\$396,500
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Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

ILL

52852	ILL-C010()--92-10	Draft TIP Approved	Total		\$1,800,000			\$1,800,000
Buchanan County	On W 13, S12 T90 R10		Federal Aid					
			Regional Swap					

NHPP

52489	NHSX-218()--3H-07	Draft TIP Approved	Total	\$19,830,000	\$456,000			\$20,286,000
Iowa Department of Transportation	US 218: Cedar River in Janesville to IA 116 in Waverly		Federal Aid	\$15,864,000				\$15,864,000
	Grade and Pave, Erosion Control, Traffic Signs		Regional Swap					

PRF

45363	BRFN-003()--39-12	Draft TIP Approved	Total	\$4,865,000				\$4,865,000
Iowa Department of Transportation	IA 3: Hartgraves Creek Overflow 0.5 mi W of Co Rd T16		Federal Aid					
	Culvert New		Regional Swap					
48631	BRFN-175()--39-38	Draft TIP Approved	Total	\$1,645,000				\$1,645,000
Iowa Department of Transportation	IA 175: Munns Creek 0.8 mi E of Co Rd T47		Federal Aid					
	Culvert Replacement		Regional Swap					
57929	STPN-024()--2J-19	Draft TIP Approved	Total	\$985,000				\$985,000
Iowa Department of Transportation	IA 24: In New Hampton, from 400 ft E of Water Ave to the ECL		Federal Aid					
	Pavement Rehab		Regional Swap					
55622	BRFN-003()--39-09	Draft TIP Approved	Total			\$615,000		\$615,000
Iowa Department of Transportation	IA 3: Drainage Ditch 2.1 mi W of Co Rd V56		Federal Aid					
	Bridge Deck Overlay		Regional Swap					

			Swap					
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Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PRF

57931	BRFN-020()--39-10	Draft TIP Approved	Total				\$630,000	\$630,000
Iowa Department of Transportation	US 20: Co Rd W35 2.5 mi E of IA 150		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57932	BRFN-150()--39-10	Draft TIP Approved	Total				\$260,000	\$260,000
Iowa Department of Transportation	IA 150: Branch Bear Creek 3.5 mi N of Co Rd D48		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57930	BRFN-175()--39-38	Draft TIP Approved	Total				\$455,000	\$455,000
Iowa Department of Transportation	IA 175: Branch Blackhawk Creek 0.8 mi W of Co Rd T69		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57928	STPN-187()--2J-10	Draft TIP Approved	Total				\$1,510,000	\$1,510,000
Iowa Department of Transportation	IA 187: 220th St to IA 3		Federal Aid					
	Grading, Right of Way		Regional Swap					

STBG

52523	BRF-018()--38-19	Draft TIP Approved	Total	\$5,000		\$5,792,000		\$5,797,000
Iowa Department of Transportation	US 18: Little Cedar River 1.0 mi. E. of Co Rd T74		Federal Aid			\$4,633,600		\$4,633,600
	Bridge Replacement, Right of Way		Regional Swap					
52688	BRF-063()--38-19	Draft TIP Approved	Total	\$1,060,000				\$1,060,000
Iowa Department of Transportation	US 63: E Fork Wapsipinicon River 2.1 mi N of US 18		Federal Aid	\$848,000				\$848,000
	Bridge Rehabilitation		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

52522	BRF-218(--38-07	Draft TIP Approved	Total	\$2,273,000				\$2,273,000
Iowa Department of Transportation	US 218: Big Creek Overflow 0.3 mi N of Co Rd D48 in La Porte City		Federal Aid	\$1,794,400				\$1,794,400
	Bridge Replacement, Wetland Mitigation, Right of Way		Regional Swap					
1403	RGPL--PA07(RTP)--ST-00	Draft TIP Approved	Total	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
RPA 7	RPA 7 General Transportation Planning		Federal Aid	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
	Trans Planning		Regional Swap	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
PA Note: RPA 7 General Transportation Planning (TIP, PPP, TPWP, SRP, LRP)								
47231	STP-S-C038(T37)--5E-38	Draft TIP Approved	Total	\$2,200,000				\$2,200,000
Grundy County	On M AVE, from IA175 N 2.5 miles to D35		Federal Aid	\$800,000				\$800,000
	Pave		Regional Swap	\$800,000				\$800,000
45725	STP-S-TSF-C010(124)--5P-10	Draft TIP Approved	Total	\$3,900,000				\$3,900,000
Buchanan County	On W-45, from 130th St. S 5.2 miles to 180th St.	1/21/2026	Federal Aid	\$1,950,000				\$1,950,000
	PCC Overlay - Unbonded		Regional Swap	\$1,950,000				\$1,950,000
54680	BRF-150(--38-10	Draft TIP Approved	Total		\$1,285,000			\$1,285,000
Iowa Department of Transportation	IA 150: Wapsipinicon River in Independence		Federal Aid		\$1,028,000			\$1,028,000
	Bridge Deck Overlay		Regional Swap					
45578	STP-S-C009(L-6-126)--5E-09	Draft TIP Approved	Total		\$3,000,000			\$3,000,000
Bremer County	On V 21, from Waverly NE 10 miles to 188		Federal Aid		\$1,500,000			\$1,500,000
	HMA Resurfacing/Cold-in-Place Recycling		Regional Swap		\$1,500,000			\$1,500,000
53373	STP-S-C019(--5E-19	Draft TIP Approved	Total		\$2,269,000			\$2,269,000

Chickasaw County	On V56, from U.S. Hwy. 18 North approximately 3.1 miles to B54	Federal Aid		\$1,810,000			\$1,810,000
	PCC Overlay - Unbonded	Regional		\$1,810,000			\$1,810,000
		Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

55625	BRF-003(--38-12	Draft TIP Approved	Total			\$5,684,000		\$5,684,000
Iowa Department of Transportation	IA 3: Boylan Creek 2.4 mi E of Co Rd T16 Bridge New, Wetland Mitigation, Right of Way		Federal Aid			\$4,407,200		\$4,407,200
			Regional Swap					
55624	BRF-093(--38-09	Draft TIP Approved	Total			\$1,880,000		\$1,880,000
Iowa Department of Transportation	IA 93: Stream 0.7 mi W of Co Rd V62 in Sumner Bridge New, Right of Way		Federal Aid			\$1,496,000		\$1,496,000
			Regional Swap					
55185	RGTR-PA07(--ST-00	Draft TIP Approved	Total			\$140,000		\$140,000
RPA 7	OnBoard Public Transit, Replace Vehicle #1601 Transit Investments		Federal Aid			\$112,000		\$112,000
			Regional Swap			\$112,000		\$112,000
PA Note: Corresponds to TPMS Transit #11018								
55621	STP-057(--2C-12	Draft TIP Approved	Total			\$12,599,000		\$12,599,000
Iowa Department of Transportation	IA 57: Co Rd T47 to New Hartford Grade and Pave		Federal Aid			\$10,079,200		\$10,079,200
			Regional Swap					
53441	STP-S-C012(Unverferth)--5E-12	Draft TIP Approved	Total			\$1,200,000		\$1,200,000
Butler County	On T55, from C45 south 4.3 miles to West Fork Cedar River overflow bridge HMA Resurfacing/Heater Scarification		Federal Aid			\$816,000		\$816,000
			Regional Swap			\$816,000		\$816,000
40459	STP-S-C038(D17-27th St)--5E-38	Draft TIP Approved	Total			\$1,400,000		\$1,400,000
Grundy County	On D17, from T55 E 4 miles to Black Hawk Co Pave		Federal Aid			\$952,000		\$952,000
			Regional Swap			\$952,000		\$952,000
57957	BRF-020(--38-10	Draft TIP Approved	Total				\$1,950,000	\$1,950,000

Iowa Department of Transportation	US 20: Buffalo Creek 2.3 mi E of Co Rd W40 (EB/WB)	Federal Aid				\$1,560,000	\$1,560,000
	Bridge Deck Overlay	Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

57958	BRF-057(--38-12	Draft TIP Approved	Total				\$1,310,000	\$1,310,000
Iowa Department of Transportation	IA 57: Beaver Creek 1.3 mi E of Co Rd T53		Federal Aid				\$1,040,000	\$1,040,000
	Bridge New, Right of Way		Regional Swap					
45886	STP-S-C007(--5E-07	Draft TIP Approved	Total				\$3,590,000	\$3,590,000
Black Hawk County	On T69/D18, from South of Hwy 20 N 1.4 miles; On D19, from approximately 0.6 miles west of T69 E 0.8 miles		Federal Aid				\$1,185,000	\$1,185,000
	Grade and Pave		Regional Swap				\$1,185,000	\$1,185,000
32182	STP-S-C009(--7N-09	Draft TIP Approved	Total				\$3,142,873	\$3,142,873
Bremer County	On V14, from Just North of C33 N 5 miles to Just South of Horton (Unincorporated)		Federal Aid				\$1,150,000	\$1,150,000
	Pavement Rehab		Regional Swap				\$1,150,000	\$1,150,000
53442	STP-S-C012(T55)--5E-12	Draft TIP Approved	Total				\$1,450,000	\$1,450,000
Butler County	On T55, from C67 North 5 miles to West Fork Cedar River bridge		Federal Aid				\$900,000	\$900,000
	HMA Resurfacing/Heater Scarification		Regional Swap				\$900,000	\$900,000

SWAP-HSIP

55051	HSIP-SWAP-C009(109)--SJ-09	Draft TIP Approved	Total	\$42,750				\$42,750
Bremer County	On Various County Highways at State Highway Intersections	2/17/2026	Federal Aid					
	Traffic Signs		Regional Swap	\$42,750				\$42,750

SWAP-STBG

52430	STBG-SWAP-1935(606)--SG-09	Draft TIP Approved	Total	\$312,500				\$312,500
Denver	In the city of Denver, On State St, from Prestien Dr N 0.43 miles to Quarter Section Run Bridge	3/17/2026	Federal Aid	\$250,000				\$250,000
	PCC Pavement - Replace		Regional Swap	\$250,000				\$250,000

Swap

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

SWAP-STBG

52431	STBG-SWAP-3665(--SG-10	Draft TIP Approved	Total		\$3,140,000			\$3,140,000
Independence	In the city of Independence, On 1st St W, from 10th Ave NW E 0.53 miles to Wapsipinicon River Bridge		Federal Aid		\$1,389,000			\$1,389,000
	PCC Pavement - Replace, Ped/Bike Paving		Regional Swap		\$1,389,000			\$1,389,000
55191	STBG-SWAP-3665(--SG-10	Draft TIP Approved	Total			\$413,021		\$413,021
Independence	In the city of Independence, On 7th St SW, 2nd Ave SW, 6th St SE, 9th Ave SW		Federal Aid			\$230,000		\$230,000
	Pavement Rehab		Regional Swap			\$230,000		\$230,000
53372	STBG-SWAP-C019(--FG-19	Draft TIP Approved	Total			\$4,750,000		\$4,750,000
Chickasaw County	On V18, from South Corporate Limits of City of Alta Vista North approximately 2.5 miles to Howard County Line		Federal Aid			\$840,000		\$840,000
	PCC Pavement - Replace, PCC Overlay - Unbonded, PCC Curb and Gutter		Regional Swap			\$840,000		\$840,000

TAP

55812	TAP-R-1935(--8T-09	Draft TIP Approved	Total	\$431,000				\$431,000
Denver	In the city of Denver, On Brandt Park Trail, from State St E 0.4 miles to Brandt Park	7/21/2026	Federal Aid	\$344,800				\$344,800
	Ped/Bike Grade & Pave		Regional Swap	\$344,800				\$344,800
45024	TAP-R-C010(117)--8T-10	Draft TIP Approved	Total	\$450,000				\$450,000
Buchanan County	Taylors Ford Trail Bridge, over Wapsipinicon River, S32 T88 R08		Federal Aid	\$343,616				\$343,616
	Historic Preservation, Ped/Bike Structures		Regional Swap	\$343,616				\$343,616
52722	TAP-R-C012(--8T-12	Draft TIP Approved	Total	\$634,617				\$634,617
Butler County Conservation Board	On Rolling Prairie Trail, from Cedar Ave NW 2.14 miles to Franklin County Line	3/17/2026	Federal Aid	\$484,500				\$484,500
	Ped/Bike Paving		Regional Swap	\$484,500				\$484,500

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

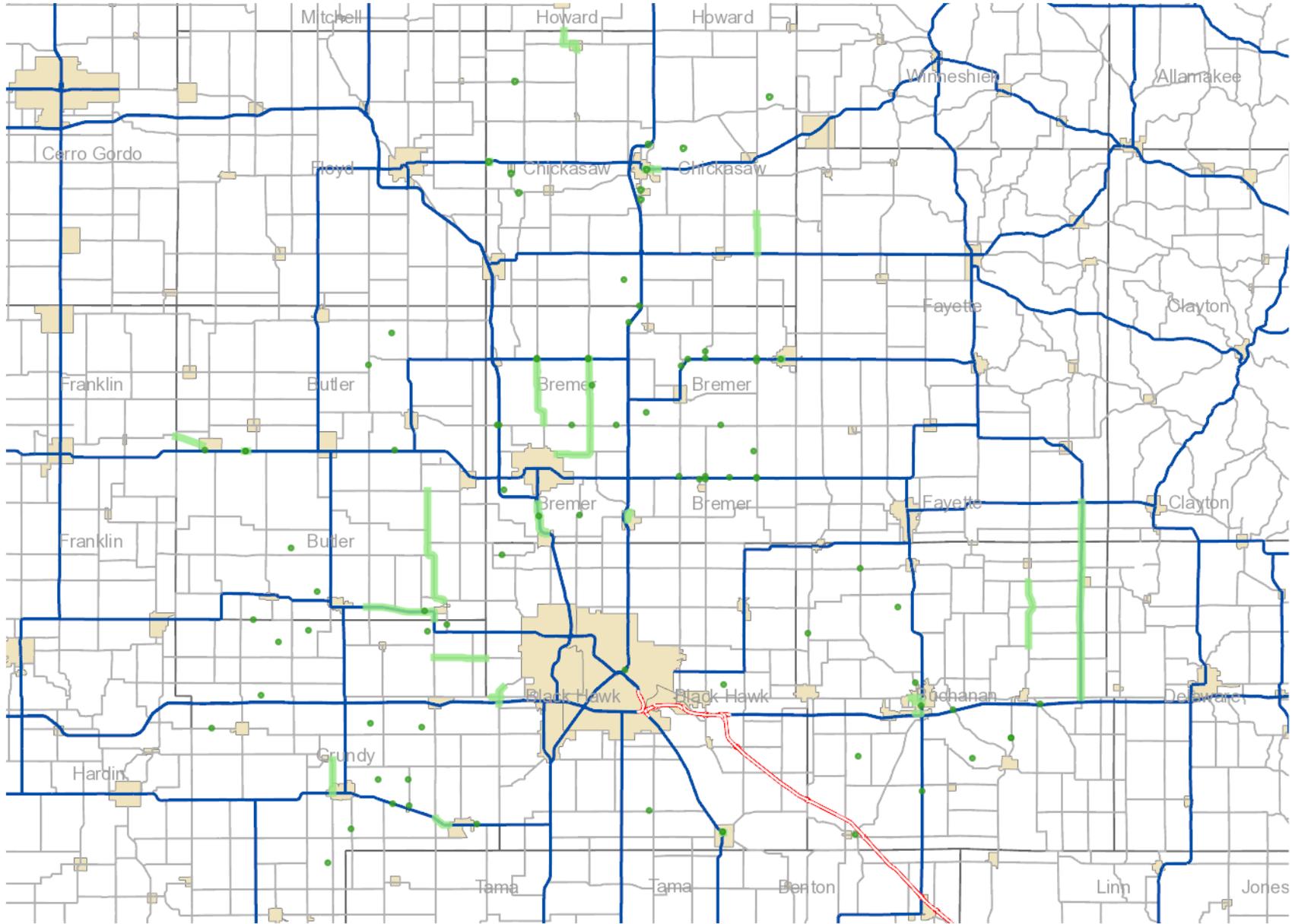
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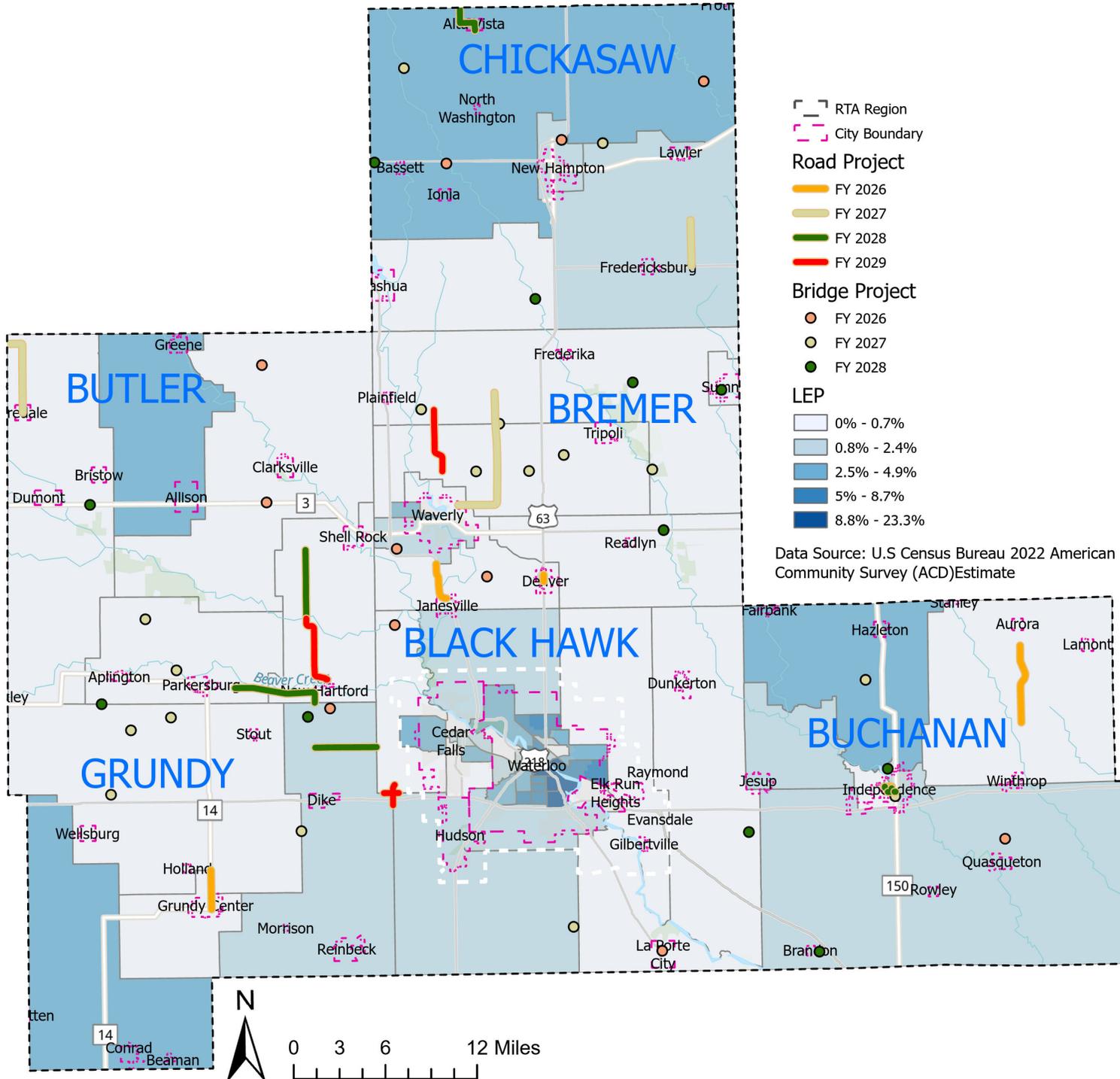
55813	TAP-R-C038(139)--8T-38	Draft TIP Approved	Total	\$1,126,000				\$1,126,000
Grundy County Conservation Board	On Pioneer Trail, from V Ave NW 1.3 miles to U Ave/Pioneer Trail	1/21/2026	Federal Aid	\$320,000				\$320,000
	Ped/Bike Grade & Pave, Ped/Bike Structures		Regional Swap	\$320,000				\$320,000
58015	TAP-R-PA07(--8T-00	Draft TIP Approved	Total	\$354,353				\$354,353
RPA 7	Iowa Safe Routes to School Partnership		Federal Aid	\$283,482				\$283,482
	Miscellaneous		Regional Swap					
PA Note: State-wide TAP								
57478	TAP-U-3665(--8I-10	Draft TIP Approved	Total		\$258,501			\$258,501
Independence	In the city of Independence, On Enterprise Dr Trail, from 300' W of IA 150 W 0.45 miles to 6th Ave SW		Federal Aid		\$206,801			\$206,801
	Ped/Bike Grade & Pave		Regional Swap		\$206,801			\$206,801

2026 Transit Projects

RPA 7

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11938 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 1401	Total	\$170,500				\$170,500
				FA	\$144,925				\$144,925
				DOT					
11939 Iowa Northland Regional Transit Commission	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 1402	Total	\$170,500				\$170,500
				FA	\$144,925				\$144,925
				DOT					
1377 Iowa Northland Regional Transit Commission	5311,STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,675,261	\$1,675,261	\$1,675,261	\$1,675,261	\$6,701,044
				FA	\$350,460	\$350,460	\$350,460	\$350,460	\$1,401,840
				DOT	\$374,801	\$374,801	\$374,801	\$374,801	\$1,499,204
3500 Iowa Northland Regional Transit Commission	5304 TIP Approved	Planning	RPA Transportation Planning	Total	\$42,428	\$42,428	\$42,788	\$42,428	\$170,072
				FA	\$33,942	\$33,942	\$33,942	\$33,942	\$135,768
				DOT					
11018 Iowa Northland Regional Transit Commission	STBG TIP Approved	Capital	Unit # 1601	Total				\$140,000	\$140,000
				FA				\$112,000	\$112,000
				DOT					





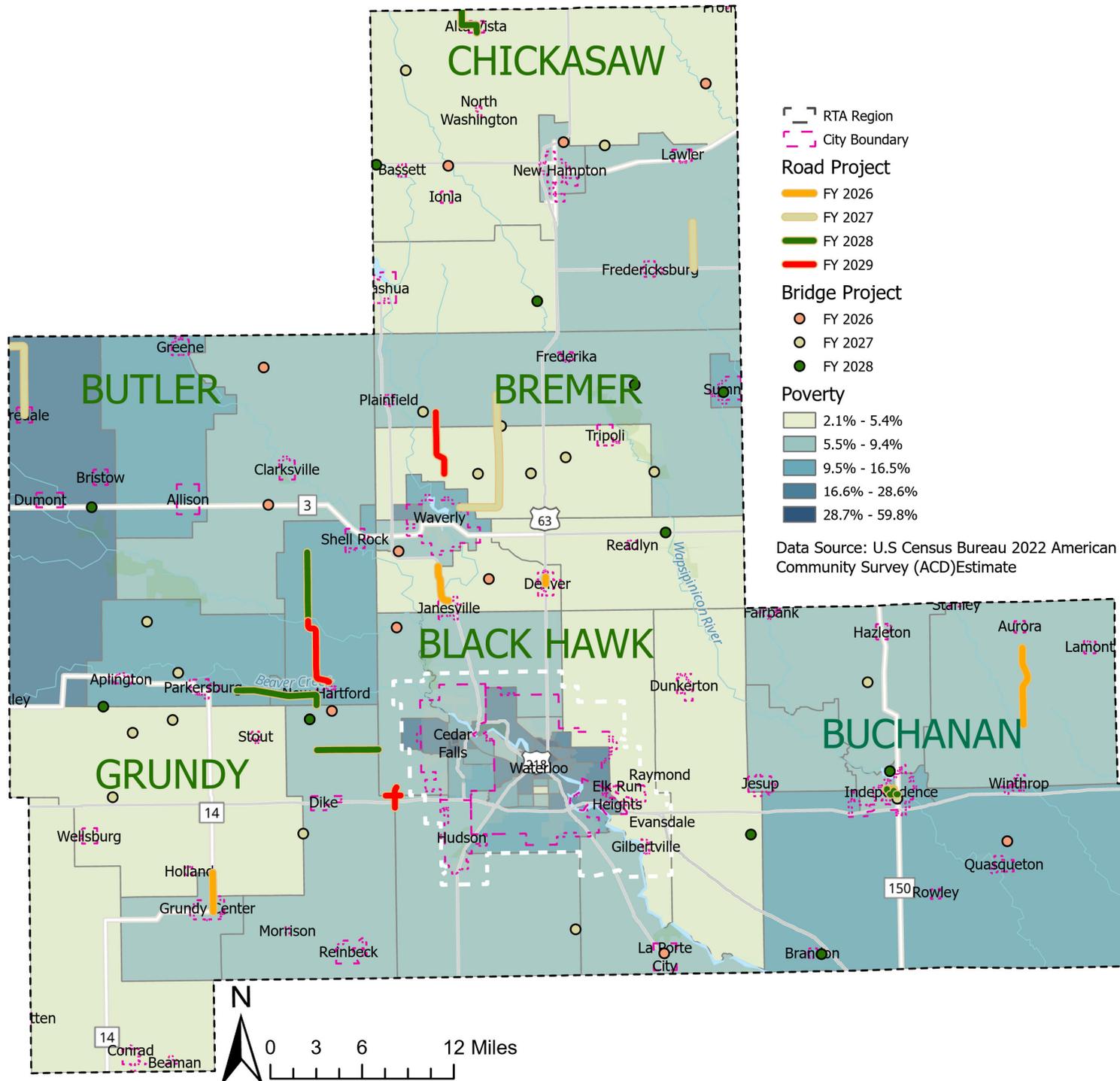
Map 2

Limited English Proficiency by Census Tract

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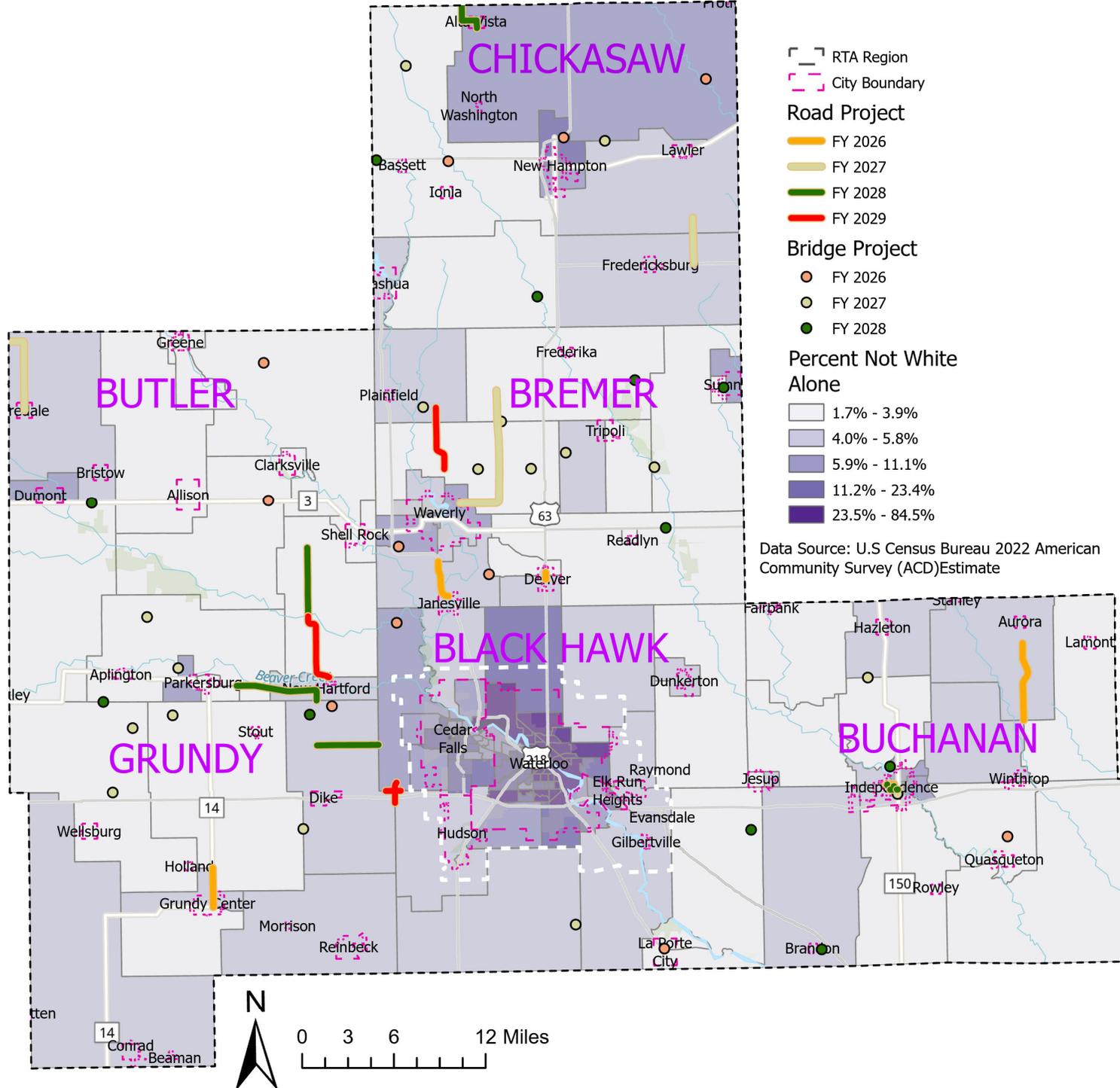


Map 3
 Poverty/Low-Income by Census Tract

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Map 4
 Racial & Ethnic Minorities by Block Group

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Transit Justification

FY 2026 OnBoard Public Transit Program of Projects

General Operations, Maintenance, and Planning

Maintaining current day-to-day operations

RPA Transportation Planning

Pursuant to the RTA Transportation Planning Work Program

Replace 2 LD Buses, including Surveillance Cameras

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

**Funding by Year and Program
FY 2026-2029**

Program	FY 2026				FY 2027				FY 2028				FY 2029			
	Total Cost	Federal Aid	Regional	SWAP	Total Cost	Federal Aid	Regional	SWAP	Total Cost	Federal Aid	Regional	SWAP	Total Cost	Federal Aid	Regional	SWAP
Iowa DOT																
Primary Road Fund	\$ 7,495,000	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 615,000	\$ -	\$ -	\$ 2,855,000	\$ -	\$ -	\$ -
FHWA Programs																
NHPP	\$ 19,830,000	\$ 15,864,000			\$ 456,000				\$ -				\$ -			
HBP	\$ 6,218,125	\$ 5,917,125	\$ 296,000		\$ 8,370,000	\$ 7,858,000	\$ 267,000		\$ 9,543,750	\$ 8,588,750	\$ 955,000		\$ 5,340,000	\$ 4,791,000	\$ 549,000	
STBG	\$ 9,488,000	\$ 5,432,400	\$ 2,790,000		\$ 6,604,000	\$ 3,350,000	\$ 4,378,000		\$ 28,745,000	\$ 22,536,000	\$ 1,920,000		\$ 11,492,873	\$ 5,875,000	\$ 3,275,000	
SWAP-HSIP	\$ 42,750			\$ 42,750	\$ -				\$ -				\$ -			
SWAP-STBG	\$ 312,500		\$ 250,000	\$ 250,000	\$ 3,140,000		\$ 1,389,000	\$ 1,389,000	\$ 5,163,021		\$ 1,070,000	\$ 1,070,000	\$ -			
TAP (TASA)	\$ 2,995,970	\$ 1,776,398			\$ 258,501	\$ 206,801			\$ -				\$ -			
Illustrative	\$ -				\$ 1,800,000				\$ -				\$ -			
Grant Application	\$ 2,852,725				\$ 6,838,500				\$ -				\$ -			
Subtotal	\$ 49,235,070	\$ 28,989,923	\$ 3,336,000	\$ 292,750	\$ 27,467,001	\$ 11,414,801	\$ 6,034,000	\$ 1,389,000	\$ 43,451,771	\$ 31,739,750	\$ 3,945,000	\$ 1,070,000	\$ 19,687,873	\$ 10,666,000	\$ 3,824,000	\$ -
FTA Programs																
FTA Section 5311	\$ 1,675,261	\$ 350,460	\$ -	\$ -	\$ 1,675,261	\$ 350,460	\$ -	\$ -	\$ 1,675,261	\$ 350,460	\$ -	\$ -	\$ 1,675,261	\$ 350,460	\$ -	\$ -
FTA Section 5304 - Planning	\$ 42,428	\$ 33,942	\$ -	\$ -	\$ 42,428	\$ 33,942	\$ -	\$ -	\$ 42,428	\$ 33,942	\$ -	\$ -	\$ 42,428	\$ 33,942	\$ -	\$ -
FTA Section 5339	\$ 425,000	\$ 361,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000	\$ 112,000	\$ -	\$ -
Subtotal	\$ 2,142,689	\$ 745,652	\$ -	\$ -	\$ 1,717,689	\$ 384,402	\$ -	\$ -	\$ 1,717,689	\$ 384,402	\$ -	\$ -	\$ 1,717,689	\$ 384,402	\$ -	\$ -
Total Cost and Funding	\$ 51,377,759	\$ 29,735,575	\$ 3,336,000	\$ 292,750	\$ 29,184,690	\$ 11,799,203	\$ 6,034,000	\$ 1,389,000	\$ 45,169,460	\$ 32,124,152	\$ 3,945,000	\$ 1,070,000	\$ 21,405,562	\$ 11,050,402	\$ 3,824,000	\$ -

RTA STBG/SWAP-STBG Fiscal Constraint

Year	FY 2026	FY 2027	FY 2028	FY 2029
Unobligated balance (carryover)	\$2,730,031	\$2,492,826	\$607,826	\$471,826
STBG/SWAP-STBG Target	\$2,802,795	\$2,854,000	\$2,854,000	\$2,854,000
Allocation	\$3,040,000	\$4,739,000	\$2,990,000	\$3,275,000
Balance	\$2,492,826	\$607,826	\$471,826	\$50,826

RTA TASA Fiscal Constraint

Year	FY 2026	FY 2027	FY 2028	FY 2029
Unobligated balance (carryover)	\$220,911	-\$669,199	-\$584,000	-\$292,000
TASA Target	\$282,806	\$292,000	\$292,000	\$292,000
Allocation	\$1,172,916	\$206,801	\$0	\$0
Balance	-\$669,199	-\$584,000	-\$292,000	\$0

FY 2025 Project Status Report

As of July 17, 2025

TPMS #	Sponsor	Route/Project	Termini/Description	Total Cost	Federal Aid	Status
Primary Road Fund (PRF)						
45363	Iowa DOT	IA 3	Hartgraves Creek Overflow 0.5 mi W of Co Rd T16, Bridge New	\$4,454,000	\$0	Moved to FY 2026
48556	Iowa DOT	1-380	NB Weigh Station 1.5 mi N of Co Rd D48	\$1,242,000	\$0	FHWA Approved
48554	Iowa DOT	I-380	SB Weigh Station 3.5 mi N of Co Rd D48	\$1,172,000	\$0	FHWA Approved
55626	Iowa DOT	US 63	Crane Creek RCB Culvert	\$90,000	\$0	FHWA Approved
54689	Iowa DOT	IA 14	Black Hawk Creek 1.5 mi S of S Jct Co Rd D35 in Grundy	\$250,000	\$0	FHWA Approved
54690	Iowa DOT	IA 3	Hartgraves Creek Overflow Project	\$140,000	\$0	FHWA Approved
48632	Iowa DOT	IA 14	Wolf Creek 0.8 mi N fo Co Rd D67	\$1,646,000	\$0	FHWA Approved
45360	Iowa DOT	US 63	Crane Creek 1.5 mi S of IA 188 (SB)	\$2,878,000	\$0	FHWA Approved
45363	Iowa DOT	IA 3	Hartgraves Creek Overflow 0.5 mi W of Co Rd T16	\$4,655,000	\$0	FHWA Approved
48569	Iowa DOT	IA 14	Stream 1.0 mi N of Co Rd C23	\$306,000	\$0	FHWA Approved
48458	Iowa DOT	US 18	Wapsipinicon River 0.1 mi E of Co Rd V14	\$893,000	\$0	FHWA Approved
55623	Iowa DOT	IA 93	225 ft E of Walnut St in Sumner	\$650,000	\$0	FHWA Approved
National Highway Performance Program (NHPP)						
Highway Bridge Program (HBP)						
44902	Black Hawk Co	L-3026 Dubuque Rd	Over Tributary to Indian Creek, S6 T88 R11	\$625,000	\$500,000	Awarded
38950	Chickasaw Co	FHWA #112400 Bridge Replacement	On B28 (140th Street), over Little Wapsipinicon River, S6, T96, R13	\$1,794,000	\$1,435,200	Awarded
53431	Chickasaw Co	FHWA #110270 Bridge Replacement	On 300TH, Over SPRING CREEK, S34 T94 R11	\$617,625	\$617,625	Awarded
36649	Grundy Co	Bridge Replacement-CCSB	On P AVE, Over BLACK HAWK CREEK, from D25 north 0.9 Miles to to Black Hawk Creek	\$725,000	\$720,000	Letting 3/17/2026
27164	Bremer Co	Bridge Replacement	On 240TH ST, Over CREEK, S17 T91 R14	\$30,000	\$30,000	Letting 12/16/2025
44774	Butler Co	Kipling Ave	Over Cold Water Creek, from 120th St S 0.2 miles to bridge, Bridge Replacement	\$650,000	\$650,000	Moved to future year
35851	Butler Co	Ridge Ave	Over Small Stream, from IA 3 N 400' to bridge, Box Culverts, RCB Culvert Replacement Twin Box	\$300,000	\$300,000	Let 12/16/2025
52827	Sumner	On W 5TH ST	Over DRAINAGE, S23 T93 R11	\$1,557,023	\$1,500,000	Let 2/18/2025
37168	Butler Co	T 25	Over SMALL STREAM, from 250th Street north 1000 Feet to bridge	\$175,000	\$140,000	Awarded
37169	Butler Co	T 25	Over SMALL STREAM, from 245th Street north 0.2 miles to bridge	\$200,000	\$160,000	Awarded
37170	Butler Co	T 25	Over WEST FORK CEDAR RIVER, from 245th Street north 0.7 miles to bridge	\$400,000	\$320,000	Awarded
20207	Butler Co	T 55	Over WEST FORK CEDAR RIVER, from 280th Street south 2600 feet to bridge	\$425,000	\$340,000	Awarded
26743	Buchanan Co	W35	Over Unnamed Creek, Bridge Replacement	\$864,000	\$691,200	Awarded
37697	Grundy Co	120th St	Over Middle Fork Beaver Creek, Bridge Replacement	\$796,000	\$796,000	Awarded
Highway Safety Improvement Program (HSIP)						
Highway Safety Improvement Program Swap (HSIP-SWAP)						
Surface Transportation Block Grant Program (STBG)						
1403	RTA	Transportation Planning	Regional Transportation Planning	\$50,000	\$40,000	Ongoing
44769	Butler Co	T16 Dumont	rom Hwy 3 N 6 miles to C23	\$150,000	\$800,000	Awarded
40124	Buchanan Co	W35	D22 to Quasqueton, PCC Overlay - Unbonded	\$4,200,000	\$1,721,000	Awarded
45383	Iowa DOT	IA 14	Black Hawk Creek 1.5 mi S of S Jct Co Rd D35	\$3,592,000	\$2,873,600	Authorized
47231	Grundy Co	M Ave	from IA175 N 2.5 miles to D35	\$2,200,000	\$800,000	Moved to FY 2026
40124	Buchanan Co	W-35 Quasqueton Diagonal Overlay	from D22 SE 7.2 miles to W-40	\$4,696,000	\$1,721,000	Awarded
Transportation Alternatives Set-Aside Program (TASA)						
49792	Buchanan Co	Taylor's Ford Bridge Rehab	Over Wapsipinicon River, Trail Bridge	\$280,000	\$184,000	Moved to FY 2026, Request for add \$159,616
52721	Buchanan CCB	Fontana Park Trail	Lake Trail E to Fontana Blvd; S to 125th St; W to trailhead; N to new trailhead & trail loop	\$547,674	\$145,133	Active
52722	Butler CCB	Rolling Prairie Trail Expansion	From Cedar Ave NW 2.14 miles to Franklin County Line	\$634,617	\$484,500	Moved to FY 2026
52715	Fairbank	SRTS Infrastructure	Sidewalk on N 4th St, from Rhonda Rd NE to Cedar Dr	\$102,431	\$81,947	Authorized 3/13/2024
55812	Denver	Brandt Park Recreation Trail	On Brandt Park Trail, from State St E 0.4 miles to Brandt Park	\$431,000	\$344,800	7/21/2026 Letting; Moved to FY 2026
57478	Independence	Enterprise Drive Trail - Phase 2	On Enterprise Dr Trail, from 300' W of IA 150 W 0.45 miles to 6th Ave SW	\$258,501	\$206,801	New Project; FY 2027
Transit						
	OnBoard	General Operations	N/A	\$1,578,236	\$405,782	Ongoing
	OnBoard	Planning	N/A	\$41,310	\$33,048	Ongoing
	OnBoard	Replace four (4) vehicles	N/A	\$685,356	\$582,552	1 Vehicle Funded

Iowa Northland Regional Transportation Authority

Forecasted Operations and Maintenance Costs on Federal Aid System						
Operations	2024	2025	2026	2027	2028	2029
Cities	\$3,848,550	\$4,002,492	\$4,162,592	\$4,329,095	\$4,502,259	\$4,682,350
Black Hawk County	\$1,022,107	\$1,062,991	\$1,105,511	\$1,149,731	\$1,195,720	\$1,243,549
Bremer County	\$643,620	\$669,365	\$696,139	\$723,985	\$752,944	\$783,062
Buchanan County	\$964,147	\$1,002,713	\$1,042,822	\$1,084,535	\$1,127,916	\$1,173,033
Butler County	\$662,422	\$688,918	\$716,475	\$745,134	\$774,940	\$805,937
Chickasaw County	\$594,021	\$617,782	\$642,494	\$668,193	\$694,921	\$722,718
Grundy County	\$718,350	\$747,084	\$776,967	\$808,046	\$840,368	\$873,983
Total Operations	\$8,453,217	\$8,791,346	\$9,143,000	\$9,508,720	\$9,889,068	\$10,284,631
Maintenance	2024	2025	2026	2027	2028	2029
Cities	\$626,660	\$651,726	\$677,796	\$704,907	\$733,104	\$762,428
Black Hawk County	\$1,666,888	\$1,733,563	\$1,802,906	\$1,875,022	\$1,950,023	\$2,028,024
Bremer County	\$1,008,087	\$1,048,410	\$1,090,347	\$1,133,961	\$1,179,319	\$1,226,492
Buchanan County	\$2,285,859	\$2,377,293	\$2,472,385	\$2,571,280	\$2,674,131	\$2,781,097
Butler County	\$1,508,766	\$1,569,116	\$1,631,881	\$1,697,156	\$1,765,043	\$1,835,644
Chickasaw County	\$1,293,442	\$1,345,180	\$1,398,987	\$1,454,946	\$1,513,144	\$1,573,670
Grundy County	\$1,510,736	\$1,571,165	\$1,634,012	\$1,699,372	\$1,767,347	\$1,838,041
Total Maintenance	\$9,900,437	\$10,296,454	\$10,708,312	\$11,136,645	\$11,582,111	\$12,045,395
Total Operations & Maintenance	\$18,353,654	\$19,087,800	\$19,851,312	\$20,645,365	\$21,471,179	\$22,330,026

Data Source:
Iowa DOT Office of
Program Management
2024 Data

2024 County Data is actual,
2025-2029 are forecasted.

2024 Cities Data is actual,
2025-2029 are forecasted.

Forecasted Non-Federal Aid Revenues						
	2024	2025	2026	2027	2028	2029
Farm to Market	\$7,970,523	\$8,129,933	\$8,292,532	\$8,458,382	\$8,627,550	\$8,800,101
Secondary Road Fund	\$46,758,523	\$47,693,693	\$48,647,567	\$49,620,519	\$50,612,929	\$51,625,187
City Street Fund	\$31,457,964	\$32,087,123	\$32,728,866	\$33,383,443	\$34,051,112	\$34,732,134
Total Revenues	\$86,187,010	\$87,910,750	\$89,668,965	\$91,462,344	\$93,291,591	\$95,157,423

Operation and maintenance costs are forecasted with a 4% annual increase, and revenues with a 2% annual increase, which is consistent with the Black Hawk County Metropolitan Area, which is located within the Iowa Northland Region.

Public Input Documentation

- Public Participation Plan Excerpt
- Images of information available on the RTA webpage
- Public Input Meeting Flyer
- Press Release for TIP Public Input Sessions
- Attendance record from public input meetings on June 25 and June 27, 2025
- Public Hearing Notice – Proof of Publication
- Summary, analysis, and report on the disposition of significant written and oral comments

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

The TIP identifies all transportation projects in the region that are anticipated to receive federal transportation funding within the next four fiscal years. The TIP is a short-range component that is complementary to the Long-range Transportation Plan. The TIP is updated annually with adoption by the RTA Policy Board in July of each year and incorporated into the Statewide Transportation Improvement Program (STIP) by the Iowa DOT.

The following actions will be undertaken annually to ensure full public participation:

1. Draft TIP

- a. The draft TIP will be developed by the RTA Technical Committee with input from the Transportation Alternatives Set-aside Program (TAP) Committee. RTA meetings are open to the public.
- b. The draft document will be available for public review on the INRCOG website, at the INRCOG Center, and upon request.

2. Notices and Public Meetings

- a. Following development of the draft TIP, at least two (2) public input sessions will be held.
- b. When a circumstance presents itself where such a meeting in person is impossible or impractical, the RTA may conduct a public input meeting by electronic means.
 - i. The RTA will provide public access to the discussion of the input meeting to the extent reasonably possible.
 - ii. The public announcement of the meeting, at least one week before the public input meeting, shall include the time, the virtual/electronic place, subject matter of the meeting, and the name and phone number of the person available to respond to requests for information about the meeting.
 - iii. The place of the input meeting is the place from which the communication originates or where public access is provided to the discussion.
 - iv. The RTA shall make promptly available to the public, in a place easily accessible to the public, the transcript, electronic recording, or minutes of the discussion and will include a statement explaining why a public meeting in person was impossible or impractical.
- c. Should in-person meetings be held, at least one (1) public input session will be located in an area identified as being a low-income or minority neighborhood.
- d. All in person meetings will be held in accessible facilities.
- e. Information may be presented by INRCOG staff, the Iowa DOT, and member cities and counties.
- f. The TIP content and public input sessions will be advertised through local media sources. Notices may be posted at governmental offices, public libraries, post offices, transit buses, at the INRCOG Center, and on the INRCOG website and Facebook page. Notices may also be sent to organizations serving traditionally underserved populations.
- g. Any person with sight, reading, or language barriers may contact the RTA (minimum 48 hours prior to a session) and arrangements will be made for accommodation.

3. Public Comment Period

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

4. Final TIP

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

5. Revisions

- a. The TIP is a dynamic document and may be revised in between annual updates. There are two types of revisions – administrative modifications and amendments.
 - i. Minor revisions may be made to the TIP as necessary throughout the year. These are considered *administrative modifications*, and may be made by INRCOG staff without public review and comment. INRCOG staff may discuss administrative modifications with the Policy Board and Technical Committee, but formal action will not be required.
 - ii. Major revisions may also be made to the TIP as necessary throughout the year. These are considered *amendments* and require public review and comment and Policy Board approval. A public hearing will be held at a regularly scheduled RTA meeting to consider and approve TIP amendments. A notice of the public hearing will be published no more than twenty days and no less than four days before the date of the hearing.
- b. Any revision to the TIP that adds a new federal aid project or increases a project's federal aid limit will require that a corresponding change be made to another programming entry to ensure the Statewide Transportation Improvement Program (STIP) remains fiscally constrained. This requirement pertains to both administrative modifications and amendments.

INRCOG RTA TIP 2026-2029 NOTICE OF PUBLIC HEARING

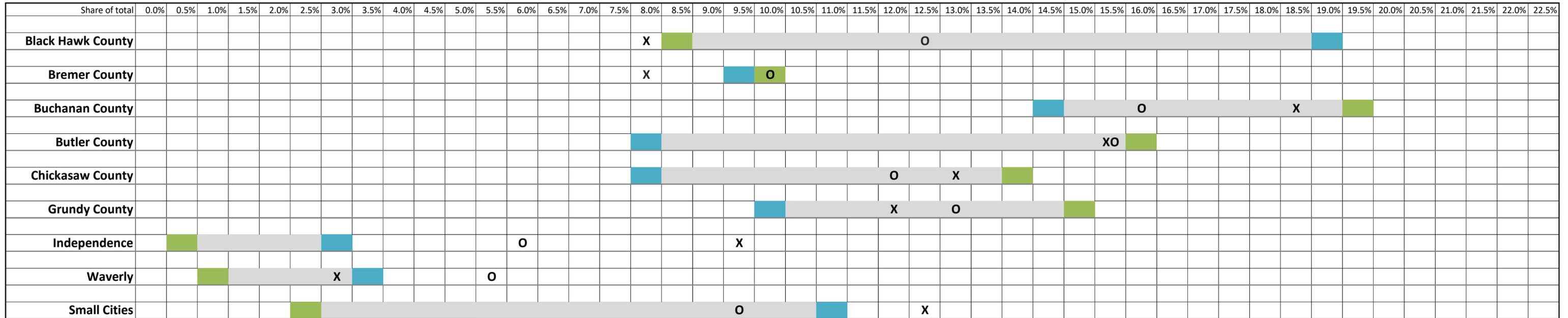
Notice is hereby given that the Iowa Northland Regional Transportation Authority (RTA) will hold a public hearing at the INRCOG Center, 229 E. Park Ave., Waterloo, Iowa, on Thursday, July 17, 2025 at 1:00 p.m.

The purpose of this hearing is to solicit public comment on the draft Transportation Improvement Program (TIP) for fiscal years 2026-2029. This document affects federal transportation programming for persons in Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties, excluding the Waterloo-Cedar Falls metropolitan area. All transportation projects receiving federal funding must be listed in the TIP, including highway, bridge, non-motorized, transit, and planning projects. Copies of the draft TIP are available at the INRCOG office or can be viewed at www.bhcmpo.org.

It is your privilege to attend this hearing to express your views concerning the draft Transportation Improvement Program, or you may submit your written comments to the Iowa Northland Regional Council of Governments, 229 E. Park Ave., Waterloo, Iowa 50703, through the time and date of the hearing as specified above. Following the hearing, the RTA will consider all oral and written comments for 30 days after adopting the final TIP and submitting it to the Iowa Department of Transportation.

For additional information, you may contact Nick Fratzke at (319) 235-0311 between 8:00 a.m. and 3:30 p.m. weekdays or at nfratzke@inrcog.org.
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Historical Allocation (FY 1995-2023) and Moving Ten-Year Allocation (FY 2014-2023)



2018 Vehicle Miles Traveled (secondary for counties, municipal for cities)
 Total Federal-Aid Mileage (Minor Arterials, Collectors)

<https://iowadot.gov/maps/data/vehicle-miles-traveled>
<https://data.iowadot.gov/datasets/road-network-info>

X = Moving Ten-Year Allocation (FY 2019-2028)
 O = Historical Allocation (FY 1995-2028)

Updated 2/21/2025

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

Black Hawk County

1. Review the list of our Structurally Deficient bridges
2. Rank those bridges by Sufficiency Rating (low to high)
3. Review the list with consideration for traffic volume and alternate available routes
4. Consider whether an embargo has been or can be established to delay replacement; and consider the impact an embargo has on the public (proximity to alternate route/s)
5. Determine whether it is feasible for local forces to repair, reinforce or replace any structures (county forces will only replace structures less than 40 feet long). If so, remove those candidates from consideration for the year.
6. **If:** A bridge's condition is **poor enough to warrant closure**,
and the bridge is **large** and therefore **costly** to replace,
and the bridge is on **a very low volume road**
and there is **an alternate route**
Then: Hold a public meeting to propose **REMOVAL** of the structure**
7. Consider bridge conditions (poor decks, poor sub-structure elements, etc.) that may be remedied by, and qualify for, FA rehabilitation (BHS or BHOS funds)
8. Review the list with consideration for businesses or services impacted (emergency routes, quarries, grain elevators, landfill, county parks, county care facility, etc.)
9. Rank the remaining candidates to determine the best candidates for available HBP funds to:
 - Repair / reinforce by outside contractor or
 - Replace by outside contractor
10. Program the number of bridges that funds allow

**Outcomes of 3 proposals to remove bridges in the last 20 years have been:

In **1992** a large bridge (over \$500,000 replacement cost) was eliminated where an alternate crossing existed 1 mile downstream

In **2004** a bridge (\$350,000 replacement cost) was removed and 1/2 mile of new road was built for \$100,000 which created an alternate route

In **2006** another bridge (\$500,000 replacement cost) was removed and a portion of the road vacated to the adjacent land owners

Bremer County

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

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

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

Buchanan County

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

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

Butler County

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

Chickasaw County

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

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

Grundy County

The selection process for HBP projects is done by considering:

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

Summary, Analysis, and Report on the Disposition of Significant Written and Oral Comments



The Iowa Northland Regional Council of Governments is an association of local governments that is committed to identifying, securing, and coordinating local, regional, and federal government projects and programs for the enhancement of our region and member communities.

Required Plans and Programs

Long-Range Transportation Plan

(LRTP)

Transportation Planning Work Program

(TPWP)

Transportation Improvement Program (TIP)

Passenger Transportation Plan (PTP)

Public Participation Plan

(PPP)

Public Input Opportunity

The Final FY 2026–2029 Transportation Improvement Program is available for comment. The TIP identifies transportation related activities and projects anticipated to occur for the fiscal year beginning July 1, 2025 and ending June 30, 2028.

Comments will be accepted until the RTA holds a public hearing to consider adoption of the final document on July 17, 2025, at 1:00 PM.

Comments and questions can be submitted to [Nick Fratzke](#).

Final 26–29tip

Draft 2050 Long-Range Transportation Plan

Draft chapters of the 2050 LRTP are available for review and comment, with additional chapters to be released as they are completed.

Comments will be accepted until the RTA Policy Board reviews and considers adoption of the full final plan on December 18, 2025.

2 – Region Profile

3 – Roads & Bridges

4 – Passenger
Transportation

5 – Bicycle & Pedestrian

6 – Freight

7 – Safety & Security

8 – Preliminary
Environmental Review

9 – Financial Analysis

10 – Public Involvement

Appendix III – 2050 LRTP
Public Input Survey Report



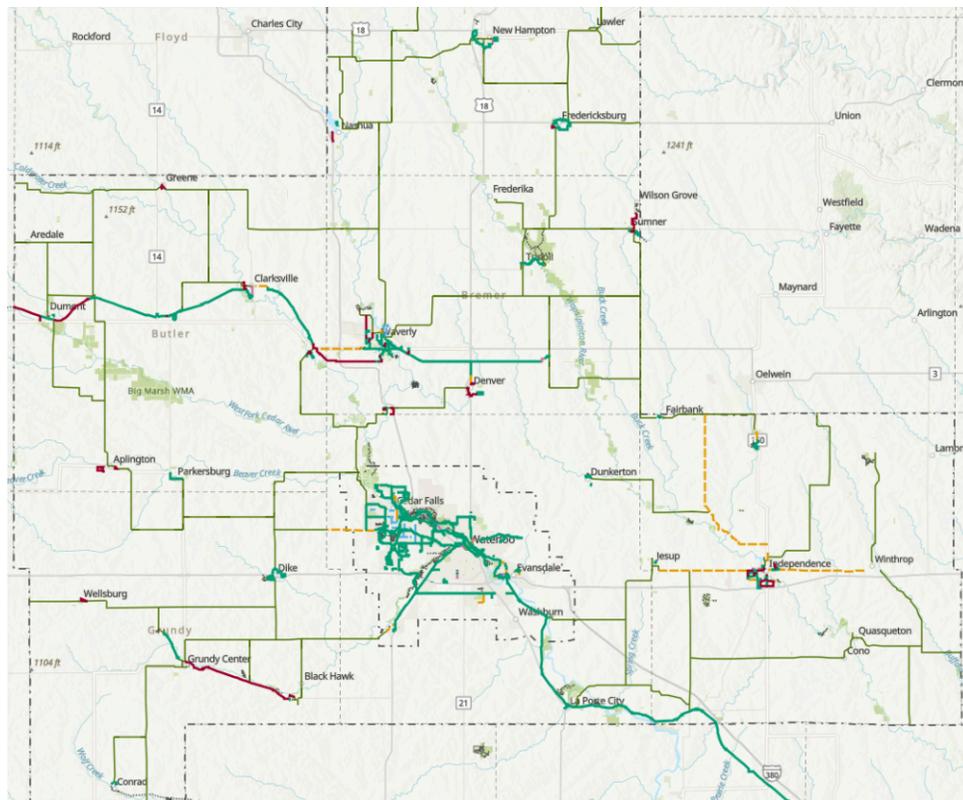
Help Shape the Future of Regional Biking!

The RTA is seeking input from communities across the region on the draft 2050 Bikeway Plan. This plan will guide future investments in

biking infrastructure, improving connectivity and accessibility for cyclists of all ages and abilities.

HOW TO PROVIDE FEEDBACK:

1. **Review Existing Facilities** – Check the [Interactive Map](#) for accuracy of current bicycling infrastructure.
2. **Review Planned Trails** – Explore the Planned Trails layer to see proposed routes and suggest updates.
3. **Contact RTA Staff** – If your community has additional trails to be considered, coordinate with Nick Fratzke at nfratzke@inrcog.org to ensure they are included in the working plan.



2045 Long Range Transportation Plan (LRTP)

Establishes the purpose and need for major transportation investments, identifies activities to address transportation and growth issues, and prioritizes investments to improve system condition and performance; full document update every five years.



FY 2025 Transportation Planning Work Program (TPWP)

Documents the transportation-related activities and projects that are anticipated to occur in the RTA region for the fiscal year beginning July 1, 2024 and ending June 30, 2025; updated annually.



FY 2025–2028 Transportation Improvement Program (TIP)

Includes all projects programmed for federal transportation funding in the RTA in the next four federal fiscal years; updated annually.



2021–2025 Passenger Transportation Plan (PTP)

Provides coordination between passenger transportation providers and human service agencies and recommends projects to improve passenger transportation; joint document with the Iowa Northland Regional Transportation Authority, a six-county region of Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties; full document update every five years.



2024 Public Participation Plan (PPP)

Details the processes the RTA will follow to involve the public in the transportation planning and programming process; full document updated every five years.



229 E Park Ave
Waterloo, IA 50703
(319)-235-0311
inrcog@inrcog.org

Title VI

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin according to [Title VI](#) of the Civil Rights Act of 1964. For more information or to obtain a Title VI complaint form, [click here](#).

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