December 2025

CIRTPA

Horizon Year 2050 Finale Long-Range Transportation Plan

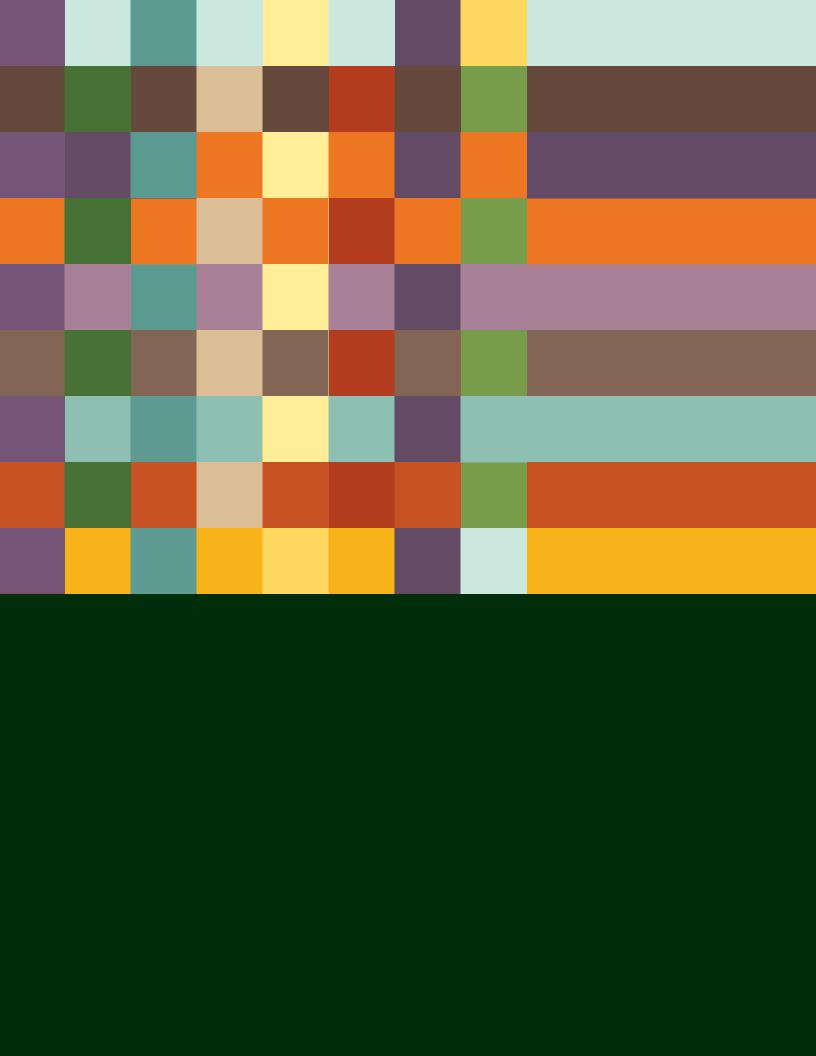


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INTRODUCTION

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The Central Iowa Regional Transportation Planning Alliance (CIRTPA) was created in 1994 to carry out transportation planning for the central Iowa region, excluding the Des Moines Area Metropolitan Planning Organization (DMAMPO) and the Ames Area Metropolitan Planning Organization (AAMPO). The CIRTPA serves as the designated regional transportation planning agency for the Iowa Department of Transportation's (DOT) Region 11. The CIRTPA coordinates planning and programming efforts in the region and fosters new partnerships with state and local officials.

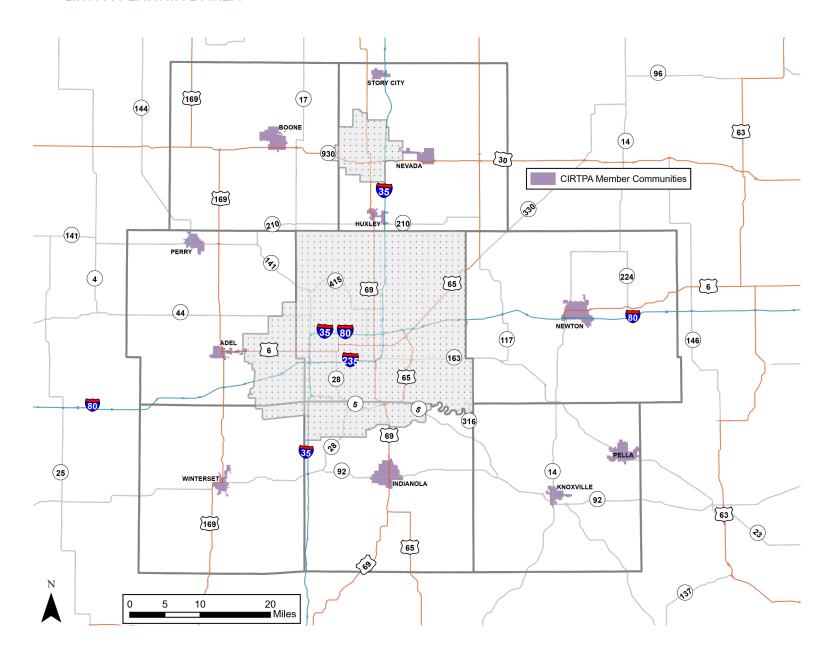
The CIRTPA's Regional Transportation Planning Area includes Boone, Jasper, and Marion Counties and portions of Dallas, Madison, Story, and Warren Counties not included as part of the DMAMPO or the AAMPO. Members of the CIRTPA include the seven counties noted above as well as eleven cities: Adel, Boone, Huxley, Indianola, Knoxville, Nevada, Newton, Pella, Perry, Story City, and Winterset. The location of the CIRTPA region within Iowa is shown on a map on the following page. The CIRTPA has an agreement with the Midlowa Planning Alliance (MIPA) for support services in carrying out its transportation planning responsibilities.

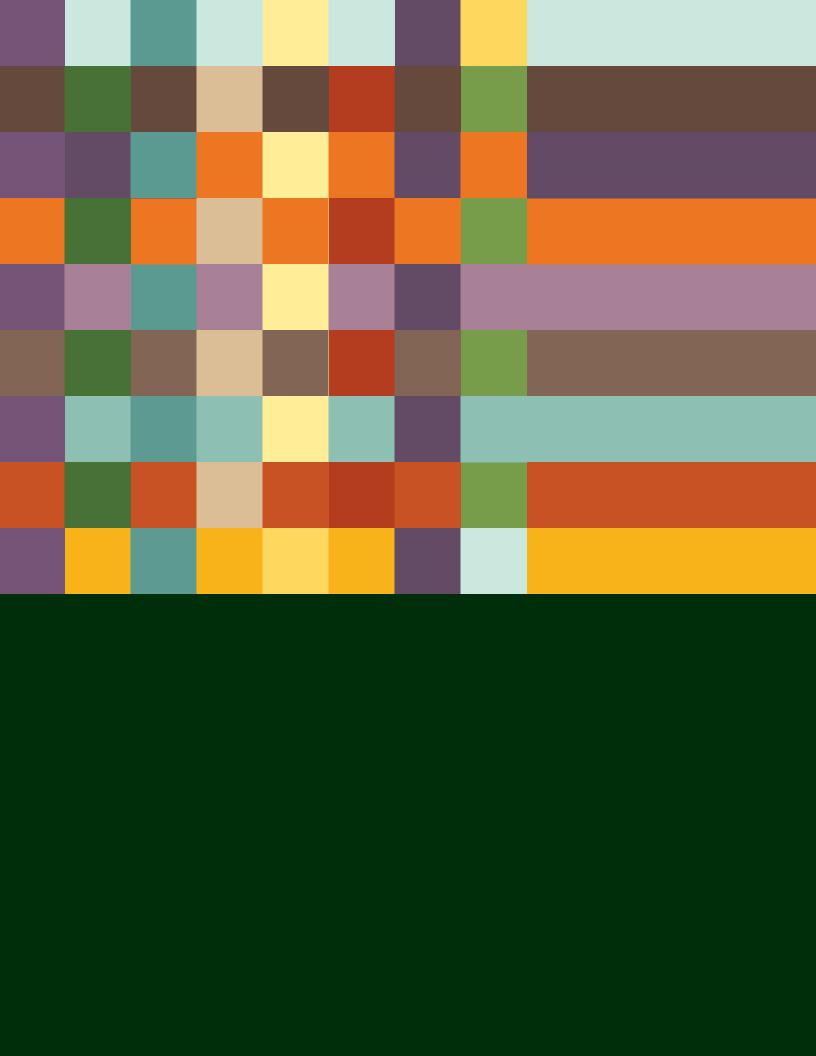
The CIRTPA cooperates with a number of agencies, including the Iowa DOT, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the DMAMPO, the AAMPO, Des Moines Area Regional Transit Authority (DART), the Heart of Iowa Regional Transit Authority (HIRTA), and the CIRTPA's eleven member communities and seven member counties in fulfilling its transportation planning responsibilities.

The CIRTPA Transportation Policy Committee (TPC) receives input and recommendations from its Transportation Technical Committee (TTC). In addition to the TTC, the CIRTPA will establish and support other committees, as needed, on various transportation-related issues relevant to the CIRTPA's responsibilities. The CIRTPA also can request citizens to serve on these committees, as appropriate.

The CIRTPA staff worked through the planning process with the CIRTPA LRTP Committee. Once approved by the CIRTPA LRTP Committee they were forwarded to the CIRTPA TTC and TPC for final approval. This plan was enacted as an update to the previous Horizon Year 2040 Long-Range Transportation Plan.

CIRTPA PLANNING AREA





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PURPOSE

PURPOSE

CIRTPA's Long-Range Transportation Plan is intended to provide a blueprint for the development of the area's transportation system over the next 20 years. Planning of this nature assists in protecting investments that are already made while at the same time providing information and resources to pursue new and innovative solutions that enhance mobility and travel choices in the region.

The geographic area for the CIRTPA Horizon Year 2050 Long-Range Transportation Plan (CIRTPA 2050 LRTP) is the CIRTPA's regional transportation planning area. The CIRTPA 2050 LRTP is intended to address transportation needs through the stated horizon year, in this version that is year 2050.

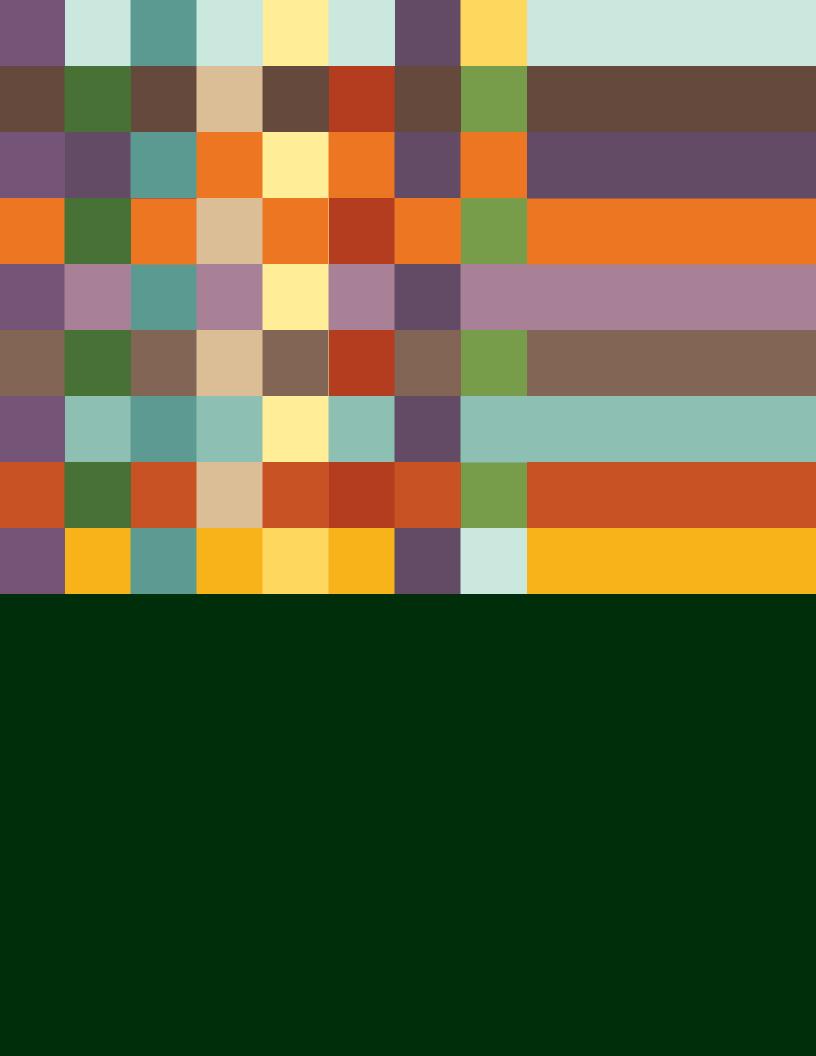
This document covers the following modes of transportation: air, rail, transit, bicycle and pedestrian facilities, waterways, freight, and streets and highways. The 2050 LRTP is an update to the previous Horizon Year 2040 Long-Range Transportation Plan, which was completed in 2020. Updates to the LRTP are intended to occur on a regular five year basis. Continually updating the plan ensures that the most recent and accurate data is used when making transportation planning decisions for the CIRTPA region.

The Infrastructure Investment and Jobs Act (IIJA), otherwise known as Bipartisan Infrastructure Law (BIL), was signed into law in November 2021. The BIL continues the requirements of the previous transportation bill, which included 10 planning factors that are required to be considered as part of the MTP development process. These planning factors are reflected in the goals, strategies, and projects contained in this plan and are addressed in greater detail throughout this section. The ten planning factors are:

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2. Increase the safety of the transportation system for motorized and nonmotorized users.
- 3. Increase the security of the transportation system for motorized and nonmotorized users.
- 4. Increase accessibility and mobility of people and freight.

- 5. 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.
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 7. Promote efficient system management and operation.
- 8. Emphasize the preservation of the existing transportation system.
- 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- 10. Enhance travel and tourism.





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GOALS + OBJECTIVES

GOALS + OBJECTIVES

Four overarching goals frame the CIRTPA 2050 Long-Range Transportation Plan. Derived from discussions of CIRTPA's Transportation Technical Committee and backed up with available data, these goals encompass all aspects of the transportation system as well as elements of other systems that the transportation system impacts. These goals include maintaining our existing transportation system, providing a safe transportation system, promoting livability, and protecting and conserving natural resources.

Goal 1 | Maintain and optimize our existing transportation system

Federal legislation has shifted funding priorities for the transportation system, placing an emphasis on maintaining existing infrastructure. Within the CIRTPA area, there are over 2,000 miles of federally classified roadways measured for pavement conditions; 15 percent of local roadways are rated poor or worse. There also are 1,540 bridges, of which 358 are rated in poor condition. Coupling these conditions with limited financial resources results in the goal of maintaining our existing transportation system. Optimizing the transportation system will help with maintenance by encouraging the efficient use of resources dedicated to transportation.

Two main objectives will help CIRTPA reach this goal. The first objective is to maintain existing roads and bridges to fair or better condition. CIRTPA will measure this using Pavement Condition Index ratings (i.e., the condition of the roadway) and bridge condition. The second objective is to produce street and bridge reports for member communities in order to forecast infrastructure needs and recommend the most efficient use of funding.

Goal 2 | Provide a safe and accessible transportation system

A key element of any transportation system is the safety – both actual and perceived – of all users. Whether in an automobile, cycling, walking, or taking public transportation, residents must feel secure for the transportation system to function effectively. Accessibility and mobility are also crucial as those least able to access the transportation system represent the most vulnerable populations. Ensuring adequate transportation options stands to benefit all users.

To reach this goal, CIRTPA will promote improvements that reduce accidents. The reduction in accidents will be measured for automobiles,

bicycles, and pedestrians, and fatalities and major injury rates will be tabulated. Housing and transportation costs as a percentage of income will also be measured.

Goal 3 | Promote livability

A livable community supports transportation choices, equitable, affordable housing, and economic competitiveness; leverages existing infrastructure; coordinates policies and investments; and celebrates unique characteristics. There is a push – both nationally and in central lowa – towards these kinds of communities. Consequently, the third goal of this plan is to promote livability.

Transportation choice includes access to basic services and important destinations via a variety of modes. Measures include miles of bicycle and pedestrian facilities – both on- and off-road – and the number of gaps in the bicycle and pedestrian network. The other elements of a livable community depend greatly upon their context. Total HIRTA ridership by HIRTA will be measured to track transportation accessibility.

Goal 4 | Protect and conserve natural resources

The transportation system cannot be considered in isolation; its impacts reach far beyond roads, buses, and bicycle-pedestrian infrastructure. It impacts economic development, access to opportunity, and the environment. The fourth and final goal of this plan envisions greater protection for the environment and conservation of its resources.

The CIRTPA outlines objectives to achieve this goal: lessen negative impacts on water quality and limit impacts on farmland and natural resources. CIRTPA can limit impacts on farmland and natural resources by working to minimize the number of acres impacted by transportation projects.

CIRTPA PERFORMANCE MEASURES

MEASURE	CURRENT 2025 (2020)	CHANGE BETWEEN 2020 AND 2025	2030 TARGET (OLD 2025 TARGET)	2050 TARGET (OLD 2040 TARGET)
Goal 1 Maintain and optimize our existing	g transportation syst	em		
Pavement Condition Index (average)	60 (64)	-4	66 (Same)	75 (Same)
Pavement Condition Index (% poor or worse)	16% (11%)	5%	10% (Same)	5% (Same)
Bridges in Good Condition (%)	34% (32%)	2%	40% (35%)	50% (45%)
Bridges in Poor Condition (%)	23% (25%)	-2%	20% (22%)	10% (12%)
Bridge Deck Area in Good Condition (%)	39% (13%)	26%	40% (15%)	50% (25%)
Bridge Deck Area in Poor Condition (%)	10% (7%)	3%	6% (Same)	2% (Same)
Transit Vehicles Beyond Useful Life (%)	82% (77%)	5%	72% (Same)	50% (Same)
Goal 2 Provide a safe and accessible trans	sportation system			
Number of fatalities (5-year average)	28.8 (24.2)	4.6	22 (Same)	15 (Same)
Fatality rate (per 100 million VMT)	0.68 (0.868)	-0.188	Maintain (Same)	Maintain (Same)
Number of serious injuries (5-year average)	96.9 (95.2)	1.7	90 (Same)	70 (Same)
Serious injury rate (per 100 million VMT)	2.27 (3.415)	-1.145	Maintain (Same)	Maintain (Same)
Number of bike/pedestrian crashes (5-year average)	28.8 (23.2)	5.6	21 (Same)	14 (Same)
Bike/pedestrian crash rate (per 100 million VMT)	0.68 (0.832)	-0.152	Maintain	Maintain
Boone County H+T Index (% of income spent on housing)	48% (51%)	-3%	45% (50%)	40% (45%)
Story County H+T Index (% of income spent on housing)	45% (50%)	-5%	40% (49%)	40% (45%)
Jasper County H+T Index (% of income spent on housing)	39% (48%)	-9%	35% (47%)	35% (45%)
Marion County H+T Index (% of income spent on housing)	44% (49%)	-5%	40% (48%)	40% (45%)
Warren County H+T Index (% of income spent on housing)	44% (49%)	-5%	40% (48%)	40% (45%)
Madison County H+T Index (% of income spent on housing)	46% (50%)	-4%	45% (49%)	40% (45%)
Dallas County H+T Index (% of income spent on housing)	45% (50%)	-5%	45% (49%)	40% (45%)

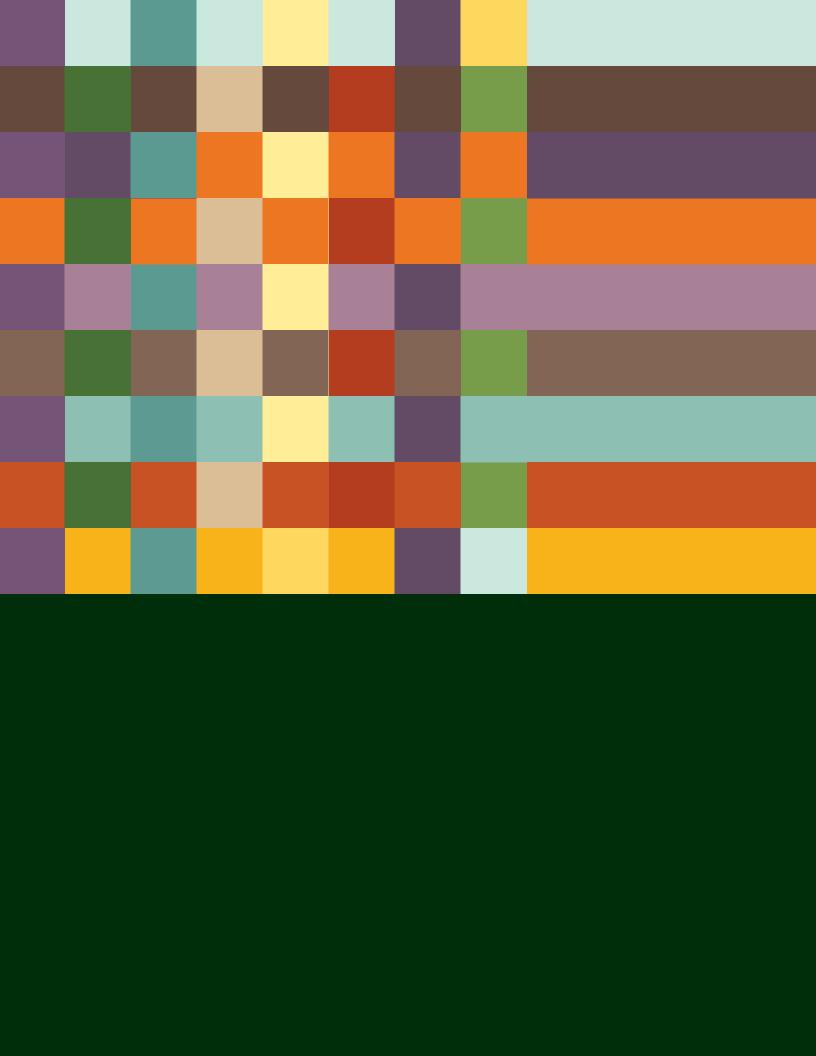
The H+T Index measures the percent of household income spent on housing and transportation. 45% and less is considered affordable.

MEASURE	CURRENT 2025 (2020)	CHANGE BETWEEN 2020 AND 2025	2030 TARGET (OLD 2025 TARGET)	2050 TARGET (OLD 2040 TARGET)
Goal 3 Promote Livability				
Miles of on-street bicycle facilities	12 (7)	5	15 (8)	25 (20)
Miles of trails	225 (251*)	N/A	240 (260)	275 (300)
Number of trail system gaps	7 (Same)	None	5 (Same)	0 (Same)
Miles of trail system gaps	52 (58)	-6	50 (Same)	0 (Same)
Transit (total ridership)	124,737 (264,587)	-52%	295,000 (Same)	350,000 (Same)
Goal 4 Protect and conserve natural resou	rces			
Floodplains (% of total acres)	11.9% (12.4%)	-0.5%	Maintain (Same)	Maintain (Same)
Woodlands (% of total acres)	11.4% (12.8%)	-1.4%	Maintain (Same)	Maintain (Same)
Farmland (% of total acres)	80.7% (80.0%)	0.7%	Maintain (Same)	75% (Same)

^{*}Previous miles of trails included some planned trails that had not yet been built.

Performance Measures

RPAs are responsible for the performance of their surface transportation systems and to ensure progress is being made, CIRTPA has identified various performance measures that relate to the adopted goals of this plan. These measures are the same in the HY 2040 LRTP and allows CIRTPA to track changes over time. By identifying strengths and deficiencies, CIRTPA can allocate resources effectively to improve the transportation system.



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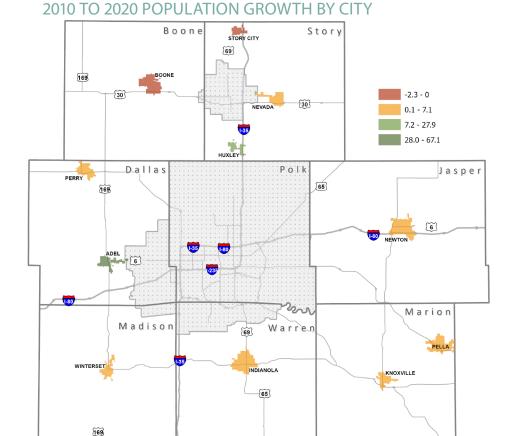
SOCIOECONOMIC CONDITIONS

SOCIOECONOMIC CONDITIONS

Population Projections

The CIRTPA planning area is in central lowa, occupying the following counties: Boone, Dallas, Jasper, Polk, Madison, Marion, Story, and Warren. Within the CIRTPA region lays the Des Moines Area MPO, located in portions of Dallas, Madison, Polk, and Warren Counties. According to the 2020 Decennial Census, the eight-county region was home to nearly 857,509 (2020 Census) people, with around 653,457 (STBG Targets adjustments) residing inside the Des Moines Area MPO and Ames Area MPO planning boundaries.

The CIRTPA also mapped the percent change in population from 2010 to 2020 in CIRTPA member cities. Nine of the eleven CIRTPA member cities experienced growth during the 2010s, averaging a 10 percent increase. The fastest growing city in the region was Adel, with a population increase of 67 percent. Two cities saw a minor decline in the 2010s; the percentage of decline maxed out at around 2 percent.



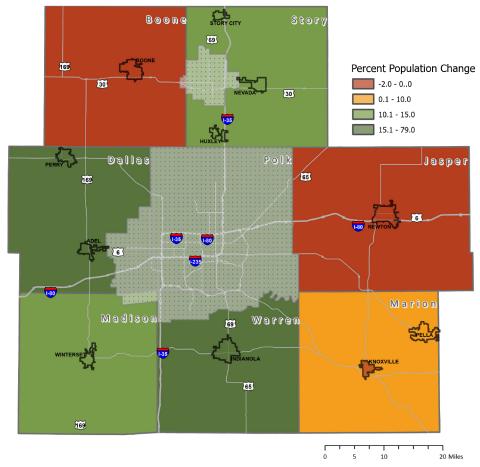
During the development stages of CIRTPA's Horizon Year 2040 Long Range Transportation Plan, Woods & Poole Method of Population and Employment Method forecasting was used. The HY 2050 Long Range Transportation Plan continues to use this forecasting model. For the HY 2040 and HY 2050 plans, Woods and Poole has population projections available for each county thus no local projections were needed.

The CIRTPA developed a methodology to project CIRTPA city population from the Woods and Poole population projection for each CIRTPA county. The CIRTPA staff used the percent share of city population to county population from 2022 ACS data. That ratio of city to county population was used to calculate city projections with the current Woods and Poole population projection numbers for each CIRTPA county (calculated by the percent share of a city multiplied by current Woods and Poole projections of a county for each of the listed years).

The percent change in population from 2020 to 2050 for CIRTPA cities and CIRTPA counties was mapped to illustrate the locations of the highest amount of projected growth in the region. The map shows Dallas County as the fastest growing county in the region, with an increase of 68 percent. The map also shows that Adel and Perry are the fastest growing cities in the CIRTPA region, with increases of about 79 and 75 percent respectively. The results for the entire region are included on the following map.



PERCENT CHANGE IN POPULATION BY CITY + COUNTY (2020 TO 2050)



POPULATION PROJECTION BY COUNTY

	2020	2030	2040	2050	2020-2050 % CHANGE (PREVIOUS)
Boone	26,715	26,999	26,857	26,431	-1.1% (-0.2%)
Dallas	99,678	125,743	153,048	184,293	84.9% (75.6%)
Jasper	37,813	38,036	37,709	36,986	-2.2% (-1.1%)
Madison	16,548	17,430	18,189	18,983	14.7% (13.5%)
Marion	33,414	34,000	34,130	33,894	1.4% (1.5%)
Polk	492,401	529,643	559,259	584,228	18.6% (20.9%)
Story	98,537	105,563	110,911	115,285	17.0% (15.2%)
Warren	52,403	57,132	60,566	63,522	21.2% (19.1%)
Central Iowa (All areas)	857,509	934,546	1,000,669	1,063,622	24.0% (22.9%)
Des Moines Area MPO	585,861	638,493	683,669	726,680	24.0% (42.8%)
Ames Area MPO	67,596	72,416	76,085	79,086	17.0% (15.2%)
CIRTPA	204,052	223,637	240,915	257,857	26.4% (-29.9%)

POPULATION PROJECTION BY CITY

	2020	2030	2040	2050	2020-2050 % CHANGE (PREVIOUS)
Adel	6,153	7,512	9,143	11,010	78.9% (51.4%)
Boone	12,460	12,588	12,522	12,323	-1.1% (-0.8%)
Huxley	4,244	4,495	4,723	4,909	15.7% (11.4%)
Indianola	15,833	16,899	17,914	18,789	18.7% (12.4%)
Knoxville	7,595	7,530	7,559	7,507	-1.2% (0.8%)
Nevada	6,925	7,372	7,746	8,051	16.3% (11.4%)
Newton	15,760	15,729	15,593	15,294	-3.0% (-2.0%)
Pella	10,464	10,858	10,900	10,824	3.4% (0.8%)
Perry	7,836	2,521	11,347	13,663	74.4% (51.4%)
Story City	3,352	3,550	3,730	3,877	15.7% (11.4%)
Winterset	5,353	5,581	5,824	6,078	13.6% (9.4%)

Employment Projections

Future employment projections are based on Woods and Poole Employment Projections. Woods and Poole's projected growth for the region is 26.4%. The largest employment growth is projected to be Dallas County, while Polk County will still be the employment center for the region.

It should be noted that the central lowa total population projection and total employment projection reflect population and employment that include the CIRTPA region, the Des Moines Area MPO planning boundary, and the Ames Area MPO boundary. The CIRTPA's share of population and employment in central lowa's counties and cities will change in the future based on the expansion of both the Des Moines Area MPO planning boundary and the Ames Area MPO planning boundary.

The region's unemployment rate averages 4.0 percent (ACS 2019-2023 Employment Status), just below the current national rate of 4.3 percent (US Bureau of Labor Statistics, August 2025).

EMPLOYMENT PROJECTION BY COUNTY

	2022	2030	2040	2050	PERCENT CHANGE (PREVIOUS)
Boone	13,373	13,905	14,190	14,278	6.8% (8.3%)
Dallas	68,833	89,549	119,497	154,501	124.5% (51.8%)
Jasper	16,459	16,808	16,786	16,591	0.8% (5.8%)
Madison	7,391	7,978	8,636	9,297	25.8% (23.4%)
Marion	23,349	24,036	24,212	23,967	2.6% (5.6%)
Polk	383,799	420,303	452,479	477,556	24.4% (23.2%)
Story	64,718	69,017	72,352	74,629	15.3% (14.8%)
Warren	20,543	23,077	26,119	29,270	42.5% (29.4%)
Central Iowa (All areas)	598,465	664,673	734,271	800,089	33.7% (25.7%)

Economic Data

The median household income for households in the CIRTPA Region is \$82,780 and the mean household income is \$107,590, both over \$20,000 higher than the previous plan. The higher income areas of the region correspond to those in and near the Des Moines metropolitan area. Overall, Central lowa has higher incomes than the rest of the state. Previously, there were some areas that, depending on looking at mean or median income, lag both the state however each county has a higher.

HOUSEHOLD INCOME BY COUNTY AND REGION

	TOTAL HOUSEHOLDS (PREVIOUS)	MEDIAN HOUSEHOLD INCOME (PREVIOUS)	MEAN HOUSEHOLD INCOME (PREVIOUS)
Boone	10,935 (10,998)	\$79,741 (\$57,906)	\$97,592 (\$71,406)
Dallas	40,868 (31,363)	\$102,349 (\$82,719)	\$134,691 (\$108,537)
Jasper	14,748 (14,533)	\$70,128 (\$56,363)	\$93,350 (\$68,498)
Madison	6,625 (6,357)	\$89,542 (\$60,077)	\$103,385 (\$77,887)
Marion	13,409 (13,098)	\$78,059 (\$57,917)	\$100,349 (\$69,344)
Polk	202,404 (181,316)	\$81,621 (\$63,530)	\$106,356 (\$84,020)
Story	38,708 (37,106)	\$69,006 (\$52,671)	\$95,068 (\$69,792)
Warren	20,219 (18,621)	\$92,990 (\$71,514)	\$111,116 (\$84,350)
Central Iowa	247,916 (313,392)	\$82,780 (\$62,837)	\$107,590 (\$79,229)
State of Iowa	1,303,763 (1,251,587)	\$73,147 (\$56,570)	\$95,968 (\$73,510)

The median earnings for individuals in the Central Iowa Region is \$40,860 and the mean earnings is \$70,284, a \$6,000 and \$10,000 increase from the previous plan. As with income, earnings in the region are generally higher near the metropolitan areas and are smaller in the other areas. Compared to the state, both median and mean earnings are higher in central Iowa with the notable exception of lower median earnings in Story County due to the high ratio of university students and part time work. In the previous plan, some areas lagged behind the state when considering mean or median income, but now each county in the region reports higher income levels.

EARNINGS BY COUNTY AND REGION

	WORKERS OVER AGE 16 WITH EARNINGS (PREVIOUS)	MEDIAN EARNINGS (PREVIOUS)	MEAN EARNINGS (FOR FULL-TIME, YEAR-ROUND WORKERS) (PREVIOUS)
Boone	15,119 (15,296)	\$39,235 (\$33,252)	\$60,025 (\$52,958)
Dallas	56,791 (47,677)	\$84,068 (\$46,705)	\$84,068 (\$78,119)
Jasper	20,372 (19,559)	\$56,814 (\$31,636)	\$56,814 (\$49,850)
Madison	9,543 (8,979)	\$44,899 (\$36,003)	\$69,066 (\$58,593)
Marion	18,400 (18,633)	\$39,677 (\$31,427)	\$65,452 (\$52,826)
Polk	285,040 (274,598)	\$42,262 (\$35,754)	\$70,105 (\$70,295)
Story	65,157 (34,611)	\$24,374 (\$19,554)	\$66,802 (\$58,762)
Warren	30,407 (28,205)	\$43,071 (\$39,523)	\$71,111 (\$60,602)
Central Iowa	500,829 (447,558)	\$40,860 (\$34,232)	\$70,284 (\$60,251)
State of Iowa	1,795,056 (1,770,040)	\$37,604 (\$31,887)	\$63,591 (\$55,583)

EMPLOYMENT DATA

	BOONE	DALLAS	JASPER	MADISON	MARION	POLK	STORY	WARREN	CENTRAL IOWA (PREVIOUS)
Civilian employed population 16 years and over	10,424	47,064	13,295	6,573	11,317	191,621	30,897	19,135	330,326 (427,376)
Agriculture, forestry, fishing and hunting, and mining	566	758	825	495	336	2,364	1,160	435	6,939 (7,373)
Construction	959	2,138	981	1,041	665	13,001	1,423	1,636	21,844 (25,538)
Manufacturing	1,263	4,492	2,794	557	3,510	23,035	4,298	1,684	41,633 (42,281)
Wholesale trade	333	1,113	584	276	235	4,909	551	681	8,682 (12,416)
Retail trade	1,443	4,769	1,035	689	807	20,158	2,621	1,900	33,422 (48,490)
Transportation and warehousing, and utilities	753	2,945	816	282	612	10,079	1,843	1,120	18,450 (17,564)
Information	92	634	206	37	102	3,906	180	333	5,490 (8,273)
Finance and insurance, and real estate and rental and leasing	704	11,476	1,318	1,030	626	32,444	1,804	3,640	53,042 (57,487)
Professional, scientific, and management, and administration and waste management services	732	5,108	701	422	417	21,851	2,549	1,506	33,286 (41,788)
Educational services, and health care and social assistance	2,521	9,668	2,518	891	2,766	36,822	11,173	3,649	70,008 (98,638)
Arts, entertainment, and recreation, and accommodation and food services	218	1,214	1,006	247	220	7,095	743	695	11,438 (33,713)
Other services, except public administration	376	981	1,512	287	531	5,992	1,091	885	11,655 (18,103)

The employee population reported per county includes residents from outside of the county that commute to that county for work. The largest employment industry in the region is educational services, and health care and social assistance with 70,008 employees, or 21% of the region's total employees. The second largest employment industry is finance and insurance, real estate and rental and leasing with 53,042 employees, or 16% of the region's total employees. The third largest employment industry is manufacturing trade with 41,633 employees, or 13% of the region's total employees.

Commuter Data

The average work commute time for the region is 21.7 minutes, the same as from the previous plan, which is slightly longer than the state average of 19.7 minutes. Approximately 63.3% of the region works within their county of residence, which is less than the state average of 77.4%. This suggests that the region's workforce is dependent on the transportation network to get to and from their place of employment and are directly impacted by its condition.

Commuting is longest for Madison County residents and shortest for Story County residents, with a 8.7 min difference between the two. Even though Dallas and Warren counties have a smaller percentage of residents who work within the county, they generally have a shorter commute time due to being partially within the Des Moines metropolitan area. Overall Central lowa has a slightly longer commute time compared to the state. The two counties with over 80% of residents who work in county are the areas that wholly or mostly comprise the two major metropolitan areas in the 8 county CIRTPA region.

AVERAGE COMMUTE BY COUNTY

	TOTAL POPULATION	TOTAL WORKERS OVER AGE 16	AVERAGE WORK COMMUTE TIME (IN MINUTES)	PERCENT WORKED IN COUNTY OF RESIDENCE
Boone	26,773	13949	21.9	53.8% (52.6%)
Dallas	106,109	59377	22.2	55.5% (37.0%)
Jasper	37,822	17840	23.3	53.5% (53.6%)
Madison	16,846	8798	25.9	51.6% (43.1%)
Marion	33,473	16350	19.8	77.5% (79.6%)
Polk	500,749	256116	19.1	90.3% (89.7%)
Story	100,204	50158	17.2	84.6% (81.3%)
Warren	53,843	27084	24.5	39.8% (36.2%)
Central Iowa	875,819	449,672	21.7	63.3% (59.1%)
State of Iowa	3,204,251	1588122	19.7	77.4% (75.8%)

Other Regional Considerations

The central lowa transportation system must be responsive to factors beyond population and employment numbers. As such, the CIRTPA looks at a number of topics to ensure the transportation system is best serving those who live, work, and play in the region. Seven degrees of disadvantage were used to identify concentrated areas of transportation disadvantaged areas.

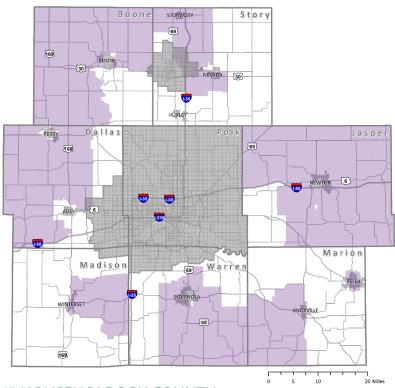
The seven degrees include:

- Households over 65
- Limited English Proficiency Households
- Carless Households
- Persons with Disabilities
- Households in Poverty
- Minority Populations



Households over 65

Concentrations of persons over the age of 65 are important to locate, as these populations often rely more heavily on passenger transportation. The following map displays concentrated areas of persons over the age of 65. An analysis was performed to locate concentrated areas where households over 65 are located. Using 2023 American Community Survey data, the percent of the total households considered to contain someone over 65 for each census tract was calculated and compared to all census tracts in the eight-county region. Any tract that had a percentage above the regional average of 31.7 percent (previously 28.0 percent) was determined to be a concentrated area of over 65 households. This same methodology was used for all seven degrees of disadvantage.

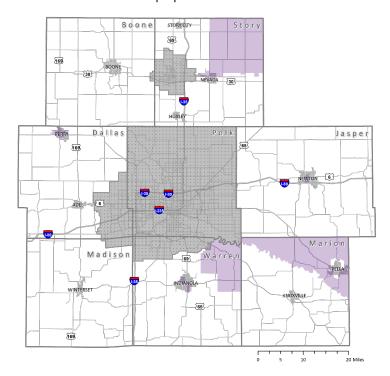


OVER 65 HOUSEHOLDS BY COUNTY

	TOTAL HOUSEHOLDS	OVER 65 HOUSEHOLDS	OVER 65 PERCENT (PREVIOUS)
Boone	10,935	3,499	32.0% (27.9%)
Dallas	14,135	3,975	28.1% (26.9%)
Jasper	14,748	5,063	34.3% (31.7%)
Madison	6,625	2,257	34.1% (27.2%)
Marion	13,409	4,328	32.3% (29.4%)
Story	12,110	3,614	29.8% (24.7%)
Warren	11,012	3,548	32.2% (28.7%)
CIRTPA Area	82,974	26,284	31.7% (28.0%)

Limited English Proficiency

To address the needs of the region's limited English proficient (LEP) population, an analysis was performed to locate concentrated areas where LEP households are located. The percent of households considered to be LEP for each census tract was calculated and compared to all census tracts in the CIRTPA region. Any tract that had a percentage above the regional average of 0.9 percent (previously 0.7 percent) was determined to be a concentrated area of LEP populations.



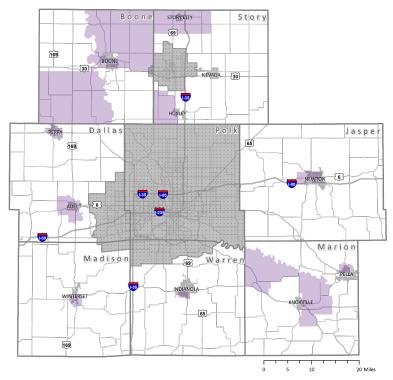
Concentrated areas of LEP populations exist in and around the City of Perry, City of Nevada, City of Newton, City of Indianola, and around the cities of Knoxville and Pella. The following table breaks down the number of LEP households by county.

LEP HOUSEHOLDS BY COUNTY

	TOTAL HOUSEHOLDS	LEP HOUSEHOLDS	PERCENT OF LEP HOUSEHOLDS (PREVIOUS)
Boone	10,935	-	0.0% (0.5%)
Dallas	14,135	322	2.3% (2.7%)
Jasper	14,748	143	1.0% (0.4%)
Madison	6,625	10	0.2% (0.7%)
Marion	13,409	114	0.9% (0.3%)
Story	12,110	41	0.3% (0.7%)
Warren	11,012	126	1.1% (0.7%)
CIRTPA Area	82,974	756	0.9% (0.7%)

Carless Households

Concentrations of carless households are important to identify because these populations often rely more heavily on passenger transportation. In our auto centric society, mobility of these populations will be severely limited. Any tract that had a percentage above the regional average of 4.0 percent (previously 4.4 percent) was determined to be a concentrated area of carless households.



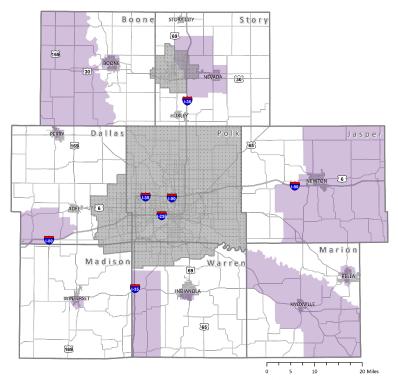
Looking regionally, the total number of carless households makes up 4.0 percent of households. Of all the counties, Madison County (previously Marion County) has the highest percent, sitting at 5.7%, and Warren County (previously Story County) has the lowest at 2.7%. The following table breaks this information down by county.

CARLESS HOUSEHOLDS BY COUNTY

	TOTAL HOUSEHOLDS	CARLESS HOUSEHOLDS	PERCENT OF CARLESS HOUSEHODLDS (PREVIOUS)
Boone	10,935	593	5.4% (4.5%)
Dallas	14,135	492	3.5% (5.2%)
Jasper	14,748	584	4.0% (4.7%)
Madison	6,625	380	5.7% (5.0%)
Marion	13,409	508	3.8% (5.2%)
Story	12,110	488	4.0% (1.4%)
Warren	11,012	298	2.7% (2.8%)
CIRTPA Area	82,974	3,343	4.0% (4.4%)

Persons with Disabilities

People with disabilities also are more dependent on passenger transportation and other medical services. Concentrated areas of people with disabilities were determined using the same methodology as the previously mentioned population groups. The following map shows that there are concentrations of disabled population groups across the CIRTPA region.



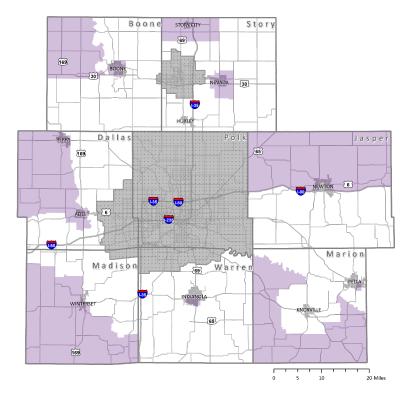
Overall, 11.6 percent (previously 12.4 percent) of the population in the region has a disability. The county with the highest percentage is Jasper County (previously Boone County), at 14.0 percent. Madison County that is within the CIRTPA region is the lowest, with 9.4 percent of its population having a disability (previously Polk County). The following table displays information for all areas in the CIRTPA region.

PERSONS WITH DISABILITIES BY COUNTY

	TOTAL PEOPLE	PEOPLE WITH A DISABILITY	PERCENT OF DISABLED PEOPLE (PREVIOUS)
Boone	26,204	3,258	12.4% (14.6%)
Dallas	37,670	3,619	9.6% (10.8%)
Jasper	36,171	5,071	14.0% (14.0%)
Madison	16,593	1,555	9.4% (12.3%)
Marion	33,214	4,440	13.4% (13.4%)
Story	28,832	3,159	11.0% (10.6%)
Warren	29,152	3,047	10.5% (12.5%)
CIRTPA Area	207,836	24,149	11.6% (12.4%)

Households in Poverty

Households in poverty are more likely to need transportation assistance to access jobs and various amenities. Concentrations of poverty are more likely to need additional transportation investments. The following map shows that poverty population groups are concentrated in cities and several rural areas.



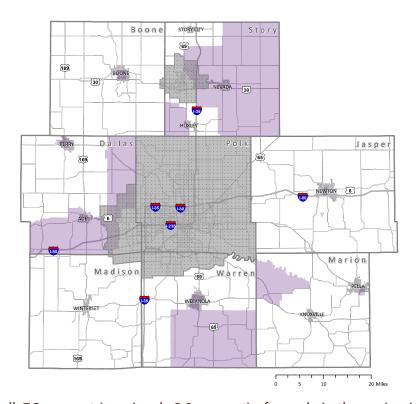
Overall, 7.5 percent (previously 9.2 percent) of households in the region live in poverty. The county with the highest percentage is Marion County, at 8.5 percent. Warren County (previously Polk County) is the lowest, with 6.3 percent of its population living in poverty. The following table displays information for all areas in the CIRTPA region.

HOUSEHOLDS IN POVERTY BY COUNTY

	TOTAL HOUSEHOLDS	HOUSEHOLDS IN POVERTY	PERCENT OF HOUSEHOLDS IN POVERTY (PREVIOUS)
Boone	10,935	861	7.9% (9.0%)
Dallas	14,135	958	6.8% (8.7%)
Jasper	14,748	1,193	8.1% (9.7%)
Madison	6,625	515	7.8% (9.2%)
Marion	13,409	1,137	8.5% (10.0%)
Story	12,110	876	7.2% (9.8%)
Warren	11,012	692	6.3% (9.2%)
CIRTPA Area	82,974	6,232	7.5% (9.2%)

Minority Populations

Higher than average concentrations of minority populations, while not in of itself something an issue, should be monitored to ensure no issues occur. For example, tracking infrastructure investment or transportation and other services to see if disinvestment is disproportionally occurring.



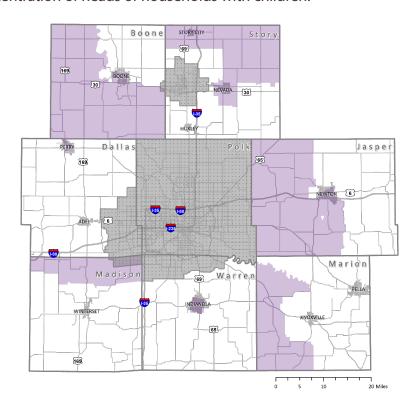
Overall, 7.2 percent (previously 3.9 percent) of people in the region is a minority. The county with the highest percentage is Dallas County, at 10.2 percent. Madison County is the lowest, with 4.3 percent of its population being a minority. The following table displays information for all areas in the CIRTPA region.

MINORITY POPULATION BY COUNTY

	TOTAL POPULATION	MINORITY POPULATION	PERCENT OF MINORITY POPULATION (PREVIOUS)
Boone	26,669	1,495	5.6% (3.0%)
Dallas	37,972	3,871	10.2% (6.3%)
Jasper	37,864	2,709	7.2% (4.2%)
Madison	16,760	729	4.3% (2.5%)
Marion	33,551	1,739	5.2% (4.1%)
Story	29,094	2,652	9.1% (3.1%)
Warren	29,523	2,010	6.8% (3.3%)
CIRTPA Area	211,433	15,205	7.2% (3.9%)

Single Heads of Households with Children

Single heads of households with children may need greater access to transportation amenities and proximity to activity centers. In the CIRTPA region, most areas with higher concentrations of this group are in the larger cities, which tend to offer greater amenities than rural areas. The following map shows the locations of greater than average population concentration of heads of households with children.



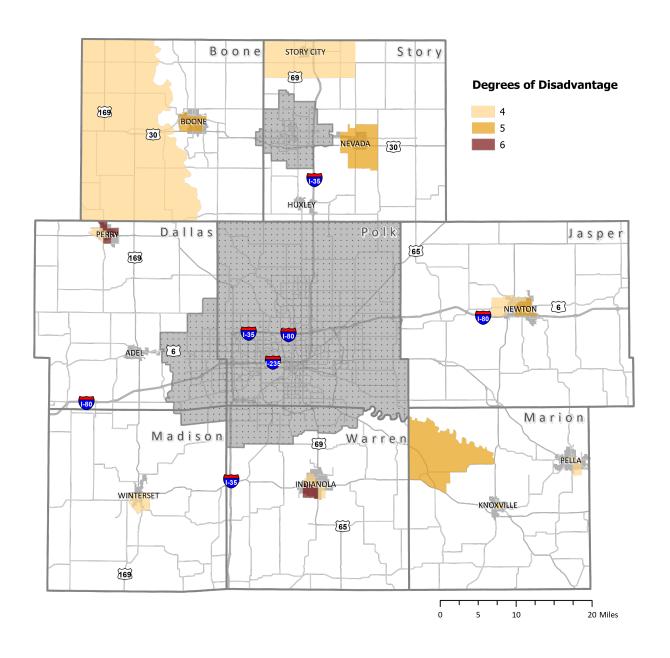
Overall, 4.8 percent (previously 10.8 percent) of households with children are single heads of households. The county with the highest percentage is Warren County, at 6.4 percent. Dallas County (previously Marion County) is the lowest, with 4.1 percent of the population. The following table displays information for all areas in the CIRTPA region.

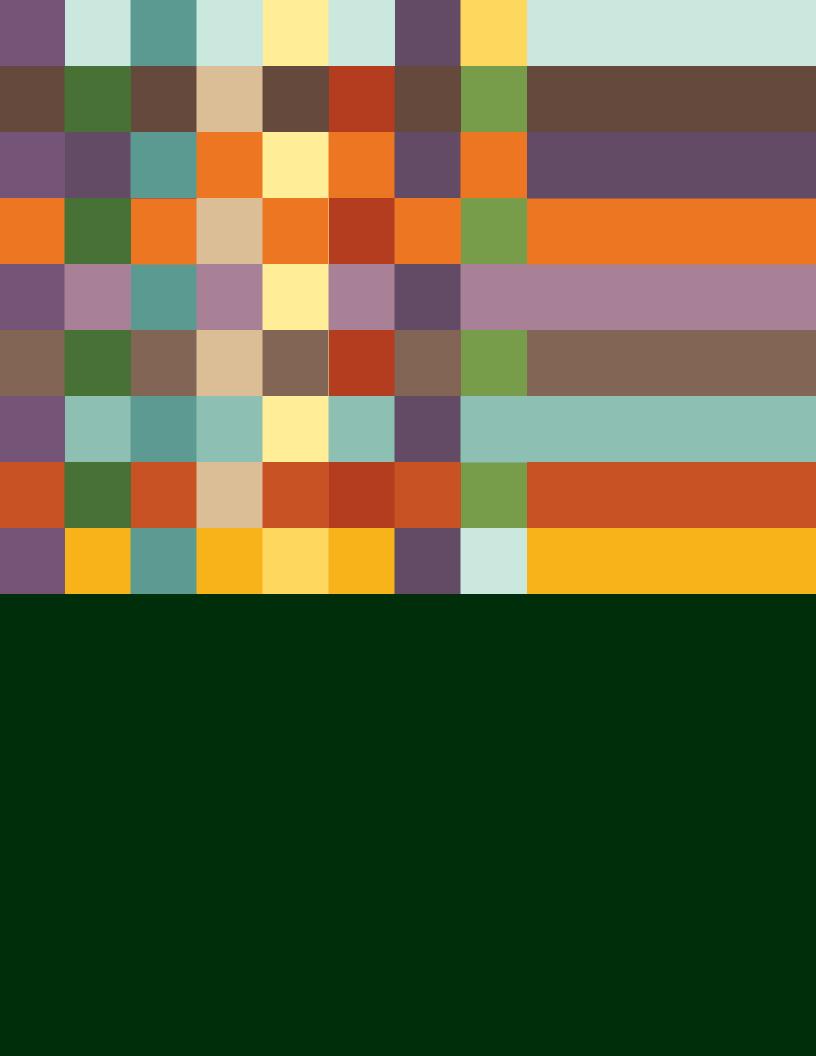
SINGLE HEAD OF HOUSEHOLDS WITH CHILDREN BY COUNTY

	TOTAL HEAD OF HOUSEHOLDS W/ CHILDREN	SINGLE HEAD OF HOUSEHOLDS W/ CHILDREN	PERCENT OF SINGLE HEAD OF HOUSEHOLDS W/ CHILDREN (PREVIOUS)
Boone	10,935	527	4.8% (11.3%)
Dallas	14,135	525	3.7% (8.9%)
Jasper	14,748	844	5.7% (12.2%)
Madison	6,625	273	4.1% (8.6%)
Marion	13,409	582	4.3% (8.4%)
Story	12,110	571	4.7% (10.3%)
Warren	11,012	702	6.4% (15.9%)
CIRTPA Area	82,974	4,024	4.8% (10.8%)

Degrees of Disadvantage and Transportation Need Areas

20 of the 55 Census Tracts in the CIRTPA region are considered an area of high transportation need. To qualify, a Census Tract must be higher than the regional average in four out of the seven Degrees of Disadvantage. There were no tracts that had the maximum seven, although several has 6 degrees. Generally, high need areas are centered around the larger communities of CIRTPA. Most notably the six degrees of disadvantage areas were centered around the cities of Indianola and Perry.





5

AIR

AIR

Iowa Aviation System Plan

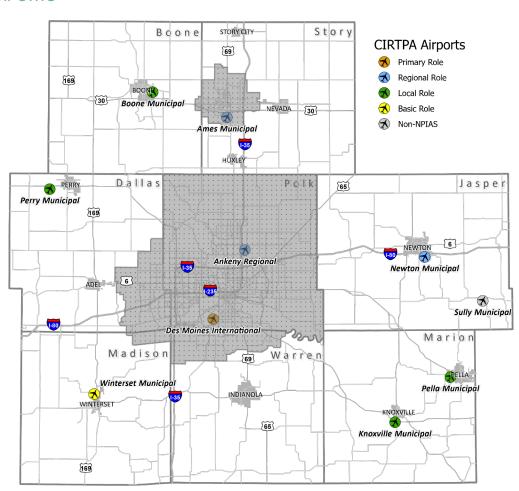
The Iowa Department of Transportation (DOT) produces and maintains the Iowa Aviation System Plan (IASP) to evaluate the aviation needs of Iowa's public airports over the next 20 years. The IASP includes system goals to promote the development, economic support, safety and security, accessibility, and education at Iowa's public airports. The current IASP has a 2020 to 2040 timeline and classifies public airports into one of five categories:

- 1. National Role "Supports the national airport system by providing communities access to national and international markets throughout the U.S. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft.." The Des Moines International Airport is the closest National Role airport to the CIRTPA region.
- 2. Regional Role "Supports regional economies by connecting communities to regional and national markets. Located in metropolitan areas serving relatively large populations. Regional airports have high levels of activity with some jets and multiengine propeller aircraft." It is noted that the Ankeny Regional Airport serves as the relief airport for the Des Moines International Airport. Regional Role airports in the CIRTPA region include:
 - a. Ames Municipal Airport;
 - b. Ankeny Regional Airport; and,
 - c. Pella Municipal Airport.
- 3. Local Role "Supports local communities by providing access to markets within a state or immediate region. Local airports are most often located near larger population centers, but not necessarily in metropolitan or micropolitan areas. Most of the flying at local airports is piston aircraft in support of business and personal needs. These airports typically accommodate flight training, emergency services, and charter passenger service." Local Role airports in the CIRTPA region include:
 - a. Boone Municipal Airport;
 - b. Knoxville Municipal Airport;

- c. Newton Municipal Airport.
- d. Perry Municipal Airport; and,
- e. Winterset Municipal Airport.
- 4. Basic Role "Provides a means for general aviation flying and links the community to the national airport system. These airports support general aviation activities such as emergency response, air ambulance service, flight training, and personal flying. Most of the flying at basic airports is self piloted for business and personal reasons using propeller-driven aircraft. They often fulfill their role with a single runway or helipad, and minimal infrastructure." There are no airports that fit this role in the CIRTPA area.
- 5. Non-NPIAS "Not classified by NPIAS." The only Local Service airport in the CIRTPA region is:
 - a. Sully Municipal Airport

A summary of each airport's specifications can be found on the following pages. A map depicting the location of the public airports previously described is below.

CIRTPA AIRPORTS



Knoxville and Pella Regional Airport

In March 2012 Oskaloosa, Pella, and Mahaska County approved a 28-E Agreement forming the South-Central Regional Airport Agency. The 28-E Agreement legally solidifies the parties' intent to move forward with an evaluation and potential construction of a regional airport. The Airport Master Plan was completed in 2015 and the environmental assessment was completed in 2017. Land acquisition was to be completed in FFY 2019 but negotiations are still ongoing.

Mahaska County voted in 2022 to remove the County as a party to the original 28-E Agreement. A new agreement between Pella and Oskaloosa was signed in 2024 but plans to move forward with the airport's construction are currently on hold. There is no timetable for the project's completion.

Des Moines International Airport New Terminal

Since 2016, the Des Moines International Airport has been planning and seeking funding for the construction of a new terminal and runway improvements. The total project cost is \$445 million and faced a funding shortfall of \$200 million. Ultimately, funding was secured and the airport terminal is under construction with 6 new gates and will be completed in 2027. An 1,100-vehicle parking garage has already opened.



Perry

Perry and the Dallas County region have experienced substantial growth and impacts from the rapidly growing Des Moines metro and the expansion of industry. Perry Municipal Airport is the only airport in Dallas County, serving as a hub for the region and significantly contributing to the local and state economy. The airport expanded their service capabilities to accommodate the regional growth by constructing a new 4,000 foot runway, funded by the FAA.

The runway was extended another 1,500 feet to 5,500 feet to safely accommodate aircraft operating in the region and doing business in Dallas County.

The goal of the airport expansion is to create a facility that can accommodate increased business aviation demand. The programmed improvements to the Perry Municipal Airport will provide additional opportunity for national firms to start or expand presence within Dallas County.

Additionally, constructing the runway to a length of 5,500 feet will aid in keeping regional Dallas County businesses operating in the region.



AIRPORT	BASED AIRCRAFT (PREVIOUS)	% CHANGE SINCE 2019	OPERATIONS (PREVIOUS)	% CHANGE SINCE 2019	MAXIMUM RUNWAY LENGTH	MAXIMUM RUNWAY WIDTH
Des Moines International*	111 (Same)	0.0%	71,384 (71,175)	-0.3%	9,002 feet	150 feet
Ankeny*	94 (Same)	0.0%	48,600 (48,545)	-0.1%	5,500 feet	100 feet
Ames*	60 (75)	-25.0%	33,751 (33,580)	-0.5%	5,701 feet	100 feet
Boone	35 (40)	-14.3%	20,700 (20,805)	0.5%	4,808 feet	75 feet
Knoxville	36 (43)	-19.4%	9,700 (9,855)	1.6%	4,000 feet	75 feet
Pella	32 (33)	-3.1%	13,950 (13,870)	-0.6%	5,403 feet	75 feet
Winterset	26 (29)	-11.5%	4,750 (4,732)	-0.4%	3,002 feet	50 feet
Perry	27 (28)	-3.7%	4,750 (4,732)	-0.4%	5,500 feet	75 feet
Newton	24 (23)	4.2%	9,000 (9,125)	1.4%	5,600 feet	100 feet
Sully	0 (Same)	-	600 (Same)	0.0%	2,130 feet	120 feet
*Outside of the	CIDTDA area					

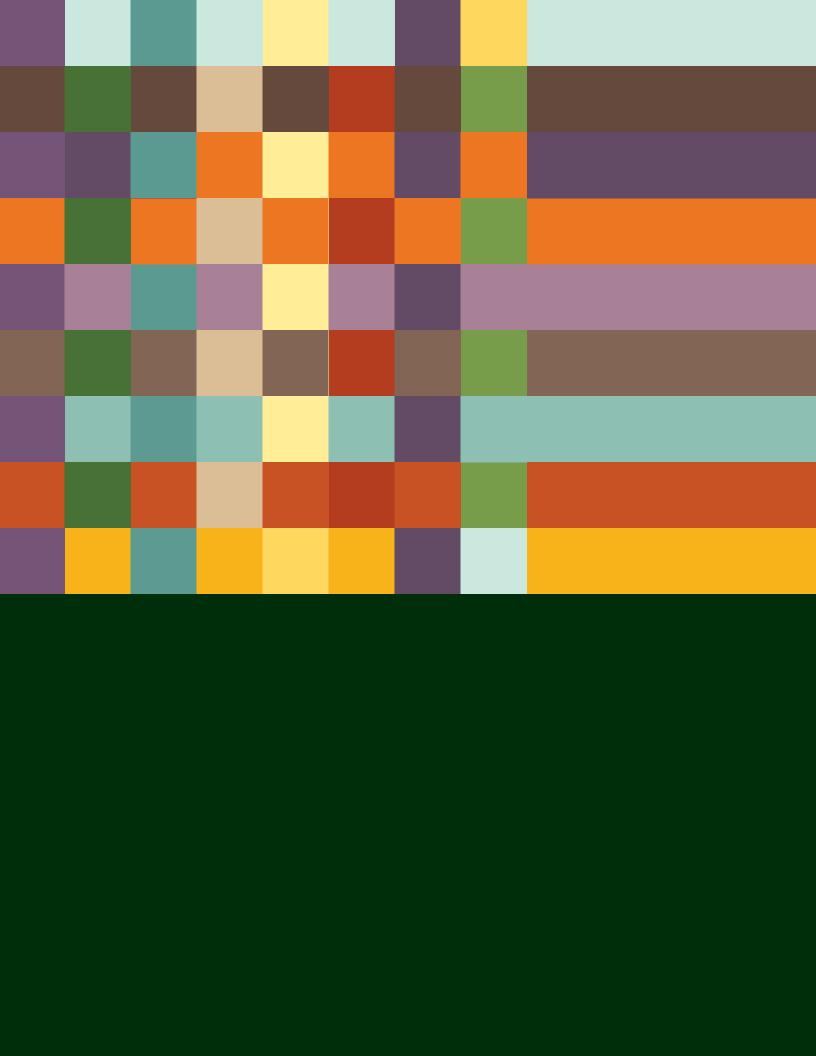
^{*}Outside of the CIRTPA area

Airport Improvements

According to the Iowa DOT, Aviation Division, from FY 2021 to 2026 airports within the CIRTPA planning area have seen over \$2.1 million in investments that have either state or federal funding included. Other minor investments, including other funding sources, were not included.

Funding for smaller airports is always limited and never enough to fully maintain necessary infrastructure but for the most part, managers have kept airports operating efficiently. However, several airports have seen double digit percentage drops in operations since 2012. With steady or declining airport usage, it will become more difficult to fund needed repairs moving forward.

CIRTPA will continue to monitor regional airport usage and work with airport managers to provide resources and expertise as needed.



6

FREIGHT + GOODS MOVEMENT/ PIPELINES

FREIGHT + GOODS MOVEMENT

Freight Overview

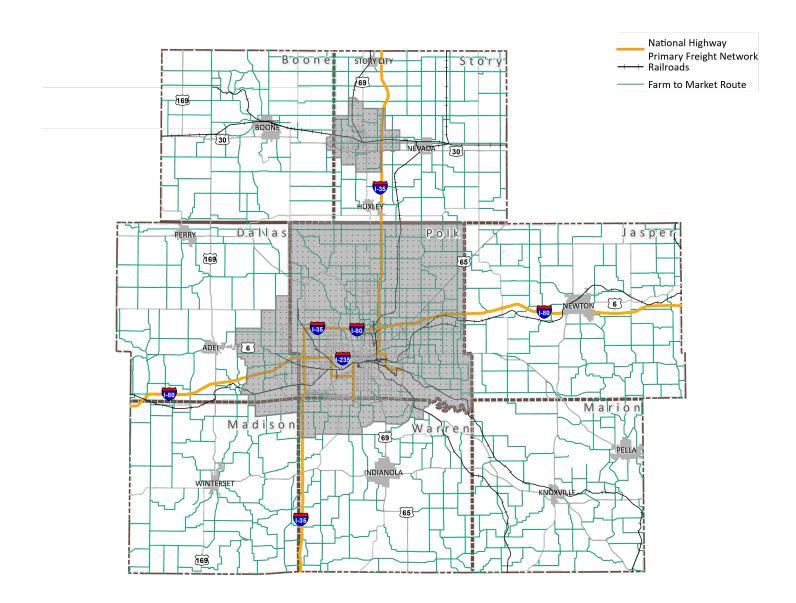
Freight and Goods Movement is a critical component of the CIRTPA region's transportation network. The movement of freight through the CIRTPA region occurs primarily via two modes, truck and rail.

A significant amount of the freight traffic in the region is pass-through traffic via the two Interstate Highways, I-80 and I-35. Economic activity within the CIRTPA region does generate a large amount of outbound freight through the agricultural and manufacturing industries. The movement of these goods creates a significant amount of wear and tear on the region's transportation infrastructure. Maintenance issues created by freight as well as the economics that the industries creating the freight generate are a major contributor to the decision-making process that CIRTPA must consider.

A map of the freight network within the CIRTPA region is included on the following page.



FREIGHT NETWORK

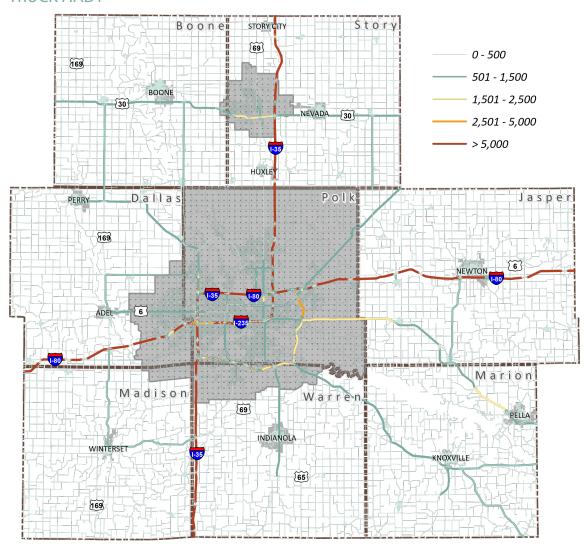


Freight on the Roadway

In 2006, the DMAMPO conducted the Goods Movement in Central Iowa and in the Des Moines Metro Area: 2006 Update Report (2006 Goods Movement Study). The 2006 Goods Movement Study states that by 2020 a large amount of truck freight traffic in central Iowa will be concentrated on Interstate 35, Interstate 80, Interstate 235, U.S. 30, U.S. 65, U.S. 6, U.S. 169, and IA 163. Reebie Associates data used in the 2006 Goods Movement Study showed that trucks in and out of central Iowa moved 80 million tons (94% of the tonnage for all modes) of goods in 2001. This totaled roughly \$62 billion or 95% of the total value of all shipments that year.

Without an update to this study, freight movements on roadways are notoriously difficult to track. However current truck traffic volumes are available and can be seen below. Major truck movements are concentrated on the Interstates, but Highways 5 and 163 sees over 1,000 trucks a day and other routes such as Highways 5 and 65/69 have over 500 trucks a day.

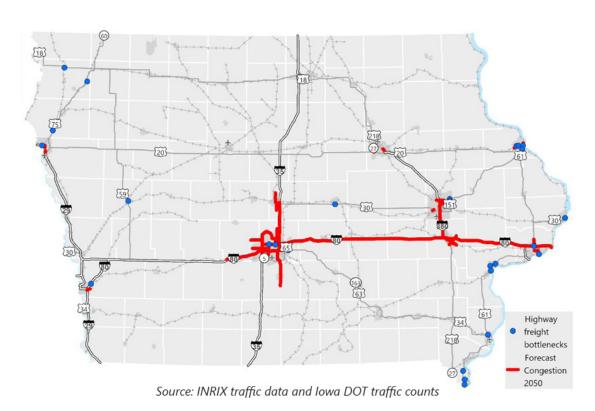
TRUCK AADT



Typical freight generators, such as grain facilities, freight warehousing, biodiesel plants, etc. are generally located near larger freight corridors. However, it is not a requirement as several generators are in counties not near larger population centers.

Additional constraints to freight flow are freight bottlenecks that are identified in the Iowa DOT's State Freight Plan. Below is the map from that plan that shows existing freight bottlenecks and future congestion. Generally, future congestion is on major freight corridors (i.e. the Interstate System). Several non-Interstate future congestion bottlenecks are identified in the CIRTPA area. More information about the development of these bottlenecks are available in the full freight plan.

HIGHWAY FREIGHT BOTTLENECKS

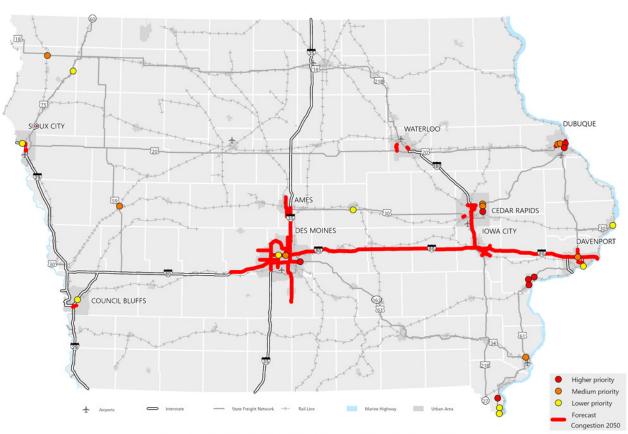


Freight Roadway Growth

According to the lowa Freight Plan, the following map shows future 2050 congestion that will affect future freight flows. Bottleneck locations were prioritized using a matrix that identifies value (iTRAM), condition (ICE tool), and performance (INRIX data) of road segments called a VCAP matrix. Several priority areas are within the Des Moines Area MPO planning area but not the CIRTPA planning area.

lowa truck traffic is expected to grow by 32.4 percent in 2040. Most growth will be on the Interstate system, but some growth is expected on the rest of the highway system and locally near identified freight generators.

HIGHWAY FREIGHT PRIORITY LOCATIONS AND CAPACITY NEEDS



Source: Iowa Travel Analysis Model, Infrastructure Condition Evaluation, and INRIX

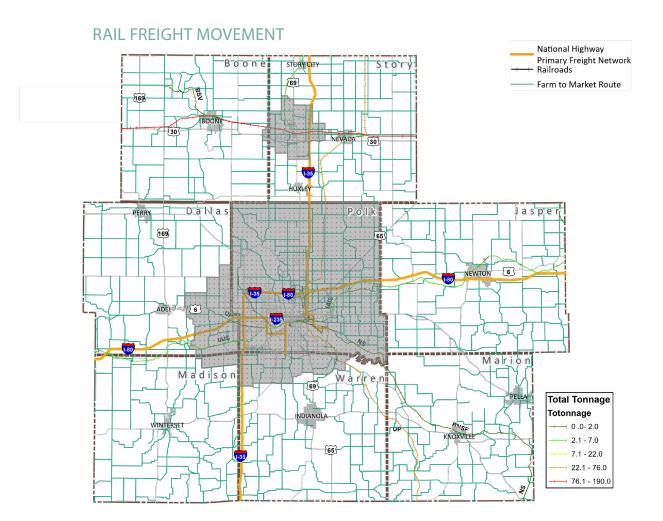
Freight by Rail

The rail transportation system in the CIRTPA region is currently used exclusively for freight transportation to, from, and through central lowa. As of 2025 there are four railroads operating within the CIRTPA region. The four railroads are:

- Class I Railroads
 - Burlington Northern Santa Fe (BNSF);
 - Norfolk Southern (NS); and,
 - Union Pacific (UP).
- Class II Railroad
 - Iowa Interstate Railroad (IAIS).

Combined, these four railroad companies operate a total of 523 miles of track within the central lowa region and provide central lowa with regional, national, and global connections.

The most utilized tracks is the UP line going east-west while the second ranked track is the UP line running north-south.

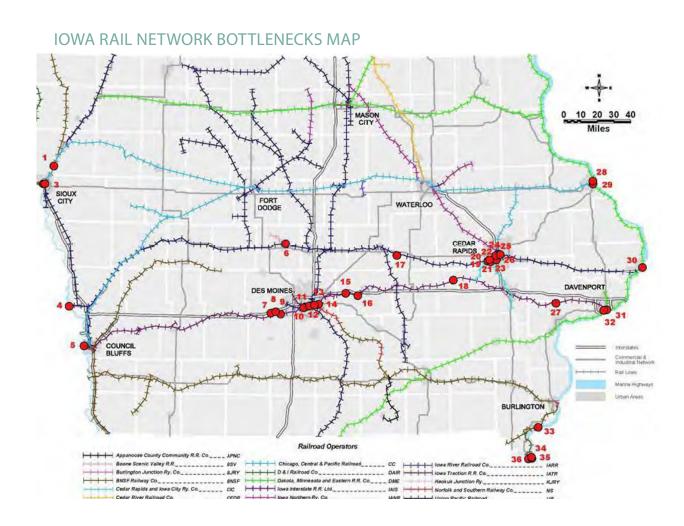


The maps on the following pages, taken from the Iowa DOT's State Rail Plan, show Polk County by far has the most total inbound and outbound tonnage of any county in Central Iowa. Only Boone, Dallas, Story, and Warren counties, besides Polk County, send freight by rail and the amount sent is under 200,000 tons per year. Conversely, only Marion and Warren counties do not have rail freight destined to those two counties. Interestingly Story County imports more than it exports on rail, with inbound shipments ranking higher than output.

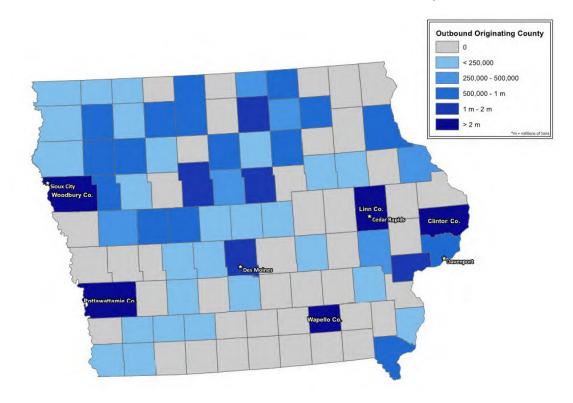
The state report also estimates that total state outbound rail tonnage will grow 34.7% between 2013 and 2040. Inbound tonnage is expected to increase by 44.0% during that same time period. It is anticipated that Polk County, and in particular the Des Moines Metro Area will see most, if not all, of the growth for Central lowa.

Rail Bottlenecks

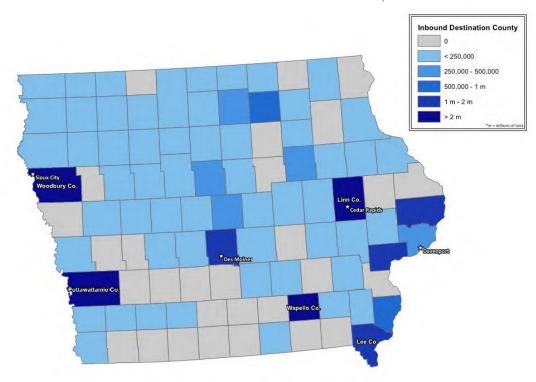
As with highways, railroad bottlenecks were identified that influence freight rail traffic. The lowa DOT's State Rail Plan shows that nearly all bottlenecks in Central lowa are on the eastwest IAIS line in and around the Des Moines Region. There is one bottleneck located on the east-west UP line near the City of Boone.



RAIL OUTBOUND TOTAL TONNAGE BY IOWA COUNTY ORIGIN, 2013



RAIL INBOUND TOTAL TONNAGE BY IOWA COUNTY ORIGIN, 2013



Air Freight

The CIRTPA region does not include a major freight-generating airport. The Des Moines International Airport (DMIA) is the only freight-generating airport in Central Iowa and is located in the Des Moines Area MPO planning area. While not located in the CIRTPA region, the freight generated at the DMIA will have an effect on the CIRTPA's transportation system as goods are moved from the DMIA to areas within CIRTPA, and through CIRTPA to other parts of the state and the Midwest.

The table below shows data taken from the Iowa in Motion Plan. From 2011-2020, there was a 45% (previously 36%) drop in the pounds of air freight handled at the DMIA. During that same time frame, the percentage of DMIA's total air cargo only dropped 16.5% (previously 9.2%). This indicates that while the rest of the state's airports also saw a decrease in air freight, the decrease wasn't as fast as the DMIA's.

DES MOINES INTERNATIONAL AIRPORT CARGO STATISTICS

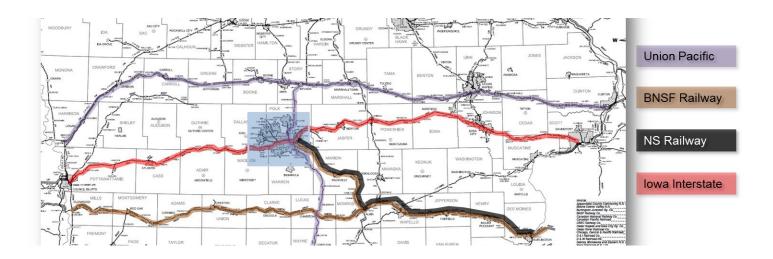
YEAR	TOTAL AIR CARGO POUNDS (PREVIOUS)	% OF TOTAL IOWA AIR CARGO
2011	135,797,823	72.1%
2012	148,241,365	74.2%
2013	129,470,911	72.6%
2014	130,790,339	71.7%
2015	130,817,962	71.7%
2016	134,551,878	75.5%
2017	99,052,046	64.4%
2018	69,972,176	54.7%
2019	74,972,162	52.9%
2020	74,871,567	55.6%
% Change	-44.9% (-36.0%)	

Intermodal Freight and Transloading

Intermodal freight transportation is the movement of freight using multiple modes of transportation without the need to transfer cargo between containers. Transloading is simply the movement of goods from one mode of transportation to another. With transloading, the goods may or may not have containers and the process is not as seamless as intermodal.

The CIRTPA region does not contain any major intermodal or transloading operations. Smaller facilities at individual businesses, grain elevators, and ethanol plants do offer the ability for specific goods to change modes of transportation. However; a dedicated facility specifically for the transfer of multiple types and sizes of goods from one mode to another requires transportation outside of the CIRTPA region.

Since 2012, the Des Moines Area MPO has worked to establish a transload facility near Des Moines's downtown in an area where three Class I and one Class II rails converge. Since that time, a fully functional transload facility has been built and has been in continual operation since 2020. Rail shipping has increased due to the competitive advantage of shipping rates from multiple rail lines. Additionally, the transload facility will increase the number and type of commodities available for shipping on rail.



Pipelines

According to the Pipeline and Hazardous Materials Safety Administration there are 1,015 miles of pipeline facilities in the region. A breakdown of pipeline mileage by County in the CIRTPA region is shown in the following table:

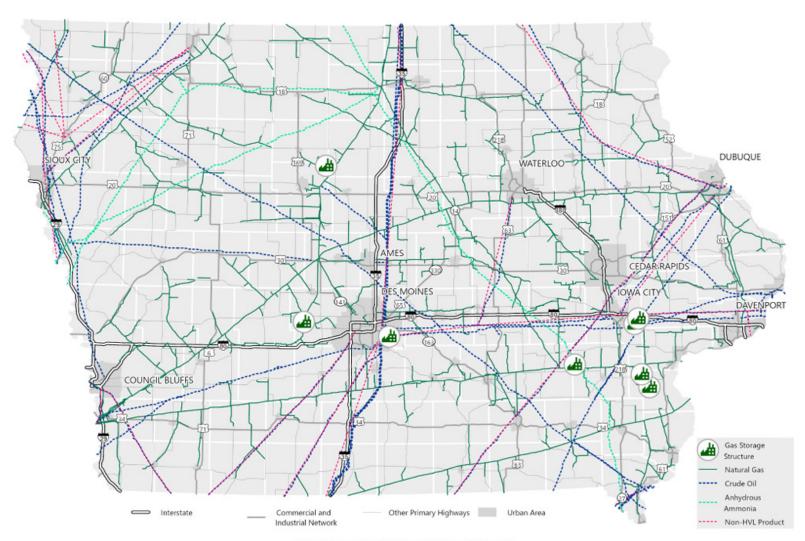
CIRTPA PIPELINE MILEAGE BY COUNTY, 2025

	PIPELINE MILEAGE (PREVIOUS 2011)
Boone	263 (241)
Dallas	182 (187)
Jasper	209 (88)
Madison	184 (98)
Marion	74 (93)
Story	195 (92)
Warren	235 (114)
Total	1,342 (1,015)

The pipelines coming into the CIRTPA region primarily carry natural gas and crude oil petroleum. Each CIRTPA county and city is served by a natural gas pipeline and there is a large underground natural gas storage facility is located in western Dallas County. A majority of the counties also have crude oil petroleum pipelines moving product into and through the CIRTPA region.

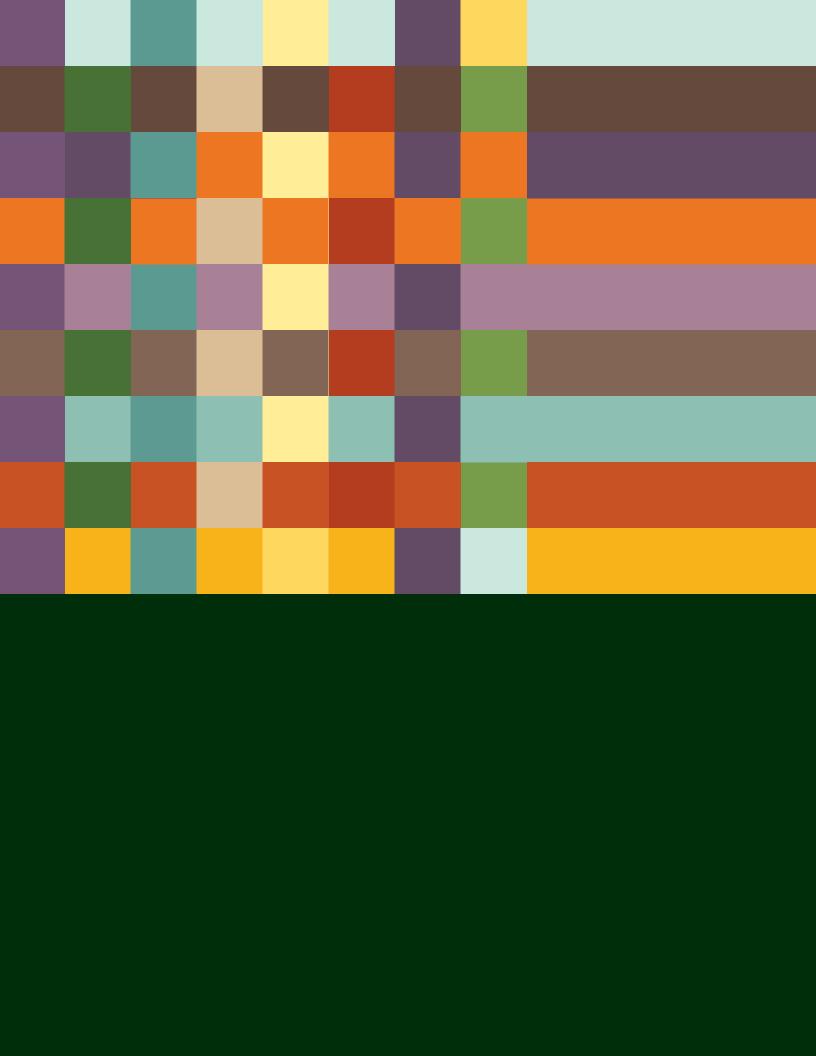
CIRTPA does not have control over pipeline facilities. It is noted that the locations of pipeline facilities is critical to CIRTPA where other transportation projects intersect pipeline facilities and appropriate measures must be taken for the safety of residents of the CIRTPA and the surrounding region. Due to post 9/11 security concerns the exact locations of pipeline facilities is now restricted, however access to pipeline information on a statewide level is available on the following page from the lowa in Motion 2050 LRTP.

IOWA PIPELINES



Source: Pipeline and Hazardous Materials Safety Administration

SOURCE: IOWA IN MOTION 2050



BICYCLE + PEDESTRIAN FACILITIES

BICYCLE + PEDESTRIAN FACILITIES

Bicycle and Pedestrian Facilities Inventory

The bicycle and pedestrian facilities of central lowa are an important part of the recreational and alternative commuter transportation options in the region. Representatives from the CIRTPA region serve on the Central lowa Bicycle and Pedestrian Roundtable (Bike-Ped Roundtable). The Bike-Ped Roundtable supports the development of a bicycle and pedestrian facility network that connects communities within central lowa to each other and the rest of the state. The Bike-Ped Roundtable completed the Central lowa Bicycle and Pedestrian Transportation Plan (CONNECT Plan) in August, 2009 to analyze the development of facilities in central lowa.

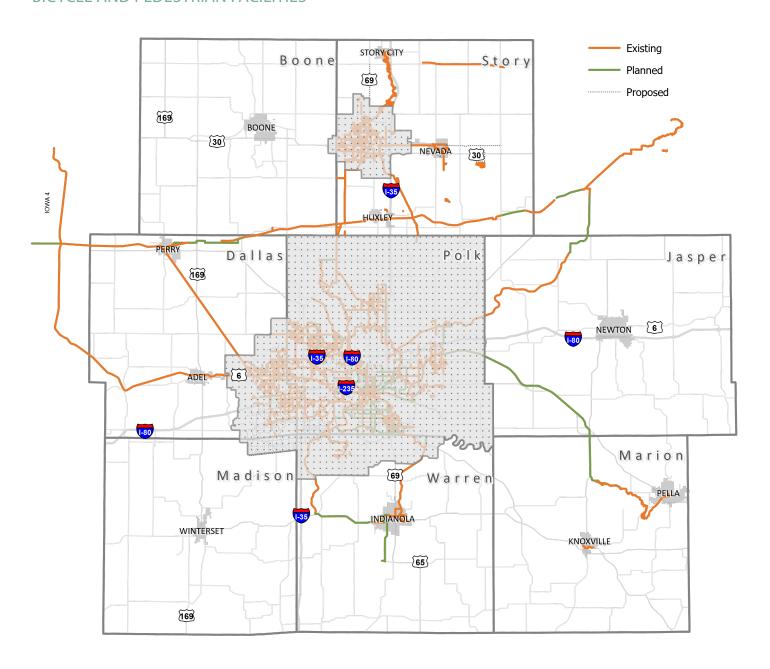
The major trails within the CIRTPA planning area are:

- Raccoon River Valley Trail
- Great Western Trail
- High Trestle Trail
- Neal Smith Trail
- · Heart of Iowa Nature Trail
- Chichaqua Valley Trail
- Summerset Trail
- Volksweg Trail
- American Discovery Trail

Those trails located in the CIRTPA region can be seen on the map on the following page.

Both the Des Moines Area MPO and CIRTPA are jointly creating an Active Transportation Plan that will replace the CONNECT Plan. The new plan will include trails, but will also focus on other types of active transportation. It should be completed by 2026.

BICYCLE AND PEDESTRIAN FACILITIES



Miles of Facilities in the CIRTPA Region

The CIRTPA's planning area has 225 miles of bicycle and pedestrian facilities as of July 2025. Combining the planned and proposed facilities, the CIRTPA planning area could have an additional 100 miles of additional facilities in the future. The table below includes a breakdown of the facilities by type within the CIRTPA region.

MILES OF BICYCLE + PEDESTRIAN FACILITIES

FACILITY TYPE	EXISTING (PREVIOUS)	PLANNED	PROPOSED
Bike Lane	9.7 (6.7)	-	6.8
Shared Use Path	198 (161.7)	65.4	19.9
Trail	15 (68.4)	-	7.3
Walkway	0.6	-	-
Single Track	19	-	-

The map on the previous page displays existing, planned and proposed trails. Existing facilities are those that have been constructed in the region and are currently in use. Planned facilities are a specific project with a defined location and purpose. Typically planned facilities have received some funding or at least will be constructed at a definite date in the future. Proposed facilities are conceptual projects for future consideration.

The level of significance for the trail facilities is broken up into four categories as defined below and included in a map on the following page:

Level 1 - State Significance - Must first meet all of the criteria described in Level 2. Must span two or more counties and be recognized by the State of Iowa/Iowa DOT as a Level 1 Trail. A decisive knowledge of the trail boundaries must exist. Alternatively, must receive approval by the Central Iowa Bicycle – Pedestrian Roundtable;

Level 2 - Regional Significance - Must first meet all of the criteria described in Level 3. Must exist in two or more city or county jurisdictions. Must connect places, street or trails of significance to the central lowa region. Alternatively, must receive approval by the Central lowa Bicycle - Pedestrian Roundtable;

Level 3 - Jurisdiction Significance - Must first meet all of the criteria described in Level 4. Must be a minimum of eight feet in width. Must connect places, streets, or trails of jurisdictional significance. Alternatively, must receive approval by the Central Iowa Bicycle - Pedestrian Roundtable; and,

Level 4 - Local/Neighborhood Significance - Must meet the minimum criteria to be designated as a Shared-Use Path, Bicycle Lane, or Bicycle Route, as specified in the Manual on United Traffic Control Devices, Millennium Edition; which designates as follows:

Other facilities are defined as follows:

Trail - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way within an independent alignment. Trails might also be used by pedestrians, skaters, joggers, and other non-motorized users;

Bicycle Lane - A portion of a roadway that has been designated by signs and pavement markings for preferential or exclusive use of bicyclists; and,

Bicycle Route - A system of bikeways designated by the jurisdiction having authority with directional and informational route markers, with or without specific bicycle route numbers. Bicycle routes, which might be a combination of various types of bikeways, should establish a continuous routing.

Shared Use Path – Similar to a trail however it is designed with all non-motorized users in mind.

Single Tracks – A narrow mountain biking trail that is approximately the width of a bike.

Iowa Bicycle and Pedestrian Long Range Plan

The State Bicycle and Pedestrian Long-Range Plan was adopted by the Iowa DOT in May of 2025 and is a much more recently updated document than the CONNECT plan. It includes new analysis, innovative practices, and planning techniques that were not available in previous planning efforts. The statewide plan should be referred to for updated information and state of the art planning practices.

Levels of trails will no longer be used, rather a trail will be either part of the statewide trail network (which includes regional trails) or local trails that are part of a local trail network. Specifically, the plan identifies two types of statewide networks for bicycle and pedestrian mobility:

- 1. A statewide network of multi use trails The Iowa DOT will prioritize trails that make significant contributions to improving state and regional connectivity.
- 2. A statewide network of national trails and US Bicycle Routes This network comprises the American Discovery Trail, the Mississippi River Trail, and the Lewis and Clark Trail as well as several US Bicycle Routes.

In addition to the numerous statewide network recommendations the state plan introduces the concept of a Complete Street Policy, which is a policy that streets are for all people and not just for certain modes of transportation. While CIRTPA has not formally adopted a complete streets policy nor encouraged its members to do so, moving forward staff will review the applicability of a Complete Street Policy for member governments.

Given that the Connect Plan is slated for updating in 2026, it will most likely move towards following the state's example and eliminate levels of trails within the CIRTPA area. The state plan will prove to be a guiding document as the Connect Plan goes through the update process.

The Iowa Data Bike

Since the approval of the last CIRTPA LRTP, the Des Moines Area MPO developed the lowa Data Bike in the winter of 2016. The bike is an electric assist cargo bike that is outfitted with equipment designed to measure the quality of pavement in Central lowa's trails. Additionally, it includes a camera mounted to the back of the bike that is geo-referenced for additional review of pavement condition. There is also a 360-camera mounted on a pole that provides imagery used for Google Street View.

The goal of the Iowa Data Bike is to provide trail managers with similar information as the streets data that the Iowa DOT provides so that pavement condition can be tracked over time and allow for better trail maintenance planning.

During the summer and fall of 2017, the lowa Data Bike collected approximately 400 miles of roughness data, over 100,000 photos of the trail surface, and more than 2,700 photos for Google Street View. The initial report created in 2018 shows that the trail network in Central lowa trail is in good condition with 86 percent of trail miles in smooth or very smooth condition. Additional information is available in the 2018 Data Bike report. The 2025 Data Bike report covered over 600 miles of trail and reports that 80% of pavements are in very smooth or smooth condition.



Since its inception, the Iowa Data Bike has always been viewed as a collaboration between the Des Moines Area MPO and CIRTPA. Given the hundreds of interconnecting trails between the two areas, it was impossible to collect data for all trails but the majority of areas did get data collected.

In 2019 the trail network was recollected and during that ride, it was determined that Central lowa trails are generally in great condition with 95% of trail miles being in very smooth or smooth condition. However there are still localized issues that do occur and some trails are in better condition than others. Additional information can be found in the 2019 lowa Data Bike Trails Report.

CIRTPA is now administered by the Mid-Iowa Planning Alliance (MIPA) but CIRTPA continues to support the Iowa Data Bike Initiative. CIRTPA contributes \$5,000 a year to help pay for upkeep of the Bike and to ensure that data is collected for CIRTPA area trails.

The MPO and CIRTPA will continue to refine this new program and consult with trail managers to better assist them in their programming and planning needs.



Bicycle and Pedestrian Funding Sources

State Recreational Trails Program – provides TAP funds for public recreation trails. State agencies, counties or cities and non-profit organizations are eligible to apply for funding. Sponsors must provide a 20% match, guarantee the maintenance of the trail for 20 years, and projects must be a part of a local, areawide, regional, or statewide trail plan.

Federal Recreational Trails Program – provides funds to maintain motorized and non-motorized trails and trail-related projects. Public agencies, non-profit organizations, and private organizations can request funding through this program; however, private organizations must have a public agency as a cosponsor. Sponsors must provide a 20% match and guarantee the maintenance of the trail for 20 years.

Surface Transportation Block Grant Transportation Alternative Program – provides funds for the enhancement or preservation activities of transportation related projects including trails, bikeways, safe routes to school, historical, archeological, scenic, and environmental. Eligible sponsors include; local governments, regional transportation authorities, transit agencies, natural resource or public lands agencies, school districts, local education agencies, or schools, tribal governments, or any other local or regional government entity with responsibility for oversight of transportation or recreational trails (other than an MPO or State agency that the State determines to be eligible). A non-eligible project sponsor (such as a non-profit) may partner with an eligible cosponsor in applying for funds. A 20% match is required. For specific eligible project types please refer to the lowa DOT.

Surface Transportation Block Grant Program – Bicycle and pedestrian facilities are an eligible category under this program.

lowa Clean Air Attainment Program – The Iowa Clean Air Attainment Program provides funds to projects that improve air quality. A 20% match is required.

Future Planning and the Funding Process

CIRTPA programs bicycle and pedestrian facilities into future years, typically four years out. Projects are applied for on an annual basis. Applications are submitted and scored by members of the TAP Review Committee made up of area stakeholders and trail managers. Those applying for funding cannot be part of the committee. The scores are compiled by CIRTPA staff and the committee makes a formal recommendation to the CIRTPA Technical Committee and Policy Committee. The CIRTPA Policy Committee has final approval for funding distribution.

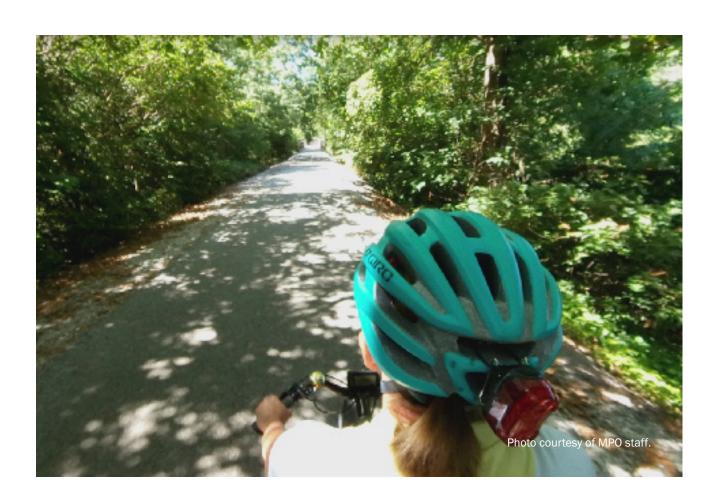
Promoting Livability and Bicycle Safety

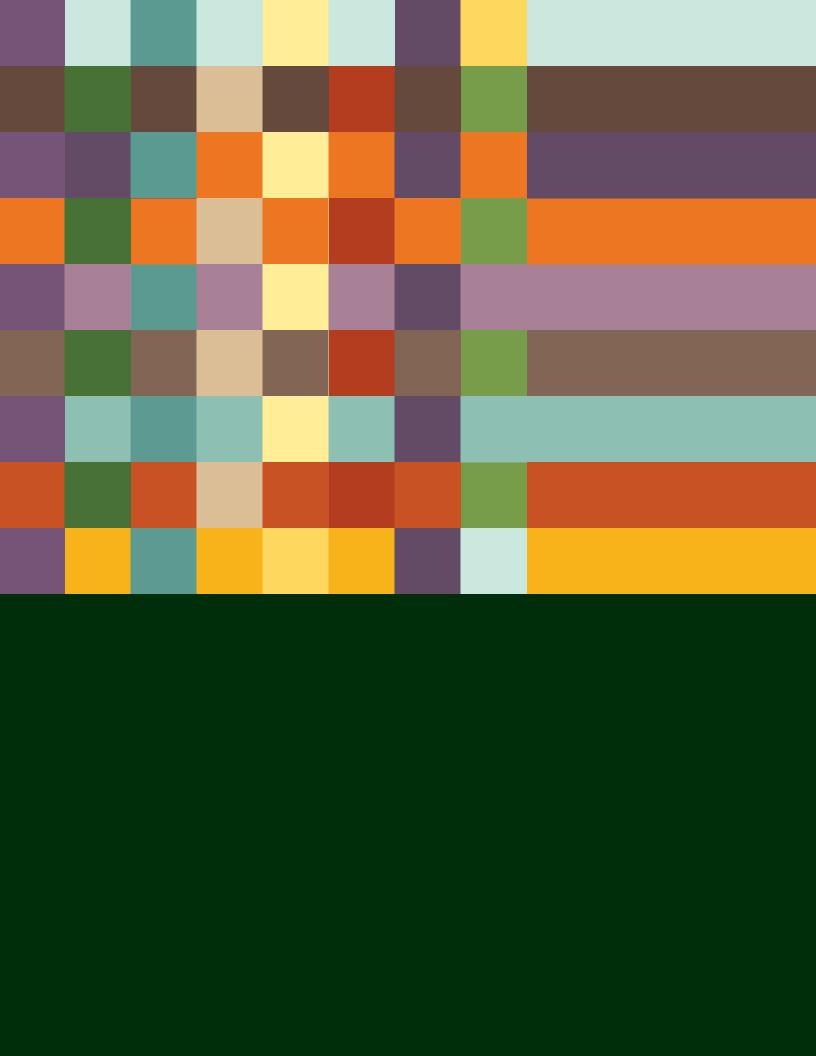
Goal 3 of this plan is to promote livability, which incorporates many different aspects of a community. Livability, as it relates to transportation, mainly looks at non-auto oriented modes of transportation. In the CIRTPA region this relates to bicycle and pedestrian paths and bus transportation services (HIRTA).

Given the limited ways to measure livability within a transportation context, the performance measures focus on tracking the number and miles of trails, as well as HIRTA rides. With all of these measures, the overall goal is to increase their numbers.

However, there are several obstacles that makes these improvements difficult. The largest is that bike/ped infrastructure is often a low priority for many communities. Even though it is touted as an economic development tool, traditional economic development measures are more heavily utilized.

CIRTPA will continue to promote active transportation alternatives, including investments in needed infrastructure. With the impending update to the CONNECT plan additional information will be incorporated into that document and CIRTPA's planning process.





8

ENVIRONMENT AND WATERWAYS

WATERWAYS

Lakes + Rivers

The CIRTPA region contains no waterways that are used for transportation purposes. The largest bodies of water in the CIRTPA region are:

- Lake Red Rock located in north central Marion County;
- Saylorville Lake located in northwest Polk County; and,
- Big Creek located in northwest Polk County.

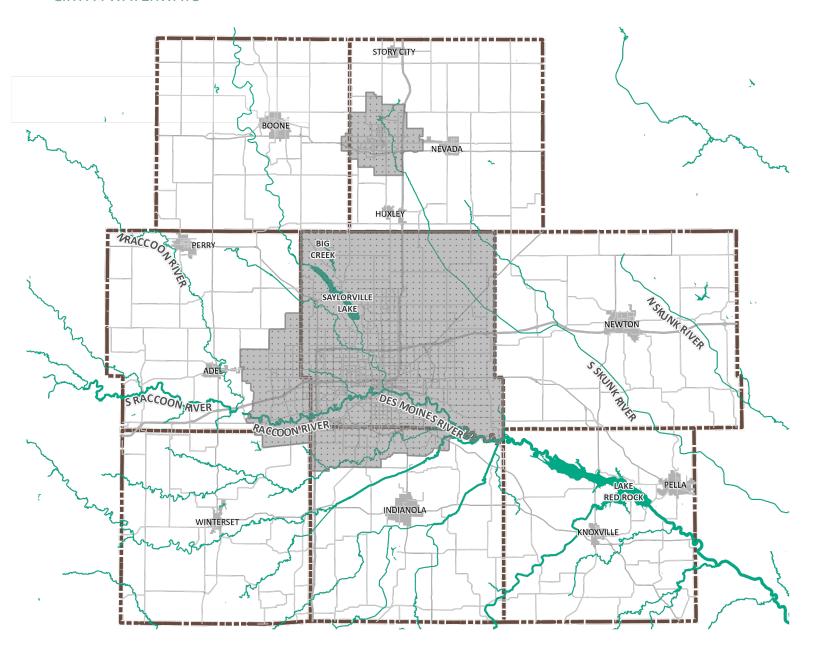
The primary purpose of Saylorville Lake and Lake Red Rock is flood control. Water levels in these lakes can be volatile and are subject to control by the US Army Corps of Engineers. Varying water levels can have a significant impact on the CIRTPA region. During wet years there is a potential for spillover and flooding, while in dry years there is a potential for water restrictions to users in impacted areas. It is also noted that Lake Red Rock is home to a new hydroelectric power plant. Completed in 2021, the retrofit provides 36.4 megawatts of energy that helps to power over 18,000 homes and businesses. There are also economic impacts as recreational users may be banned or restricted depending on water levels.

In addition to these lakes the Des Moines River, Raccoon River, and the Skunk River flow through the CIRTPA region. The primary impact that these three rivers have on the CIRTPA region is the potential for flooding and associated road closures and detours. Road closures and detours due to flooding can have a significant impact on farmers and other motorists that need to navigate the region.

These bodies of water and their surrounding areas attract boaters, anglers, campers, hunters, bicyclists, hikers, and other recreational users. The CIRTPA region can expect to have higher amounts of traffic to these resources in the summer months, when weather permits more users access to the lakes.

A map of these waterways is located on the following page.

CIRTPA WATERWAYS



Watersheds

Watersheds are defined by the United States Environmental Protection Agency as the area of land where all of the water that is under it or drains off of it goes to the same place. There are nine primary watersheds that impact the CIRTPA region. These watersheds are:

- Lake Red Rock:
- North Skunk:
- South Skunk;
- Iowa Upper;
- North Raccoon;
- South Raccoon;
- Des Moines Middle;
- Des Moines Lower; and,
- Thompson.

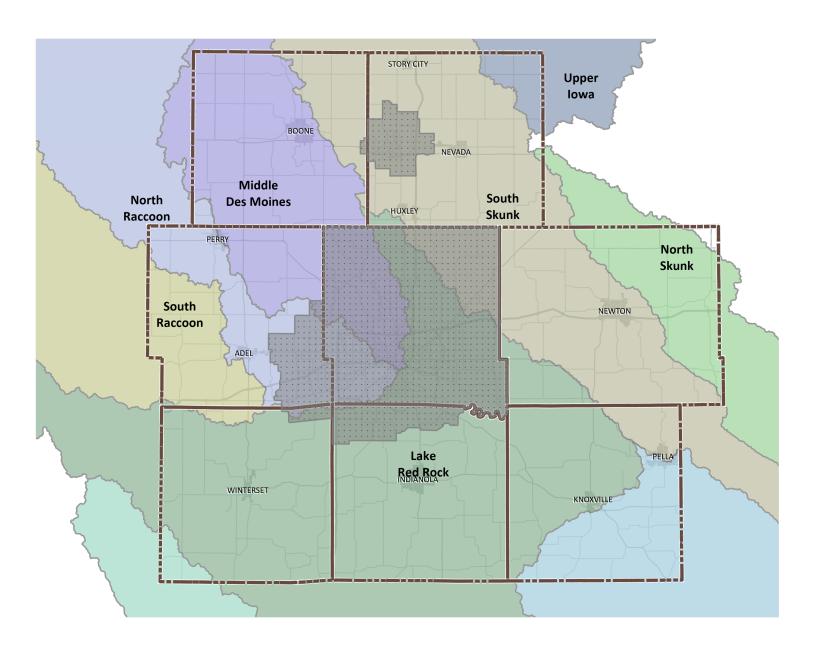


Watershed planning can lead to improved water quality, increased recreation opportunities, and reduced flood risk for the impacted area. The first step in improving water quality is improving how water moves over the land and into the impacted stream or lake. Land management, both agricultural and urban, makes a significant impact on our water quality. In the CIRTPA region seasonally high nitrate concentrations are of particular concern and can negatively impact water quality if not properly mitigated.

Watershed Management Authorities (WMAs) are 28E bound organizations which collectively consult and advise on water resource issues and projects across jurisdictional boundaries. Currently, there are ten WMAs in the CIRTPA region: North Raccoon River Watershed Management Coalition, Middle-South Raccoon River WMA, North & Middle Rivers WMA, Beaver Creek WMA, Walnut Creek WMA, Fourmile Creek WMA, Mud, Camp, & Spring Creeks WMA, South Central Iowa Cedar Creek WMA, Squaw Creek WMA, and Headwaters of the South Skunk WMA.

Members of WMAs consist of soil and water conservation districts, city and county officials, water utilities, the public, and other related organizations. Through joint partnerships many of these WMAs have watershed management plans that land owners and public agencies can reference when putting projects on the ground within the watersheds.

CIRTPA WATERSHEDS



ENVIRONMENT

The transportation system cannot be considered in isolation; its impacts reach far beyond roads, buses, and bicycle-pedestrian infrastructure. It impacts economic development, access to opportunity, and the environment. The fourth and final goal of this plan envisions greater protection for the environment and conservation of its resources.

The CIRTPA outlines three objectives to achieve this goal: decrease emissions, lessen negative impacts on water quality, and limit negative impacts on farmland and natural resources. Decreasing emissions can be seen through increased Electric Vehicle Supply Equipment (EVSE) and decreased emission and particulate levels. The region can lessen its negative impact on water quality by increasing the number of projects that include green infrastructure designed to manage stormwater. Finally, CIRTPA can limit impacts on farmland and natural resources by working to minimize the number of acres impacted by transportation projects.

Federal Requirements + Guidelines

Federally funded transportation projects must comply with the National Environmental Policy Act (NEPA) of 1969. NEPA is a policy designed to protect and enhance the environment, and contains a process for developing major federal actions (such as federal funding for a transportation project) that require environmental review documents. Complying with NEPA is typically the responsibility of the project sponsor. The NEPA process includes the consideration of alternatives for the project and their environmental impacts, as well as public involvement and interagency collaboration.

The type and scope of environmental document required by NEPA depends on the nature of a project and the significance of its impacts. The three types are:

- Categorical Exclusion (CE): The simplest process, a CE is required for projects with no significant environmental impacts.
- Environmental Assessment (EA): An EA is performed if a project's environmental impact is unclear, and it determines if the project would significantly affect the environment. If the project will not, a finding of no significant impact (FONSI) is issued.
- Environmental Impact Statement (EIS): If the EA determines that there may be significant environmental consequences from the project, an EIS must be prepared.

Beyond the NEPA process, CIRTPA encourages jurisdictions to follow federal guidance when addressing environmental issues. The steps used in environmental mitigation are found in 40 CFR 1508.20. In order of preference, these are:

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

Avoiding negatively impacting the environment should always be the primary goal. However, when this cannot be achieved, impacts should be minimized and compensated for appropriately.

Environmental Analysis

In addition to looking at federal regulations and guidelines, the region needs to understand its critical resources in order to make informed quality growth and conservation decisions. CIRTPA has an online tool (located at http://cirtpa.org/maps/) to aid in the decision making process as projected impacts and costs of land use and transportation decisions are being made. This online tool consists of layers of the following data:

- Current parks, trails and other protected areas
- Wetlands, streams and other water features
- Floodways
- Locations of rare or threatened species
- Cultural and historical resources
- Prairie remnants and other sensitive areas
- Farmland and woodlands

Interagency Consultation

The Des Moines Area MPO established the Environment Roundtable to support the review of environmental impacts of transportation projects and activities. Stakeholders from CIRTPA also serve on the board. Members include but are not limited to the following agencies:

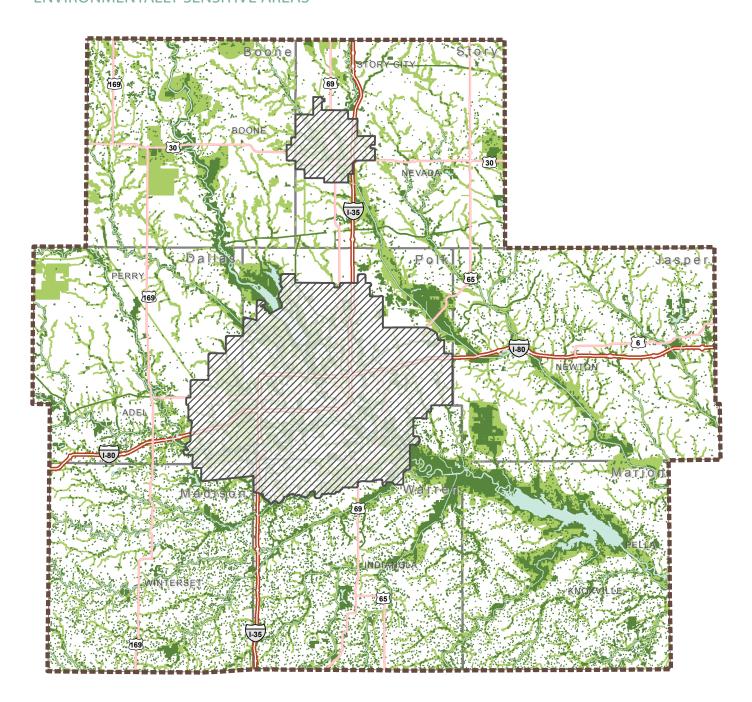
- 1000 Friends of Iowa
- Capital Crossroads Environmental Capital
- Central Iowa Sierra Club and Des Moines Area Audubon
- Des Moines Izaak Walton League of America
- Environmental Law and Policy Center
- Great Outdoors Foundation
- The Nature Conservancy
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife

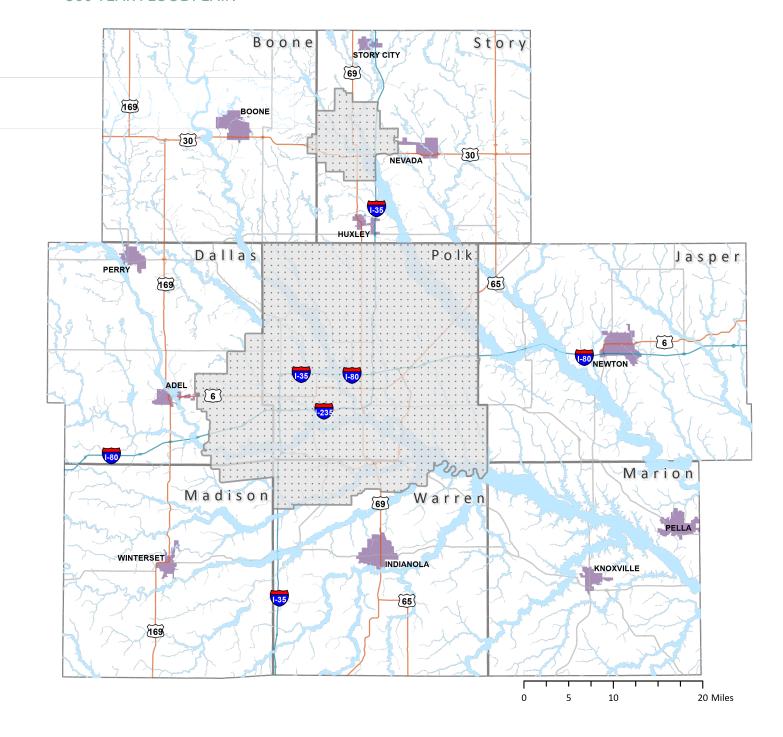
Identified Environmental Areas

The HY 2035 Long Range Transportation Plan identified Environmentally Sensitive Areas and a copy of that map is included on the following page. However moving forward that map will not be regularly updated due to data availability restrictions. Therefore, CIRTPA will focus in on areas that are environmentally sensitive that can be updated and used for project planning and programing. The four areas to be reviewed out are:

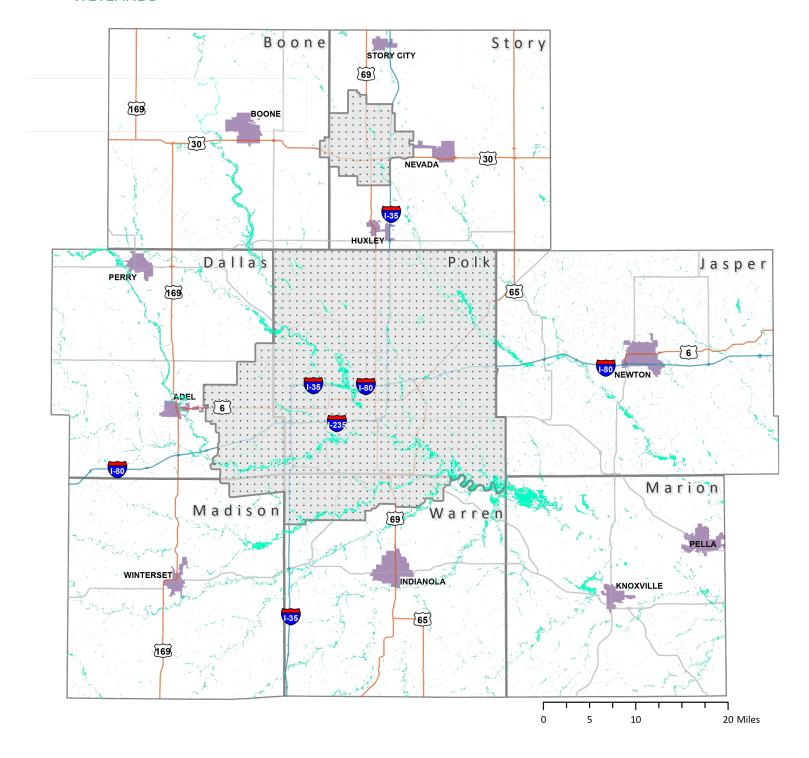
- 500 Year Floodplains
- Wetlands
- Farmland
- Woodlands

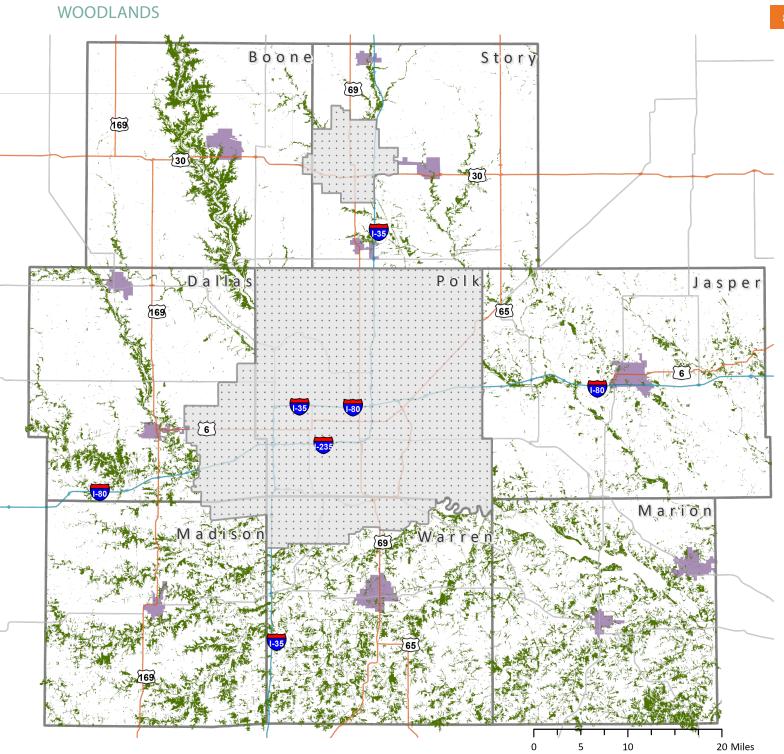
ENVIRONMENTALLY SENSITIVE AREAS





WETLANDS





Environmental Consultation Mitigation Actions

Throughout the NEPA process, consultation with state and federal agencies are required. However, in recent years due to the funding swap of STBG funding, local agencies are completing fewer federally funded projects than in the past. Because the State of lowa has no state NEPA process, jurisdictions complete a truncated environmental process which requires less consultation than the Federal NEPA. However communities are still required to comply with the various environmental policy acts such as the Clean Water Act, the Endangered Species Act, etc.

CIRTPA encourages all communities to consult with governmental agencies on project specific activities, including but not limited to:

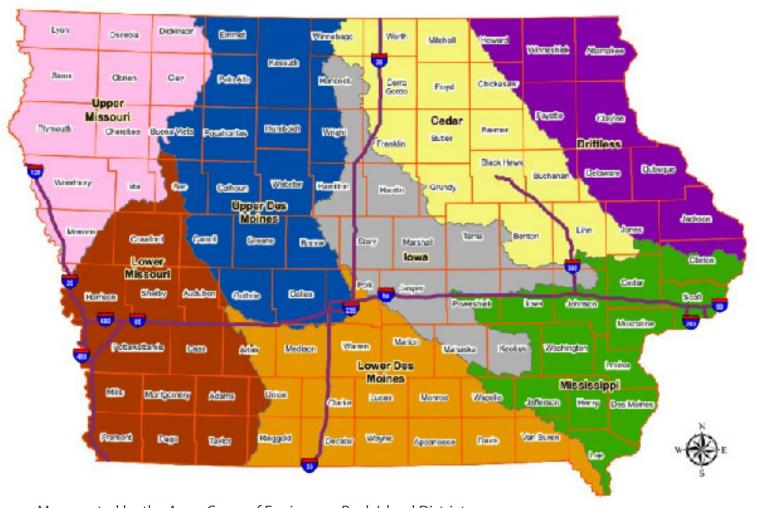
- Iowa DNR
- EPA
- State Historic Preservation Office
- Army Corps of Engineers

Mitigation Actions

One program that CIRTPA highly encourages is the Mitigation Bank offered by the Army Corps of Engineers, Rock Island District. A wetland mitigation bank is a wetland site that has been restored and protected by formal agreement between the Corps of Engineers and the wetland mitigation bank sponsor. A wetland mitigation bank sponsor may be a government agency, non-profit organization, or corporation. The Corps of Engineers determines the amount of environmental credits a wetland mitigation bank can provide.

Any additional mitigation actions will likely be proposed by the Environment Roundtable, which has numerous stakeholders from a variety of state agencies present that include the lowa DNR, US Army Corps of Engineers, and US Fish and Wildlife service. CIRTPA will continually seek out this group when developing environmental polices or input.

Mitigation Bank Service Areas in Iowa



Map created by the Army Corps of Engineers - Rock Island District

Flood Resiliency

CIRTPA tracks the amount of land in the 500-year floodplain to ensure that human activities does not enlarge or expand the floodplain as that may lead to additional effects on the transportation system. The vast majority of projects funded through CIRTPA are system preservation projects that consist of repair type activities. These projects do not expand or otherwise impact the floodplain if the floodplain is present.

Ilf a project may impact the floodplain, it will be identified as part of the project development process with the lowa DOT. Infrastructure resiliency is a fundable activity with CIRTPA STBG funding.

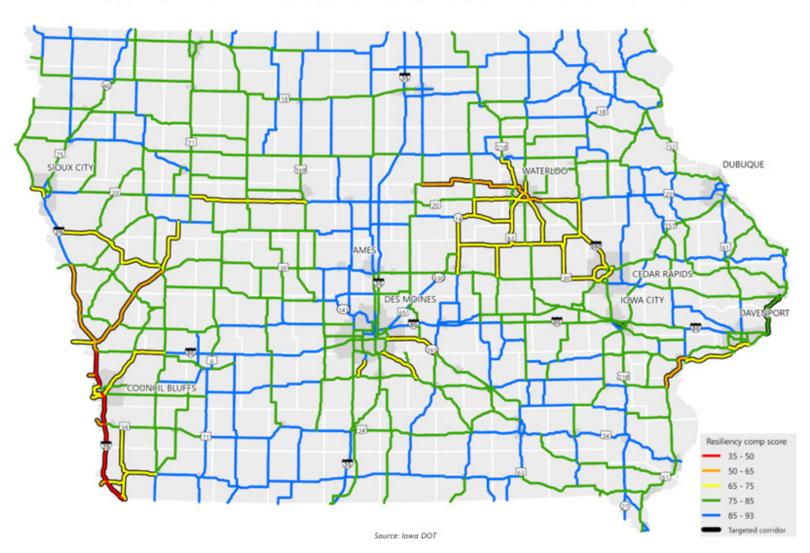
CIRTPA is committed to strengthening and hardening the transportation system. CIRTPA had previously applied for a Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) grant to study and identify ways to improve the resiliency of the transportation network. CIRTPA will continue to identify resources that can be used to improve resiliency and mitigate hazardous impact on the transportation system.

The Iowa DOT has developed a resiliency analysis that is focused on screening the Primary Highway System to identify locations vulnerable to the 100-year flood event. The following is the weighting of the resiliency analysis:

- Robustness component: analyzes the vulnerability of the highway network to a 100-year flood event based on the 100-year floodplain boundary, whether past flooding events have occurred, and roadway shoulder data to estimate how sensitive a specific location may be to flooding.
 - o 100-year flood exposure and bridge scour (45 percent)
 - o Evaluation of past flood events (15 percent)
 - o Roadway resistance (10 percent)
- **Redundancy component:** reviews the extent of alternative routes that can be employed in the event that elements of the system lose function.
 - o System availability (20 percent)
- **Criticality component:** identifies the most operationally important assets within the system.
 - o Federal functional classification (4 percent)
 - o Annual average daily truck traffic (4 percent)
 - o Social vulnerability index (2 percent)

Several primary routes within the CIRTPA Planning Area have a moderate rating and may be targeted by the lowa DOT for future investment. They are lowa 28, lowa 5, and lowa 163.

FLOOD RESILIENCY ANALYSIS SCORES AND CORRIDORS TARGETED FOR RESILIENCY

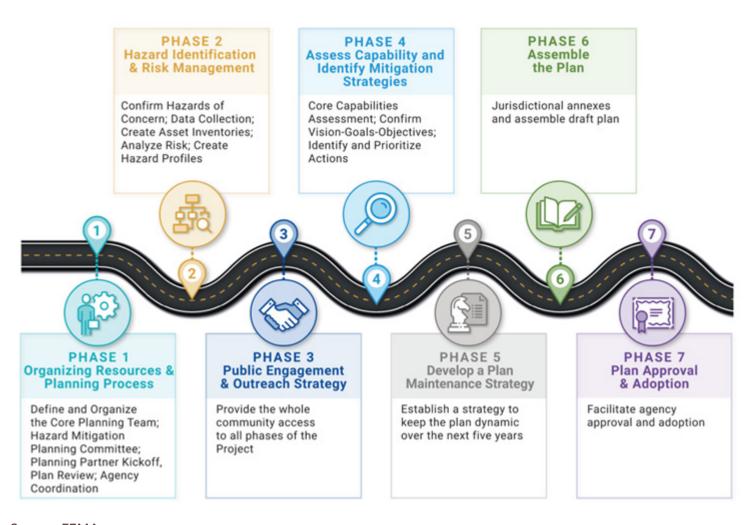


Source: Iowa In Motion 2050

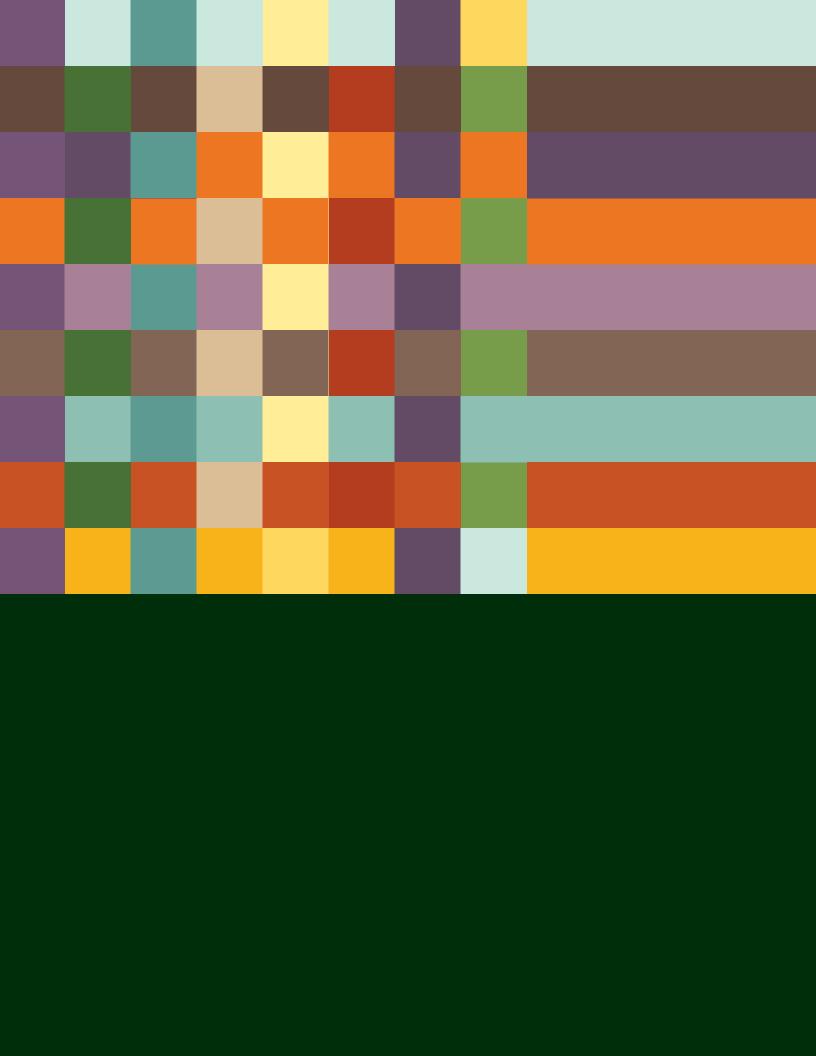
Hazard Mitigation Plans

Every county in the CIRTPA region has a FEMA approved county Multi-Jurisdictional Multi-Hazard Mitigation Plan. Each plan identifies and asses hazard risks, develops strategies to reduce or eliminate those risks, and identifies projects that implement and maintains those strategies.

CIRTPA works with county officials, including the Emergency Management Coordinator (EMC), through various planning processes. Transportation projects are reviewed by County Engineers and CIRTPA staff for sources of information while developing plans, identifying projects, and reviewing funding applications. EMCs were a big part of CIRTPA's earlier PROTECT grant application and will continue to be consulted on project development and flood/hazard mitigation activities.



Source: FEMA



9

TRANSIT

TRANSIT

Public Transit Providers

Every 5 years, CIRTPA jointly prepares the Passenger Transportation Plan (PTP) with the Des Moines MPO to document the existing conditions and the future needs of transit providers in the CIRTPA region.

The PTP identified two public transit providers operating in the CIRTPA region. The Heart of Iowa Regional Transit Agency (HIRTA) is the public transit provider for seven of the eight counties in the CIRTPA region and the Des Moines Area Regional Transit Authority (DART) provides transit service for Polk County. The HIRTA provides door-to-door service in a demand-response transit system. The HIRTA traditionally provides services in:

- Boone County;
- Dallas County;
- · Jasper County;
- Madison County;
- Marion County;
- · Story County; and,
- Warren County.

The HIRTA operates 71 Americans with Disabilities Act (ADA) accessible vehicles. In FY 2020 - 2025, the HIRTA provided rides as follows:

HIRTA RIDES BY FISCAL YEAR 2020-2025

COUNTY	TOTAL RIDES (PREVIOUS)	ANNUAL PASSENGER MILES (APM)
FY 20	177,686	1,325,027
FY 21	55,917	176,078
FY 22	70,496	631,961
FY 23	92,958	603,212
FY 24	108,802	451,518
FY 25	124,737	-
Total	630,596	2,736,278
Per Year	105,099 (290,874)	547,255

The average total rides for HIRTA has decreased since 2020 by (previously 56,184 rides) 185,775. HIRTA has seen a steady drop in rides since 2015, going from 318,249 in that year to 253,217 in 2018 to 124,737 in 2025.

This is also in contrast to what was reported in the HY 2035 LRTP. At that time, both rides and miles were increasing. The main reason for the drops in rides and VMT is due to the privatization of the Medicaid program in lowa in 2015 and COVID in 2020. Before that, it was a state-run program. Much of the disruption in service occurred because of the many changes in the Medicaid program. Also, the collectable rates allowed under the program dropped, which caused HIRTA to lose revenue. This is a major issue because the formula federal funding that HIRTA gets is calculated based on passenger rides and VMT. Thus, a drop in either can cause HIRTA to lose money in future years, which hampers its ability to provide service, which causes an even greater drop in rides and miles and becomes a cycle of reduced service and money lost.

COVID has also had a negative impact on nearly all transit agencies across the country, with very few returning to their pre-COVID numbers.

In order to combat this, HIRTA adopted a 10-year strategic plan that sets out to grow the organization and ensure the continued success that it has had since its inception.

One major milestone was achieved since the HY 2035 LRTP was adopted and that is having transit services in each county being performed by HIRTA itself. In the previous plan Boone, Dallas, and Madison counties had contracted services between local organizations and HIRTA. Since that time all counties are now being served directly by HIRTA. This will allow for the ending duplicative efforts, increased service, and a reduction in costs.







In addition to the counties in the HIRTA service area, HIRTA has been providing on demand services in the City of Grimes, located in Polk County, since July 2025. There have been past instances where communities within the Des Moines Urbanized Area and Des Moines Area MPO Planning Area have chosen to utilize HIRTA for transit services rather than DART but those communities have generally been located in either Dallas or Warren counties. Additional Polk County communities may choose to utilize HIRTA for transit services which will continue to blur the lines between transit regions within central lowa.

HIRTA started a vanpool program several years ago as part of a broader statewide initiative in partnership with other transit providers. Originally there was a contract with Enterprise as a turn key program however there currently are no vans operating in the program. There have been challenges in getting employers in the HIRTA region to sign contracts for the program, however HIRTA is exploring additional opportunities to add employers. This includes working with local economic development organizations and chambers of commerce to identify needs in communities.

HIRTA also has an AmeriCorps Seniors grant to provide a Retired Senior Volunteer Program in Madison and Marion counties. The volunteer program is focused on volunteer medical transportation where people can make a donation to help cover the cost of a volunteer driver (using their personal vehicle) with HIRTA reimbursing milage for the volunteer.



The Des Moines Area Regional Transit Authority (DART) is the largest public transit agency in the state of Iowa. DART provides resources for those who vanpool, walk, or bike. These services connect thousands of people every day to jobs, schools, medical appointments, entertainment and more. DART is an independent authority composed of 11 member governments serving Altoona, Ankeny, Bondurant, Clive, Des Moines, Johnston, Pleasant Hill, Polk County, Urbandale, West Des Moines and Windsor Heights. The services provided by DART include local and express fixed-routes, paratransit service, RideShare, and regional on call shuttles.

In addition to the bus services, DART offers a RideShare program which offers individuals an alternative to driving alone. RideShare helps commuters locate others with like travel patterns to share rides in vanpools. Nearly 100 vanpools are currently in operation. RideShare serves an 18-county region that includes Adair, Boone, Clarke, Dallas, Decatur, Guthrie, Iowa, Jasper, Lucas, Madison, Marion, Marshall, Polk, Poweshiek, Story, Union, Warren and Wayne counties.



Central Iowa Transit Coordination

CIRTPA supports the work that the transit agencies do within central lowa, including DART and CyRide, but particularly with regard to HIRTA as it is the designated transit agency within CIRTPA's Planning Area. HIRTA and CyRide have a history of coordination with HIRTA providing rides to and from the CyRide service area, including contracting CyRide's paratransit service, which CyRide estimates saves the city over \$500,000 a year. Coordination between CIRTPA and other MPOs and transit agencies include:

- Co-development of the PTP as previously mentioned between CIRTPA and the DMAMPO. The group is investigating adding the AAMPO as a potential party to the PTP development so that all of central lowa is covered by the plan;
- HIRTA and the AAMPO have seats on the CIRTPA Board. CIRTPA will be adding the DMAMPO to the Board as well in the near future;
- CIRTPA attends HIRTA Board Meetings and provides updates on upcoming activities;
- CIRTPA provides planning and technical support to HIRTA on a variety of activities, including the development of bus facilities;
- CIRTPA seeks input from various agencies on the development of the LRTP and other documents; and
- CIRTPA provides funding to HIRTA for the replacement of transit vehicles every year through its STBG allocation.

Moving forward CIRTPA will continue to build upon the coordination work already being done. One example would be to get added as an official board member in an advisory capacity for the MPOs and transit agencies in Central lowa. That way CIRTPA would be an official part of other agencies' planning process.

Transit Funding

CIRTPA receives a designated amount of funding from the Surface Transportation Block Grant Program (STBG) on an annual basis. The current practice is for CIRTPA to sub allocate these funds to each CIRTPA member; the CIRTPA members are then free to use these funds for transportation projects, including transit funding. Other funding sources are typically applied for directly by HIRTA. These are usually state funds that require the HIRTA to reapply in each year funds are desired.

In order to support transit and recognize how vital the service is to the CIRTPA region, CIRTPA began to sub-allocate STBG funds directly to HIRTA to help

replace its aging transit fleet as 84% of vehicles are over their federally defined useful life. Older buses require more maintenance and over the long haul and can be more expensive to run and maintain than newer vehicles.

DART receives STBG funds from the Des Moines Area MPO.

Future Transit Needs

Ridership continues to decrease in the CIRTPA region on an annual basis. The trend however is projected to be upward for demand of public transit within the region as demographics in the CIRTPA region evolve. However, HIRTA is currently projecting a million-dollar deficit for FY 2026. To help alleviate this budget crunch, HIRTA has raised fares and reduced some service frequency in low utilized communities. However, expenses have outpaced revenues. Federal, state, and local funding constraints have made it challenging for HIRTA to even maintain current funding levels.

HIRTA and DART's future needs are to both replace existing vehicles with newer, more reliable vehicles and also to expand their fleet and services as demand increases. HIRTA also requires additional storage and service facilities to accommodate increasing demand for public transit within the region. To that end, HIRTA has received two grants from FTA to build facilities to store buses, erect a maintenance facility, and to house administrative functions.

HIRTA's vehicles are replaced using primarily federal dollars. The Iowa DOT participates in the FTA's competitive grant process, 5339b (Bus and Bus Facility Grants). The 5339b program will allow for vehicles to be replaced at up to 85% federal share and 15% local match. HIRTA's needs for funding to replace transit vehicles has grown since the COVID Pandemic. The percentage of vehicles beyond their useful life has increased from 77% to 82% since 2020.

Since the pandemic, the costs of vehicles have increase dramatically. For example, pre-COVID buses were about \$100,000 completely ready for service. Now it is approximately \$210,000. In order to keep the fleet in a state of good repair, HIRTA would have to replace 11 vehicles every year. HIRTA does not have the local matching dollars to support replacing that level of vehicles even if 5339b grants were awarded. Especially when factoring in the low federal participation allotted by Iowa DOT towards the vehicle purchase, effectively programming vehicles at closer to a 50% local match.

HIRTA continues to have one of the oldest fleets in the country and given the existing prices for vehicles the only logical sources of dollars that are available to purchase new vehicles are federal funds. Specifically, discretionary grants as formula grants have not kept up with needs.

Intercity Busing

Intercity transit means the movement of people between communities. In this plan, it specifically refers to the busing companies that are identified by the lowa DOT that provide intercity bus service. Currently there are two services operating within the CIRTPA area. They are Burlington Trailways and Jefferson Lines. Each have stops in the cities of Des Moines and Ames. Two other companies operate limited service in the state, they are the Dodger Area Rapid Transit and Greyhound Lines.

These companies provide a much-needed service, which is the ability to travel within and outside lowa without the need to have a personal vehicle. Some populations are unable to drive or cannot afford to own a vehicle. Without these services those people would be unable to travel outside their area.

Intercity busing is also a cheap alternative to flying for both local and intermediate travel. For the CIRTPA area, this represents an opportunity for connectivity to the surrounding states at a reasonable price. However, the limiting factor is that those companies have stops either within the MPO areas, or in communities just outside of the CIRTPA area in Osceola, Oskaloosa, and Grinnell. These communities are located south and east of the planning area. Because of the limited connectivity, it is difficult for populations without access to vehicles to access these services.

There is still opportunity to make connections, however, even if there are no bus stops in the area. By partnering with an on-demand transit provider such as HIRTA, they can be the connection between individuals and the intercity bus facilities.

CIRTPA also recommends partnering with local agencies and organizations to help fund such a program. There is opportunity to partner with local colleges such as Central College in Pella, which has expressed its desire to connect students to intercity bus services. Some students don't have vehicles and rideshare is lacking in the rural areas of lowa and for some, intercity bus is their only option for travel regionally.

In September 2025 it was announced that Burlington Trailways would end intercity bus service and lay off 79 workers. Jefferson Lines will pick up some of the services Burlington will no longer be providing, however it is unknown what will happen to the rest of the services and whether they will be purchased for continued service.

Passenger Transportation Plan

Every 5 years, CIRTPA update its Passenger Transportation Plan, the most recent version of which was passed in 2023. Done in conjunction with the Des Moines Area MPO, it is the guiding document that identifies how people who don't and/or cannot use a car will have access to transportation.

It analyzes and identifies vulnerable populations, identifies how those populations can and will be served, and makes recommendations on how to better serve the region. That document is the overarching guide for all things passenger transportation.

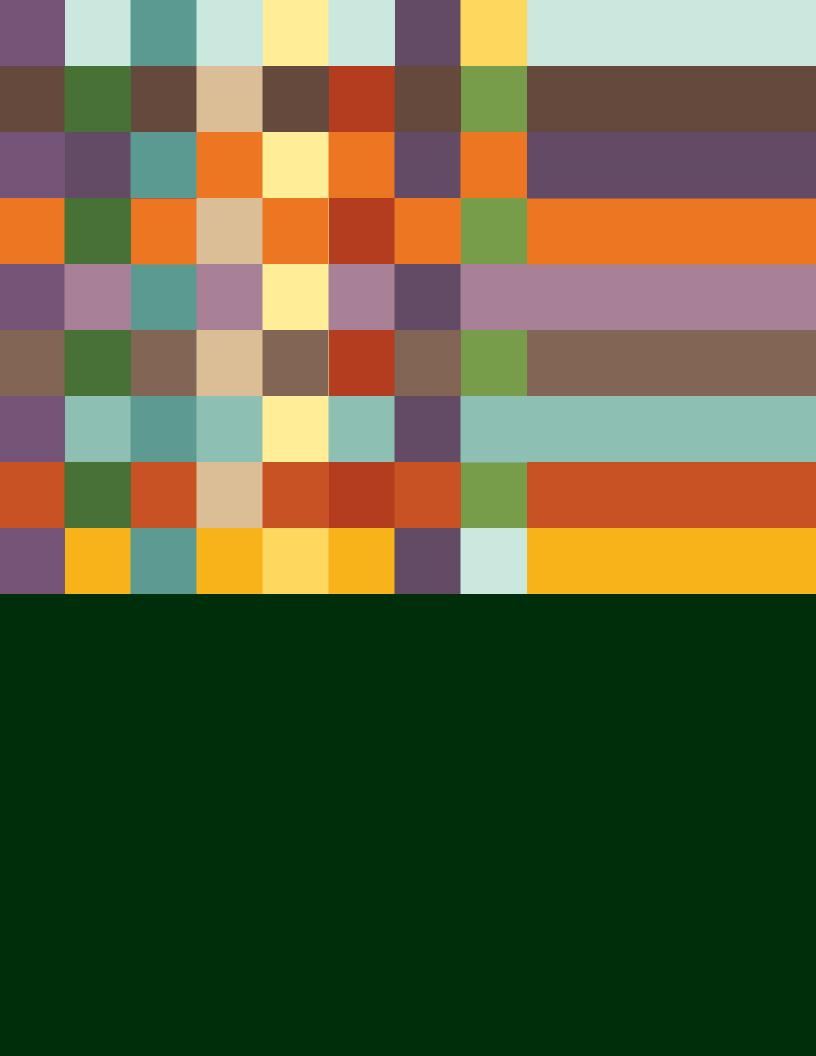
Passenger Rail

A study is currently underway with the lowa DOT that could bring passenger rail (AMTRAK) to central lowa. The study referred to as the Chicago to Council Bluffs - Omaha Regional Passenger Rail System Study, has completed the Environmental Impact Study. The preferred alternative depicts a route that has passenger rail travelling through, but not stopping within, the CIRTPA region. The nearest stops would be in Des Moines and/or Grinnell. If funded and ultimately placed into service passenger rail would provide an additional option for CIRTPA residents to make regional connections to destinations such as Chicago, Omaha, and beyond.

No major updates have occurred since the adoption of the previous CIRTPA LRTP and the future of this project is tied to future federal activity.



Source: Iowa DOT



10

STREETS + HIGHWAYS

STREETS + HIGHWAYS

In developing the street and highway section, the CIRTPA first reviewed the existing conditions of the street and highway network in the region. Existing conditions included the Federal Functional Classification System, average annual daily traffic counts, street and highway crash data, street and highway level of service, and street and highway pavement conditions.

Existing Conditions

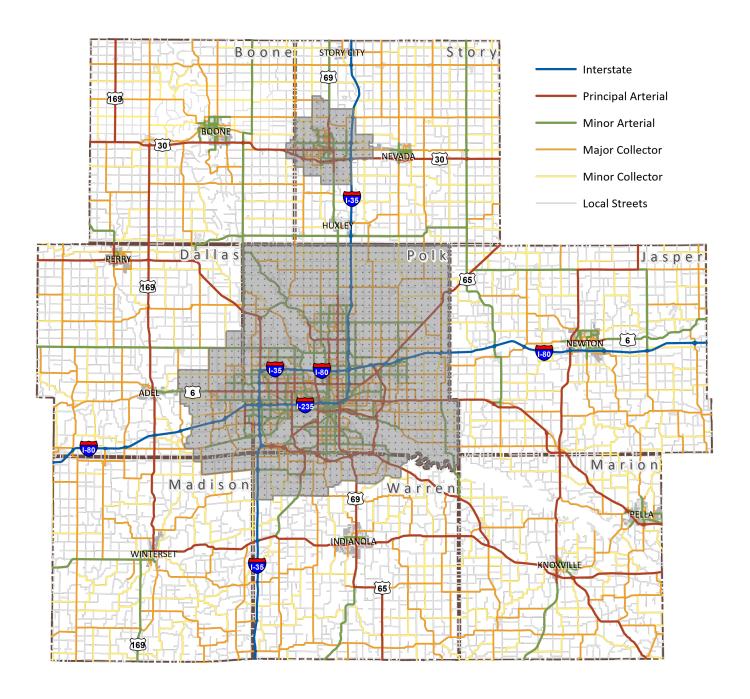
Federal Functional Classification System

The CIRTPA used the latest lowa DOT RAMS data to classify the street and highway network in the region. The FFCS breaks roads down into six different classifications based the access the road provides to individual properties. The classifications from highest to lowest are:

- Interstate (Principal Arterial) limited access highway which is part of the national system;
- Principal Arterial high traffic volume road with controlled access serving as a major thoroughfare;
- Minor Arterial medium traffic volume road that provides a link between collectors and principal Arterials;
- Major Collector medium to low traffic volume road that links arterials to local streets:
- Minor Collector low traffic volume road that links arterials to local streets; and,
- Local Streets low traffic volume road that provides the most access to individual properties.

A map of the CIRTPA FFCS is located on the following page.

FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS)

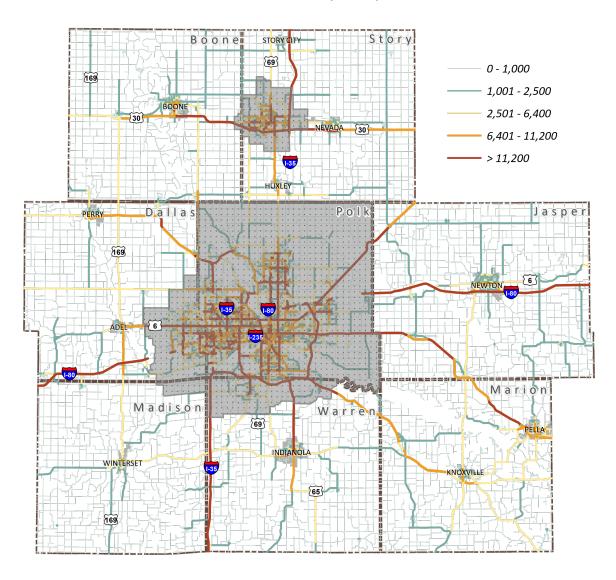


Average Annual Daily Traffic

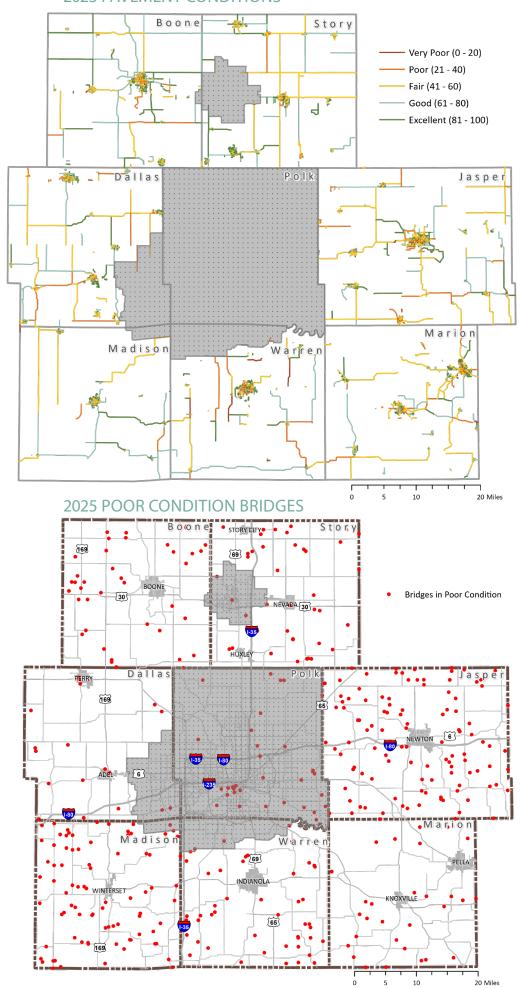
Average annual daily traffic (AADT) data was used from Iowa DOT RAMS road files. The AADT map shows the estimated volume of traffic on the street and highway network in the CIRTPA region. The volume of traffic is broken down by the amount of traffic for each road classification. A map of the CIRTPA AADT is below.

Year over year change on local CIRTPA roads is small compared to the two MPO areas. Generally, traffic increases more on state and federal routes. Increased traffic on the Interstates constitute the largest increases in traffic per year. Much of that is a function of the smaller population increases within the CIRTPA Planning Area compared to the Ames and Des Moines metro areas. It is expected that these trends continue.

2025 AVERAGE ANNUAL DAILY TRAFFIC (AADT)



2023 PAVEMENT CONDITIONS



Pavement and Bridge Conditions

Pavement and bridge condition data was used from Iowa DOT RAMS road file, as well as road files from the Institute for Transportation at Iowa State University (InTrans). Of the almost 2,200 miles of roadways that were measured for pavement conditions, 16 percent were rated poor or worse. A 4% increase from the previous plan. There also are 1,526 bridges, of which 358 are rated in poor condition. That is a 2% decrease from the previous plan. Maps of pavement and bridge conditions can be found on the following page.

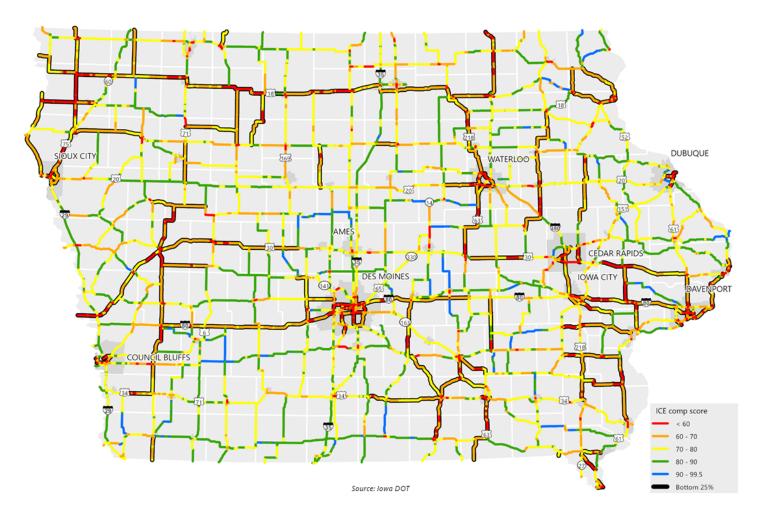
Local pavement information will be discussed later in this chapter but has generally seen a decrease in both the average pavement condition index (PCI) and percentage of roads classified in poor or worse condition. PCI has dropped 4 points from 2017 to 2023 and the percentage of poor or worse roads increased 4% from 11% to 16%. In the previous plan the percentage of roads in poor or worse condition increased from 6% to 11%.

Bridges on the other hand have seen a great improvement as the number of deficient bridges in the CIRTPA Planning Area has dropped 2% and before that it was over 25% from the HY 2035 plan. This drop has been the direct result of a major effort by CIRTPA communities to reduce the number of deficient bridges, including a joint effort between the CIRTPA counties and Iowa DOT. County and city bridge funding programmed in the CIRTPA TIP has increased dramatically. From the FFY 2020 to FFY 2026 TIP, CIRTPA has seen an increase in federal or SWAP bridge funding that has been programmed. The use of these funds has been to fix identified bridges in poor condition.

State Owned Assets

The current Iowa DOT LRTP, Iowa in Motion 2050, is the overarching document that covers all state-owned assets in the CIRTPA Planning Area. Chapter 5 sets the foundation for analysis of the statewide system.

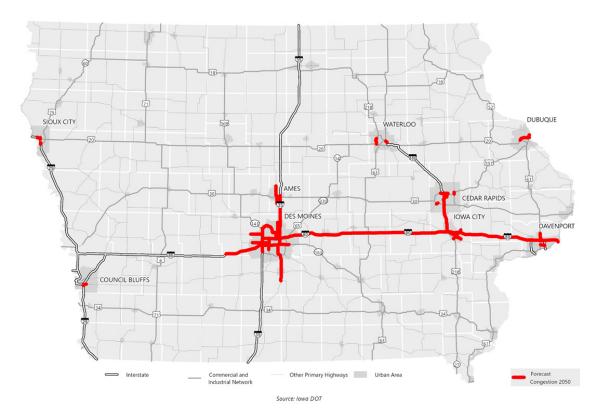
The current condition of the Primary Highway System is determined by the Infrastructure Condition Evaluation (ICE) tool. It is a composite rating system calculated from seven different criteria. On the following page shows that there are parts of the state system within the CIRTPA Planning Area that fall in the bottom 25% for corridors.



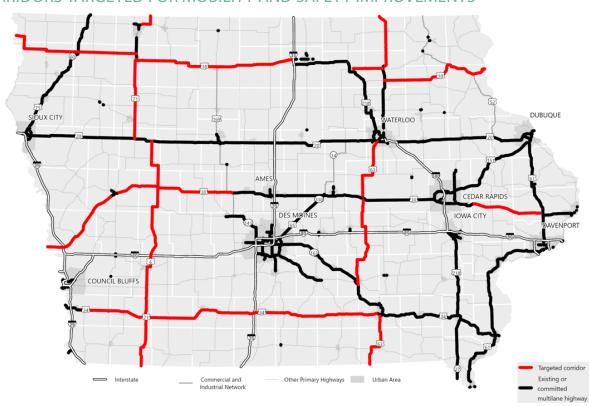
Additional analysis shows that capacity is not an issue for the CIRTPA Planning Area except for the Interstate corridors and areas within the MPOs. The map on the following page shows corridors projected to be approaching or over capacity in 2050.

Mobility and safety analysis incorporated different attributes such as crash statistics, AADT, and existing climbing/passing lanes. The following map shows the state analysis and existing or committed multilane highways. Several corridors in CIRTPA has mobility or safety enhancements planned for existing roadways.

STATEWIDE AND URBAN CORRIDORS APPROACHING OR OVER CAPACITY IN 2040



CORRIDORS TARGETED FOR MOBILITY AND SAFETY IMPROVEMENTS



Safety

Safe Streets and Roads for All Safety Action Plan

In 2023, CIRTPA applied for a Safe Streets and Roads for All (SS4A) planning grant to create a SS4A compliant comprehensive safety action plan (CSAP). The goal was to create a plan to identify safety issues and strategies that CIRTPA could implement to improve transportation safety.

CIRTPA's CSAP utilizes the Safe System Approach. Traditionally, safety analysis has been a reactive effort, focusing on crashes that have already happened through site specific and/or systematic safety improvements; however, these approaches may fail to address high-risk locations that might not have a history of crashes. This is especially true for severe crashes, as they tend not to cluster and appear to occur at random locations over time. While they may occur at seemingly random locations, the factors associated with severe crashes are typically quite consistent, and this is where systemic safety analysis and the Safe System Approach come in.

Systemic safety analysis is the process of evaluating safety conditions with an intent to proactively reduce the probability of severe crashes on the transportation system. To do this, the Safe System approach applies a holistic strategy aiming to eliminate fatal and serious injuries for all road users by anticipating human mistakes, accommodating human vulnerability, and proactively addressing risks to reduce crash severity.

The Safe System approach also identifies five key elements, which are as follows:

Safe Road Users

Transportation systems should be designed to create a safe system for all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

Safe Vehicles

Vehicles should be designed and regulated to minimize the occurrence of collisions and the severity collisions that do occur.

Safe Speeds

As speed increases, so does the likelihood that collisions result in fatal or serious injury; reducing speeds can better accommodate the vulnerability of humans by reducing impact forces, providing more time for road users to react, and improving visibility.

Safe Roads

Designing roads to accommodate human mistakes and vulnerability can greatly reduce the severity of crashes that do occur; this could include physical separation, separation in time, and providing warnings to road users about hazards and the presence of other types of road users.

Post Crash Care

Post crash care includes emergency first responders taking care of any injured road users, but it also includes forensic analysis of the crash to determine contributing factors and traffic incident management to maintain safe transportation systems while the aftermath of the collision is dealt with.

Crashes

Between 2018 and 2022 (the most recent five-year period for which data was available), the CIRTPA region averaged about 1,160 crashes annually, equating to roughly three crashes every day. The overall trend in recent years has been relatively stable, with a significant jump from 2021 to 2022. It should be noted that the crash history from 2020 through 2021 may be affected by the widespread impacts to travel patterns and subsequently crash frequency stemming from the COVID-19 pandemic.

Crash data for the entire CIRTPA area was obtained using the lowa Crash Analysis Tool (ICAT) for the five-year period from January 1, 2018, to December 31, 2022. Iowa DOT Vulnerable Road User (VRU) Intersections and Iowa DOT Road Network geocoded data were also used to supplement the ICAT crash data, incorporating additional roadway characteristic information such as traffic control type, median type, and number of lanes. The table below summarizes the total crashes by severity over the five-year study period.

CRASH SEVERITY BY YEAR (2018-2022)

Year	Fatal (K)	Major (A)	Minor (B)	Possible (C)	PDO (O)	Total Crashes	% of Total Crashes	# of KSI Crashes*	% of KSI Crashes*	% of KSI Crashes per Year*
2018	2	22	102	145	919	1,190	20.4%	24	19.7%	2.0%
2019	2	20	108	169	1,000	1,299	22.3%	22	18.0%	1.7%
2020	2	19	95	118	795	1,029	17.7%	21	17.2%	2.0%
2021	3	21	88	179	859	1,150	19.7%	24	19.7%	2.1%
2022	5	26	117	140	871	1,159	19.9%	31	25.4%	2.7%
Totals	14	108	510	751	4,444	5,827	100.0%	122	100.0%	2.1%

Focus Areas in the safety action plan refer to specific categories of safety including crash types that have been identified as priorities for targeted safety interventions and countermeasures. These areas identified through crash data analysis exhibit a disproportionately high representation in the overall crash frequency, resulting in higher risks of injury or fatality.

These overrepresented elements were identified by analyzing recent crash data, considering known countermeasures, and consulting stakeholders. If a particular crash type or contributing factor occurs more frequently as a percentage of total severe (KSI) crashes when compared to its percentage of the

SUMMARY OF OVERREPRESENTED CRASHES (2018-2022)

Focus Crash	Total Crashes	% of Total Crashes	Severe (KSI) Crashes	% of KSI Crashes	All Injury Crashes	% of All Injury Crashes*
Number of Users						
1-Vehicle Crash	1,228	21.1%	58	47.5%	345	24.9%
3+ Vehicle Crash	199	3.4%	4	3.3%	85	6.1%
Crash Type						
Angle (oncoming left turn)	237	4.1%	4	3.3%	74	5.4%
Broadside (front to side)	1,608	27.6%	27	22.1%	458	33.1%
Head-on (front to front)	126	2.2%	9	7.4%	47	3.4%
Non-collision (single vehicle)	969	16.6%	59	48.4%	350	25.3%
Fixed Object Type						
Building	24	0.4%	2	1.6%	10	0.7%
Ditch	87	1.5%	4	3.3%	37	2.7%
Embankment	7	0.1%	2	1.6%	5	0.4%
Tree	30	0.5%	3	2.5%	13	0.9%
Road Surface Conditions					•	
Dry	4,214	72.3%	107	87.7%	1,091	78.9%
Gravel	31	0.5%	3	2.5%	15	1.1%
Slush	44	0.8%	0	0.0%	17	1.2%
Weather Conditions						
Clear	3,832	65.8%	91	74.6%	963	69.6%
Lighting Condition					•	•
Dark - roadway lighted	685	11.8%	17	13.9%	190	13.7%
Dark - roadway not lighted	294	5.0%	13	10.7%	84	6.1%
Mode Type						
Pedalcyclist	20	0.3%	0	0.0%	20	1.4%
Pedestrian	21	0.4%	4	3.3%	21	1.5%
Other Non-Motorist	51	0.9%	10	8.2%	50	3.6%
Motorcycle	100	1.7%	27	22.1%	83	6.0%
Vehicle Movement					•	
Accelerating	28	0.5%	1	0.8%	12	0.9%
Going straight	3,097	53.1%	82	67.2%	926	67.0%
Navigating curve	47	0.8%	4	3.3%	24	1.7%
		Driver Co	ontributing Factor			
None-apparent	4,849	83.2%	112	91.8%	1,236	89.4%
		Driver	/Operator Age			
30-40 years old	837	14.4%	31	25.4%	234	16.9%
Location of VRU						
Intersection: Marked Crosswalk	12	0.2%	0	0.0%	12	0.9%
Intersection: Unmarked Crosswalk	11	0.2%	0	0.0%	11	0.8%
Unknown	50	0.9%	10	8.2%	49	3.5%
		Driv	er Condition			
Driver Impaired	229	3.9%	17	13.9%	89	6.4%

^{* -} All Injury Crashes include Fatal (K), Major (A), Minor (B), and Possible (C) crashes & excludes PDO Crashes. Highlighted values correspond to KSI or All Injury percentages that are greater than Total Crash percentages.

High Injury Network

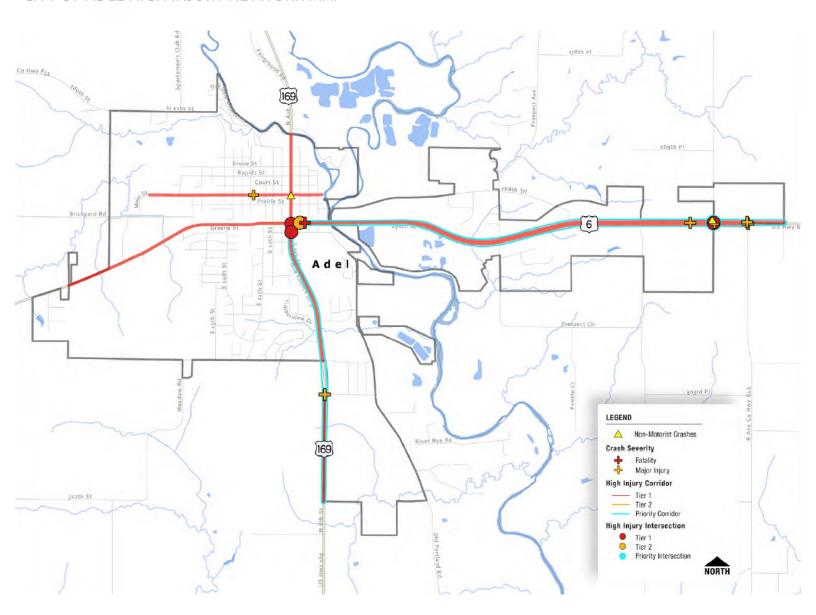
A High Injury Network (HIN) within the CIRTPA planning area was determined based on results from the descriptive and systemic crash analyses. The HIN identifies stretches of roads and/or intersections that have a high concentration of accidents resulting in injuries. Data from the Iowa DOT Crash Analysis Tool (ICAT), Iowa DOT Vulnerable Road User Intersections, Iowa DOT Road Network, and Crash Severity Cost Information for Iowa crashes was used to develop a GIS network of intersections and segments that crashes were assigned to using spatial information associated with each crash.

The HIN was developed based on two criteria: the overall crash history at an intersection or on a segment and the societal costs associated with crashes at an intersection or on a segment; an Equivalent Property Damage Only (EPDO) value was used to weight the different crash severities based on the societal costs associated with each crash severity.

A total of 94 high-injury intersections and 82 high-injury roadway segments were included in the HIN. 75 intersections and 62 roadway segments were identified as Tier 1 locations; an additional 19 intersections and 20 roadway segments were identified as Tier 2 locations. Of the 94 HIN intersections, 19 were located within one of the 15 disadvantaged census tracts; two of these intersections were bumped from Tier 2 to Tier 1 because of this disadvantaged status. 32 of the 82 HIN roadway segments were located within a disadvantaged census tract, and 15 of these were elevated from Tier 2 to Tier 1 because of this.

The intersections included in the HIN represent just over 2% of all intersections within the CIRTPA planning area; however, they account for more than 40% of KSI intersection crashes. The segments included in the HIN represent 6% of street miles within the CIRTPA planning area, but these segments account for more than half (55%) of KSI segment crashes. An example map depicting the HIN intersections and segments, locations of fatal and major injury crashes, and locations of non-motorist crashes is located on the following page.

CITY OF ADEL HIGH INJURY NETWORK MAP



Countermeasures Toolbox

Countermeasures are defined as measures or actions taken to offset or neutralize the effect of another action or situation.

Systemic countermeasures work to reduce risk across the whole transportation network and include equipment and roadway elements such as rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (PHBs), improved lighting, curb bulbouts, and high visibility crosswalks.

Location-specific countermeasures address hazards and crash risks at locations where severe crashes have occurred. Based on the focus area identified through the systemic analysis process, the following countermeasures were selected to be included in the Countermeasures Toolbox:

- Improved Intersection / Roadway Lighting
- Reflective Pavement Markings
- Rumble strips (shoulder and centerline)
- Wider Edge Lines
- Enhanced Delineation for Horizontal Curves
- Road Diet / Reconfiguration
- Conversion of Stop-controlled Intersections to Roundabouts
- Safety Edge
- Crosswalk Visibility Enhancements
- Marked Crosswalks
- Raised Crosswalks
- Medians and Pedestrian Refuge Areas
- Rectangular Rapid Flashing Beacon (RRFB)
- Sidewalks / Shared-use Paths / Bike Lanes
- Signal Backplates (with Retroreflective Borders)
- Variable Speed Limit / Speed Limit Feedback Signs
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Education on Target Crashes

Vision Zero

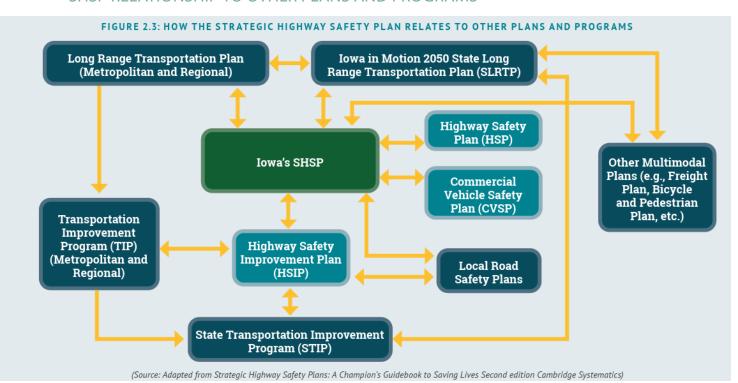
CIRTPA passed a resolution earlier this year to set the goal that by 2050 there will be zero surface transportation deaths in the CIRTPA region. To accomplish this, in funding applications that communities submit to CIRTPA they will be required to determine how their project will support the vision zero goal that CIRTPA has for the region.

This includes implementing Appendix F - Policy and Process Changes of CIRTPA's CSAP. Appendix F provides proposed changes to CIRTPA's existing processes and gives additional considerations for future actions, including best practices.

Iowa Strategic Highway Safety Plan (SHSP)

lowa's SHSP, developed in consultation with federal, state, local, and private sector safety stakeholders, is a coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roadways across the state. It serves as the overarching document for CIRTPA when considering safety across the transportation network. It was also heavily consulted during the development of the CSAP, including overarching themes and data.

SHSP RELATIONSHIP TO OTHER PLANS AND PROGRAMS



Future Projects FFY 2026-2029

lowa DOT Projects

The following Iowa DOT projects were pulled from CIRTPA's FFY 2026-2029 Transportation Improvement Program (TIP). Additional information about Iowa DOT projects are available in the state's LRTP, Iowa In Motion.

IOWA DOT PROJECTS FFY 2026 - 2029

SPONSOR	PROJECT DESCRIPTION	TYPE OF WORK	PROGRAM YEAR	COST
Iowa DOT	IA 14: Teter Creek 0.2 mi S of Co Rd G40	Bridge Deck Overlay	2026	\$746,000
Iowa DOT	IA 14: White Breast Creek 2.1 mi S of Co Rd G40	Bridge Deck Overlay	2026	\$1,946,000
Iowa DOT	IA 210: Des Moines River 0.3 mi E of Co Rd E62	Bridge Rehabilitation	2026	\$3,446,000
Iowa DOT	I 35: Clarke Co to Clanton Creek Bridge (NB/SB)	Pavement Rehab	2026	\$8,000,000
Iowa DOT	I 35: N of IA 210 to Co Rd C47	Pavement Markings	2026	\$400,000
Iowa DOT	US 6: Common Place Intersection 0.3 mi S of Adel City Limits	Grade and Pave	2026	\$3,000,000
Iowa DOT	I 35: N of North River to S of Badger Creek	Grade and Pave, Culvert Extension, Wetland Mitigation	2026	\$22,767,000
Iowa DOT	IA 5: Mitigation - South River Bridge	Wetland Mitigation	2026	\$111,000
Iowa DOT	IA 92: Middle River 2.0 mi W of Co Rd P53	Bridge Rehabilitation	2027	\$1,438,000
Iowa DOT	US 65: Stream 0.2 mi N of Co Rd G24 (NB)	Bridge Replacement Right of Way	2027	\$1,961,000
Iowa DOT	IA 141: At the US 169 Interchange (EB/WB)	Bridge Deck Overlay	2027	\$2,031,000
Iowa DOT	US 30: W Branch Indian Creek 0.5 mi E of Co Rd S14 (WB)	Bridge Deck Overlay	2027	\$898,000

SPONSOR	PROJECT DESCRIPTION	TYPE OF WORK	PROGRAM YEAR	COST
Iowa DOT	IA 14: Teter Creek 0.2 mi S of Co Rd G40	Bridge Deck Overlay	2026	\$746,000
Iowa DOT	IA 14: White Breast Creek 2.1 mi S of Co Rd G40	Bridge Deck Overlay	2026	\$1,946,000
Iowa DOT	IA 210: Des Moines River 0.3 mi E of Co Rd E62	Bridge Rehabilitation	2026	\$3,446,000
Iowa DOT	I 35: Clarke Co to Clanton Creek Bridge (NB/SB)	Pavement Rehab	2026	\$8,000,000
Iowa DOT	I 35: N of IA 210 to Co Rd C47	Pavement Markings	2026	\$400,000
Iowa DOT	US 6: Common Place Intersection 0.3 mi S of Adel City Limits	Grade and Pave	2026	\$3,000,000
Iowa DOT	I 35: N of North River to S of Badger Creek	Grade and Pave, Culvert Extension, Wetland Mitigation	2026	\$22,767,000
Iowa DOT	IA 5: Mitigation - South River Bridge	Wetland Mitigation	2026	\$111,000
Iowa DOT	IA 92: Middle River 2.0 mi W of Co Rd P53	Bridge Rehabilitation	2027	\$1,438,000
Iowa DOT	US 65: Stream 0.2 mi N of Co Rd G24 (NB)	Bridge Replacement Right of Way	2027	\$1,961,000
Iowa DOT	IA 141: At the US 169 Interchange (EB/WB)	Bridge Deck Overlay	2027	\$2,031,000
Iowa DOT	US 30: W Branch Indian Creek 0.5 mi E of Co Rd S14 (WB)	Bridge Deck Overlay	2027	\$898,000
Iowa DOT	IA 117: At the I-80 Interchange	Bridge Deck Overlay	2027	\$511,000
Iowa DOT	US 65: Indian Creek 0.2 mi S of IA 117 (NB)	Bridge Deck Overlay	2027	\$910,000
Iowa DOT	US 169: US 30 Interchange	Bridge Deck Overlay	2027	\$622,000
Iowa DOT	IA 5: English Creek 1.3 mi S of S Jct IA 92	Bridge Deck Overlay	2027	\$912,000
Iowa DOT	IA 14: N of Kermit Dr in Knoxville to Hayes Dr	Grade and Pave	2027	\$8,274,000
Iowa DOT	US 30: Co Rd R27/Corporal Roger Snedden Dr Intersection in Boone	Grade and Pave Wetland Mitigation, Right of Way	2027	\$3,000,000
Iowa DOT	US 30: 610th Ave Interchange at Nevada	Pave, Grading, Right of Way	2027	\$21,008,000
Iowa DOT	US 6: North Skunk River 1.3 mi E of IA 224	Bridge New Right o Way	2028	\$6,393,000
Iowa DOT	IA 92: Stream 1.9 mi E of IA 28	Culvert New Right of Way	2028	\$950,000
POWECE: CHRTP.	A 2026: Transportation Improvement Program	Culvert New Right of Way	2028	\$1,000,000
Iowa DOT	US 65: 0.2 mi S of 310th St in Collins	Culvert New Right of Way	2028	\$250,000
Iowa DOT	I 80: Co Rd R16 3.1 mi E of US 169	Bridge Deck Overlay	2028	\$813,000
Iowa DOT	I 80: W of US 6/169 to E of US 6/169 Interchange	Grade and Pave Bridge Replacement, Traffic Signs	2028	\$29,167,000

CIRTPA Projects

The following local projects were pulled from CIRTPA's FFY 2026-2029 Transportation Improvement Program (TIP).

CIRTPA PROJECTS FFY 2026 - 2029

SPONSOR	DESCRIPTION	TYPE OF WORK	PROGRAM YEAR	COST
Adel	In the city of Adel, along S 14th St trail connecting Evans Park trail north to Raccoon River Valley Trail	Ped/Bike Grade & Pave	2026	\$450,000
Boone	In the city of Boone, 1st St from Story to Delaware on Cedar St from 1st to SE Linn, and on SE Linn from Cedar to Linden	HMA Resurfacing with Milling	2026	\$1,200,000
Boone County	On J AVE, OVER UP RR, S27 T84 R27	Bridge Replacement	2026	\$3,410,000
Dallas County	On F31 (190th Street), from R22 3.1 miles to east of R30 (W Avenue)	Pavement Rehab	2026	\$3,830,000
Dallas County	On B Avenue, Over Mosquito Creek, S5 T80 R29, Lincoln Township	Bridge New	2026	\$750,000
Dawson	In the city of Dawson, from approx. 100 ft N of E Walnut Ave to approx. 400 ft S of E Hoile Avenue	Pavement Rehab/ Widen	2026	\$1,449,705
Hartford	In the city of Hartford, Sidewalk repair and replacement along N Vine St from E Walnut to approx. 400 ft S of South St	PCC Sidewalk/Trail	2026	\$916,533
Huxley	In the city of Huxley, On US 69 N approx. 2,000 ft north of State Hwy 210	Grade and New	2026	\$2,500,000
Huxley	In the city of Huxley, From W Centiennial Dr to approx. 415 ft NE of National Dr	Recreational Trail	2026	\$194,606
Jasper County	W 129th St S IA 163 to S 102nd Ave W, S 96th Ave W to Pacific St., S 102nd Ave W to end, S 88th Ave W	Bridge Replacement	2026	\$2,487,000
Jasper County	On F48 W from Polk County E 5.3 miles to West CL of Colfax	HMA Resurfacing with Milling	2026	\$5,500,000
Jasper County	On F 62, Over ELK CREEK, from Shawnee Ave E 0.2 miles S10 T78 R18	Bridge Replacement	2026	\$2,000,000
Jasper County	From Commerce Drive in Prairie City to NE 116th Street near Mitchellville	Ped/Bike Grade & Pave	2026	\$2,112,500
Madison County	On R 35, Over CLANTON CREEK, S12 T75 R26	Bridge Replacement	2026	\$1,500,000
Madison County	On R 35, Over MIDDLE RIVER, S25 T76 R26	Bridge Replacement	2026	\$2,875,000
Marion County	On 168TH PL, Over North Cedar Creek, SE S27-T74N-R19W	Bridge Replacement	2026	\$1,250,000
Nevada	In the city of Nevada, On 8TH ST, Over W BR INDIAN CREEK, S7 T83 R22	Bridge Replacement	2026	\$1,500,000
Pella	In the city of Pella, Oskaloosa St, from SE 16 to 240 St (Eagle Lane) including the intersection approx. 300 ft	Pavement Rehab	2026	\$1,850,000

SPONSOR	PROJECT DESCRIPTION	TYPE OF WORK	PROGRAM YEAR	COST
Polk County	Chichaqua Valley Trail - Skunk River Bridge Repair	Ped/Bike Structures	2026	\$600,000
RPA-11	STBG funds for Planning	Trans Planning	2026	\$57,356
HIRTA	Transit Investments for HIRTA - 2 Mobility Manager Positions	Transit Investments	2026	\$250,000
Story City	In the city of Story City, On Broad Street from Lafayette Ave to Elm Ave	Grade and Replace	2026	\$816,391
Story County	On E29, from 0.2 miles west of 570th Ave. E 8.2 miles to 650th Ave.	HMA Resurfacing	2026	\$2,100,000
Story County	On 220TH ST, Over EAST BR INDIAN CREEK, S2 T83 R22	Bridge Replacement	2026	\$800,000
US Fish and Wildlife	Neal Smith NWR: Trail Rehabilitation	Ped/Bike Paving	2026	\$400,000
Van Meter	In the city of Van Meter, Trail along Richland Ave from 360th Street to approx. 1,300 ft north of Richland Circle	Ped/Bike Grade & Pave	2026	\$1,024,435
Warren County	On G76, from New Virginia City Limits East approximately 7.0 miles to State Highway 69	HMA Resurfacing with Milling	2026	\$5,000,000
Winterset	In the city of Winterset, a recreation trail within the Winterset City Park	Ped/Bike Grade & Pave	2026	\$267,000
Boone County	On L RD, Over TRIB. OF DES MOINES RIVER, S14 T85 R27	Bridge Replacement	2027	\$500,000
Jasper County	On W 129TH ST S, from S 96th Ave W S 1.0 miles to S 102nd Ave W	Seal Coat	2027	\$2
Jasper County	On S 102ND AVE W, from W 129th St S E .5 miles to End of Road	Seal Coat	2027	\$1
Jasper County	On N 23RD AVE W, Over CHERRY CREEK, from W 28th St N E 0.1 miles S20 T80N R19W	Bridge Replacement	2027	\$1,600,000
Madison County	On PRAIRIEVIEW AVE, Over BADGER CREEK, S15 T77N R27W	Bridge Replacement	2027	\$1,500,000
Madison County	On P 69, Over DRAINAGE, S22 T75N R28W	Bridge Replacement	2027	\$725,000
Madison County	On P 53, Over WEST BRANCH, S33 T74N R29W	Bridge Replacement	2027	\$1,100,000
Marion County	On T15, from 5th St. in Knoxville to G28 at Pella	HMA Resurfacing with Milling	2027	\$14,520,000
Story County	On 710TH AVE, Over MIDDLE MINERVA CREEK, S22 T85 R21	Bridge Replacement	2027	\$600,000
Story County	On 115th St., Over Bear Creek, S11 T85 R23	Bridge Replacement	2027	\$700,000
Warren County	On G16, from STATE HIGHWAY 65/69 TO CARLISLE CITY LIMITS	HMA Resurfacing	2027	\$3,200,000
Warren County	On 20TH AVE, Over PAINTER CREEK, S20 T75 R25	Bridge Replacement	2027	\$1,000,000
Warren County	On S 23, Over STONY CREEK, S34 T74 R22	Bridge Replacement	2027	\$1,300,000
Warren County	On 140TH AVE, Over BRANCH OTTER CREEK, S8 T75 R23	Bridge Replacement	2027	\$700,000

SPONSOR	PROJECT DESCRIPTION	TYPE OF WORK	PROGRAM YEAR	COST
Boone County	On NW 166TH AVE, Over LITTLE CREEK, S32 T82N R25W	Bridge Replacement	2028	\$250,000
Boone County	On R 23, from Ledges State Park N 3.4 miles to City of Boone Corp Limits	HMA Paving	2028	\$3,335,000
Dallas County	On F60, Over Panther Creek, S5 T78 R28, Adams Township	Bridge Rehabilitation	2028	\$1,210,000
Jasper County	On S 88TH AVE W, Over WALNUT CREEK, from W 117th St S W 0.2 miles S9 T78 R21	Bridge Replacement	2028	\$1
Jasper County	On T-38 N, from I 80 W N 1.7 miles to US 6 E	HMA Pavement Widening/HMA	2028	\$1,200,000
Jasper County	On F 70, Over CAMP CREEK, from W 137th St S W 0.3 miles S31 T78N R21W	Bridge and Approaches	2028	\$2,500,000
Madison County	On G 53, Over Rocky Branch Creek, S3 T74N R29W	Bridge New	2028	\$650,000
Marion County	On S 45, Over LONG BRANCH CREEK, S26 T74N R21W	Bridge Replacement	2028	\$1,200,000
Warren County	On G 48, Over BRANCH COAL CREEK, S8 T75 R22	Bridge Replacement	2028	\$900,000
Warren County	On GRIMES ST, Over CAVITT CREEK, S11 T76 R24	Bridge Replacement	2028	\$750,000
Boone County	On R 27 (P Ave), from 155th St 2.5 miles to 130th St	PCC Overlay	2029	\$2,600,000
Dallas County	RRVT Trail Improvements in the City of Adel	Ped/Bike Grade & Pave	2029	\$630,000
Jasper County	On F 36, Over PRAIRIE CREEK, from W 64th St N W 0.2 miles S14 T80N R20W	Bridge and Approaches	2029	\$1,500,000
Madison County	On BITTERSWEET AVE, Over BUSH BRANCH, S7 T75 R29	Bridge Replacement	2029	\$2,200,000
Marion County	On S71, from T15 to End	HMA Resurfacing with Milling	2029	\$1,400,000
Perry	In the city of Perry, Iowa Street & 18th Street Trail Project	Ped/Bike Grade & Pave	2029	\$345,450
Story County	On E 18, from Roland E 5.5 miles to S27	HMA Resurfacing	2029	\$1,500,000
Story County	On E 15, Over LONG DICK CREEK, S9 T85 R23	Bridge Replacement	2029	\$800,000
Warren County	On 20TH AVE, Over BROADHORN CREEK, S6 T74N R25W	Bridge Replacement	2029	\$900,000

CIRTPA Projects - Future

The following are future projects identified by CIRTPA communities as needed for their communities. Projects identified here are eligible for future CIRTPA funding.

CIRTPA PROJECTS FFY 2030 AND BEYOND

SPONSOR	DESCRIPTION	TYPE OF WORK	PROGRAM YEAR	COST
City of Adel	Greene Street Rehabilitation	HMA Resurfacing/ Patching	2027	\$1,000,000
City of Adel	Meadow View Trail (Phase 1)	Ped/Bike Grade & Pave	2027	\$670,000
City of Adel	2027 Street Resurfacing (15th and Grove)	HMA Resurfacing/ Patching	2028	\$685,000
City of Adel	Prospect Ave Rehabilitation	HMA Resurfacing	2030	\$375,000
City of Adel	Meadow View Trail (Phase 2)	Ped/Bike Grade & Pave	2030	\$1,350,000
City of Adel	Highway 169 Trail Underpass	Ped/Bike RCB Structure	2032	\$1,000,000
City of Adel	Highway 169 Trail	Ped/Bike Grade & Pave	2033	\$1,500,000
City of Adel	ADM MS to RRVT Connections	Ped/Bike Grade & Pave	2035	\$1,100,000
City of Boone	Linn Street Improvements from 11th St to 22nd St	Mill & Overlay	2029	\$800,000
Story County	S27 North HMA Overlay	HMA Overlay	2030	\$2,100,000
Story County	R77 Overlay South of Roland	HMA Overlay	2032	\$1,400,000
Iowa DOT	Warren Co. Line to US 65			\$7,635,000.00
Iowa DOT	Lovilla to IA 92			\$9,443,750.00

Future Roadways

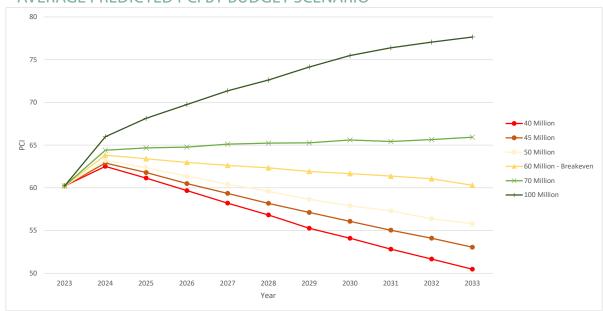
Local Roads

Since 2013, Pavement Condition Index (PCI) data has been collected for all paved roads in the CIRTPA region. As has been discussed previously, the average PCI has decreased, and the percentage of roads rated in poor or worse condition has increased since then. In order to accurately asses the future conditions of CIRTPA roadways, the Deighton Total Infrastructure Management System (dTIMS) pavement management software was used to forecast road conditions 10 years into the future.

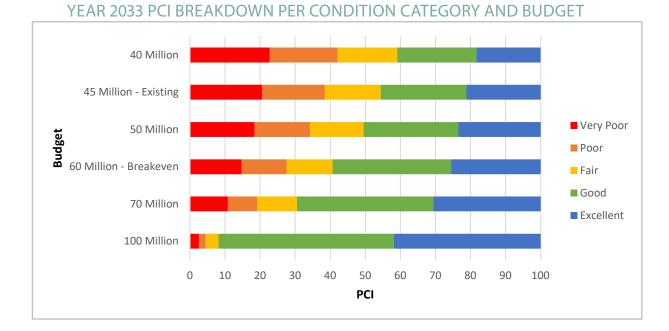
CIRTPA staff reviewed street finance reports published by the Iowa DOT to estimate the average communal budget of all CIRTPA communities within the Planning Area. The average budget is \$47.8 Million (previously \$40.6 Million). Below is the forecasted average regional PCI given several different budget scenarios. Given the existing conditions and assumed treatments used by jurisdictions, the average spending per year needed to maintain the existing PCI is \$60 Million (previously \$45 Million).

Currently the region needs to spend an additional \$12 Million per year (previously \$4.4 Million) to maintain current road conditions or risk seeing a nearly 7-point drop (previously 4) in PCI by 2033.

AVERAGE PREDICTED PCI BY BUDGET SCENARIO



The 2033 PCI breakdown by category shows that it would affect the almost 2,200 miles or local roadways. For example, the percentage of roads in poor or worse condition for the current budget in 2033 is 38% and for the breakeven budget it is 27%. This 11% difference is much larger than the gap in the previous plan of only 4%.



CIRTPA Regional Road Corridors

In addition to identifying the future road projects for the CIRTPA region, the CIRTPA identified several important regional road corridors that could potentially begin development before 2050. These corridors are currently in a preliminary stage and their feasibility and exact locations are still under consideration. These corridors do not represent the final location of any future road, but simply represent a wide swath of land where a potential road could be built.

The purpose of these corridors is to inform surrounding governments and citizens of the possible development of a major road within these areas. These corridors will continue to be studied in the near future and are subject to change based on the findings of any future study. The regional road corridors identified include:

- Northeast Beltway located in Polk County, the northeast beltway provides a connection from I-80 in the eastern DMAMPO to US-69 in the northern DMAMPO. It should be noted that a portion of this corridor resides within a CIRTPA section of Polk County.
- Pella to I-80 Corridor located in Marion and Jasper County, the Pella to I-80 corridor provides a direct link to I-80 from the city of Pella.
- Southwest Connector/Veteran's Parkway located primarily in the DMAMPO, the southwest connector/Veteran's Parkway connects I-80 to lowa 5. This future corridor was partially completed by West Des

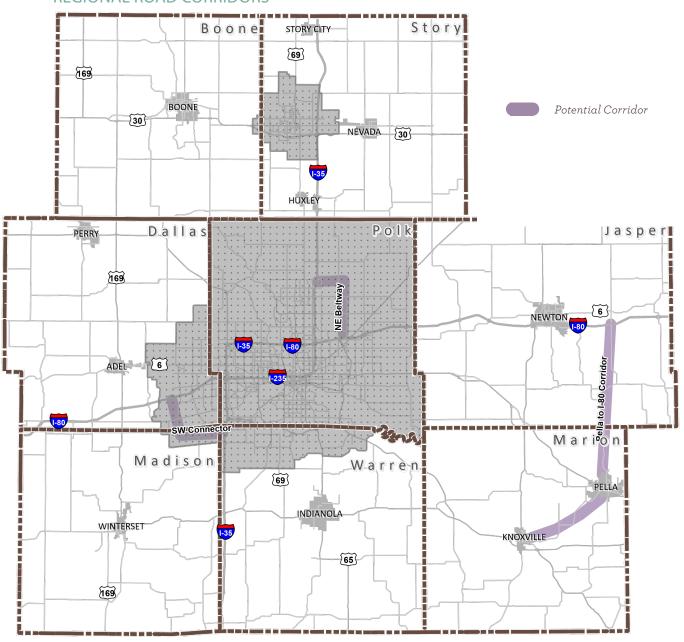
- Moines for economic development purposes. The future completion of the roadway is likely with more development.
- Knoxville to Pella Corridor An extension of the Pella to I-80 Corridor a
 feasibility study was completed to determine if an enhanced corridor
 was needed to connect the cities of Knoxville and Pella. This project
 can be stand alone and completed if the Pella to I-80 Corridor never
 gets built.

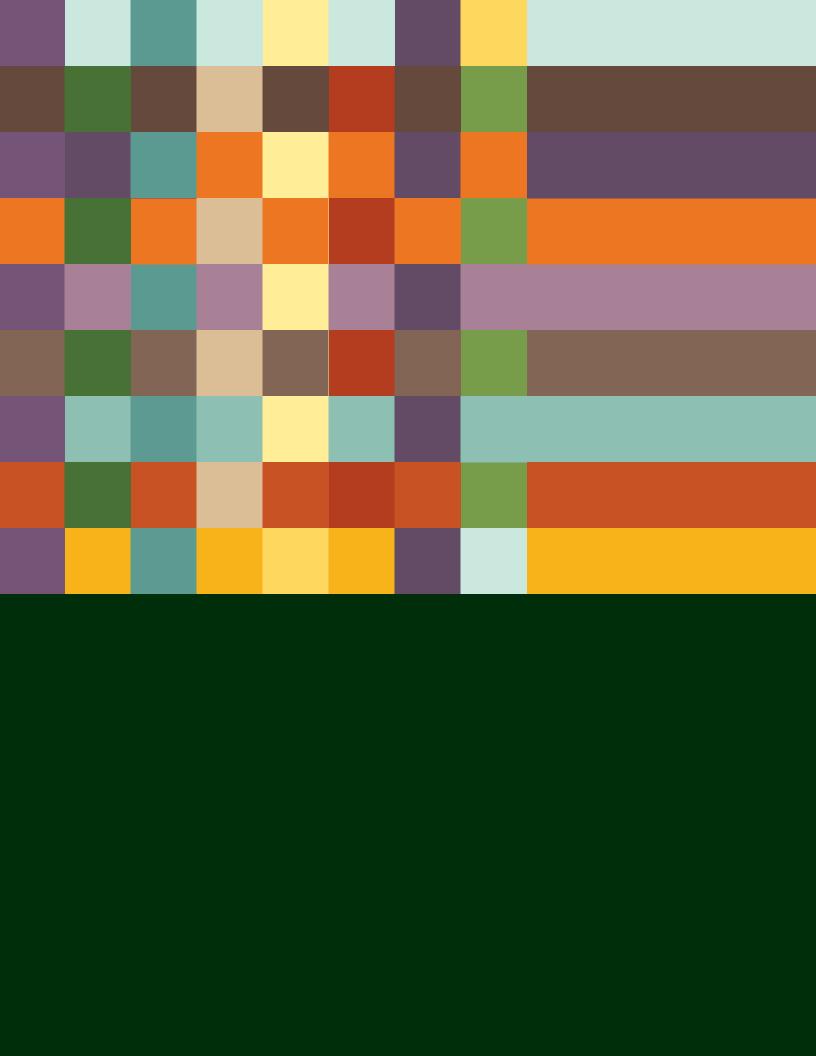
The location of these corridors is included on the following map. A potential roadway could occur anywhere within the corridor.

Connectivity between the cities and counties in the CIRTPA region is a key to the ongoing growth of the area and the related traffic projected to occur through 2050. Many factors were considered, including the growth of the Des Moines and Ames MPOs, the freight needs of the global economy and the development of the renewable energy industry. The impact on individual routes within the CIRTPA region is difficult to predict and will need to be monitored throughout the planning period and a proactive plan put in place to address the developing needs. The highway 169, 92, 30 and corridor from Knoxville to Pella to Newton to Highway 30 is a key to this connectivity. In addition, as traffic growth occurs on roads that are currently under local jurisdiction, it may be necessary to review the jurisdiction of these roads.

The IDOT has studied the capacity needs of Interstate 80 through the CIRTPA region and has determined that I-80 will need to be expanded, however how to fund that project is still being considered. With these two traffic issues occurring at the same time in the CIRTPA area, the CIRTPA staff and local jurisdiction members of the CIRTPA are prepared to assist the IDOT in studying these issues and review possible alternate routes through the CIRTPA region that may be able to address the needs of the region and also address needed capacity expansion for traffic that would otherwise travel Interstate 80.

REGIONAL ROAD CORRIDORS





11

FINANCIAL ANALYSIS

FINANCIAL ANALYSIS

This chapter presents the CIRTPA's historical funding sources, current funding sources, estimates future funding revenues, and identifies future transportation improvement cost estimates in order to ensure the CIRTPA has the fiscal capacity to implement the planned transportation improvements contained the HY 2050 LRTP.

Historical Funding Sources

The following tables summarize the amount of funding historically available to the CIRTPA by funding source. The tables include the amount of funding actually received by its member governments. Federal revenue information was collected from CIRTPA historical records and the lowa Department of Transportation.

SURFACE TRANSPORTATION BLOCK GRANT FUNDS 2020-2026

JURISDICTION	2020	2021	2022	2023	2024	2025	2026
Boone County	\$384,621	\$376,455	\$369,116	\$401,476	\$398,841	\$477,325	\$408,452
Boone	\$304,342	\$1,291,532	\$280,674	\$322,607	\$319,009	\$405,430	\$323,228
Dallas County	\$486,081	\$475,391	\$466,104	\$509,134	\$505,630	\$608,302	\$517,685
Adel	\$0	\$0	\$0	\$153,112	\$151,460	\$191,142	\$153,397
Perry	\$188,769	\$181,232	\$174,656	\$200,948	\$198,726	\$252,074	\$201,331
Jasper County	\$565,459	\$553,383	\$542,594	\$590,577	\$586,669	\$701,909	\$600,434
Newton	\$395,150	\$379,684	\$366,187	\$421,572	\$416,930	\$528,430	\$422,373
Madison County	\$381,591	\$374,447	\$368,154	\$396,440	\$394,136	\$463,591	\$402,904
Winterset	\$138,566	\$133,584	\$129,236	\$146,786	\$145,308	\$180,815	\$147,041
Marion County	\$431,815	\$422,237	\$413,548	\$451,658	\$448,554	\$540,533	\$459,680
Knoxville	\$188,623	\$181,365	\$175,032	\$201,417	\$199,215	\$252,094	\$201,796
Pella	\$228,487	\$218,859	\$210,458	\$246,102	\$243,144	\$314,199	\$246,613
Polk County	\$373,380	\$363,585	\$355,703	\$393,685	\$390,592	\$0	\$0
Story County	\$557,527	\$546,376	\$536,819	\$580,188	\$576,656	\$679,929	\$588,716
Nevada	\$158,048	\$151,401	\$145,601	\$169,548	\$167,545	\$215,668	\$169,894
Warren County	\$418,158	\$408,494	\$400,033	\$438,652	\$435,507	\$529,769	\$447,234
Indianola	\$320,890	\$306,781	\$294,469	\$348,958	\$344,490	\$451,801	\$349,729
HIRTA	\$130,057	\$126,370	\$123,152	\$140,688	\$139,500	\$160,007	\$132,860
Small Communities	\$260,114	\$252,740	\$246,305	\$281,377	\$279,000	\$320,013	\$265,720
RPA-11	\$0	\$0	\$0	\$0	\$0	\$43,385	\$45,885
Total	\$5,911,679	\$6,743,916	\$5,597,840	\$6,394,926	\$6,340,912	\$7,316,415	\$6,084,972

TRANSPORTATION ALTERNATIVES PROGRAM FUNDS 2020-2026

JURISDICTION	2020	2021	2022	2023	2024	2025	2026
Boone County	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Boone	\$-	\$100,000	\$-	\$-	\$-	\$-	\$-
Dallas County	\$-	\$250,000	\$250,000	\$-	\$-	\$-	\$-
Adel	\$-	\$-	\$-	\$180,000	\$125,000	\$-	\$250,000
Perry	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Jasper County	\$-	\$-	\$-	\$-	\$-	\$-	\$250,000
Newton	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Madison County	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Winterset	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Marion County	\$-	\$-	\$-	\$-	\$150,000	\$-	\$-
Knoxville	\$100,000	\$-	\$-	\$-	\$-	\$-	\$-
Pella	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Polk County	\$-	\$-	\$-	\$-	\$-	\$-	\$367,700
Story County	\$200,000	\$-	\$-	\$-	\$-	\$250,000	\$200,000
Huxley	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Nevada	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Story City	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Warren County	\$-	\$-	\$-	\$230,000	\$-	\$-	\$-
Indianola	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Total Spent	\$300,000	\$350,000	\$250,000	\$410,000	\$275,000	\$250,000	\$1,067,700
Total Allocated	\$281,539	\$283,763	\$278,479	\$639,470	\$599,485	\$732,277	\$613,246

Source: CIRTPA

HIGHWAY BRIDGE PROGRAM FUNDS 2020-2026

JURISDICTION	2020	2021	2022	2023	2024	2025	2026
Boone County	\$284,337		\$605,617.11	\$556,008.64	\$500,689.89	\$491,102.40	\$325,302
Dallas County	\$264,985		\$352,322.14	\$342,471.69	\$329,702.30	\$327,033.44	\$322,686
Jasper County	\$505,749			\$1,089,417.40	\$1,067,486.58		\$688,032
Madison County	\$471,921			\$953,438.23	\$934,470.39	\$927,849.17	\$625,776
Marion County	\$355,053		\$474,310.33	\$479,488.49	\$460,104.02	\$412,024.65	\$383,711
Polk County	\$139,406	\$0	\$0	\$0	\$0	\$0	\$162,476
Story County	\$305,312		\$524,573.02	\$495,470.79	\$475,581.81	\$453,663.18	\$362,690
Warren County	\$485,972		\$766,745.05	\$757,506.67	\$790,583.59	\$770,498.74	\$565,658
Total	\$3,035,236	\$2,938,966	\$4,830,065	\$4,673,802	\$4,558,619	\$4,462,646	\$3,436,331

ROAD USE TAX FUNDS 2018-2024

JURISDICTION	2018	2019	2020	2021	2022	2023	2024
Boone County	\$3,507,118	\$3,626,620	\$3,686,460	\$4,158,972	\$4,118,830	\$4,118,830	\$4,253,137
Boone	\$1,615,419	\$1,635,620	\$1,635,620	\$1,894,874	\$1,727,403	\$1,939,636	\$1,772,837.00
Dallas County	\$3,704,861	\$4,383,517	\$3,906,866	\$4,380,548	\$4,335,943	\$4,335,943	\$4,468,599
Adel	\$469,787	\$475,662	\$475,662	\$557,624	\$798,918	\$877,869	\$904,300.00
Perry	\$982,699	\$994,988	\$994,988	\$1,152,699	\$1,079,858	\$1,078,423	\$1,106,997.00
Jasper County	\$4,778,913	\$4,948,425	\$5,033,764	\$5,669,653	\$5,609,642	\$5,609,642	\$5,823,473
Newton	\$1,946,260	\$1,970,599	\$1,970,599	\$4,336,461	\$2,350,461	\$2,184,356	\$3,517,263.00
Madison County	\$3,371,371	\$3,490,304	\$3,528,278	\$3,963,650	\$3,926,820	\$3,926,820	\$4,105,790
Winterset	\$662,193	\$670,474	\$670,474	\$776,747	\$735,901	\$736,633	\$756,125.00
Marion County	\$3,784,349	\$3,925,320	\$4,004,171	\$4,484,464	\$4,445,884	\$4,445,884	\$4,617,702
Knoxville	\$933,067	\$944,735	\$944,735	\$1,094,603	\$1,046,135	\$1,057,393	\$1,112,928.00
Pella	\$1,320,813	\$1,337,331	\$1,337,331	\$1,560,955	\$1,449,356	\$1,501,343	\$1,486,293.00
Polk County	\$5,977,267	\$6,236,257	\$6,297,514	\$7,056,222	\$6,893,766	\$0	\$0
Story County	\$3,830,544	\$3,866,341	\$3,977,591	\$4,476,335	\$4,438,743	\$4,438,743	\$4,613,195
Huxley	\$423,217	\$428,509	\$428,509	\$507,510	\$569,798	\$584,022	\$608,563.00
Nevada	\$867,358	\$878,205	\$878,205	\$1,017,404	\$1,072,442	\$1,073,045	\$1,181,755.00
Story City	\$437,762	\$443,236	\$443,236	\$513,491	\$465,329	\$461,273	\$473,479.00
Warren County	\$4,106,444	\$4,253,596	\$4,317,651	\$4,347,363	\$5,209,310	\$5,209,310	\$4,348,176
Indianola	\$1,886,038	\$1,909,623	\$1,909,623	\$2,215,427	\$2,166,998	\$2,178,799	\$2,238,014.00
Other Communities	\$5,267,528	\$5,333,581	\$5,333,581	\$7,029,484	\$6,955,690	\$6,528,879	\$7,020,723
Total	\$49,873,009	\$51,752,944	\$51,774,858	\$61,194,485	\$59,397,226	\$52,286,842	\$54,409,349

Source: Iowa Department of Transportation

HISTORIC OPERATIONS AND MAINTENANCE SPENT 2020-2024

JURISDICTION	2020	2021	2022	2023	2024
Boone County	\$6,393,659	\$7,355,593	\$7,349,782	\$7,638,817	\$8,104,756
Boone	\$1,666,704	\$486,792	\$1,805,305	\$2,303,941	\$3,151,895
Dallas County	\$9,897,446	\$9,737,533	\$9,691,765	\$10,981,500	\$11,092,352
Adel	\$781,685	\$57,461	\$865,864	\$1,035,232	\$949,278
Perry	\$1,063,177	\$373,289	\$1,322,250	\$1,472,064	\$2,306,792
Jasper County	\$8,196,182	\$7,614,498	\$7,521,116	\$9,991,034	\$10,234,060
Newton	\$1,538,040	\$522,812	\$1,564,700	\$2,239,297	\$2,083,342
Madison County	\$5,719,135	\$5,314,785	\$5,350,671	\$6,254,578	\$6,377,536
Winterset	\$829,295	\$102,246	\$460,113	\$674,585	\$660,388
Marion County	\$5,793,819	\$6,767,306	\$6,443,878	\$7,881,911	\$8,000,326
Knoxville	\$1,337,274	\$188,787	\$776,802	\$955,226	\$1,431,217
Pella	\$939,052	\$295,127	\$1,165,942	\$1,064,974	\$1,179,906
Polk County	\$0	\$0	\$0	\$0	\$0
Story County	\$6,485,388	\$6,725,300	\$6,295,330	\$7,630,184	\$11,273,347
Huxley	\$368,510	\$35,088	\$381,311	\$525,409	\$491,184
Nevada	\$772,264	\$308,390	\$1,207,342	\$821,433	\$1,250,546
Story City	\$430,828	\$139,423	\$1,386,507	\$589,080	\$737,668
Warren County	\$8,113,091	\$7,180,022	\$7,577,137	\$8,598,711	\$9,289,891
Indianola	\$1,928,694	\$521,242	\$6,987,355	\$2,612,969	\$2,783,687
Other Communities	\$6,424,615	\$8,748,608	\$9,010,889	\$7,505,104	\$8,191,465
Total	\$68,678,858	\$62,474,302	\$77,164,059	\$80,776,050	\$89,589,636

Source: Iowa Department of Transportation

OTHER HISTORIC FUNDING FOR BICYCLE/PEDESTRIAN FACILITIES AND STREETS/HIGHWAYS

JURISDICTION	HSIP 2020-2025	HBP 2020-2025	DEMO 2020-2025	RISE 2020-2025	RTP 2020-2025	FRTP 2020-2025
Boone County		\$1,375,000				
Boone				\$5,775,530		
Dallas County	\$1,446,000	\$3,580,697			\$1,276,618	
Adel		\$950,000				
Perry				\$884,703		
Jasper County	\$965,000	\$15,325,000		\$285,212	\$499,800	
Newton						
Madison County		\$5,421,000	\$1,500,000			
Winterset						
Marion County	\$400,000	\$5,300,000	\$2,000,000	\$225,001		
Knoxville						
Pella				\$244,600		
Polk County		\$1,200,000				
Story County		\$5,050,000		\$843,750	\$609,000	
Huxley						
Nevada						
Story City						
Warren County		\$4,108,420	\$1,619,000		\$543,200	
Indianola						
Other Communities		\$2,650,000	\$300,000	\$1,276,710	\$220,080	
Total	\$2,811,000	\$44,960,117	\$5,419,000	\$9,535,506	\$3,148,698	\$-

Source: CIRTPA TIP's 2012-2019 and the Iowa DOT

Acronyms

DEMO	Fedearl Demonstration Funds
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
NRT	Federal Recreational Trails Program
RISE	Revitalize Iowa's Sound Economy
RTP	Recreational Trails Program

Current Funding Sources

The CIRTPA's transportation system improvements are funded through a combination of Federal, state, and local funds. CIRTPA member governments have access to similar types of federal, state, and local funding. The CIRTPA primarily deals with the administration of Surface Transportation Block Grant (STBG) funds. The CIRTPA sub allocates the amount of STBG funds to each CIRTPA member government using a modified version of the formula used by the lowa DOT to distribute STBG funds to regional planning affiliations. Other federal funds include the Surface Transportation Block Grant – Highway Bridge Program (STBG-HBP), which is distributed to the CIRTPA Counties by the state. Local funds consist of property taxes, the Secondary Road Fund (SRF), and Farm-to-Market (FTM) funds. The SRF and FTM funds come out of the state's Road Use Tax Fund.

Surface Transportation Block Grant Program

This program is designed to address some specific issues identified by Congress and to continue programs funded under the previous highway bill. STBG funding may be spent on roadway and bridge projects on Federal-aid routes, Transportation Alternative (TA) projects, transit capital improvements, and planning activities. The table on the following page includes the projected STBG funds for CIRTPA member governments through HY 2050 (Appendix A includes further discussion of the methodology staff used to project future revenues).

Surface Transportation Block Grant Program - Highway Bridge Program

The lowa DOT uses a set-aside from STBG funds to provide a revenue stream for the rehabilitation and replacement of bridges that are deemed structurally deficient or functionally obsolete. These funds are allocated directly to the counties based on an lowa DOT formula. The table on the following page includes the projected STBG-HBP funds for CIRTPA member counties through HY 2050 (Appendix A includes further discussion of the methodology staff used to project future revenues).

PROJECTED STBG FUNDS FFY 2026-2050

JURISDICTION	2026-2030	2031-2035	2036-2040	2041-2045	2046-2050
Boone County	\$2,165,537	\$2,471,981	\$2,778,425	\$3,084,869	\$3,391,313
Boone	\$1,713,991	\$1,956,537	\$2,199,083	\$2,441,629	\$2,684,175
Dallas County	\$2,744,704	\$3,133,105	\$3,521,507	\$3,909,908	\$4,298,309
Adel	\$813,411	\$928,516	\$1,043,621	\$1,158,726	\$1,273,832
Perry	\$1,067,597	\$1,218,673	\$1,369,748	\$1,520,823	\$1,671,898
Jasper County	\$3,183,387	\$3,633,867	\$4,084,346	\$4,534,825	\$4,985,305
Newton	\$2,239,715	\$2,556,656	\$2,873,597	\$3,190,538	\$3,507,478
Madison County	\$2,136,042	\$2,438,312	\$2,740,582	\$3,042,852	\$3,345,122
Winterset	\$779,682	\$890,014	\$1,000,346	\$1,110,679	\$1,221,011
Marion County	\$2,437,175	\$2,782,058	\$3,126,941	\$3,471,824	\$3,816,707
Knoxville	\$1,070,061	\$1,221,485	\$1,372,908	\$1,524,332	\$1,675,756
Pella	\$1,307,772	\$1,492,834	\$1,677,896	\$1,862,959	\$2,048,021
Polk County	\$-	\$-	\$-	\$-	\$-
Story County	\$3,121,176	\$3,562,852	\$4,004,528	\$4,446,204	\$4,887,880
Nevada	\$900,929	\$1,028,419	\$1,155,909	\$1,283,399	\$1,410,889
Warren County	\$2,371,226	\$2,706,777	\$3,042,328	\$3,377,879	\$3,713,430
Indianola	\$1,854,659	\$2,117,111	\$2,379,563	\$2,642,014	\$2,904,466
HIRTA	\$704,449	\$804,135	\$903,821	\$1,003,508	\$1,103,194
Small Communities	\$1,408,898	\$1,608,270	\$1,807,643	\$2,007,015	\$2,206,388
Total	\$32,028,519	\$36,561,736	\$41,092,927	\$45,624,117	\$50,155,307

PROJECTED STBG-HBP FUNDS FFY 2026-2050

JURISDICTION	2026-2030	2031-2035	2036-2040	2041-2045	2046-2050
Boone County	\$1,248,958	\$1,420,833	\$1,592,708	\$1,764,583	\$1,936,458
Boone	\$-	\$-	\$-	\$-	\$-
Dallas County	\$3,252,466	\$3,700,054	\$4,147,641	\$4,595,228	\$5,042,815
Adel	\$862,917	\$981,667	\$1,100,417	\$1,219,167	\$1,337,917
Perry	\$-	\$-	\$-	\$-	\$-
Jasper County	\$13,920,208	\$15,835,833	\$17,751,458	\$19,667,083	\$21,582,708
Newton	\$-	\$-	\$-	\$-	\$-
Madison County	\$4,924,075	\$5,601,700	\$6,279,325	\$6,956,950	\$7,634,575
Winterset	\$-	\$-	\$-	\$-	\$-
Marion County	\$4,814,167	\$5,476,667	\$6,139,167	\$6,801,667	\$7,464,167
Knoxville	\$-	\$-	\$-	\$-	\$-
Pella	\$-	\$-	\$-	\$-	\$-
Polk County	\$1,090,000	\$1,240,000	\$1,390,000	\$1,540,000	\$1,690,000
Story County	\$4,587,083	\$5,218,333	\$5,849,583	\$6,480,833	\$7,112,083
Huxley	\$-	\$-	\$-	\$-	\$-
Nevada	\$-	\$-	\$-	\$-	\$-
Story City	\$-	\$-	\$-	\$-	\$-
Warren County	\$3,731,815	\$4,245,367	\$4,758,920	\$5,272,472	\$5,786,025
Indianola	\$-	\$-	\$-	\$-	\$-
HIRTA	\$2,407,083	\$2,738,333	\$3,069,583	\$3,400,833	\$3,732,083
Small Communities	\$40,838,773	\$46,458,788	\$52,078,802	\$57,698,817	\$63,318,831
Total	\$2,407,083	\$2,738,333	\$3,069,583	\$3,400,833	

Road Use Tax Funds

The State of Iowa's primary revenue source is the Road Use Tax Fund (RUTF). The 53rd Iowa General Assembly created the RUTF in 1949 to provide a dependable source of funding for the State of Iowa's primary, secondary, and municipal street and highway system. The CIRTPA member counties receive RUTF's for their secondary country road and farm-to-market road. CIRTPA cities receive RUTF's for their city streets. Similar to the HTF, the RUTF is funded through user fees. These user fees include fuel taxes, motor vehicle registration fees, motor vehicle use tax, driver's license fees, and other miscellaneous sources. The table on the following page includes the projected RUTF funds for CIRTPA member governments through HY 2050 (Appendix A includes further discussion of the methodology staff used to project future revenues).

Local Funds

The CIRTPA member governments and participating agencies generate local revenues for transportation improvements. Sources include debt service (proceeds from bonds sold, notes, and loans) and other funds (including property taxes, local option sales taxes, tax increment financing districts (TIF), impact fees, special assessments, and developer contributions). One should note that local revenue sources, as well as the amount of revenues generated, are the decisions of the local jurisdiction. The table on the following page includes the projected local funds for CIRTPA member governments through HY 2050 (Appendix A includes further discussion of the methodology staff used to project future revenues).

PROJECTED RUTF'S FUNDS FFY 2026-2050

JURISDICTION	2026-2030	2031-2035	2036-2040	2041-2045	2046-2050
Boone County	\$22,541,624	\$25,731,477	\$28,921,329	\$32,111,181	\$35,301,034
Boone	\$9,619,263	\$12,585,889	\$15,775,741	\$18,965,593	\$22,155,446
Dallas County	\$23,664,184	\$26,873,429	\$30,063,281	\$33,253,134	\$36,442,986
Adel	\$5,094,185	\$7,982,642	\$11,172,495	\$14,362,347	\$17,552,200
Perry	\$6,150,237	\$9,056,937	\$12,246,789	\$15,436,641	\$18,626,494
Jasper County	\$30,723,078	\$34,054,261	\$37,244,114	\$40,433,966	\$43,623,819
Newton	\$18,707,723	\$21,831,346	\$25,021,199	\$28,211,051	\$31,400,904
Madison County	\$21,773,946	\$24,950,538	\$28,140,390	\$31,330,242	\$34,520,095
Winterset	\$4,322,194	\$7,197,315	\$10,387,167	\$13,577,020	\$16,766,872
Marion County	\$24,441,011	\$27,663,675	\$30,853,527	\$34,043,380	\$37,233,232
Knoxville	\$6,181,137	\$9,088,371	\$12,278,223	\$15,468,076	\$18,657,928
Pella	\$8,126,369	\$11,067,205	\$14,257,058	\$17,446,910	\$20,636,763
Polk County	\$382,782	\$3,189,852	\$6,379,705	\$9,569,557	\$12,759,410
Story County	\$24,417,527	\$27,639,785	\$30,829,637	\$34,019,490	\$37,209,342
Huxley	\$3,553,396	\$6,415,236	\$9,605,089	\$12,794,941	\$15,984,794
Nevada	\$6,539,726	\$9,453,154	\$12,643,006	\$15,832,859	\$19,022,711
Story City	\$2,849,608	\$5,699,291	\$8,889,144	\$12,078,996	\$15,268,849
Warren County	\$23,036,779	\$26,235,185	\$29,425,037	\$32,614,890	\$35,804,742
Indianola	\$12,042,835	\$15,051,327	\$18,241,179	\$21,431,032	\$24,620,884
Other Communities	\$33,630,918	\$37,012,332	\$40,202,185	\$43,392,037	\$46,581,890
Total	\$280,525,659	\$288,172,050	\$291,361,902	\$294,551,755	\$297,741,607

PROJECTED LOCAL FUNDING FFY 2026-2050

JURISDICTION	2026-2030	2031-2035	2036-2040	2041-2045	2046-2050
Boone County	\$15,246,085	\$16,657,759	\$18,069,434	\$19,481,108	\$20,892,783
Boone	\$10,027,461	\$10,955,929	\$11,884,398	\$12,812,867	\$13,741,335
Dallas County	\$28,478,587	\$31,115,494	\$33,752,400	\$36,389,306	\$39,026,212
Adel	\$3,110,648	\$3,398,671	\$3,686,694	\$3,974,717	\$4,262,740
Perry	\$7,872,932	\$8,601,907	\$9,330,883	\$10,059,858	\$10,788,833
Jasper County	\$18,629,354	\$20,354,294	\$22,079,234	\$23,804,174	\$25,529,114
Newton	\$11,758,554	\$12,847,309	\$13,936,064	\$15,024,819	\$16,113,574
Madison County	\$11,904,299	\$13,006,549	\$14,108,799	\$15,211,049	\$16,313,298
Winterset	\$983,739	\$1,074,825	\$1,165,912	\$1,256,999	\$1,348,086
Marion County	\$13,520,067	\$14,771,926	\$16,023,784	\$17,275,642	\$18,527,500
Knoxville	\$2,484,897	\$2,714,981	\$2,945,064	\$3,175,147	\$3,405,230
Pella	\$10,984,636	\$12,001,732	\$13,018,828	\$14,035,923	\$15,053,019
Polk County	\$0	\$0	\$0	\$0	\$0
Story County	\$17,245,440	\$18,842,240	\$20,439,040	\$22,035,840	\$23,632,640
Huxley	\$167,824	\$183,364	\$198,903	\$214,442	\$229,982
Nevada	\$4,372,860	\$4,777,754	\$5,182,648	\$5,587,543	\$5,992,437
Story City	\$2,146,256	\$2,344,983	\$2,543,711	\$2,742,438	\$2,941,166
Warren County	\$18,206,643	\$19,892,443	\$21,578,243	\$23,264,043	\$24,949,844
Indianola	\$30,393,170	\$33,207,352	\$36,021,535	\$38,835,717	\$41,649,900
Other Communities	\$31,627,950	\$34,556,464	\$37,484,978	\$40,413,492	\$43,342,006
Total	\$239,161,402	\$261,305,976	\$283,450,550	\$305,595,124	\$327,739,699

Surface Transportation Block Grant - Setaside (TAP)

This program is a setaside from the STBG program. The TAP program provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. The table on the following page includes the projected TAP funds for CIRTPA through HY 2050 (Appendix A includes further discussion of the methodology staff used to project future revenues). Note that funding is not assigned to individual communities given that funding is awarded on a project specific basis.

SWAP Funding

lowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. Iowa has implemented a Swap program that allows RPA cities, at their discretion, to swap targeted federal STBG funding for state Primary Road Fund dollars.

lowa also targets a portion of its STBG funding directly to counties for use on county bridge projects. Iowa's swap program allows counties, at their discretion, to swap federal STBG funding for state Primary Road Fund dollars. These funds can be used on either on-system or off-system bridges however off-system bridge investments must be continued to maintain the ability to transfer the federal STBG set-aside for off system bridges.

PROJECTED TAP FUNDS FFY 2026-2050

JURISDICTION	2026-2030	2031-2035	2036-2040	2041-2045	2046-2050
Total	\$3,159,149	\$3,517,144	\$3,988,191	\$4,459,237	\$4,553,446

TOTAL CIRTPA FUNDING PROJECTIONS FFY 2026-2050

JURISDICTION	2026-2030	2031-2035	2036-2040	2041-2045	2046-2050
STBG	\$32,028,519	\$36,561,736	\$41,092,927	\$45,624,117	\$50,155,307
STBG-HBP	\$40,838,773	\$46,458,788	\$52,078,802	\$57,698,817	\$63,318,831
RUTF	\$280,525,659	\$288,172,050	\$291,361,902	\$294,551,755	\$297,741,607
Local	\$239,161,402	\$261,305,976	\$283,450,550	\$305,595,124	\$327,739,699
TAP	\$3,159,149	\$3,517,144	\$3,988,191	\$4,459,237	\$4,553,446
Total	\$595,713,502	\$636,015,694	\$671,972,372	\$707,929,049	\$743,508,890

Operations and Maintenance Costs

CIRTPA staff reviewed operation and maintenance costs for FFY 2020 through FFY 2024 as provided by the annual street finance reports published by the lowa DOT. Operation costs include costs associated with snow removal, street lighting, equipment purchases, administration, and other related costs. Maintenance costs include costs associated with maintaining the existing physical infrastructure (i.e., pavement, signals, right-of-way). CIRTPA applied a four percent annual inflation rate to the average operations and maintenance costs to project annual operations and maintenance costs through HY 2050. The table below includes a summary of the street and highway operations and maintenance costs used in the Horizon Year 2050 Long Range Transportation Plan for FFY 2026-2050.

OPERATIONS & MAINTENANCE PROJECTIONS FOR FFY 2026-2050

	AVERAGE O+M	AVERAGE INCREASE	2026-2030	2031-2035	2036-2040	2041-2045	2046-2050	TOTAL O&M FFY 2026- 2050
Boone County	\$7,368,521	\$294,741	\$42,737,424	\$50,105,946	\$57,474,467	\$64,842,989	\$66,316,693	\$281,477,519
Boone	\$1,882,927	\$75,317	\$10,920,979	\$12,803,906	\$14,686,834	\$16,569,761	\$16,946,347	\$71,927,827
Dallas County		\$411,205	\$59,624,691	\$69,904,810	\$80,184,930	\$90,465,049	\$92,521,073	\$392,700,552
Adel	\$737,904	\$29,516	\$4,279,843	\$5,017,747	\$5,755,651	\$6,493,555	\$6,641,136	\$28,187,931
Perry	\$1,307,514	\$52,301	\$7,583,584	\$8,891,099	\$10,198,613	\$11,506,128	\$11,767,630	\$49,947,054
Jasper County	\$8,711,378	\$348,455	\$50,525,993	\$59,237,371	\$67,948,749	\$76,660,127	\$78,402,403	\$332,774,642
Newton	\$1,589,638	\$63,586	\$9,219,901	\$10,809,539	\$12,399,177	\$13,988,815	\$14,306,743	\$60,724,176
Madison	\$5,803,341	\$232,134	\$33,659,377	\$39,462,718	\$45,266,059	\$51,069,400	\$52,230,068	\$221,687,624
Winterset	\$545,325	\$21,813	\$3,162,888	\$3,708,213	\$4,253,539	\$4,798,864	\$4,907,929	\$20,831,433
Marion	\$6,977,448	\$279,098	\$40,469,198	\$47,446,646	\$54,424,093	\$61,401,541	\$62,797,031	\$266,538,509
Knoxville	\$937,861	\$37,514	\$5,439,595	\$6,377,457	\$7,315,318	\$8,253,179	\$8,440,751	\$35,826,300
Pella	\$929,000	\$37,160	\$5,388,201	\$6,317,202	\$7,246,202	\$8,175,202	\$8,361,002	\$35,487,809
Polk County	\$-	\$-	\$0	\$0	\$0	\$0	\$0	\$0
Story County	\$7,681,910	\$307,276	\$44,555,077	\$52,236,987	\$59,918,897	\$67,600,807	\$69,137,189	\$293,448,957
Huxley	\$360,300	\$14,412	\$2,089,742	\$2,450,042	\$2,810,343	\$3,170,643	\$3,242,703	\$13,763,473
Nevada	\$871,995	\$34,880	\$5,057,570	\$5,929,565	\$6,801,560	\$7,673,555	\$7,847,954	\$33,310,206
Story City	\$656,701	\$26,268	\$3,808,867	\$4,465,568	\$5,122,269	\$5,778,971	\$5,910,311	\$25,085,986
Warren	\$8,151,770	\$326,071	\$47,280,268	\$55,432,039	\$63,583,809	\$71,735,580	\$73,365,934	\$311,397,630
Indianola	\$2,966,789	\$118,672	\$17,207,379	\$20,174,168	\$23,140,958	\$26,107,747	\$26,701,105	\$113,331,356
Other Communities	\$7,976,136	\$319,045	\$46,261,590	\$54,237,726	\$62,213,862	\$70,189,999	\$71,785,226	\$304,688,403
Total		\$3,029,463	\$439,272,169	\$515,008,749	\$590,745,330	\$666,481,911	\$681,629,227	\$2,893,137,386

Source: CIRTPA member governments and Iowa DOT

Fiscal Constraint

The table below shows the fiscal constraint for each of CIRTPA's member governments for FFY 2026-2030 given the projected total revenue and the regional as a whole. Given all of the anticipated operations and maintenance spending, as well as anticipated projects, the 2026-2030 timeframe of this plan is fiscally constrained.

ANTICIPATED PROJECT FUNDING AVAILABILITY FOR FFY 2026-2030

JURISDICTION	TOTAL REVENUE	TOTAL O + M	REVENUE MINUS O + M (FISCAL CONSTRAINT)
Boone County	\$41,202,204	\$42,737,424	\$(1,535,220)
Boone	\$21,360,715	\$10,920,979	\$10,439,736
Dallas County	\$58,139,942	\$59,624,691	\$(1,484,749)
Adel	\$9,881,161	\$4,279,843	\$5,601,318
Perry	\$15,090,766	\$7,583,584	\$7,507,182
Jasper County	\$66,456,028	\$50,525,993	\$15,930,035
Newton	\$32,705,992	\$9,219,901	\$23,486,091
Madison County	\$40,738,362	\$33,659,377	\$7,078,985
Winterset	\$6,085,614	\$3,162,888	\$2,922,726
Marion County	\$45,212,420	\$40,469,198	\$4,743,222
Knoxville	\$9,736,095	\$5,439,595	\$4,296,500
Pella	\$20,418,777	\$5,388,201	\$15,030,575
Story County	\$1,472,782	\$44,555,077	\$1,472,782
Huxley	\$49,371,227	\$2,089,742	\$4,816,150
Nevada	\$4,622,149	\$5,057,570	\$2,532,407
Story City	\$13,283,811	\$3,808,867	\$8,226,241
Warren County	\$6,850,523	\$47,280,268	\$3,041,656
Indianola	\$45,679,685	\$17,207,379	\$(1,600,583)
Other	\$43,844,903	\$46,261,590	\$26,637,525
Total - Includes TAP	\$532,153,157	\$439,272,169	\$139,142,578

Source: CIRTPA member governments and Iowa DOT

CIRTPA Sub-Allocation of STBG Funding

CIRTPA currently sub-allocates the majority of STBG funding to communities of 5,000 or more and HIRTA, the regional transit agency. Communities under this threshold and the lowa DOT can apply for funding through a competitive process. Sub-allocation promotes the goals and objectives of this LRTP because it allows for local decision to be made on local projects. It also better allows for maintenance projects to be completed with CIRTPA funding rather than utilizing it for larger expansion projects. Typically, if STBG funding is applied for it must be used on larger projects which typically include expansions. If a community receives a direct allocation, they are better able to utilize this funding for maintenance projects. Communities can better plan on how best to use the funding with a reliable stream rather than an unknown amount that needs to be applied for. The ongoing lack of funding means that maintenance should be a priority for communities.

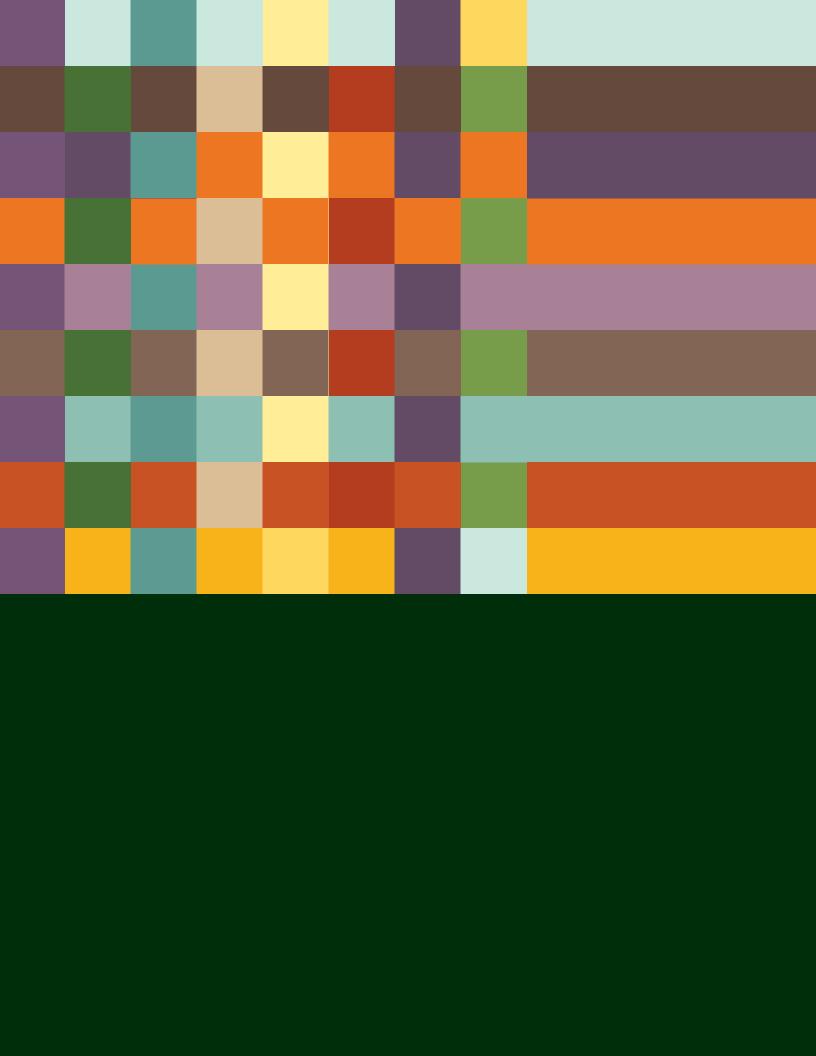
The sub-allocation process used by CIRTPA will be reviewed to ensure the equitable distribution of funding. This will be accomplished by a thorough review of the funding process by the full CIRTPA Technical and Policy Committees. Currently used funding formulas may be updated or changed to more closely follow the ones used by the lowa DOT.

Regional needs and priorities are still considered under the suballocation model, however given the unique nature of RPA-11's circular geography it can be difficult to prioritize regional projects. This is true even if there wasn't a sub-allocation process. But what would be a regional priority would also certainly be a local priority and given the equitable funding distribution of CIRTPA, there is ample ability to fund regional projects with sub-allocated funding.

One way that CIRTPA ensures the prioritization of projects through the LRTP is that any projects that receive CIRTPA funding must have an official application submitted to CIRTPA for approval. So even though communities have funding allocated to them, CIRTPA still requires communities to apply for specific projects subject to the Policy Board's approval. In the application there are questions that ask how the project relates to the Goals and Performance Measures of the LRTP and to provide examples and additional information.

Funding available to non sub-allocation communities and the lowa DOT is referred to the Small Communities Fund. Approximately 4.4% of CIRTPAs funding allocation is available per year. It is a competitive process that is modeled after the Des Moines Area MPO's application process.

Scoring is based on the Goals of the long-range transportation plan, with each scoring metric falling under a goal and related to the plan's performance measures. Scoring is completed by staff and is used by CIRTPA's funding subcommittee to review and rank projects. A formal recommendation is made to the full CIRTPA Technical and Policy Committees.



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PUBLIC PARTICIPATION

PUBLIC PARTICIPATION

CIRTPA Public Participation Process

The CIRTPA has a Public Participation Plan that was last updated in 2021. The CIRTPA Public Participation Plan defines the procedures and guidelines for conducting public outreach, scheduling public meetings, and incorporating public input into the transportation planning process. The CIRTPA is subject to the Open Meetings Law, and Public Records Laws.

The CIRTPA utilizes several forms of communication including, the CIRTPA website, newspaper postings in The Des Moines Register, and social media such as Facebook and Twitter. CIRTPA is also able to provide translation services to non-English speaking citizens with appropriate notice through a translation company that CIRTPA has access to.



CIRTPA PUBLIC PARTICIPATION PROCESS SUMMARY

PLANNING DOCUMENT OR ACTIVITY	PUBLIC PARTICIPATION PROCEDURES
Long Range Transportation Plan (LRTP)	 Public input meetings will be held during the development of the LRTP; The draft and final LRTP will be made available on the CIRTPA website; Legal notice will be published one week prior to the public meeting; Thirty day calendar day public comment and review period; and, At least one public input meeting will be held for the completed draft LRTP.
Transportation Improvement Program (TIP)	 The draft and final TIP will be made available on the CIRTPA website; Legal notice will be published one week prior to the public meeting; Forty-five calendar day public comment and review period; and, At least one public input meeting will be held for the draft TIP.
TIP Revisions	 The proposed TIP revisions will be made available on the CIRTPA website; Public comment for proposed TIP revisions can be made at the CIRTPA Policy Committee meeting prior to the CIRTPA's formal action on the request.
LRTP Amendments	 The proposed LRTP Amendments will be made available on the CIRTPA website; Legal notice will be published one week prior to the public meeting; Thirty day calendar day public comment and review period; and, At least one public input meeting will be held for proposed LRTP and TIP Amendments.
Public Participation Plan (PPP)	 The draft and final PPP will be made available on the CIRTPA website; Legal notice will be published one week prior to the public meeting; Thirty day calendar day public comment and review period; and, At least one public input meeting will be held for the draft PPP.
Additional Public Comment Period, as necessary	 Relevant documents and plans will be made available on the MPO website; Legal notice will be published one week prior to the public meeting; and, At least a fifteen calendar day public comment and review period.



CIRTPA Long-Range Plan Public Participation Process Summary

A preliminary round of public outreach was conducted in September of 2025 to help gather public input. This outreach series consisted of a public survey that was designed to determine citizen priorities. Not surprisingly, the top 3 important aspects of the CIRTPA transportation system are roadway/bridge maintenance, safety, and road congestion mitigation. A complete summary of the survey efforts are available in the appendix.

A steering committee was also formed that provided feedback on proposed new ideas and developed the overarching goals for the plan. Members of the committee represent CIRTPA members, the Ames Area MPO, HIRTA, and the lowa DOT.

Throughout the process of preparing a draft of the plan the item has been on the bi-monthly agendas for the CIRTPA. The agendas are publicly posted and available on the CIRTPA website along with supplemental materials. The public is able to attend the CIRTPA meetings and provide input.

Feedback provided by the general public at the meeting and during the public input period was then taken into account in the edits between the first draft and the final draft plan that will be voted on by the CIRTPA. While attendance at the meeting was minimal, which is typical for the region, the feedback received through public outreach was a clear desire to maintain existing roads and bridges.

9 public input meetings were held during the draft LRTP public input phase. All comments that were received have been incorporated into the final document. A schedule of those meetings are available on the following page.

PUBLIC MEETING SCHEDULE

DATE	TIME	LOCATION
		Perry Community Center
Manday Danashay 1st 2025	10:00 am – 12:00 pm	McCreary Community Building
Monday, December 1st, 2025		1800 Pattee Street, Perry
Monday, December 13t, 2023		Adel City Library
	1:00 pm – 3:00 pm	Meeting Room
		303 S 10th St, Adel
		Nevada Public Library
	1:00 pm – 3:00 pm	Meeting Room
Tuesday, December 2nd, 2025		631 K Ave, Nevada
ruesday, December 2nd, 2025		Boone City Hall
	4:00 pm – 6:00 pm	Auditorium
		923 8th St, Boone
		Knoxville Public Library
W 1 1 5 1 3 1	10:00 am – 12:00 pm	Meeting Room
Wednesday, December 3rd, 2025		213 E Montgomery St, Knoxville
2023	1:00 pm – 3:00 pm	Pella Public Library
	1.00 pm = 3.00 pm	603 Main St, Pella
		Indianola Public Library
	10:00 am – 12:00 pm	Meeting Room
Thursday, December 4th, 2025		207 N B St, Indianola
	1:00 pm – 3:00 pm	Winterset Public Library
	1.00 pm – 3.00 pm	123 N 2nd St, Winterset
Friday, December 5th, 2025	10:00 am – 12:00 pm	Newton Council Chambers Newton City Hall 101 West 4th St S, Newton

CIRTPA Contact Information

The CIRTPA understands that, without the public, the planning process is not nearly as strong as it could be. As such, the CIRTPA encouraged residents to submit comments to the CIRTPA. This was accomplished by contacting the CIRTPA at:

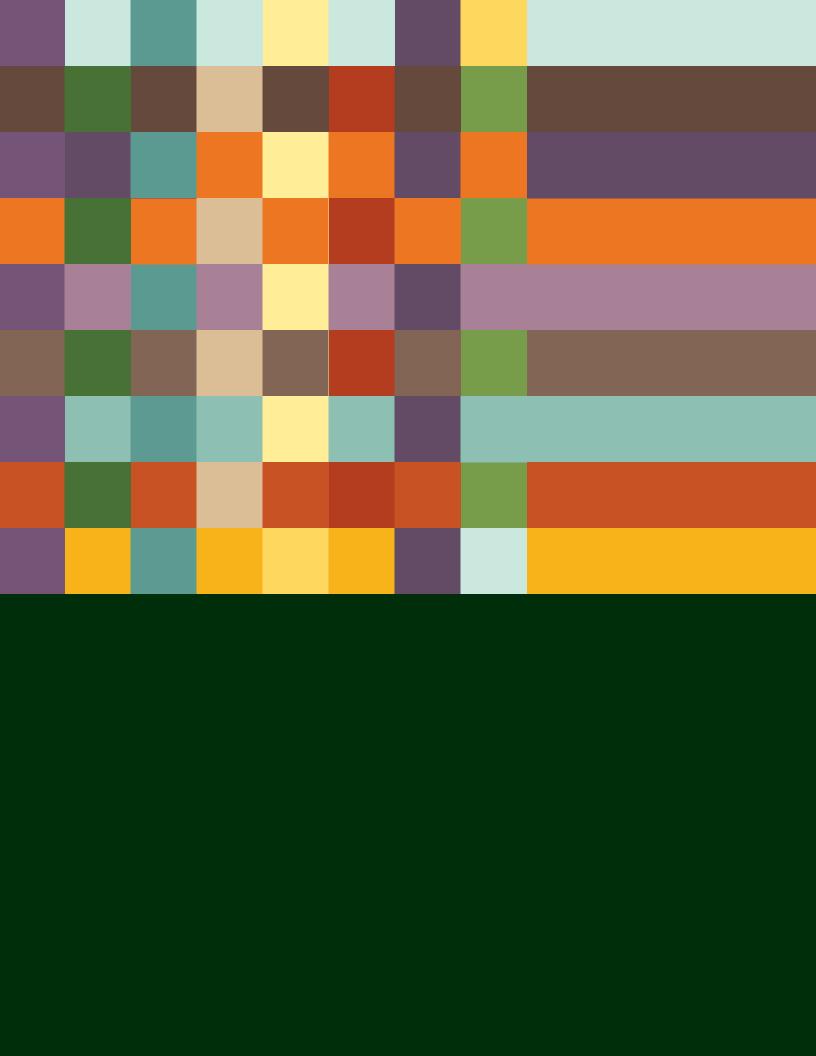
Mail: CIRTPA

939 Office Park Road, Suite 306 West Des Moines, Iowa 50265

Phone: 515.304.3524

Email: info@midiowaplanning.org

Web: http://cirtpa.org/



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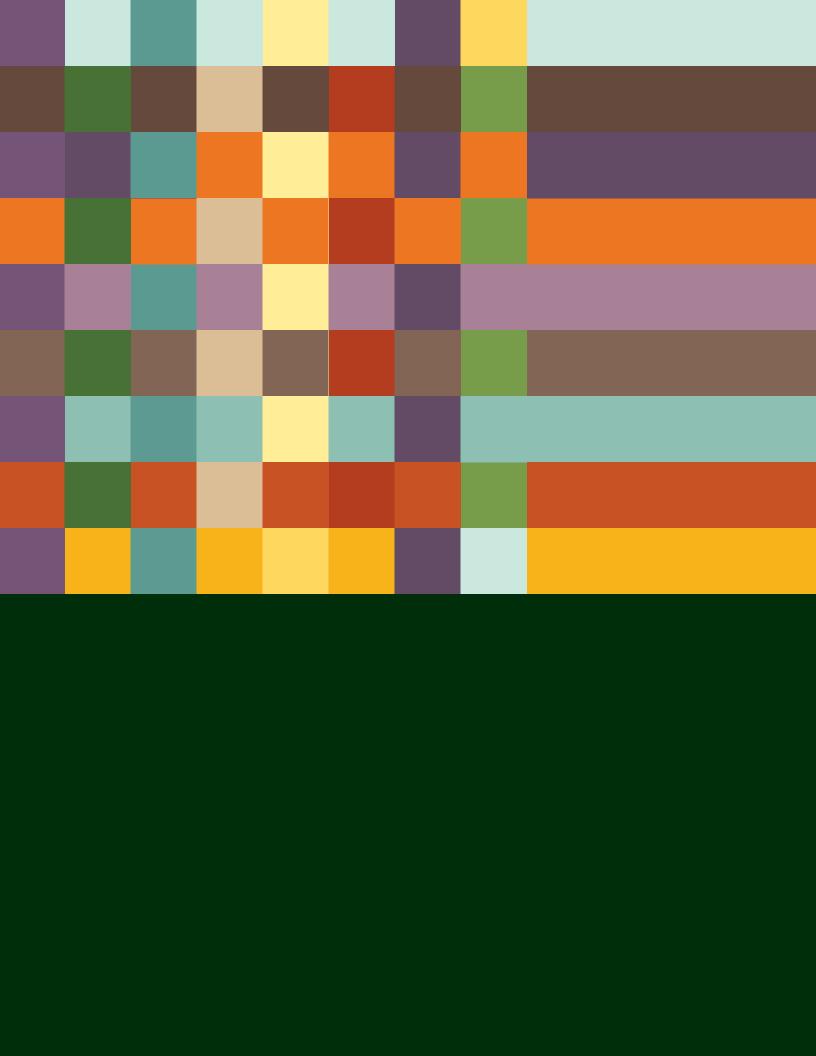
CONCLUSION



CONCLUSION

The CIRTPA 2050 LRTP identified and discussed a variety of transportation modes and is meant to offer guidance for future planning efforts within the region. The CIRTPA will update this document in regular intervals and will provide amendments to the projects identified as needed. The CIRTPA will also continue with additional detailed planning studies that will be derived from this plan.

A major issue identified in this plan is the funding shortfalls for all modes of transportation. The CIRTPA, and other transportation agencies, faces major challenges in ensuring funds are available for the maintenance of the existing transportation system, and the expansion of the transportation system. The jurisdictions in the CIRTPA will complete as many projects as possible in an attempt to meet the goals and objectives set forth in this plan. However, due to funding shortfalls, the CIRTPA acknowledges the limitations the region will face in the future if additional funding for transportation cannot be secured.



APPENDIX A: FINANCIAL ANALYSIS METHODOLOGY

APPENDIX A: FINANCIAL ANALYSIS METHODOLOGY

Appendix A provides supplemental information about the Central Iowa Regional Transportation Planning Alliance's (CIRTPA) methodology and assumptions used to estimate project costs and to develop funding revenue projections.

Revenue Projections

The CIRTPA considered four revenue types when developing future funding estimates: Surface Transportation Block Grant (STBG) funds, Surface Transportation Block Grant – Highway Bridge Program (STBG-HBP) funds, Road Use Tax Funds (RUTF), Surface Transportation Block Grant - Setaside (TAP), and local funds. The methodology for projecting funding amount for each type is outline below:

Surface Transportation Block Grant (STBG)

STP funding projections were calculated by setting a base year using the FFY 2026 STBG funding target and applying a 3 percent annual percentage increase in the base year to calculate an average increase, then taking the dollars increase and applying it out to future years. The lowa DOT has already determined the funding targets for FFY 2027-2030, therefore the 3 percent annual increase was applied to FFY 2031-2050.

The choice of 3 percent represents a compromise between an actual percentage increase per year and utilizing a base year dollar increase that stays the same year over year.

The tables on the following page show how the annual percentage increase was calculated and the projected amounts for FFY 2031-2036.

STBG ANNUAL PERCENT CHANGE

JURISDICTION	2026 BASE YEAR	3 PERCENT ANNUAL INCREASE
Boone County	\$408,592	\$12,258
Boone	\$323,395	\$9,702
Dallas County	\$517,869	\$15,536
Adel	\$153,474	\$4,604
Perry	\$201,433	\$6,043
Jasper County	\$600,639	\$18,019
Newton	\$422,588	\$12,678
Madison County	\$403,027	\$12,091
Winterset	\$147,110	\$4,413
Marion County	\$459,844	\$13,795
Knoxville	\$201,898	\$6,057
Pella	\$246,749	\$7,402
Polk County	\$-	\$-
Story County	\$588,901	\$17,667
Nevada	\$169,987	\$5,100
Warren County	\$447,401	\$13,422
Indianola	\$349,936	\$10,498
HIRTA	\$132,915	\$3,987
Small Communities	\$265,830	\$7,975

STBG FUNDING PROJECTIONS FFY 2031-2036

JURISDICTION	2031	2032	2033	2034	2035	2036	TOTAL
Boone County	\$469,881	\$482,138	\$494,396	\$506,654	\$518,912	\$531,169	\$3,003,150
Boone	\$371,904	\$381,606	\$391,307	\$401,009	\$410,711	\$420,413	\$2,376,950
Dallas County	\$595,549	\$611,085	\$626,621	\$642,157	\$657,693	\$673,229	\$3,806,334
Adel	\$176,495	\$181,099	\$185,703	\$190,307	\$194,912	\$199,516	\$1,128,032
Perry	\$231,648	\$237,691	\$243,735	\$249,778	\$255,821	\$261,864	\$1,480,536
Jasper County	\$690,735	\$708,754	\$726,773	\$744,792	\$762,812	\$780,831	\$4,414,697
Newton	\$485,976	\$498,654	\$511,331	\$524,009	\$536,686	\$549,364	\$3,106,020
Madison County	\$463,481	\$475,572	\$487,662	\$499,753	\$511,844	\$523,935	\$2,962,247
Winterset	\$169,176	\$173,590	\$178,003	\$182,416	\$186,829	\$191,243	\$1,081,257
Marion County	\$528,821	\$542,616	\$556,412	\$570,207	\$584,002	\$597,798	\$3,379,855
Knoxville	\$232,183	\$238,240	\$244,297	\$250,354	\$256,411	\$262,468	\$1,483,952
Pella	\$283,762	\$291,164	\$298,567	\$305,969	\$313,372	\$320,774	\$1,813,609
Polk County	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Story County	\$677,236	\$694,903	\$712,570	\$730,237	\$747,905	\$765,572	\$4,328,424
Nevada	\$195,485	\$200,584	\$205,684	\$210,783	\$215,883	\$220,983	\$1,249,401
Warren County	\$514,511	\$527,933	\$541,355	\$554,777	\$568,199	\$581,621	\$3,288,398
Indianola	\$402,426	\$412,924	\$423,422	\$433,920	\$444,418	\$454,916	\$2,572,027
HIRTA	\$152,852	\$156,840	\$160,827	\$164,814	\$168,802	\$172,789	\$976,925
Small Communities	\$305,704	\$313,679	\$321,654	\$329,629	\$337,604	\$345,579	\$1,953,849
Total	\$6,949,852	\$7,131,100	\$7,312,347	\$7,493,595	\$7,674,842	\$7,856,090	\$44,417,826

Surface Surface Surfact Transportation Block Grant - Highway Birdge Program (STBG-HBP)

STP-HBP funding projections were calculated by setting a base year using the FFY 2018 STP-HBP funding target and applying a 3 percent annual percentage increase. The tables below show how the annual percentage increase was calculated and the projected funding amounts for FFY 2020-2025.

STBG-HBP ANNUAL PERCENT CHANGE

JURISDICTION	2025	3 PERCENT ANNUAL INCREASE
Boone County	\$491,102	\$14,733
Dallas County	\$327,033	\$9,811
Jasper County	\$1,080,474	\$32,414
Madison County	\$927,849	\$27,835
Marion County	\$412,025	\$12,361
Polk County	\$0	\$0
Story County	\$453,663	\$13,610
Warren County	\$770,499	\$23,115
Totals	\$4,462,646	\$133,879

STP-HBP FUNDING PROJECTIONS FFY 2026-2031

JURISDICTION	2026	2027	2028	2029	2030	2031	TOTAL
Boone County	\$505,835	\$520,569	\$535,302	\$550,035	\$564,768	\$579,501	\$3,256,009
Dallas County	\$336,844	\$346,655	\$356,466	\$366,277	\$376,088	\$385,899	\$2,168,232
Jasper County	\$1,112,888	\$1,145,303	\$1,177,717	\$1,210,131	\$1,242,545	\$1,274,960	\$7,163,544
Madison County	\$955,685	\$983,520	\$1,011,356	\$1,039,191	\$1,067,027	\$1,094,862	\$6,151,640
Marion County	\$424,385	\$436,746	\$449,107	\$461,468	\$473,828	\$486,189	\$2,731,723
Polk County	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Story County	\$467,273	\$480,883	\$494,493	\$508,103	\$521,713	\$535,323	\$3,007,787
Warren County	\$793,614	\$816,729	\$839,844	\$862,959	\$886,074	\$909,189	\$5,108,407
Totals	\$4,596,525	\$4,730,405	\$4,864,284	\$4,998,163	\$5,132,043	\$5,265,922	\$29,587,342

Road Use Tax Fund (RUTF)

RUTF projections were calculated by setting a base year using the FFY 2024 RUTF funding target and applying a 3 percent annual percentage increase. The table to the right shows how the annual percentage increase was calculated and the table below shows the projected funding amounts for FFY 2025-2030.

RUTF ANNUAL PERCENT CHANGE

JURISDICTION	2024 BASE YEAR	3 PERCENT ANNUAL INCREASE
Boone County	\$4,253,137	\$127,594
Boone	\$1,772,837	\$53,185
Dallas County	\$4,468,599	\$134,058
Adel	\$904,300	\$27,129
Perry	\$1,106,997	\$33,210
Jasper County	\$5,823,473	\$174,704
Newton	\$3,517,263	\$105,518
Madison County	\$4,105,790	\$123,174
Winterset	\$756,125	\$22,684
Marion County	\$4,617,702	\$138,531
Knoxville	\$1,112,928	\$33,388
Pella	\$1,486,293	\$44,589
Polk County	\$0	\$0
Story County	\$4,613,195	\$138,396
Huxley	\$608,563	\$18,257
Nevada	\$1,181,755	\$35,453
Story City	\$473,479	\$14,204
Warren County	\$4,348,176	\$130,445
Indianola	\$2,238,014	\$67,140
Other Communities	\$7,020,723	\$210,622
Total	\$54,409,349	\$1,632,280

RUTF FUNDING PROJECTIONS FFY 2025-2030

JURISDICTION	2025	2026	2027	2028	2029	2030	TOTAL
Boone County	\$4,380,731	\$4,508,325	\$4,635,919	\$4,763,513	\$4,891,107	\$5,018,701	\$28,198,296
Boone	\$1,826,022	\$1,879,207	\$1,932,392	\$1,985,577	\$2,038,763	\$2,091,948	\$11,753,909
Dallas County	\$4,602,657	\$4,736,715	\$4,870,773	\$5,004,831	\$5,138,889	\$5,272,947	\$29,626,813
Adel	\$931,429	\$958,558	\$985,687	\$1,012,816	\$1,039,945	\$1,067,074	\$5,995,509
Perry	\$1,140,207	\$1,173,417	\$1,206,627	\$1,239,837	\$1,273,047	\$1,306,256	\$7,339,390
Jasper County	\$5,998,178	\$6,172,882	\$6,347,586	\$6,522,290	\$6,696,994	\$6,871,699	\$38,609,628
Newton	\$3,622,781	\$3,728,299	\$3,833,817	\$3,939,335	\$4,044,852	\$4,150,370	\$23,319,454
Madison County	\$4,228,963	\$4,352,137	\$4,475,311	\$4,598,484	\$4,721,658	\$4,844,832	\$27,221,385
Winterset	\$778,809	\$801,493	\$824,176	\$846,860	\$869,544	\$892,228	\$5,013,109
Marion County	\$4,756,233	\$4,894,764	\$5,033,296	\$5,171,827	\$5,310,358	\$5,448,889	\$30,615,366
Knoxville	\$1,146,316	\$1,179,704	\$1,213,092	\$1,246,479	\$1,279,867	\$1,313,255	\$7,378,713
Pella	\$1,530,882	\$1,575,471	\$1,620,059	\$1,664,648	\$1,709,237	\$1,753,826	\$9,854,123
Polk County	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Story County	\$4,751,591	\$4,889,986	\$5,028,382	\$5,166,778	\$5,305,174	\$5,443,570	\$30,585,481
Huxley	\$626,820	\$645,077	\$663,334	\$681,591	\$699,847	\$718,104	\$4,034,773
Nevada	\$1,217,208	\$1,252,660	\$1,288,113	\$1,323,566	\$1,359,018	\$1,394,471	\$7,835,036
Story City	\$487,683	\$501,888	\$516,092	\$530,296	\$544,501	\$558,705	\$3,139,166
Warren County	\$4,478,621	\$4,609,066	\$4,739,512	\$4,869,957	\$5,000,402	\$5,130,848	\$28,828,406
Indianola	\$2,305,154	\$2,372,295	\$2,439,435	\$2,506,576	\$2,573,716	\$2,640,857	\$14,838,033
Other	\$7,231,345	\$7,441,966	\$7,652,588	\$7,863,210	\$8,073,832	\$8,284,453	\$46,547,394
Total	\$56,041,629	\$57,673,910	\$59,306,190	\$60,938,471	\$62,570,751	\$64,203,032	\$360,733,984

Surface Transportation Block Grant - Setaside (TAP) Funding

TAP funding projections were calculated by setting a base year of 2019 and reviewing the average change in funding from 2015-2019, which is a 0.36% increase per year. This is different from other funding sources given the extreme volatility CIRTPA has seen regarding funding from this source since 1995. The lowa DOT has already determined the funding targets for FFY 2020-2023, therefore the 3 percent annual increase was applied to FFY 2024-2040. The tables below show how the annual percentage increase was calculated and the projected funding amounts for FFY 2020-2025.

TAP ANNUAL PERCENT CHANGE

JURISDICTION	4 YEAR AVERAGE	0.3% PERCENT ANNUAL INCREASE
Totals	\$628,062	\$18,842

TAP ANNUAL FUNDING PROJECTIONS FFY 2020-2025

JURISDICTION	2026	2027	2028	2029	2030	2031	TOTAL
Totals	\$613,246	\$633,000	\$633,000	\$633,000	\$646,903	\$665,745	\$3,824,895

Local Funding

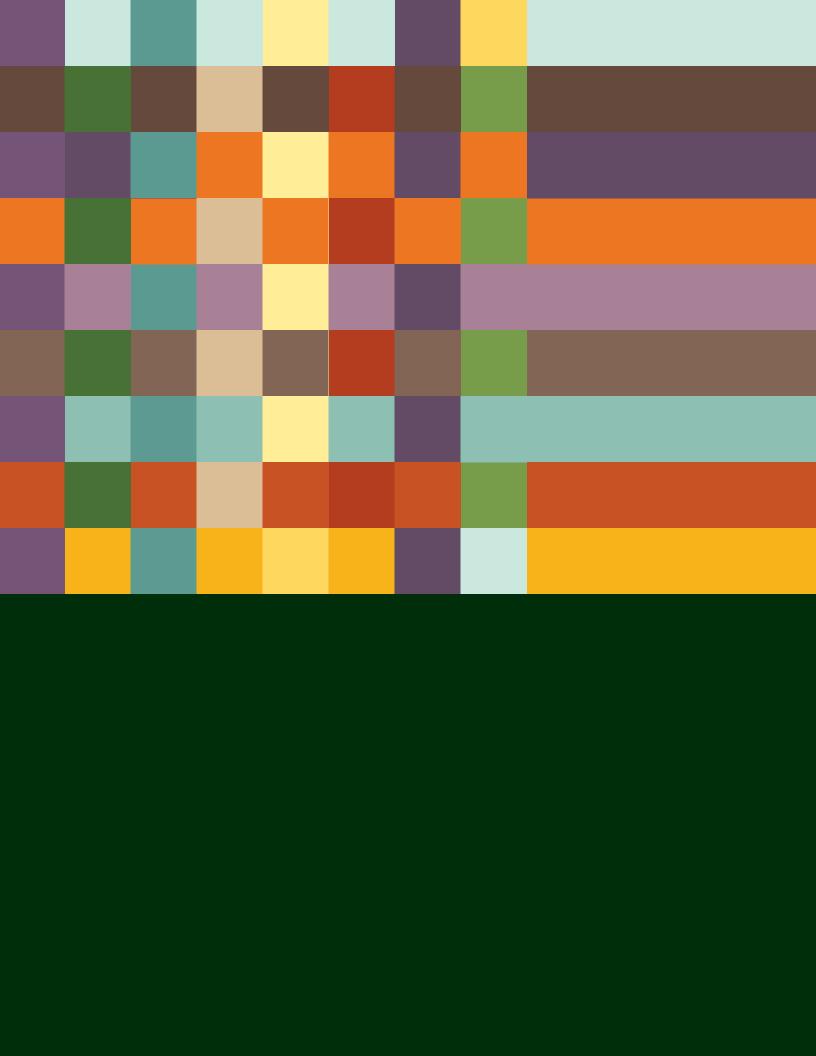
Local funding projections were calculated by setting a five year average for local funding spent on roads and applying a 2 percent annual percentage increase. The table to the right shows how the annual percentage increase was calculated and the table below shows the projected funding amounts for FFY 2015-2020.

LOCAL FUNDING ANNUAL PERCENT CHANGE

JURISDICTION	5 YEAR AVERAGE	2 PERCENT ANNUAL INCREASE
Boone County	\$2,823,349	\$56,467
Boone	\$1,856,937	\$37,139
Dallas County	\$5,273,812	\$105,476
Adel	\$576,046	\$11,521
Perry	\$1,457,950	\$29,159
Jasper County	\$3,449,880	\$68,998
Newton	\$2,177,510	\$43,550
Madison County	\$2,204,500	\$44,090
Winterset	\$182,174	\$3,643
Marion County	\$2,503,716	\$50,074
Knoxville	\$460,166	\$9,203
Pella	\$2,034,192	\$40,684
Polk County	\$0	\$-
Story County	\$3,193,600	\$63,872
Huxley	\$31,079	\$622
Nevada	\$809,789	\$16,196
Story City	\$397,455	\$7,949
Warren County	\$3,371,600	\$67,432
Indianola	\$5,628,365	\$112,567
Other	\$5,857,028	\$117,141
Total	\$44,289,148	\$885,783

LOCAL FUNDING PROJECTIONS FFY 2025-2030

JURISDICTION	2025	2026	2027	2028	2029	2030	TOTAL
Boone County	\$2,879,816	\$2,936,283	\$2,992,750	\$3,049,217	\$3,105,684	\$3,162,151	\$18,125,901
Boone	\$1,894,076	\$1,931,215	\$1,968,353	\$2,005,492	\$2,042,631	\$2,079,770	\$11,921,537
Dallas County	\$5,379,289	\$5,484,765	\$5,590,241	\$5,695,717	\$5,801,194	\$5,906,670	\$33,857,876
Adel	\$587,567	\$599,088	\$610,609	\$622,130	\$633,651	\$645,172	\$3,698,215
Perry	\$1,487,109	\$1,516,268	\$1,545,427	\$1,574,586	\$1,603,745	\$1,632,904	\$9,360,042
Jasper County	\$3,518,878	\$3,587,876	\$3,656,873	\$3,725,871	\$3,794,868	\$3,863,866	\$22,148,232
Newton	\$2,221,060	\$2,264,610	\$2,308,161	\$2,351,711	\$2,395,261	\$2,438,811	\$13,979,614
Madison County	\$2,248,590	\$2,292,680	\$2,336,770	\$2,380,860	\$2,424,950	\$2,469,040	\$14,152,889
Winterset	\$185,817	\$189,461	\$193,104	\$196,748	\$200,391	\$204,035	\$1,169,556
Marion County	\$2,553,791	\$2,603,865	\$2,653,939	\$2,704,013	\$2,754,088	\$2,804,162	\$16,073,858
Knoxville	\$469,370	\$478,573	\$487,776	\$496,979	\$506,183	\$515,386	\$2,954,267
Pella	\$2,074,876	\$2,115,559	\$2,156,243	\$2,196,927	\$2,237,611	\$2,278,295	\$13,059,511
Polk County	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Story County	\$3,257,472	\$3,321,344	\$3,385,216	\$3,449,088	\$3,512,960	\$3,576,832	\$20,502,912
Huxley	\$31,700	\$32,322	\$32,943	\$33,565	\$34,186	\$34,808	\$199,525
Nevada	\$825,985	\$842,180	\$858,376	\$874,572	\$890,768	\$906,963	\$5,198,844
Story City	\$405,404	\$413,353	\$421,302	\$429,251	\$437,200	\$445,149	\$2,551,660
Warren County	\$3,439,032	\$3,506,464	\$3,573,897	\$3,641,329	\$3,708,761	\$3,776,193	\$21,645,675
Indianola	\$5,740,932	\$5,853,499	\$5,966,067	\$6,078,634	\$6,191,201	\$6,303,769	\$36,134,102
Other	\$5,974,168	\$6,091,309	\$6,208,449	\$6,325,590	\$6,442,731	\$6,559,871	\$37,602,118
Total	\$45,174,931	\$46,060,714	\$46,946,497	\$47,832,280	\$48,718,063	\$49,603,846	\$284,336,333



APPENDIX B: SURVEY

APPENDIX B: SURVEY

In August and September of 2025, CIRTPA completed a survey to identify citizen priorities. Below is a copy of the survey questions, as well as a summary of the responses.

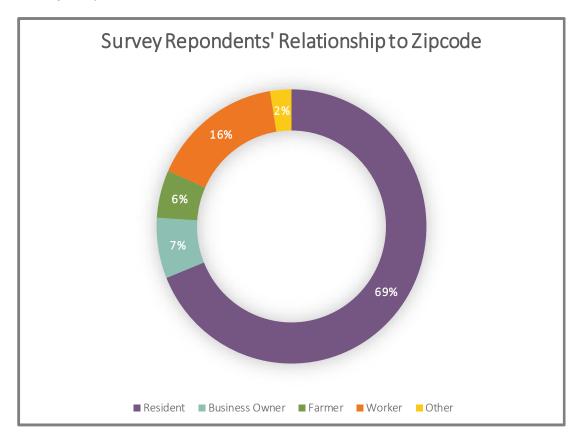
Survey Questions

- 1. What is your zip code?
- 2. What is your relation to the zip code given above? Select all those that apply.
 - a. Resident
 - b. Business Owner
 - c. Farmer
 - d. Worker
 - e. Other (Please Specify)
- 3. Age
 - a. Under 19
 - b. 20-29
 - c. 30-39
 - d. 40-49
 - e. 50-59
 - f. 60-69
 - g. 70-79
 - h. Older than 80
- 4. What is your main source of transportation?
 - a. Own and operate a vehicle
 - b. Fixed public transportation (DART or CyRide)
 - c. Friend or family member
 - d. Human services agency
 - e. Church or religious institution
 - f. Taxi service
 - g. HIRTA
 - h. Other (Please Specify)
- 5. Please rank the following goals of the CIRTA LRTP in order of importance, with #1 being the most important.
 - a. Maintain, preserve, and optimize our existing transportation infrastructure

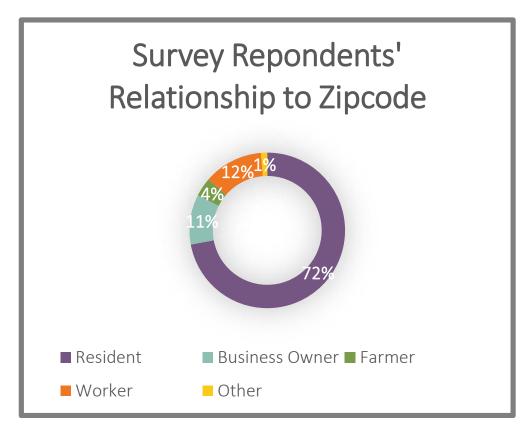
- b. Provide a safe, accessible, and all inclusive transportation system
- c. Promote equity and livability
- d. Protect the environment and conserve resources
- 6. Ranke the top 5 most important aspects of our transportation system, with #1 being most important
 - a. Roadway/bridge maintenance
 - b. New roads/bridges
 - c. Road congestion mitigation
 - d. Electric vehicle infrastructure
 - e. Autonomous vehicles
 - f. Freight transportation
 - g. Railways
 - h. Airways
 - i. Safety
 - j. Walking and biking locally (non-trail sidewalks)
 - k. Walking and biking on the trail network
 - I. Transit and other non-walk and bike modes of transportation (bus, taxi, rideshare (uber, lyft), etc.)
 - m. The environment
- 7. Based on your answers to the previous question is there anything you would like to share?
- 8. CIRTPA receives around \$5.5 Million in federal surface transportation funding (paved roads, bridges, trails, etc.) per year. What priorities should funding be targeted to?

Survey Responses

2019 Survey Responses



2025 Survey Responses



2019 Survey Responses

98%

of survey respondents own and operate a vehicle as their main source of transportation

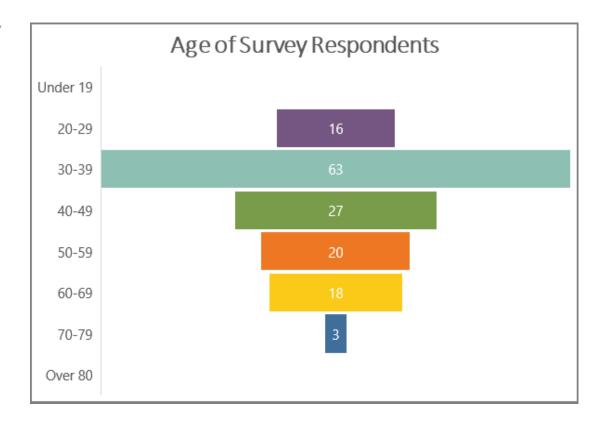
2025 Survey Responses

of survey
respondents
own and
operate a
vehicle as their
main source of
transportation

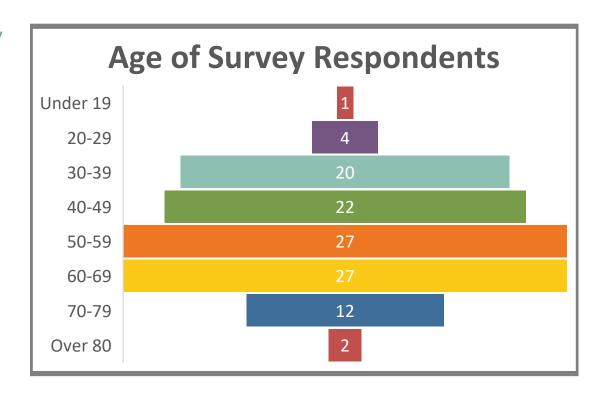
of survey
respondents
utilize a friend
or family
member as a
source of
transportation

Survey Responses

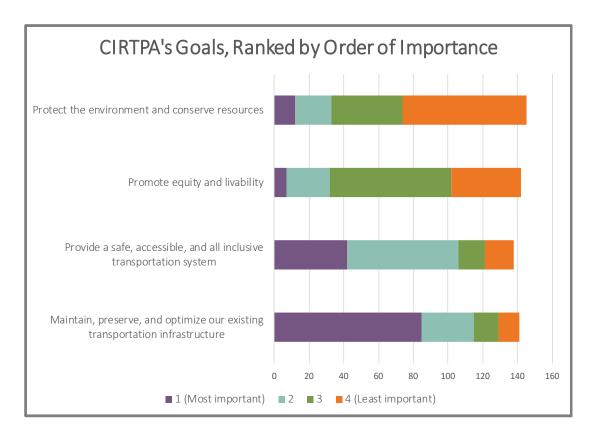
2019 Survey Responses



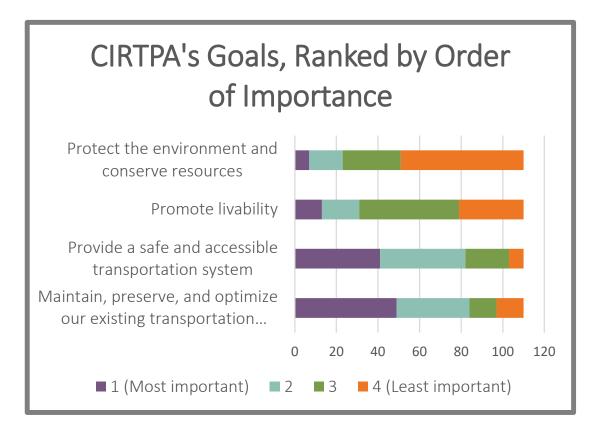
2025 Survey Responses



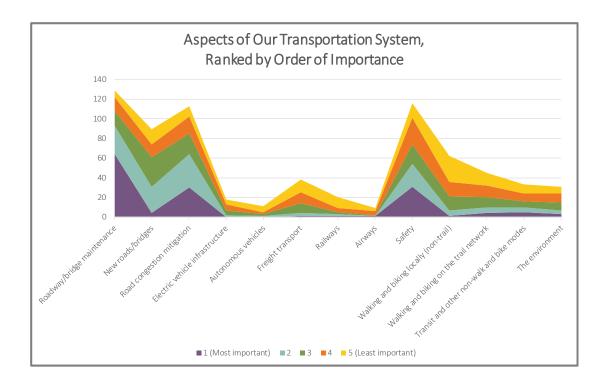
2019 Survey Responses



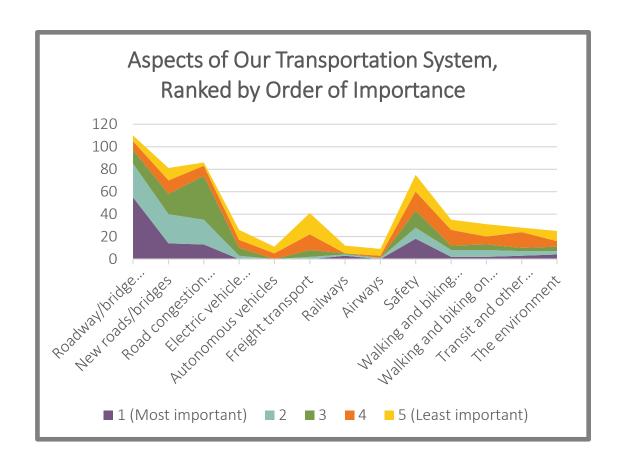
2025 Survey Responses

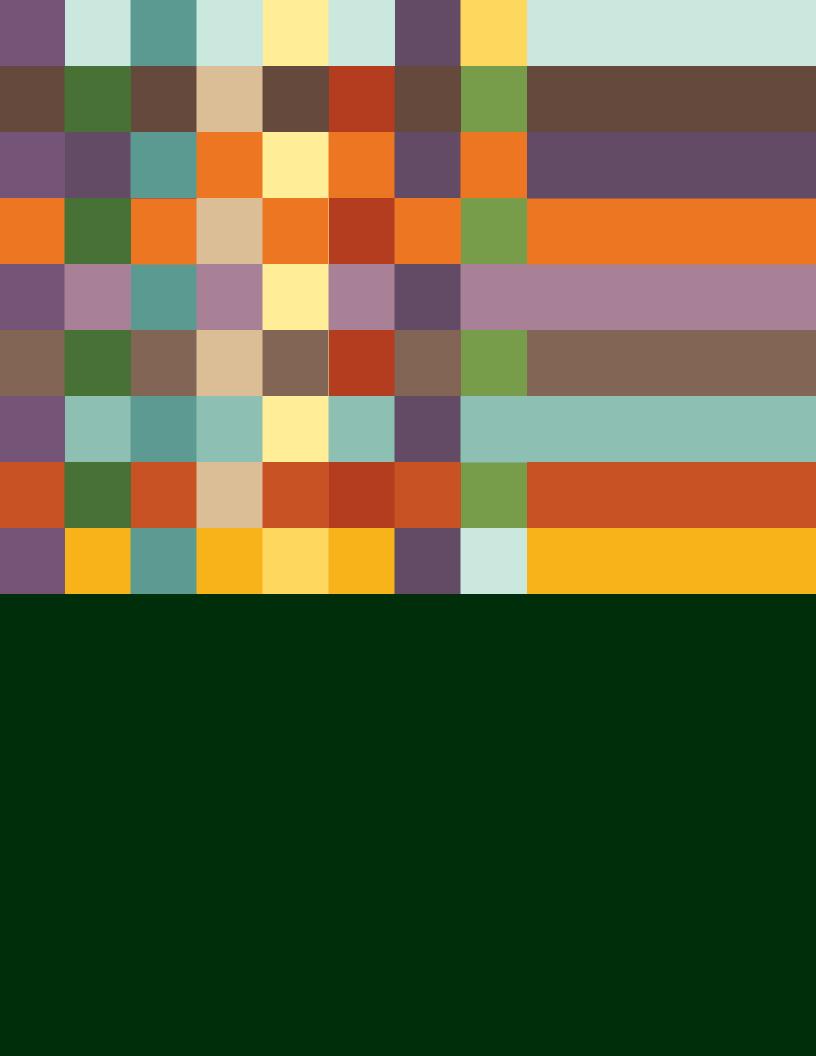


2019 Survey Responses



2025 Survey Responses





APPENDIX C: HY 2035 PERFORMANCE MEASURES

APPENDIX C: HY 2035 PERFORMANCE MEASURES

The HY 2035 plan also included performance measures. Below is a summary of those measures, as well as the actual existing condition.

MEASURE	2014	2019 TARGET	2019 ACTUAL
Goal 1 Maintain our existing transportation system			
Pavement Condition Index (average)	64	-	61
Pavement Condition Index (% poor or worse)	12%	10%	17%
Bridge Sufficiency Rating	70	75	-
Goal 2 Provide a safe transportation system			
Number of fatalities (5-year average)	33	-	24
Fatality rate (per 100,000 people)	16.0	Maintain	13
Number of serious injuries (5-year average)	124	-	95
Serious injury rate (per 100,000 people)	60	Maintain	50
Number of bike/pedestrian crashes (5-year average)	41	-	23
Bike/pedestrian crash rate (per 100,000 people)	19.8	Maintain	12

MEASURE	2014	2019 TARGET	2019 ACTUAL
Goal 3 Promote Livability			
Miles of on-street bicycle facilities	40	44	7
Miles of trails	182	200	252
Number of trail system gaps	6	0	7
Miles of trail system gaps	65	0	58
Goal 4 Protect the environment and conserve resources			
Number of Electric Vehicle Supply Equipment (EVSE)	0	2	3
Number of Green Infrastructure Projects	0	2	0
Emission and particulate levels	In Attainment	Maintain Attainment Status	In Attainment
Number of impacted acres	Establish Baseline	-	-

Goal 1 saw a decrease in the PCI average and percentage of pavement in poor or worse condition, even though the targets were to maintain or improve. As detailed earlier in this plan, it is due to communities not spending enough funding on maintenance, with a nearly \$4 million dollar deficient. Bridge sufficiency is no long a supported measure by FHWA, so CIRTPA has moved to tracking bridge deck area and other relevant measures.

Goal 2 has seen a marked improvement in all safety measures as both the lowa DOT and CIRTPA prioritize safety in all of the funded projects which has invariably helped reduce these measures.

Goal 3 had mixed results, especially given that the definition for on-street bicycle facilities has changed since the last plan's adoption. Therefore the actual number of those facilities does not include sharrows and other pavement markings that were included in the initial number. However, the miles of trails increase significantly and the miles of trail system gaps was reduced. The number of trail system gaps remains.

Goal 4 did not have much to it and most of the measures were outside of CIRTPA's per view. It is good to see that there are several EVSEs in the region.

