



FY 2027-2030

Transportation Improvement
Program

Black Hawk County MPO

July 9, 2026

FY 2027-2030

TRANSPORTATION IMPROVEMENT PROGRAM

Black Hawk County Metropolitan Area Transportation Policy Board

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INRCOG Staff

Brian Schoon	Executive Director
Nick Fratzke	Director of Transportation
Sanzida Rahman-Setu.....	Transportation Planner
Oghogho Oriakhi	Transportation Planner
Brenda Vavroch	Safe Routes to School Coordinator
Sheri Alldredge.....	Director of Administrative Services
Brenda Ponto	Accountant
Dan Schlichtmann	Data Services Coordinator
Hayley Weiglein.....	Administrative Assistant

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POLICY BOARD AND COMMITTEES

Policy Board

Representing	Name	Title	MPO Membership
City of Cedar Falls	Danny Laudick	Mayor	Member
	Gil Schultz	Councilperson	1 st Alternate
	Chris Latta	Councilperson, Mayor Pro Tem	2 nd Alternate
City of Elk Run Heights	Lisa Smock	Mayor	Member
	Heather Sallis	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Evansdale	DeAnne Kobliska	Mayor	Member
	Justin Smock	Councilperson, Mayor Pro Tem	1st Alternate
	Dottie Wear	Councilperson	2nd Alternate
City of Gilbertville	Scott Becker	Mayor	Member (Chair)
	Mike Even	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Hudson	Hector Baldiviezo	Mayor	Member
	Matt Reisetter	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Raymond	Gary Vick	Mayor	Member
			1st Alternate
			2nd Alternate
City of Waterloo	Dave Bosen	Mayor	Member
	Noel Anderson	Com. Planning & Dev. Director	1st Alternate
	Aric Schroeder	City Planner	2nd Alternate
Black Hawk County	Ritchie Kurtenbach	Supervisor	Member (Vice-Chair)
	Tavis Hall	Supervisor	1st Alternate
			2nd Alternate
MET Transit Board	Rosalyn Middleton	Board Member	Member
	Bob Seymour	Chair	1st Alternate
	Sharon Droste	Vice-Chair	2nd Alternate
Waterloo Regional Airport Board	David Deeds	Chair	Member
	Steven Kjergaard	Director of Aviation	1st Alternate
			2nd Alternate

Transportation Technical Committee (TTC)

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

Bicycle and Pedestrian Advisory Committee (BPAC)

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

Transit Advisory Committee

Representing	Name
Black Hawk County Gaming Association	Emily Hanson
Black Hawk County Emergency Management	Mindy Benson
Black Hawk County Public Health	Bethany Fratzke
Black Hawk County Public Health	Lisa Sesterhenn
Black Hawk/Grundy Mental Health	Tom Eachus
Bremer County, East Central Region	Jan Heidemann
Butler County Public Health	Jennifer Becker
Cedar Valley United Way	Debbie Roth
Chickasaw County General Assistance	Karen Henry
City of Cedar Falls	Thomas Weintraut
City of Elk Run Heights	Lisa Smock
City of Evansdale	DeAnne Kobliska
City of Waterloo	Aric Schroeder
City of Waterloo	Britni Perkins
City of Waterloo	
Community Foundation of Northeast Iowa	Kaye Englin
Comprehensive Systems Inc.	Carolyn Repp
Exceptional Persons Inc.	Nicole Ericson
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	Duskey Steele
House of Hope	Karin Rowe
House of Hope, Pillars	Susan Backes
Iowa DOT, District 2	Krista Billhorn
Iowa DOT, Public Transit Bureau	Emma Simmons

Representing	Name
Iowa DOT, Public Transit Bureau	
Iowa Works Cedar Valley	Karen Siler
League of Women Voters of Black Hawk-Bremer Counties	Cherie Dargan
McElroy Trust	Megan McKenzie
MET Transit	David Sturch
MET Transit Board	Lon Kammeyer
MET Transit Board	Rosalyn Middleton
My Riders Club	Martin Wissenberg
Northeast Iowa Area Agency on Aging (NEI3A)	
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	
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	Sanzida Rahman-Setu
INRCOG	Brenda Vavroch
INRCOG	Nick Fratzke

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

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

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

WHEREAS, the FY 2027-2030 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 2027 selection year of the highway, transportation alternatives, carbon reduction, and transit elements of the TIP are financially feasible based upon anticipated federal, state, and local resources.

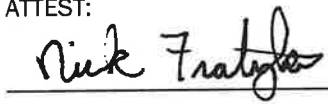
NOW, THEREFORE BE IT RESOLVED that the Black Hawk County Metropolitan Area Transportation Policy Board hereby approves the Final FY 2027-2030 Transportation Improvement Program.

Passed and adopted this 9th day of July 2026.



Scott Becker, Chair

ATTEST:



Nick Fratzke, Director of Transportation, INRCOG

MPO SELF-CERTIFICATION

In accordance with 23 CFR 450.336, the **Iowa Department of Transportation** and the **Black Hawk County Metropolitan Area Transportation Policy Board** for the **Waterloo/Cedar Falls, Iowa urbanized area**, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all participating requirements of:

- 1) [23 U.S.C. 134](#) [49 U.S.C. 5303](#), and this subpart;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended ([42 U.S.C. 7504](#), [7506\(c\)](#) and [\(d\)](#)) and [40 CFR part 93](#);
- 3) Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- 4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- 6) [23 CFR parts 230](#), regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101](#) et seq.) and [49 CFR parts 27](#), [37](#), and [38](#);
- 8) The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination based on age in programs or activities receiving Federal financial assistance;
- 9) [Section 324 of title 23 U.S.C.](#) regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.


Iowa Department of Transportation

07/13/2026
Date


MPO Chair

07/09/2026
Date

INTRODUCTION

This document is the FY 2027-2030 Transportation Improvement Program (TIP) for the Black Hawk County Metropolitan Area Transportation Policy Board (MPO). The TIP contains all transportation projects in the MPO 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 MPO's Long-Range Transportation Plan to be moved forward into programming and construction.

The planning and programming process required of the MPO is outlined in the 2021 federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA). Prior to IIJA's approval, the MPO 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 MPO's overall transportation planning goals are to provide for the safe, adequate, and efficient movement of people and goods in the urban area. The MPO 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 security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation
- Enhance travel and tourism

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 by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA).

The TIP is updated annually. Each year, the MPO Bicycle and Pedestrian Advisory Committee (BPAC) and Transportation Technical Committee (TTC) hold work sessions to rank and program Surface Transportation Block Grant (STBG) Program, Transportation Alternatives Set-aside Program (TASA), and Carbon Reduction Program (CRP) projects for the metropolitan area. A draft TIP is compiled, distributed to the MPO Policy Board and TTC for review, and taken out for public input. The draft document is posted on the Black Hawk County MPO 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 MPO Policy Board. The final TIP is posted on the Black Hawk County MPO 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 replacing, rehabilitating, preserving, protecting, and constructing 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 supporting 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 is 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 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 supporting transportation planning projects in urbanized areas with more than 50,000 people.
- 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-emission 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 are eligible for 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 by 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. Most of the funds received in the fiscal year are distributed to individual transit systems based on 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 the 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 for transit marketing and projects exploring new transit technologies. Applications are available to public transit agencies through 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 MPO has three pools of federal aid to program towards projects: STBG, TASA, and CRP. Annual funding target averages for the next four federal fiscal years are \$3,969,363 for STBG, \$386,684 for TASA, and \$344,498 for CRP.

The *Funding by Year and Program* table shows the total costs and anticipated federal aid for all programs. Projects anticipated to receive funding from any of the mentioned federal-aid programs in FY 2027-2030 are listed in the *Program of Projects*. This document also includes a *FY 2026 Project Status Report* as of July 06, 2026.

FINANCIAL INFORMATION AND FISCAL CONSTRAINT

The Iowa DOT Program Management Bureau provides the MPO with estimated STBG, TASA, and CRP 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 MPO expects project sponsors to ensure project costs are in YOE dollars. Each year, projects that were previously on 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, TASA, and CRP is demonstrated in the *Funding by Year and Program* section of this document. *MET Transit Financial Capacity Analysis* is also included in this document. Fiscal constraint for all other programs is evaluated at a statewide level by the Iowa DOT.

Each year before the 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 Fund. 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 is 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. Iowa DOT estimated operation and maintenance costs and revenues are shown in the *Iowa DOT Operations, Maintenance, and Revenues* section of this document.

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, bridge programs, and other grant programs. Implementation of the 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 https://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 the fiscal constraint of the document.

To maintain the 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 needs 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 requirements to ensure fiscal constraint do not apply to accomplishment year projects that have already been 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 increase in cost estimates will be balanced out by projects whose authorized federal aid is less than what was programmed.

PROJECT SELECTION

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The MPO solicited candidate projects for STBG funds in January 2026. Applications were due by April 3, 2026. The funding guidelines, funding flyer, and application form were made available on the Black Hawk County MPO website. 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 own methodology. The only county in the MPO is Black Hawk County, and its method for selecting bridges is outlined in *Appendix 1*.

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 MPO's Transportation Alternatives Set-Aside Program (TASA) Guidelines
 - Projects eligible under the MPO's Carbon Reduction Guidelines
- Ineligible activities:
 - Preliminary and final design/engineering
 - Construction engineering/construction related services
 - Right-of-way acquisition
 - Corridor studies
 - Utility relocation
 - Sidewalk maintenance
- Roadway projects must be on federally classified routes that are Collector or above.

- For construction projects, preliminary design must be completed before applying for STBG funds.
- Projects must be consistent with the goals of the MPO Long-Range Transportation Plan.
- Construction projects must be listed in the MPO Long-Range Transportation Plan unless it is a project that is primarily:
 - Maintains and optimizes the transportation system.
 - Addresses structurally deficient or insufficient bridges.
 - Focus on multimodal transportation.
- STBG projects are eligible for up to 80 percent of the total estimated eligible project cost.
- City and County applications must include a copy of an executed resolution, preliminary design plan (if applicable), and detailed cost estimate. All information must be submitted by the application deadline.
- Incomplete applications or late applications will not be considered for funding.
- Projects submitted for consideration will be reviewed by MPO Staff for eligibility before the TTC meeting.

Project Ranking and Programming

- Projects will be ranked and recommended for funding by TTC. Voting entities include the following:
 - Each city shall have one vote
 - Black Hawk County shall have one vote
 - MET Transit shall have one vote
 - Waterloo Regional Airport shall have one vote
- The TTC will rank projects by considering the ability to meet the MPO Long-Range Transportation Plan Goals, Objectives, and Performance Measures.
- Projects will be ranked via a comparison process. All projects will be directly compared to each other, with priority being chosen from each pair. Each time a project is chosen, it will receive a point. Points will be totaled, resulting in a ranked priority list for funding.
- TTC shall recommend projects for funding based upon the project rankings and funding constraints.
- TTC has the discretion to recommend the share of STBG funds for each recommended project.
- 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 projects within the final TIP.
- Upon approval of the final TIP by the Policy Board, the MPO 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, and objectivity, and to improve overall project quality. The MPO uses a project ranking process.

The MPO solicited candidate projects for TASA funds in November 2025. Applications were due by February 27, 2026. The funding guidelines, funding flyer, and application forms were made available on the Black Hawk County MPO website.

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), which was enacted in November 2021. In the published program guidance, the Federal Highway Administration (FHWA) has several aims for the program:
 1. To encourage investment in projects that upgrade the condition of streets, highways, and bridges, and 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 to 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., a 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 include:
 - 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. MPO administrative activities.
 2. Promotional activities, except as permitted within an eligible safe route 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.
 5. Costs for safety features such as, but not limited to, traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader federal-aid highway project when a larger project scope is undertaken with federal-aid highway funding. As an example, separating sidewalk widening costs from a roadway reconstruction project funded 3 with Surface Transportation Block Grant funding is not allowed and will not be supported with TA Set-aside funds regardless of which funding source is committed to a project first.

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 be 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 Black Hawk County MPO.
 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.

Project Ranking and Programming

- Projects will be ranked and recommended for funding by the Bicycle and Pedestrian Advisory Committee (BPAC). Voting entities include the following:
 - City of Cedar Falls
 - City of Elk Run Heights
 - City of Evansdale
 - City of Gilbertville
 - City of Hudson
 - City of Raymond
 - City of Waterloo
 - Black Hawk County
 - MET Transit
 - George Wyth State Park
- The BPAC will rank completed applications based on the following criteria:
 - Alignment with Local, Regional, or Statewide Planning Documents: What is the relationship of the proposed project to local, regional, or statewide plans? For example, how does the project align with the MPO Bikeway Plan?
 - Connectivity and Completion of Bikeway Linkages: To what degree will completion of the proposed project provide connectivity to existing facilities or develop bikeway linkages?
 - Federal-aid Highway Project Development Process, Understanding, and Capacity: What previous experience does the existing project sponsor staff have with the federal-aid highway project development process? Has past performance resulted in successful projects that delivered the projects in a timely and compliant manner? Does existing staff have the capacity to administer the proposed project? Has the project sponsor demonstrated an understanding of the program rules? What strategies will be implemented to deliver the proposed project successfully?
 - Contribution Toward Safety for All Transportation Modes: How would the proposed project address the safety of all users, such as those who walk, bike, drive, ride transit, or travel by other modes? To what degree will the proposed project address any existing safety needs or concerns?
 - Enhancement of Local Tourism Benefits: How will the proposed project enhance tourism in the MPO? What are the economic benefits of the proposed project to the metro area and the state?
 - Need for the Proposed Project: Why is the project needed in the area, and what population will it serve? How will the proposed project satisfy that need?
 - Address High-Need Areas: How does the project impact a high-need area such as low-income, transit-dependent, rural (less than 5,000 population), or other areas? How will the proposed project improve the overall mobility of these areas, and how has this population been engaged in the planning for the proposed project?
 - Improve Accessibility: What efforts have been made to go beyond compliance with the Americans with Disabilities Act (ADA) of 1990 to ensure the proposed project will be accessible and usable by individuals with disabilities?
 - Long-Term Maintenance Plan: What arrangements have been made to continue operation and maintenance of the proposed project after the project is complete? Has a maintenance fund or an endowment been established?
 - Project Readiness: How has the project sponsor demonstrated the project is ready for development? How has the project sponsor prepared for the proposed project by resolving any potential obstacles? Will the project proceed without delay upon award of funding?
- Projects will be ranked via a comparison process. All projects will be directly compared to each other, with priority being chosen out of each pair. Each time a project is chosen, it will receive a point. Points will be totaled, resulting in a ranked priority list for funding.
- The BPAC shall recommend projects for funding based upon the project rankings and funding constraints.
- The BPAC has the discretion to recommend the share of TA Set-Aside funds for each recommended project.
- Projects recommended for funds will be incorporated into the draft MPO Transportation Improvement Program (TIP), distributed to the Policy Board for review, and shared 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 TA Set-Aside funds within the final TIP.
- Upon approval of the final TIP by the Policy Board, the MPO shall forward a TA Set-Aside Award Letter to the recipient.

CARBON REDUCTION PROGRAM (CRP)

This program funds projects designed to reduce transportation emissions, defined as carbon dioxide emissions, from on-road sources. The Iowa DOT allocates CRP funds to MPOs for prioritizing and selecting projects that align with the regional priorities involving all entities eligible to participate in a public project.

Eligible Activities and Requirements

- Eligible Projects
 - Establishing or operating a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - Public transportation projects including the construction of a bus rapid transit corridor or dedicated bus lanes;
 - Construction/implementation of on- and off-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - Advanced transportation and congestion management technologies;
 - Projects for the deployment of infrastructure-based intelligent transportation systems, capital improvements, and the installation of vehicle-to-infrastructure communications equipment;
 - Replacing street lighting and traffic control devices with energy-efficient alternatives;
 - Efforts to reduce the environmental and community impacts of freight movement;
 - Supporting deployment of alternative fuel vehicles, including:
 - Acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - The purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - Diesel engine retrofit project;
 - Certain types of projects to improve traffic flow that are eligible under the Congestion Mitigation and Air Quality (CMAQ) program and that do not involve the construction of new capacity.
- For additional details on Eligible Projects, visit the [Bipartisan Infrastructure Law Fact Sheet website](#).
- Projects must be consistent with the Iowa DOT Carbon Reduction Strategy or the goals and objectives of the *MPO Long-Range Transportation Plan*.
- Carbon Reduction Program projects are eligible for up to 80 percent of the total estimated eligible project cost.
- Carbon Reduction Program projects are eligible for up to 80 percent of the total estimated eligible project cost.
- Applications must include a copy of an executed resolution and a detailed cost estimate. All information must be submitted by the application deadline.
- Incomplete applications or late applications will not be considered for funding.
- Projects submitted for consideration will be reviewed by MPO Staff for eligibility before the Transportation Technical Committee meeting.

Project Ranking and Programming

- Projects will be ranked and recommended for funding by MPO staff.
- MPO staff will rank projects by considering the ability to meet the MPO Long-Range Transportation Plan Goals, Objectives, and Performance Measures.
- Projects will be ranked via a comparison process. All projects will be directly compared to each other, with priority being chosen from each pair. Each time a project is chosen, it will receive a point. Points will be totaled, resulting in a ranked priority list for funding.
- MPO staff shall recommend projects for funding based upon the project rankings and funding constraints.
- MPO staff has the discretion to recommend the share of Carbon Reduction Program funds for each recommended project.
- Projects recommended for Carbon Reduction Program 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 Carbon Reduction Program projects within the final TIP.
- Upon approval of the final TIP by the Policy Board, the MPO shall forward a Carbon Reduction Program Award Letter to the recipient.

PUBLIC PARTICIPATION AND TITLE VI

The MPO strives to engage the public in the transportation planning and programming process. The process to be used during TIP development is outlined in the MPO's Public Participation Plan (PPP), adopted on November 10, 2022. 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 MPO 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, multicultural centers and agencies, and all area media, as well as posting flyers on MET Transit's buses. Flyers include a short message in Spanish, which is the area's most predominant language other than English.

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 MPO 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 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 MPO staff without public review and comment or re-demonstration of fiscal constraint. MPO staff will discuss administrative modifications with the Policy Board, 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 MPO 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 increased by less than \$2,000,000	Federal aid changed by more than 30 percent, or total federal aid increased 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

PERFORMANCE-BASED PLANNING – MPO REQUIREMENTS

With the passing of the Infrastructure Investment and Jobs Act (IIJA), MPOs are required to use performance-based transportation planning practices. MPO TIPs will be required to document compliance with each of the performance-based planning categories, which include the following:

- Safety (PM I)
- Pavement and Bridge (PM II)
- System and Freight Reliability (PM III)
- Transit Asset Management
- Transit Safety

Safety (PM I)

Compliance with safety performance-based planning requirements began on May 27, 2018, for MPOs. To satisfy the safety performance measure, MPOs can choose to support the DOT safety targets or set their own unique targets. Rather than setting its own safety targets, the Black Hawk County MPO has chosen to support the Iowa DOT's safety targets as published in the most recent Iowa Highway Safety Improvement Program Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT-sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT coordinated with the Black Hawk County MPO as part of its target-setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed, which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

Of over twenty projects programmed in the Black Hawk County MPO 2027-2030 TIP, a significant number of those projects are directly included in the 2050 Long Range Transportation Plan (LRTP). Each of the projects solicited is considered if it is deemed eligible and scores a significant enough ranking for the safety improvement that has been considered in the design. Consistent with the Iowa DOT performance measures outlined in the Black Hawk County MPO 2050 LRTP, the FY 2027–2030 TIP is anticipated to advance the MPO's performance targets and long-range transportation goals through investments that improve safety, preserve transportation infrastructure, enhance system reliability, and support transit services throughout the MPO area..

Pavement and Bridge (PM II)

Compliance with the pavement and bridge performance-based planning requirements began on May 20, 2019, for MPOs. To satisfy the pavement and bridge performance measures, MPOs can choose to support the DOT pavement and bridge targets or set their own unique targets. Rather than setting its own pavement and bridge targets, the Black Hawk County MPO has chosen to support the Iowa DOT's pavement and bridge targets as submitted in the most recent performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System (NHS) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT-sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects the State Long-Range Transportation Plan and system/modal plans to Iowa DOT's Five-Year Program and the STIP. The long-range plan defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision.

The Iowa DOT coordinated with the Black Hawk County MPO as part of its target-setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future conditions. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP

discusses the major investment categories through which the Commission allocates funding. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

Of the roughly twenty projects programmed in the Black Hawk County MPO 2027-2030 TIP, 13 of those projects are directly included in the 2050 Long Range Transportation Plan. Each of the projects solicited is considered only if it is deemed eligible and scores a significant enough ranking for the optimization of investment and outcomes that have been considered in the design.

System and Freight Reliability (PM III)

Compliance with PM III performance-based planning requirements began May 20, 2019, for MPOs. To satisfy the PM III performance measure, MPOs can choose to support the DOT PM III targets or set their own unique targets. Rather than setting its own system and freight reliability targets, the Black Hawk County MPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

The Iowa DOT coordinated with the Black Hawk County MPO as part of its target-setting process. Historical performance was reviewed to set targets. In addition to projects utilizing Transportation Systems Management and Operations (TSMO) strategies, projects focused on improving pavement and bridge conditions also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, as well as the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. State projects identified in the freight investment plan and programmed in the STIP were highly ranked freight bottlenecks.

Of the roughly twenty projects programmed in the Black Hawk County MPO 2027-2030 TIP, 13 of those projects are directly included in the 2050 Long Range Transportation Plan. Each of the projects solicited is considered only if it is deemed eligible and scores a significant enough ranking for the optimization of investment and outcomes that have been considered in the design.

Transit Asset Management

Compliance with transit asset management performance-based planning requirements began on October 1, 2018. Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target-setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers, while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit-rolling stock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Transit projects programmed in the Black Hawk County MPO 2027-2030 TIP are all directly included in the 2050 Long Range Transportation Plan. Each of the investments in MET transit is deemed appropriate after consideration by the Transit Advisory Committee (TAC), the MET Board of Directors, and the BHC MPO with intentional regard to the optimization of investment and outcomes.

Transit Safety

Compliance with transit safety performance-based planning requirements began on July 20, 2021. Public transit projects included in the STIP align with the transit safety planning and target-setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT provided assistance with the development of initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and

federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published based on MAP-21 and the FAST Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances: When one MPO serves a UZA, when more than one MPO serves a UZA, and when an MPA includes a UZA that has been designated as a TMA as well as a UZA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section, or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

Transit projects programmed in the Black Hawk County MPO 2027-2030 TIP are all directly included in the 2050 Long Range Transportation Plan. Each of the investments in MET transit is deemed appropriate after consideration by the Transit Advisory Committee (TAC), the MET Board of Directors, and the BHC MPO with intentional regard to the optimization of investment and outcomes.

The following approach was cooperatively developed to address 23 CFR 450.314 (h):

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's Transportation Planning Work Program.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

As outlined in the 2018 Cooperative Agreement for Continuing Transportation Planning, the Black Hawk County MPO and Metropolitan Transit Authority of Black Hawk County (MET Transit) agree to the following:

1. MET Transit will adopt a Transit Asset Management (TAM) plan by October 1, 2018, and will provide a copy to the MPO.
2. MET Transit will update its TAM plan at least every four years, with a horizon period of at least four years. MET Transit will provide a copy to the MPO whenever the TAM document is updated.
3. MET Transit will adopt a transit State of Good Repair (SGR) target annually. SGR targets will be reported to the FTA's National Transit Database and to the MPO.
4. Following the initial target setting, the MPO will choose to support MET's SGR targets or adopt MPO-specific targets no later than 180 days after the date MET Transit sets its targets. MPO targets will be revisited as directed by FTA.
5. MPO staff will report the MPO SGR targets to the Iowa DOT.

Overall, with the understanding that the Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements, the projects programmed in the FY 2027–2030 TIP are expected to support progress toward the performance targets established in the Black Hawk County MPO 2050 Long-Range Transportation Plan. By prioritizing investments in transportation safety, system and freight reliability, transit asset management, and transit safety, the FY 2-27-2030 TIP serves as more than a programming document; it is a critical tool for implementing the MPO's long-range vision and achieving desired transportation outcomes. Through targeted investments, the TIP is expected to strengthen the MPO's transportation network, improve mobility and accessibility for residents and businesses, and support a safe, efficient, reliable, and resilient multimodal transportation system throughout the MPO planning area.

2027 Statewide Transportation Improvement Program

MPO 30 / INRCOG

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

CRP

55515	CRP-8155(791)--8P-07	TIP Approved	Total	\$2,320,000				\$2,320,000
Waterloo	In the city of Waterloo, On Hammond Ave/Ridgeway Ave intersection, construction of roundabout and sidewalk to San Marnan	6/15/2027	Federal Aid	\$2,032,000				\$2,032,000
			Local	\$288,000				\$288,000
	PCC Pavement - Replace, Ped/Bike Grade & Pave		Regional	\$1,332,000				\$1,332,000

Grant Application

55938	DGA-8155()-XT-07	TIP Approved	Total		\$47,218,700			\$47,218,700
Waterloo	In the city of Waterloo, On 4th 5th and 6th Streets, from 400' SW of Kimball Ave NE 2.1 miles to 970' NE of Walnut St		Federal Aid					
	Outside Services Engineering, PCC Overlay, PCC Pavement - Replace, Ped/Bike Grade & Pave, Sanitary Sewer, Storm Sewer/Intakes		Local		\$23,609,350			\$23,609,350
			Grant App		\$23,609,350			\$23,609,350

HBP

58275	BHOS-2432(615)--89-07	TIP Approved	Total	\$1,500,000				\$1,500,000
Evansdale	In the city of Evansdale, On 6th Street over Elk Run Creek		Federal Aid	\$1,500,000				\$1,500,000
	Bridge Rehabilitation							

ILL

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

NHPP

58930	NHSX-020()-3H-07	TIP Approved	Total	\$2,272,000				\$2,272,000
Iowa Department of Transportation	US 20: Grundy Co Line to Hudson Rd (EB/WB)		Federal Aid	\$1,817,600				\$1,817,600
	Pavement Rehab		DOT	\$454,400				\$454,400

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

NHPP

57885	NHSX-218()--3H-07	TIP Approved	Total	\$6,946,000				\$6,946,000
Iowa Department of Transportation	US 218: George Wythe State Park to the IA 27/IA 57/IA 58 Interchange (SB)		Federal Aid	\$5,556,800				\$5,556,800
	Pave		DOT	\$1,389,200				\$1,389,200
			Regional	\$914,000				\$914,000

DOT Note: MPO contribution of \$914,000 STBG from ID 55792

54682	IMX-380()--02-07	TIP Approved	Total		\$2,215,000			\$2,215,000
Iowa Department of Transportation	I 380: Southbound Flyover Ramp at N US 20 Interchange		Federal Aid		\$1,993,500			\$1,993,500
	Bridge Painting		DOT		\$221,500			\$221,500
54728	NHSX-058()--3H-07	TIP Approved	Total		\$1,826,000	\$52,555,000		\$54,381,000
Iowa Department of Transportation	IA 58: Greenhill Rd in Cedar Falls (State Share)		Federal Aid			\$46,781,600		\$46,781,600
	Bridge New, Culvert Extension, Grade and Pave		DOT		\$1,826,000	\$5,773,400		\$7,599,400
58929	IMX-380()--02-07	TIP Approved	Total				\$7,155,000	\$7,155,000
Iowa Department of Transportation	I 380: SB Flyover at N US 20 Interchange		Federal Aid				\$6,439,500	\$6,439,500
	Bridge Deck Overlay		DOT				\$715,500	\$715,500

PL

16106	RGPL-PA30()--PL-07	TIP Approved	Total	\$297,677	\$297,677	\$297,677	\$297,677	\$1,190,708
MPO 30 / INRCOG	Waterloo MPO Planning: PL For Waterloo MPO Transportation Planning		Federal Aid	\$239,338	\$239,338	\$239,338	\$239,338	\$957,352
	Trans Planning		Local	\$58,339	\$58,339	\$58,339	\$58,339	\$233,356

PRF

58928	NHSN-020()--2R-07	TIP Approved	Total	\$450,000				\$450,000
Iowa Department of Transportation	US 20: Ansborough Ave Interchange in Waterloo - EB Ramp Terminal		Federal Aid					
	Grade and Pave		DOT	\$450,000				\$450,000
58927	NHSN-063()--2R-07	TIP Approved	Total	\$710,000				\$710,000
Iowa Department of Transportation	US 63: Edwards Pump Station near CN RR Overpass		Federal Aid					
	Miscellaneous		DOT	\$710,000				\$710,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

57882	BRF-020()--38-07	TIP Approved	Total	\$2,340,000				\$2,340,000
Iowa Department of Transportation	US 20: At W I-380/US 218 Interchange in Waterloo (EB/WB)		Federal Aid	\$1,872,000				\$1,872,000
	Bridge Deck Overlay		DOT	\$468,000				\$468,000
57881	BRF-020()--38-07	TIP Approved	Total	\$1,300,000				\$1,300,000
Iowa Department of Transportation	US 20: At IA 27/IA 58 Interchange in Cedar Falls (EB/WB)		Federal Aid	\$1,040,000				\$1,040,000
	Bridge Deck Overlay		DOT	\$260,000				\$260,000
57883	BRF-218()--38-07	TIP Approved	Total	\$2,340,000				\$2,340,000
Iowa Department of Transportation	US 218: Fletcher Ave 0.6 mi N of US 63 in Waterloo (NB/SB)		Federal Aid	\$1,872,000				\$1,872,000
	Bridge Deck Overlay		DOT	\$468,000				\$468,000
54703	BRF-218()--38-07	TIP Approved	Total	\$5,450,000				\$5,450,000
Iowa Department of Transportation	US 218: Cedar River and Trail 2.9 mi S of IA 57 in Waterloo		Federal Aid	\$4,360,000				\$4,360,000
	Bridge Deck Overlay		DOT	\$1,090,000				\$1,090,000
54701	BRF-281()--38-07	TIP Approved	Total	\$2,798,000				\$2,798,000
Iowa Department of Transportation	IA 281: Elk Run Creek 0.3 mi E of Co Rd V43		Federal Aid	\$2,229,600				\$2,229,600
	Bridge Replacement, Right of Way		DOT	\$568,400				\$568,400
55792	STP-PA30()--2C-07	Submitted	Total	\$4,570,000				\$4,570,000
MPO 30 / INRCOG	On US 218 S, George Wythe State Park to the IA 27/IA 57/IA 58 Interchange (SB)		Federal Aid	\$914,000				\$914,000
	Pavement Rehab		Local	\$3,656,000				\$3,656,000
			Regional	\$914,000				\$914,000
DOT Note: MPO contribution of \$914,000 to DOT project ID 57885								
53121	STP-S-C007(179)--5E-07	TIP Approved	Total	\$1,800,000				\$1,800,000
Black Hawk County	On D 38, from Hwy 218 E to City of Gilbertville	11/17/2026	Federal Aid	\$1,328,711				\$1,328,711
	HMA Resurfacing with Milling		FM	\$471,289				\$471,289
			Regional	\$1,328,711				\$1,328,711

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

52426	STP-U-1185(660)--70-07	TIP Approved	Total	\$2,400,000				\$2,400,000
Cedar Falls	In the city of Cedar Falls, On Union Rd/W 27th St roundabout construction	3/16/2027	Federal Aid	\$1,354,220				\$1,354,220
	PCC Pavement - Grade and Replace		Local	\$1,045,780				\$1,045,780
			Regional	\$1,354,220				\$1,354,220
55514	STP-U-8155()-70-07	TIP Approved	Total	\$760,000				\$760,000
Waterloo	In the city of Waterloo, On N ELK RUN RD, from Newell St S 0.3 miles to Business Entrance		Federal Aid	\$585,000				\$585,000
	PCC Pavement - Replace, PCC Pavement Widening		Local	\$175,000				\$175,000
			Regional	\$585,000				\$585,000
54751	STP-U-2432()-70-07	TIP Approved	Total		\$3,026,970			\$3,026,970
Evansdale	In the city of Evansdale, On W Gilbert Dr, from River Forest Rd E 0.8 miles to Grand Blvd		Federal Aid		\$2,421,576			\$2,421,576
	PCC Pavement - Replace		Local		\$605,394			\$605,394
			Regional		\$2,421,576			\$2,421,576
52428	STP-U-3577()-70-07	TIP Approved	Total		\$1,461,000			\$1,461,000
Hudson	In the city of Hudson, On Washington St, from 50' S of Wood St N 0.28 miles to 240' N of 1st St		Federal Aid		\$1,168,800			\$1,168,800
	PCC Pavement - Replace, Ped/Bike Grade & Pave		Local		\$292,200			\$292,200
			Regional		\$1,168,800			\$1,168,800
57982	STP-U-1185(661)--70-07	TIP Approved	Total			\$9,000,000		\$9,000,000
Cedar Falls	In the city of Cedar Falls, On UNION RD, from W 27th St 1.5 miles to University Ave	11/16/2027	Federal Aid			\$5,022,492		\$5,022,492
	Pavement Widening, PCC Curb and Gutter, PCC Pavement - Grade and Replace, Ped/Bike Paving		Local			\$3,977,508		\$3,977,508
			Regional			\$5,022,492		\$5,022,492

TAP

58079	TAP-U-8155(794)--81-07	TIP Approved	Total	\$475,000				\$475,000
Waterloo	In the city of Waterloo, On Cedar Prairie Trail, replacement of existing 2" HMA	12/21/2027	Federal Aid	\$380,000				\$380,000
	Ped/Bike Grade & Pave, Ped/Bike ROW		Local	\$95,000				\$95,000
			Regional	\$380,000				\$380,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

TAP

58056	TAP-U-PA30()--8I-07	TIP Approved	Total	\$313,225				\$313,225
MPO 30 / INRCOG	On E 4TH ST, 1.5 miles of bike/ped accommodation		Federal Aid	\$250,580				\$250,580
	Ped/Bike Grade & Pave		Local	\$62,645				\$62,645
			Regional	\$250,580				\$250,580
58078	TAP-U-1185()--8I-07	TIP Approved	Total		\$1,055,816			\$1,055,816
Cedar Falls	In the city of Cedar Falls, On UNION RD 10' PCC ped trail from W 27th St to University Ave		Federal Aid		\$844,653			\$844,653
	Ped/Bike Grade & Pave, Ped/Bike ROW		Local		\$211,163			\$211,163
			Regional		\$844,653			\$844,653
59076	TAP-U-2905()--8I-07	TIP Approved	Total		\$138,000			\$138,000
Gilbertville	In the city of Gilbertville, On 20th Avenue, from 25th Ave S 0.4 miles to 5th St		Federal Aid		\$110,400			\$110,400
	Ped/Bike Paving		Local		\$27,600			\$27,600
			Regional		\$110,400			\$110,400
59073	TAP-U-2432()--8I-07	TIP Approved	Total				\$589,881	\$589,881
Evansdale	In the city of Evansdale, on Meyers Lake, 2 miles offroad to N Lafayette Rd		Federal Aid				\$471,905	\$471,905
	Ped/Bike ROW		Local				\$117,976	\$117,976
			Regional				\$471,905	\$471,905

2027 Transit Projects

MPO 30 / INRCOG

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
2278 Black Hawk MET	5310 TIP Approved	Operations	Preventative Maintenance and Mobility Coordinator Support	Total	\$134,136				\$134,136
				FTA	\$107,309				\$107,309
				Local	\$26,827				\$26,827
6320 Black Hawk MET	5339 TIP Approved	Capital	Heavy Duty Bus (35-39 ft.) Unit # 214	Total	\$1,008,870				\$1,008,870
				FTA	\$857,535				\$857,535
				Local	\$151,335				\$151,335
11035 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 116	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
11037 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 216	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
11045 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 118	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
11047 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 218	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
11048 Black Hawk MET	5339 TIP Approved	Capital	Medium Duty Bus (to 28 ft.) Unit # 315	Total	\$313,000				\$313,000
				FTA	\$266,050				\$266,050
				Local	\$46,950				\$46,950
11050 Black Hawk MET	5339 TIP Approved	Capital	Medium Duty Bus (to 28 ft.) VSS Unit # 115	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
11051 Black Hawk MET	5339 TIP Approved	Capital	Medium Duty Bus (to 28 ft.) VSS Unit # 215	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820

MPO 30 / INRCOG (Cont.)

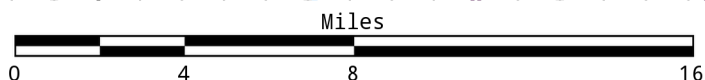
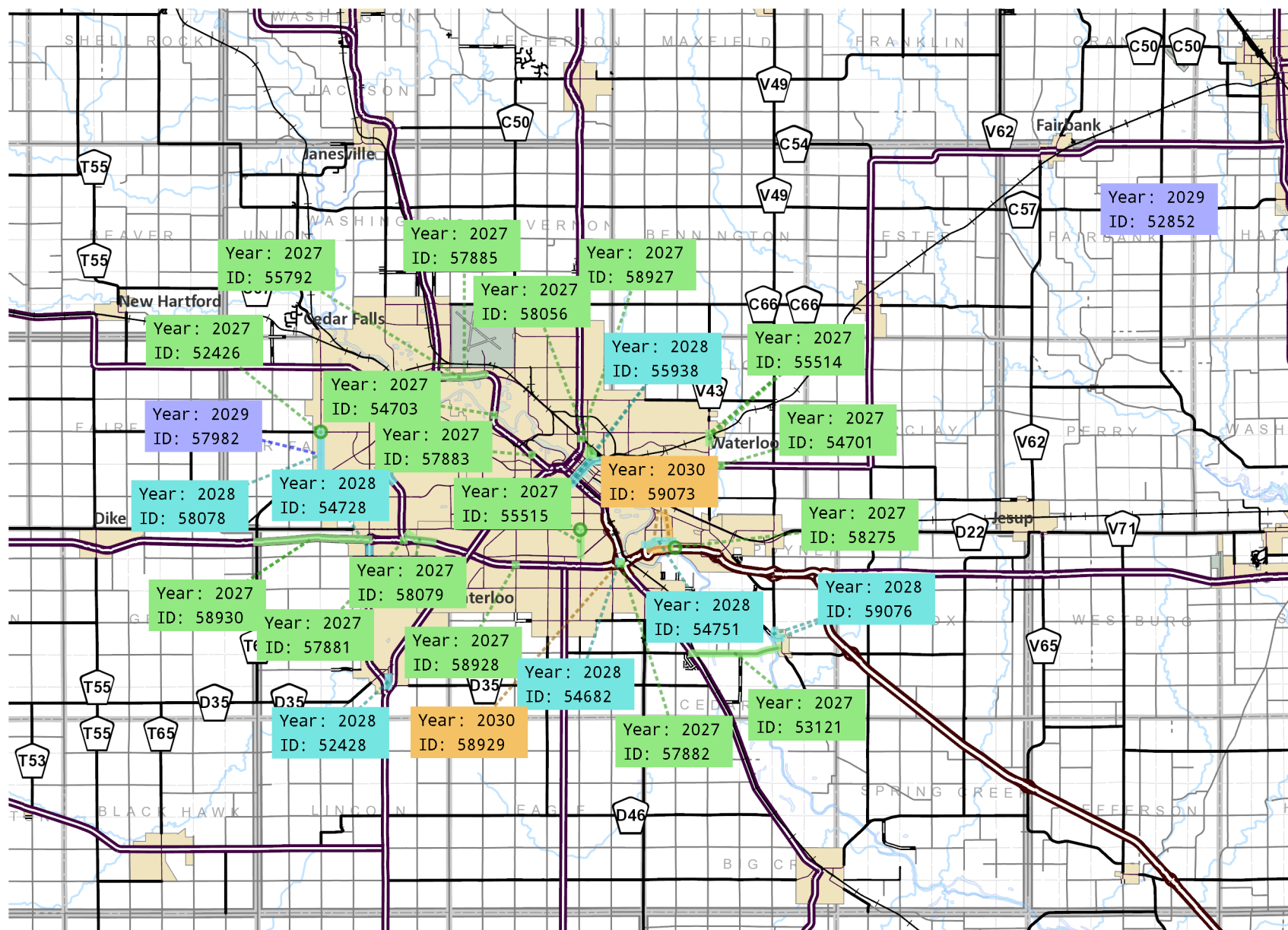
Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11053 Black Hawk MET	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.)	Total	\$1,008,900				\$1,008,900
				FTA	\$857,565				\$857,565
				Local	\$151,335				\$151,335
11060 Black Hawk MET	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor Unit # 410	Total	\$1,024,900				\$1,024,900
				FTA	\$871,165				\$871,165
				Local	\$153,735				\$153,735
11061 Black Hawk MET	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor Unit # 510D	Total	\$1,024,900				\$1,024,900
				FTA	\$871,165				\$871,165
				Local	\$153,735				\$153,735
11065 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) UFRC,VSS Unit # 120	Total	\$227,800				\$227,800
				FTA	\$194,980				\$194,980
				Local	\$32,820				\$32,820
11706 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 415	Total	\$207,800				\$207,800
				FTA	\$176,630				\$176,630
				Local	\$31,170				\$31,170
11708 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 515	Total	\$207,800				\$207,800
				FTA	\$176,630				\$176,630
				Local	\$31,170				\$31,170
11709 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 615	Total	\$207,800				\$207,800
				FTA	\$176,630				\$176,630
				Local	\$31,170				\$31,170
11711 Black Hawk MET	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor Unit # 903	Total	\$648,600				\$648,600
				FTA	\$551,310				\$551,310
				Local	\$97,290				\$97,290
11712 Black Hawk MET	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,UFRC,VSS,Low Floor Unit # 310D	Total	\$1,008,900				\$1,008,900
				FTA	\$857,565				\$857,565
				Local	\$151,335				\$151,335

MPO 30 / INRCOG (Cont.)

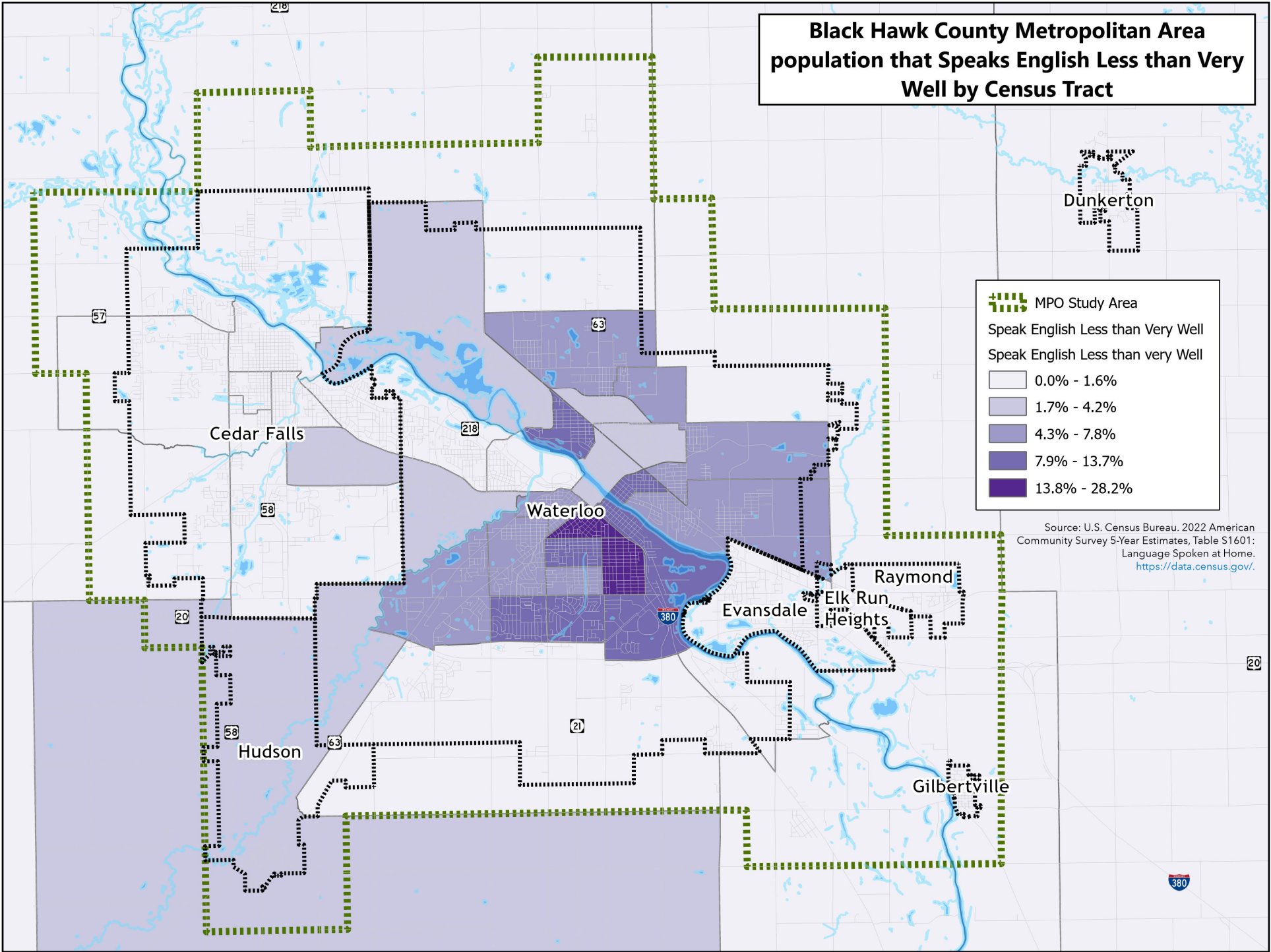
Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
12132 Black Hawk MET	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Diesel,VSS,Low Floor Unit # 113	Total	\$1,008,900				\$1,008,900
				FTA	\$857,565				\$857,565
				Local	\$151,335				\$151,335
12229 Black Hawk MET	ARPA TIP Approved	Capital	Bus Wash/Vacuum Building Upgrades/Replacement	Total	\$1,100,000				\$1,100,000
				FTA	\$1,100,000				\$1,100,000
1168 Black Hawk MET	5307 TIP Approved	Operations	General Operations/Maintenance/Administration/Planning	Total	\$4,700,000	\$4,700,000	\$4,700,000	\$4,700,000	\$18,800,000
				FTA	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$9,400,000
				Local	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000	\$9,400,000
2128 Black Hawk MET	5303 TIP Approved	Planning	Planning	Total	\$96,000	\$96,000	\$96,000	\$96,000	\$384,000
				FTA	\$96,000	\$96,000	\$96,000	\$96,000	\$384,000
2279 Black Hawk MET	STA TIP Approved	Operations	State Transit Operating	Total	\$359,543	\$380,000	\$392,000	\$395,000	\$1,526,543
				FTA					
				DOT	\$359,543	\$380,000	\$392,000	\$395,000	\$1,526,543
5702 Black Hawk MET	5339 TIP Approved	Capital	Heavy Duty Bus (30-34 ft.) Unit # 114	Total		\$1,008,900			\$1,008,900
				FTA		\$857,565			\$857,565
				Local		\$151,335			\$151,335
6326 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) UFRC,VSS Unit # 820	Total		\$207,800			\$207,800
				FTA		\$176,630			\$176,630
				Local		\$31,170			\$31,170
11049 Black Hawk MET	5339 TIP Approved	Capital	Medium Duty Bus (to 28 ft.) Unit # 117	Total		\$313,000			\$313,000
				FTA		\$266,050			\$266,050
				Local		\$46,950			\$46,950
6323 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) Unit # 520	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
6324 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) Unit # 620	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170

MPO 30 / INRCOG (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
6325 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) Unit # 720	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
10480 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) Unit # 121	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170
11713 Black Hawk MET	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 420	Total			\$207,800		\$207,800
				FTA			\$176,630		\$176,630
				Local			\$31,170		\$31,170



Black Hawk County Metropolitan Area population that Speaks English Less than Very Well by Census Tract

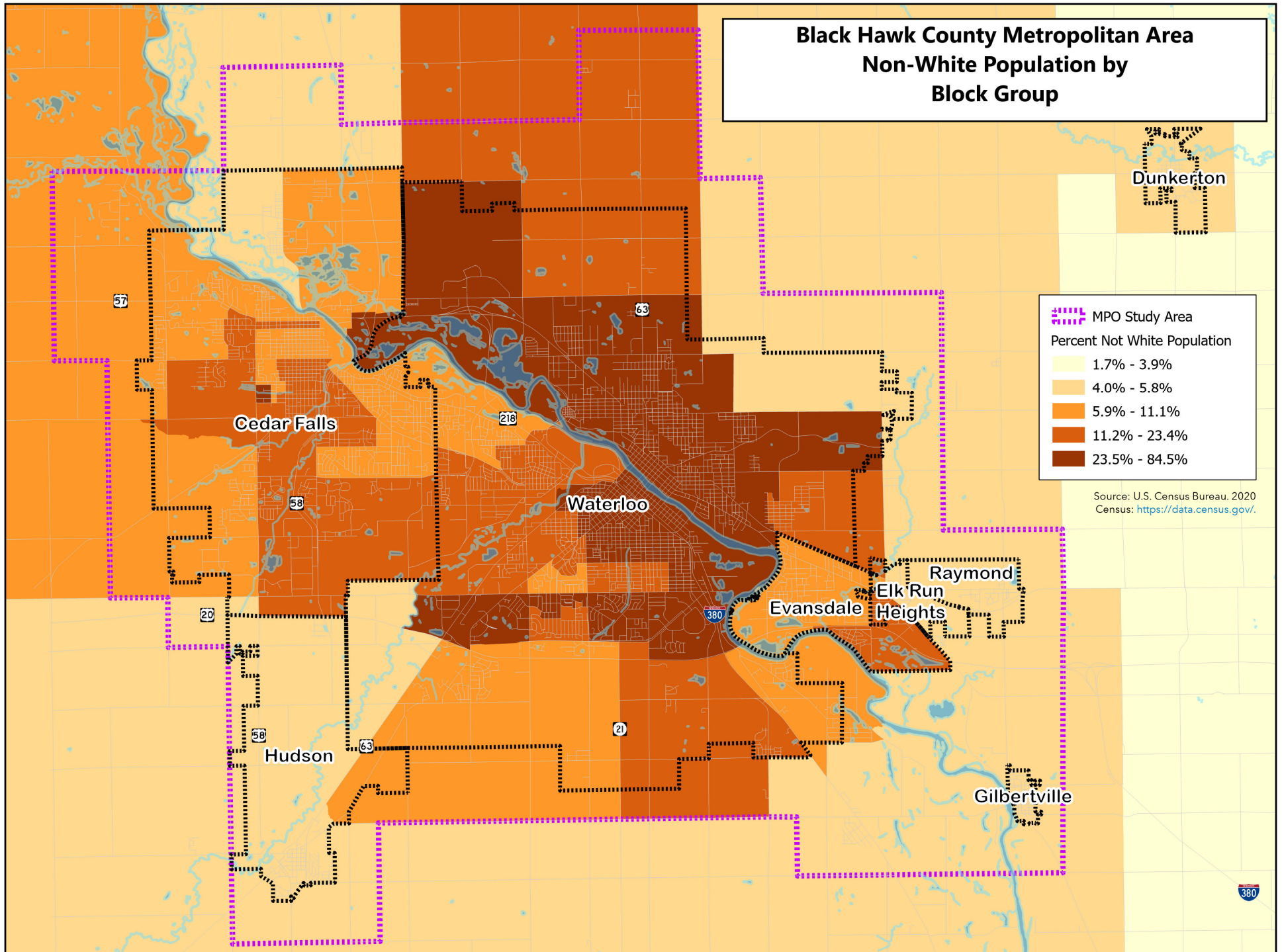


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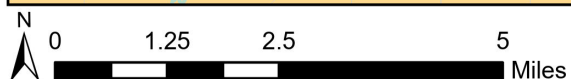
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Black Hawk County Metropolitan Area Non-White Population by Block Group



Source: U.S. Census Bureau, 2020
Census: <https://data.census.gov/>

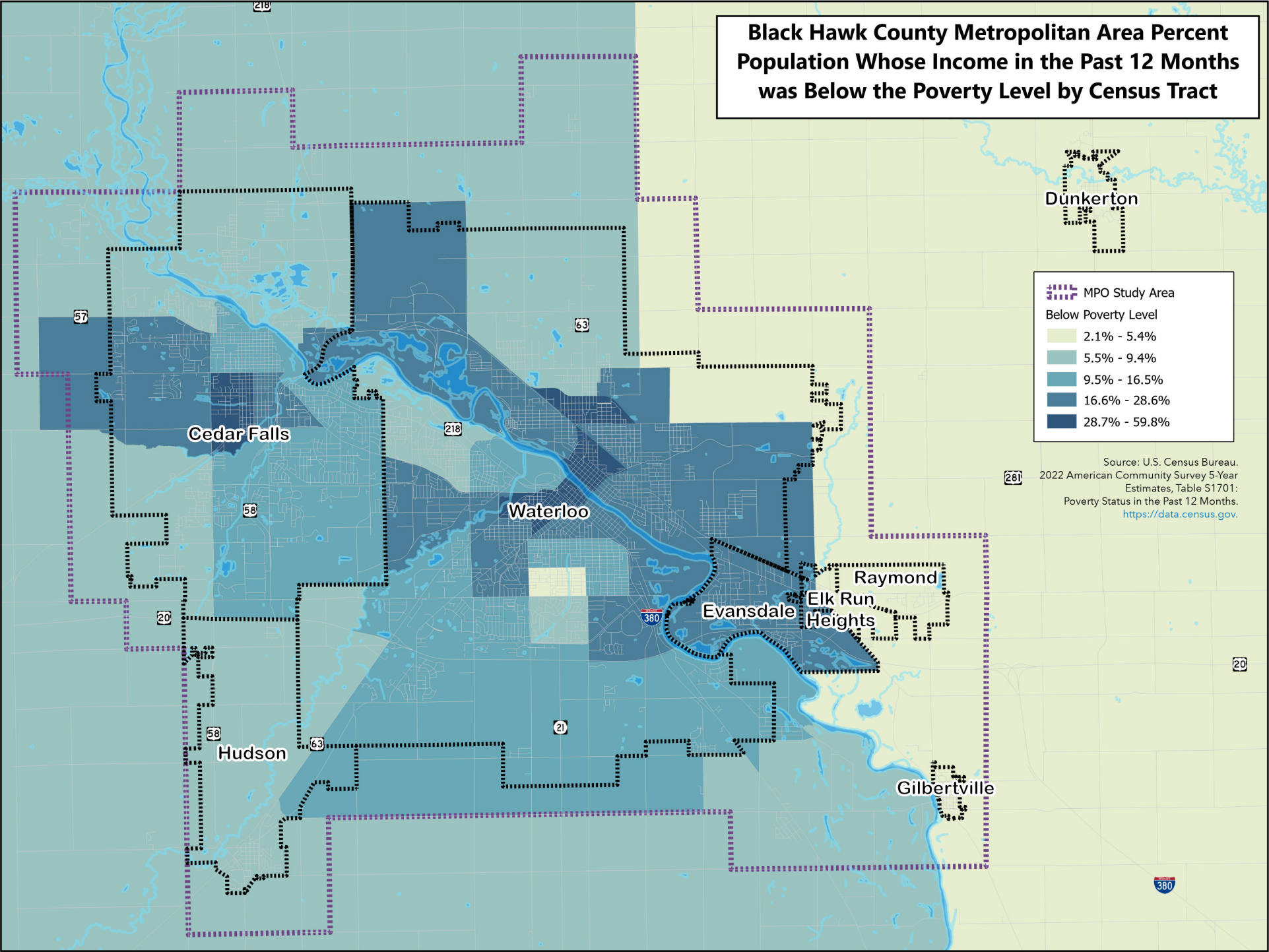


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Black Hawk County Metropolitan Area Percent Population Whose Income in the Past 12 Months was Below the Poverty Level by Census Tract



Funding by Year and Program
FY 2027-2030

Program	FY 2027				FY 2028				FY 2029				FY 2030			
	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	\$ 1,160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Programs																
Planning (PL)	\$ 297,677	\$ 239,338	\$ -	\$ -	\$ 297,677	\$ 239,338		\$ -	\$ 297,677	\$ 239,338	\$ -	\$ -	\$ 297,677	\$ 239,338	\$ -	\$ -
NHPP	\$ 9,218,000	\$ 7,374,400	\$ 914,000	\$ -	\$ 4,041,000	\$ 1,993,500	\$ -	\$ -	\$ 52,555,000	\$ 46,781,600	\$ -	\$ -	\$ 7,155,000	\$ 6,439,500	\$ -	\$ -
STBG	\$ 23,758,000	\$ 15,555,531	\$ 4,181,931	\$ -	\$ 4,487,970	\$ 3,590,376	\$ 3,590,376	\$ -	\$ 9,000,000	\$ 5,022,492	\$ 5,022,492	\$ -				\$ -
TAP (TASA)	\$ 788,228	\$ 630,580	\$ 630,580	\$ -	\$ 1,193,816	\$ 955,053	\$ 955,053	\$ -				\$ -	\$ 589,881	\$ 471,905	\$ 471,905	\$ -
CRP	\$ 2,320,000	\$ 2,032,000	\$ 1,332,000	\$ -				\$ -				\$ -				\$ -
CMAQ (ICAAP)				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HBP	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRANT Application	\$ 47,218,700			\$ -	\$ 47,218,700	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 86,260,605	\$ 27,331,849	\$ 7,058,511	\$ -	\$ 57,239,163	\$ 6,778,267	\$ 4,545,429	\$ -	\$ 61,852,677	\$ 52,043,430	\$ 5,022,492	\$ -	\$ 8,042,558	\$ 7,150,743	\$ 471,905	\$ -
FTA Programs																
FTA Section 5303	\$ 96,000	\$ 96,000	\$ -	\$ -	\$ 96,000	\$ 96,000	\$ -	\$ -	\$ 96,000	\$ 96,000	\$ -	\$ -	\$ 96,000	\$ 96,000	\$ -	\$ -
FTA Section 5307	\$ 4,700,000	\$ 2,350,000	\$ -	\$ -	\$ 4,700,000	\$ 2,350,000	\$ -	\$ -	\$ 4,700,000	\$ 2,350,000	\$ -	\$ -	\$ 4,700,000	\$ 2,350,000	\$ -	\$ -
FTA Section 5310	\$ 134,085	\$ 107,268	\$ -	\$ -			\$ -	\$ -			\$ -	\$ -			\$ -	\$ -
FTA Section 5339	\$ 5,433,100	\$ 4,619,485	\$ -	\$ -	\$ 2,488,700	\$ 2,115,395	\$ -	\$ -	\$ 3,857,870	\$ 3,279,185	\$ -	\$ -			\$ -	\$ -
Subtotal	\$ 10,363,185	\$ 7,172,753	\$ -	\$ -	\$ 7,284,700	\$ 4,561,395	\$ -	\$ -	\$ 8,653,870	\$ 5,725,185	\$ -	\$ -	\$ 4,796,000	\$ 2,446,000	\$ -	\$ -
Total Cost and Funding	\$ 96,623,790	\$ 34,504,602	\$ 7,058,511	\$ -	\$ 64,523,863	\$ 11,339,662	\$ 4,545,429	\$ -	\$ 70,506,547	\$ 57,768,615	\$ 5,022,492	\$ -	\$ 12,838,558	\$ 9,596,743	\$ 471,905	\$ -

MPO STBG Fiscal Constraint

Year	FY 2027	FY 2028	FY 2029	FY 2030
Unobligated balance (carryover)	\$0	\$141,652	\$520,276	\$142,784
STBG Target	\$3,969,363	\$3,969,000	\$3,969,000	\$3,969,000
Subtotal	\$3,969,363	\$4,110,652	\$4,489,276	\$4,111,784
Allocation	\$3,827,711	\$3,590,376	\$4,346,492	\$0
Balance	\$141,652	\$520,276	\$142,784	\$4,111,784

MPO CRP Fiscal Constraint

Year	FY 2027	FY 2028	FY 2029	FY 2030
Unobligated balance (carryover)	\$1,346,542	\$4,820	\$349,318	\$17,816
CRP Target	\$344,498	\$344,498	\$344,498	\$344,498
Subtotal	\$1,691,040	\$349,318	\$693,816	\$362,314
Allocation	\$1,686,220	\$0	\$676,000	\$0
Balance	\$4,820	\$349,318	\$17,816	\$362,314

MPO TASA Fiscal Constraint

Year	FY 2027	FY 2028	FY 2029	FY 2030
Unobligated balance (carryover)	\$64,916	\$451,600	-\$116,769	\$269,915
TASA Target	\$386,684	\$386,684	\$386,684	\$386,684
Subtotal	\$451,600	\$838,284	\$269,915	\$656,599
Allocation	\$0	\$955,053	\$0	\$471,905
Balance	\$451,600	-\$116,769	\$269,915	\$184,694

FY 2026 Project Status Report
As of July 06, 2026

TPMS #	Sponsor	Route/Project	Termini/Description	Total Cost	Federal Aid	Status
Primary Road Fund (PRF)						
52607	Iowa DOT	US 20	IA 21 to E I-380 Interchange	\$1,692,000	\$0	Let
45382	Iowa DOT	US 20	Hudson Rd to US 63 (EB/WB) (Includes NHPP)	\$25,892,000	\$20,713,600	Let
54682	Iowa DOT	I 380	Southbound Flyover Ramp at N US 20 Interchange (Includes NHPP)	\$2,120,000	\$1,908,000	Moved to FY 2028
54728	Iowa DOT	IA 58	Intersection of Greenhill Rd			Moved to FY 2029
57884	Iowa DOT	US 218	W US 63 Interchange to Cedar River Bridge in Waterloo (NB/SB) (Includes NHPP)	\$3,001,000	\$2,400,800	Let
55691	Iowa DOT	US 63	0.1 mi S of US 20 to 0.4 mi S of University Ave (Includes NHPP & STBG)	\$5,099,828	\$4,079,862	Let
Surface Transportation Block Grant Program (STBG)						
48388	Waterloo	La Porte Rd (Ph II)	Plymouth Ave N 0.7 miles to US 218 Slip Ramp (Includes STBG and RAISE)	\$11,160,000	\$10,900,500	10/20/2026 Letting
52427	Waterloo	La Porte Rd (Ph III)	Bopp St N 0.5 miles to Plymouth Ave (Includes STBG and RAISE)	\$9,148,000	\$8,411,900	10/20/2026 Letting
55514	Waterloo	N Elk Run Rd Improvements	from Newell St S 0.3 miles to Business Entrance	\$760,000	\$585,000	Moved to FY 2027
55652	Iowa DOT	US 218	Wolf Creek in LaPorte City to N of Marigold Dr in Waterloo (Includes HSIP, PRF, STBG RPA 7)	\$9,051,654	\$7,130,045	Let
55745	Iowa DOT	US 218	NB 218 to SB IA 27/58 (Ramp J) N of IA 57 in Waterloo	\$2,362,000	\$1,889,600	Let
54701	Iowa DOT	IA 281	Elk Run Creek 0.3 mi E of Co Rd V43	\$1,250,000	\$1,000,000	Moved to FY 2027
54703	Iowa DOT	US 218	Cedar River and Trail 2.9 mi S of IA 57 in Waterloo	\$5,450,000	\$4,360,000	Moved to FY 2027
55792	Iowa DOT	US 218	from MP 186.4 E 0.6 miles to MP 187.0	\$4,570,000	\$914,000	Moved to FY 2027
52428	Hudson	Washington St	On Washington St, from 50' S of Wood St N 0.28 miles to 240' N of 1st St	\$1,461,000	\$1,168,800	Additional Request - Moved to FY 2028
45892	Black Hawk County	Donald St	(D16), from Sage Road E 4 miles to Raymond Road (V49)	\$2,500,000	\$448,000	Let 11/18/2025
53121	Black Hawk County	Washburn Rd	from Hwy 218 E to City of Gilbertville	\$1,790,000	\$1,328,711	11/17/2026 Letting
54751	Evansdale	W Gilbert Dr	from River Forest Rd E 0.8 miles to Grand Blvd	\$3,026,970	\$2,421,576	Moved to FY 2028
52426	Cedar Falls	Union Rd	W 27th St S 1.4 miles to University Ave	\$6,550,000	\$1,000,000	3/16/2027 Letting
25388	Raymond	Lafayette Rd	CN RR crossing E 1.4 miles to E of 1st St	\$1,581,843	\$1,230,000	Let 3/18/2025
Transportation Alternatives Set-Aside (TASA)						
52416	Waterloo	Sergeant Rd Trail Bridges	550' SW of W Shaulis Rd NE 4.1 miles to 90' NE of W 3rd St	\$666,542	\$465,233	09/15/2026 Letting
Carbon Reduction Program (CRP)						
55515	Waterloo	Hammond/Ridgeway Roundabout	On Hammond Ave/Ridgeway Ave intersection, construction of roundabout	\$1,440,000	\$1,152,000	6/15/2027 Letting
Iowa Clean Air Attainment Program (ICAAP)						
52903	Waterloo	Broadway St	1st St NW NW 4.0 miles to US 218 Slip Ramp, traffic signal improvements	\$1,100,000	\$880,000	Let 8/19/2025
52904	Waterloo	Ansborough Ave	Downing Ave S 2.7 miles to Fisher Dr, traffic signal improvements	\$910,000	\$728,000	Let 8/19/2025
Highway Bridge Program (HBP)						
52879	Hudson	Butterfield Rd BR	Over Drainage, S11 T88 R14	\$611,000	\$611,000	Let 6/16/2026
Grant Applications (HSIP)						
55938	Waterloo	4th 5th 6th Street Corridor Project	4th 5th and 6th Streets, from 400' SW of Kimball Ave NE 2.1 miles to 970' NE of Walnut St	\$472,187,000	\$23,609,350	Moved to FY 2028
Planning						
16106	MPO	Planning	Metro-wide	\$297,677	\$239,338	Ongoing
Transit						
	MET	General Ops, Maint, Planning	General Operations/Maintenance/Administration/Planning	\$4,700,000	\$2,350,000	Ongoing
	MET	Preventative Maintenance	Preventative Maintenance & Mobility Coordinator Support	\$134,085	\$107,268	Ongoing
	MET	MPO Transportation Planning	Planning	\$96,000	\$96,000	Ongoing
	MET	Replace 1 HD Bus	Bus Replacements	\$671,453	\$570,735	bus order submitted, waiting for deliverly
	MET	Replace 6 LD Buses	Bus Replacements	\$1,028,028	\$848,124	bus order submitted, waiting for deliverly

Black Hawk County MPO

Forecasted Operations and Maintenance Costs on the Federal Aid System						
Operations	2025	2026	2027	2028	2029	2030
Cedar Falls	\$1,273,239.55	\$1,324,169	\$1,377,136	\$1,432,221	\$1,489,510	\$1,549,091
Elk Run Heights	\$85,622.58	\$89,047	\$92,609	\$96,314	\$100,166	\$104,173
Evansdale	\$283,099.64	\$294,424	\$306,201	\$318,449	\$331,187	\$344,434
Gilbertville	\$19,128.49	\$19,894	\$20,689	\$21,517	\$22,378	\$23,273
Hudson	\$71,307.52	\$74,160	\$77,126	\$80,211	\$83,420	\$86,756
Raymond	\$0.00	\$0	\$0	\$0	\$0	\$0
Waterloo	\$3,038,918.50	\$3,160,475	\$3,286,894	\$3,418,370	\$3,555,105	\$3,697,309
Total Operations	\$4,771,316.28	\$4,962,169	\$5,160,656	\$5,367,082	\$5,581,765	\$5,805,036
Maintenance	2025	2026	2027	2028	2029	2030
Cedar Falls	\$60,892.57	\$63,328	\$65,861	\$68,496	\$71,236	\$74,085
Elk Run Heights	\$315,363.81	\$327,978	\$341,097	\$354,741	\$368,931	\$383,688
Evansdale	\$20,146.58	\$20,952	\$21,791	\$22,662	\$23,569	\$24,511
Gilbertville	\$17,931.00	\$18,648	\$19,394	\$20,170	\$20,977	\$21,816
Hudson	\$72,676.04	\$75,583	\$78,606	\$81,751	\$85,021	\$88,422
Raymond	\$2,276.43	\$2,367	\$2,462	\$2,561	\$2,663	\$2,770
Waterloo	\$589,998.01	\$613,598	\$638,142	\$663,668	\$690,214	\$717,823
Total Maintenance	\$1,079,284.45	\$1,122,456	\$1,167,354	\$1,214,048	\$1,262,610	\$1,313,115
Total Operations & Maintenance	\$5,850,601	\$6,084,625	\$6,328,010	\$6,581,130	\$6,844,375	\$7,118,150

Data Source:
Iowa DOT Program
Management Bureau
2025 Data

Forecasted Non-Federal Aid Revenues						
	2025	2026	2027	2028	2029	2030
Cedar Falls	\$24,156,646	\$24,639,779	\$25,132,574	\$25,635,226	\$26,147,931	\$26,670,889
Elk Run Heights	\$700,554	\$714,565	\$728,856	\$743,434	\$758,302	\$773,468
Evansdale	\$994,840	\$1,014,737	\$1,035,032	\$1,055,732	\$1,076,847	\$1,098,384
Gilbertville	\$220,884	\$225,302	\$229,808	\$234,404	\$239,092	\$243,874
Hudson	\$1,197,028	\$1,220,969	\$1,245,388	\$1,270,296	\$1,295,702	\$1,321,616
Raymond	\$104,626	\$106,719	\$108,853	\$111,030	\$113,251	\$115,516
Waterloo	\$30,083,715	\$30,685,389	\$31,299,097	\$31,925,079	\$32,563,581	\$33,214,852
Total Revenues	\$57,458,293	\$58,607,459	\$59,779,608	\$60,975,200	\$62,194,704	\$63,438,598

2025 Data is actual,
2026-2030 are forecasted.

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
MPO Long-Range Transportation Plan.

Iowa DOT Operations, Maintenance, and Revenues

Estimated Iowa DOT Operations and Maintenance Costs by MPO				
	2027	2028	2029	2030
AAMPO	\$1,014,243	\$1,036,482	\$1,082,380	\$1,111,953
Bi State MPO	\$4,678,527	\$4,781,112	\$4,992,829	\$5,129,246
Corridor MPO	\$3,989,620	\$4,077,100	\$4,257,643	\$4,373,972
DMAMPO	\$11,309,991	\$11,557,983	\$12,069,795	\$12,399,571
DMATS	\$1,417,057	\$1,448,129	\$1,512,255	\$1,553,574
Black Hawk County MPO	\$3,227,576	\$3,298,346	\$3,444,404	\$3,538,513
MAPA	\$1,820,547	\$1,860,465	\$1,942,851	\$1,995,934
MPOJC	\$2,263,040	\$2,312,661	\$2,415,070	\$2,481,056
SIMPCO	\$2,294,956	\$2,345,277	\$2,449,131	\$2,516,047
Total Operations & Maintenance	\$32,015,557	\$32,717,555	\$34,166,358	\$35,099,866

Operations and maintenance costs are estimated using annual appropriations and primary system mileage

Iowa DOT Five-year Program Funding				
	2027	2028	2029	2030
Revenues				
Primary Road Fund	\$899,900,000	\$835,700,000	\$852,200,000	\$855,200,000
TIME-21	\$135,000,000	\$135,000,000	\$135,000,000	\$135,000,000
Miscellaneous	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000
Federal-aid	\$524,000,000	\$515,300,000	\$515,300,000	\$515,300,000
Total Revenues	\$1,583,900,000	\$1,511,000,000	\$1,527,500,000	\$1,530,500,000
Statewide Allocations				
Operations & Maintenance Budget (PRF)	\$428,700,000	\$438,100,000	\$457,500,000	\$470,000,000
Back of Program Line Items and Rail Hwy	\$248,100,000	\$252,900,000	\$253,500,000	\$254,100,000
Total Allocations	\$676,800,000	\$691,000,000	\$711,000,000	\$724,100,000
Funds Available for ROW/Construction	\$907,100,000	\$820,000,000	\$816,500,000	\$806,400,000

MET Transit Financial Capacity FY26-FY35

Operating Revenues	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Fares	\$589,712	\$604,455	\$619,566	\$635,055	\$650,932	\$667,205	\$683,885	\$700,982	\$718,507	\$736,469
Contracts	\$176,900	\$181,323	\$185,856	\$190,502	\$195,265	\$200,146	\$205,150	\$210,279	\$215,535	\$220,924
Total Operating Revenues	\$766,612	\$785,777	\$805,422	\$825,557	\$846,196	\$867,351	\$889,035	\$911,261	\$934,042	\$957,393
Operating Subsidies										
Federal Operating	\$2,450,768	\$2,512,037	\$2,574,838	\$2,639,209	\$2,705,189	\$2,772,819	\$2,842,140	\$2,913,193	\$2,986,023	\$3,060,673
ACM	\$112,205	\$115,010	\$117,885	\$120,833	\$123,853	\$126,950	\$130,123	\$133,376	\$136,711	\$140,129
State Operating	\$354,633	\$363,499	\$372,586	\$381,901	\$391,448	\$401,235	\$411,266	\$421,547	\$432,086	\$442,888
Local Tax Support	\$2,030,780	\$2,081,550	\$2,133,588	\$2,186,928	\$2,241,601	\$2,297,641	\$2,355,082	\$2,413,959	\$2,474,308	\$2,536,166
Total Operating Subsidies	\$4,948,386	\$5,072,096	\$5,198,898	\$5,328,870	\$5,462,092	\$5,598,645	\$5,738,611	\$5,882,076	\$6,029,128	\$6,179,856
Total Operating Income	\$5,714,998	\$5,857,873	\$6,004,320	\$6,154,428	\$6,308,288	\$6,465,996	\$6,627,646	\$6,793,337	\$6,963,170	\$7,137,249
Operating Expenses										
Management & Staff	\$394,571	\$404,435	\$414,546	\$414,546	\$424,910	\$424,910	\$435,533	\$435,533	\$446,421	\$446,421
Scheduling Staff	\$197,514	\$202,452	\$207,513	\$207,513	\$212,701	\$212,701	\$218,018	\$218,018	\$223,469	\$223,469
Drivers Wages	\$1,556,623	\$1,595,539	\$1,635,427	\$1,635,427	\$1,676,313	\$1,676,313	\$1,718,221	\$1,718,221	\$1,761,176	\$1,761,176
Shop Wages	\$436,352	\$447,261	\$458,442	\$458,442	\$469,903	\$469,903	\$481,651	\$481,651	\$493,692	\$493,692
Fringes	\$1,277,365	\$1,328,460	\$1,381,598	\$1,436,862	\$1,494,336	\$1,554,110	\$1,616,274	\$1,680,925	\$1,748,162	\$1,818,089
Company Insurance	\$921,672	\$949,322	\$977,802	\$1,007,136	\$1,037,350	\$1,068,470	\$1,100,525	\$1,133,540	\$1,167,547	\$1,202,573
Administration	\$131,800	\$134,436	\$137,125	\$139,867	\$142,665	\$145,518	\$148,428	\$151,397	\$154,425	\$157,513
Marketing	\$24,800	\$25,048	\$25,298	\$25,551	\$25,807	\$26,065	\$26,326	\$26,589	\$26,855	\$27,123
Maintenance/Parts/Supplies	\$662,500	\$669,125	\$675,816	\$682,574	\$689,400	\$696,294	\$703,257	\$710,290	\$717,393	\$724,566
Building Maintenance	\$80,400	\$81,204	\$82,016	\$82,836	\$83,665	\$84,501	\$85,346	\$86,200	\$87,062	\$87,932
Purchased Paratransit Services	\$936	\$945	\$955	\$964	\$974	\$984	\$994	\$1,004	\$1,014	\$1,024
Total Operating Expenses	\$5,684,533	\$5,838,227	\$5,996,539	\$6,091,720	\$6,258,023	\$6,359,769	\$6,534,572	\$6,643,367	\$6,827,214	\$6,943,579
Total Revenue	\$5,714,998	\$5,857,873	\$6,004,320	\$6,154,428	\$6,308,288	\$6,465,996	\$6,627,646	\$6,793,337	\$6,963,170	\$7,137,249
Total Expenses	\$5,684,533	\$5,838,227	\$5,996,539	\$6,091,720	\$6,258,023	\$6,359,769	\$6,534,572	\$6,643,367	\$6,827,214	\$6,943,579
Surplus for Operations	\$30,465	\$19,646	\$7,781	\$62,708	\$50,265	\$106,226	\$93,073	\$149,970	\$135,956	\$193,671
Less Capital Projects	\$30,000	\$20,000	\$20,000	\$30,000	\$30,000	\$30,000	\$30,000	\$75,000	\$75,000	\$75,000
Ending Surplus	\$465	-\$354	-\$12,219	\$32,708	\$20,265	\$76,226	\$63,073	\$74,970	\$60,956	\$118,671

FY 2027 MET Transit Program of Projects

General Operations, Maintenance & Planning

Maintaining current operations.

Preventative Maintenance and Mobility Coordinator Position Support

To maintain equipment in good working order, and support a new joint position with OnBoard Public Transit

Bus Shelters/Benches/ADA Enhancements (Section 5310)

Purchase and install bus shelters and/or benches, and ADA enhancements at various stops.

Bus Wash/Vacuum Building Upgrades (CARES)

Building Upgrades and Replacements

Replace 2 HD Bus with Surveillance Cameras

Replacement vehicles per FTA useful life thresholds.

Replace 3 LD Buses with Surveillance Cameras

Replacement vehicles per FTA useful life thresholds.

Planning

Transportation planning activities relating to MET Transit in accordance with IIJA.

Public Input Documentation

- Public Participation Plan excerpt
- Images of information available on the MPO website
- Public Input Meeting Flyer
- Press Release for TIP Public Input Sessions
- Attendance record from public input meetings on June 24 and June 25, 2026
- Public Hearing Notice – Proof of Publication
- Summary, analysis, and report on the disposition of significant written and oral comments

2022 Public Participation Plan Excerpt (TIP Development)

The TIP identifies all transportation projects in the region, including transit projects for the Metropolitan Transit Authority, that are anticipated to receive federal transportation funding within the next four federal 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 Policy Board in July of each year. The document is 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 Transportation Technical Committee with input from the Bicycle and Pedestrian Advisory Committee. MPO meetings are open to the public.
 - b. The draft document will be made available for public review at INRCOG, on the INRCOG website, 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 MPO may conduct a public input meeting by electronic means.
 - i. The MPO 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 MPO 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 input meeting in person was impossible or impractical.
 - c. Should in person meetings be held, at least one (1) public input session will be 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, member cities, Black Hawk County, and MET Transit.
 - f. The TIP content and notices for public input sessions will be advertised through local media sources. Notices may be posted at governmental offices, public libraries, post offices, on transit buses, at INRCOG, and on the INRCOG website and Facebook page. Notices may also be sent to organizations serving traditionally underserved populations.
 - g. Any person with special communication or accommodation needs (i.e., sight, reading, or language barriers, request for online or phone participation, etc.) can contact the MPO (minimum 48 hours prior to the meeting) and arrangements will be made.
3. Public Comment Period
 - a. Written and oral comments will be solicited during public input sessions. The public will also have at least a 15-calendar-day comment period following the final public input session to submit comments via letter, email, phone, or in person.

- b. A public hearing will be held at a regularly scheduled Policy Board 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 (20) calendar days and no less than four (4) calendar days before the date of the hearing.

4. Final TIP

- a. Following the public hearing, the Policy Board will adopt the final TIP, including a summary of comments and responses.
- b. The final TIP will be submitted to the Iowa DOT, FHWA, and FTA.
- c. The final TIP will be made available on the INRCOG website, at INRCOG, 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 need to 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. 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. These are considered *amendments* and require public review and comment, and Policy Board approval. A public hearing will be held at a regularly scheduled 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.
- b. Any revision to the TIP that adds a new federal aid project or increases the federal aid limit of a project 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.

Black Hawk County MPO Webpage for Project Solicitation



BLACK HAWK COUNTY MPO

[About Us](#) [Current Projects](#) [Services](#) [Resources](#) [RTA](#)

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.

Funding Opportunities

Program	FY 2027	FY 2028	FY 2029	FY 2030	Total Funding Available
Carbon Reduction Program	Fiscally Constrained	N/A	Fiscally Constrained	May request up to \$338,000	\$338,000 UPDATED 11/6/25
Surface Transportation Block Grant	N/A	N/A	Fiscally Constrained	May request up to \$3.88 Million	\$3.88 Million UPDATED 11/6/25
Transportation Alternatives Set-Aside	N/A	N/A	May request up to \$197,735	May request up to \$573,735	\$573,735 UPDATED 11/6/25

The MPO administers three federal programs that are passed through the Iowa DOT: **Carbon Reduction Program (CRP)**, **Surface Transportation Block Grant Program (STBG)**, and **Transportation Alternatives Set-Aside (TA Set-Aside)**.

The MPO receives approximately \$338,000 in CRP funds, \$3.5 million in STBG funds, and \$350,000 in TA Set-Aside funds annually to program towards transportation projects within the MPO. The process begins with the solicitation of projects at the beginning of the calendar year.

Contact MPO staff with questions about these programs.

Program	Timeline
TA SA Application Deadline	February 27, 2026, 3:00 PM
CRP Application Deadline	April 3, 2026, 3:00 PM
STBG Application Deadline	April 3, 2026, 3:00 PM
TA SA Work Session	April 8, 2026, 10:00 AM
CRP & STBG Work Session	April 9, 2026, 10:00 AM

Program Guidelines, Links, and Applications

CRP

Carbon Reduction Program (CRP) – This new program funds projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources. Example projects include bike lanes, EV charging infrastructure, and low-no emission buses, among others.

CRP Funding Flyer



CRP Funding Guidelines



CRP Application



STBG

Surface Transportation Block Grant (STBG) Program – This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition and performance of several transportation facilities including any federal-aid highway or public road bridge.

STBG Funding Flyer



STBG Funding Guidelines



STBG Application



TA Set-Aside

Transportation Alternatives Set-Aside (TA Set-Aside) – This program provides funding to expand travel choices and improve the transportation experience. TA Set-Aside projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include the creation of bicycle and pedestrian facilities, the restoration of historic transportation facilities, and more.

TA Set-Aside Funding Flyer



TA Set-Aside Funding Guidelines



TA Set-Aside Application, Checklist, and Minority Impact Statement



Black Hawk County MPO Webpage during Draft TIP availability



BLACK HAWK COUNTY MPO

[About Us](#) ▾

[Current Projects](#) ▾

[Services](#) ▾

[Resources](#) ▾

[RTA](#) ▾

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.

Quick Links: Core Plans and Programs

[Long Range
Transportation Plan
\(LRTP\)](#)

[Transportation Planning
Work Program
\(TPWP\)](#)

[Transportation
Improvement Program
\(TIP\)](#)

[Passenger
Transportation Plan
\(PTP\)](#)

[Public
Participation Plan
\(PPP\)](#)

Draft FY 2027-2030 Transportation Improvement Program (TIP)

The DRAFT FY 2027-2030 TIP is available for review. The TIP documents identify transportation projects that are scheduled to receive federal funding in the next four federal fiscal years in the MPO; Cedar Falls, Waterloo, Evansdale, Raymond, Elk Run Heights, Hudson, and Gilbertville.

[DRAFT MPO FY 2027-2030 TIP](#)

Public Input Opportunity

The DRAFT FY 2027 TPWP is available for review. The TPWP documents the transportation-related activities and projects that are anticipated to occur in the MPO for the fiscal year beginning July 1, 2026 and ending June 30, 2027; updated annually.

[DRAFT MPO FY 2027 TPWP](#)

Public input meeting flier that was distributed throughout the MPO & Region

NOTICE OF PUBLIC INPUT SESSIONS

Notice is hereby given that the Iowa Northland Regional Council of Governments (INRCOG) will hold an in-person and a virtual public input session for the draft FY 2027-2030 Transportation Improvement Program (TIP) on the following days:

In-Person Public Input Session

Wednesday, June 24

12:00 – 1:00 p.m.

INRCOG Center

229 E Park Ave, Waterloo

Virtual Public Input Session

Thursday, June 25

4:00 – 5:00 p.m.

Virtual Meeting

<https://teams.microsoft.com/join/229739747947523?p=FTR1TMnmDD5jrKffN>

Meeting ID: 229 739 747 947 523

Passcode: 7GU77FC7

QR Code to Join the Meeting:



The virtual meeting link can be found on Black Hawk County MPO website at www.bhcmpo.org.

The purpose of these open houses is to solicit comments on the draft FY 2027-2030 Transportation Improvement Programs for the Black Hawk County Metropolitan Planning Organization (MPO) and Iowa Northland Regional Transportation Authority (RTA). The documents identify transportation projects – highway and street improvements, trails, safe routes to school, transit – scheduled to receive federal funding in the next four federal fiscal years in Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties. The documents can be viewed at www.bhcmpo.org.

INRCOG staff will be available to discuss the documents and projects identified. No formal presentations will be made.

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.

Press release on the TIP Public Input Sessions
distributed to media throughout the six-county
region



FOR IMMEDIATE NEWS RELEASE

Date: June 4, 2026

RE: Transportation Improvement Programs
Public Input Sessions

Contact: Nick Fratzke
(319) 235-0311
nfratzke@inrcog.org

The Iowa Northland Regional Council of Governments (INRCOG) will hold an in-person public input session on June 24 from 12:00-1:00 p.m. at the INRCOG Center, and a virtual public input session on June 25 from 4:00-5:00 p.m. using the following:

<https://teams.microsoft.com/meet/229739747947523?p=FTR1TMnmDD5jKffN>

Meeting ID: 229 739 747 947 523

Passcode: 7GU77FC7

The purpose of these open houses is to solicit comments on the draft FY 2027-2030 Transportation Improvement Programs for the Black Hawk County Metropolitan Planning Organization (MPO) and Iowa Northland Regional Transportation Authority (RTA). The documents identify transportation projects – highway and street improvements, trails, safe routes to school, transit – scheduled to receive federal funding in the next four federal fiscal years in Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties. The documents can be viewed at www.bhcmpo.org.

INRCOG staff will be available to discuss the documents and projects identified. No formal presentations will be made.

Please contact Nick Fratzke with any questions.

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INRCOG | PARTNERS FOR PROGRESS

Developing Strong Local Government through Regional Cooperation

229 E Park Avenue | Waterloo Iowa 50703 | P (319) 235-0311 | F (319) 235-2891 | www.inrcog.org

INRCOG to hold public input sessions for transportation improvement programs

COURIER STAFF Jun 10, 2026 Updated Jun 25, 2026  0

WATERLOO — The Iowa Northland Regional Council of Governments will hold two public input meetings for transportation improvement programs later this month.

The purpose of the open houses is to solicit comments on the draft fiscal years 2027-2030 Transportation Improvement Programs for the Black Hawk County Metropolitan Planning Organization and the Iowa Northland Regional Transportation Authority.

The documents identify projects such as highway and street improvements, trails, safe routes to school and transit that are scheduled to receive federal funding in the next four federal fiscal years in Black Hawk, Bremer, Buchanan, Butler, Chickasaw and Grundy counties. The documents can be viewed at bhcmpo.org.

The meetings are from noon to 1 p.m. June 24 at the INRCOG Center, 229 E. Park Ave. in Waterloo, and from 4 to 5 p.m. June 25 on Microsoft Teams.

The meeting ID is 229 739 747 947 523 and the passcode is 7GU77FC7.

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

Draft FY 2027-2030 Transportation Improvement Program Open Houses Attendance Record

June 24, 2026

12:00 – 1:00 p.m.

INRCOG, Waterloo

Attendees

Oghogho Oriakhi INRCOG

Sanzida Rahman-Setu INRCOG

June 25, 2026

4:00 – 5:00 p.m.

Virtual (Microsoft Teams Meeting)

Attendees

Oghogho Oriakhi INRCOG

Sanizda Rahman-Setu INRCOG

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Black Hawk County Metropolitan Area Transportation Policy Board (MPO) will hold a public hearing at the INRCOG Center, 229 E. Park Ave., Waterloo, Iowa, on Thursday, July 9, 2026, at 10:00 a.m

The purpose of this hearing is to solicit public comments on the final Transportation Improvement Program (TIP) for fiscal years 2027-2030. This document affects federal transportation programming for people in the urbanized area of Black Hawk County, including the cities of Waterloo, Cedar Falls, Evansdale, Hudson, Elk Run Heights, Raymond, and Gilbertville. All transportation projects receiving federal funding must be listed in the TIP, including highway, bridge, non-motorized, transit, and planning projects. Copies of the final 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 30 days following the public hearing as specified above. Following the hearing, the MPO will consider all oral and written comments for 30 days. The adoption of the final TIP does not indicate an inability to amend it in collaboration with the Iowa Department of Transportation.

For additional information, you may contact Oghogho Oriakhi at (319) 235-0311 between 8:00 a.m. and 3:30 p.m. weekdays or at ooriakhi@inrcog.org.

Published in:

The Waterloo-Cedar Falls Courier – 6/10/2026

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

No written or oral comments were received during the public comment period.

Black Hawk County Engineer's Process for Determining Use of HBP Funding

1. Review the list of bridges rated as "Poor".
2. Rank the list of eligible structures on a variety of factors to determine a priority. Factors considered are:
 - a. Average condition of the deck, substructure, superstructure or culvert ratings.
 - b. Detour Length
 - c. Bridge length
 - d. Bridge posting status
 - e. Cost/ADT ratio
 - f. Federal Functional Classification
3. 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)
4. Determine whether it is feasible for local forces to repair, reinforce, or replace any structures. If so, remove those candidates from consideration.
5. Bridges are considered for closure if, on a cost-benefit ratio (as compared to the cost of the detour route), it is determined not to be economical to replace the structure. This is only considered when:
 - a. The bridge is costly to replace.
 - b. and the bridge is on a low-volume road
 - c. and there is an alternate route
6. Consider bridge conditions (poor decks, poor sub-structure elements, etc.) that may be remedied by, and qualify for, FA rehabilitation (BHS or BHOS funds)
7. Review the list with consideration for businesses or services impacted (emergency routes, quarries, grain elevators, landfill, county parks, county care facility, etc.)
8. Rank the remaining candidates to determine the best candidates for available HBP funds to:
 - a. Repair/reinforce by an outside contractor or
 - b. Replace with an outside contractor
9. Program the number of bridges that funds allow.

Document Revision Summary

[illegible]