

CONTENTS

Introduction	1
Overview.....	1
RTA Organization	1
RTA Goals.....	5
Transportation Planning Process.....	5
Transportation Planning Issues	6
Planning Activities	7
TPWP Development	8
Process	8
Public Involvement	8
Revisions.....	9
FY 2027 Work Elements	10
Element A: Transportation Planning Work Program (TPWP)	10
Element B: Transportation Improvement Program (TIP).....	11
Element C: Public Participation Process	12
Element D: Long-Range Transportation Planning.....	13
Task D-1: Long-Range Transportation Plan	13
Task D-2: Statewide Planning Initiatives	13
Task D-3: Transportation Related Studies.....	14
Element E: Short-Range Planning.....	15
Task E-1: Administration of Overall RTA Activities.....	15
Task E-2: Data Services.....	15
Task E-3: Multimodal Planning.....	16
Task E-4: Transit Planning.....	16
Task E-5: Transportation Safety.....	17
Task E-6: Equipment & Supplies.....	17
Element F: Administration.....	18
Schedule of Activities.....	19
FY 2027 Budget & Funding Sources.....	21
INRCOG Cost Allocation Plan.....	22
Appendix A – Resolution	28
Appendix B – RTA Self-Certification.....	29
Appendix C – SRTS Proposed Scope of Work.....	30
Document Revision Summary.....	31

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

INTRODUCTION

OVERVIEW

The Fiscal Year (FY) 2027 Transportation Planning Work Program (TPWP) is the work plan for the state fiscal year beginning July 1, 2026 and ending June 30, 2027. The TPWP documents the transportation-related activities and projects that are anticipated to occur in the Iowa Northland Regional Transportation Authority (RTA) planning area by major activity and task. Within each work element, specific tasks are identified by the objective, a description of the task, previous work performed, and the desired outcome or products.

The State of Iowa has developed a system of Regional Planning Affiliations (RPAs) to carry out planning on a regional level. Iowa has 18 RPAs that cover the area outside of Iowa's nine Metropolitan Planning Organizations (MPOs). The Iowa Department of Transportation (DOT) provides funding through Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sources to the RPAs to finance planning and to program for projects. In return, the RPAs conduct regional planning activities that mirror those federally required of MPOs. This includes completing several planning documents and conducting a continuing, cooperative, and comprehensive (3-C) transportation planning process.

RTA ORGANIZATION

The RTA was established in 1993 to conduct transportation planning and programming for Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties, excluding the Waterloo-Cedar Falls metropolitan area (Map 1). The RTA was established under the umbrella of the Iowa Northland Regional Council of Governments (INRCOG) which has been a regional planning agency serving those same counties since 1973. INRCOG is also designated by the State of Iowa as the MPO for the Black Hawk County Metropolitan Area.

Three designated committees form the structure of the RTA: The Policy Board, the Transportation Technical Committee (TTC), and the Bicycle and Pedestrian Advisory Committee (BPAC). The Policy Board and TTC meet jointly, monthly.

The Policy Board is the governing body of the RTA. Voting members include a member of the Board of Supervisors for Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties; a representative from Waverly and Independence, as designated by their respective mayor and/or city council; and a representative from four cities at-large. In December every two years, RTA staff contact mayors to solicit nominations for cities at-large. The nominations are submitted to the mayors for a vote, and those with the most votes are designated as the four representatives.

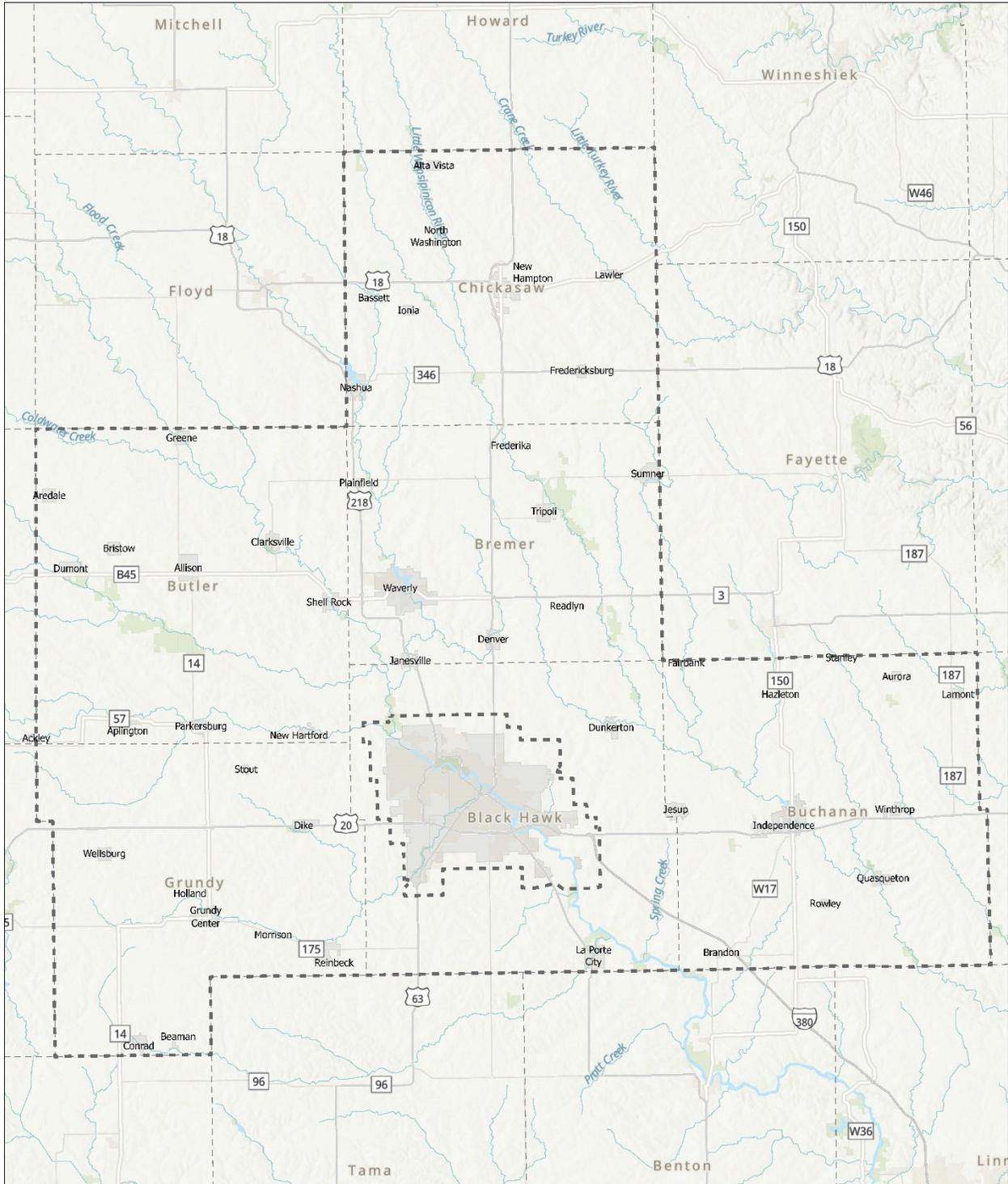
The Transportation Technical Committee consists of local engineers, planners, modal representatives, and interested parties. The TTC advises the Policy Board but does not vote on policy issues. The TTC serves as the advisory body to the RTA on technical matters pertaining to the development of transportation planning documents and comprehensive long- and short-range transportation planning.

The Bicycle and Pedestrian Advisory Committee is directly responsible to the Policy Board to provide guidance and strategies on the planning and implementation of transportation projects related to bicycle and pedestrian travel. The BPAC meets annually to discuss, rank, and program projects for Transportation Alternatives Set-Aside (TASA) funds.

TTC voting members include a county engineer from Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties; a representative from Waverly and Independence, as designated by their respective mayor and/or city council; and a representative from four cities at-large. BPAC voting members include a staff member from Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy County Conservation; a representative from Waverly and Independence, as designated by their respective mayor and/or city council; and a representative from four cities at-large. In December every two years, RTA staff contact mayors to solicit nominations for cities at-large for the TTC and BPAC. The nominations are submitted to the mayors for a vote, and those with the most votes are designated as the four representatives.

The RTA establishes and supports subcommittees and working groups as needed. The standing subcommittee of the Transportation Technical Committee is the Transit Advisory Committee (TAC). This group meets quarterly to discuss passenger transportation and human service agency challenges, opportunities, and coordination, and to help develop the Passenger Transportation Plan (PTP).

Map 1: RTA Region



Map 1
Iowa Northland Region

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

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Policy Board Members (Term Ending 12/31/2027)

Representing	Name	Title
Black Hawk County	Rich Kurtenbach	Supervisor
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 Waverly	James Bronner	City Administrator
City of Independence	Brad Bleichner	Mayor
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Dunkerton (Small City At Large)	Michael Schares	Mayor
City of La Porte City (Small City At Large)	Jane Whittlesey	City Clerk
City of New Hampton (Small City At Large)	Steve Geerts	Mayor

Transportation Technical Committee Members (Term Ending 12/31/2027)

Representing	Name	Title
Black Hawk County	Cathy Nicholas	County Engineer
Bremer County	Landon Moore	County Engineer
Buchanan County	Alex Davis	County Engineer
Butler County	John Riherd	County Engineer
Chickasaw County	Roman Lensing	County Engineer
Grundy County	Jeff Skalberg	County Engineer
City of Waverly	James Bronner	City Administrator
City of Independence	Matthew Schmitz	City Manager
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Dunkerton (Small City At Large)	Michael Schares	Mayor
City of La Porte City (Small City At Large)	Jane Whittlesey	City Clerk
City of Clarksville (Small City At Large)	Jerald Heuer	Mayor

Bicycle and Pedestrian Advisory Committee Members (Term Ending 12/31/2027)

Representing	Name	Title
Black Hawk County Conservation	Mike Hendrickson	Executive Director
Bremer County Conservation	Andrew Hockenson	Director
Buchanan County Conservation	Ben Bonar	Executive Director
Butler County Conservation	Matt Wilken	Executive Director
Chickasaw County Conservation	Chad Humpal	Director
Grundy County Conservation	Nick Buseman	Executive Director
City of Waverly	James Broner	City Administrator
City of Independence	Matthew Schmitz	City Manager
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Dunkerton (Small City At Large)	Michael Schares	Mayor
City of La Porte City (Small City At Large)	Jane Whittlesey	City Clerk
City of Clarksville (Small City At Large)	Jerald Heuer	Mayor

Transit Advisory Committee (TAC)

Representing	Name
Black Hawk County Emergency Management	Mindy Benson
Black Hawk County Gaming Association	Emily Hanson
Black Hawk County Public Health	Lisa Sesterhenn
Black Hawk County Public Health	Alecia Allen
Black Hawk/Grundy Mental Health	Tom Eachus
Bremer County, East Central Region	Jan Heidemann
Butler County Public Health	Jennifer Becker
Cedar Valley Boys and Girls Club	George Phillips
Cedar Valley United Way	Debbie Roth
Chickasaw County General Assistance	Karen Henry
City of Cedar Falls	Thomas Weintraut
City of Elk Run Heights	Lisa Smock
City of Evansdale	DeAnne Kobliska
City of Waterloo	Aric Schroeder
Community Foundation of Northeast Iowa	Kaye Englin
Comprehensive Systems Inc.	Carolyn Repp
Exceptional Persons Inc.	Nicole Ericson
FHWA, Iowa Division	
Goodwill Industries of Northeast Iowa	Steve Tisue
Grow Cedar Valley	Stephanie Detweiler
Grundy County CPC	Todd Rickert
Hawkeye Community College	Nina Grant
Hawkeye Community College	Norman Coley Jr.
House of Hope	Karin Rowe
House of Hope	Dusky Steele
House of Hope, Pillars	Susan Backes
Iowa DOT, District 2	Krista Billhorn
Iowa DOT, Public Transit Bureau	Emma Simmons
Iowa Works Cedar Valley	Karen Siler
League of Women Voters of Black Hawk-Bremer Counties	Cheri Dargan
McElroy Trust	Megan McKenzie
MET Transit	David Sturch
MET Transit, Paratransit	Phil Golden
MET Transit, Board	Lon Kammeyer
MET Transit, Board	Rosalyn Middleton
My Riders Club	Martin Wissenberg
North Star Community Services	Valerie Schwager
Northeast Iowa Food Bank	Shannon Bass
One City United	Dean Feltes
Otto Schoitz Foundation	Cathy Schowalter
The Arc of Cedar Valley	Becky Schmitz
The Larrabee Center	Bonnie Gesell
Tri-County Head Start	Trista Hill
Tyson Food	Katie Schoepske
UnityPoint Clinic Administration	Rick Newlon
Waterloo Community Foundation	Erin Tink
Waterloo Community School District	Sara Mayer
Waterloo Regional Airport	Steven Kjergaard
Waterloo Regional Airport	Dave Deeds
Women's Center for Change	Amy Landers
Youth Advocate	Terrance Hollingsworth
INRCOG	Oghogho Oriakhi
INRCOG	Sanzida Rahman Setu
INRCOG	Nick Fratzke

RTA GOALS

The FY 2027 TPWP outlines transportation planning activities to address the four goals of the RTA *Long-Range Transportation Plan* which are to:

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

The RTA has adopted several objectives to help achieve these goals and performance measurements to track the progress toward meeting the objectives. Performance measurements are not federally required for Regional Planning Affiliations (only MPOs). However, the RTA felt it was important to identify performance measurements specific to the region to help inform future regional planning efforts and implement the state transportation plan. The goals, objectives, and performance measures can be found in **Table 1.1** of the [RTA Long-Range Transportation Plan](#).

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

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

TRANSPORTATION PLANNING PROCESS

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

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

TRANSPORTATION PLANNING ISSUES

Like much of rural America, many cities within the six-county RTA region are facing difficulties associated with maintaining aging infrastructure. Increased volumes of freight and heavy farm equipment on rural roadways outpaces available funding for road and bridge maintenance projects. This trend is coupled with a population demographic that is decreasing¹, impacting federal funding levels. Even with the Infrastructure Investment and Jobs Act (also known as the “Bipartisan Infrastructure Law”) and Iowa DOT City Bridge Replacement funds, many local RTA road and bridge projects fall short of being eligible to apply. As a result, staff continuously seek alternative funding opportunities for jurisdictions to apply to.

A major focus from the U.S. Department of Transportation and the Federal Highway Administration (FHWA) has been to improve the safety and mobility of our roadway users through the implementation of Complete Streets. This policy addresses the simultaneous lack of and need for multimodal infrastructure across the U.S. Complete Streets is a planning tool that seeks to make multimodal infrastructure the default approach when designing and operating our transportation network. By its definition, all roadway users include pedestrians, bicyclists, public transportation riders, and motorists. The principles that guide Complete Streets align with the RTA’s commitment to implement opportunities for walking, bicycling, and recreation through Transportation Alternatives Set-Aside (TASA) program. Every year, the agency programs TASA funds toward non-motorized improvement projects in the region. In fiscal year 2023, the Bicycle and Pedestrian Advisory Committee’s highest ranked project was a sidewalk infill project dedicated to providing students with a safe path to walk to school, contributing to a small town’s overall pedestrian infrastructure.

Another major focus from the Bipartisan Infrastructure Law is Vision Zero, or the National Roadway Safety Strategy and U.S. DOT’s goal of achieving zero deaths and serious injuries on our nation’s roadways. In 2022 alone, 42,514 people in our nation lost their lives in motor vehicle traffic crashes; the top reasons for traffic fatalities were speeding, alcohol-impaired driving, and distracted driving². In the past five years alone (2020-2024), 66 people lost their lives on roadways in the Iowa Northland region³. To address the nation’s public health crisis, the Bipartisan Infrastructure Law established a discretionary grant program called Safe Streets and Roads for All (SS4A) to implement the goal of zero deaths. The six-county region collaborated with counties across Iowa to submit a comprehensive, 97-county wide action planning proposal that was successfully awarded. The 97 counties, including the Iowa Northland region, have already begun the planning process and will continue throughout the coming calendar year to implement enhanced safety precautions for county roads under each jurisdiction.

In addition to a push for multimodal and safety planning, federal programs are also encouraging cities and counties to implement electric vehicle (EV) infrastructure. Examples include the U.S. DOT’s and FHWA’s Carbon Reduction Program, the Iowa DOT’s Electric Vehicle Infrastructure Deployment⁴, and the Iowa Economic Development Authority’s Opportunities for Electric Vehicle Infrastructure report⁵. While the pace of EV infrastructure implementation is more modest in the Midwest, the progression of EV infrastructure is slower in rural areas. While the INRCOG Electric Vehicle Infrastructure survey shows a consensus for increasing EV infrastructure in communities, RTA city and engineering staff have noted that climate, distance, and costs in smaller towns may not be suitable for EV infrastructure at this time.

¹ <https://dailyiowan.com/2022/09/25/iowas-federal-delegation-aims-to-combat-rural-population-decline-through-federal-funds/#:~:text=Iowa's%20population%20rose%204.7%20percent,loss%20since%20the%202010%20census>

² <https://crashstats.nhtsa.dot.gov/Api/Public/Publication/813643#:~:text=In%202022%20there%20were%2012%2C151,in%20speeding%2Drelated%20traffic%20crashes>

³ <https://icat.iowadot.gov/#>

⁴ https://iowadot.gov/IowaEVPlan/docs/IowaNEVDI_Final.pdf

⁵ https://www.iowaeda.com/UserDocs/IEDA_EVRpt_022019.pdf

PLANNING ACTIVITIES

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

		Element A: TPWP	Element B: TIP	Element C: PPP	Element D: LRTP	Element E: SRTP	Element F: Admin
L RTP Goals	Increase the safety of the transportation system	X	X	X	X	X	
	Strategically preserve the existing infrastructure	X	X		X	X	
	Support an efficient transportation system	X	X		X	X	
	Provide a high degree of multimodal accessibility and mobility	X	X	X	X	X	
Federal Planning Factors	Support economic vitality	X	X		X	X	
	Increase the safety of the transportation system	X	X		X	X	
	Increase the security of the transportation system	X	X			X	
	Increase the accessibility and mobility of people and for freight	X	X	X	X	X	
	Enhance the integration and connectivity of the system across and between modes	X	X		X		
	Promote efficient system management and operations	X	X		X	X	
	Emphasize the preservation of the existing transportation system	X	X		X		
	Improve resiliency and reliability and reduce/mitigate stormwater impacts	X	X			X	
	Enhance travel and tourism	X	X			X	
RPA Requirements	Transportation Planning Work Program	X					
	Long Range Transportation Plan				X		
	Transportation Improvement Program		X				
	Public Participation Plan			X			
	Passenger Transportation Plan					X	
	Award Federal Funding		X				
	Decision Making Structure						X

TPWP DEVELOPMENT

PROCESS

The Iowa Northland Regional Transportation Authority begins development of the TPWP in January of each year with internal staff discussions. These initial discussions include a review of required activities and goals of the Long-Range Transportation Plan. Proposals from RTA staff and member communities regarding priority activities for the coming year are also discussed. The draft TPWP is then presented to the RTA Policy Board at the March meeting for review and discussion. Proposals for additional activities are also requested from the Policy Board and Transportation Technical Committee, and the public at the meeting.

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

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

- **March 20, 2026:** The draft TPWP was presented to the RTA Policy Board and Transportation Technical Committee for review and comment.
- **March 21 to May 15, 2026:** A public comment period was open for the draft TPWP. The draft document was made available on the [RTA webpage of the Black Hawk County MPO website](#) and at the INRCOG Center. Comments were accepted via letter, email, phone, or in person.
- **March 2026:** The draft TPWP was submitted to the Iowa Department of Transportation, Federal Highway Administration, and Federal Transit Administration for compliance review and comments.
- **May 15, 2026:** The RTA Policy Board considered a summary of comments and appropriate responses and adopted the final TPWP.

PUBLIC INVOLVEMENT

The public involvement process utilized for the development of this TPWP was guided by the [2024 Public Participation Plan \(PPP\)](#). The PPP sets minimum requirements for public involvement opportunities. Public involvement actions required include the following:

- **Draft TPWP**
 - The draft TPWP will be developed by RTA staff in collaboration with representatives from jurisdictions and the Iowa DOT, under the guidance of the Policy Board and Transportation Technical Committee.
 - The draft document will be made available at INRCOG, on the RTA website, and upon request.
- **Notices and Public Meetings**
 - The draft TPWP will be presented to the Policy Board and Transportation Technical Committee at a regularly scheduled meeting in April.
 - The meeting will be held in an accessible facility.
 - Individuals with special communication or accommodation needs, such as visual, reading, or language impairments, or those requesting online or phone participation, are encouraged to contact the RTA at least 48 hours before the meeting to arrange necessary accommodations.
- **Public Comment Period**
 - Written and oral comments will be accepted during the meeting in April. Additionally, a 15-day comment period will be available after the final session for the public to submit comments via letter, email, phone, or in person.
 - A public hearing will be held during a regularly scheduled Policy Board meeting in May to summarize public comments and responses received. Notice of this hearing will be published between four (4) and twenty (20) days prior to the event.

- Final TPWP
 - Following the public hearing, the Policy Board will adopt a final TPWP including a summary of public comments and responses.
 - The final TPWP will be submitted to the Iowa DOT, FHWA, and FTA.
 - The final TPWP will be made available on the RTA website, at INRCOG, and upon request.
- Revisions
 - The TPWP may be revised as needed between full document updates.
 - Amendments to the TPWP will require a public hearing at a regularly scheduled Policy Board meeting. Notice of the hearing will be published between four (4) and twenty (20) days prior to the event.

REVISIONS

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

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

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

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

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

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

Federal Revision Approval

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

Iowa DOT Systems Planning Bureau Revision Approval

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

RTA Revision Approval

Revisions where the Iowa Northland Regional Transportation Authority is the approving agency shall be approved by the Policy Board.

FY 2027 WORK ELEMENTS

ELEMENT A: TRANSPORTATION PLANNING WORK PROGRAM (TPWP)

Objective

To prepare the FY 2028 TPWP.

Project Description

Identify tasks to be performed in FY 2028 and prepare FY 2027 quarterly reports.

Previous Work

- Adoption and administration of the FY 2026 TPWP
- Prepared draft and final versions of the FY 2027 TPWP in accordance with the RTA Public Participation Plan, INRCOG Title VI Plan, and subject to comments from Iowa DOT, FHWA, and FTA staff

FY 2026 Activities and Products

- FY 2027 TPWP maintenance and budget monitoring
- Reimbursement submittals
- Draft FY 2028 TPWP submitted by March 31, 2027
- Final FY 2028 TPWP submitted by June 1, 2027
- RTA Self Certification

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)	Funding Type	Amount (\$)
Executive Director	6	687		
Director of Transportation	5	322		
Transportation Planner II	8	357	FTA 5305e	800
Personnel Total	19	1366	FHWA SPR	800
Direct Expenses		634	INRCOG Match	400
Total	19	2000	Total	2000

ELEMENT B: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Objective

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

Project Description

The RTA is responsible for developing the funding program of transportation projects which use Federal funds or are regionally significant. The RTA carries out a process for soliciting and programming regional projects for the Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Set-Aside (TASA). Projects eligible for Federal-aid Swap will follow the Iowa DOT's process. The RTA also reviews any regional projects seeking Iowa Clean Air Attainment Program (ICAAP) funds. The TIP includes four years of programming based on funding estimates provided by the Iowa DOT. Programming will include all pertinent modes of transportation, with emphasis placed on STBG, TASA, 5311, and 5339 funds. The TIP will be fiscally constrained utilizing year of expenditure dollars. The document will include operations and maintenance information, and a status report on projects in the first year of the current program.

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

Previous Work

- Prepared the final FY 2026-2029 TIP
- Processed revisions to the FY 2026-2029 TIP
- Updated STBG and TASA Guidelines
- Held work sessions to program projects for the draft FY 2027-2030 TIP
- Developed a draft FY 2027-2030 TIP
- Assistance with STBG and TASA applications

FY 2026 Activities and Products

- Assistance with STBG and TASA applications
- FY 2026-2029 TIP
 - Maintain program through formal amendments and administrative modifications (as required)
- FY 2027-2030 TIP
 - Final program adopted
 - Maintain program through formal amendments and administrative modifications (as required)
- FY 2028-2031 TIP
 - Resolution(s) supporting regional Iowa Clean Air Attainment Program (ICAAP) grant applications(s)
 - Solicit, rank, and program TASA projects
 - Solicit and program STBG projects
 - BPAC and TTC work sessions to develop draft program
 - Draft FY 2028-2031 TIP submitted by June 15, 2027

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Director of Transportation	10	644
Transportation Planner II	47	2095
Transportation Planner I	12	508
Personnel Total	69	3246
Direct Expenses		1353
Total	69	4600

Funding Type	Amount (\$)
FTA 5305e	1840
FHWA SPR	1840
INRCOG Match	920
Total	4600

ELEMENT C: PUBLIC PARTICIPATION PROCESS

Objective

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

Project Description

This task includes conducting public input sessions, public hearings, and public outreach to obtain public input and feedback on transportation planning activities and plans. The Public Participation Plan, along with other pertinent documents maintained and developed by the RTA, are available on the RTA webpage of the Black Hawk County MPO website, www.bhcmmpo.org/rt-plans-programs. The 2024 Public Participation Plan was adopted on December 19, 2024.

Previous Work

- Published 4 public hearing notices (amendment to FY 2026-2029 TIP, FY 2027 TPWP, FY 2027-2030 TIP)
- Two public input sessions relating to the development of the FY 2027-2030 TIP
- Notices of opportunities for public input shared via INRCOG e-newsletter and local media
- Publication of transportation articles in the INRCOG monthly e-newsletter
- News and highlights, transportation plans, and notices of opportunities for public input shared on the Black Hawk County MPO website and INRCOG monthly e-newsletter

FY 2027 Activities and Products

- Publish public hearing notices for state and federally required documents and TIP amendments
- Materials and staffing for two public input sessions for the draft FY 2028-2031 TIP in June 2027
- Public engagement via surveys, public hearings, public input sessions, public meetings, virtual public involvement, and other methods
- Content for the Black Hawk County MPO website
- Content for the INRCOG monthly e-newsletter
- Marketing and outreach of RTA planning activities through various outlets and mediums

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Director of Transportation	10	643
Transportation Planner II	19	847
Transportation Planner I	19	677
Personnel Total	45	2167
Direct Expenses		483
Total	45	2650

Funding Type	Amount (\$)
FTA 5305e	1060
FHWA SPR	1060
INRCOG Match	530
Total	2650

ELEMENT D: LONG-RANGE TRANSPORTATION PLANNING

TASK D-1: LONG-RANGE TRANSPORTATION PLAN

Objective

To maintain a Long-Range Transportation Plan (LRTP) and develop ancillary long-range transportation planning documents as needed.

Project Description

The 2050 Long-Range Transportation Plan was adopted in March 2026. The LRTP incorporates all modes of transportation into the planning process. The document serves as the mechanism for identifying and prioritizing projects into the RTA's Transportation Improvement Program. To support activities of the LRTP, the RTA will continue to monitor the document. This update will serve as a blueprint for the region's transportation system, addressing the future needs of all modes of travel while aligning with federal, state, and local priorities. Staff have been, and will continue to, work diligently on developing draft materials to support this update. This includes conducting public engagement efforts, analyzing current and projected transportation needs, incorporating performance-based planning practices, and ensuring compliance with federal and state regulations. Collaboration with stakeholders, including local governments, regional organizations, and the public, will remain a key focus to ensure the updated plan reflects the community's vision and priorities.

Previous Work

- Maintained the 2045 LRTP
- Prepared and Adopted 2050 LRTP
- Community planning assistance to implement the 2045 Bicycle Accommodation Plan

FY 2027 Activities and Products

- Maintain and update the 2050 LRTP (as needed)
- Community planning assistance to implement the 2045 Bicycle Accommodation Plan

TASK D-2: STATEWIDE PLANNING INITIATIVES

Objective

To remain actively involved in various statewide planning efforts.

Project Description

Participation in statewide planning initiatives and committees.

Previous Work

- Member of the Strategic Highway Safety Plan Advisory Committee
- Attended four statewide MPO/RPA Quarterly meetings

FY 2027 Activities and Products

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

TASK D-3: TRANSPORTATION RELATED STUDIES

Objective

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

Project Description

Further the goals and objectives of the transportation planning process through studies undertaken by the RTA, consultants, or committees on behalf of communities in the region.

Previous Work

- Collaboration and Assistance with City of Independence 1st Ave Corridor Study

FY 2027 Activities and Products

- Continue collaborative planning efforts to advocate for and secure funding for improvements identified in the 2050 LRTP.

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Executive Director	57	6529
Director of Transportation	210	13516
Data Services Coordinator	103	5672
Transportation Planner II	120	5350
Transportation Planner I		
	0	0
Administrative	20	1620
Personnel Total	510	32687
Direct Expenses		2813
Total	510	35500

Funding Type	Amount (\$)
RTA STBG-New	9750
FTA 5305e	9750
FHWA SPR	8900
INRCOG Match	7100
Total	35500

ELEMENT E: SHORT-RANGE PLANNING

TASK E-1: ADMINISTRATION OF OVERALL RTA ACTIVITIES

Objective

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

Project Description

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

Previous Work

- Grant writing assistance to member communities
- Filing and reporting routine items required by the Iowa DOT, FTA, and FHWA
- Conducted 10 Policy Board meetings, and developed meeting materials and minutes
- Conducted one Transportation Technical Committee meeting, and developed meeting materials and minutes
- Conducted one Bicycle and Pedestrian Advisory Committee meeting, and developed meeting materials and minutes
- Attended webinars, trainings, and conferences specific to transportation

FY 2027 Activities and Products

- Grant writing assistance to member communities (as requested)
- Reports and other materials by Federal, State, or other governmental agencies
- Policy Board meeting materials, meetings, and minutes
- TTC and BPAC meeting materials, meetings, and minutes
- Attend webinars, trainings, and conferences specific to transportation
- General planning assistance to communities

TASK E-2: DATA SERVICES

Objective

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

Project Description

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

Previous Work

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

FY 2027 Activities and Products

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

TASK E-3: MULTIMODAL PLANNING

Objective

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

Project Description

This task includes technical assistance to develop and promote plans and projects to increase the safety and mobility of people and freight. This task also includes continued implementation of the Safe Routes to School (SRTS) program in public and parochial schools throughout the region. This is part of the SRTS Partnership with the Iowa Bicycle Coalition and Upper Explorerland. This position is funded through a Statewide TASA/TAP grant via the Iowa DOT, the RTA, and the Black Hawk County MPO. The SRTS Coordinator will work with area schools on efforts and initiatives to increase bicycling and walking to school. The RTA has indefinitely postponed the Iowa Data Bike pavement conditions and photography initiative in the region due to staff resignations, shifting priorities, and the emergence of other critical projects. As a result, this project has been removed from the work program.

Previous Work

- General multimodal transportation planning assistance
- Rural city sidewalk audits and inventory
- Safe Routes to School Program in public and parochial schools in the region
- Updates to the Interactive Cedar Valley Trail Map
- Passenger Rail support and outreach efforts

FY 2027 Activities and Products

- General multimodal transportation planning assistance
- Safe Routes to School Program in public and parochial schools in the region
- Promotional materials for the Interactive Cedar Valley Trail Map
- Updates to the Interactive Cedar Valley Trail Map
- Passenger Rail and Rail Safety community engagement

TASK E-4: TRANSIT PLANNING

Objective

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

Project Description

Focus on improving operating efficiencies of current services and eliminate service gaps where and when public transportation is not available. The FY 2026-2030 Passenger Transportation Plan (PTP) was adopted and submitted to the Iowa DOT in 2026. The Transit Advisory Committee (TAC) is now held quarterly instead of the minimum two meetings per year. The aim of holding more frequent and routine meetings is to focus on addressing challenges, identifying solutions, and enhancing TAC participation.

Previous Work

- Held 8 TAC meetings
- Draft and Final FY 2026-2030 PTP

FY 2027 Activities and Products

- Maintain and update the FY 2026-2030 PTP (as needed)
- Monitoring projects and initiatives identified in the FY 2026-2030 PTP
- Four TAC meetings (minimum of 2 required)
- Public outreach and marketing to increase public awareness of services provided by OnBoard Public Transit

TASK E-5: TRANSPORTATION SAFETY

Objective

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

Project Description

Provide safety studies, design techniques, and other information to member jurisdictions. Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties participated in a successful multi-county Safe Streets and Roads for All (SS4A) Action Plan Grant application. The grant will aid in developing comprehensive Safety Action Plans for each county. The plans will include a safety assessment of high fatality and serious injury and implementation activities to enhance roadway safety for all. RTA staff will participate in the planning efforts upon request.

Previous Work

- Provided safety data using the Iowa Crash Analysis Tool
- Participated in planning efforts for county SS4A Action Plans

FY 2026 Activities and Products

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

TASK E-6: EQUIPMENT & SUPPLIES

Objective

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

Project Description

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

Previous Work

- Maintained ArcGIS licenses for three workstations
- Maintained license for Spatial Analyst and 3-D Analyst
- Maintained SketchUp Pro license

FY 2027 Activities and Products

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

Personnel, Budget, and Funding

	Staff Hours	Cost (\$)
Executive Director	70	8018
Director of Transportation	210	13516
Data Services Coordinator	100	5507
Transportation Planner II	206	9183
Transportation Planner I	104	4399
Administrative	120	7043
Personnel Total	810	47666
Direct Expenses		9834
Total	810	57500

Funding Type	Amount (\$)
RTA STBG-New	26000
FTA 5305e	10000
FHWA SPR	10000
INRCOG Match	11500
Total	57500

ELEMENT F: ADMINISTRATION

Objective

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

Project Description

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

Previous Work

Budget, audit, and other financial documents as required for the fiscal year ending June 30, 2026.

FY 2027 Activities and Products

- Quarterly progress reports and invoices
- Budget, audit, and other financial documents required for the fiscal year ending June 30, 2027.

Personnel, Budget, and Funding

Funding Type	Amount (\$)
RTA STBG-New	4250
FTA 5305e	10803
FHWA SPR	11653
INRCOG	6677
Total	33383

SCHEDULE OF ACTIVITIES

Description	1 st Quarter (July – Sept.)	2 nd Quarter (Oct. – Dec.)	3 rd Quarter (Jan. – Mar.)	4 th Quarter (April – June)	RTA LRTP Goals Supported
(A) Transportation Planning Work Program					
FY 2027 TPWP maintenance and budget monitoring	X	X	X	X	
Reimbursement submittals	X	X	X	X	
Draft FY 2028 TPWP submitted by March 31, 2027			X		1, 2, 3, 4
Final FY 2028 TPWP submitted by June 1, 2027				X	
RTA Self Certification				X	
(B) Transportation Improvement Program					
Assistance with STBG and TASA applications			X	X	
FY 2026-2029 TIP maintenance	X				
FY 2027-2030 TIP final program adopted	X				1, 2, 3, 4
FY 2027-2030 TIP maintenance	X	X	X	X	
Draft FY 2028-2031 TIP submitted by June 15, 2027		X	X	X	
(C) Public Participation Process					
Publish public hearing notices for state and federally required documents and TIP amendments	X	X	X	X	
Materials and staffing for two public input sessions for the draft FY 2028-2031 TIP in June 2027				X	
Public engagement via surveys, public hearings, public input sessions, public meetings, virtual public involvement, and other methods	X	X	X	X	1, 4
Content for the Black Hawk County MPO website	X	X	X	X	
Content for the INRCOG monthly e-newsletter	X	X	X	X	
Marketing and outreach of RTA planning activities through various outlets and mediums	X	X	X	X	
(D) Long-Range Transportation Planning					
Maintain and update the 2050 LRTP (as needed)		X		X	
Community planning assistance to implement the 2045 Bicycle Accommodation Plan	X	X	X	X	
Attend MPO/RPA Quarterly meetings	X	X	X	X	1, 2, 3, 4
Participation in regional and statewide coordination meetings	X	X	X	X	
Continue collaborative planning efforts to advocate for and secure funding for improvements identified in 2050 LRTP	X	X	X	X	

Description	1 st Quarter (July – Sept.)	2 nd Quarter (Oct. – Dec.)	3 rd Quarter (Jan. – Mar.)	4 th Quarter (April – June)	RTA LRTP Goals Supported
(E) Short-Range Transportation Planning					
Grant writing assistance to member communities (as requested)	X			X	
Reports and other materials by Federal, State, or other governmental agencies	X	X	X	X	
Policy Board meeting materials, meetings, and minutes	X	X	X	X	
TTC and BPAC meeting materials, meetings, and minutes			X		
Attend webinars, trainings, and conferences specific to transportation	X	X	X	X	
General planning assistance to communities	X	X	X	X	
Data collection and GIS data maintenance, including traffic count and crash data	X	X	X	X	
Print and/or develop maps for member communities or partner agencies	X	X	X	X	
Interactive mapping, including web-based mapping and story maps	X	X	X	X	
Pavement management, safety, and traffic count data for TIP project evaluation and prioritization			X	X	
General multimodal transportation planning assistance	X	X	X	X	1, 2, 3, 4
Safe Routes to School Program in public and parochial schools in the region	X	X	X	X	
Promotional materials for the Interactive Cedar Valley Trail Map		X	X		
Passenger Rail and Rail Safety community engagement	X	X	X	X	
Maintain and update the FY 2026-2030 PTP (as needed)		X		X	
Monitoring projects and initiatives identified in the FY 2026-2030 PTP	X	X	X	X	
Four TAC meetings (minimum of 2 required)	X	X	X	X	
Public outreach and marketing to increase public awareness of services provided by OnBoard Public Transit	X	X	X	X	
Safety data provided using the Iowa Crash Analysis Tool	X	X	X	X	
Crash-related charts and reports	X	X	X	X	
ArcGIS licenses for three workstations			X		
Spatial Analyst and 3-D Analyst			X		
SketchUp Pro license		X			
(F) Administration					
Quarterly progress reports and invoices	X	X	X	X	
Budget, audit, and other financial documents required for the fiscal year ending June 30, 2027	X	X	X	X	

FY 2027 BUDGET & FUNDING SOURCES

FY 2027 Transportation Budget Summary

Work Element	RTA STBG Carryover (\$)	RTA SPR Carryover (\$)	RTA STBG New (\$)	5305e New (\$)	FHWA SPR (\$)	Federal Total (\$)	INRCOG Match (\$)	Total (\$)
(A) TPWP				800	800	1600	400	2000
(B) TIP				1840	1840	3680	920	4600
(C) Public Participation Process				1060	1060	2120	530	2650
(D) Long-Range Transportation Planning			9750	9750	8900	28400	7100	35500
(E) Short-Range Transportation Planning			26000	10000	10000	46000	11500	57500
(F) Administration			4250	10803	11653	26706	6677	33383
Total			40000	34253	34253	108506	27127	135633

FHWA Statewide Planning & Research (SPR) program funding is transferred to FTA 5305e funding in a consolidated planning grant application.

FHWA Surface Transportation Block Grant (STBG) program funding is transferred to FTA 5311 program funding in a separate FTA transfer grant application.

FY 2027 INRCOG Personnel Assignments Direct Planning Tasks

Work Element	Total Budget (100%) (\$)	Direct Expense (\$)	Salary and Fringe (\$)
(A)	2000	634	1366
(B)	4600	1354	3246
(C)	2650	483	2167
(D)	35500	2813	32687
(E)	57500	9834	47666
(F)	33383		33383
Total	135633	15118	120515

FY 2027 Staff Time (in hours)

Work Element	Executive Director	Director of Transportation	Data Services Coordinator	Transportation Planner II	Transportation Planner I	Administrative Staff	Total
(A)	6	5	0	8	0	0	19
(B)	0	10	0	47	12	0	69
(C)	0	10	0	19	16	0	45
(D)	57	210	103	120	0	20	510
(E)	70	210	100	206	104	120	810
Total	133	445	203	400	132	140	1453



INRCOG

Iowa Northland Regional
Council of Governments

INRCOG COST ALLOCATION PLAN

Contact: Brian Schoon, Executive Director

bschoon@inrcog.org

A. Introduction

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

A. Cost Allocation Methodology

This proposal is for a Cost Allocation Plan (Plan) to cover the period beginning July 1, 2025 and ending June 30, 2026. This proposal is based on INRCOG's actual costs reconcilable to the audited financial statements for its fiscal year ending June 30, 2026. The status of our cost allocation plan is:

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

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

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

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C. Direct Costs

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

Typical direct costs chargeable to programs include:

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

D. Indirect Costs

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

Indirect costs include:

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

E. Cost Pool and Base for Distribution

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

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

Predetermined Fixed Rates

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

Negotiated Lump Sum for Overhead

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

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

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

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

G. Description of Accounting System

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

INRCOG uses Quick Books per our accountant's recommendation.

H. Indirect Salaries

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

I. Indirect Fringe Benefits

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

J. Organization Chart

See Schedule B

K. Cost Allocation Plan Certification

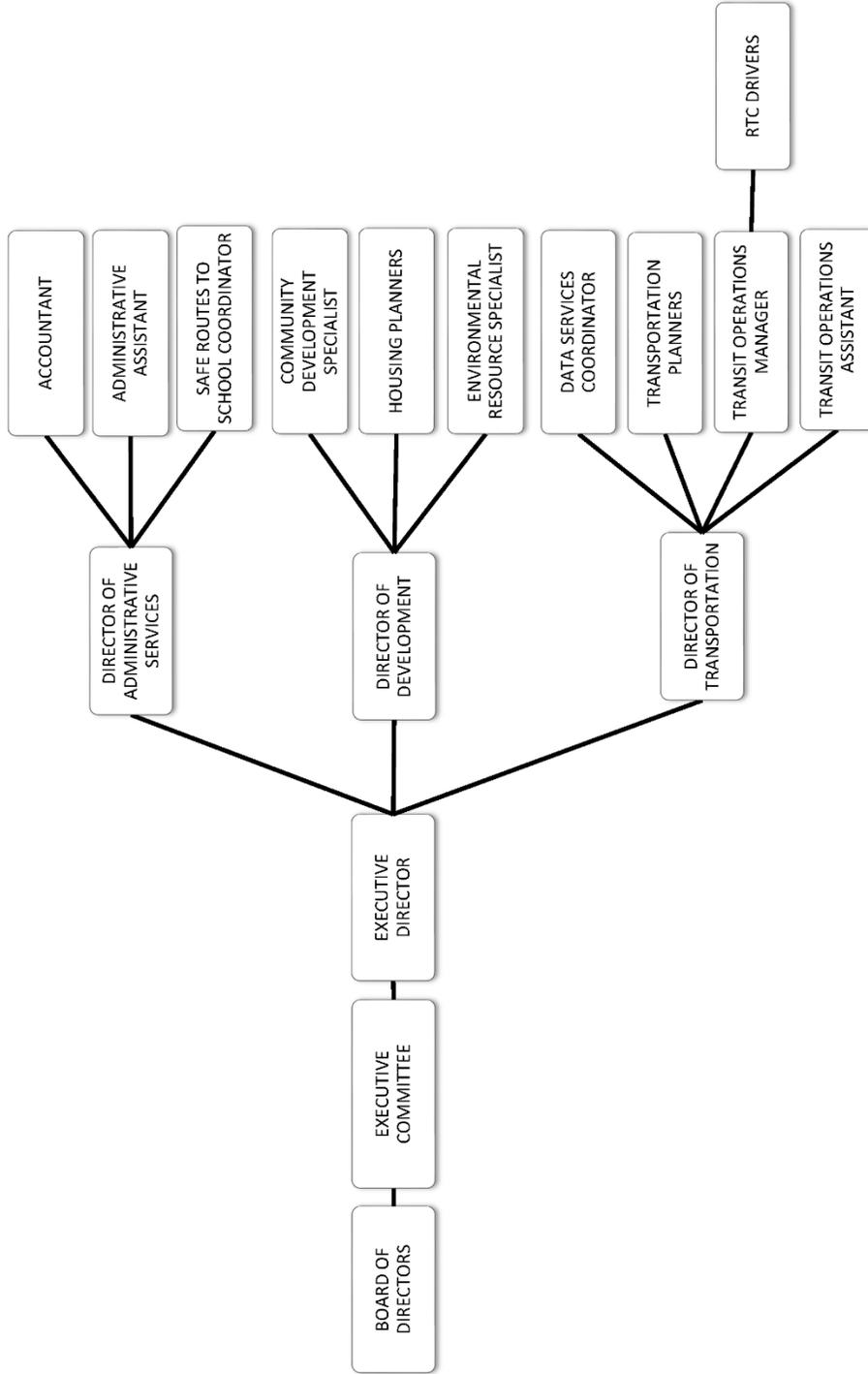
See attached

Schedule A – Elements of Cost

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

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

Iowa Northland Regional Council of Governments
Organizational Chart





Certificate of Indirect Cost Proposal and Indirect Costs

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

- 1) All costs included in this proposal of May 15, 2025 to establish a:
 - Cost Allocation Plan
 - Indirect Cost Rate
 for July 1, 2025 to June 30, 2026 are allowable in accordance with the requirements of the Federal awards to which they apply and with Subpart E – Cost Principles of Part 200 as they apply to my:
 - Governmental Organization
 - Non-profit Organization

- 2) This proposal does not include any costs which are unallowable under Subpart E – Cost Principles of Part 200 such as (without limitation): public relation costs, contributions and donations, entertainment costs, fines and penalties, lobbying costs, and defense of fraud proceedings; and

- 3) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

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

Signature

Brian Schoon
Printed Name

Executive Director
Title

Iowa Northland Regional Council of Governments
Name of Organization

May 15, 2025
Date Signed

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



APPENDIX A – RESOLUTION

RESOLUTION OF THE IOWA NORTHLAND REGIONAL TRANSPORTATION AUTHORITY POLICY BOARD

WHEREAS, the Iowa Northland Regional Transportation Authority (RTA) has been designated as the Regional Planning Affiliation for Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties, excluding the Waterloo-Cedar Falls metropolitan area; and

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

WHEREAS, the Policy Board has reviewed the Transportation Planning Work Program (TPWP) for Fiscal Year 2026; and

WHEREAS, the Iowa DOT requires that the RTA commit a twenty (20) percent local share to the TPWP budget for FY 2026.

NOW, THEREFORE BE IT RESOLVED that the Iowa Northland Regional Transportation Authority Policy Board hereby approves the FY 2026 Transportation Planning Work Program for submittal to the Iowa DOT, and commits the required twenty (20) percent local share to the TPWP budget for FY 2026.

Passed and adopted this 15th day of May, 2025.

Duane Hildebrandt, Vice-Chair

ATTEST:

Brian Schoon, INRCOG Executive Director

APPENDIX B – RTA SELF-CERTIFICATION

RTA Self-Certification of Procurement and Consultant Selection Procedures

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

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

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

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

Signature

Brian Schoon

Printed Name

Executive Director

Title

Iowa Northland Regional Council of Governments

Name of Organization

May 15, 2025

Date Signed

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

APPENDIX C – SRTS PROPOSED SCOPE OF WORK

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

Project Title: Safe Routes Partnership

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

Tasks and Deliverables:

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

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

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

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

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

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

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

- Deliverable 1: Attend conferences to grow active transportation and Safe Routes knowledge and skill sets

