

REGION V LONG RANGE TRANSPORTATION PLAN 2019-2039

Developed by MIDAS
Council of Governments
Approved 7/25/2018



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Table of Contents

PLANNING PROCESS	1
Public Participation	4
GOALS AND OBJECTIVES.....	6
Goals	6
REGIONAL BACKGROUND.....	9
Population.....	9
Age	11
Employment.....	12
Income	15
Unemployment	15
Travel to Work	16
Poverty.....	18
Minority Population	19
Limited English Speaking	20
ENVIRONMENT.....	22
Air Quality	22
Endangered Species	23
Wetlands.....	24
Waters	24
Mitigation Activities.....	26
Endanger Species.....	26
Wetlands/ Waters.....	26
Consultation.....	26
TRANSPORTATION NETWORK.....	27
Potentials	27
Restrains.....	27
Aviation	28
Airports.....	30
Enplanements	40
Issues.....	40
Funding	42
Public Transit.....	43
Transit Systems	44
Needs.....	50
Funding	52
Rail.....	55
Freight Rail.....	55
Abandonments.....	57
Passenger Rail.....	57
Safety.....	58

Needs/Issues	58
Funding	59
Roads and Bridges	60
Functional Classification	61
Secondary Roads	64
Annual Daily Traffic.....	65
Pavement Conditions.....	66
Crash Data.....	67
Bridges.....	68
Needs/Issues	70
Funding	71
Trails.....	72
Regional Trails.....	73
Regional Proposed Trails	74
Needs.....	75
Funding.....	75
PROJECTS.....	79
Selection Process.....	80
Surface Transportation Block Grant Funding	80
Transportation Alternative Funding.....	80
Bridge Funding.....	81
Transit Funding.....	81
2019-2024 Projects (Project estimated costs x 1000).....	82
Aviation	82
Public Transit	83
Rail.....	83
Roads-Bridges	83
Trail Projects	90
2019-2022 RTIP.....	90
2024-2039 Projects	92
Aviation	93
Public Transit	94
Railroads.....	94
Roads/Bridges	95
Trails	96
FUTURE PLANNING ACTIVITIES	97
APPENDICES	98
Region V Population (1970 - 2010).....	99
Transportation Survey Results	100
State Endangered Species.....	125

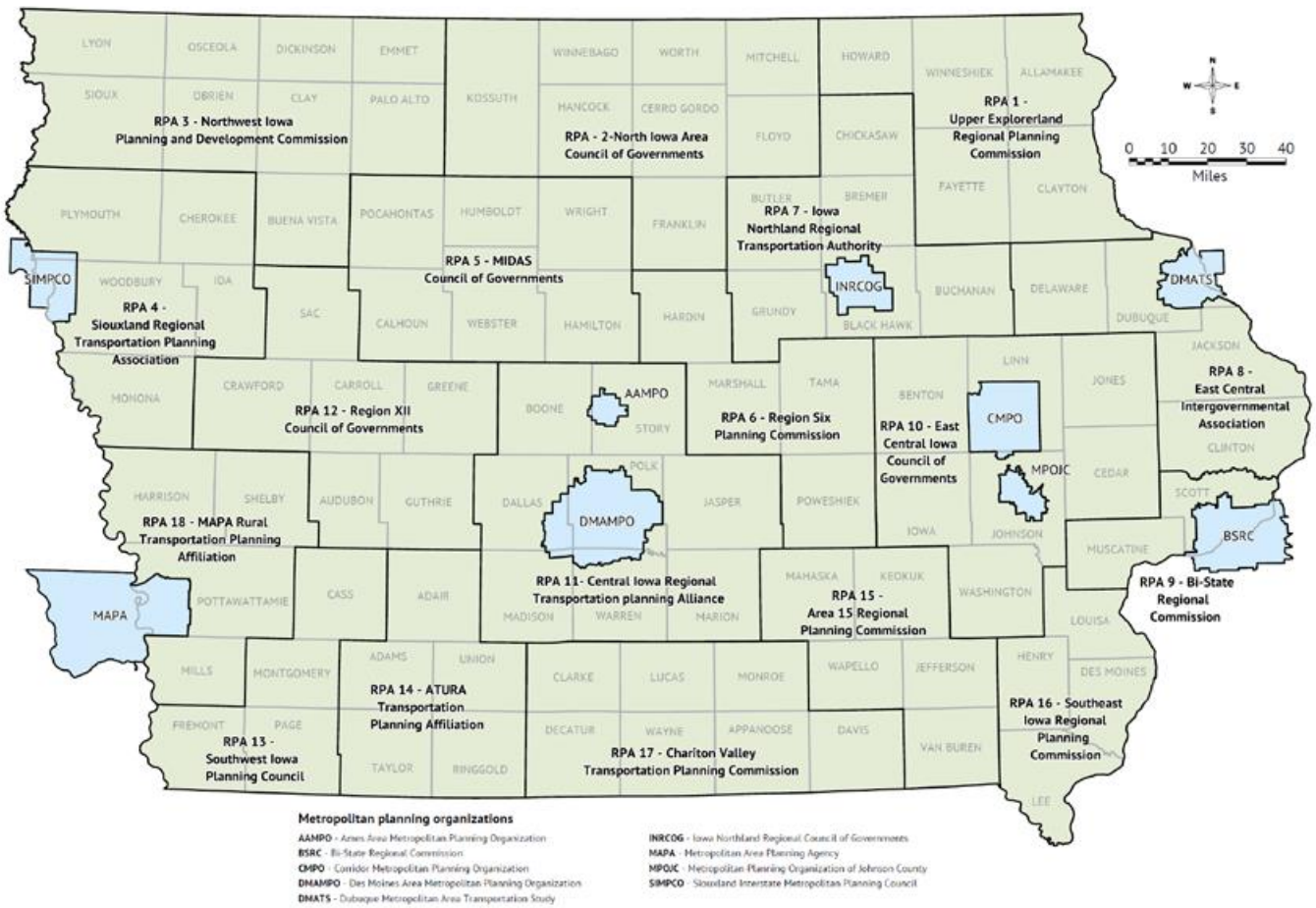
PLANNING PROCESS

The Intermodal Surface Transportation Efficiency Act of 1991 focused on receiving local input. In response to this directive in 1993, the Iowa Transportation Commission adopted a new planning process patterned after the Metropolitan Planning Organizations (MPO) that created the regional planning affiliations (RPAs). In 1997 with the passage of the Transportation Equity Act for the 21st Century (TEA-21), the Commission reaffirmed its commitment to this regional transportation planning and programming process and this commitment was also included in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century (MAP-21) and the current act, Fixing America's Surface Transportation (FAST).

On May 27, 2016 the Federal Highway Administration (FHWA) and Federal Transit Administration developed a final rule known as "Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning" to update the regulations which govern the development of long-range transportation plans and programs. Any LRTP amended or adopted after May 27, 2018 has to meet the requirements of this rule. The rule requires there be a planning process that allows for consideration and implementation of projects, strategies, and services that will:

- ◆ support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- ◆ increase the safety of the transportation system for motorized and nonmotorized users;
- ◆ increase the security of the transportation system for motorized and nonmotorized users;
- ◆ increase the accessibility and mobility of people and freight;
- ◆ protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- ◆ enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- ◆ promote efficient system management and operation;
- ◆ emphasize the preservation of the existing transportation system;
- ◆ improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- ◆ enhance travel and tourism.

There are 18 RPAs in Iowa, see RPA shown in the map below.



Source: Iowa's Long-Range Transportation Plan "Looking Ahead to 2045"

Each RPA has established a technical advisory committee and a policy board for guiding the planning and programming process in the region. The technical committee offers technical input to the policy board that is responsible for approving the planning and programming efforts in the region.

The Region V Transportation Advisory Committee (TAC) consists of a representative from each of the six counties and a representative from the two cities in the region with a population over 5,000 which include Fort Dodge, and Webster City. Representatives from the Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration are also invited to TAC meetings as non-voting members. The Region V TAC meets as needed but at least two times per year. The TAC makes recommendations to the MIDAS Executive Committee.

The Region V Policy Board is the MIDAS Executive Committee. There are 18 voting members on the board which is made up of three members per county, one representing the county, one representing the cities in the county and one representing economic development interests in the county plus various alternates. The MIDAS Executive Board meets monthly. The MIDAS Board has final say in the LRTP before it is forwarded to the IDOT.

The following are the members of the Region V SAFETEA-LU TAC:

NAME	TITLE	AGENCY
Zac Andersen	County Engineer	Calhoun County
(Alternate)	<i>No one appointed</i>	Calhoun County
Nicole Stinn	County Engineer	Hamilton County
Open (Alternate)	Assistant Engineer	Hamilton County
Ben Loots	County Engineer	Humboldt County
(Alternate)	<i>No one appointed</i>	
Jack Moellering	County Engineer	Pocahontas County
(Alternate)	<i>No one appointed</i>	
Randy Will	County Engineer	Webster County
Jamie Johll (Alternate)	Assistant Engineer	Webster County
Adam Clemons - Chair	County Engineer	Wright County
Taylor Roll (Alternate)	Assistant Engineer	Wright County
Chad Schaeffer – Vice Chair	City Engineer	City of Fort Dodge
Tony Trotter	Project Manager	City of Fort Dodge
Kent Harfst	Asst. City Manager	City of Webster City
Matt Alcazar	Public Works	City of Webster City
Andy Loonan (non-voting)	District Planner	IDOT

The following are the members of the MIDAS Executive Board:

NAME	TITLE	Agency	Subcommittee
Carl Legore	County Supervisor	Calhoun County	Transit
Tami Green	City Council	City of Lake City	Planning
Jill Heisterkamp	Executive Director	Calhoun Co Economic Dev	Budget and Finance
Dan Campidilli	County Supervisor	Hamilton County	Budget and Finance
Amanda Westrum	City Administrator	City of Stratford	Planning
Kenric Weinschenk	Executive Director	Hamilton County Social Services	Transit
Lindsey Henderson (Alt)	Community Vitality Dir	City of Webster City	Budget and Finance
Logan Welch (Alt)	City Council	City of Webster City	Transit
David Lee	County Supervisor	Humboldt County	Budget and Finance
Travis Goedken	City Administrator	City of Humboldt	Transit
Alissa O'Connor - Chair	Executive Director	Humboldt Economic Dev	Planning
JoAnn Peters	County Supervisor	Pocahontas County	Budget and Finance
Eric List	City Administrator	City of Pocahontas	Transit
Tom Grau	Executive Director	Pocahontas Co Economic Dev	Planning
Nick Carlson	County Supervisor	Webster County	Budget and Finance
Vickie Reeck – Vice Chair	Community Dev. Mgr.	City of Fort Dodge	Transit
Kris Patrick	Fort Dodge Main St	City of Fort Dodge	Planning
Karl Helgevold	County Supervisor	Wright County	Budget and Finance
Darrel Carlyle	City Administrator	City of Belmont	Planning

Vacant	Executive Director	Wright Co Economic Dev	Budget and Finance
Sara Sheller (Alt)	Marketing Specialists	Wright Co Economic Dev	Transit
Andy Loonan – Non-voting, ex-officio	District 1 Planner	Iowa Department of Transportation	Planning

The Iowa Department of Transportation (DOT) requires each RPA to prepare five main planning elements for their region. These elements are:

- ◆ Public Involvement is an active and inclusive process that allows public input to the planning process.
- ◆ Transportation Improvement Program is a four-year programming document that incorporates projects from the LRTP.
- ◆ Long-Range Transportation Plan includes a vision and policy structure, sets forth strategies, provides a framework for directing investment, and identifies the financial resources to sustain the plan’s vision, usually covering 20 years.
- ◆ Transportation Planning Work Program describes the work activities each RPA will accomplish during a particular fiscal year.
- ◆ Passenger Transportation Plan is an Iowa creation which incorporates federal requirements for coordinated public transit-human services transportation planning as well as address needs-based project justification for all transit programs locally developed.

A Long-Range Transportation Plan (LRTP) assesses the current transportation network and identifies the needs of the network for the next 20 year, thus the LRTP is a tool to guide the future of the region’s transportation system. The task of developing the Regional LRTP falls upon MIDAS Council of Governments staff in coordination with the region’s Transportation Advisory Committee (TAC) and the Region V Policy Board.

Various transportation plans and surveys were used when developing this plan.

Public Participation

The Region V Public Participation Plan (PPP) states that a regional public meeting will be held annually in order to gain input from the public on transportation in the region. Notice of meetings are sent out via e-mail to cities, counties, county conservation directors, economic development groups, county engineers, newspapers, and various other groups/individuals. Meeting information is available on the MIDAS website.

At the beginning of the planning process, every city and county in the region, along with conservation directors, parks and recreations directors, county and city engineers, county economic development directors, the regional airport directors, railroad representatives, human service providers, newspapers along with various individuals interested in transportation were sent a notice about the plan update with a link to take a transportation survey. Approximately 100 surveys were received from the region. The

survey was used to determine which mode of transportation was most used in the region, the satisfaction level of the various modes of transportation, how transportation improvements should be paid for, and which projects should have priority when it comes to funding. Survey results can be found in the appendix.

Throughout the planning process, input from various transportation providers (air, rail, highway, transit, trails, human service providers, etc.) was sought. As sections of the draft LRTP were developed, they were posted on the MIDAS website and provided to the Region V TAC and Policy Board for comment. Updates were also given to the MIDAS Policy Board throughout the process.

The PPP also requires that a public hearing be held prior to approval of the plan, after the public has been allowed a period to view and comment on the plan. Six public meetings were held, one in each county in the region, after public notices were placed in 15 newspapers within the region and mailed to each county, city, human service providers, and various individuals and groups. Meeting information was also placed in the MIDAS website as well as Facebook. The schedule for the public meetings is listed below:

June 18, 2018	9:30 a.m. at the Wright County Courthouse, Supervisors Chambers, 115 N Main St, Clarion, Iowa;
June 26, 2018	9:00 a.m. at the Hamilton County Courthouse, Supervisors Chambers, 2300 Superior, Webster City, Iowa;
July 10, 2018	10:00 a.m. at the Pocahontas County Courthouse, Supervisors Chambers, 99 Courthouse Square, Pocahontas, Iowa;
July 16, 2018	8:45 a.m. at the Humboldt County Courthouse, Supervisors Chambers, 203 Main St, Dakota City, Iowa;
July 17, 2018	10:00 a.m. at the Calhoun County Courthouse, Supervisors Chambers, 416 4 th St, Rockwell City, Iowa;
July 24, 2018	10:00 a.m. at the Webster County Courthouse, Supervisors Chambers, 703 Central Ave, Fort Dodge, Iowa;

The Region V Public Participation Process can be viewed on the MIDAS website: www.midascogia.net.

GOALS AND OBJECTIVES

The following goals have been established to help guide transportation planning and transportation project selection in the region. The Long-Range Transportation Plan survey, Regional Passenger Transportation Plan and public input helped to identify the goals listed below. Please note that objectives have been listed under the goals they will help to achieve thus some objectives have been listed more multiple times.

Goals

- Preserve the existing transportation network
 - Provide adequate funding to maintain the existing network
 - Consider available funding when developing projects
 - Maintain current transit service
 - Maintain/update technology
 - Maintain/replace current transit facilities and vehicles
 - Purchase additional transit buses to serve as backup to current buses
 - Construct transit storage facilities in Calhoun and Pocahontas counties to house buses
 - Maintain/improve road/bridge system to a level that is acceptable to the public
 - Ensure all transportation projects meet the identified transportation goals
 - Increase funding availability from state, federal, local, and private sources
 - Decrease funding match required for federal and state dollars
- Promote economic growth through safe, cost effective, and environmentally friendly improvements to the transportation network
 - Develop roadways that coincide with land use patterns
 - Reuse and recycle old materials whenever possible
 - Design transportation projects to minimize impacts on the environment, prevent runoff, soil erosion, and promote adequate drainage
 - Create transportation networks to enhance development opportunities
 - Support economic development through the air transportation system
 - Provide local aviation education opportunities that promote understanding, safety, utilization, and career development
 - Increase rail capacity to meet current and future demand

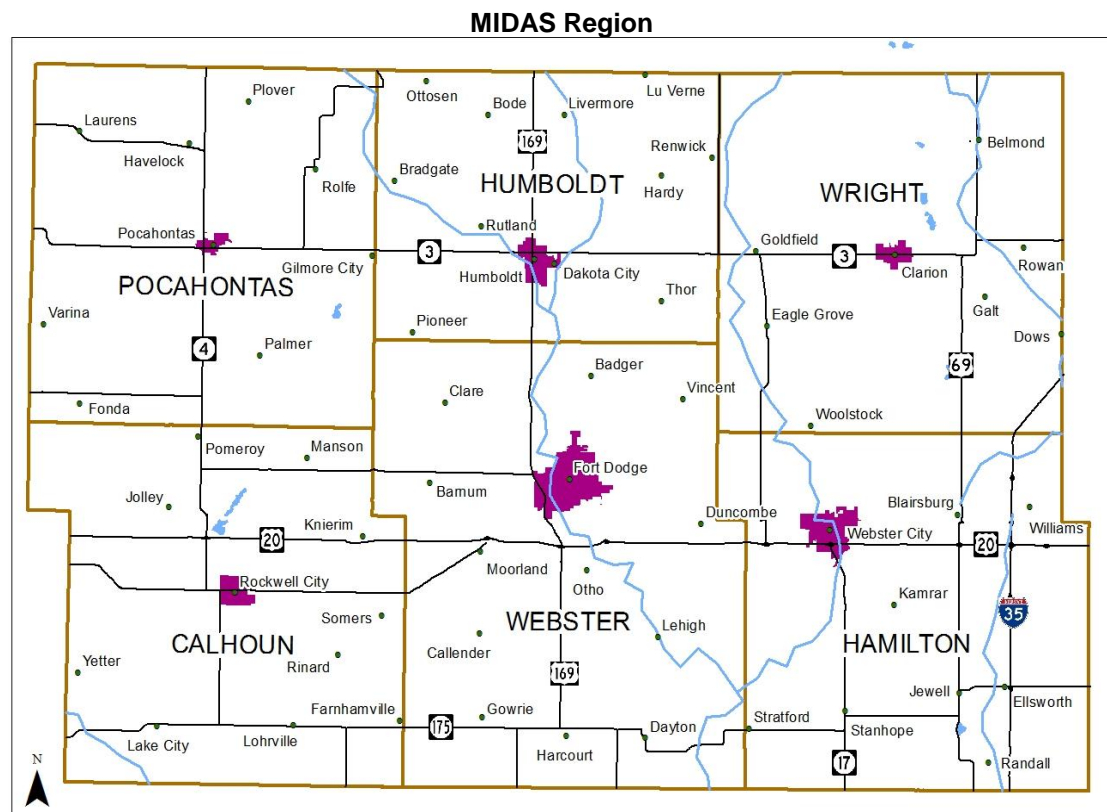
- Upgrade rail branch lines to handle increasingly heavier rail cars
 - Maintain/improve road/bridge system to a level that is acceptable to the traveling public
 - Use the trail network as a marketing tool to draw users into the region
 - Increase funding availability from state, federal, local, and private sources
 - Decrease funding match required for federal and state dollars
 - Ensure the transportation system adapts to the changing demand needed for economic development
- Provide safe, efficient, and economic movement of people and goods within the region, state, and nation.
 - Build/reconstruct networks to the latest safety design standards
 - Develop transportation networks that prevent/limit crashes
 - Maintain/improve condition of existing networks
 - Improve the security of the regional rail network
 - Increase safety at highway-railroad crossings
 - Upgrade branch lines to handle increasingly heavier rail cars
 - Install and maintain surveillance cameras in vehicles/facilities
 - Maintain/improve road/bridge system to a level that is acceptable to the traveling public
 - Increase funding availability from state, federal, local, and private sources
 - Decrease funding match required for federal and state dollars
 - Promote/support innovations and the use of non-standard practices in order to create low-cost solutions to correct transportation system deficiencies
- Improve mobility/accessibility of transportation system
 - Increase rail capacity to meet current and future demand
 - Increase rail access to accommodate businesses and industries considering locating or expanding in the region
 - Upgrade rail branch lines to handle increasingly heavier rail cars
 - Expand hours of transit service to include early morning, night, weekend, and holiday service
 - Expand transit service area
 - Expand types of transit service

- Provide non-emergency transportation to medical facilities outside of individual counties and the region
- Maintain/improve road/bridge system to a level that is acceptable to the traveling public
- Offer trails around/in features such as parks, lakes, and wooded areas
- Link major “hot spots” within cities to residential areas where “hot spots” would include major use facilities such as schools, malls, and sporting facilities with trails
- Link communities with trail features. For instance, Gotch Park in rural Humboldt County is being connected with the City of Humboldt
- Increase funding availability from state, federal, local, and private sources
- Decrease funding match required for federal and state dollars

REGIONAL BACKGROUND

This section addresses the demographic conditions and changes in the region which greatly affect the region's transportation network.

Region V includes the counties of: Calhoun, Hamilton, Humboldt, Pocahontas, Webster, and Wright. Together these six counties cover an area of 3,459 square miles, and the 2012-2016 American Community Survey (ACS) shows a population of 91,712. The region consists of 61 cities, with only four of those cities having a population above 3,000. Fort Dodge is the largest city with a 2012-2016 ACS population of 24,646. The region is predominantly rural with over ninety percent of the region's land area being farmland.



Population

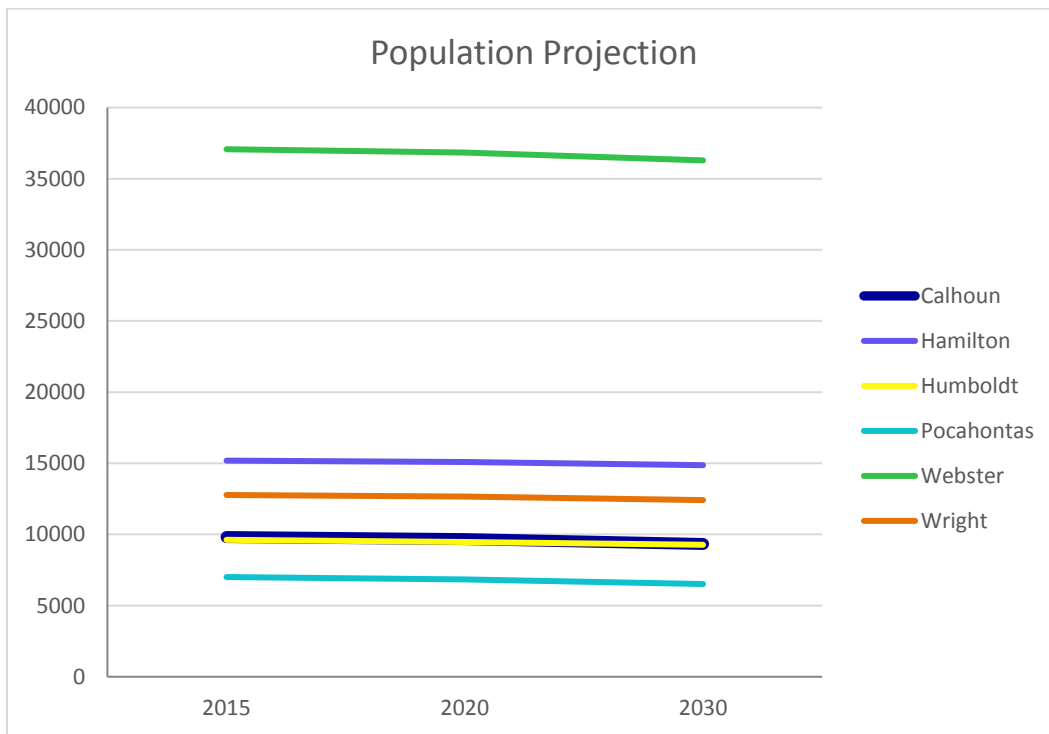
From 1970 to 2010, the Region V's population has declined over 24%. Over half of the decline came between 1980 and 1990 which can be attributed to the Midwest farm crisis which occurred in the 1980s, however, the region has not again seen populations as high as they were in 1970. From 1990 to 2010 the region's population decline slowed showing only an 8.3% decrease. The American Community Survey estimates that all of the region's county populations have decreased in the past five years except Calhoun County, the smallest county in the region. The county with the largest decrease in the past five years is Pocahontas County with a 4.67% decrease in population.

Region V Population Change by County

Government	2007-2011	2012-2016	% Change
Calhoun County	9,754	9,876	1.25%
Hamilton County	15,755	15,227	-3.35%
Humboldt County	9,860	9,607	-2.57%
Pocahontas County	7,407	7,061	-4.67%
Webster County	38,105	37,050	-2.77%
Wright County	13,278	12,891	-2.91%
Region V Total	94,159	91,712	-2.60%

Source: American Community Survey, 2007-2011, 2012-2016

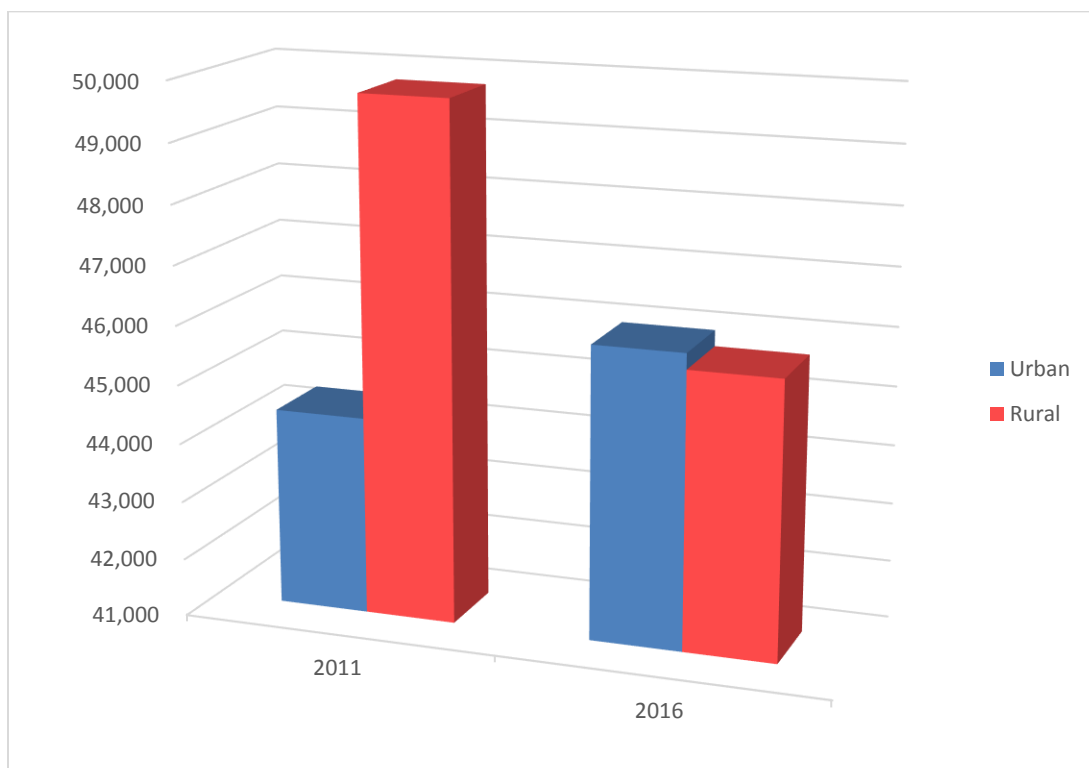
Population projections by Woods and Poole indicate the population loss in the region will continue with all counties showing the same downward trend and predicting an additional 5.7% decrease in population between 2020 and 2040. Woods and Poole only predict the population of the State of Iowa will increase approximately 6% in the same period of time.



Source: Woods and Poole

Though it is predicted that the population in the region will be declining, increased job opportunities due to manufacturing and pork processing companies locating within the region may lead to increase in the population. Most of the increased population will more than likely locate within incorporated cities leading to the need for increased transportation opportunities.

The region has seen an increase in urban populations since 2011 with the urban population increasing 3.6% and rural population decreasing 8.1%, with urban meaning any area with a population of 2,500 or more as defined by the Census Bureau. The larger decrease in rural population over urban populations is most likely due to out migration. Wright County has had the largest change in urban versus rural population, with a 39.2% increase in urban population versus a 42.4% decrease in rural population. The only other county which saw any increase in urban or rural population, was Calhoun with a 1.3% increase in rural population. In 2016, fifty percent of the region's population was located in rural areas. Rural areas usually do not have medical clinics or grocery stores and have little retail causing residents to travel further to seek these services. This leaves them very dependent on rural roads making maintenance of these roads extremely important. Smaller cities usually do not have transit services and any transit that does exist does not go beyond county borders.

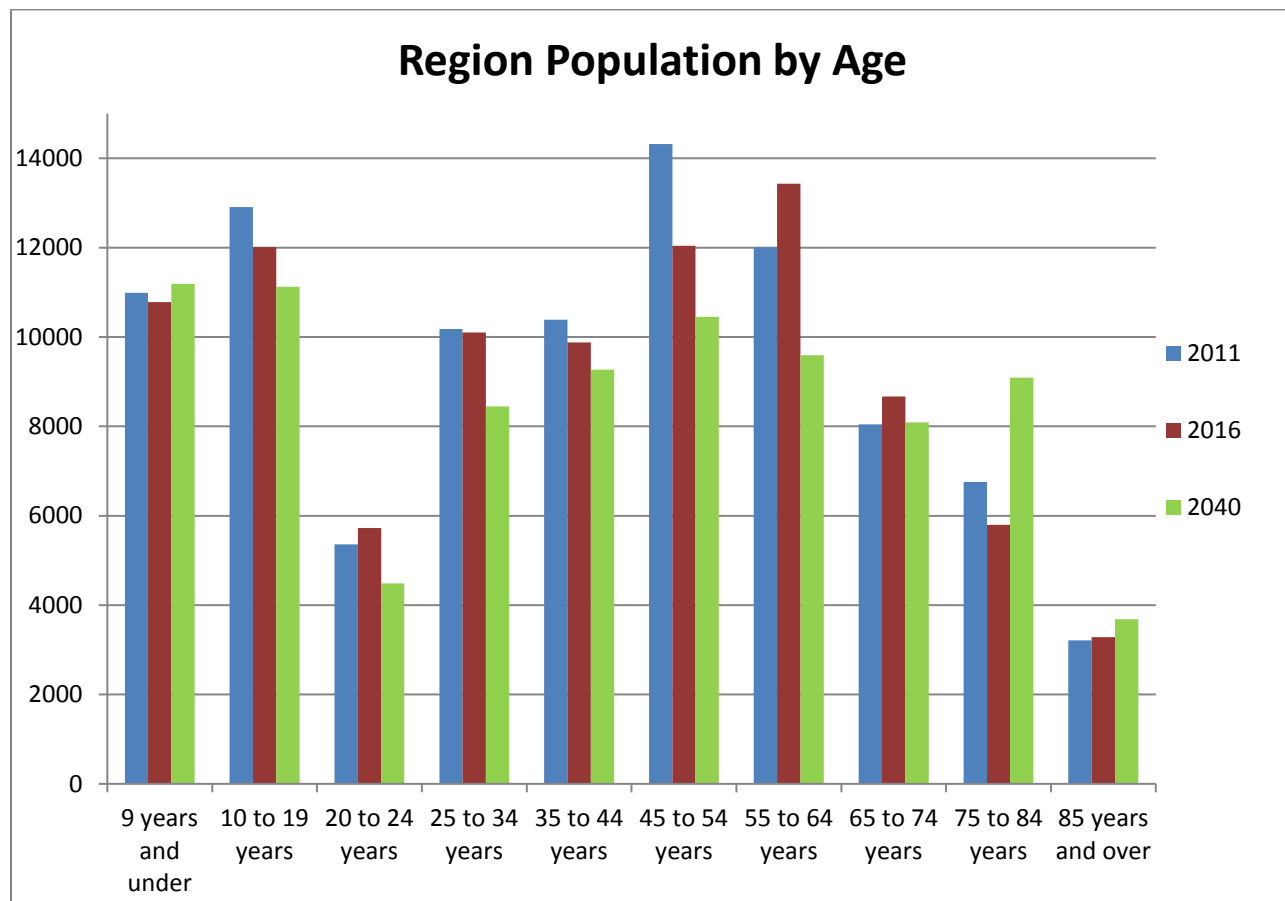


Source: ACS 2008-2011, 2012-2016

Age

In the past five years, the region saw its largest population reduction (15.9%) in the 45 to 54-year range. The over 65 population also saw a decrease of 1.5 %. The second highest decrease in population came in the 75 to 84-year group with a 14.2% population decrease. This is the population which moves where the weather is warmer or to be closer their family. The 55 to 64 population, the group with more disposable income, increased almost 12% and is the region's largest age population group. This is the population buying their second or third home and have two to three cars. The 20 to 24 age population also increased 6.2% which may be due to the community college located in Fort Dodge which has

students coming from all around the region. This group usually has their own cars to get back and forth and many live at home and commute.



Source: ACS 2007-2011, 2012-2016, Woods and Poole

Woods and Poole’s predict in 2040 the largest age population decrease will be in the 55 to 64 age range with the second largest decrease being the 20 to 24 group, both of which saw increases in the past five years. Those 65 and over are expected to increase in population.

The preferred choice of transportation for the older population still in the workforce and those attending college is the automobile as they don’t want any delays in getting to where they are going. As the region has little congestion or parking issues, there is no downside to using an automobile except cost. These populations want roads kept in good condition and are reluctant to use public transportation. As the population increases, the use of automobiles to get to work and school will also increase. As the population ages there will be need for more safety measures, larger road signs and more transit in the region.

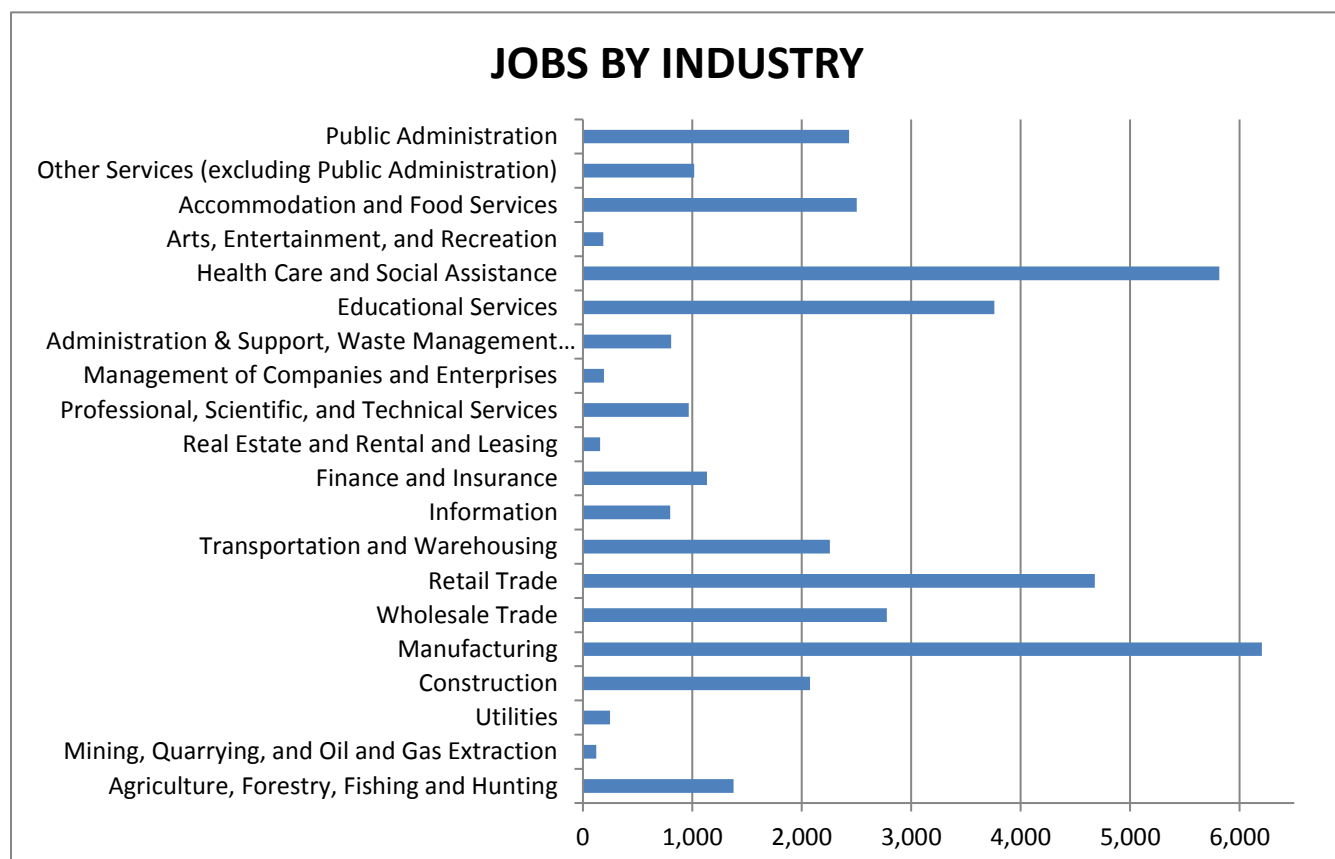
Employment

Manufacturing is the largest industry in the region, with health care and social assistance a close second (over 15% and 14% respectively). In Webster County, the largest county in the region, health care and

social assistance are the number one and two industries. The industry with the lowest number of jobs in the region is mining, quarrying, and oil and gas extraction.

68.8% of the employed population in the region live and work in the region (2015 US Census). Of those employed in the region, 55% work within incorporated cities, 25% work in the City of Fort Dodge, 7% in Webster City, and 5.7% in Humboldt. More than 37% of the population works in cities with populations larger than 7,000.

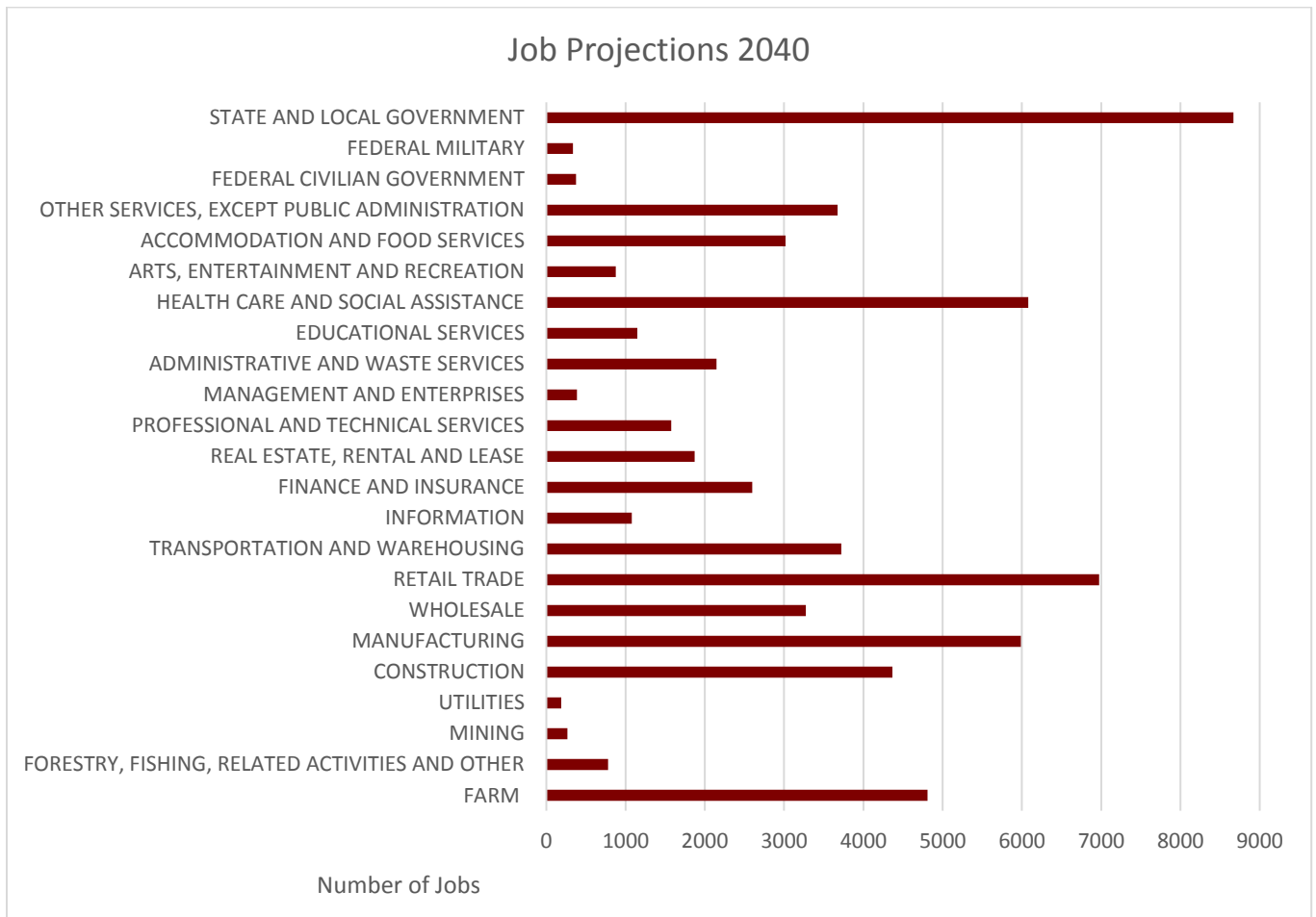
The largest age population working in the region is 30 to 54-year-old (51.3%). These individuals are looking to move up in their careers and to increase their salary.



Source: US CENSUS, 2015 ON THE MAP

According to Woods and Pool, the number of jobs in the region will increase 12.4% in 2040, 12.2% less than the State of Iowa. Almost 32% of these jobs will be created in Webster County. The largest percent increase is expected in the management and enterprise sectors with the second being in educational services. Though they are not the highest percentage increase industry in the region, both state/local, and construction employment are expected to increase by more than 1,000 employees by 2040. The industry losing the most jobs in the region is manufacturing, with Webster County losing the greatest number of manufacturing jobs. However, Humboldt and Wright Counties are expected to have an increase in manufacturing jobs by 2040. Other employment areas where jobs are expected to decline

include farm, utilities, and federal civilian government jobs. It is expected that these areas will decrease less than 500 total jobs. All counties in the region are predicted to lose farming jobs by 2040. The State of Iowa as a whole is expected to see a decline in farm and utility employment.



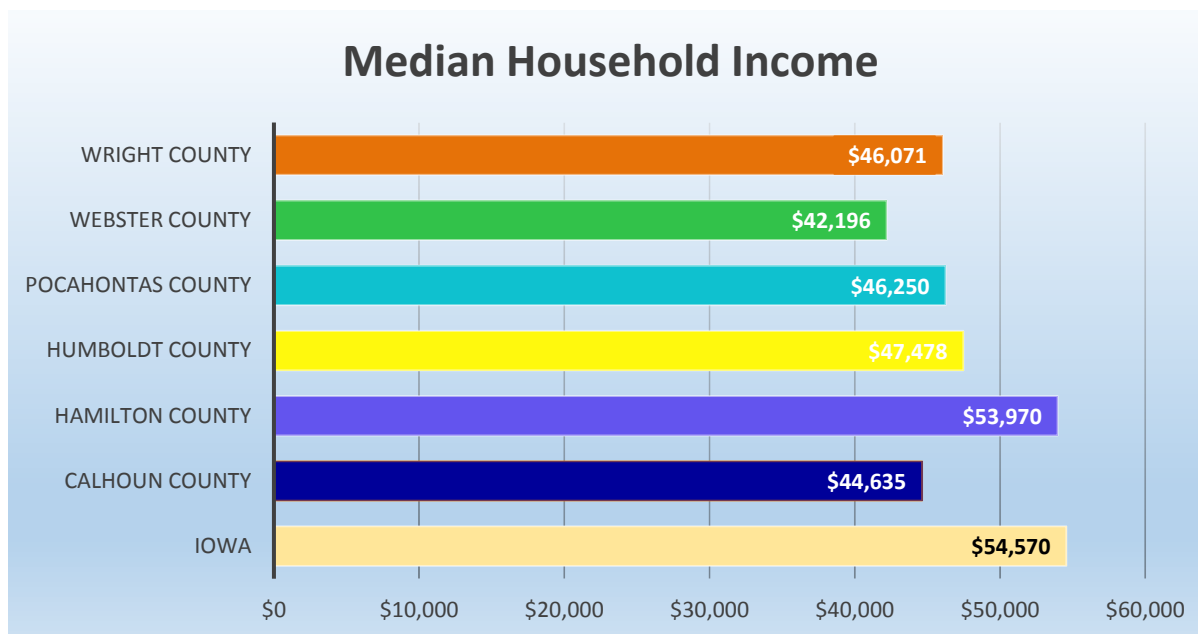
Source: Woods and Poole

While it is predicted that farming and manufacturing jobs will decrease in the future, both Cargill and CJ Bio opened plants in the Webster County Agricultural Park in 2012-2013 creating over 200 jobs. In July 2016, Prestage announced it would be opening a pork producing plant in 2018 in Wright County and is expecting to hire over 900 workers. Due to the low labor availability in the region, it is expected that a majority of workers for Prestage will have to come from outside the region, leading to families relocating into the region or traveling from outside the region to work in Wright County.

With the new plants locating outside incorporated cities, work traffic to the plants have increased with additional increases expected when Prestage opens. Those working in these plants will move into the region along with their families, to be closer to their jobs, these families are expected to locate to the larger cities in the region, such as Belmond, Clarion, Fort Dodge, Humboldt, and Webster City, which are anywhere from 5 to 30 miles away from these plants.

Income

The median household income in all counties of the region is less than that of the State of Iowa, by 17.34%. This indicates that the spending power in the region is less than that of the State. However, Hamilton County's median income is only 1.11% lower than the State's. It should be noted that the largest county in the region also has the lowest median income.



Source: U.S. Census Bureau, 2012-2016 American Community Survey

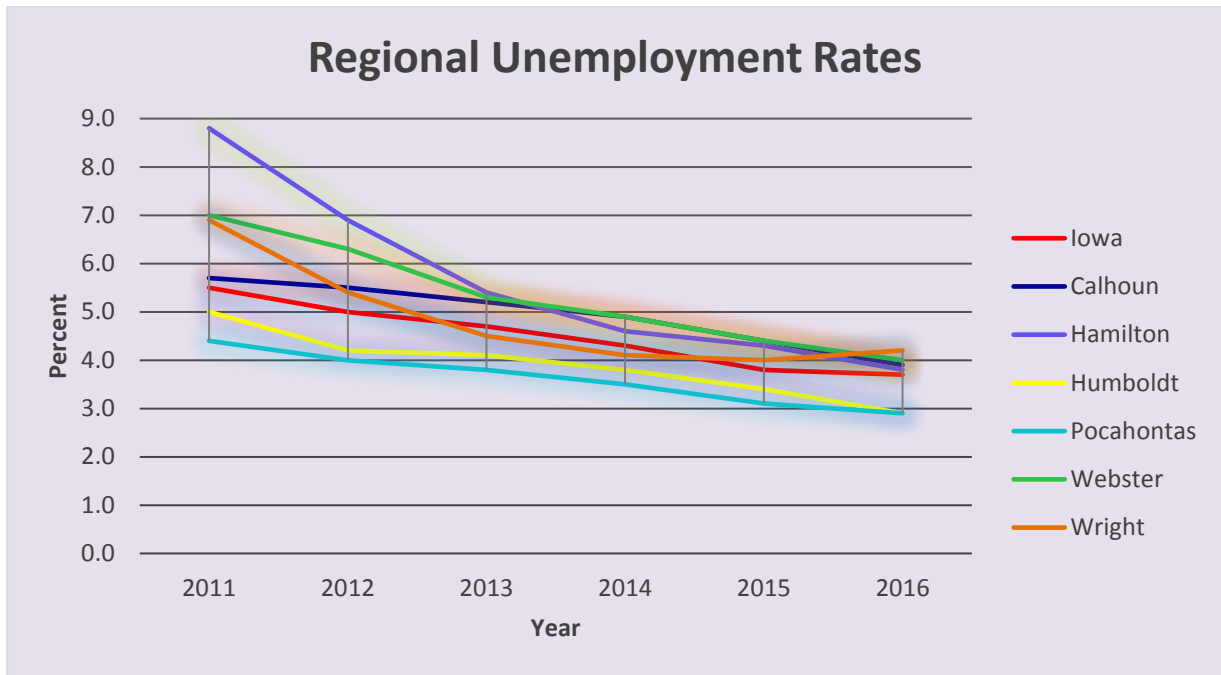
Though the median income of the region is lower than the State's, the automobile continues to be the number one mode of travel, even when gas prices increase. Some interest in alternative modes of transportation was shown when gas prices were close to \$4.00 per gallon.

Unemployment

Since 2011, the unemployment for all counties in the region has decreased. Humboldt and Pocahontas Counties have had unemployment rates lower than the State's from 2011-2016. Wright County has the highest 2016 unemployment rate in the region at 4.2%.

With unemployment at an all-time low, many employers in the region are having a hard time finding enough workers. This trend is expected to continue with the Prestage plant in Wright County opening in 2018 and expecting to employ 900 workers.

Those unemployed individuals in the region have less discretionary income and are more likely not to own a vehicle and will walk, bike, or rely on public transit for transportation.



Source: US Bureau of Labor Statistics

Travel to Work

Over a third of the working population in the region travels less than 10 minutes to work with 82% traveling 30 minutes or less to work. Compared to the state of Iowa where only 24.8% of the working population travels less than 10 minutes to work.

TRAVEL TIME TO WORK

	Less than 10 Minutes	10 to 19 Minutes	20 to 29 Minutes	30 to 39 Minutes	40 to 59 Minutes	60+ Minutes
Calhoun County	1,214	765	492	187	109	93
Hamilton County	2,782	1,606	842	509	215	132
Humboldt County	1,606	1,018	541	475	104	93
Pocahontas County	1,308	803	385	196	157	84
Webster County	4,929	6,466	2,405	1,933	821	666
Wright County	2,512	1,351	802	562	400	179
REGION TOTAL	14,351	12,009	5,467	3,862	1,806	1,247
Percentage	37.0%	31.0%	14.1%	10.0%	4.7%	3.2%
Iowa	369,694	529,542	290,939	161,973	88,163	52,115
Percentage	24.8%	35.5%	14.1%	10.9%	5.9%	3.5%

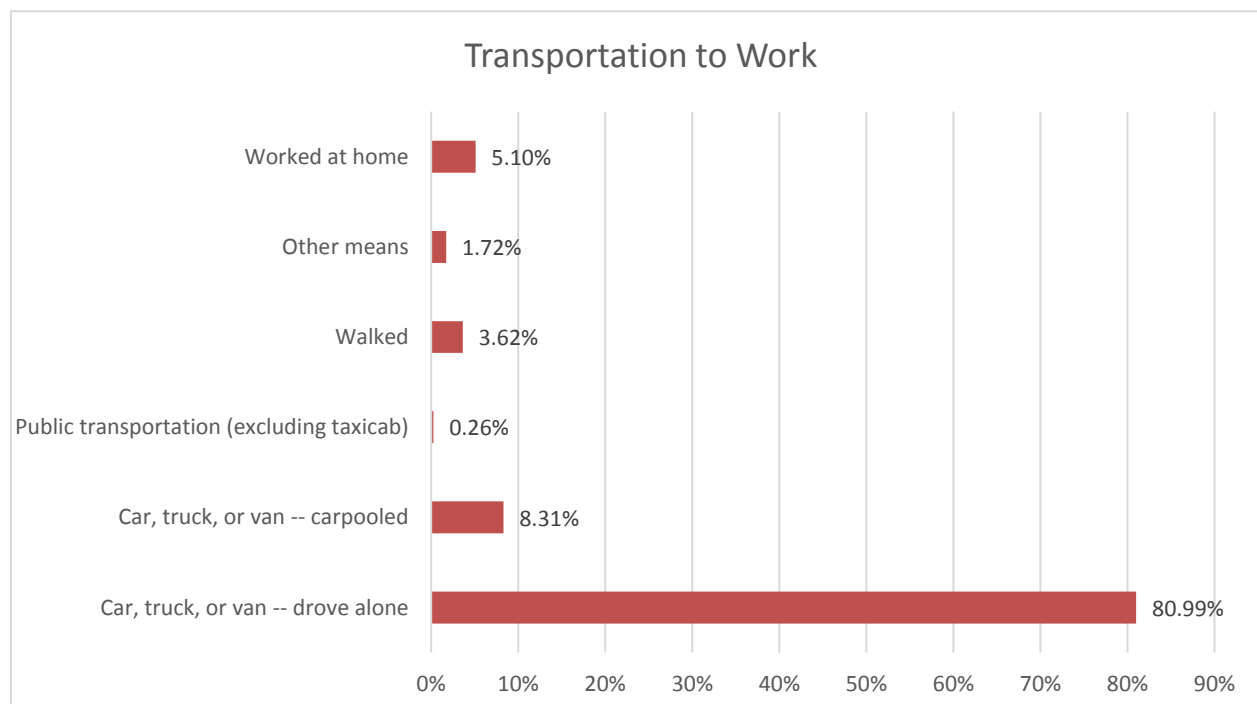
Source: U.S. Census Bureau, 2012-2016 American Community Survey

TRAVEL DISTANCE TO WORK

	Less than 10 Miles	10 to 19 Miles	20 to 29 Miles	30 to 39 Miles
Calhoun County	1,214	765	492	187
Hamilton County	2,782	1,606	842	509
Humboldt County	1,606	1,018	541	475
Pocahontas County	1,308	803	385	196
Webster County	4,929	6,466	2,405	1,933
Wright County	2,512	1,351	802	562
REGION TOTAL	18,180	8,914	3,732	8,871
Percentage	46.0%	22.6%	9.4%	22.0%
Iowa	369,694	529,542	290,939	161,973
Percentage	24.8%	35.5%	14.1%	10.9%

Source: U.S. Census Bureau, 2015 on the map

Those with long commute times do not walk, bike, or use public transit to get to work. Over 85% of those commuting to work in the region drive by themselves with less than 15% using an alternate form of transportation or carpooling. This could be due to the desire to come and go at will as there is no shortage of parking, long commutes, or congestion in the region. According to the ACS over 41% of the workers in the region have two vehicles available to them with only 1.7% of the workers having no vehicles available to them. Since a majority of those traveling to work use their own vehicle it is important that roads in the region be maintained.



Source: U.S. Census Bureau, 2012-2016 American Community Survey

Over 75 percent of the workers in the region work in the county which they reside which is very similar to that of the State of Iowa. However only 0.4% of the workers in the region work outside of the state compared to 4.8% statewide. Approximately 5.1% of the workers in the region work at home compared to 4.5% statewide.

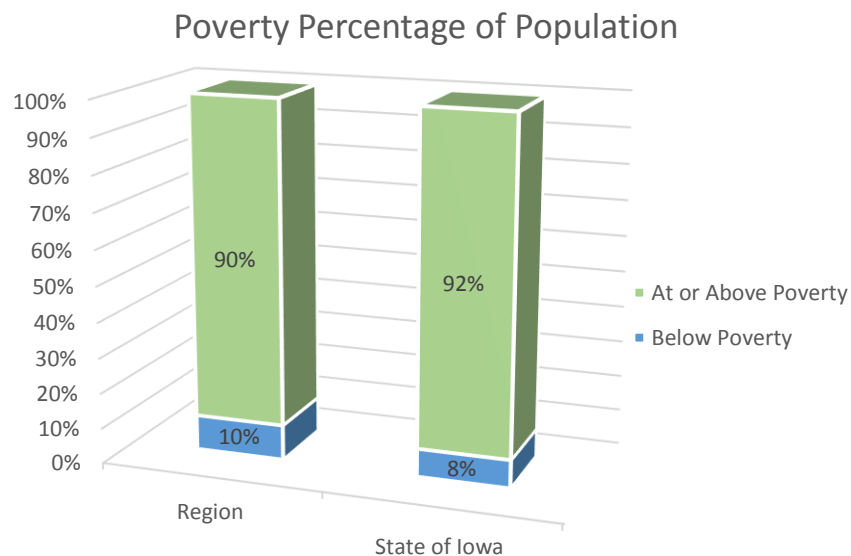
Area	Total	Worked in County of residence	Worked outside County of residence	Worked outside State of residence
State of Iowa	1,560,119	1,183,798	302,187	74,134
Percent	100%	75.9%	19.4%	4.8%
Calhoun	4,341	2,503	1,811	27
Hamilton	7,447	4,916	2,525	6
Humboldt	4,570	3,021	1,533	16
Pocahontas	3,399	2,427	953	19
Webster	16,366	14,265	2,033	68
Wright	5,705	4,465	1,203	37
Region TOTAL	41,828	31,597	10,058	173
Percent	100%	75.5%	24.0%	0.4%

Source: 2012-2016 ACS

Poorer and elderly do not have vehicles and are more likely to depend on transit or walking.

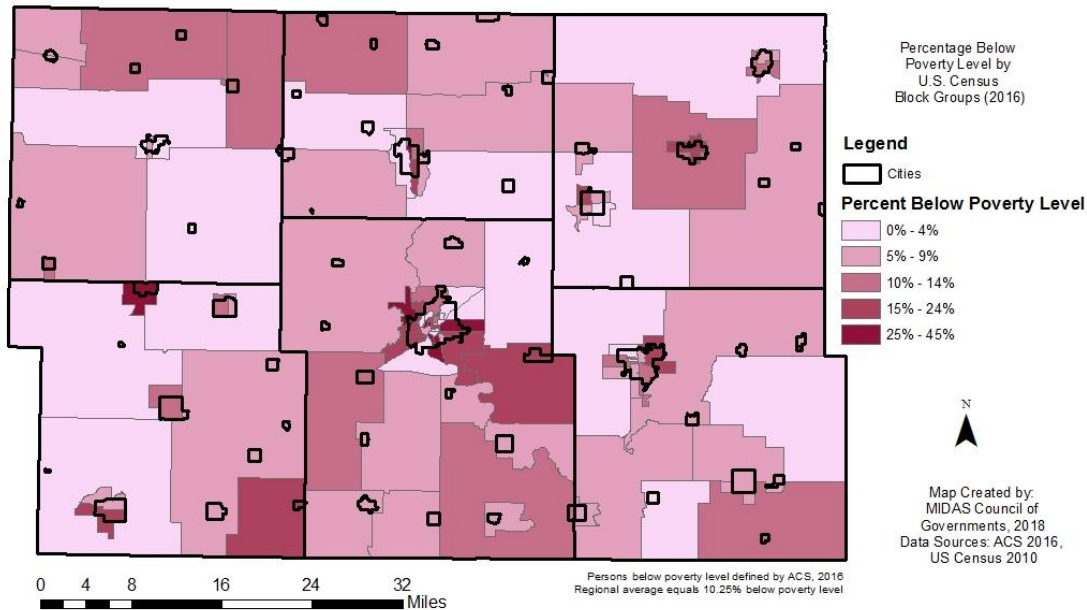
Poverty

According to the 2012-2016 ACS, 10% of the region's families have an income below the poverty rate which is 2% higher than that of the State of Iowa. The largest populations of those in poverty reside within incorporated cities.



Source: U.S. Census Bureau, 2012-2016 American Community Survey

REGION V POPULATION BELOW POVERTY LEVEL



Those families who fall below the poverty line usually do not own automobiles and rely on friends or public transit to get to work, get their children to school, to shop, and for medical appointments. However, public transit in the region is mostly located in the larger cities and only during the day. Public transit is available to rural residents at a price per mile which is too costly for low income families. Many lower income work swing or night shifts when no transit is available. Low cost transit services may aid lower income households in getting to work and help them with available employment options.

Minority Population

Region V has a total population of 91,712 according to the 2012-2016 American Community Survey (ACS). 93.6% of the population is white. Webster County, the largest county in the region, has the highest percentage of minority population at 8.47% with Wright County the second highest at 6.74%. Humboldt County has the lowest minority population at 1.99%.

	Total:	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race	Two or more races:
Calhoun County	9,876	9,500	164	31	26	0	13	142
Hamilton County	15,227	14,213	97	0	387	0	369	161
Humboldt County	9,607	9,416	15	19	28	0	4	125
Pocahontas County	7,061	6,778	103	6	16	10	49	99
Webster County	37,050	33,912	1672	140	433	3	380	510
Wright County	12,891	12,022	63	26	73	0	530	177
REGION V	91,712	85,841	2,114	222	963	13	1,345	1,214
Percentage	100%	93.60%	2.31%	0.24%	1.05%	0.01%	1.47%	1.32%

Source: 2012-2016 ACS

Since 2007, the minority population in the region has grown almost 12% with the largest growth in the “Some other race” category at 44.6%. The Native Hawaiian/Other Pacific Islander” category decreased 48% and “Two more races” decreased over 20%.

Approximately 3.6% of the working population in the region are minorities.

Limited English Speaking

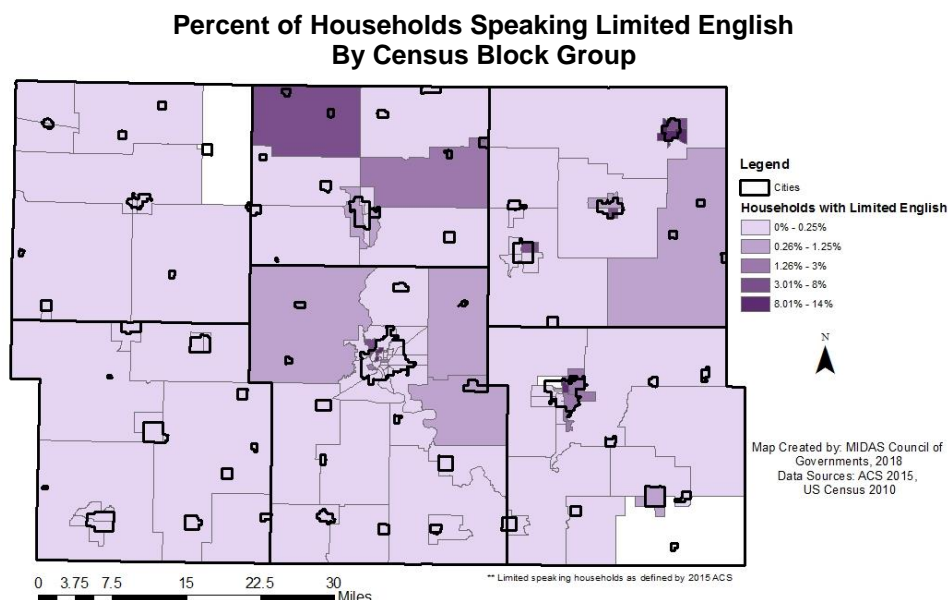
Region V has a lower percentage of households which speak limited English compared to the State of Iowa. There are over 38,000 households in the region and only 1% are limited English speaking households. The county with the lowest percentage of limited English speaking households is Calhoun County and the county with the most is Wright County. 75% of the limited English speaking households in the region speak Spanish, which is more than 25% higher than the State.

3.8 % of the working population in the region are Hispanic or Latino.

As more Spanish speaking households/workers locate in the region, there will be more need to translate various publications and more need to hire Spanish speaking drivers for transit.

	Total Households	Limited English Speaking Households	%
Calhoun County	4,249	0	0%
Hamilton County	6,381	124	1.94%
Humboldt County	4,236	24	0.57%
Pocahontas County	3,222	16	0.50%
Webster County	15,073	84	0.56%
Wright County	5,528	129	2.33%
REGION V	38,689	377	0.97%
State of Iowa	1,242,641	20,496	1.65%

Source: 2012-2016 ACS



The largest percentage of poverty populations are located within incorporated cities. Surprisingly, the most limited English-speaking populations are not located in the larger cities except for the City of Belmont.

ENVIRONMENT

All transportation projects funded with federal funds must comply with the National Environmental Protection Act (NEPA). When conducting transportation projects with federal funds, analysis of the impact of the project is completed once the location of the project has been identified. Coordination with environmental and regulatory agencies should begin early in the development process. Compliance with federal and state environmental requirements will fall on the project sponsor.

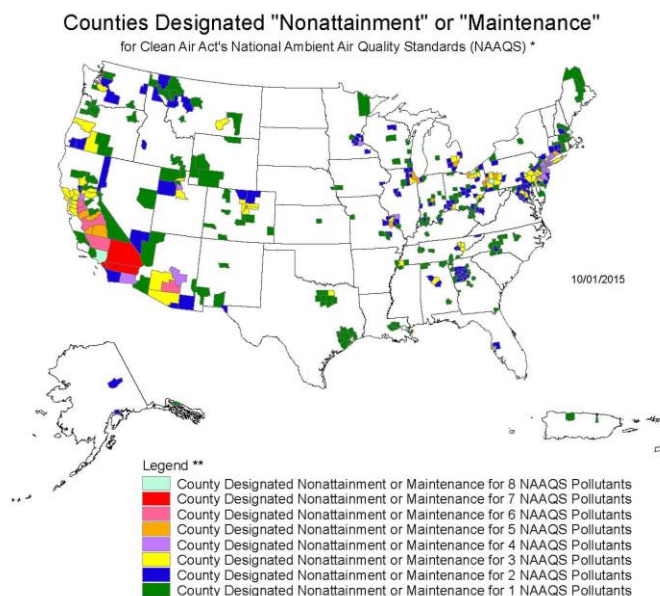
Cities and counties in the region should develop land use plans and zoning ordinances that will take the environment into consideration and abide by such plans and ordinances when developing projects.

Many of the transportation projects in the region are for maintenance to an existing system and as such are not expected to have much environmental impact.

MIDAS Council of Governments has six counties and sixty-one cities. The region is predominantly rural covering an area of 3,459 square miles with a 2010 population of 93,710. The City of Fort Dodge (population 25,206) is the only community with a population greater than 25,000 and only four additional communities (Clarion, Eagle Grove, Humboldt, and Webster City) have populations greater than 2,500. The region's most valuable resource is its prime agricultural land. Farmland encompasses over ninety percent of the region's land area. Farm yields are some of the highest in the United States. The region contains a limited number of nonrenewable natural resources upon which the economy is based: coal, clay, gypsum, sand, gravel, and limestone.

Air Quality

The region is currently in full attainment for air quality. According to DNR's statewide air monitoring data, there are no areas of concern in the region at this time.

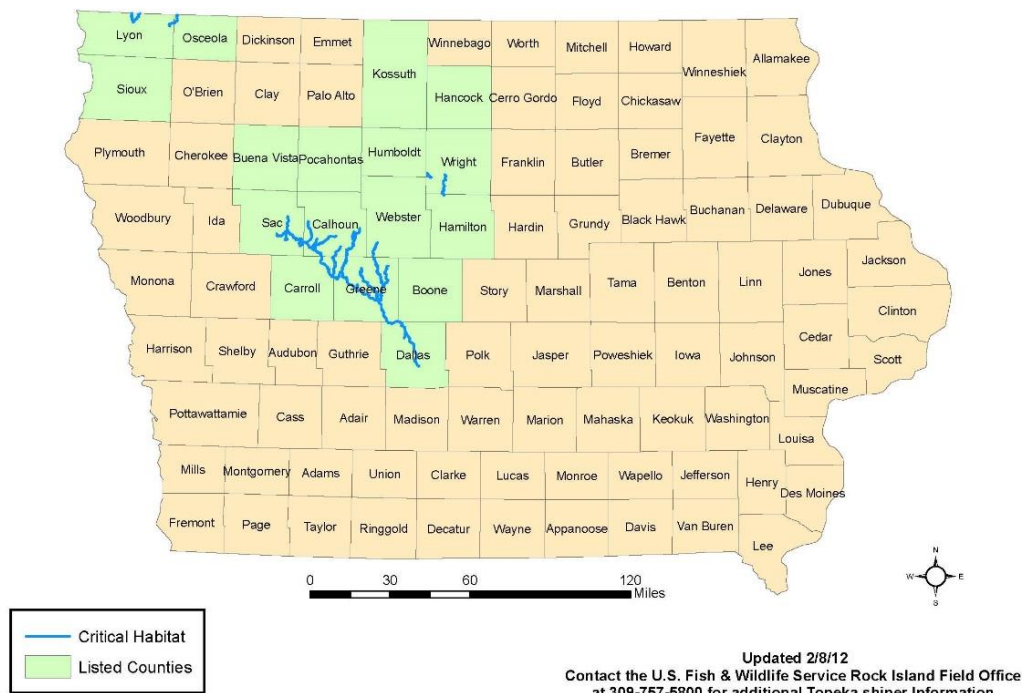


Endangered Species

Federally assisted projects are not to jeopardize the existence of plants and animals. According the U.S. Fish and Wildlife Service there are four endangered or threatened species in Region V. Endangered species are animals and plants that are in danger of becoming extinct while threatened species are animals and plants that are likely to become endangered in the near future.

COUNTY	COMMON NAME	SCENITIFIC NAME	STATUS	HABITAT
Calhoun Hamilton Humboldt Pocahontas Webster Wright	Northern long-eared bat	Myotis septentrionalis	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during late spring and summer.
	Topeka shiner	Notropis topeka	Endangered and Critical Habitat	Prairie streams and rivers
	Prairie bush clover	Lespedeza leptostachya	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	Platanthera praeclara	Threatened	Wet prairies and sedge meadows

Topeka Shiner Range and Designated Critical Habitat in Iowa

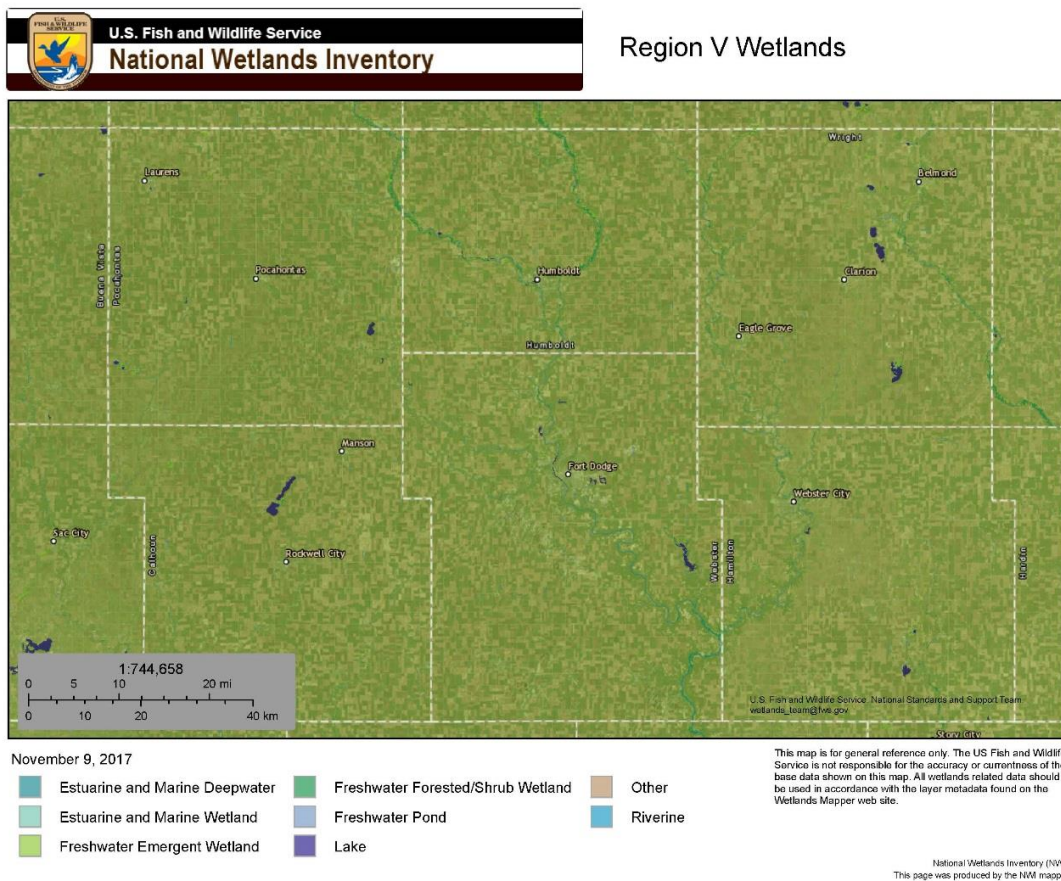


According the Iowa DNR there are ___ state endangered or threatened species in Region V. A list of these species can be found in the appendix or you can go to <https://programs.iowadnr.gov/naturalareasinventory/pages/Query.aspx>.

Floodplain maps have been or are in the process of being developed for all counties in Region V by the Iowa Department of Natural Resources (DNR). Floodplain maps outline a community's flood risk areas. The maps in the appendix identify the various floodplains in the region.

Wetlands

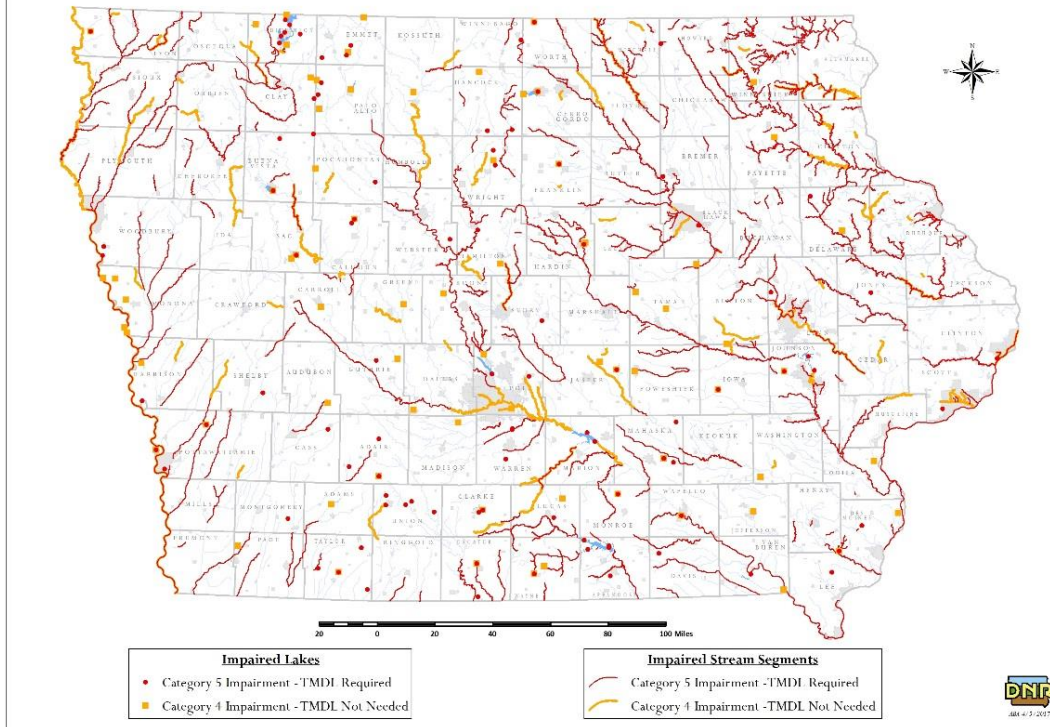
According to the EPA, wetlands are “areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the years, including during the growing season.” Wetlands provide habitat for various species and play an integral role in the ecology of watersheds. The map below shows where various wetlands are located in the region.



Waters

The Iowa DNR is responsible for designating a specific use for each stretch of stream or river. Any stream or lake where the water quality does not meet Iowa's water quality standards is considered “impaired”. A map of the impaired waters in Iowa is listed below.

2016 List of Iowa's Impaired Waterbodies (DRAFT)



Iowa has approximately 70,247 miles of river but no designated wild and scenic rivers, however, there is one study river (1972: Upper Iowa, 80 miles. Preservation by state recommended) and 7 potential study rivers listed in the NRI (Sections of the Boone River, Cedar River, Maquoketa, Middle Raccoon River, Turkey River, Upper Iowa River, Wapsipinicon, and Yellow River). The Boone River runs through Hamilton and Webster County.

Conservation and Outdoor Recreation

National Park Service
U.S. Department of the the Interior



River	County	Reach	Length (miles)	Year Listed/Up dated	Potential Classification	ORVs	Description	Other States
Boone	Hamilton and Webster	From Webster City to confluence with Des Moines River.	25	1995	S	S, R, F, W	Iowa's first designated "Protected Water Area." Identified for its scenic and natural qualities, including relatively undisturbed riparian habitat and excellent smallmouth bass fishery.	

Mitigation Activities

Below are possible mitigation activities which project sponsors can undertake to address environmental concerns.

Endanger Species

- Avoid affecting endangered species
- Alter project timing to reduce impact on species
- Revegetate stream banks
- Create/replace habitat when removal of existing habitat is unavoidable

Wetlands/ Waters

- Avoid affecting wetlands
- Replace/restore wetlands when avoiding is not possible
- Develop erosion and sedimentation control plan for projects
- Off-site disposal locations for materials and debris
- Exercise erosion control measures
- Provide buffer strips along rivers/creeks
- Control highway run-off

Consultation

MIDAS provided copies of the environmental section of the LRTP to the following entities to provide comment:

- U.S. Department of Interior, Fish and Wildlife Service
- Iowa DNR
- Environmental Protection Agency (EPA)

TRANSPORTATION NETWORK

A dependable and efficient transportation system is vital to the social and economic growth of an area. Minimum commuting and hauling duration and costs for moving goods and services ensure competitive products, services, and an advantage for acquiring new industries. In addition, a diversified system can ensure continuity of movement in case of bad weather, labor disputes, breakdowns, repairs, construction, etc. Region V exhibits the following attributes:

Potentials

The region is blessed with an excellent transportation system composed of the following components:

- U.S. 20 crosses the east-west axis of the region in its approximate center. Throughout the region this road is a four-lane format. Highway 20 will have four lanes throughout the state by the end of 2018. This road will provide east-west interstate-like traffic and provide potential for economic development never-before-seen within the region. It has been said that completion of U.S. 20 to a four-lane facility is the largest single infrastructure improvement that could help the economics of the region.
- A second important national connector is I-35 which provides north to south access to the economic centers of Minneapolis and Kansas City.
- A network of branch lines of the Union Pacific Railroad provides access for bulk grain and value-added bulk shipments. Four miles west of Fort Dodge, the Union Pacific and Canadian National railroads cross in a rural area with little interference from competing land use types. The Region has the potential for development of a small-scale intermodal loading facility.
- The Fort Dodge Regional Airport is arguably one of the best airports, of its size, in the Midwest. Commuter service is provided by Great Lakes Airline with three flights a day. The airport is not located close to a railroad corridor, which is a negative, but the presence of sanitary sewer and water mains enhances its potential as an air industrial park.
- Fort Dodge, primarily because of its gypsum industry, has a large trucking firm that offer tremendous attraction for further economic development. Over 500 trucks travel in and out of Fort Dodge every day.
- Transit services are available in every county in the region with fixed route services available in the largest city, Fort Dodge.
- The region has over 100 miles of pedestrian and bicycle trails.

Restrains

- Proposed improvements such as upgrading U.S. 169 to a Super-2 corridor from Humboldt to Algona.
- Due to a variety of reasons, the Fort Dodge area has not been able to sustain an intermodal freight terminal.

- Small city passenger air subsidies are continually under assault through the federal budget process. Passenger air service is critical to the area, but its future is clouded.
- The trend is for interstate railroad companies to concentrate on unit train shipments of commodities such as grain, coal, ethanol, biodiesel, DDGs, etc. This policy severely hinders the less than unit train shippers or to maintain short line routes critical to the survival of rural areas. Solving this issue in a positive environment could provide a substantial attribute to the area.
- Even though the region contains excellent rail lines that cross east to west and north to south, deficiencies exist due to the gradual deterioration of many short line tracks.

Aviation

According to the 2009 Iowa Economic Impact of Aviation report, developed by the Iowa Department of Transportation, nearly 60% of the commercial airline passenger boarding's in Iowa are associated with business. Airports impact the economy through providing jobs, visitor spending, aerial spraying for agriculture, on-base military units, helicopter emergency medical services, aviation related businesses, recreational activities, and much more.

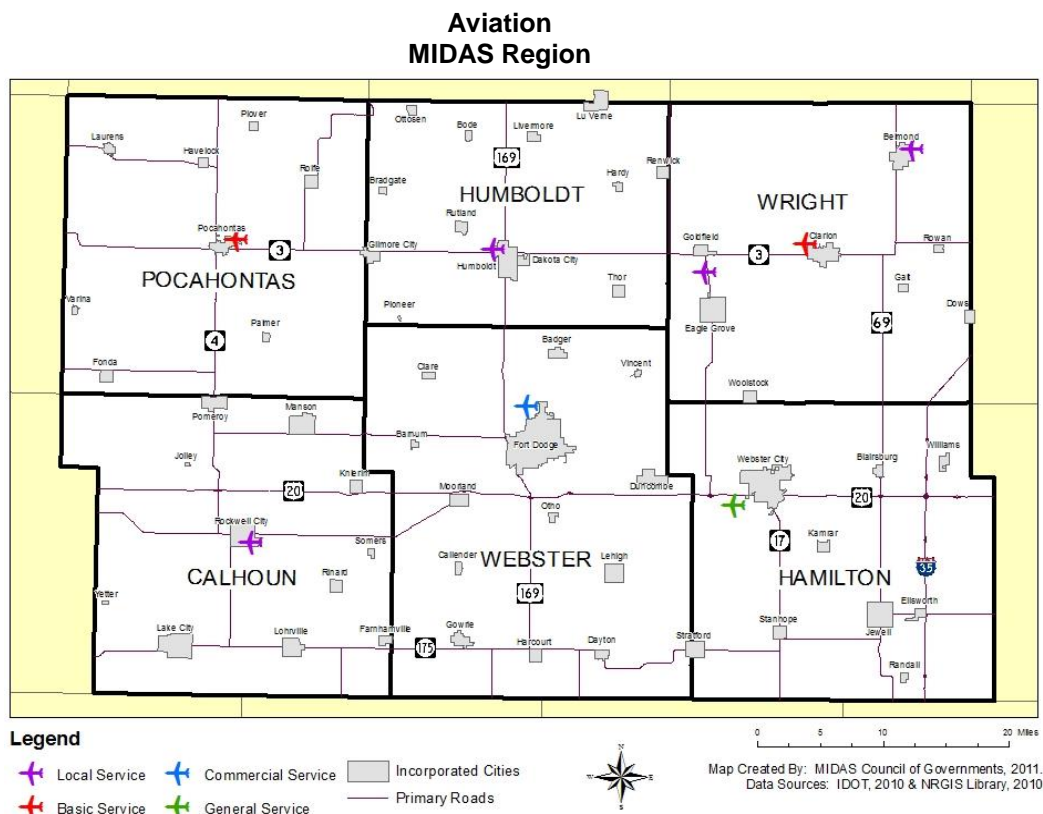


In Iowa, airports are classified into one of five airport roles based on their capability to support various types of aircraft and aviation users. The five classifications include:

- Commercial Service airports support some level of scheduled commercial airline service, have the infrastructure and service available to support a full range of general aviation activity, meet most needs of the aviation system, serve an important role in economic development to attached businesses as they provide air transportation that they demand, and serve as essential transportation and economic centers of the State.
- Enhanced Service airports have facilities and services that can accommodate a full range of general aviation activity including most business jets, service business aviation, and are regional transportation centers and economic catalysts. The criteria include:
 - 5,000 foot or greater paved runway.
 - Airport Reference Code (ARC) of C-II or greater.
 - Full time staffing during regular weekday and weekend business hours.
 - Availability of most based services including aircraft maintenance and repair, flight training, rental aircraft, and aircraft charters.
 - Availability of jet fuel.
 - Airport or Fixed Base Operator (FBO) staffing 24 hours a day.
 - Weather observing system located at the airport (ASOS or AWOS).

- General Service airports have facilities and services customized to support most general aviation activity including small to mid-size business jets and serve as a community economic asset. The criteria include:
 - 4,000 foot or greater paved runway.
 - Availability of some based services including aircraft maintenance, flight training, rental aircrafts, and aircraft charters.
 - Staffing during regular business hours.
- Basic Service airports have facilities and services customized to meet local aviation demands. The criteria include:
 - 3,000 feet or greater paved runway.
 - Availability of aircraft fuel.
 - Some availability of airport or FBO personnel or on-call availability 24 hours.
- Local Service airports support local aviation activity, offer few airport services. The criteria include:
 - Turf runways.
 - Airports not meeting criteria in any other role.

There are eight publicly owned airports within the region. There is only one commercial airport (Fort Dodge), no enhanced service airports, one general service airport (Webster City), two basic service airports (Clarion and Pocahontas) and four local service airports (Belmond, Eagle Grove, Humboldt, and Rockwell City). A map of the region's airports is shown below.



Airports

The airports located in Region V are described below.

Belmond Municipal Airport



The Belmond Municipal Airport is owned and operated by the City of Belmond. The airport is located 1 mile east of the central business district off 140th Street in Belmond.

The Belmond airport is classified as a Local Service airport. The airport has one turf runway 3,245 feet in length and 95 feet in width but does not have taxiways. There are no fixed operated based services at this airport. The only navigational aid at the airport is a lighted wind indicator. Also, the airport has a paved helipad.

The airport has one aircraft apron tie down location and a hanger that will store four aircrafts (built in 1979).

There is no terminal, restroom or pilot area at the airport, and fueling services are not available at this airport.

The Belmond Municipal Airport accommodates personal and recreational flights as well as supports patient transfers and agricultural aviation.

The 2010-2030 Iowa Aviation System Plan for the Belmond Municipal Airport have identified the following airport needs:

- Maintaining airfield to A-I system standards
- Maintain at least 50 feet runway width
- Maintain a visual approach
- Maintain lighted wind indicator
- Continue to post and update after hours contact information
- Continue to maintain and update security plan annually



Clarion Municipal Airport



The Clarion airport is owned by the City of Clarion and is located one-mile northwest of Clarion's central business district in Wright County off County Road R-38. The airport can support most twin and single-engine aircrafts and may occasionally serve business jets.

The Clarion airport is classified as a Basic Service airport and has 11 single engine and 3 multi engine aircrafts based at the facility. There is one paved runway 3,455 feet in length and 60ft in width and a connector taxiway system. The airport has the following navigational aids: visual guidance slope indicators, runway end identifier lights, rotating beacon, lighted wind indicator, and an Automatic Weather Observing system.

There are two aircraft apron tie down locations and hanger parking spaces for 22 aircrafts.

The terminal has food and beverages available, restrooms, a pilot area, courtesy-cars, and car rentals.

Jet A & 100LL fuel is available but not 24 hours. Aircraft maintenance and repair are offered at the airport.

The airport serves approximately 8 to 10 visiting aircrafts per week and accommodates an estimated 2,750 aircraft takeoffs and landing annually.

The airport supports a high volume of agricultural aviation, travel to and from the local hospital for local and visiting doctors, and a local manufacturing company relies on the airport to ship and receive parts and supplies. Also, the airport supports flight training and accommodates flights by visiting chartered general aviation aircrafts.

The 2010-2030 Iowa Aviation System Plan for the Clarion Municipal Airport have identified the following airport needs:

- Maintain airfield to at least B-I or below design standards

- Maintain runway length to at least 3,000 feet
- Maintain 60-foot runway width
- Maintain exit taxiways as needed
- Maintain at least a visual approach
- Maintain at least LIRL runway lighting
- Maintain rotating beacon
- Maintain lighted wind indicator
- Continue to provide storage for all based aircraft
- Maintain apron size to park at least 50% of average daily transients
- Maintain at least a waiting area
- Continue to provide at least 100LL fuel
- Continue to provide at least on-call staffing
- Continue to post and update after hours contact information
- Continue to provide restrooms
- Continue to maintain and update security plan annually
- Provide a method to offer flight training
- Provide a method to charter aircraft



Eagle Grove Municipal Airport



The Eagle Grove Municipal Airport is owned and operated by the City of Eagle Grove. The airport is located 3 miles north of the city off Iowa Highway 17 in Wright County.

The airport is classified as a Local Service airport which has seven single engine and one multi engine aircraft based there. This airport has two runways, one turf and one paved and a connector taxiway system. The longest runway is 3,500 feet in length and 60 feet in width. Navigational aids include runway end identifier lights on the largest runway, rotating beacon, and a lighted wind indicator.

There are four apron aircraft tie down locations and hanger parking spaces for seven aircrafts at the airport.

The airport has a terminal with restrooms and courtesy cars but no pilot area.

100LL fuel is available but not 24 hours. There is no aircraft maintenance and repair offered.



The airport supports personal and recreational flying; aerial applicators use the airport to support their operations on a seasonal basis, and the airport is occasionally used to support patient and doctor transportation.

The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Eagle Grove Municipal Airport:

- Maintain airfield to at least A-I design standards
- Maintain at least 50 foot runway width
- Maintain at least a visual approach
- Maintain lighted wind indicator
- Continue to post and update after hours contact information
- Develop a security plan and update annually

Fort Dodge Regional Airport



The Fort Dodge Regional Airport is owned by the City of Fort Dodge and is managed and operated by a five-member airport commission. The airport was opened at its present site in 1952, three miles north of the city off County Road D14 in Webster County.

This airport is the only commercial airport in the region. There are 25 single engine planes and 3 multi engine plans based at this airport. There are two paved runways the longest runway is 6,548 feet in length and 150 feet in width and has full parallel taxiway system. Hanger parking spaces for 33 aircrafts and commercial airline apron are available. The airport has ASOS weather reporting equipment.

The airport is staffed everyday 8:00 am to 5:00 pm. The airport has a terminal with food and beverages, restrooms pilot area, courtesy cars, car rentals and wireless internet.

Jet A, 100LL and automobile fuel is available 24 hours. Rental aircraft and flight instruction is available, and there is aircraft maintenance and repair available.

The airport provides scheduled airline services from one airline, Air Choice One.

The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Fort Dodge Regional Airport:

- Maintain airfield to C-II design standards
- Maintain runway length to at least 5,000 feet
- Maintain at least 100-foot runway width
- Maintain full parallel taxiway
- Maintain an approach that provides at least vertical guidance
- Maintain at least MIRL runway lighting
- Maintain at least MITL taxiway lighting
- Maintain a VGSF on both runway ends
- Maintain ILS for Runway 06 and REILS for Runway 24 approach
- Maintain rotating beacon
- Maintain lighted wind indicator
- Maintain RCO
- Maintain crosswind runway
- Continue to provide storage for all based aircraft
- Continue to provide overnight storage to itinerant business aircraft
- Maintain apron size to park 100% of average daily transients
- Maintain terminal building
- Maintain paved entry road & parking lot
- Continue to provide 100LL & Jet A fuel with 24-hour availability
- Continue to maintain staffing during standard business hours and after hours on-call (weekdays and weekends)
- Continue to provide courtesy car and/or car rental availability
- Continue to provide at least vending services
- Continue to post and update after hour contact information
- Continue to provide a method to access the internet
- Continue to provide restrooms
- Continue to maintain a pilot area
- Continue to maintain and update security plan annually
- Continue to provide timely snow removal
- Provide based rental aircraft
- Continue to provide flight training
- Continue to offer based aircraft maintenance and repair
- Provide a method to charter aircraft
- Continue to provide weather reporting and flight planning capabilities

Fort Dodge Regional Airport



Humboldt Municipal Airport



The Humboldt Municipal Airport is owned and operated by the City of Humboldt. The airport is located one mile west of the city's central business district off Iowa Highway 3 in Humboldt County.

The airport is classified as a Local Service airport and has 16 single engine aircrafts, one twin engine aircraft, two sport category gyro aircrafts, and one ultra-light aircraft based there. This airport has one paved runway that is 3,417 feet in length and 60 feet in width with a connector taxiway system. Navigational aids include Simplified Abbreviated Visual Approach Slope Indicators, runway end identifier lights on one end, rotating beacon, and a lighted wind indicator.

There are four apron aircraft tie-down locations and hanger parking spaces for 13 aircrafts.

The terminal has food and beverages available, restrooms, a pilot area, car rentals, and wireless internet.

100LL fuel is available 24 hours. There is no aircraft maintenance and repair offered.

The airport supports flights by visiting chartered aircrafts, aerial applicators, is used by aircrafts performing environmental patrols, and transporting doctors and patients. Many businesses in the area depend on the airport.

The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Humboldt Municipal Airport:

- Maintain airfield to at least A-I design standards
- Maintain at least 50-foot runway width
- Maintain at least a visual approach
- Maintain lighted wind indicator
- Continue to post and update after hours contact information
- Develop a security plan and update annually



Pocahontas Municipal Airport



The Pocahontas Municipal Airport is owned and operated by the City of Pocahontas. The airport is located one-mile northeast of the city off Iowa County Road C37 in Pocahontas County.

The airport is classified as a Basic Service airport which has 20 single engine aircrafts and one multi engine aircraft based there. This airport has one paved runway and one turf runway with a connector taxiway system. The longest runway is 4,100 feet in length and 60 feet in width. Navigational aids include Visual Guidance Slope Indicator lighting system, runway end identifier lights on the paved runway, rotating beacon, and a lighted wind indicator.

There are four apron aircraft tie down locations and hanger parking spaces for 26 aircrafts at the airport.

The terminal is connected to a hanger with food and beverages restrooms, a pilot area, courtesy-cars, and wireless internet available.

100LL fuel is available 24 hours. There is no aircraft maintenance and repair offered.

The airport supports aerial applicators, aerial inspections of pipelines and power lines, environmental patrols, and law enforcement activities including prisoner transport. The airport facilitates aerial real estate tours, aerial advertising, and recreational and personal flying. Doctors use the airport on a weekly basis to visit patients in the area, and the airport is used to transfer and transport patients. The airport helps to recruit business to the area and is important to nearby businesses.

The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Pocahontas Municipal Airport:

- Maintain airfield to at least B-I or below design standards
- Maintain a runway length to at least 3,000 feet.
- Maintain 60-foot runway width
- Maintain exit taxiways as needed
- Maintain at least a visual approach
- Maintain rotating beacon
- Maintain lighted wind indicator



- Continue to provide storage for all based aircraft
- Maintain apron size to park at least 50% of average daily transients
- Maintain at least a waiting area
- Continue to provide at least 100LL fuel
- Provide at least on-call staffing on weekdays and weekends
- Continue to post and update after hours contact information
- Continue to provide restrooms
- Continue to maintain and update security plan annually
- Continue to provide snow removal
- Continue to provide flight training
- Provide a method to charter aircraft

Rockwell City Municipal Airport



The Rockwell Municipal Airport is owned and operated by the City. The airport is located one mile southeast of the Rockwell City business district in Calhoun County.

The airport is classified as a Local Service airport which has 14 single engine aircrafts based there. This airport has one paved runway that is 3,500 feet in length and 60 feet in width. Navigational

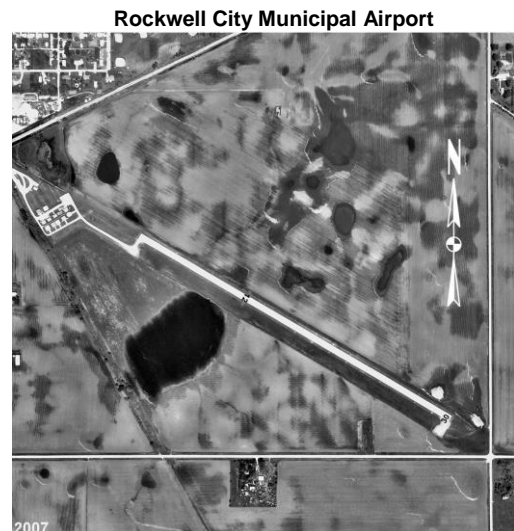
aids include rotating beacon and remote communications outlet.

There are two apron aircraft tie down locations and hanger parking spaces for 12 aircrafts at the airport.

The terminal has restrooms, but no pilot area is available.

100LL fuel is available but not 24 hours. There is no aircraft maintenance and repair offered.

The airport supports recreational and personal flying, sightseeing and aerial photography, aerial applicators, business flying, aerial inspections of power or pipelines, and aerial real estate tours. The airport also supports medical service and law enforcement flights.



The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Rockwell City Municipal Airport:

- Maintain airfield to at least A-I design standards
- Maintain 50-foot runway width
- Maintain a visual approach
- Maintain lighted wind indicator
- Continue to post and update after hours contact information
- Continue to maintain and update security plan annually

Webster City Municipal Airport



The Webster City Municipal Airport is owned and operated by the City of Webster City. The airport is located approximately three miles southwest of the central business district off of Iowa Highway 17.

The airport is classified as a General Service airport which has 15 single engine aircrafts and five multi engine aircraft based there. This airport has one paved runway, one turf runway, and a partial parallel taxiway system. The largest runway is 4,000 feet in length and 75 feet in width. Navigational aids include Simplified Abbreviated Visual Approach Slope Indicators on the paved runway, rotating beacon, lighted wind indicator and Automated Surface Observing System for weather reporting.

There are ten apron aircraft tie down locations and hanger parking spaces for 30 aircrafts at the airport.

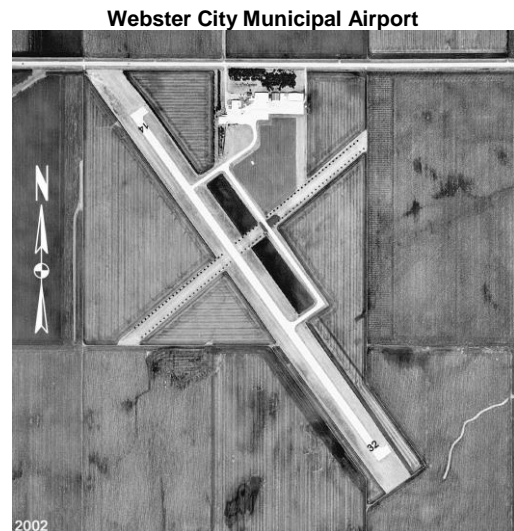
The terminal is attached to a hangar and has food and beverages available, restrooms, a pilot area, courtesy cars, car rentals, and wireless internet.

Jet A and 100LL fuel is available 24 hours and aircraft maintenance and repair is available.

The airport has two base planes dedicated to agricultural aviation. Aerial applicators use the airport. There is a business based at the airport which provides mosquito control. The airport is used by the Mayo Clinic and Life Flight. The airport supports military training flights by the Air National Guard based in Boone and flight training operations by Iowa Central Community College based in Fort Dodge. The airport also supports medical services and doctor transport, is used by law enforcement, prisoner transport, aerial inspections, and environmental patrols.

The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Webster City Municipal Airport:

- Maintain airfield to B-II design standards
- Maintain runway length to at least 4,000 feet
- Maintain 75-foot runway width
- Improve turnaround taxiways at each runway end to meet standards
- Maintain at least a non-precision approach
- Maintain MIRL runway lighting
- Maintain MITL taxiway lighting
- Maintain a VGSI on both runway ends
- Maintain REILs on both runway ends
- Maintain rotating beacon
- Maintain lighted wind indicator
- Maintain crosswind runway
- Continue to provide storage for all based aircraft
- Construct additional overnight storage for itinerant business aircraft
- Maintain apron site to park 100% of average daily transients
- Maintain terminal/administration building attached to hanger
- Maintain paved entry road & parking lot
- Continue to provide at least 100LL fuel
- Continue to maintain staffing during standard business hours and after hours on-call for weekdays and weekends
- Continue to provide a courtesy car and/or car rental availability
- Continue to provide at least vending services
- Continue to post and update after hours contact information
- Continue to provide a method to access the internet
- Continue to provide restrooms
- Continue to maintain a pilot area
- Develop a security plan and update annually
- Continue to provide timely snow removal
- Provide based rental aircraft
- Continue to provide flight training
- Continue to offer based aircraft maintenance and repair
- Continue to offer a method to charter aircraft
- Continue to provide weather reporting & flight planning capabilities



Enplanements

Enplanements for the five airports in Iowa receiving Essential Air Service (EAS) funding is listed below. Fort Dodge Regional Airport saw an increase of 39% in passenger enplanements in 2016.

Passenger Enplanements			
Airport	Enplanements		
	2016	2015	% Change
Sioux City	36,413	26,104	39.49%
Waterloo	27,069	26,950	0.44%
Mason City	7,734	6,752	14.54%
Fort Dodge	7,271	5,228	39.08%
Burlington	7,086	9,000	-21.27%

Source: Federal Aviation Administration, CY 2016 ACAIS

Issues

In 1978, the U.S. DOT established the Essential Air Service (EAS) program to ensure a minimal level of airline service in small communities by subsidizing service that connects these communities to major hub airports. EAS has been responsible for keeping passenger air service in Burlington, Fort Dodge, Mason City, Sioux City and Waterloo. EAS funding has seen many changes and in the current political climate it is uncertain if funding for this program will continue. Without EAS, funding for air service in Fort Dodge will decline if not be eliminated entirely. Not only Fort Dodge's air service is in jeopardy if EAS funding is eliminated but other air service with size similar to Fort Dodge including Mason City and Waterloo will also be in danger. That would leave the Des Moines International Airport the closest one to Fort Dodge and it is approximately 96 miles away. The second closest is the Minneapolis/St. Paul airport which is 214 miles away.

Congressionally mandated FAA regulations have decreased the number of pilots available to provide service to EAS airports. Lack of pilots for EAS services restrict the service, which can be provided by the region's one commercial service carrier, (Fort Dodge). This is a major issue for the region. After these new flight time rules were put in place by the FAA, Fort Dodge lost the service being provided to them by Great Lakes Airlines. This caused Fort Dodge to bid for carriers with twin-engine turbine aircrafts or regional jets. When no satisfactory bids were received both Fort Dodge and Mason City selected Air Choice One to provide EAS service using single-engine, eight seat Cessna Caravans.

Air Choice One initially provided service to Chicago and St Louis on a limited basis and has now expanded to providing service to Minneapolis/St. Paul. Currently Air Choice One flies out of Fort Dodge to St. Louis three times a day, Monday through Friday and twice on Saturday and Sunday. There is one flight to Chicago and to Minneapolis Monday through Friday and none on weekends.



Maintaining the airports' infrastructure and services is critical to Iowa's economy. The Iowa Department of Transportation has recommended service and facility targets for every airport classification in Iowa by airport role. Airports are encouraged to meet these targets, but it is not required to be included in a particular role. Facility and service targets are listed below.



**AVIATION SYSTEM PLAN
2010-2030**

Facility and Service Targets by Role

Description	Commercial Service/Enhanced Targets	General Service Targets	Basic Service Targets	Local Service Targets
Airside Facilities				
Airport Reference Code	C-II	B-II	B-I or below	A-I
Primary Runway Length	Minimum 5,000 ft	Minimum 4,000 ft	3,000 ft	Not an objective
Primary Runway Width	Minimum 100 ft	Minimum 75 ft	Minimum 60 ft	Minimum 50 ft
Type of Parallel Taxiway	Full parallel	Turnarounds meet standards (both ends)	Exits as needed	Not an objective
Type of Runway Approach	Vertical guidance	Non-precision	Visual	Visual
Runway Lighting	MIRL	MIRL	LIRL	Not an objective
Taxiway Lighting	MITL	MITL	Not an objective	Not an objective
Visual Guidance Slope Indicator	Both runway ends (or ILS)	Both runway ends	Not an objective	Not an objective
Runway End Identifier Lights - as required	Both runway ends (or ILS)	Both runway ends	Not an objective	Not an objective
Rotating Beacon	Yes	Yes	Yes	Not an objective
Lighted Wind Indicator	Yes - multiple as needed	Yes	If open for night	If open for night
RCO Facilities	Tower or RCO	Not an objective	Not an objective	Not an objective
Wind coverage or crosswind runway	Crosswind runway or 95% wind coverage for NPIAS facilities	Crosswind runway or 95% wind coverage for NPIAS facilities	Not an objective	Not an objective
Landside Facilities				
Covered storage	100% of based aircraft	100% of based aircraft	100% of based aircraft	Not an objective
Overnight storage for business aircraft	Typical average aircraft/business user demand	Typical average aircraft/business user demand	Not an objective	Not an objective
Aircraft apron	100% of average daily transients	100% of average daily transients	50% of average daily transients	Not an objective
Terminal/administration building	Yes	Yes	Waiting area	Not an objective
Paved entry/terminal parking	Yes	Yes	Not an objective	Not an objective
Services				
Fuel (type & hours)	100LL & Jet A - 24 hour - single point	100LL; Jet A as needed	100LL	Not an objective
Attendance				
Weekday hours of operation	Standard business hours, after hours on-call	Standard business hours, after hours on-call	On-call	Not an objective
Weekend hours of operation	Standard business hours, after hours on-call	Standard business hours, after hours on-call	On-call	Not an objective
Ground transportation	Courtesy car/car rental available	Courtesy car/car rental available	Not an objective	Not an objective
Food & Beverage	Vending	Vending	Not an objective	Not an objective
Posted contact info	Yes	Yes	Yes	Yes
Internet access	Yes	Yes	Not an objective	Not an objective

Description	Commercial Service/Enhanced Targets	General Service Targets	Basic Service Targets	Local Service Targets
Internet access	Yes	Yes	Not an objective	Not an objective
Restroom	Yes	Yes	Yes	Not an objective
Pilot area	Yes	Yes	Not an objective	Not an objective
Security	Security plan	Security plan	Security plan	Security plan
Snow removal	Timely snow removal	Timely snow removal	Snow removal	Not an objective
Rental aircraft	Based*	Based*	Not an objective	Not an objective
Flight training	Available*	Available*	Available	Not an objective
Aircraft maintenance/repair	Based*	Based*	Not an objective	Not an objective
Aircraft charter	Based*	Available*	Available	Not an objective
Weather reporting/Flight planning capabilities	Yes	Yes	Not an objective	Not an objective
Planning				
Height zoning	Yes	Yes	Yes	Yes
Comp plan define land uses	Yes	Yes	Yes	Yes
Emergency plan	Yes	Yes	Yes	Yes
Airport Layout Plan	ALP update within last 8 years	ALP update within last 10 years	Yes	Not an objective

*Shaded areas indicate requirements to be included in the role.

Funding

Various funding is available for airports and airlines. Some of the available funding is listed below.

Federal Airport Improvement Program (AIP)

Funding for airport improvements and airport planning

Public agencies owning public-use airports in the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems are eligible to request funds.

State Airport Improvement Program – Airport Development and Immediate Safety Enhancement

This program provides funding for airport improvements, navigational aids, communications equipment, marketing, safety, security, outreach, education, and planning. Airport Development and Immediate Safety Enhancement are specific funding programs under the Airport Improvement Program.

Funding is for publicly owned airports in Iowa.

Airport Vertical Infrastructure Program

This state program funds improvements to the vertical infrastructure at commercial service and general aviation airports in Iowa.

Funding is for publicly owned airports in Iowa

More information/applications for all these types of funds contact:
 Iowa Department of Transportation
 Office of Aviation
 800 Lincoln Way
 Ames, IA 50010
 515-239-1691
 www.iowadot.gov/aviation

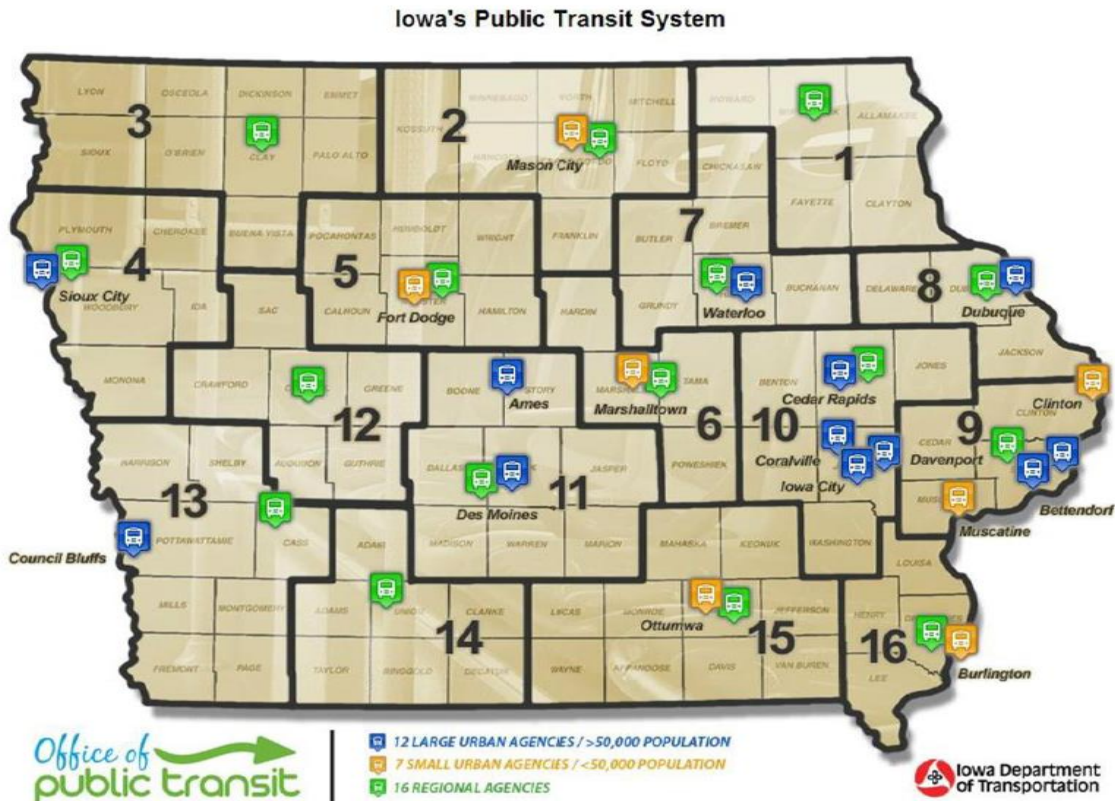


Local Funding

Airport sponsors are responsible for maintaining facilities in safe operating conditions and providing daily operating funding and capital funding to match federal and state grants. The local share of funding is typically derived from general fund revenues, bonds, and airport generated revenues. In some cases, airports may work with local businesses or individuals to provide private funding to meet the federal or state match or to construct new hangars or maintenance facilities.

Public Transit

There are 35 transit systems in the State of Iowa. Two of those transit systems are located in Region V.



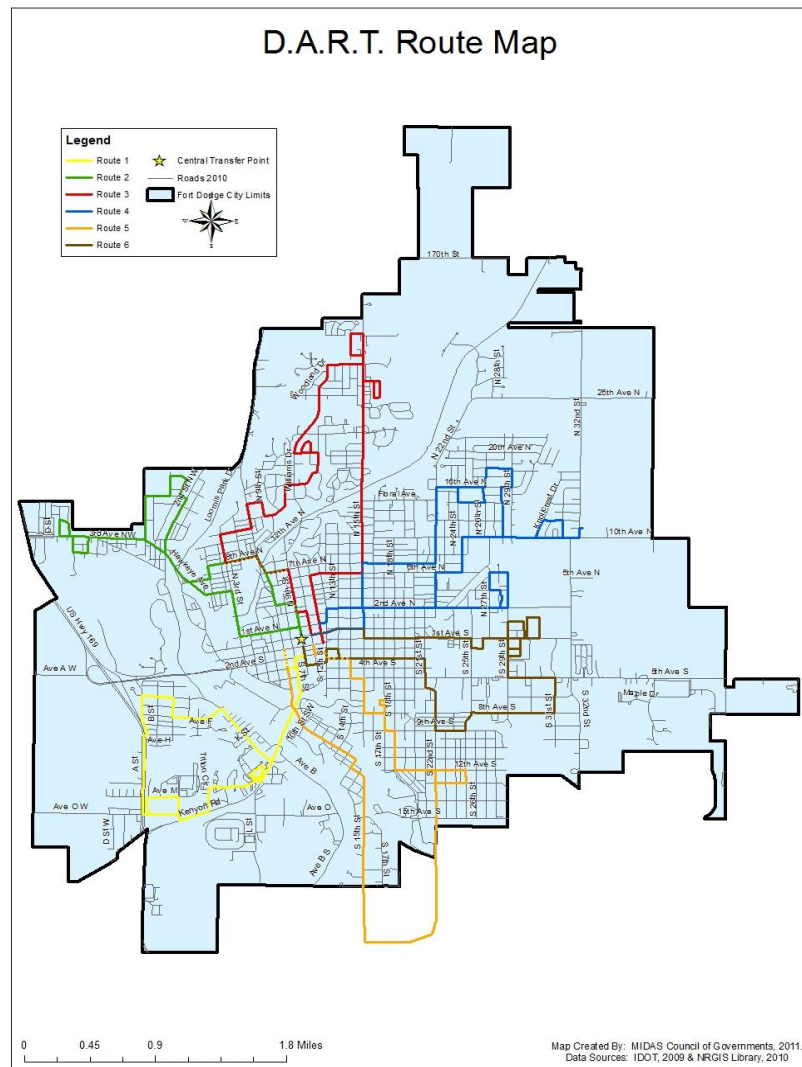
Transit Systems

Region V has two public transit providers, Dodger Area Rapid Transit (DART) and MIDAS Regional Transit Authority.

Dodger Area Rapid Transit (DART)

Dodger Area Rapid Transit (DART) is a small urban system owned by the City of Fort Dodge. The City contracts with MIDAS Council of Governments to administer the DART service. As DART is operated by MIDAS, DART has no employees; MIDAS hires all employees. DART operates within the city limits of Fort Dodge.

There are six fixed routes that operate within the corporate limits of Fort Dodge. This service is available to everyone who wishes to use the service. Fixed routes times of operation are generally from 7:00 a.m. to 6:00 p.m. however, the various route operational hours may vary. All routes meet on the hour and/or half hour at the central transfer point of 8th Street and Central Avenue.



Paratransit service also operates within the corporate limits of Fort Dodge and is available to those who qualify. To qualify, the individual must have a doctor complete a form, provided by DART, that states the individual is unable to ride the route bus. Paratransit services are available 6:30 a.m. to 6:00 p.m., Monday through Friday. Passengers must schedule service 24 hours in advance. Approximately 8.8% of DART's total ridership is from paratransit.

The intercity bus service is available 5 days/week, 52 weeks per year. A bus leaves once a day from the DART terminal and goes to the Jefferson Lines Hub at the Flying J Truck Stop located at the intersection of I-35 and Hwy 20 where the DART bus meets a Jefferson Lines bus that will take passengers north or south. The Jefferson Lines offers service to thirteen different states besides Iowa: Arkansas, Idaho, Kansas, Minnesota, Missouri, Montana, Nebraska, North Dakota, Oklahoma, South Dakota, Washington, Wisconsin, and Wyoming. Service to the Flying J is provided on a handicapped accessible bus. The Jefferson Lines also provides handicapped accessible services. The DART bus will then take any passengers that were on the Jefferson Line bus that want to go to Fort Dodge. Anyone who purchases a ticket may ride the DART intercity bus. Upon request, the bus will transport passengers to Webster City.

DART provides services to YOUR Inc. to take children that live in Fort Dodge to and from Head Start Preschool. YOUR Inc. provides the buses and the list of clients. DART sets up the routes, provides the drivers, and maintains the buses. This service is provided during the school year.

DART also provides other contract services to Foster Grandparents, various nursing homes, and United Way.

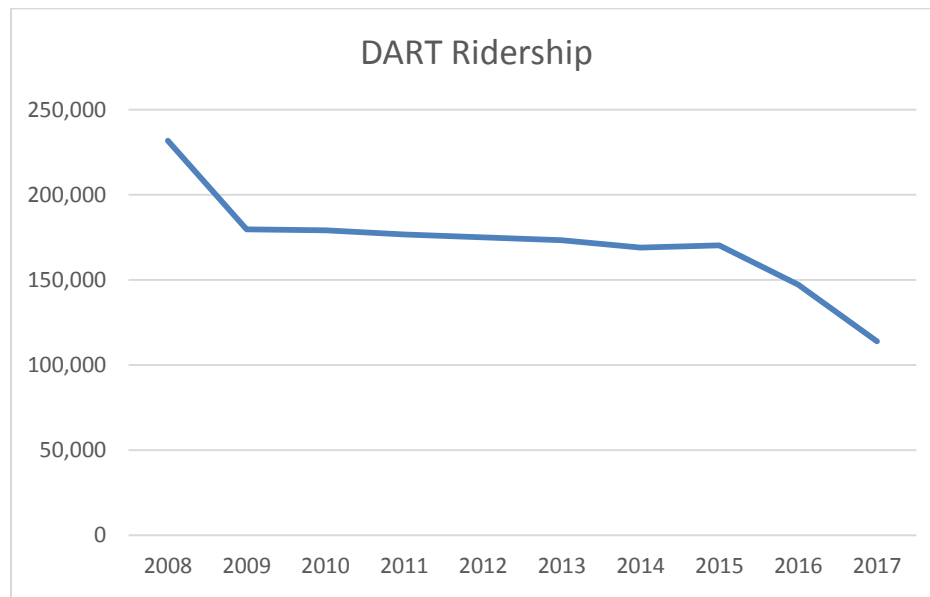
DART fares are listed below.

	Adult	Student	Senior
Fixed Route	\$1.50	\$1.00	\$1.00
Paratransit	\$3.00/\$4.00		
Monthly Passes	\$38.00	\$23.00	\$23.00
Mileage Service	\$1.67/mile		
Hourly Service	\$27.00/hour		
\$12 downtime	\$12.00/hour		

DART has approximately 20-22 buses. All buses are property of the City of Fort Dodge. In FY2017 DART reported 278,191 vehicle miles. Ages of the buses owned by the City range from one to eighteen years. All DART buses are handicapped accessible.

Over the last ten years, DART's ridership has declined almost 51%. Between 2008 and 2010, DART lost approximately 22% of its ridership which was the direct result of the elimination of

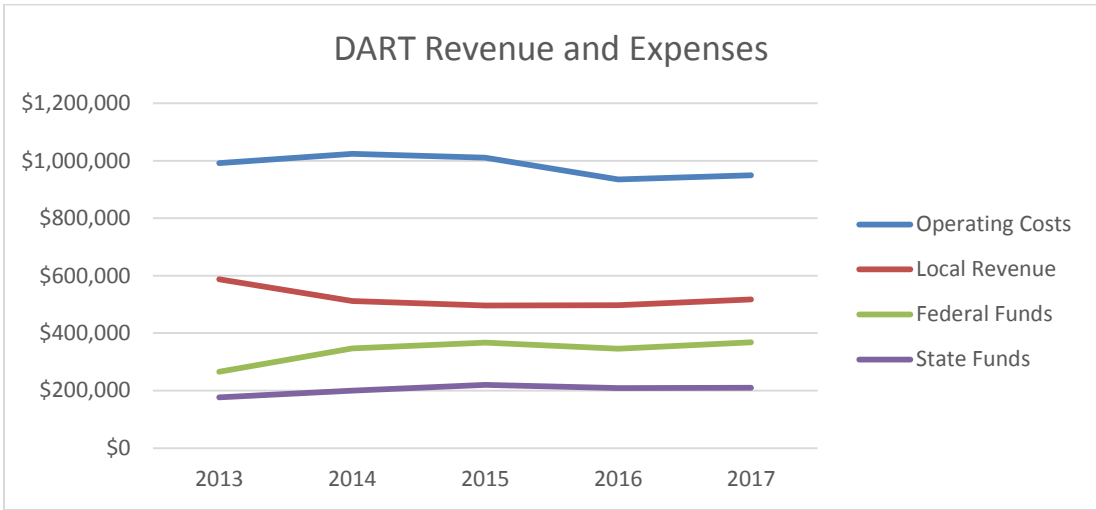
“charter” trips permitted under federal charter rules, resulting in local daycares and nursing homes buying their own buses and vans. Between 2015 and 2017, DART lost another 33% of its ridership due to a driver shortage causing a reduction in services; cuts in social service funding causing providers to purchase transportation service for clients, clients not riding as they are not cover by an Manage Care Organizations (MCO) which provides member Medicaid beneficiaries with comprehensive health care services including transportation to health services; and the change in the Department of Human Services Supported Community Living rules that excludes certain settings for the provision of Medicaid home and community based services. This rule requires clients to integrate more which increases the need more one on one transportation.



Operating revenues have increased over 6% in the past 5 years due to increased federal and state funds and increase in MCO services. Operating expenses have fluctuated some but over all have decreased more than 4%. Reduction in expenses can be contributed to a reduction in payroll due to driver shortages.

DART REVENUE/EXPENSES

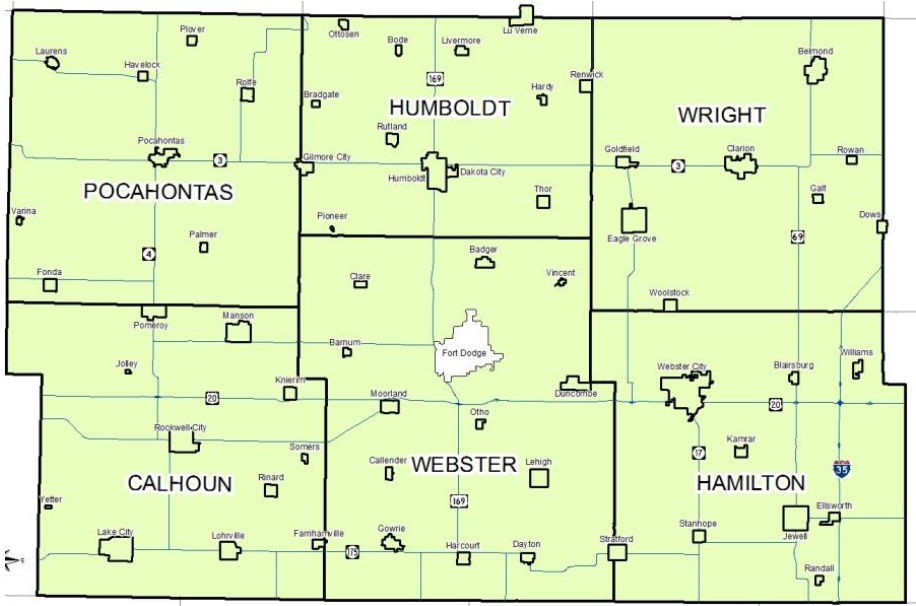
	Revenue	Expenses
2013	\$1,030,474	\$992,368
2014	\$1,058,775	\$1,023,826
2015	\$1,083,206	\$1,010,888
2016	\$1,052,004	\$935,331
2017	\$1,096,106	\$949,328



MIDAS RTA

The MIDAS Regional Transit Authority (RTA) is a regional system. The system is run by MIDAS Council of Governments. The system area covers Calhoun, Hamilton, Humboldt, Pocahontas, Webster, and Wright counties.

REGION V REGIONAL TRANSIT AUTHORITY SERVICE AREA



The RTA provides demand response service to any individual in Calhoun, Hamilton, Humboldt, and Pocahontas counties. The rider is asked to schedule their trip 24 hours in advance although limited same day service is available. The individual will be picked up where requested and taken to the destination requested within the city/county of origin. Service can be provided from inside the county to another county at a per mile charge if a bus and driver is available. MIDAS has

seven full-time and one part-time administrative staff, two full-time mechanics, 12 full-time drivers and 15 part-time drivers.

Operation hours vary by county. Hours of operation are listed below.

Calhoun County: 6:45 a.m. – 5:00 p.m., Monday through Friday

Hamilton County: 6:30 a.m. – 5:00 p.m., Monday through Friday

Humboldt County: 6:30 a.m. – 5:00 p.m., Monday through Friday

Pocahontas County: 6:30 a.m. – 5:00 p.m., Monday through Friday

MIDAS RTA also makes transportation services available on a contract basis on nights and weekends. Dispatchers, drivers, mechanics, and administrator are available during regular transit hours.

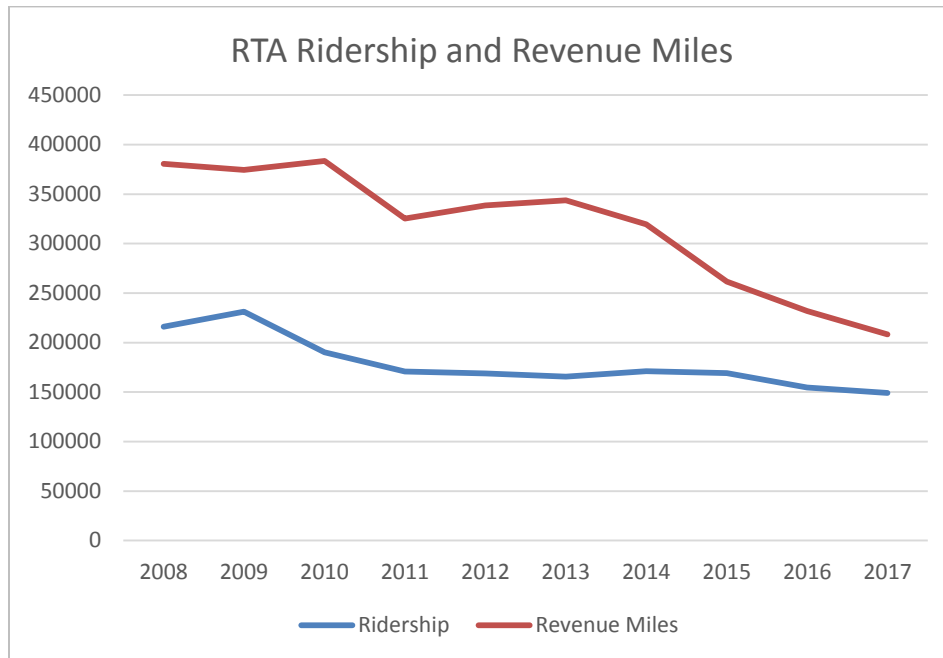
Fare charges in the region are the same for all counties.

MIDAS RTA Fare Structure

	Adult	Student	Senior
Demand Response	\$2.50/\$3.50	\$2.00/\$3.00	\$2.00/\$3.00
Monthly Passes	N/A	\$23.00	\$23.00 meals
Mileage Service	\$1.35/mile		
Hourly Service	\$29.55/hour		
Downtime	\$12.00/hour		

MIDAS owns approximately 41 buses and minivans of these 35 are used by the RTA and 6 are used by Wright County. Ages of the buses vary from one to sixteen years old. In FY 2017 the RTA ran approximately 329,734 inventory miles. All MIDAS RTA buses are handicapped accessible.

In the last ten years, the region has seen a 31% drop in ridership though there have a couple of years where ridership has increased, from FY2008 - FY2009 seven percent and FY2013 - FY 2014 three percent. The largest decrease in ridership, 28%, happened between 2009 and 2013 and then another 12.9% decrease in 2014-2017. Decrease in ridership can be attributed to Humboldt Workshop which provides day training for the developmentally disabled closing down, and MIDAS no longer providing Medicaid transportation services in the region due to a decrease in reimbursement rates. The average length of a ride in the region is 1.4 miles, down 0.4 miles from 2008.



Operating revenues have decreased since FY2013 by 3.4% which can be attributed to a reduction in contract revenue and local tax. Two major contracts stopped transporting employees to their facility causing contract revenue to decrease. Operating expenses also showed a 6.1% decrease during this time due to reduction in payroll caused by a shortage of drivers.

MIDAS RTA REVENUE/EXPENSES

Year	Revenue	Expenses
2013	\$990,489	\$962,306
2014	\$1,124,470	\$990,468
2015	\$1,158,656	\$973,540
2016	\$1,058,770	\$939,565
2017	\$956,777	\$903,673

Wright County Transit

Wright County Transit is a MIDAS RTA sub-provider. MIDAS provides the transit authority, buses, bus insurance, bus maintenance, and Drug and Alcohol program. MIDAS also provides Wright County with federal and state funds. Wright County provides their own drivers, dispatch personnel, and sets their own transit fares.

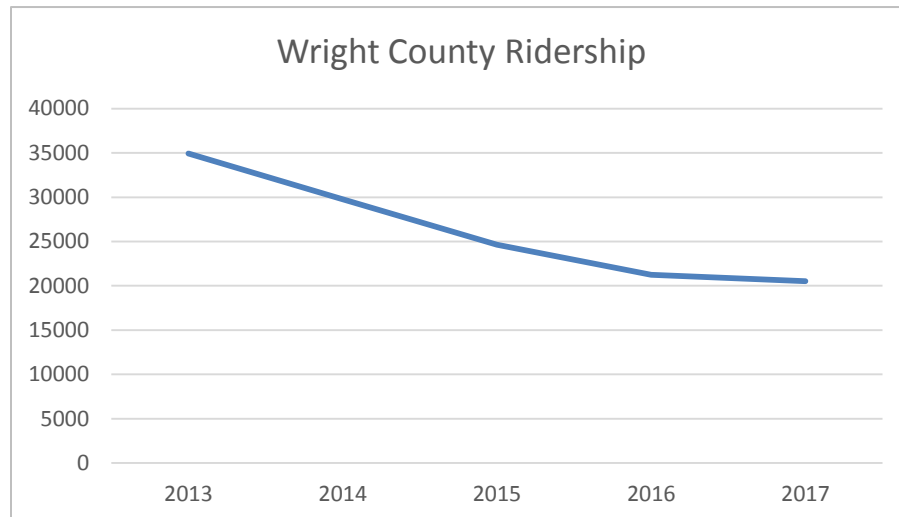
Wright County runs a demand response service. Services are provided Monday through Thursday from 8:00 a.m. to 4:00 p.m. and Friday 8:00 a.m. to 5:00 p.m. Fares for Wright County Transit are listed below.

Wright County Transit Fare Structure

	Adult	Student	Senior
Demand Response	\$2.50	\$2.00	\$2.00
Monthly Passes	N/A	NA	NA
Mileage Service	\$1.50/mile	\$1.50/mile	\$1.50/mile
Hourly Service	NA	NA	NA
Downtime	\$18.00/hour	\$18.00/hour	\$18.00/hour

In FY2017, Wright County provided 20,506 rides and 101,874 revenue miles, which is an average of 4.97 miles per ride.

Ridership has decreased 41% since FY2013. This decrease can be attributed to the loss of service to Mosaic which provides services to people with intellectual disabilities and to the changes with MCOs.



Needs

The Region V Passenger Transportation Plan (PTP) identifies transportation needs in the region. Information to develop the PTP is gathered from regional human service providers, the Region V Transit Subcommittee, representatives from DART, MIDAS Regional Transit, and Wright County Transit. Also, from surveys, Mobility Action Planning Transportation Advisory Group (MAPTAG) meetings and meetings with county human service groups and surveys.

Transit needs identified in previous Passenger Transportation Plans are listed below.

- Additional funding
- Expanded hours/days/area/service
- Affordability for everyone

- Transportation to non-emergency medical appointments in and out of the area.
- Lack of Funding/Resources
- Capital Expenditures to include: maintenance and replacement of agency facilities and vehicles, upgrade of fleets, surveillance cameras in vehicles, storage facilities for vehicles, Interactive Voice Response program for scheduling service.
- Lack of Volunteers
- Continued and improved coordination
- Need for general safety and driver training
- Marketing of service
- Central dispatch/information source (#2/3 tied)
- Accessibility of service
- Better coordination between service providers
- Accessing social service providers
- Attending training or education classes
- Maintaining existing service
- Lack of drivers to provide service

Priority Needs

One of the main reasons transit ridership has decreased is due to a lack of drivers to provide service. In some instances, service has had to be cut as there was not enough drivers to provide the service.

Without decent buses to provide transit service no matter how many drivers there are service will have to be reduced. Also, people do not like to ride on buses that are rusted and worn out which makes it hard to attract new riders.

Bus facilities are necessary to store buses to slow down the deterioration of the outside of the bus and to provide maintenance and cleaning facilities.

Increased/better communication between transportation service providers and MCOs is necessary in order to make sure timely transportation can be provided to Medicaid recipients and service does not get lost.

Funding

State Transit Assistance

This program provides state funding assistance to support and improve locally sponsored public transit programs.

Urban or regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible for funding. (Transit systems may be organized as public bodies or as private not-for-profit corporations.)

Public Transit Infrastructure Grant (PTIG) Program

PTIG provides state funding assistance to support vertical infrastructure needs of Iowa's public transit systems.

Urban or regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible for funding. (Transit systems may be organized as public bodies or as private not-for-profit corporations.)

Fixed Guideway Capital Investment Program (Section 5309)

(Bus and bus facilities projects are no longer funded under this section).

This is federal assistance for transit capital improvements including new and expanded rail, bus rapid transit, and ferry system projects that will expand the core capacity of existing fixed guideway corridors. The program also includes provision for streamlining aspects of the New Starts process.

"Direct recipients" within the meaning of FTA's Section 5307 Urbanized Area Formula Program, plus States may apply directly to Federal Transit Administration (FTA) are eligible for funding.

For more information Contact:
Federal Transit Administration, Region 7
901 Locust St.
Suite 404
Kansas City, MO 64106
Phone: 816-329-3920; Fax: 816-329-3921

Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

This program was established to provide federal funding for support of transit activities in rural areas and in urban areas, to serve the special needs of transit-dependent populations beyond traditional public transit services and Americans with Disabilities Act (ADA) complementary paratransit services.

Urban and regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible for funding. (Transit systems may be organized as public bodies or as not-for-profit corporations.)

Formula Grants for Rural Areas (Section 5311)

This program provides federal funding for support of transit activities in rural areas and in urban areas of less than 50,000 in population (operating, capital, planning, and job access and reverse commute assistance).

Urban transit systems less than 50,000 in population and regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible to apply for funding are eligible for funding. (Transit systems may be organized as public bodies or as private, not-for-profit corporations.)

Intercity Bus Assistance (Section 5311(f))

This program provides funds for: existing intercity bus routes that tie Iowa to the rest of the country; new feeder routes which will give smaller communities access to existing intercity routes; marketing for new or existing routes; and providers' efforts to upgrade equipment and facilities to become compliant with the Americans with Disabilities Act of 1990 (ADA). States must expend at least 15 percent of Sec. 5311 funds each fiscal year to develop and support intercity bus transportation.

Private intercity bus companies, public transit agencies and local communities are eligible are eligible for funding. Joint private/public applications are encouraged.

Bus and Bus Facilities (Section 5339)

Federal assistance to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities

Urban and regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible to apply for funding are eligible for funding. (Transit systems may be organized as public bodies or as private, not-for-profit corporations.)

For more information contact:
Federal Transit Administration, Region 7
901 Locust St.
Suite 404
Kansas City, MO 64106
Phone: 816-329-3920; Fax: 816-329-3921

Congestion Mitigation/Air Quality Program (CMAQ)

This program funds vehicle replacement projects.

Urban and regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible to apply for funding are eligible for funding. (Transit systems may be organized as public bodies or as private, not-for-profit corporations.)

State of Good Repair (Section 5337)

Federal assistance dedicated to repairing and upgrading rail transit systems along with high-intensity bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). (Replaced the Fixed Guideway Modernization Formula program).

“Direct recipients” within the meaning of FTA’s Section 5307 Urbanized Area Formula Program, plus States may apply directly to Federal Transit Administration (FTA) are eligible for funding. Must have operated fixed guideway public transportation facilities for at least seven years.

Iowa Clean Air Attainment Program (ICAAP)

This program funds highway/street, transit, bicycle/pedestrian, or freight projects or programs that help maintain Iowa’s clean air quality by reducing transportation-related emissions. Eligible highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors.

The state, a county or a city may sponsor an application or may co-sponsor for private, non-profit organizations and individuals. Transit systems may apply directly.

For more information/applications contact:
Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1713
www.iowadot.gov/systems_planning/icaap.htm

Surface Transportation Block Grant Program - transit

This Federal Highway Administration (FHWA) program provides flexible funding that may be used for transit projects.

Urban and regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible for funding. Transit systems may be organized as public bodies or as not-for-profit corporations.

For more information/applications contact:
Iowa Department of Transportation
Office of Program Management
800 Lincoln Way
Ames, Iowa 50010
515-239-1288

For all funding where no contact information is listed contact:
Iowa Department of Transportation
Office of Public Transit
800 Lincoln Way
Ames, Iowa 50010
Phone: 515-233-7870
Fax: 515-233-7983
www.iowadot.gov/transit

Rail

Rail has been operating in Iowa over 160 years. Rail service is an important part of Iowa's transportation system, moving people and freight from one end of the United States to the other.



Freight Rail

In 2015, Region V's rail commodity movements (inbound and outbound) totaled 50,860 tons with cereal grains being the top commodity carried. It is forecasted that this tonnage will increase to 71,903 tons by 2040 (Iowa DOT Office of Rail 2018). Though the number of rail miles has decreased in Iowa, the amount of freight hauled has increased.

Total Freight, All Modes: Units in thousands of tons

Commodity	2007	2015	2040
Cereal Grains	27,653	31,383	43,039
Animal Feed and Products of Animal Origin	4,364	5,169	7,682
Gravel and Crushed Stone	3,726	4,125	5,370
Other Agricultural Products	2,110	2,673	4,434
Live Animals and Fish	1,631	2,023	3,245
Nonmetallic Mineral Products	1,431	1,769	2,825
Waste and Scrap	1,018	1,135	1,502
Natural Sands	861	1,057	1,671
Fertilizers	718	717	0
Other Prepared Foodstuffs, Fats and Oils	708	811	1,131
Other Chemical Products	0	0	1,004
TOTAL	44,220	50,860	73,903

There are 18 freight railroads which operate in Iowa. Freight railroads are divided into three categories.

- Class I railroads are large, primarily long-haul national rail systems. Such railroads typically operate over thousands of route miles, employ thousands, and have revenues and capital budgets in the billions of dollars;
- Class II railroads are medium sized railroads that operate regional rail systems; and
- Class III railroads are commonly referred to as short lines and are switching or terminal railroads, which operate at the local level.

Rail service is provided in all of Region V's six counties. Three of Iowa's 18 railroads operate within the region: The Union Pacific Railroad Company (UP), the Canadian National Railroad Company, and the Iowa Northern Railway.

Union Pacific

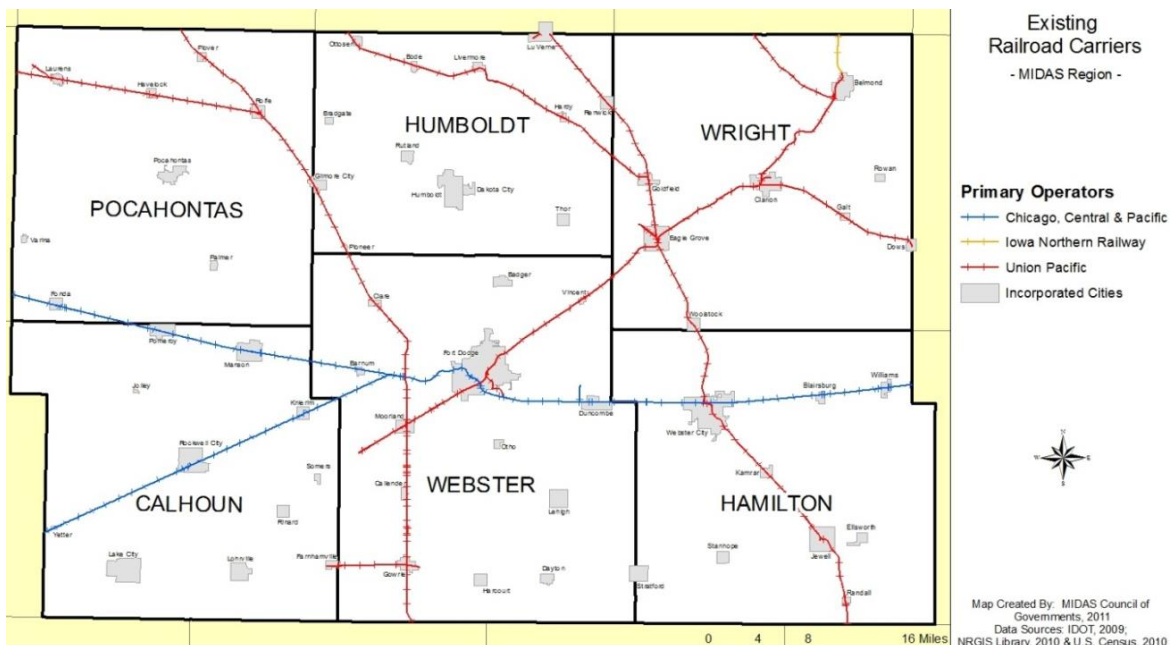
Union Pacific (UP) is the largest railroad in the United States. UP was chartered in 1862 and is based in Omaha, NE. In Iowa, the UP employs 1,706 and owns/leases/services 1,291 miles of track in Iowa, approximately 303.5 miles of which is in Region V. The UP hauls commodities such as chemicals, coal, food and food products, farm products, nonmetallic minerals, transportation machinery, and various other products. The UP hauls 0.1 to 4.7 million tons per mile in Region V annually.

Chicago, Central and Pacific Railroad

The Chicago, Central and Pacific Railroad (CC) was purchased by the Canadian National Railroad in 1999 and exists as a subsidiary of the Grand Trunk Corporation. The Grand Trunk Corporation is a subsidiary holding company for Canadian National Railway's properties in the U.S. The CC operates 558 miles of track in Iowa with 132.79 miles being in Region V. The CC hauls commodities such as coal, farm products, food products, and chemicals. The CC hauls between 5.15 to 9.17 million tons per mile in Region V annually.

Iowa Northern Railway

The Iowa Northern Railway (IANR) was incorporated in 1984 and is one of the first short-line railroads in the state. The railroad was originally owned by a group of grain elevator companies located along the line. The line was sold in 1994 to the current owners and maintains corporate headquarters in Cedar Rapids, Iowa. The IANR operates 169 miles of track in Iowa with 3.2 miles located in Region V. The main products handled by the IANR include grain, chemicals/fertilizers, food products, stone, ethanol, and machinery.



Abandonments

Federal law allows rails companies to discontinue or abandon common rail service on rail lines. To abandon rail service, rail companies have to get permission from the Surface Transportation Board (STB). To abandon rail service, a railroad has to certify that there has been no local traffic on the line for over two years and that overhead traffic can be routed over other lines; railroads must also certify no rail service has filed formal complaint. Several hundreds of miles of rail lines have been abandoned, sold, or leased to regional and short line railroads. Rail companies can also bank rail corridors to preserve the railroad right-of-way for future reactivation of rail service and to provide for recreational use such as hiking and biking.

Below is a chart showing railroad discontinuances and abandonments in the region that have been approved by the STB since 2014 as well as cases that are still pending.

Open/Closed	Railroad	Line Segment & Applicable Counties	Miles in Iowa	Initial Effective Date
Open	UP	Royal Industrial Lead near Laurens MP 475.15 to MP 477.00 to Pocahontas	1.95	9/22/2012
Open	UP	Thornton Industrial Lead near Belmond (northeast from 4 th Ave NE) MP 30.02 to MP 29.52 Wright	0.50	7/4/2013

Passenger Rail

Currently there is no passenger rail in the region. The Iowa Department of Transportation is considering various passenger rail initiatives and studying others. One of the routes which may be studied would be the extension of a Chicago-Dubuque service west to Waterloo/Cedar Falls, Fort Dodge, Cherokee, and Sioux City. See the Existing and Potential Passenger Rail Routes below.

Existing and Potential Passenger Rail Routes Serving Iowa



Safety

Rail Injury Type	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Total Incidents	275	252	283	267	187	208	195	167	163	164
Deaths	10	8	12	7	10	5	11	7	13	9
Injuries	166	125	153	160	101	119	122	88	96	98

Source: FRA Office of Safety Analysis

Rail accidents over the last ten years have decreased over 40% in Iowa with injuries and deaths from these accidents down 39%. Train derailments are the number one type of train accidents (80%) with most accidents occurring at rail yards (64%). At grade crossing incidents accounted for over 22% of railroad deaths/injuries which is 36% less than in 2005.

The Iowa DOT developed a State Highway-Rail Grade Crossing Action Plan to focus on safety at highway-rail at-grade crossings. This plan identifies specific solutions to reduce collisions at railroad crossings between railroads trains and vehicles/pedestrians. Action items identified in the plan include increased education, engineering, enforcement, and funding.

Needs/Issues

The 2017 Iowa Railroad System Plan and the Iowa In Motion 2045 Transportation Plan identified current and emerging issues which affect Iowa rails system. The issues identified are the same issues faced by the MIDAS region. It is felt that the issues identified will need to be addressed over

the next decade in order for Iowa's railroad system to continue to meet Iowa's transportation needs.

The issues identified for freight include:

- Upgrades to accommodate heavier railcars
- Enhanced railroad Access
- Reduction of bottleneck
- Additional funding
- Additional rail capacity
- Additional rail spurs
- Growing delays and conflicts
- Rail infrastructure and crossing safety
- Changing transportation

Funding

Various state and federal funding programs are available to compliment local funding for railroad projects. Funding programs are identified below.

Railroad Revolving Loan and Grant Program

This state loan and grant program was established to build or improve rail infrastructure or facilities that will spur economic development and job growth and aid railroads for the preservation and improvement of the rail transportation system.

Those eligible to request funds include:

- businesses and industries
- railroads
- local governments
- economic development agencies

Highway-Railroad Crossing Safety Program

This federally funded program improves the safety of public highway-railroad grade crossings.

Railroad companies and public road jurisdictions can request funding.

Highway-Railroad Crossing Surface Repair Fund

This program assists railroad companies and public road jurisdictions with rebuilding public highway-railroad grade crossing surfaces in Iowa.

Railroad companies or other private entities, such as grain elevators, that own a railroad track; and public road jurisdictions are eligible for funding.

Railroad Rehabilitation and Improvement Financing Program

This federal program was established to provide direct loans and loan guarantees to:

- acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops;
- refinance outstanding debt incurred for those purposes; or

- develop or establish new intermodal or railroad facilities.

Those eligible to request funding include railroads, state and local governments, government-sponsored authorities and corporations, joint ventures that include at least one railroad, limited option freight shippers who intend to construct a new rail connection

Iowa Clean Air Attainment Program (ICAAP)

This program funds highway/street, transit, bicycle/pedestrian, or freight projects or programs which help maintain Iowa's clean air quality by reducing transportation-related emissions. Eligible highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors.

The state, a county or a city may sponsor an application or may co-sponsor for private, non-profit organizations and individuals. Transit systems may apply directly.

More information/applications for ICAAP contact
Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1713
www.iowadot.gov/systems_planning/icaap.htm

Linking Iowa's Freight Transportation System (LIFTS) Program

This program provides funding for freight projects that have economic and public benefit by enhancing the shipment of freight but are typically ineligible for state or federal highway funding.

A transportation provider, transportation user, city, county, or any other entity with an interest in a freight transportation improvement is eligible to apply for funding.

More information/applications for LIFT funding contact:
Iowa Department of Transportation
Laura Hutzell
515-239-1066
Laura.hutzell@iowadot.us

For more information/applications on funding where a contact is not listed contact:
Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, IA 50010
515-239-1549
www.iowarail.com

Roads and Bridges

Highways and streets serve as the largest transportation system in the region. Highways and streets allow for the movement of people and goods by vehicle over short and long distances. Air, rail, trail, and transit systems all require the use of roads and highways. Interstates and highways in Iowa make up the

primary road network while major/minor arterials and collectors form the secondary road system that connects primary roads to local streets and roads.

There are 6,974.48 miles of roadway in the region.

Functional Classification

Every roadway has a functional classification. The degree to which a roadway provides access and/or mobility determines its functional classification. The US Department of Transportation, Federal Highway Administration, Highway Functional Classification Concept, Criteria and Procedures manual definitions of the various classifications are:

Interstate is the highest classification of arterials and were designed and constructed with mobility and long-distance travel in mind. These arterials are designated by the Secretary of Transportation.

Principal Arterial – Urban serve major activity centers, have the highest traffic volume corridors and longest trip demands. These roads carry a high portion of the total urban travel on minimum road mileage. The roads interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban areas and movements through the urban are and serve demand for intra-area travel between the central business district and outlying residential areas.

Principal Arterial – Rural serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. These roads connect all or nearly all urbanized areas and a large majority of Urban Clusters with population of 25,000 and over. They provide an integrated network of continuous routes without stub connections (dead ends).

Minor Arterials – Urban interconnect and augment the higher-level Arterials. The roads serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials. They distribute traffic to smaller geographic areas than those served by higher level Arterials and provide more land access than Principal Arterials without penetrating identifiable neighborhoods. These roads provide urban connections for Rural Collectors.

Minor Arterials - Rural link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service. They are spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway. These roads provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement

Major Collector - Urban serve both land access and traffic circulation in *higher* density residential, and commercial/industrial areas, they penetrate residential neighborhoods, often for significant distances. The roads distribute and channel trips between Local Roads and Arterials, usually over a distance of *greater than* three-quarters of a mile. Their operating characteristics include higher speeds and more signalized intersections

Major Collector - Rural provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas. These roads link these places with nearby larger towns and cities or with Arterial routes and serve the most important intra-county travel corridors

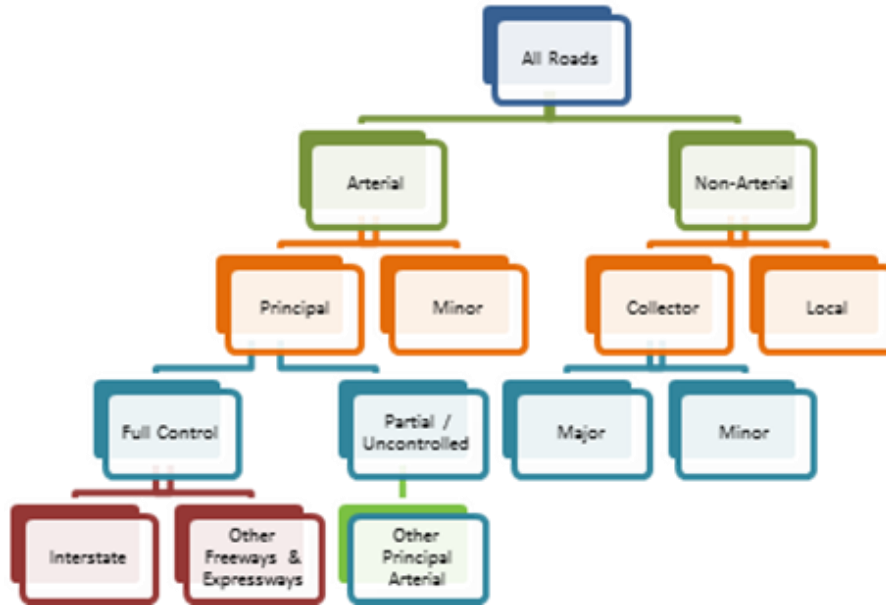
Minor Collector – Urban serve both land access and traffic circulation in lower density residential and commercial/industrial areas. They penetrate residential neighborhoods, often only for a short distance. These roads distribute and channel trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile. Their operating characteristics include lower speeds and fewer signalized intersections

Minor Collector - Rural are spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector. They provide service to smaller communities not served by a higher-class facility and link locally important traffic generators with their rural hinterlands

Local – Urban provide direct access to adjacent land, provide access to higher systems, carry no through traffic movement, and constitute the mileage not classified as part of the Arterial and Collector systems

Local – Rural serve primarily to provide access to adjacent land, provide service to travel over short distances as compared to higher classification categories and constitute the mileage not classified as part of the Arterial and Collector systems

Federal Functional Classification Decision Tree



Source: FHWA and CDM Smith

Only 3.4% of the roads in the region are classified as interstate or principal arterial. There are 29 miles of Interstate within the region. Interstate 35 runs through the eastern portion of Hamilton and Wright Counties. The rural area of the region has 2 principal arterial roads, US Highway 20, which runs east and west through Hamilton, Webster, and Calhoun Counties, and US Highway 169, which runs north and south through Webster and Humboldt counties. The chart and map below list the mileage in the region in terms of functional classification.

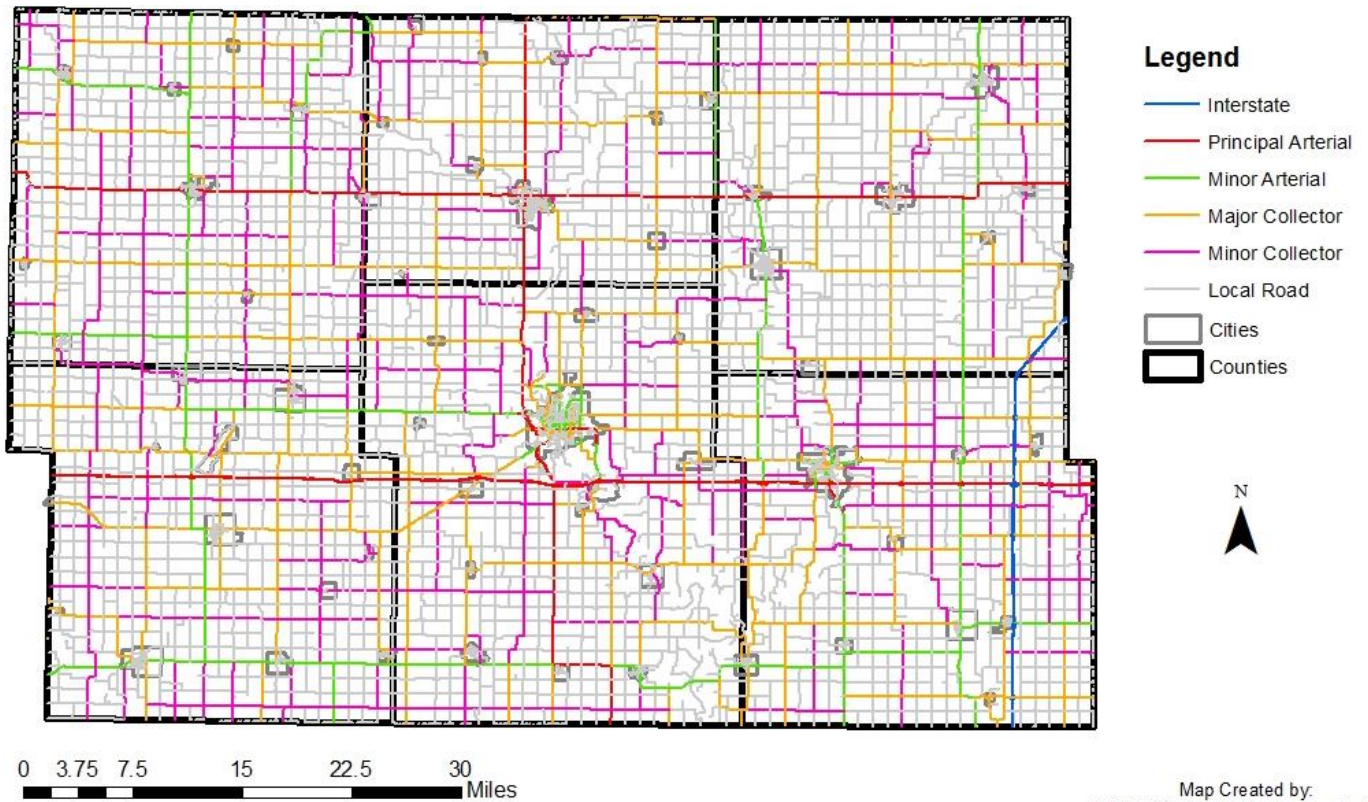
RURAL FUNCTIONAL CLASSIFICATION (As of July 1, 2015)

Classification	Miles
Interstate	29.2
Principal Arterials	185.07
Minor Arterials	283.51
Major Collectors	925.85
Minor Collectors	922.78
Local	4,321.33
TOTAL	6,667.74

**CITY FUNCTIONAL CLASSIFICATION
(Humboldt Area, Fort Dodge and Webster City)
(As of July 1, 2015)**

Classification	Miles
Interstate	0
Principal Arterials	21.79
Minor Arterials	42.72
Collectors	36.83
Local	205.40
TOTAL	306.74

Region V 2018 Federal Functional Classification of Roads



Map Created by:
MIDAS Council of Governments, 2018
Data Sources: Iowa DOT 2018,
US Census 2010

Only roads classified as Minor Collectors or above can qualify for regional Surface Transportation Block Grant Funding. Only 35% of the roads in the region qualify for these funds. Most cities have at least one road which would qualify for these funds, however, most smaller cities do not apply for these funds.

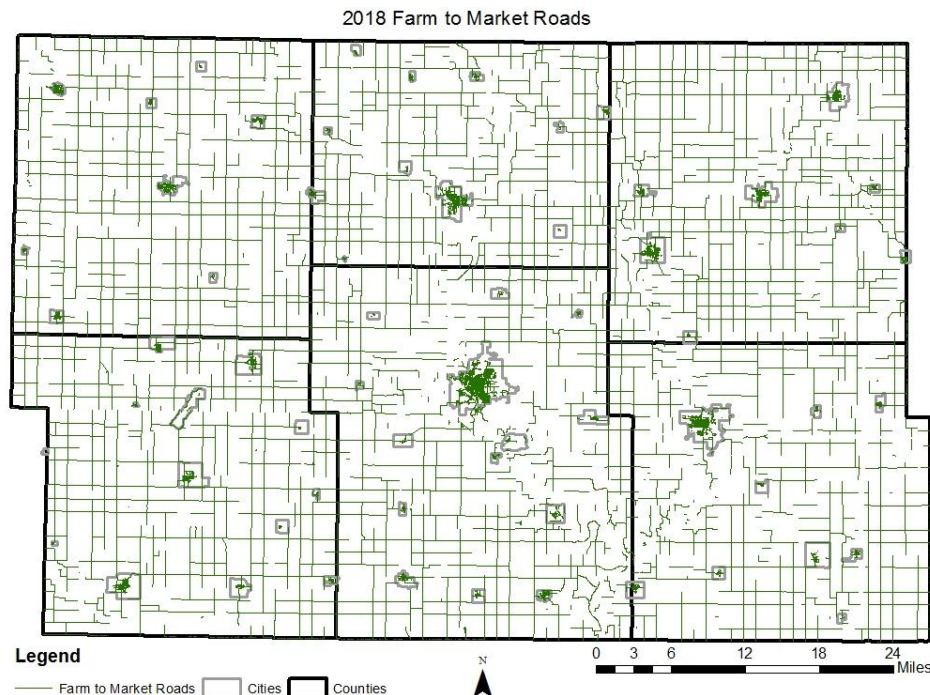
Secondary Roads

Most of the roads in the region are not primary roads but secondary roads. These roads fall under the authority of the counties and connect the primary roads to the more rural area of the region. The Secondary Road System in the region consists of over 86% of the region’s road mileage. Farm to market roads make up 31% of the Secondary Road System. These roads are under county authority

and include roads which provide service for short-distance intracounty and intercounty traffic as well as provide connections between area service roads and other secondary and primary roads.

Roads which make up the Secondary Road System have several different surface types. Surface type can influence the amount of travel on the road and the cost to maintain the road. Over 77% of the secondary roads in the region have a gravel surface and only 21% of the secondary road mileage is hard surfaced.

Area	Earth	Gravel	Bituminous	Asphalt	PCC	Total
Calhoun	5.609	803.698	2.846	91.212	85.101	988.466
Hamilton	1.741	714.829	0.000	183.491	32.408	932.469
Humboldt	0.650	516.868	0.248	182.345	20.736	720.847
Pocahontas	17.623	796.359	0.000	91.345	103.181	1,008.508
Webster	2.944	867.888	7.954	273.643	28.763	1,181.192
Wright	2.128	793.011	0.546	137.453	31.235	964.373
TOTAL	30.695	4,492.653	11.594	959.489	301.424	5,795.855



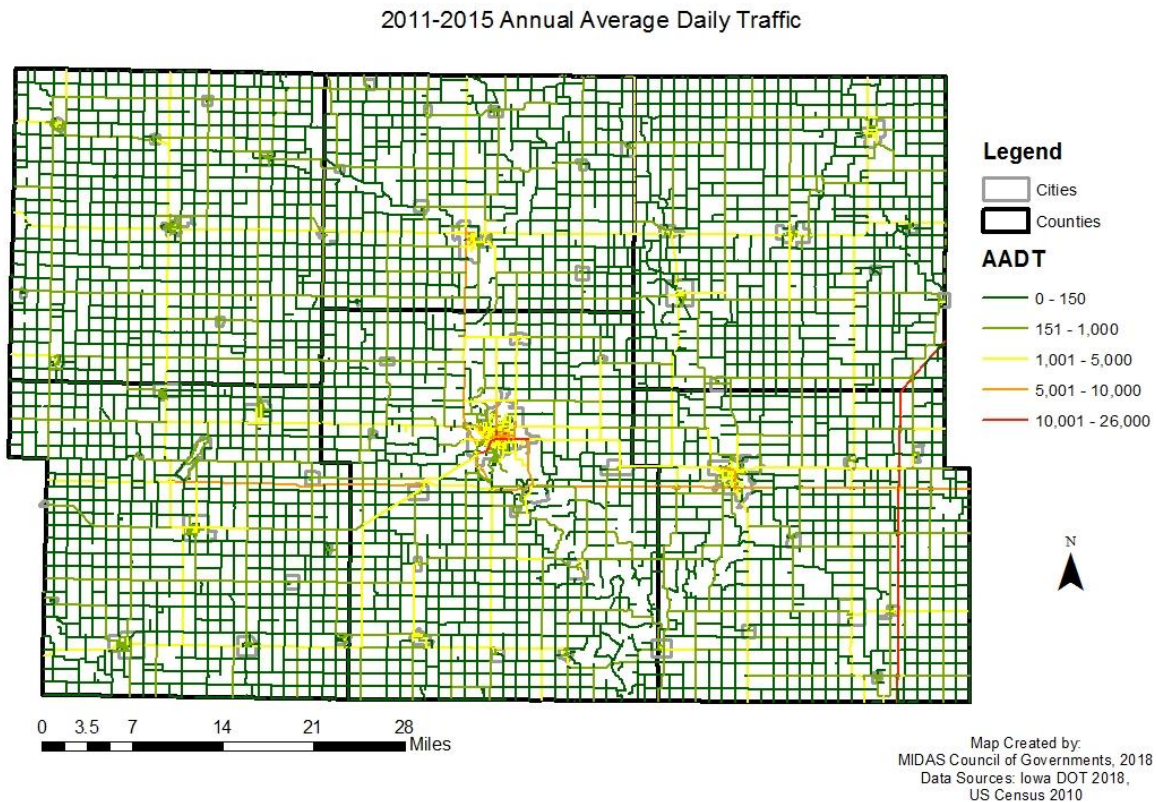
Map Created by: MIDAS Council of Governments, 2018
 Data Sources: Iowa DOT 2018, US Census 2010

Annual Daily Traffic

Road use is often measured by the approximate number of vehicles per day on a road section over a period of one year, which is called Average Annual Daily Traffic (AADT). AADT information is updated every four years with the Iowa Department of Transportation completing a quarter of the state in that four-year period of time. Some cities and counties update their AADT more often. Counties have had their AADT completed four times in the last 13 years.

The roads in the region with the highest 2015 AADT include I-35 through Wright County with an AADT up to 15,400, US 20 (AADT up to 9600) and US 169 (AADT up to 6000). Higher AADT determine at what level roads will be built and can affect road maintenance.

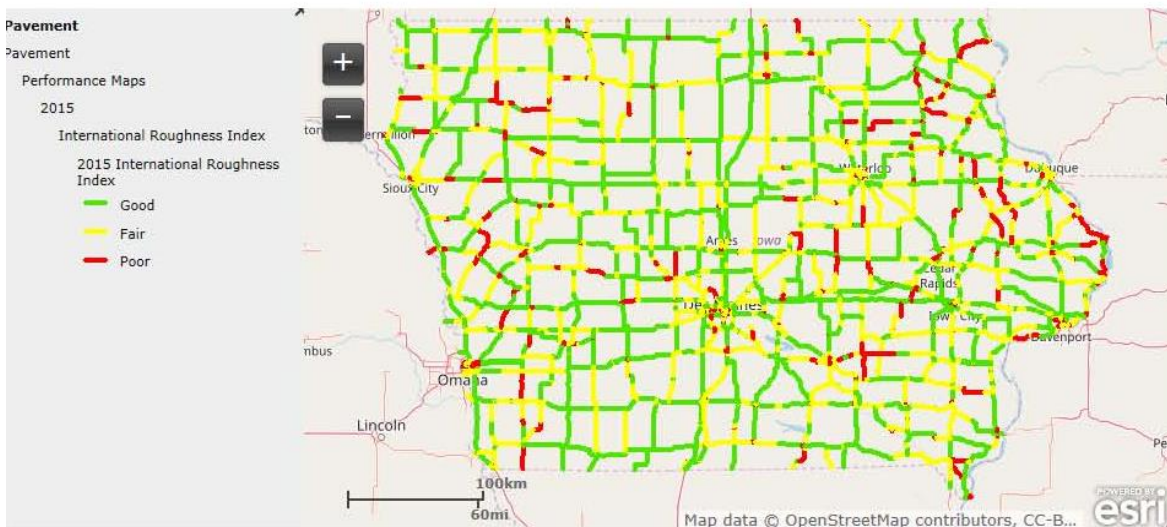
The map below shows the AADT for the roads in the region. (County Annual Average Daily Traffic maps can be found in the appendixes.)



Pavement Conditions

A roadway's pavement condition is an important factor. Deteriorating pavement can be unsafe and be a contributing factor to crashes. One indicator of payment condition is the smoothness of the ride. Smoothness is an indicator of the over health of the payment. How smooth the road is can change with the season.

The State uses a standard measure of payment smoothness mandated by the federal government called the International Roughness Index (IRI). The IRI gives all primary routes an indicator of good, fair, and poor. Below is an IRI map of Iowa.



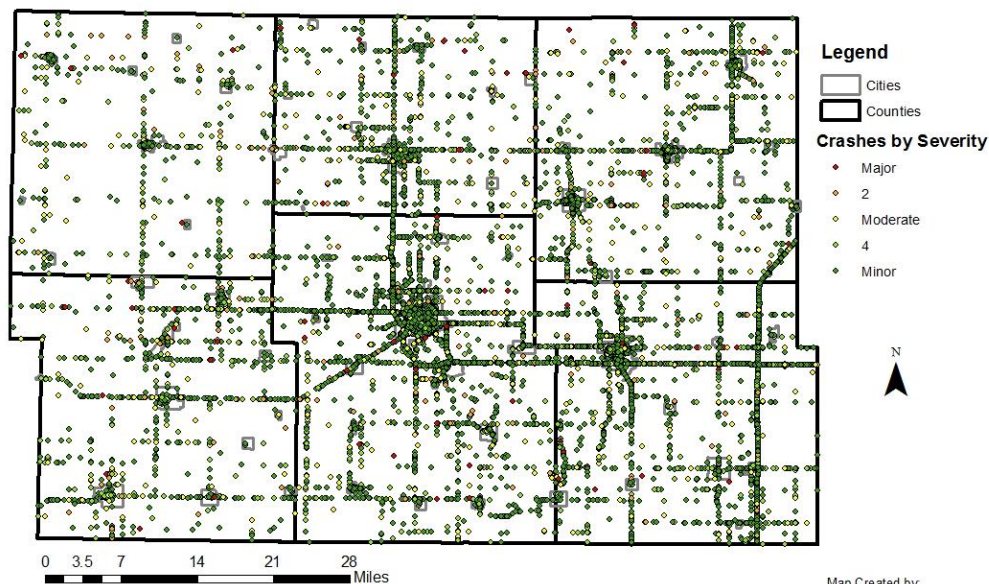
In the region, paved roads are reviewed regularly for structural degradation. These regular reviews help the county engineers in the region determine which road segments to include in their five-year transportation program.

Primary roads, (I-35, US Highways 20 and 169, IA Highways 3, 4, 7, 10, 15, 17, 69 and 175) are the responsibility of the Iowa Department of Transportation (IDOT). The IDOT uses many tools in determining where to put their road maintenance and construction funds.

Crash Data

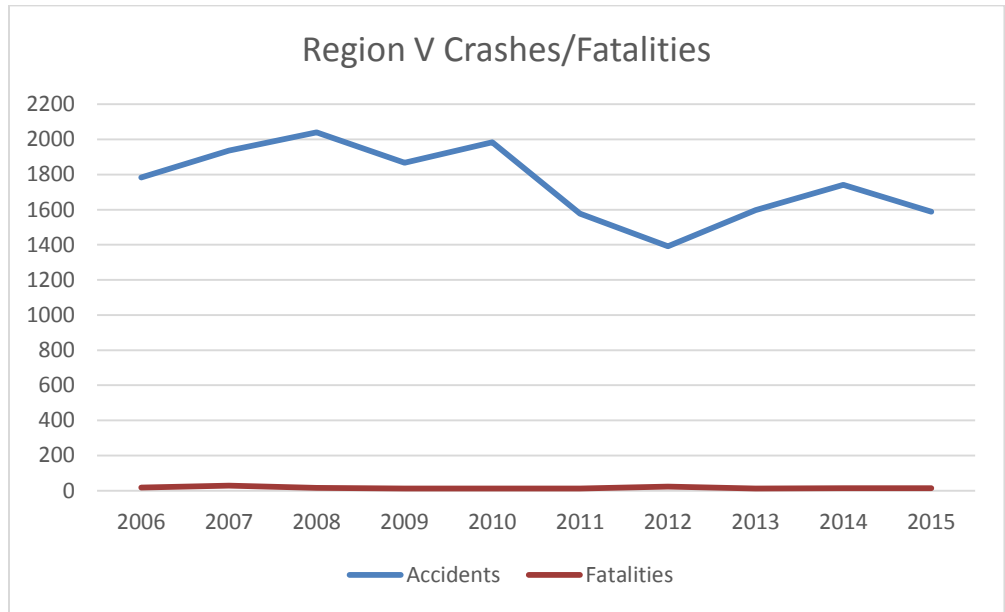
Contributing factors to roadway crashes can include road design, pavement condition, vehicle condition, driver behavior, driver condition (physical) and animals on the roadway. The map below identifies all crashes in the region between 2006 and 2015 by severity.

Crashes by Severity from 2006-2016



Map Created by:
MIDAS Council of Governments, 2018
Data Sources: Iowa DOT 2018,
US Census 2010

Crashes in Region V have decreased 10% in the past 10 years; however, the number of fatalities has stayed almost the same (average of 17 per year). As previously stated there have been 166 fatal crashes in the region in the last 10 years and 55% of those were located on the secondary road system. Counties in the region are trying new ways to increase safety of the roads like rumble strips in the center of the road and improved signage. (Crash information was obtained from the Iowa Department of Transportation 2006-2015).



Source: IDOT Safety Bureau

Bridges

Bridges located on primary roads are maintained by IDOT. Cities and counties are responsible for bridges within their authority that are not located on a primary road. Region V has 372 bridges that are the responsibility of the local jurisdictions. In the region only 4.3% of the bridges are in incorporated cities and the remainder are in the unincorporated area of the counties.

Iowa uses the Bridge Condition Index to identify the overall condition of a bridge. This index considers structural condition, load carrying capacity, horizontal and vertical clearances, width, traffic level, type of roadway it serves, and the length of out-of-distance travel if the bridge were closed. If a bridge is considered in good condition, it is adequate for today's traffic and vehicle loads. If a bridge is in poor condition, it is not unsafe; however, it should be considered for repair, replacement, restricted posting, weight limits, or monitoring.

A functional obsolete bridge is where the geometrics of the bridge in relation to the geometrics required by current design standards are not met. The bridge may have been built to design standards at the time but changing standards can make a bridge functionally obsolete. Changing traffic demands on a bridge can also make a bridge functionally obsolete. The magnitude of

these deficiencies determines whether existing conditions cause a bridge to be classified as functionally obsolete.

A structurally deficient bridge is one where significant load carrying elements are found to be in poor or worse condition due to deterioration and/or damage, or the adequacy of the waterway opening provided by the bridge is determine to be extremely insufficient to a point of causing intolerable traffic interruptions. Just because the bridge is deficient doesn't mean it is ready to collapse or is unsafe. If a bridge is determined to be unsafe, the structure must be closed.

Bridges are inspected on a 12 month to 24-month cycle. The inspections determine the bridge's sufficiency rating. The SI&A rating is a measure of major components of the structure relative to current structure standards. Bridges are rated on a scale of 0 – 100 (0 worst and 100 best).

More than 60% of the region's bridges are structurally deficient and only 4% are functionally obsolete. Bridge data provided by the IDOT is listed below.

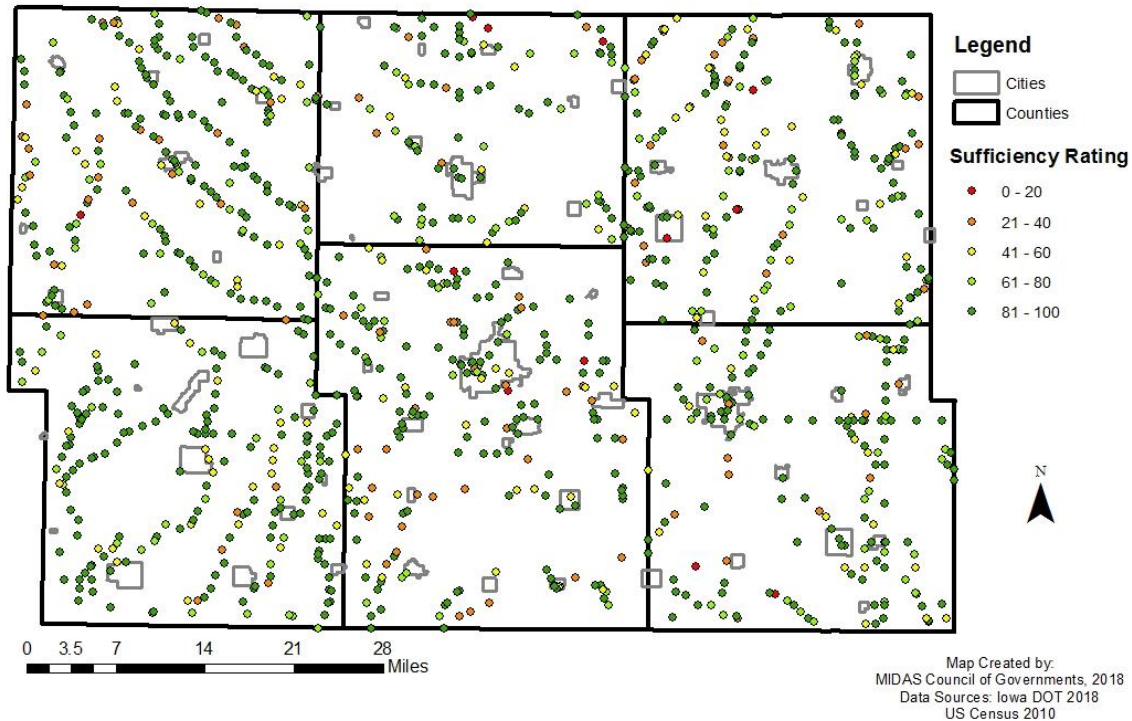
REGION V BRIDGES

Jurisdiction	# of Bridges	# Bridges Functionally Deficient (Unofficially)	# Bridges Functionally Obsolete (Unofficially)
Calhoun	57	31	1
Hamilton	49	29	0
Humboldt	39	14	3
Pocahontas	69	50	3
Webster	66	47	0
Wright	76	49	6
Dayton	1	0	0
Eagle Grove	1	1	0
Fort Dodge	5	4	0
Livermore	1	0	0
Pocahontas	1	0	0
Rutland	1	0	1
Webster City	6	1	1
TOTAL	372	226	15

**Source: Iowa Department of Transportation Office of Bridges and Structures 2018 (does not include state owned bridges)*

To qualify for bridge rehabilitation funding, a bridge must have a Sufficiency Rating less than 80. Bridge replacement candidates must have a Sufficiency Rating of 60 or less. In the region, all but one (99.7%) bridge qualifies for rehabilitation and 240 (64.5%) qualify for replacement. The map below shows the locations and sufficiency ratings of the bridges in the region.

2018 Bridge Sufficiency Rating



Needs/Issues

The region has identified the following road/bridge needs

- Maintenance of roads/bridges to a level acceptable and safe to the traveling public
- Additional funding is needed to maintain acceptable and safe condition ratings for roadways and bridge structures
- Lowering the percentage of local matching funds to state and federal funds
- Road and Bridge funding must be distributed equitably throughout the state
- Many high-cost bridge structures have major deficiencies
- Safety needs exist on the system
- State rolling back city taxes reducing city revenues which may be used for roads
- Increased size of farm equipment on roads/bridges
- Increased volume of oversized loads traveling on roads/bridges
- Increasing cost has reduced what communities spend on road resurfacing
- Increased truck traffic due to construction and operations of ethanol plants and agricultural activities
- Maintain funding for on and off system bridges
- Increased vehicle rating requirements
- Increasing size and weight of vehicles

Funding

In Iowa there are various sources of funding available for roads and bridges. See below for a listing of some of the available funding.

Revitalize Iowa's Sound Economy (RISE)

This state program was established to promote economic development in Iowa through construction or improvement of roads and streets. Iowa cities and counties are eligible for this funding.

For more information/applications contact:
Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1738
www.iowadot.gov/systems_planning/rise.htm

Highway Bridge Program (STBGP set-aside)

Using a set-aside of Surface Transportation Block Grant Program funds, this federal program provides for the replacement or rehabilitation of structurally deficient or functionally obsolete public roadway bridges.

Any agency with public road jurisdiction can request funding.

For more information/applications contact:
Office of Local Systems
- Secondary roads engineer (county projects)
- Urban engineer (city projects)
800 Lincoln Way
Ames, IA 50010
515-239-1506 (county projects)
515-239-1291 (city projects)
www.iowadot.gov/local_systems/publications/im/2020.pdf

Iowa Clean Air Attainment Program (ICAAP)

This program funds highway/street, transit, bicycle/pedestrian, or freight projects or programs which help maintain Iowa's clean air quality by reducing transportation-related emissions. Eligible highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors.

The state, a county or a city may sponsor an application or may co-sponsor for private, non-profit organizations and individuals. Transit systems may apply directly.

For more information/applications contact:
Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1713
www.iowadot.gov/systems_planning/icaap.htm

Surface Transportation Block Grant Program (STBGP)

This federal program was established to:

- aid public road jurisdictions with funding for roads on federal-aid routes
- bridges on any public road
- provide funding for transit capital improvements (see also “STBGP - transit” on page 59);
and
- provide funding for transportation planning activities.

Eligible entities are any public agencies with public road jurisdiction, public transit responsibilities or transportation planning responsibilities.

For more information/applications contact: The appropriate RPA/MPO

County and City Bridge Construction Fund

Construction or replacement of public roadway bridges. Iowa counties and cities can request funding.

For more information/applications contact

Iowa Department of Transportation
Office of Local Systems
- secondary roads engineer (county projects)
- urban engineer (city projects)
800 Lincoln Way
Ames, IA 50010
515-239-1506 (county projects)
515-239-1291 (city projects)
www.iowadot.gov/local_systems/publications/im/2020.pdf

Federal Lands Access Program

Provide funding for projects that are located on or adjacent to, or that provide access to, federal lands (public highway, road, bridge, trail, or transit system)

State, tribal, or local governments that title or maintain a federal lands access transportation facility may request funding

For more information/applications contact:

Iowa Department of Transportation
Office of Program Management
800 Lincoln Way
Ames, IA 50010
515-239-1409

Trails

In Region V recreational hiking, biking, and walking trails are very popular in the region. There are over 140 miles of trails in the region. Over 39 miles of trails in the area are located in Brushy Creek State Recreation Area which is a 6,000-acre state park. Brushy Creek trails can accommodate biking, hiking, snowmobiling, cross country skiing, and equestrian users.

Regional Trails

Some of the trails in the region are listed below.

Three Rivers Trail

Spanning across three counties of RRegion 5, the Three Rivers Trail goes from Wright County's Eagle Grove to Pocahontas County's Rolfe and passes through several towns and cities in Humboldt County. Generally, a crushed limestone trail with some areas being paved, the Three Rivers Trail measures about 40 miles in length and 8 feet in width the whole way. The Three Rivers Trail may see expansion in its length with the development of the Pocahontas Trails System and in future trail development of the regional trails systems. This trail is a great asset to Region V and allows for various methods of use included walking/running, biking, snowmobiling, and more.



Dragoon Trail

A trail with great historical significance, the Dragoon Trail commemorates and follows the path along the Des Moines River taken by the American Dragoons. Today, trail users can travel the same path the Dragoons did from the southern end of Lake Red Rock near the famed Coal Ridge Church, up through Des Moines, and ending either on its western fork of Fort Dodge or the eastern fork of Webster City.



Laurens Trails

Located on the southern and eastern edge of Laurens, along the Highway, Laurens Prairie Preservation Trail, Sportsman's Park Trail, and Prairie Park Trail are 8 feet to 12 feet wide, crushed limestone trails that run 1.9 miles in length. With plans in the Pocahontas Trails Plan to connect these trails to the edge of Buena Vista County and eventually link with the Three Rivers Trail, the Laurens Trails stands as a mark of Iowa's natural beauty with a vision of expanding its alternative transportation.

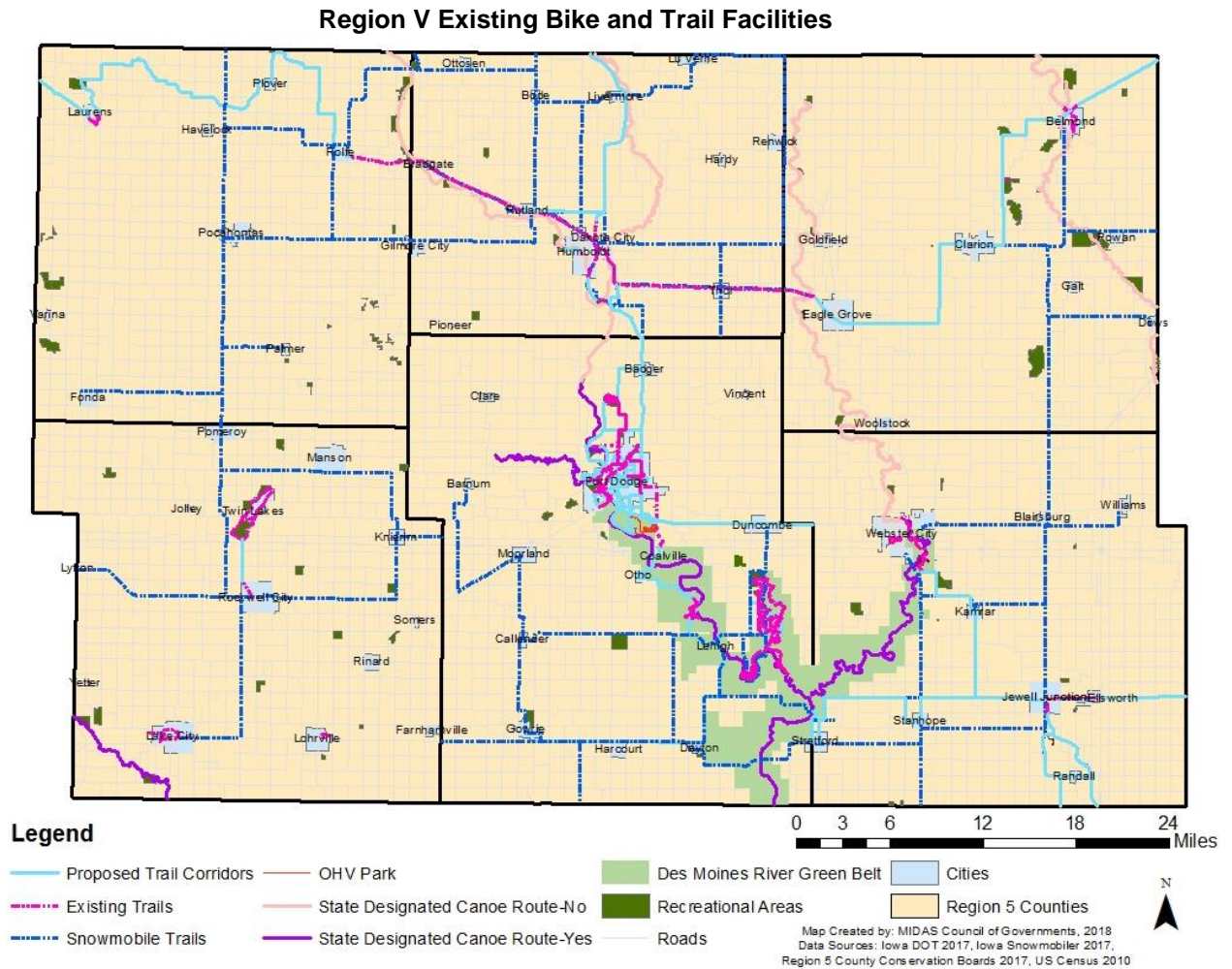
Soldiers Creek Trail

The Soldier Creek Nature Trail South is a shared-use asphalt trail that runs for 1.2 miles. This trail then connects to the Solider Creek Nature Trail North which is a 10-foot-wide shared-use gravel path. The path is along the bed of the abandoned Chicago and North Western railroad lines that run through Fort Dodge.



Brushy Creek Trails

A map of the existing trails in the region is shown below.

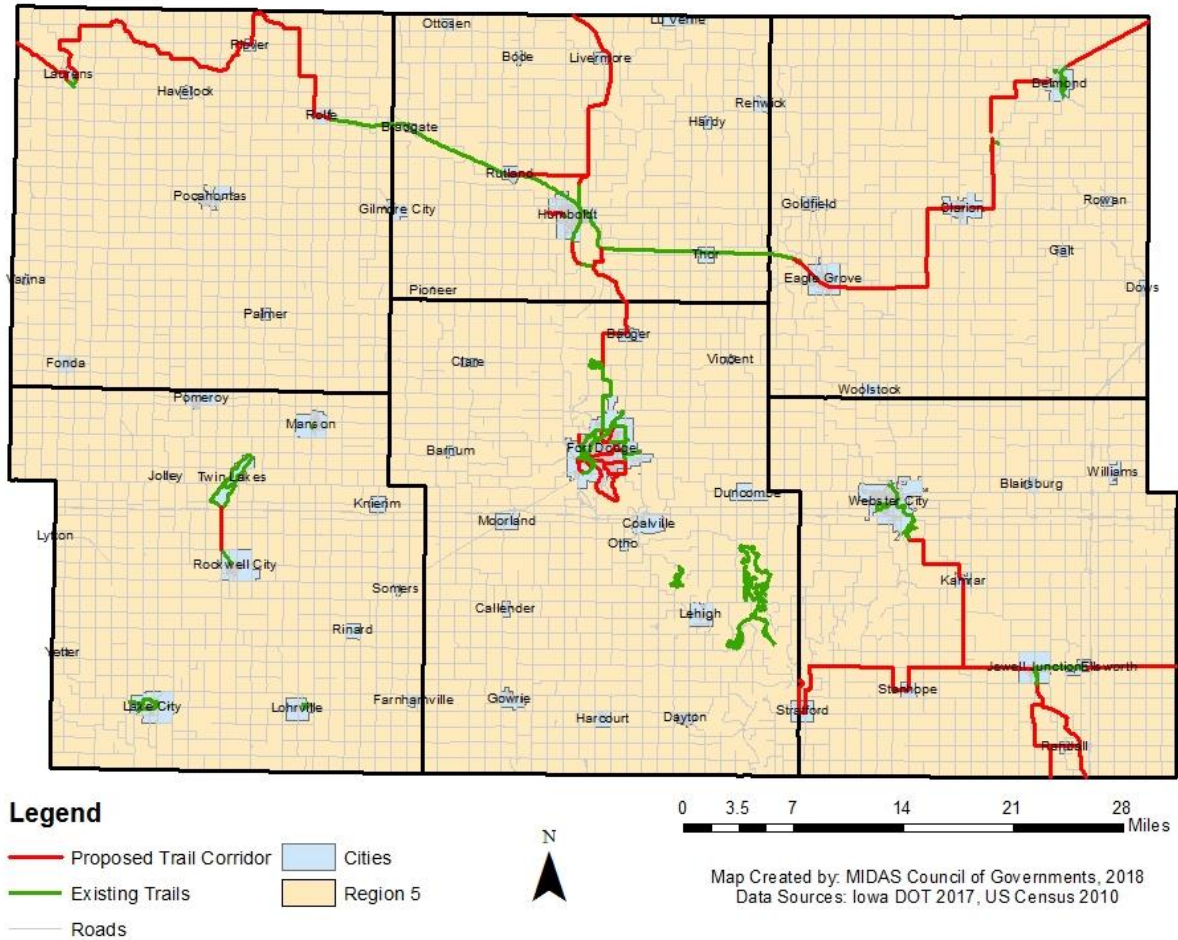


Note: Trails in Hamilton County are not all shown.

Regional Proposed Trails

The Region V Trail plan has identified several proposed trails in the region. This plan was developed with the help of the county conservation directors, the parks and recreation directors from Fort Dodge and Webster City, county trails plans, and a trails survey where 600 responses were received. A map of the proposed trails is listed below.

Region 5 Proposed Trail Network



Needs

The trails survey put out by MIDAS Council of governments identified five areas where improvement is needed.

- Increasing the number of trails
- Adding more access points
- Connecting to other trails and communities
- Better advertisement of trails
- Improving the safety for trail users

Funding

Resource Enhancement and Protection Program

REAP is to be used for Corridor Protection and Greenway Establishment. REAP can provide 100% grants to cities and counties for open space protection and passive outdoor recreation. Passive recreational activities include activities like walking, jogging, biking, photography, cross country skiing, and canoeing.

State Recreational Trails Program

Used to generally fund public recreational trails, the State Recreational Trails Program requires a 25% local match and the trail must be maintained as a public facility for a minimum of 20 years. Proposed projects must be part of a statewide, regional, area wide, or local trail plan.

For more information contact:
Iowa Department of Transportation District Planners
www.dot.state.ia.us

Land and Water Conservation Fund

This may be used in the funds for Trail development and amenities along the trail, the Land and Water Conservation Fund provides 50% grants for acquisition and development of outdoor recreation areas and facilities. Grants are made to the State of Iowa or its political subdivisions.

Recreation Infrastructure Grant Program

Provides grants to cities, counties, organizations, and associations for repair, renovation, and/or replacement of vertical infrastructure and trails, the Recreation Infrastructure Grant Program can help maintain and ease the cost of repair.

Region V Transportation Alternative Program (TAP)

Funds can be used for construction, planning or design of on-road and off-road trail facilities for pedestrians, bicyclists, other and non-motorized forms of travel; infrastructure-related projects and systems that will provide safe routes for non-drivers.

For more information contact:
MIDAS Council of Government
602 1st Avenue S
Fort Dodge, IA 50501
(515) 576-7183 ext. 212
shelgevold@midascog.net

National Recreational Trails Fund

The National Recreational Trails Fund is a federal granting program with a 50% local match. It can be used to construct and maintain motorized and non-motorized recreational trail and trail related projects. Proposed Projects must be identified in the Statewide Comprehensive outdoor Recreation Plan or the State Trails Plan.

Federal Transportation Enhancements Program

Fixing America's Surface Transportation, also known as FAST, funds enhancement or preservation activities of transportation related projects. Trail projects may fall into one of three categories: trails and bikeways, historic preservation, or scenic and natural resources. A 20 to 30% local match is required, depending on whether the project has regional or statewide significance.

Contact Information: Iowa Department of Transportation District Planners. www.fws.gov

The Rivers and Trails Conservation Assistance Program

The Rivers and Trails Conservation Assistance Program was established in response to increased public demand to conserve rivers and provide trail opportunities.

Contact Information: National Park Service
<https://www.nps.gov/orgs/rtca/index.htm>

American Greenways Kodak Award Program

American Greenways Kodak Awards Program, administered by the Conservation Fund, provides grants of \$500 to \$2,500 to local greenways projects. Grants can be used for almost any activity that serves as a catalyst for local greenway planning, design, or development.

Contact Information: Conservation Fund
<http://www.rlch.org/funding/kodak-american-greenways-grants>

Enhance Iowa

The Enhance Iowa is a program of four combined funds, being Enhance Iowa, Community Attraction and Tourism (CAT), River Enhancement Community Attraction and Tourism (RECAT), and Sports Tourism. The program funds projects available to the general public for public use and are primarily vertical infrastructure (land acquisition and construction, major renovation and major repair of buildings, all appurtenant structures, utilities, site development, and recreational trails). Some trails may meet the criteria.

For more information contact:

Iowa Department of Economic Development
(515) 725-3043
<http://www.iowaeconomicdevelopment.com/Community/EnhanceIowa>

The National Trails Fund

The National Trails Fund was established to provide grants to trail organizations working to establish, protect and maintain America's foot trails. Grants will be awarded to trail organizations and other non-profits with a trail-related focus. Grants will typically be limited to \$1,000 to \$10,000 amounts.

For more information contact: American Hiking Society
<https://americanhiking.org/national-trails-fund/>

Community Facilities Loans

Community facilities loans fund the construction, enlargement, extension, or otherwise improvement of community facilities. Trail benefits could include improved access through utilities extensions.

For more information contact: Community Facilities Loan
www.rurdev.usda.gov

Snowmobiles Grants

The DNR Snowmobile Trail grants offer funding for the development of riding areas, trail maintenance, equipment purchases, trail groomers, insurance, and land acquisitions.

For more information contact: Iowa Department of Natural Resources

<http://www.iowadnr.gov/Things-to-Do/Snowmobiles/Snowmobile-Grants>

ATV Trail Grants

The DNR ATV Trail grants offer funding for the development of public riding areas, trail maintenance, equipment purchases, trail groomers, insurance, and land acquisition.

For more information contact: Iowa Department of Natural Resources

<http://www.iowadnr.gov/Things-to-Do/Off-Highway-Vehicles/OHV-Grants>

AmeriCorps

AmeriCorps is a national volunteer program in which agencies, communities, or non-profit groups can sponsor personnel to assist in a variety of activities. Funds must be used to operate or plan community service programs. Programs could include trail building, environmental education, and community restoration work.

For more information contact: AmeriCorps, www.cns.gov/americorps

Challenge Cost Share Program

The Challenge Cost Share Program funds any partnership which benefits National Park Service projects or programs. This may include historic and archaeological site restoration, resource management, resource inventory and monitoring, scientific research, environmental or heritage education programs, interpretive exhibit enhancements or summer youth employment for recreation activities.

For more information contact: The National Park Service

www.nps.gov/ncrc/programs/ccsp/

For more information/applications on funding where a contact is not listed contact:
Department of Natural Resources' Parks, Recreation & Preserves Division

Wallace State Office Building
Des Moines, IA 50319
(515) 281-5814
www.state.ia.us/government/dnr

PROJECTS

Funding for transportation projects comes from federal, state, and local sources. The various federal, state, and local funding available for transportation projects has been listed under each of the transportation systems identified. For the purposes of the LRTP it has been assumed that existing funding opportunities will continue to be available. It is further assumed that the projects of STP and Enhancements funds provided to the RPA will also remain fairly constant.

The region receives approximately \$2.6 million in Surface Transportation Block Grant funds and \$235,000 in Transportation Alternative annually. It is assumed that these funds along with various other funding for the transportation networks will continue and have slight increases. At the same time, it is assumed that the cost of transportation operations and maintenance will also increase. The chart below shows projects of the STBG and TAP revenues and local revenues and operation and maintenance expenses until the year 2040. Projects for STBG and TAP funding was provided by IDOT through 2022 and a 2% increase annually was used for years beyond this. To project local revenues the IDOT provided the 2017 revenues cities and counties listed in their annual report and a 2% annual increase was used to predict future revenues. To project operations and maintenance, the IDOT provided city and county street/road expenses reported for 2017 and a 4% annual increase was used to predict future operations and expenses. The 2% and 4% increases were used as that is what was recommended by IDOT for transit projections.

RPA 5 STP Federal-aid										
	2019	2020	2021	2022	2023	2024	2025	2030	2035	2040
STP Balance (Carryover)	\$2,478,173	\$1,094,838	\$200,838	\$1,353,838	\$606,838	\$3,345,538	\$6,139,012	\$20,967,110	\$37,338,528	\$55,413,897
STP Target	\$2,716,665	\$2,623,000	\$2,685,000	\$2,685,000	\$2,738,700	\$2,793,474	\$2,849,343	\$3,145,905	\$3,473,334	\$3,834,841
TA Flexible Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Available for Programming	\$5,194,838	\$3,717,838	\$2,885,838	\$4,038,838	\$3,345,538	\$6,139,012	\$8,988,355	\$24,113,015	\$40,811,862	\$59,248,738
Total STP Programmed	\$4,100,000	\$3,517,000	\$1,532,000	\$3,432,000	\$0	\$0	\$0	\$0	\$0	\$0
Balance of STP Funds	\$1,094,838	\$200,838	\$1,353,838	\$606,838	\$3,345,538	\$6,139,012	\$8,988,355	\$24,113,015	\$40,811,862	\$59,248,738

RPA 5 TA Federal-aid										
	2019	2020	2021	2022	2023	2024	2025	2030	2035	2040
Enhancement Balance (Carryover)	\$100,452	\$186,452	\$421,452	\$656,452	\$191,452	\$431,152	\$675,646	\$1,973,450	\$3,406,330	\$4,988,345
Enhancement Target	\$133,000	\$133,000	\$133,000	\$133,000	\$135,660	\$138,373	\$141,141	\$155,831	\$172,050	\$189,957
TA Flexible Funds	\$102,000	\$102,000	\$102,000	\$102,000	\$104,040	\$108,121	\$108,243	\$119,509	\$131,948	\$145,681
Total Available for Programming	\$335,452	\$421,452	\$656,452	\$891,452	\$431,152	\$675,646	\$925,030	\$2,248,790	\$3,710,327	\$5,323,983
Total Enhancement Programmed	\$149,000	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0
Balance of Enhancement Funds	\$186,452	\$421,452	\$656,452	\$191,452	\$431,152	\$675,646	\$925,030	\$2,248,790	\$3,710,327	\$5,323,983

RPA 5 Forecasted Operations and Maintenance Expenditures on Federal-aid System										
	2019	2020	2021	2022	2023	2024	2025	2030	2035	2040
County Operations	\$3,808,068	\$3,960,391	\$4,118,806	\$4,283,559	\$4,454,901	\$4,633,097	\$4,818,421	\$5,862,346	\$7,132,440	\$8,677,704
County Maintenance	\$6,917,558	\$7,194,260	\$7,482,030	\$7,781,312	\$8,092,584	\$8,416,267	\$8,752,917	\$10,849,282	\$12,956,456	\$15,763,510
City Operations	\$468,052	\$476,374	\$485,429	\$515,246	\$535,856	\$557,291	\$579,582	\$705,150	\$857,923	\$1,043,795
City Maintenance	\$1,864,453	\$1,731,031	\$1,800,272	\$1,872,283	\$1,947,174	\$2,025,061	\$2,108,064	\$2,562,348	\$3,117,489	\$3,792,901
Total Operations and Maintenance	\$12,848,131	\$13,362,056	\$13,896,538	\$14,452,400	\$15,030,496	\$15,631,715	\$16,256,984	\$19,779,107	\$24,064,308	\$29,277,910

RPA 5 Forecasted Non Federal-aid Revenues										
	2019	2020	2021	2022	2023	2024	2025	2030	2035	2040
Farm to Market	\$6,289,758	\$6,415,553	\$6,543,864	\$6,674,741	\$6,808,236	\$6,944,401	\$7,083,289	\$7,820,523	\$8,634,489	\$9,533,174
Secondary Road Fund	\$37,529,801	\$38,280,397	\$39,046,005	\$39,826,925	\$40,623,464	\$41,435,933	\$42,264,652	\$46,663,591	\$51,520,375	\$56,882,657
City Street Fund	\$22,841,915	\$23,298,754	\$23,764,729	\$24,240,023	\$24,724,824	\$25,219,320	\$25,723,707	\$28,401,051	\$31,357,055	\$34,820,722
Total Non Federal-aid Revenues	\$66,661,474	\$67,994,704	\$69,354,598	\$70,741,690	\$72,156,524	\$73,599,654	\$75,071,647	\$82,885,164	\$91,511,919	\$101,036,553

Even assuming available funding will continue and have a small increase there still isn't enough money to do all the projects. Where funding for road/highway/bridge improvements should come from was a question included in the transportation survey. The one response was toll roads, number two was a vehicle mileage tax and number three was property tax. Establishing toll roads for local roads is infeasible due to cost and organization. New/different ways of funding will have to be found in order keep up with needs of the transportation system.

Selection Process

In order to determine which projects to include in the Region V Transportation Improvement Program (RTIP) the following processes are followed:

Surface Transportation Block Grant Funding

Annually the region accepts applications for Surface Transportation Block Grant (STBG) funding. Once applications have been received they are reviewed for completeness, funding eligibility and to determine they fit with the region's long-range transportation plan. Applications are then sent to the regional subcommittees (Highway and/or Transit) to review. The Highway/Transit subcommittees meet to prioritize the projects. In this meeting the subcommittee reviews the projects against the criteria listed in the project application (listed below) then prioritizes projects, no points are assigned. Once the prioritization is complete it is sent to the Region V Transportation Advisory Committee for consider to include in the RTIP.

- ◆ *Ability to enhance roadside safety*
- ◆ *Accessibility to the public*
- ◆ *Appropriateness of project concept, design, or phasing.*
- ◆ *Compatibility with adjacent land use*
- ◆ *Connectivity to existing facilities*
- ◆ *Cost in relation to public benefit*
- ◆ *Environmental and social impacts*
- ◆ *Geographic distribution*
- ◆ *Inclusion in a state, regional, or local plan*
- ◆ *Level of local support*
- ◆ *Predicted usage relative to area population*
- ◆ *Relationship to transportation facilities*
- ◆ *Visibility from a public right-of-way*

Transportation Alternative Funding

Annually the region also accepts Transportation Alternative Program (TAP) funding. Once TAP applications are received they are reviewed for completeness, funding eligibility and to determine they fit with the region's long-range transportation plan and then sent to the Iowa DOT for review. After IDOT reviews the project the applications are sent to the regional Transportation Alternatives (TA) subcommittees for review. The TA subcommittee meet to prioritize the projects. In this meeting the subcommittee reviews the projects against the criteria listed in the project application (listed below) then prioritizes projects, no points are assigned. Once the prioritization is complete it is sent to the IDOT and Region V Transportation Advisory Committee for consider to include in the RTIP.

- ◆ *Accessibility to the public*
- ◆ *Compatibility with adjacent land use*
- ◆ *Connectivity to existing facilities*
- ◆ *Cost in relation to public benefit*

- ◆ *Environmental and social impacts*
- ◆ *Inclusion in a state, regional, or local plan for trails projects must be in the Region V Bicycle, Trails and Pedestrian Network Plan*
- ◆ *Level of local support*
- ◆ *Predicted usage*
- ◆ *Relationship to transportation facilities*
- ◆ *Appropriateness of project concept, design, or phasing*

Bridge Funding

Individual counties determine which bridge projects are to be included into the RTIP and forward that list to the RPA to be included. How each county chooses their bridge project is listed below:

- ◆ Calhoun County – The County's first priority is to replace posted structures on paved roads after this the County uses priority points to help determine which bridges are the most likely candidates, the County then selects from that list base on our review of need.
- ◆ Hamilton County – Bridges are reviewed, at a minimum, after each annual bridge inspection. Part of the review identifies the estimated remaining life in years. Bridges are then prioritized based on local importance, funding eligibility, and other social and economic considerations. Bridges are listed in the Hamilton County 5-year Construction Program and approved through the public review process, normally during budget preparation for that year.
- ◆ Humboldt County – All eligible and soon to be eligible structures are reviewed and prioritized based on need, traffic, cost, out of distance travel, adjacent structures (size, width, ratings), potential repair versus replacement, and expected remaining life.
- ◆ Pocahontas County – When the bridge inspection consultant warns that a bridge on a paved road needs to be posted for reduced weight limit or will soon need to be posted, that bridge goes into the program. For bridges on gravel roads, the inspection consultant has a list of bridges sorted by remaining life. Generally, the bridges with the least remaining life that are also on roads with more than 25 ADT get on the program. Bridges that can be replaced by a culvert are preferable to bridges that have to be replaced by another bridge. Bridges that have to be replaced by a bridge may be permanently closed even if current ADT is over 25.
- ◆ Webster County – Bridge selection utilizes inspection and rating reports, sufficiency rating, traffic count, detour length, posted limit, year built, and replacement cost.
- ◆ Wright County – Bridge selection is based on recommendations from inspection, location of bridges, traffic, and funding (local, BR, FM, TIF).

Transit Funding

Each year MIDAS staff determines what projects should be included in the DART and MIDAS Regional Transit Authority (RTA) Consolidated Transit Applications. The Consolidated application includes federal and state operating funding, capital replacement and new capital projects, interstate marketing funding, Public Transit Infrastructure projects, and transit planning funds. Once the draft

Consolidated Applications are completed a public hearing is held on the applications then they are taken to the MIDAS Transit Subcommittee for review and recommendation to the full MIDAS Executive Board. The MIDAS Executive Board and the Fort Dodge City Council must approve the application before they are sent to the Iowa Department of Transportation (IDOT). Consolidated Applications are due to the IDOT by May 1. Information from the Consolidated Applications is used to develop the transit portion of the RTIP.

Once all information is received MIDAS develops a draft RTIP.

The prioritizations and draft RTIP is presented to the Region V Transportation Advisory Committee (TAC) for review and approval. Once the draft RTIP has been approved by the Region V TAC is forwarded to the MIDAS/Region V Policy Board for approval. The MIDAS Planning Subcommittee reviews the RTIP and makes a recommendation the entire MIDAS Executive Board. Once the MIDAS Executive Board approves the RTIP it is then forwarded to IDOT.

Regional transportation projects have been split up into two categories those projects that will occur between 2018 and 2022 and those projects which may occur between 2023 and 2038.

A list of the projects identified to take place between 2019 and 2024 are listed below. These projects were identified through various state, county, city, and regional plans and by obtaining information from county engineers, city departments and airports. Only the projects listed in the Regional Transportation Improvement Program are controlled by the Region V RPA.

2019-2024 Projects (Project estimated costs x 1000)

Aviation

Project	Total Cost	Funding Source
<i>Clarion Municipal Airport</i>		
◆ Crack and Seal runway and taxiway	\$130	Federal and local
<i>Fort Dodge Regional Airport</i>		
◆ Rehabilitate Taxiway B West	\$480	Federal and local
◆ Expand SRE Building	\$379.5	Federal and local
◆ Acquire Snow Removal Equipment	\$275	Federal and local
◆ Reconstruct Taxiway F and Remove Taxiway G	\$500	Federal and local
◆ Rehabilitate Runway 6/24 Lighting System	\$833.6	Federal and local
◆ Rehabilitate Taxiway B Lighting System	\$500	Federal and local
◆ Construct 10-Unit T-Hanger and Pavement	\$750	Federal and local
◆ Reconstruct Air Carrier Apron	\$94.68	Federal and local
◆ Hanger Construction	\$100	Federal and local
◆ Flight Service Station reconfiguration	\$100	Federal and local
◆ Rehabilitate Hanger Roofing	\$22	Federal and local
<i>Humboldt Airport</i>		

◆ Airport runway elevation correction		\$2550	Federal and local
<i>Rockwell City Municipal Airport</i>			
◆ Environmental Assessment		\$80	Federal and local
◆ Land Acquisition		\$123.1	Federal and local
◆ Threshold Relocation		\$300	Federal and local

Public Transit

Project		Total Cost	Funding Source
<i>Fort Dodge</i>			
◆ Vehicle Replacement	Minivan	\$53.5	Federal Bus and Bus Facility funds
◆ Vehicle Replacement	1 Light Duty 158" Bus	\$98.1	Federal Bus and Bus Facility funds
◆ Vehicle Replacement	7 Light Duty 176" Bus	\$724.5	Federal Bus and Bus Facility funds
◆ Vehicle Replacement	3 Medium Duty 32' Bus	\$599.4	Federal Bus and Bus Facility funds
<i>MIDAS RTA</i>			
◆ Vehicle Replacement	1 minivan or conversion van	\$57.1	Federal Bus and Bus Facility funds
◆ Vehicle Replacement	6 Light Duty 158" Bus	\$546.6	Federal Bus and Bus Facility funds
◆ Vehicle Replacement	4 Light Duty 176" Bus	\$386	Federal Bus and Bus Facility funds
◆ Vehicle Replacement	1 Medium Duty 32' Bus	\$192.8	Federal Bus and Bus Facility funds
◆ Capital	Regional Facility	\$903	State and Local funding

Rail

Projects		Total Cost	Funding Source
◆ Expand Transload Services in Williams			
◆ Convert the existing Alliant Energy coal transloading facility on the CN Waterloo Subdivision at Williams to a standard transload facility that could handle additional commodity and product types.		COST TBD	State and local sources

**Iowa Rail Service and Investment Plan*

Roads-Bridges

Project		Total Cost	Funding Source
<i>Calhoun County</i>			
◆ L-CA2570--73-13	Bridge Replacement	\$250	LCL
◆ L-FY ROW-73-13	Right of Way	\$20	LCL
◆ LFM-LO1180--7X-13	Bridge Rehabilitation	\$80	LCL
◆ LFM-PCPATCH19--7X-13	Patching	\$300	LCL
◆ BROS-C013()--8J-13 320TH ST: From NW Cor. to 0.6 mile West	Bridge Replacement	\$400.6	LCL, FA
◆ BRS-C013()--60-13	Bridge Replacement	\$550	LCL, FA
◆ L-CA0701--73-13	Bridge Rehabilitation	\$60	LCL
◆ L-FY ROW-73-13	Right of Way	\$20	LCL
◆ L-RD1805--73-13	Bridge Rehabilitation	\$60	LCL
◆ STP-S-C013()--5E-13	Pave	\$4627	LCL, FA
◆ BROS-C013()--8J-13	Bridge Replacement	\$325	LCL, FA
◆ BROS-C013(78)--8J-13 380th Street : Over Purgatory Creek	Bridge Replacement	\$380	LCL, FA
◆ FM-C013()--55-13	Pave	\$750	LCL
◆ LFM-PCPATCH21--7X-13	Patching	\$300	LCL

Hamilton County

◆ 203rd Street: Over Lyons Creek	Culvert Replacement	\$250	LCL
◆ 250th Street: Over Skunk River	Culvert Replacement	\$275	LCL, SP
◆ 230th Street: Over Gaster, Williams, Askland #4	Bridge Replacement	\$275	LCL
◆ On R27, from Webster City to Wright Co. Line	Pavement Rehab/Widen	\$2000	FM
◆ On D20 (210th St.), from R27 (Fisher Ave.) East 2.032 Miles to R33 (White Fox Rd.)	Pavement Rehab/Widen	\$700	FM
◆ On N Des Moines Street, from D20 (210th St.) South 0.471 Miles to Webster City corporate limit line	Pavement Rehab	\$125	FM
◆ On VAIL AVE, from Hwy 175 South 0.72 Miles	Pavement Rehab	\$600	SO
◆ 280TH ST: Over SKUNK RIVER	Bridge Replacement	\$275	LCL
◆ On 290th St, Over Drainage Ditch #63, on NLINE S11 T87 R24	Bridge Replacement	\$250	LCL, SP
◆ On 300TH ST, Over Tributary to Skunk River, approx. 1/3 mile West of R61, NE S13 T87 R24	Culvert Replacement	\$150	LCL
◆ XIRCUS AVE: Over Long Dick Creek	Bridge Replacement	\$350	LCL
◆ On Kantor Ave., Extension from 225th St south 0.5 Miles to 230th St, in SE1/4 of S5 T88 R25.	Grading	\$150	LCL, SP
◆ On D-65, from Tollman Ave., in the City of Randall, East 7.0 Miles to Hardin County Line	Pavement Rehab/Widen	\$2100	FM, SWAP
◆ On TOLLMAN AVE, Over DRAINAGE DITCH NO. 7, SW S5 T89 R23	Bridge Replacement	\$125	LCL
◆ On 400TH ST, Over LONG DICK CREEK, SW S34 T86 R23	Bridge Replacement	\$50	LCL
◆ On R-75, from D-20 NORTH 3.0 Miles to WRIGHT COUNTY LINE	Pavement Rehab	\$1050	FM
◆ On SARATOGA AVE, Over Tributary to Skunk River, SW S35 T88 R24	Culvert Replacement	\$100	LCL, SP
◆ On 390th St., Over SQUAW CREEK, NW S32 T86 R25	Bridge Replacement	\$550	LCL
◆ On 390TH ST, NW S32 T86 R25	Bridge Replacement	\$15	LCL
◆ On D-41, from US 69 East 3.5 Miles to I-35	Pavement Rehab/Widen	\$1137	FM
◆ On D-41, from I-35 EAST 5.5 Miles to HARDIN COUNTY LINE	Pavement Rehab/Widen	\$1925	FM
◆ On TOLLMAN AVE, Over TRIB TO SKUNK, at NW CORNER S12 T86 R24	Bridge Replacement	\$250	LCL
◆ On 258TH ST, Over Small Stream, from R27 East 2000 Feet to Small Stream, in SW S24 T88 R26	Culvert Replacement	\$100	LCL
◆ On 350TH ST, Over BRANCH OF D.D. JOHNSON NO. 9, S10 T86 R26	Bridge Replacement	\$150	LCL, SP
◆ On 310TH ST, Over Main Branch of Mud Lake DD #71, NW S21 T87 R24	Bridge Replacement	\$425	SWAP
◆ On XIRCUS AVE, Over Branch of Long Dick Creek, SW S34 T87 R23	Culvert Replacement	\$100	LCL

Humboldt County

◆ On C20, from NW cor E 0.9 Miles, S24 T93N R29W	Bridge Replacement	\$274	LCL, FM, FA
◆ On Washington Avenue, from NW cor S 0.9 Miles, S11 T91N R27W	Bridge Replacement	\$105	LCL
◆ On P33, from Rutland (C29) to Bode (C20), S28 T92N R29W	Pave	\$1400	FM, SWAP
◆ On P66, from C26 (Hardy) to Kossuth County Line (C12), S4 T92N R27W	Pave	\$1300	FM

◆ On P66, from NW cor S 0.5 Miles, S21 T93N R27W	Culvert Replacement	\$125	LCL
◆ On P29, at the NW cor, S36 T91N R30W	Culvert Replacement	\$105	LCL
◆ On P29, from NW corner S24 Weaver Twp S 0.6 Miles, S24 T91N R30W	Culvert Replacement	\$65	LCL
◆ On C18, from NW corner section 24 Wacousta Twp E 0.3 Miles, S24 T93N R30W	Culvert Replacement	\$75	LCL
◆ On C49, from Pocahontas County line east 11 Miles to US Highway 169	Pave	\$2555	LCL
◆ On Georgia Ave, from NW corner S 0.6 Miles, S30 T93N R29W	Bridge Replacement	\$250	LCL
◆ On P66 (Utah Ave) at the NW corner S 28, T91N, R27W	Culvert Replacement	\$170	LCL
◆ On States Avenue, from NW cor S 0.4 Miles, S6 T91N R27W	Culvert Replacement	\$125	LCL
◆ On Virginia Avenue, from NW cor S 0.9 Miles, S3 T93N R27W	Bridge Replacement	\$400	LCL, SWAP
◆ On Gotch Park Road, from NW corner section 30 Beaver Twp S 0.1 Miles, S30 T91N R28W	Culvert Replacement	\$75	LCL
◆ On C49 (270th Street), from NW corner section 36 Corinth Twp E 0.5 Miles, S36 T91N R29W	Culvert Replacement	\$50	LCL
◆ On P-23, from C49 S 1 Miles, S34 T91N R30W	Pave	\$170	FM
◆ On P29, from Webster Co. line north 6 Miles to Iowa Highway 3	Pave	\$1020	FM
◆ On 280th Street, from Delaware Avenue east 2 Miles to P29 (Florida Avenue)	Pave	\$170	LCL
◆ On Gotch Park Road, from 2nd Street South in Humboldt south 3 Miles to West Branch DM River Bridge	Pave	\$425	FM
◆ On Washington Ave., from NW corner Section 26 Norway Twp S 0.6 miles, S26 T91N R27W	Bridge Replacement	\$105	LCL, SWAP
◆ On C20, from NW corner section 13 Humboldt Twp E 0.2 Miles, S13 T93N R28W	Culvert Replacement	\$75	LCL
◆ On Colorado Avenue, from NW corner section 30 Wacousta Twp S 0.6 Miles, S28 T93N R30W	Culvert Replacement	\$105	LCL
◆ On Lone Tree Road, from NW corner E 0.3 mi & S 0.8 mi, S32 T91N R28W	Bridge Replacement	\$585	LCL, SWAP
◆ On 140th Street, from NW corner E 0.4 Miles, S27 T93N R28W	Bridge Replacement	\$150	LCL
◆ On 200th st, from US HWY 169 E. 1.5 Miles to Co. K (P56), along NLINE S25 T92N R29W	Pave	\$300	LCL
◆ On 120th and Colorado, from NW Cor Sec 17 Wacousta twp East 0.9 Miles to project location, at NE S17 T93N R30W	Culvert Replacement	\$85	LCL
◆ On 155th street, from W1/4 corner East 1850 Feet to Dry Crossing, at Ctr S36 T93 R30	Bridge Replacement	\$70	LCL

Pocahontas County

◆ On C20, from NW cor E 0.9 Miles, S24 T93N R29W	Bridge Replacement	\$274	LCL, FM, FA
◆ On Washington Avenue, from NW cor S 0.9 Miles, S11 T91N R27W	Bridge Replacement	\$105	LCL
◆ On P33, from Rutland (C29) to Bode (C20), S28 T92N R29W	Pave	\$1400	FM, SWAWP
◆ On P66, from C26 (Hardy) to Kossuth County Line (C12), S4 T92N R27W	Pave	\$1300	FM

◆ On P66, from NW cor S 0.5 Miles, S21 T93N R27W	Culvert Replacement	\$125	LCL
◆ On P29, at the NW cor, S36 T91N R30W	Culvert Replacement	\$105	LCL
◆ On P29, from NW corner S24 Weaver Twp S 0.6 Miles, S24 T91N R30W	Culvert Replacement	\$65	LCL
◆ On C18, from NW corner section 24 Wacousta Twp E 0.3 Miles, S24 T93N R30W	Culvert Replacement	\$75	LCL
◆ On C49, from Pocahontas County line east 11 Miles to US Highway 169	Pave	\$2555	LCL
◆ On Georgia Ave, from NW corner S 0.6 Miles, S30 T93N R29W	Bridge Replacement	\$250	LCL
◆ On P66 (Utah Ave) at the NW corner S 28, T91N, R27W	Culvert Replacement	\$170	LCL
◆ On States Avenue, from NW cor S 0.4 Miles, S6 T91N R27W	Culvert Replacement	\$125	LCL
◆ On Virginia Avenue, from NW cor S 0.9 Miles, S3 T93N R27W	Bridge Replacement	\$400	LCL, SWAP
◆ On Gotch Park Road, from NW corner section 30 Beaver Twp S 0.1 Miles, S30 T91N R28W	Culvert Replacement	\$75	LCL
◆ On C49 (270th Street), from NW corner section 36 Corinth Twp E 0.5 Miles, S36 T91N R29W	Culvert Replacement	\$50	LCL
◆ On P-23, from C49 S 1 Miles, S34 T91N R30W	Pave	\$170	FM
◆ On P29, from Webster Co. line north 6 Miles to Iowa Highway 3	Pave	\$1020	FM
◆ On 280th Street, from Delaware Avenue east 2 Miles to P29 (Florida Avenue)	Pave	\$170	LCL
◆ On Gotch Park Road, from 2nd Street South in Humboldt south 3 Miles to West Branch DM River Bridge	Pave	\$425	FM
◆ On Washington Ave., from NW corner Section 26 Norway Twp S 0.6 miles, S26 T91N R27W	Bridge Replacement	\$105	LCL
◆ On C20, from NW corner section 13 Humboldt Twp E 0.2 Miles, S13 T93N R28W	Culvert Replacement	\$75	LCL
◆ On Colorado Avenue, from NW corner section 30 Wacousta Twp S 0.6 Miles, S28 T93N R30W	Culvert Replacement	\$105	LCL
◆ On Lone Tree Road, from NW corner E 0.3 mi & S 0.8 mi, S32 T91N R28W	Bridge Replacement	\$585	LCL, SWAP
◆ On 140th Street, from NW corner E 0.4 Miles, S27 T93N R28W	Bridge Replacement	\$150	LCL
◆ On 200th st, from US HWY 169 E. 1.5 Miles to Co. K (P56), along NLINE S25 T92N R29W	Pave	\$300	LCL
◆ On 120th and Colorado, from NW Cor Sec 17 Wacousta twp East 0.9 Miles to project location, at NE S17 T93N R30W	Culvert Replacement	\$85	LCL
◆ On 155th street, from W1/4 corner East 1850 Feet to Dry Crossing, at Ctr S36 T93 R30	Bridge Replacement	\$70	LCL

Webster County

◆ On George Avenue, Over Spring Creek, along WLINE SE1/4 S1 T88 R30	Bridge Replacement	\$350	SWAP
◆ On Kansas Avenue, Over Lost Grove Creek, along WLINE S26 T86 R29	Bridge Replacement	\$106	LCL
◆ On 380th Street, Over Lost Grove Creek, along NLINE S25 T86 R29	Bridge Replacement	\$93	LCL
◆ On Vincent Avenue, Over Brushy Creek, along WLINE NE1/4 S5 T88 R27	Bridge Replacement	\$430	LCL, SP

◆ On Fairbanks Avenue, Over CN/IC RR, along WLINE S25 T89 R30	Bridge Replacement	\$90	LCL
◆ On Itaska Avenue, Over Bass Creek, along WLINE NE1/4 S4 T90 R29	Bridge Replacement	\$120	LCL
◆ On All FY 2018 Right of Way	Right of Way	\$20	LCL
◆ On D18, Over Brushy Creek, along NLINE S21 T89 R27	Bridge Replacement	\$550	FM, FA
◆ On 170th Street, Over Lizard Creek, along NLINE S11 T89 R30	Bridge Replacement	\$600	SWAP
◆ On P56, from North Fort Dodge City Limits north 5.5 Miles to C56	Pavement Rehab	\$1265	FM
◆ On C56, from Highway 169 east 2.5 Miles to P56	Pavement Rehab	\$575	FM
◆ On 220TH ST, Over D D, along NLINE S6 T88 R30	Bridge Replacement	\$101	LC L
◆ On 210th St/Paragon Av/Mill Road, from Fort Dodge Corporate Limits east/south/east 2 Miles to 220th St, S34 T89 R28	Pavement Rehab	\$640	LCL
◆ On Easter Avenue, Over Deer Creek, along WLINE S2 T90 R30	Bridge Replacement	\$150	LCL
◆ On Quail Avenue, Over Soldier Creek, along WLINE S26 T90 R28	Bridge Replacement	\$300	LCL
◆ On D20, from P59 east 10 Miles to Yankee Avenue at Hamilton Co. Line	Pavement Rehab	\$2300	FM, SWAP
◆ On 120TH ST, Over Bass Creek, along NLINE S14 T90 R29	Bridge Replacement	\$130	LCL
◆ On 160TH ST, Over Brady's Creek, along NLINE S2 T89 R29	Bridge Replacement	\$130	LCL
◆ On 160TH ST, Over Brady's Creek, along NLINE S2 T89 R29	Bridge Replacement	\$130	LCL
◆ On D43, Over DD #29, along NLINE S10 T87 R29	Bridge Replacement	\$300	SWAP
◆ On D43, Over DD #5, along North Line SE S12 T87 R30	Bridge Replacement	\$300	SWAP
◆ On 160th Street, Over DD #347, along NLINE S1 T89 R28	Bridge Replacement	\$80	LCL
◆ On 140TH ST, Over DD, along NLINE S27 T90 R28	Bridge Replacement	\$110	LCL
◆ On Hayes Ave, Over DD #5 , along WLINE S8 T87 R29	Bridge Replacement	\$120	LCL
◆ On Osceola Avenue, at Ctr S28 T88 R28	Bridge Replacement	\$260	LCL
◆ On Carter Avenue, Over Lizard Creek, along WLINE S33 T90 R30	Bridge Replacement	\$500	LCL
◆ On 210th Street, Over DD #249, near Ctr S32 T89 R27	Bridge Replacement	\$100	LCL
◆ On 210th Street, Over DD #4, along NLINE S36 T89 R27	Bridge Replacement	\$100	LCL
◆ On BRUSHY CREEK RD, Over Thistle Creek, along WLINE S23 T88 R27	Bridge Replacement	\$100	LCL
◆ On D68, Over Lost Grove Creek, along NLINE S34 T86 R29	Bridge Replacement	\$300	SWAP
◆ On C66, from Pocahontas County Line East 5 Miles to P29	Pavement Rehab	\$1150	FM
◆ On P41, from Highway 7 north 5 Miles to C66	Pavement Rehab	\$1150	FM
◆ On 230th Street, Over DD #11, along NLINE S11 T88 R27	Bridge Replacement	\$100	LCL
◆ On 340TH ST, Over STREAM, in NE S3 T86 R27	Bridge Replacement	\$120	LCL
◆ On D60, Over DD, along NLINE S8 T86 R30	Bridge Replacement	\$300	SWAP
◆ On D60, Over BUTTRICK CREEK, along NLINE S10 T86 R30	Bridge Replacement	\$400	SWAP

◆ On 100TH ST, from Dakota Avenue east 2 Miles to Fairbanks Avenue, S2 T90 R30	Pavement Rehab	\$170	LCL
◆ On 290th Street, Over DD #70, along NLINE S9 T87 R30	Bridge Replacement	\$80	LCL
◆ On 300TH ST, Over HARDIN CREEK, along NLINE S17 T87 R30	Bridge Replacement	\$100	LCL
◆ On MADISON AVE, Over BUTTRICK CREEK, along WLINE S7 T86 R28	Bridge Replacement	\$130	LCL
◆ On D43, Over CROOKED CREEK, along NLINE S9 T87 R28	Bridge Replacement	\$400	SWAP
◆ On 260TH ST, Over DD, along NLINE S27 T88 R30	Bridge Replacement	\$100	LCL
◆ On P33, Over STREAM-D.D.196, along WLINE S12 T86 R30	Bridge Replacement	\$250	FM
◆ On P51, from D43 north and west 7.5 Miles to Old Highway 169	Pavement Rehab	\$1725	FM
◆ On 340TH ST, Over BUTTRICK CREEK, along NLINE S2 T86 R30	Bridge Replacement	\$260	LCL
◆ On D36, from Calhoun County Line east 6.5 Miles to Grand Avenue in Moorland, S T88 R30	Pavement Rehab	\$1600	LCL
◆ On 290th Street, Over HARDIN CREEK, along NLINE S7 T87 R30	Bridge Replacement	\$120	LCL
◆ On 295th Street, Over DD #5,LAT.#1, in SW S11 T87 R30	Bridge Replacement	\$120	LCL
◆ On CARTER AVE, Over DD, along WLINE S21 T87 R30	Bridge Replacement	\$80	LCL
◆ On 320TH ST, Over WEST BUTTRICK CREEK, along NLINE S26 T87 R30	Bridge Replacement	\$250	LCL
◆ On ADAMS AVE, Over DD, along WLINE S30 T88 R30	Bridge Replacement	\$100	LCL
◆ On Mining Boulevard, Over Unnamed Creek, in NE1/4 S18 T88 R28	Bridge Replacement	\$100	LCL
◆ On 330th Street, Over DD #53, along NLINE S33 T87 R30	Bridge Replacement	\$80	LCL
◆ On 150th Street, Over Unnamed Creek, along NLINE S32 T90 R30	Bridge Replacement	\$80	LCL
◆ On P46, Over Lost Grove Creek, along WLINE S25 T86N R29W	Culvert Replacement	\$200	LCL
◆ On P33, Over DD #5, along WLINE S25 T88N R30W	Culvert Replacement	\$200	LCL
◆ On 220th Street, Over UP RR, near N1/4 Corner S1 T88 R30	Bridge Replacement	\$740	LCL
◆ On D14, from P56 east 8 Miles to P71	Pavement Rehab	\$2200	FM
◆ On P29 Fairbanks Ave, in NW S1 T89 R30	Bridge Replacement	\$960	FM, SWAP

Wright County

◆ Keokuk Avenue: Over	Culvert Replacement	\$125	LCL
◆ ROW acquisition for projects	Right of Way	\$15	LCL
◆ On R33, from IA 3 North 9 Miles	Pavement Rehab	\$2000	FM, SWAP
◆ On 110th, Over OTTER CREEK, at N1/4 S10 T93 R25	Culvert Replacement	\$125	LCL
◆ On Keokuk Avenue, Over Otter Creek, from 120th Street North 600 Feet, S11 T93 R25	Culvert Replacement	\$125	LCL
◆ On C20 & R35, from R33 East 2 Miles then North 3 Miles to the Hancock County Line.	Pavement Rehab	\$1450	FM
◆ Keokuk Avenue: Over	Culvert Replacement	\$25	LCL
◆ On 110th, Over OTTER CREEK, at N1/4 S10 T93 R25	Culvert Replacement	\$25	LCL
◆ On Buchanan Avenue, Over Humboldt County Drainage Ditch 3, from 290th Street North 1.1 Miles, S32 T91 R26	Bridge Replacement	\$425	SWAP
◆ On Keokuk Avenue, Over Otter Creek, from 120th Street North 600 Feet, S11 T93 R25	Culvert Replacement	\$25	LCL

◆ On 120TH ST, Over DD #107, S17 T93 R25	Bridge Replacement	\$300	LCL
◆ On C20, from R35 East 9.00 Miles to U.S. Hwy 69	Pavement Rehab	\$2000	FM
◆ On 200TH ST, Over EAGLE CREEK, along NLINE S29 T92 R25	Bridge Replacement	\$300	LCL
◆ On 210TH ST, Over EAGLE CREEK, along NLINE S33 T92 R25	Bridge Replacement	\$300	SWAP
◆ On BAXTER AVE, Over STREAM, along NLINE S7 T91 R26	Bridge Replacement	\$150	SWAP
◆ On BAXTER AVE, Over D.D. 19, at Ctr S31 T91 R26	Bridge Replacement	\$150	LCL
◆ On R75, Over Sheldon Creek, at Ctr S27 T90 R23	Bridge Replacement	\$350	SWAP
◆ On R59, Over WHEELER CREEK, on WLINE S20 T91 R23	Bridge Replacement	\$300	SWAP
◆ On C70, from R75 West 2200 Feet, S27 T90 R23	Pavement Rehab	\$500	FM

Iowa DOT

Calhoun County	Bridge Deck Overlay	\$410
◆ IA4, Purgatory Creek 2.8 MI S of N JCT IA175	Bridge Deck Overlay	\$407
◆ IA4, Reading Creek 3.1 MI S of S JCT IA175		
Hamilton	Erosion Control	\$171
◆ IA35, IA175 Interchange	Grade and Pave	\$4948
◆ IA35, IA175 Interchange	Lighting	\$51
◆ IA35, IA175 Interchange	Mitigation	\$24
◆ IA35, IA175 Interchange	Right of Way	\$60
◆ IA35, IA175 Interchange	Traffic Signs	\$57
◆ IA35, IA175 Interchange		
Humboldt	Bridge Deck Overlay	\$420
◆ US169, Trulner Creek 0.2 MI S OF Co Rd C20		
Webster	Bridge Deck Overlay	\$480
◆ IA7, South Lizard Creek 0.8 MI E of W JCT Co Rd P29	Bridge Deck Overlay	\$660
◆ IA7, North Lizard Creek 0.5 MI W of US 169	Bridge Deck Overlay	\$1000
◆ US20, Co Rd D20 and UP RR 0.4 MI E of Co Rd D36 (EB)	Grade and Pave	\$13396
◆ US20, 0.5 MI E of Co Rd P73 To W JCT IA 17 (EB & WB)	Right of Way	\$10
◆ US20, 0.5 MI E of Co Rd P73 To W JCT IA 17 (EB & WB)	Bridge Deck Overlay	\$837
◆ US20, Des Moines River 2.6 MI E of US 169 (WB)	Mitigation	\$85
◆ IA175, West Buttrick Creek 2.1 MI E of Co Rd P29	Bridge Replacement	\$8000
◆ IA926, CN RR and 7TH St 1.5 MI N of S JCT US 169 (WB)	Bridge Replacement	\$6500
◆ IA926, Des Moines River and B Ave 1.3 MI N of S JCT US 169 (WB)		
Wright	Bridge Replacement	\$2328
◆ IA17, Prairie Creek 0.9 MI N of Co Rd C26	Mitigation	\$120
◆ IA17, Prairie Creek 0.9 MI N of Co Rd C26	Right of Way	\$5
◆ IA17, Prairie Creek 0.9 MI N of Co Rd C26	Bridge Replacement	\$805
◆ US69, Drainage Ditch 5 3.7 MI S of IA3	Bridge Replacement	\$4523
◆ US69, N of UP RR to N JCT Co Rd C20	Culvert Replacement	\$490
◆ US69, N of UP RR to N JCT Co Rd C20	Grade and Pave	\$3107
◆ US69, N of UP RR to N JCT Co Rd C20	Mitigation	\$300
◆ US69, N of UP RR to N JCT Co Rd C20	Right of Way	\$75

◆ US69, N of UP RR to N JCT Co Rd C20	Bridge Deck Overlay	\$410	
<i>Belmond</i>			
◆ 3rd St NE: River-1st Ave & 1st Ave NE		\$1100	
◆ 3rd St NE: 1st Ave NE to Trail		\$1750	
◆ 3rd St NE: Trail to Luick's Lane N		\$1750	GO Bonds
◆ 3rd Ave: 1st St SE to 4th St SE		\$750	GO Bonds
◆ 4th Ave: 1st St SE to 4th St SE		\$1500	GO Bonds
◆ Industrial Park Frontage Road		\$100	GO Bonds
◆ Traffic Lights		\$120	GO Bonds
◆ Sidewalks and Corners replacement		\$33	Local
◆ New Sidewalk Installation Assistance		\$12	Local

Fort Dodge

◆ Corridor of Commerce - Phase D - 5th Ave S - S 15th St to S 21st Street (5-Lane)	\$5000
◆ Menards Road Extension - 5th Ave S to 1st Ave S	\$1400
◆ N 22nd St Resurfacing & Trail Construction - 18th Ave N to 25th Ave N	\$950
◆ Central Ave Mill & Overlay and Brick Repair/Color Concrete - 5th St to 12th St	\$2000
◆ Kenyon Road & Ave C Intersection Improvements - 3-lane or 5-lane Intersection w/ new signals	\$500
◆ Northern Arterial Roadway (Including Bridge over Solder Creek) - 22nd St & 25th Ave to Rolling Hill Dr	\$8000
◆ Kenyon Road Turn Lanes - Fort Museum Road	\$500

LCL=Local, FM=Farm-to-Market, SP=State non-federal funds for bridges, FA=Federal Aid, SWAP=swap federal aid for state funding, TTL=Total

Trail Projects

Project	Total Cost	Funding Source
◆ Jubilee Trail Extension	\$1200	Federal, State, and local sources
◆ Eagle Ride Nature Trails and Pedestrian Bridge, Humboldt, Iowa	\$1000	TAP and local sources
◆ Pocahontas County Trails Phase 1	\$686	Federal, State, and local sources
◆ Franklin Grove Trail Extension, Wright County	\$186	TAP and local sources
◆ Eagle Grove Regional Trails Connect	\$812	Federal, State, and local sources
◆ N. 7 th St. (River Road) On-Street Trail, Fort Dodge		Federal, State, and local sources
◆ N. 22 nd St. On-Street Trail and Sidepath (10 th Ave. N. to 25 th Ave. N.), Fort Dodge		Federal, State, and local sources
◆ Gypsum Creek Crossing Subdivision Trail Extension, Fort Dodge		Federal, State, and local sources
◆ 6 th Ave. N. & 7 th Ave. N. On-Street Trails (N. 9 th St. to N. 22 nd St., Fort Dodge		Federal, State, and local sources
◆ 1 st Ave. S. Bike Lanes (S. 6 th St. to Veterans Bridge), Fort Dodge		Federal, State, and local sources
◆ 15 th St. Bike Lanes (Mason Drive to Snell – Crawford Park Entrance), Fort Dodge	\$4,500,000	Federal, State, and local sources
◆ Iowa Central Community College Connection Trail (Kenyon Road to 2 nd Ave. S.), Fort Dodge		Federal, State, and local sources
◆ Ave. C On-Street Trail, Fort Dodge		Federal, State, and local sources
◆ 8 th Ave. S. Sidepath (S. 25 th St. to S. 32 nd St.), Fort Dodge		Federal, State, and local sources
◆ S. 25 th St. On-Street Trail (8 th Ave. S. to 15 th Ave. S.), Fort Dodge		Federal, State, and local sources
◆ Riverfront Trail (Coleman District to Landfill Property), Fort Dodge		Federal, State, and local sources
◆ Farnhamville walking Path		Federal, State, and local sources
◆ County Trail Lohrville to County Park		Federal, State, and local sources

2019-2022 RTIP

SPONSOR	LOCATION	TYPE WORK	TOTAL	FY 19			FY 20			FY 21			FY 22				
				F	RG	SW	TOTAL	FA	RG	SW	TOTAL	FA	RG	SW	TOTAL		
Calhoun CRD	On 160th Street, Over Lizard Creek, from NW Corner Sec. 3 East 0.6 Miles, on NLINE S3 T89N R31W	Bridge Replacement	325	0	0	323	0	0	0	0	0	0	0	0	0	0	0

Calhoun CRD	On D68/390th St., Over Marrowbone Creek, from NE Corner of Sec. 33 West 0.1 Miles, at S33 T86 R33 On 320TH ST, Over Purgatory Creek, from NW	Bridge Replacement	375	0	0	373	0	0	0	0	0	0	0	0	0	0	0	0
Calhoun CRD	Cor Sec 27 East 0.7 Miles, along NLINE S27 T87 R32 On D46 310th St, Over Drainage Ditch, from NW	Bridge Replacement	400	0	0	398	0	0	0	0	0	0	0	0	0	0	0	0
Calhoun CRD	Cor Sec 22, East 0.6 Miles, on NLINE S22 T87 R32 On 380th Street, Over Stream, from NW corner	Bridge Replacement	250	0	0	249	0	0	0	0	0	0	0	0	0	0	0	0
Calhoun CRD	Sec. 25 East 0.7 Miles, along NLINE S25 T86N R33W On 310th Street (D46), Over Drainage Ditch, from N.W. Cor. Sec.23 East 0.2	Bridge Replacement	0	0	0	0	250	0	0	24	9	0	0	0	0	0	0	0
Calhoun CRD	Miles, along NLINE S23 T87N R31W On D36, from East Corporate Line Rockwell	Bridge Replacement	0	0	0	0	250	0	0	24	9	0	0	0	0	0	0	0
Calhoun CRD	City East 11 Miles to Webster County Line On 270th Street (D36), Over Lake Creek, from NW	Pave	0	0	0	0	462	7	0	188	18	5	85	0	0	0	0	0
Calhoun CRD	corner Sec. 32 East 0.2 Miles, along NLINE S32 T88N R32W	Bridge Replacement	0	0	0	0	0	0	0	55	0	0	0	39	9	0	0	0
Calhoun CRD	On 165th Street, Over Lake Creek, Ctr S06 T89 R32 On 380th Street, Over	Bridge Replacement	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0
Calhoun CRD	Purgatory Creek, from NW corner of Sec. 30 East 0.7 Miles, S30 T86N R32W	Bridge Replacement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200
Fort Dodge	In the city of Fort Dodge, On 5th Ave S, from 8th St East to east of 32nd St	Miscellaneous	360	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fort Dodge	In the city of Fort Dodge, On 8th Ave S, from 25th St East to 32nd St	Pavement Rehab	220	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
Fort Dodge	In the city of Fort Dodge, On South 19th St Bridge over Union Pacific Railroad	Bridge Replacement	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fort Dodge	In the city of Fort Dodge, and Webster County On S 32nd St and 15th Ave S	Ped/Bike Structures	121	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0
Fort Dodge	In the city of Fort Dodge, On 3rd Ave NW/Hawkeye Ave, from Northwest Des Moines River Bridge east to east of 6th St NW	Miscellaneous	0	0	0	0	0	0	0	0	0	0	0	0	0	35	19	190
Hamilton CRD	On D-65, from Tollman Ave., in the City of Randall, East 7.0 Miles to Hardin County Line	Pavement Rehab/Widen	0	0	0	0	0	0	0	21	00	0	15	15	00	0	0	0
Humboldt	In the city of Humboldt, On Trail, from East of Eagle Ridge Drive East to 3rd Ave N and Cottonwood Trail	Ped/Bike Structures	0	0	0	0	0	0	0	0	0	0	0	0	0	10	70	70
Humboldt CRD	On C20, from NW cor E 0.9 Miles, S24 T93N R29W On P33, from Rutland (C29) to Bode (C20), S28 T92N R29W	Bridge Replacement	274	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Humboldt CRD	On Virginia Avenue, from NW cor S 0.9 Miles, S3 T93N R27W	Bridge Replacement	140	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0
Humboldt CRD	On Washington Ave., from NW corner Section 26 Norway Twp S 0.6 miles, S26 T91N R27W	Bridge Replacement	0	0	0	0	400	0	0	32	0	0	0	0	0	0	0	0
Humboldt CRD	On Lone Tree Road, from NW corner E 0.3 mi & S 0.8 mi, S32 T91N R28W On 640TH ST, Over	Bridge Replacement	0	0	0	0	0	0	0	10	5	0	0	80	0	0	0	0
Pocahontas CRD	SOUTH BRANCH LIZARD, SLINE S34 T90 R31	Bridge Replacement	328	0	0	325	0	0	0	0	0	0	0	0	0	0	0	0
Pocahontas CRD	N28: From C-49 to Laurens 510th St.: NW cor. 32-92-34 E 0.2 MI	Pavement Rehab/Widen	350	0	150	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocahontas CRD	On 150th Ave and 510th St, Over BIG CEDAR CK DD #41, at NW S36 T92 R34 (Crooked Bridge)	Bridge Replacement	0	0	0	0	0	0	0	20	5	0	0	30	30	0	0	0
Pocahontas CRD	On C-49, from the Buena Vista County line east 12 Miles to Hwy 4	Bridge Replacement	0	0	0	0	0	0	0	0	0	0	0	0	50	3	0	500
Pocahontas CRD		Pavement Rehab	0	0	0	0	0	0	0	0	0	0	0	0	25	03	15	150

RPA-05	MIDAS - RPA 5; RPA 5 TRANSPORTATION PLANNING	Trans Planning	0	0	0	0	40	2	32	0	40	3	32	0	40	32	32	0
Webster CRD	On D18, Over Brushy Creek, along NLINE S21 T89 R27	Bridge Replacement	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Webster CRD	On 170th Street, Over Lizard Creek, along NLINE S11 T89 R30	Bridge Replacement	600	0	0	600	0	0	0	0	0	0	0	0	0	0	0	0
Webster CRD	On George Avenue, Over Spring Creek, along WLINE SE1/4 S1 T88 R30	Bridge Replacement	350	0	0	350	0	0	0	0	0	0	0	0	0	0	0	0
Webster CRD	On D43, Over DD #29, along NLINE S10 T87 R29	Bridge Replacement	0	0	0	0	300	0	0	0	0	30	0	0	0	0	0	0
Webster CRD	On D43, Over DD #5, along North Line SE S12 T87 R30	Bridge Replacement	0	0	0	0	300	0	0	0	0	30	0	0	0	0	0	0
Webster CRD	On D20, from P59 east 10 Miles to Yankee Avenue at Hamilton Co. Line	Pavement Rehab	0	0	0	0	230	0	160	16	0	0	0	0	0	0	0	0
Webster CRD	On D60, Over DD, along NLINE S8 T86 R30	Bridge Replacement	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0
Webster CRD	On D60, Over BUTTRICK CREEK, along NLINE S10 T86 R30	Bridge Replacement	0	0	0	0	0	0	0	0	40	0	0	40	0	0	0	0
Webster CRD	On D68, Over Lost Grove Creek, along NLINE S34 T86 R29	Bridge Replacement	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0
Webster CRD	On D43, Over CROOKED CREEK, along NLINE S9 T87 R28	Bridge Replacement	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	400
Wright CCB	On Franklin Grove Trail, from End of Frankline Grove Trail Southeast .75 Miles to Franklin Grove Wildlife Area	Ped/Bike Development	186	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0
Wright CRD	On R33, from IA 3 North 9 Miles	Pavement Rehab	200	0	16	160	0	0	0	0	0	0	0	0	0	0	0	0
Wright CRD	On Buchanan Avenue, Over Humboldt County Drainage Ditch 3, from 290th Street North 1.1 Miles, S32 T91 R26	Bridge Replacement	0	0	0	0	425	0	0	42	5	0	0	0	0	0	0	0
Wright CRD	On 210TH ST, Over EAGLE CREEK, along NLINE S33 T92 R25	Bridge Replacement	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0
Wright CRD	On BAXTER AVE, Over STREAM, along NLINE S7 T91 R26	Bridge Replacement	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	150
Wright CRD	On R75, Over Sheldon Creek, at Ctr S27 T90 R23	Bridge Replacement	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	350
DOT-D01-RPA05	I-35: IA 175 INTERCHANGE	Grade and Pave,Erosion Control,Right of Way	514	0	0	0	171	0	0	0	0	0	0	0	0	0	0	0
DOT-D01-RPA05	US 20: 0.5 MI E OF CO RD P73 TO W JCT IA 17 (EB & WB)	Grade and Pave,Right of Way	10	0	0	0	133	7	96	1	0	0	0	0	0	0	0	0
DOT-D01-RPA05	IA 175: WEST BUTTRICK CREEK 2.1 MI E OF CO RD P29	Wetland Mitigation	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DOT-D01-RPA05	US 20: DES MOINES RIVER 2.6 MI E OF US 169 (WB)	Bridge Deck Overlay	0	0	0	0	0	0	0	0	83	7	0	0	0	0	0	0
DOT-D01-RPA05	IA 7: NORTH LIZARD CREEK 0.5 MI W OF US 169	Bridge Deck Overlay	0	0	0	0	0	0	0	0	0	0	0	0	66	0	0	0
DOT-D02-RPA05	US 69: N OF UP RR TO N JCT CO RD C20	Grade and Pave,Bridge Replacement,Culvert Replacement	0	0	0	0	75	0	0	0	84	20	0	0	0	0	0	0
DOT-D02-RPA05	IA 17: PRAIRIE CREEK 0.9 MI N OF CO RD C26	Bridge Replacement, Right of Way	0	0	0	0	0	0	0	0	0	0	0	0	24	53	0	0
DOT-D03-RPA05	IA 4: READING CREEK 3.1 MI S OF S JCT IA 175	Bridge Deck Overlay	407	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DOT-D03-RPA05	IA 4: PURGATORY CREEK 2.8 MI S OF N JCT IA 175	Bridge Deck Overlay	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0

2024-2039 Projects

Specific projects are not always listed for 2024-2039. Below are project concepts developed through input from transportation system providers, IDOT transportation plans, local transportation plans, business, leaders, and elected officials.

Aviation

All airports need adequate infrastructure to provide the services needed in the area. Individual airport needs are identified below.

Clarion Airport

- ◆ Construct Fixed Base Operator (FBO) facility *
- ◆ Replace Automated Weather Observing System (AWOS) III equipment *
- ◆ Construct hangar *
- ◆ Land acquisition for extension of Runway 32
- ◆ Extend and widen Runway 32 to 4,200' x 75'
- ◆ Construct parallel taxiway and turnaround extension
- ◆ Fuel system replacement
- ◆ Construct crosswind runway and drainage improvements

Eagle Grove Airport

- ◆ Apron major rehabilitation
- ◆ Runway 13/31 major rehabilitation

Fort Dodge Regional Airport

- ◆ Environmental Document (Tree clearing and drainage improvements)
- ◆ Tree Clearing and Drainage improvements
- ◆ Construct Executive Hangars and pavement
- ◆ Reconstruct Runway 6/24
- ◆ Airport Layout Plan (ALP) update (2011, 2019, 2027)
- ◆ Apron major rehabilitation
- ◆ Electrical system update
- ◆ Reconstruct Runway 12/30
- ◆ Design - Rehabilitate Runway 6/24
- ◆ Expand Aircraft Rescue and Fire Fighting (ARFF) and snow removal equipment (SRE) building - phase 1
- ◆ Acquire snow removal equipment
- ◆ Overlay east Taxiway B & Taxiway D
- ◆ Reconstruct general aviation apron
- ◆ Remove Runway 6/24 overrun

Humboldt Airport

- ◆ Construct hangar
- ◆ Construct hangar
- ◆ Construct 10 unit T-hangar
- ◆ Runway 12/30 major rehabilitation
- ◆ Acquire land for runway protection zone
- ◆ Acquire snow removal equipment

- ◆ Runway 12/30 line of sight correction
- ◆ Construct taxiway

Pocahontas Municipal Airport

- ◆ Replace airport lighting
- ◆ Improve drainage on turf runway
- ◆ Widen Runway 11/29
- ◆ Acquire land and close a portion of 240th Ave for runway extension
- ◆ Install Automated Weather Observing System (AWOS) III-P (Present Weather Identification Sensor)
- ◆ Construct parallel taxiway - phase 1
- ◆ Runway rehabilitation
- ◆ Construct parallel taxiway - phase 2
- ◆ Construct hangar

Rockwell City Municipal Airport

- ◆ 3-Unit Hanger
- ◆ Terminal Building

Webster City Municipal Airport

- ◆ Construct parallel taxiway
- ◆ Conventional hangar
- ◆ Expand aircraft apron
- ◆ Airport Layout Plan update (2014, 2024)
- ◆ Relocate threshold
- ◆ Pavement maintenance
- ◆ Replace Automated Weather Observing System (AWOS) equipment
- ◆ Environmental assessment
- ◆ Rehabilitate runway

**Source: 2011-2016 CIP Plans, LRNA plans, Iowa Statewide 2010 Pavement Management Report, Mead & Hunt, Inc., and local airports.*

Public Transit

- ◆ Maintain current equipment and services
- ◆ Increase service when feasible
- ◆ Provide safe, effective service
- ◆ Provide/construct bus facilities in counties where systems operate

Railroads

- ◆ Chicago-Dubuque- Waterloo-Sioux City Passenger Rail Study
- ◆ Study the potential for implementation of intercity passenger rail between Chicago, Dubuque, Waterloo, Fort Dodge, and Sioux City.
- ◆ Rail Access Improvement in Fort Dodge Area
- ◆ Provide enhanced rail access to CN and UP in the Fort Dodge Area at a certified industrial site located in Tara, west of Fort Dodge. Options could potentially include an industrial spur and transload facility.

- ◆ Maintain and improve existing facilities
- ◆ Development of an intermodal facility in the region

Roads/Bridges

- ◆ Rehabilitate at least 370 miles of road/street*
- ◆ Reconstruct at least 34 miles of road/street*
- ◆ Develop at least 8 miles of new road/street*
- ◆ Rehabilitate at least 51 bridges*
- ◆ Reconstruct/replace at least 191 bridges*
- ◆ Improve system for safety
- ◆ Develop new roads when required for economic development

*County engineers, city engineers, city representatives provided road and bridge information

The State of Iowa Long Range Transportation Plan “Iowa In Motion 2045“ has established a highway improvement matrix for the primary road system in order to identify where improvements are needed in the region. Below is the project identified in that matrix that are in Region V. Improvement needs are noted with a solid red color, operations column is for interstates only and identifies the corridors ranking out of 54 corridors, bridge and freight column numbers represent ranking of bridge out of 216 and freight improvements out of 94 for that corridor, and corridors that did not have specific improvement needs identified are targeted for stewardship.

Route	County	Corridor	Miles	Freight (out of 94)	Condition	Operations (out of 54)	Bridge (Out of 216)
I35	Hamilton, Wright, Franklin	US 20 to IA 3	23.5	90.8		39	
US20	Sac, Calhoun, Webster	US71 to US 169	51.6	75			
US20	Webster, Hamilton	US 169 to I-35	33.1	8			
US20	Hamilton, Hardin	I-35 to US 65	15.7	8			
US 69	Story, Hamilton	Ames N CL to US 20	26.7	Corridor targeted for stewardship			
US 69	Hamilton, Wright	US 20 to IA 3	20	Corridor targeted for stewardship			
US 69	Wright, Hancock	IA 3 to US 18	24.9				210
US 169	Boone, Webster	US 30 to US 20	33.0	Corridor targeted for stewardship			
US 169	Webster Humboldt	US 20 to IA 3	20.5	Corridor targeted for stewardship			
US 169	Humboldt, Kossuth	IA 3 to US 18	24.6	Corridor targeted for stewardship			
IA 3	Buena Vista, Pocahontas, Humboldt	US 71 to US 169	47.7	65			51, 89, 108
IA 3	Humboldt, Wright, Franklin	US 169 to I-35	43.4				82
IA 4	Greene, Calhoun	US 30 to US 20	43.3	75			
IA 4	Calhoun, Pocahontas	US 20 to IA 320.0		75			
IA 4	Pocahontas, Palo Alto	IA 3 to US 18	26.2				
IA 7	Buena Vista, Pocahontas, Calhoun, Webster	US 71 to US 169	47.8	Corridor targeted for stewardship			
IA 17	Boone, Hamilton	US 30 to US 20	30.2	Corridor targeted for stewardship			
IA 17	Hamilton, Wright	US 20 to IA 3	20.3	Corridor targeted for stewardship			
IA 17	Wright, Hancock	IA 3 to US 18	25.2	Corridor targeted for stewardship			
IA 144	Greene, Webster	US 30 to IA 175	16.0	Corridor targeted for stewardship			

IA 175	Sac, Calhoun, Webster	US 71 to US 169	27.0				100
IA 175	Webster, Hamilton	US 169 to I-35	30.0	Corridor targeted for stewardship			
IA 175	Hamilton, Hardin, Grundy	I-35 to IA 14	31.9	Corridor targeted for stewardship			

Trails

- ◆ Develop new and expanded trails for economic development and quality of life
- ◆ Maintain existing trails
- ◆ Three Rivers Trail to Badger
- ◆ P-59 (Badger to 25th Ave. N.)
- ◆ Kennedy Park Loop
- ◆ West Side of Kennedy Park, Along West Side of Airport to N. 7th St. (River Road)
- ◆ 160th St. Trail (P-56 to P-59)
- ◆ Willow Ridge Trail Extension
- ◆ NW River District Trail Loops
- ◆ Williams Drive On-Street Trail (20th Ave. N. to 28th Ave. N.) & East to N. 15th St.
- ◆ Rolling Hills to Woodlands Trail
- ◆ Cooper School Area On-Street Trails
- ◆ 10th Ave. N. Trail Extension (N. 22nd St. to Snell-Crawford Entrance)
- ◆ FD Public School and St. Edmond Connection
- ◆ Williams Drive / N. 9th St. On-Street Trails
- ◆ 2nd Ave. N. Sidepath (N. 23rd St. to N. 32nd St.)
- ◆ 9th Ave. S. On-Street Trail (S. 15th St. to S. 25th St.)
- ◆ Gypsum City Trail (S. 32nd St. to P-59)
- ◆ South Side Trail Extension (15th Ave. S. to Landfill Property)
- ◆ P-59 (Hwy. 20 to Otho)
- ◆ Otho to Dolliver State Park
- ◆ Dolliver State Park to Brushy Creek State Park
- ◆ Lehigh to Dayton
- ◆ Dayton to Gowrie
- ◆ Gowrie to Raccoon River Valley Trail
- ◆ City of Gowrie Loop

FUTURE PLANNING ACTIVITIES

The LRTP will be updated every five years, however it will be reviewed on an as needed bases to determine if the plan needs to be updated sooner. If it is found prior to the evaluation process that the plan has become outdated, then an update will occur. When updating the LRTP, the region's public participation process will be followed.

MIDAS staff will assist with any transportation and/or special studies, when requested, that will be undertaken within Region V in the future.

Annual planning items which are conducted include development of:

- Regional Transportation Improvement Program
- Transportation Planning Work Program

Special studies which may be developed within the next five years include:

- Calhoun County Trails Plan
- Hamilton County Trails Plan
- DART Route Study

APPENDICES

- Regional Population 1970-2010
- Survey Results
- State Listed Endangered Species

Region V Population (1970 - 2010)

Government	1970	1980	1990	2000	2010	% Change 1970 to 2010	Government	1970	1980	1990	2000	2010	% Change 1970 to 2010
Calhoun County	14,287	13,542	11,508	11,115	9,670	-32.3%	Pocahontas County	12,729	11,369	9,525	8,662	7,310	-42.6%
Farnhamville	393	461	414	430	371	-5.6%	Fonda	980	863	731	648	631	-35.6%
Jolley	112	91	68	54	41	-63.4%	Gilmore City (Part)	289	260	235	258	223	-22.8%
Knierim	131	125	71	70	60	-54.2%	Havelock	248	279	217	177	138	-44.4%
Lake City	1,910	2,006	1,841	1,787	1,727	-9.6%	Laurens	1,756	1,606	1,550	1,476	1,258	-28.4%
Lohrville	553	521	453	431	368	-33.5%	Palmer	264	288	230	214	165	-37.5%
Manson	1,993	1,924	1,844	1,893	1,690	-15.2%	Plover	129	135	101	95	77	-40.3%
Pomeroy	765	895	762	710	662	-13.5%	Pocahontas	2,338	2,352	2,085	1,970	1,789	-23.5%
Rinard	88	97	71	72	52	-40.9%	Rolfe	767	796	721	675	584	-23.9%
Rockwell City	2,396	2,276	1,981	2,264	1,709	-28.7%	Varina	140	122	102	90	71	-49.3%
Somers	197	220	161	165	113	-42.6%	Total Gilmore City	766	626	560	556	504	-34.2%
Yetter	47	52	49	36	34	-27.7%	Webster County	48,391	45,953	40,342	40,235	38,013	-21.4%
Hamilton County	18,383	17,862	16,071	16,438	15,673	-14.7%	Badger	465	653	569	610	561	20.6%
Blairsburg	287	288	269	235	215	-25.1%	Barnum	147	198	174	195	191	29.9%
Ellsworth	443	480	451	531	531	19.9%	Callender	421	446	384	424	376	-10.7%
Jewell	1,152	1,145	1,106	1,239	1,215	5.5%	Clare	248	229	183	190	146	-41.1%
Kamrar	243	225	203	229	199	-18.1%	Dayton	909	941	818	884	837	-7.9%
Randall	197	171	161	148	173	-12.2%	Duncombe	418	504	488	474	410	-1.9%
Stanhope	482	492	447	488	422	-12.4%	Fort Dodge	31,263	29,423	25,894	25,136	25,206	-19.4%
Webster City	8,488	8,572	7,894	8,176	8,070	-4.9%	Gowrie	1,225	1,089	1,028	1,038	1,037	-15.3%
Williams	456	410	368	427	344	-24.6%	Harcourt	305	347	306	340	303	-0.7%
Stratford (Part)	710	775	695	720	713	0.4%	Lehigh	739	654	536	497	416	-43.7%
Humboldt County	12,517	12,246	10,756	10,381	9,815	-21.6%	Moorland	268	257	209	197	169	-36.9%
Bode	373	406	335	327	302	-19.0%	Otho	581	692	529	571	542	-6.7%
Bradgate	130	151	124	101	86	-33.8%	Stratford (Part)	39	31	20	26	30	-23.1%
Dakota City	746	1,072	1,024	911	843	13.0%	Vincent	204	207	185	158	174	-14.7%
Gilmore City (Part)	477	366	325	298	281	-41.1%	Wright County	17,294	16,319	14,269	14,334	13,229	-23.5%
Hardy	73	72	47	57	47	-35.6%	Belmond	2,358	2,505	2,500	2,560	2,376	0.8%
Humboldt	4,665	4,794	4,438	4,452	4,690	0.5%	Clarion	2,972	3,060	2,703	2,968	2,850	-4.1%
Livermore	510	490	436	431	384	-24.7%	Dows (Part)	667	635	548	570	460	-31.0%
Ottosen	93	92	72	61	55	-40.9%	Eagle Grove	4,489	4,324	3,671	3,712	3,583	-20.2%
Pioneer	56	40	46	21	23	-58.9%	Galt	50	60	43	30	32	-36.0%
Renwick	429	410	287	306	242	-43.6%	Goldfield	722	789	710	680	635	-12.0%
Rutland	215	163	149	145	126	-41.4%	Rowan	231	259	189	218	158	-31.6%
Thor	212	200	205	174	186	-12.3%	Woolstock	222	235	212	204	168	-24.3%
Region V Total	123,601	117,291	102,471	101,165	93,710	-24.2%							

Transportation Survey Results

Long Range Transportation Plan Survey

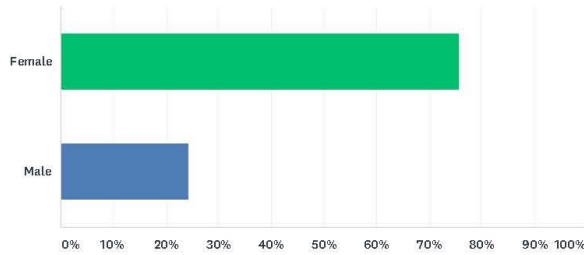
SurveyMonkey

Q1 What is your ZIP Code?

Answered: 91 Skipped: 0

Q2 What is your gender?

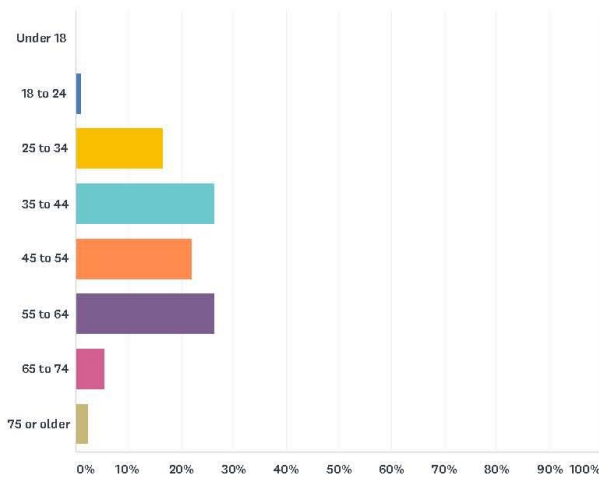
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES	
Female	75.82%	69
Male	24.18%	22
TOTAL		91

Q3 What is your age?

Answered: 91 Skipped: 0

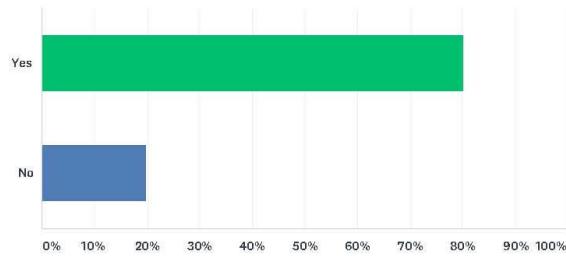


ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18 to 24	1.10%	1
25 to 34	16.48%	15
35 to 44	26.37%	24
45 to 54	21.98%	20
55 to 64	26.37%	24
65 to 74	5.49%	5
75 or older	2.20%	2

TOTAL 91

Q4 Do you live in an incorporated city? (Choose one)

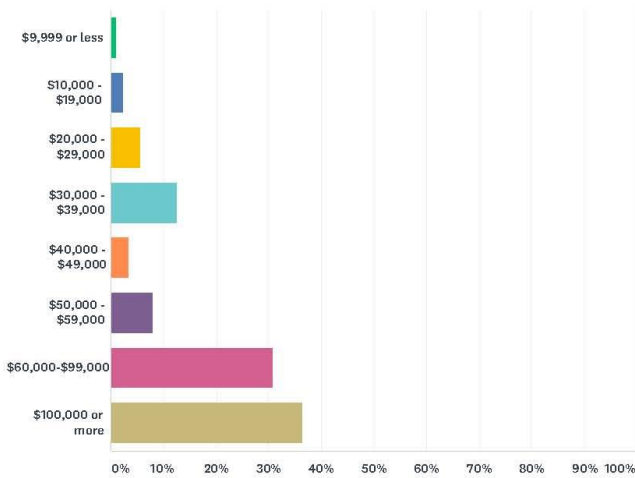
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	80.22%	73
No	19.78%	18
TOTAL		91

Q5 What is your total annual household gross income? (Choose one)

Answered: 88 Skipped: 3



ANSWER CHOICES	RESPONSES	
\$9,999 or less	1.14%	1
\$10,000 - \$19,000	2.27%	2
\$20,000 - \$29,000	5.68%	5
\$30,000 - \$39,000	12.50%	11
\$40,000 - \$49,000	3.41%	3
\$50,000 - \$59,000	7.95%	7
\$60,000 - \$99,000	30.68%	27
\$100,000 or more	36.36%	32
TOTAL		88

Q6 How many people reside in your household?

Answered: 91 Skipped: 0

Q7 How many licensed drivers are in your household?

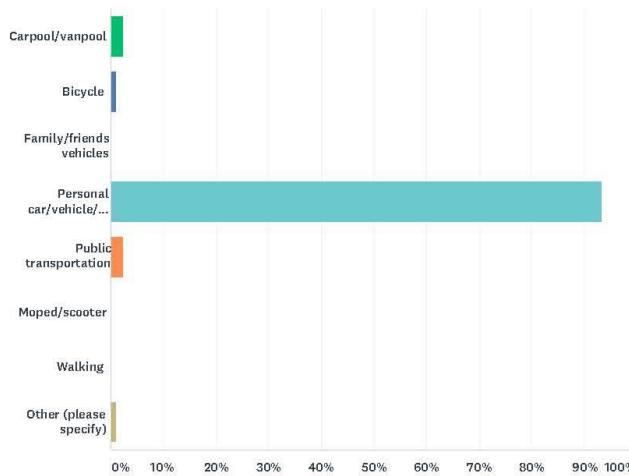
Answered: 91 Skipped: 0

Q8 How many operating vehicles does your household own?

Answered: 91 Skipped: 0

Q9 What type of transportation do you use most? (Choose one)

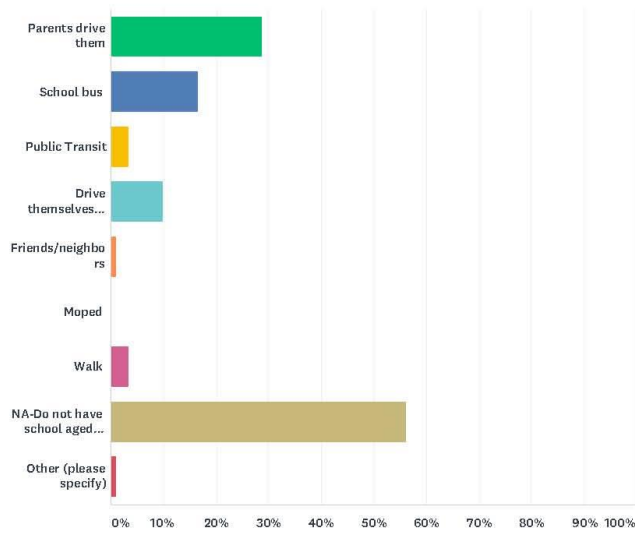
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES
Carpool/vanpool	2.20% 2
Bicycle	1.10% 1
Family/friends vehicles	0.00% 0
Personal car/vehicle/motorcycle	93.41% 85
Public transportation	2.20% 2
Moped/scooter	0.00% 0
Walking	0.00% 0
Other (please specify)	1.10% 1
TOTAL	91

Q10 If you have school age children in your household how do they get to school? (Choose all that apply)

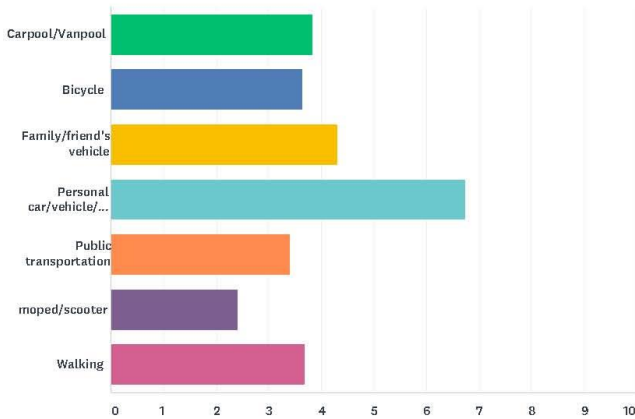
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES
Parents drive them	28.57% 26
School bus	16.48% 15
Public Transit	3.30% 3
Drive themselves using a car/vehicle/motor cycle	9.89% 9
Friends/neighbors	1.10% 1
Moped	0.00% 0
Walk	3.30% 3
NA-Do not have school aged children	56.04% 51
Other (please specify)	1.10% 1
Total Respondents: 91	

Q11 Rank the methods of transportation you would prefer to use with #1 being the highest rank.

Answered: 91 Skipped: 0

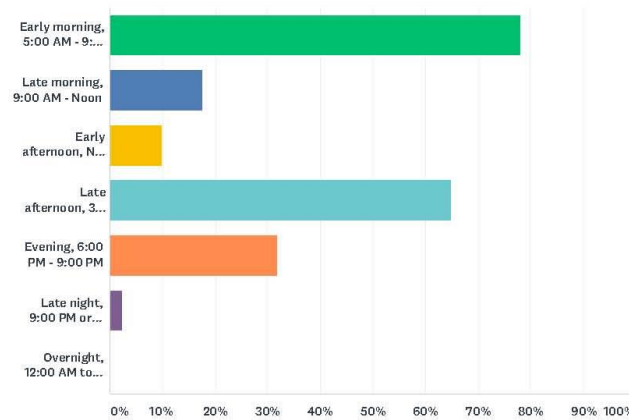


1	2	3	4	5	6	7	TOTAL	SCORE

Carpool/ Vanpool	2.20% 2	21.98% 20	17.58% 16	13.19% 12	13.19% 12	23.08% 21	8.79% 8	91	3.82
Bicycle	2.20% 2	13.19% 12	19.78% 18	13.19% 12	18.68% 17	27.47% 25	5.49% 5	91	3.63
Family/friend's vehicle	0.00% 0	29.67% 27	20.88% 19	21.98% 20	13.19% 12	7.69% 7	6.59% 6	91	4.32
Personal car/vehicle/motorcycle	86.81% 79	5.49% 5	5.49% 5	0.00% 0	1.10% 1	0.00% 0	1.10% 1	91	6.73
Public transportation	5.49% 5	14.29% 13	6.59% 6	21.98% 20	13.19% 12	18.68% 17	19.78% 18	91	3.42
moped/scooter	0.00% 0	2.20% 2	9.89% 9	10.99% 10	20.88% 19	14.29% 13	41.76% 38	91	2.40
Walking	3.30% 3	13.19% 12	19.78% 18	18.68% 17	19.78% 18	8.79% 8	16.48% 15	91	3.69

Q12 During the week, what time of day do you travel the most? (Choose all that apply)

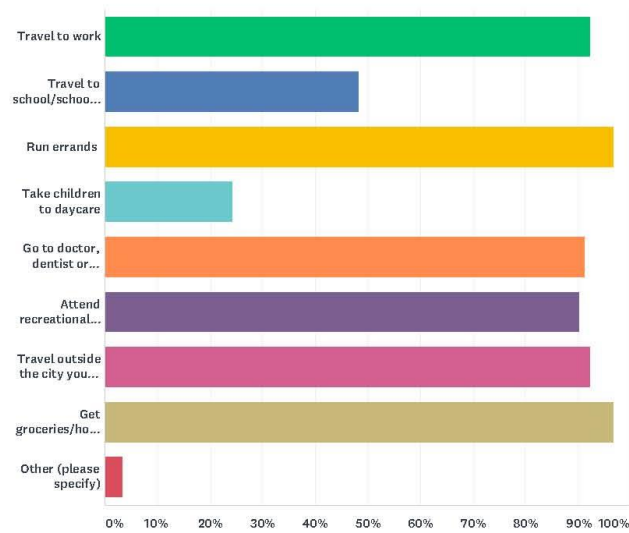
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES
Early morning, 5:00 AM - 9:00 AM	78.02% 71
Late morning, 9:00 AM - Noon	17.58% 16
Early afternoon, Noon - 3:00 PM	9.89% 9
Late afternoon, 3:00 PM - 6:00 PM	64.84% 59
Evening, 6:00 PM - 9:00 PM	31.87% 29
Late night, 9:00 PM or 12:00 AM	2.20% 2
Overnight, 12:00 AM to 5:00 AM	0.00% 0
Total Respondents: 91	

Q13 Do you regularly use a vehicle for transportation for any of the following? (Check all that apply)

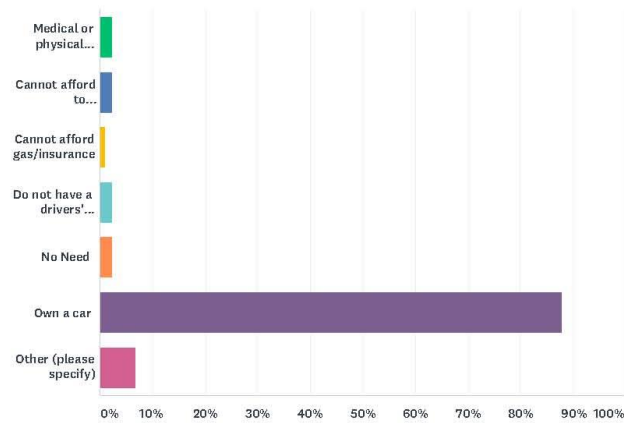
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES	
Travel to work	92.31%	84
Travel to school/school activities	48.35%	44
Run errands	96.70%	88
Take children to daycare	24.18%	22
Go to doctor, dentist or other medical appointment	91.21%	83
Attend recreational and social events	90.11%	82
Travel outside the city you live in	92.31%	84
Get groceries/household supplies	96.70%	88
Other (please specify)	3.30%	3
Total Respondents: 91		

Q14 If you do not own a vehicle, why not? (Check all that apply)

Answered: 91 Skipped: 0

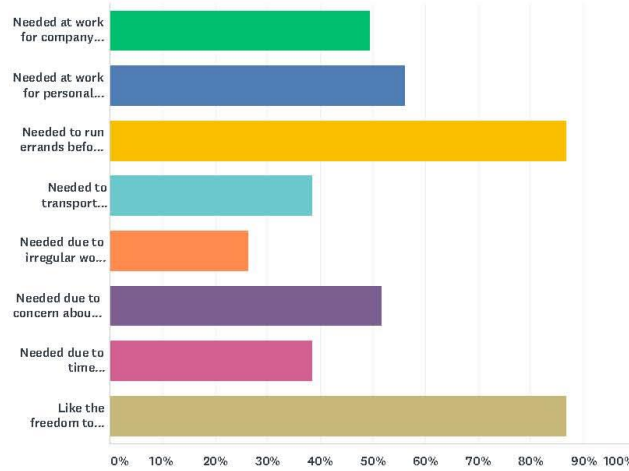


ANSWER CHOICES	RESPONSES	
Medical or physical condition	2.20%	2

Cannot afford to purchase/maintain a car	2.20%	2
Cannot afford gas/insurance	1.10%	1
Do not have a drivers' license	2.20%	2
No Need	2.20%	2
Own a car	87.91%	80
Other (please specify)	6.59%	6
Total Respondents: 91		

Q15 If you do own a vehicle why? (Check all that apply)

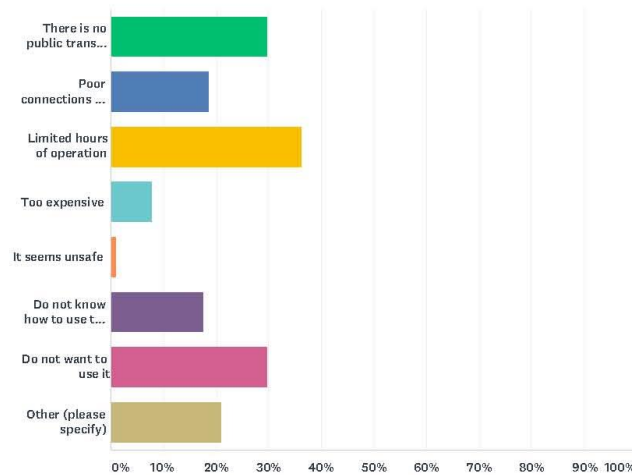
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES
Needed at work for company business	49.45% 45
Needed at work for personal business	56.04% 51
Needed to run errands before or after work	86.81% 79
Needed to transport children before or after work	38.46% 35
Needed due to irregular work schedule	26.37% 24
Needed due to concern about emergencies	51.65% 47
Needed due to time constraints	38.46% 35
Like the freedom to where I want to go when I want to go	86.81% 79
Total Respondents: 91	

Q16 If you do not use public transportation, why not? (Check all that apply)

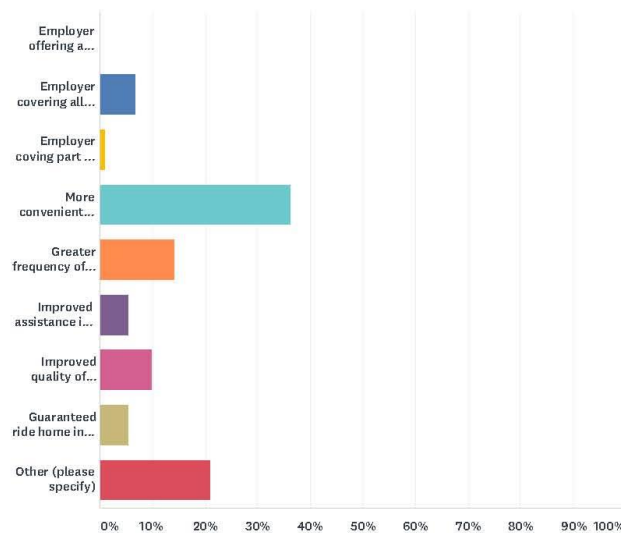
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES
There is no public transit service where I am	29.67% 27
Poor connections or transfers	18.68% 17
Limited hours of operation	36.26% 33
Too expensive	7.69% 7
It seems unsafe	1.10% 1
Do not know how to use the transit system	17.58% 16
Do not want to use it	29.67% 27
Other (please specify)	20.88% 19
Total Respondents: 91	

Q17 If you do not use public transportation, what would most encourage you to do so? (Pick one)

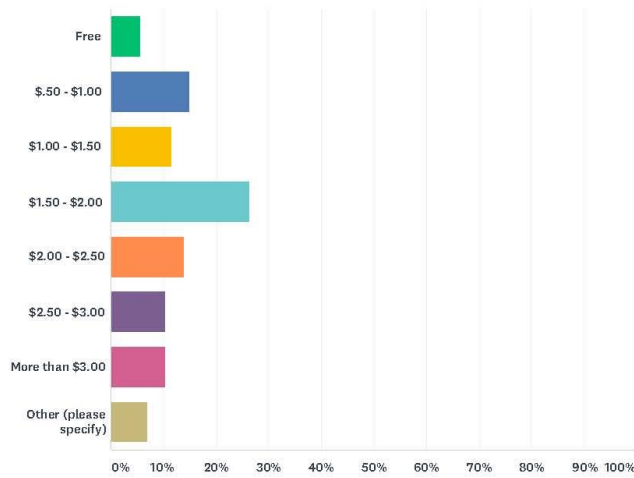
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES	
Employer offering a pre-tax transit benefit	0.00%	0
Employer covering all of the cost of using public transit	6.59%	6
Employer covering part of the cost of using public transit	1.10%	1
More convenient routes and stops	36.26%	33
Greater frequency of pick-ups/drop-offs	14.29%	13
Improved assistance in navigating/using public transit	5.49%	5
Improved quality of public transportation infrastructure and vehicles	9.89%	9
Guaranteed ride home in emergencies	5.49%	5
Other (please specify)	20.88%	19
TOTAL		91

Q18 To use public transportation, what is the maximum fare for a one way trip you would be willing to pay? (Choose one)

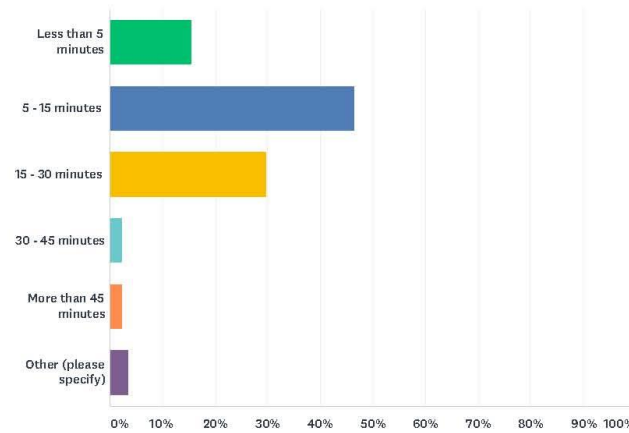
Answered: 87 Skipped: 4



ANSWER CHOICES	RESPONSES	
Free	5.75%	5
\$.50 - \$1.00	14.94%	13
\$1.00 - \$1.50	11.49%	10
\$1.50 - \$2.00	26.44%	23
\$2.00 - \$2.50	13.79%	12
\$2.50 - \$3.00	10.34%	9
More than \$3.00	10.34%	9
Other (please specify)	6.90%	6
TOTAL		87

Q19 If you were to use public transit as a mode of transportation to work, what increase in travel time would you accept? (Choose one)

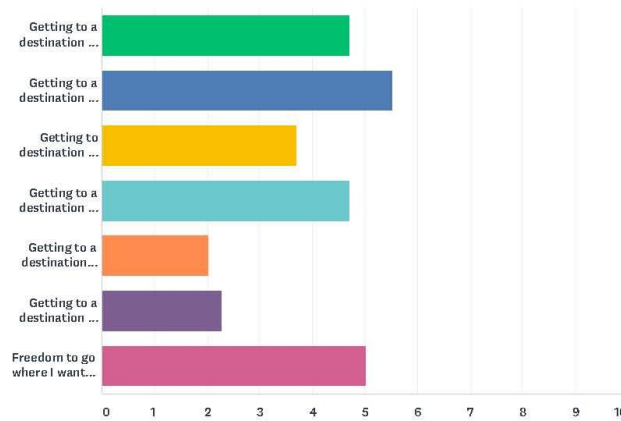
Answered: 84 Skipped: 7



ANSWER CHOICES	RESPONSES
Less than 5 minutes	15.48% 13
5 - 15 minutes	46.43% 39
15 - 30 minutes	29.76% 25
30 - 45 minutes	2.38% 2
More than 45 minutes	2.38% 2
Other (please specify)	3.57% 3
TOTAL	84

Q20 When deciding what kind of transportation to use, what is the most important factor? (Rank from 1-7 with #1 being the most important factor)

Answered: 91 Skipped: 0

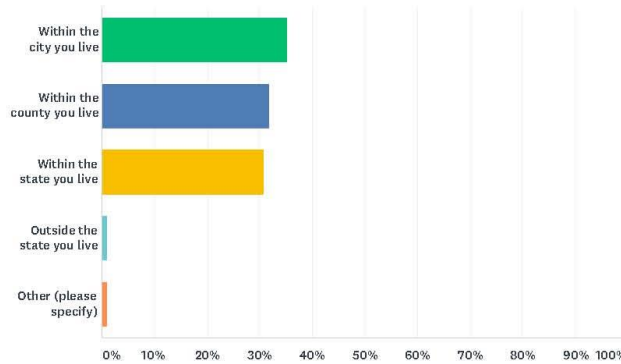


	1	2	3	4	5	6	7	TOTAL	SCORE
Getting to a destination as directly as possible	8.79% 8	23.08% 21	26.37% 24	21.98% 20	12.09% 11	6.59% 6	1.10% 1	91	4.70
Getting to a destination as quickly as possible	27.47% 25	36.26% 33	17.58% 16	5.49% 5	9.89% 9	0.00% 0	3.30% 3	91	5.53
Getting to destination as cheaply as possible	2.20% 2	7.69% 7	24.18% 22	23.08% 21	20.88% 19	12.09% 11	9.89% 9	91	3.71
Getting to a destination as safely as possible	16.48% 15	13.19% 12	17.58% 16	32.97% 30	17.58% 16	2.20% 2	0.00% 0	91	4.71

Getting to a destination with as little environmental impact as possible	1.10%	0.00%	5.49%	7.69%	9.89%	30.77%	45.05%		
	1	0	5	7	9	28	41	91	2.02
Getting to a destination in the healthiest way possible	0.00%	5.49%	3.30%	4.40%	17.58%	39.56%	29.67%		
	0	5	3	4	16	36	27	91	2.29
Freedom to go where I want when I want	43.96%	14.29%	5.49%	4.40%	12.09%	8.79%	10.99%		
	40	13	5	4	11	8	10	91	5.03

Q21 Where do you travel the most? (Chose one)

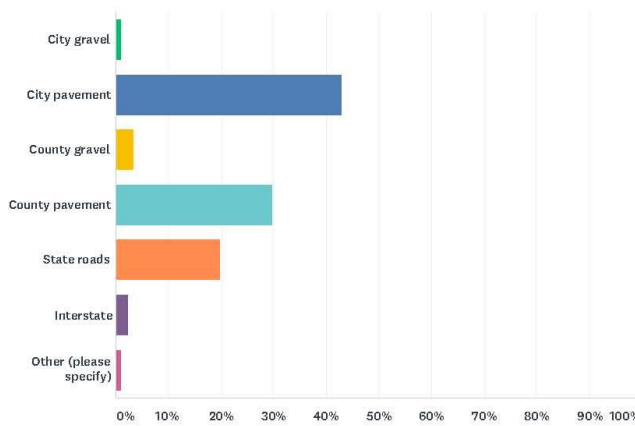
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES	
Within the city you live	35.16%	32
Within the county you live	31.87%	29
Within the state you live	30.77%	28
Outside the state you live	1.10%	1
Other (please specify)	1.10%	1
TOTAL		91

Q22 What roads do you use most? (Choose one)

Answered: 91 Skipped: 0

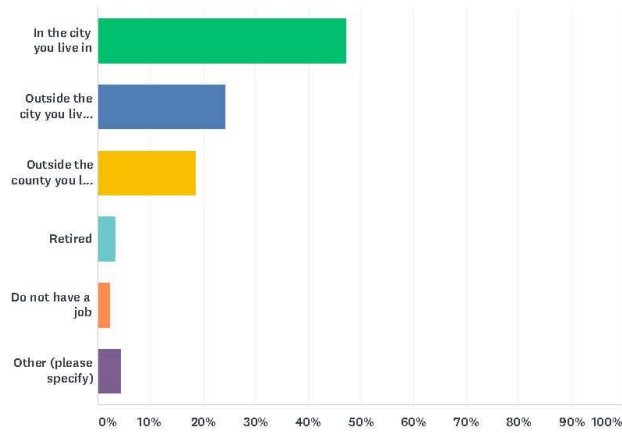


ANSWER CHOICES	RESPONSES	
City gravel	1.10%	1
City pavement	42.86%	39

County gravel	3.30%	3
County pavement	29.67%	27
State roads	19.78%	18
Interstate	2.20%	2
Other (please specify)	1.10%	1
TOTAL		91

Q23 Where do you work? (Choose one)

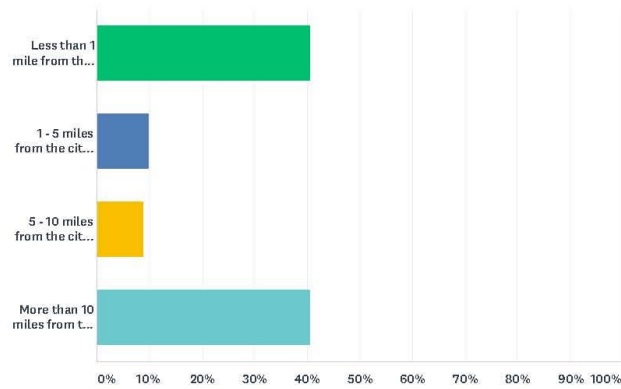
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES	
In the city you live in	47.25%	43
Outside the city you live in but in the county you live in	24.18%	22
Outside the county you live in	18.68%	17
Retired	3.30%	3
Do not have a job	2.20%	2
Other (please specify)	4.40%	4
TOTAL		91

Q24 If you work outside the city that you live in, how far do you travel? (Check one)

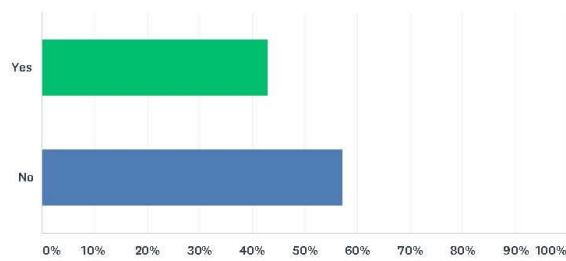
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 1 mile from the city you live in	40.66%	37
1 - 5 miles from the city you live in	9.89%	9
5 - 10 miles from the city you live in	8.79%	8
More than 10 miles from the city you live in	40.66%	37
TOTAL		91

Q25 Have you ever flown out of the Fort Dodge Regional Airport

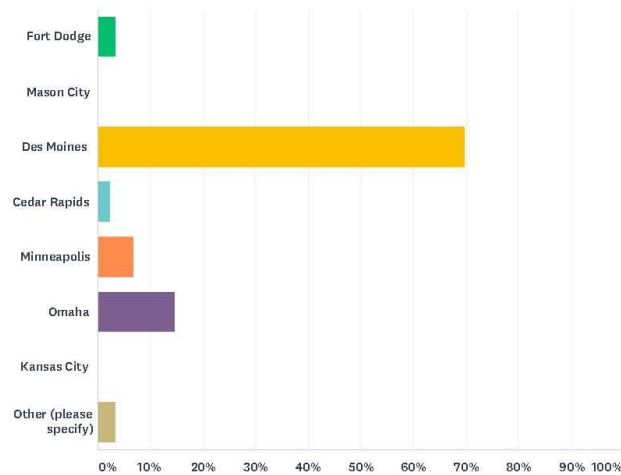
Answered: 91 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	42.86%	39
No	57.14%	52
TOTAL		91

Q26 What airport do you most often fly out of? (Check one)

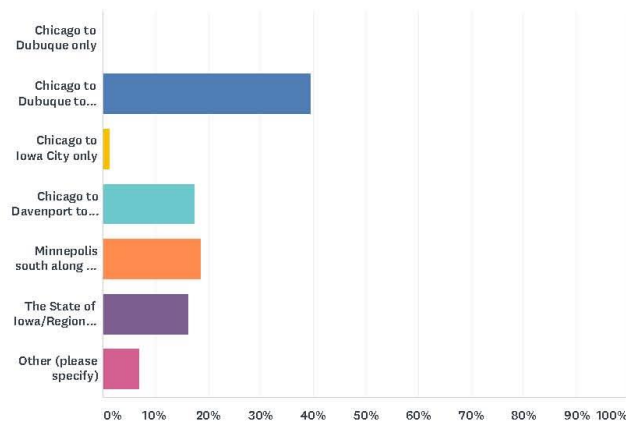
Answered: 89 Skipped: 2



ANSWER CHOICES	RESPONSES
Fort Dodge	3.37% 3
Mason City	0.00% 0
Des Moines	69.66% 62
Cedar Rapids	2.25% 2
Minneapolis	6.74% 6
Omaha	14.61% 13
Kansas City	0.00% 0
Other (please specify)	3.37% 3
TOTAL	89

Q27 Which of the following passenger rail corridors should the State of Iowa/Region consider funding? (Choose one)

Answered: 86 Skipped: 5

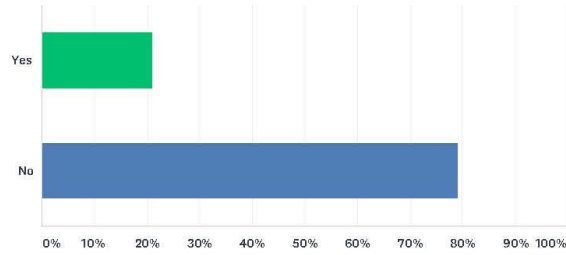


ANSWER CHOICES	RESPONSES
Chicago to Dubuque only	0.00% 0
Chicago to Dubuque to Sioux City (through Waterloo and Fort Dodge)	39.53% 34
Chicago to Iowa City only	1.16% 1

Chicago to Davenport to Council Bluffs/Omaha (through Iowa City and Des Moines)	17.44%	15
Minneapolis south along I35 through Des Moines	18.60%	16
The State of Iowa/Region should not be funding passenger rail	16.28%	14
Other (please specify)	6.98%	6
TOTAL		86

Q28 Have you considered using intercity bus (Grey Hound/Jefferson Lines) as a mode of transportation to get from one city to another?

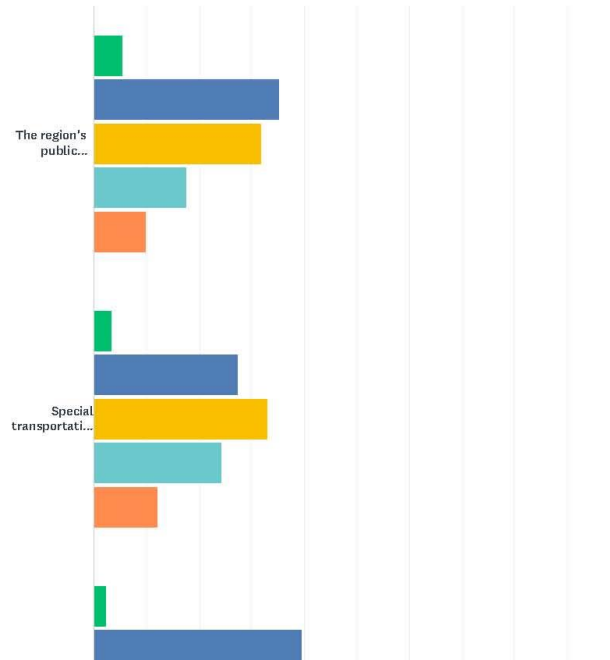
Answered: 91 Skipped: 0

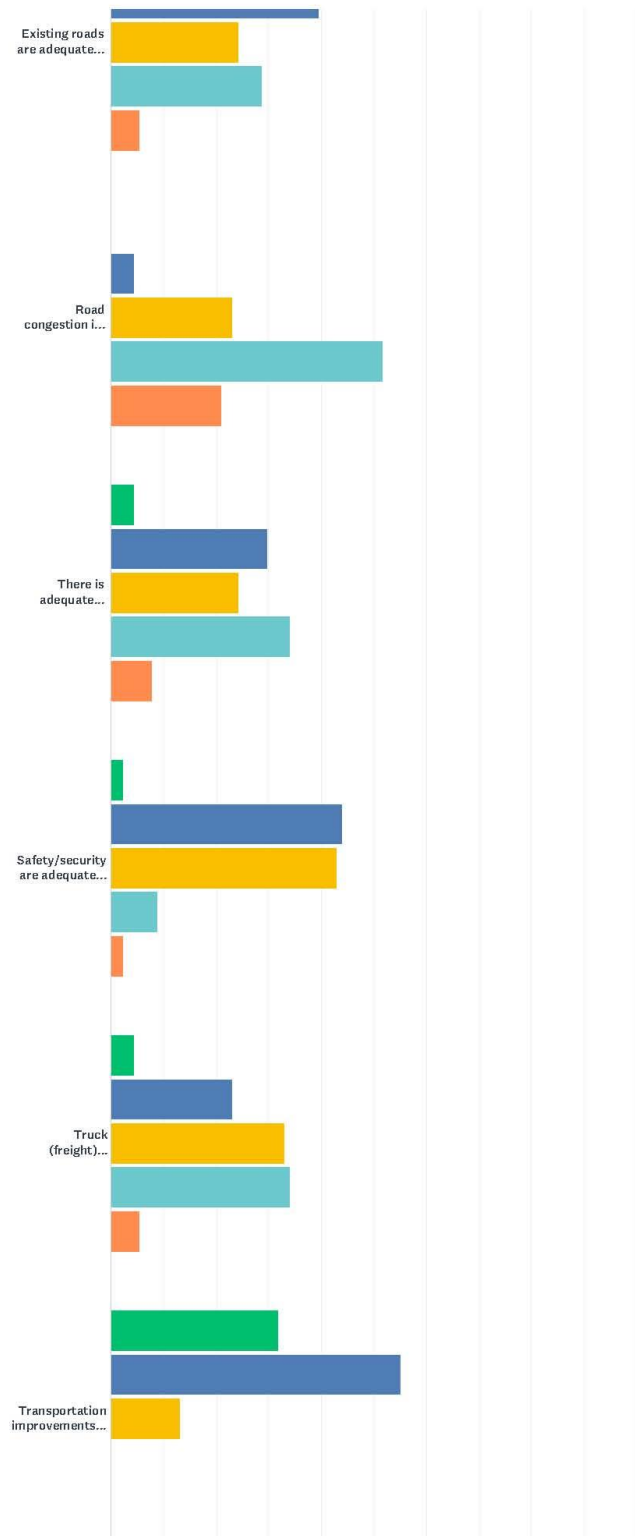


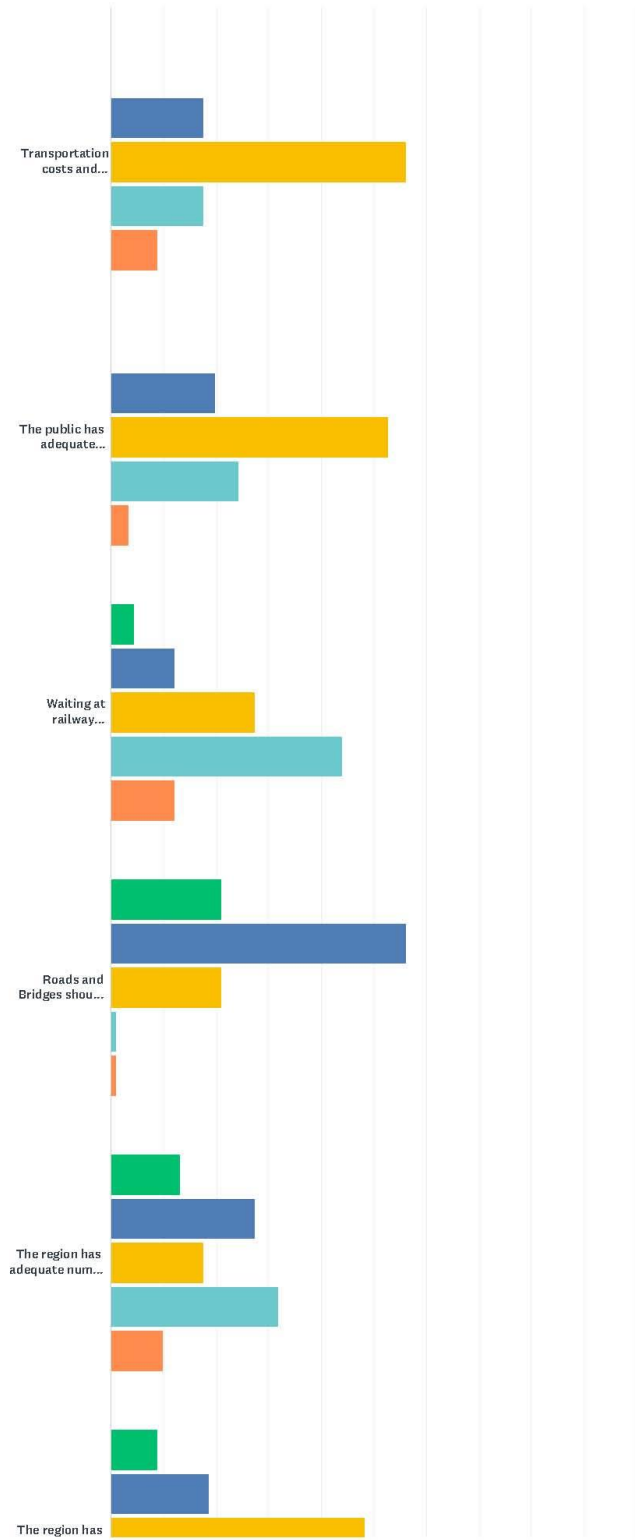
ANSWER CHOICES	RESPONSES	
Yes	20.88%	19
No	79.12%	72
TOTAL		91

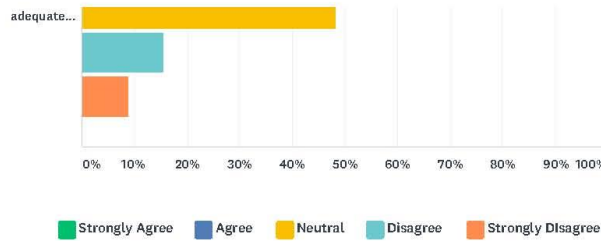
Q29 These statements relate to your satisfaction with the operation and planning of the region's transportation system. Check the box that most describes your opinion.

Answered: 91 Skipped: 0





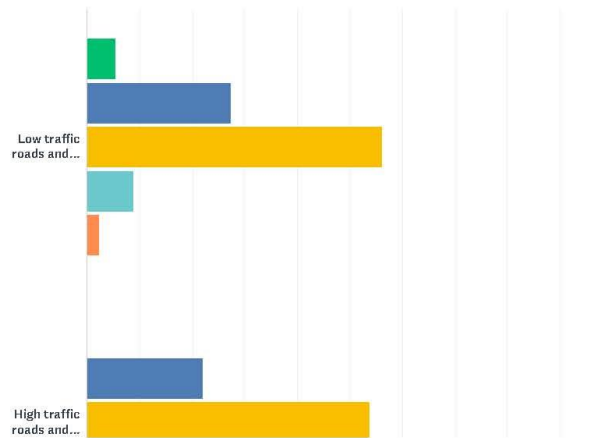


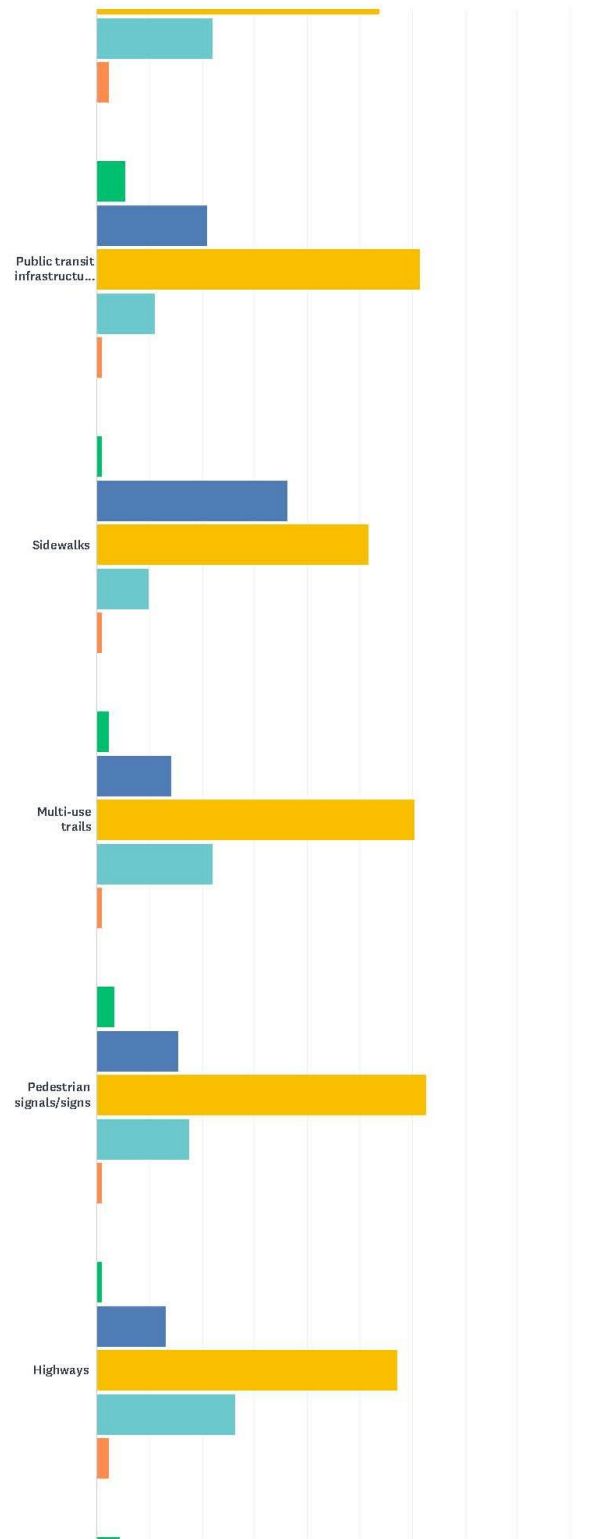


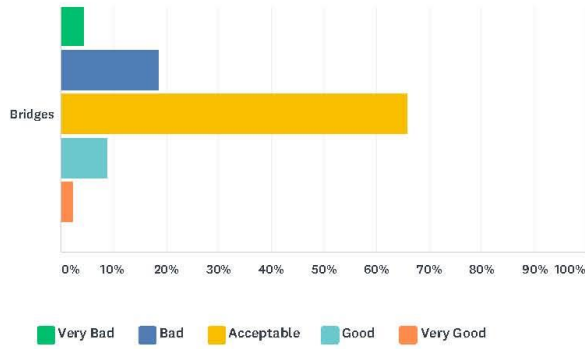
	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
The region's public transportation system can serve most residents' basic needs	5.49% 5	35.16% 32	31.87% 29	17.58% 16	9.89% 9	91
Special transportation services for the elderly and disabled are adequate	3.30% 3	27.47% 25	32.97% 30	24.18% 22	12.09% 11	91
Existing roads are adequately maintained	2.20% 2	39.56% 36	24.18% 22	28.57% 26	5.49% 5	91
Road congestion is a problem	0.00% 0	4.40% 4	23.08% 21	51.65% 47	20.88% 19	91
There is adequate infrastructure for walking/bicycling	4.40% 4	29.67% 27	24.18% 22	34.07% 31	7.69% 7	91
Safety/security are adequately considered in planning for future transportation projects	2.20% 2	43.96% 40	42.86% 39	8.79% 8	2.20% 2	91
Truck (freight) travel negatively impacts personal travel	4.40% 4	23.08% 21	32.97% 30	34.07% 31	5.49% 5	91
Transportation improvements contribute to a strong local economy	31.87% 29	54.95% 50	13.19% 12	0.00% 0	0.00% 0	91
Transportation costs and benefits are adequately distributed throughout the region	0.00% 0	17.58% 16	56.04% 51	17.58% 16	8.79% 8	91
The public has adequate opportunities to provide input on transportation expenditures	0.00% 0	19.78% 18	52.75% 48	24.18% 22	3.30% 3	91
Waiting at railway crossings negatively impact person travel	4.40% 4	12.09% 11	27.47% 25	43.96% 40	12.09% 11	91
Roads and Bridges should be adequately maintained for agricultural transportation	20.88% 19	56.04% 51	20.88% 19	1.10% 1	1.10% 1	91
The region has adequate number of trails for walking/bicycling	13.19% 12	27.47% 25	17.58% 16	31.87% 29	9.89% 9	91
The region has adequate facilities for ATVs/UTVs	8.79% 8	18.68% 17	48.35% 44	15.38% 14	8.79% 8	91

Q30 These statement relate to the quality of the region's existing transportation system. Mark the one answer in each row that best describes your opinion

Answered: 91 Skipped: 0



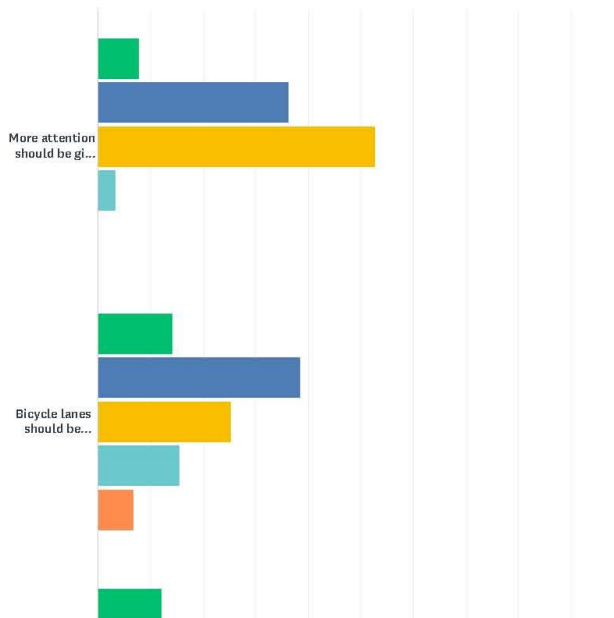


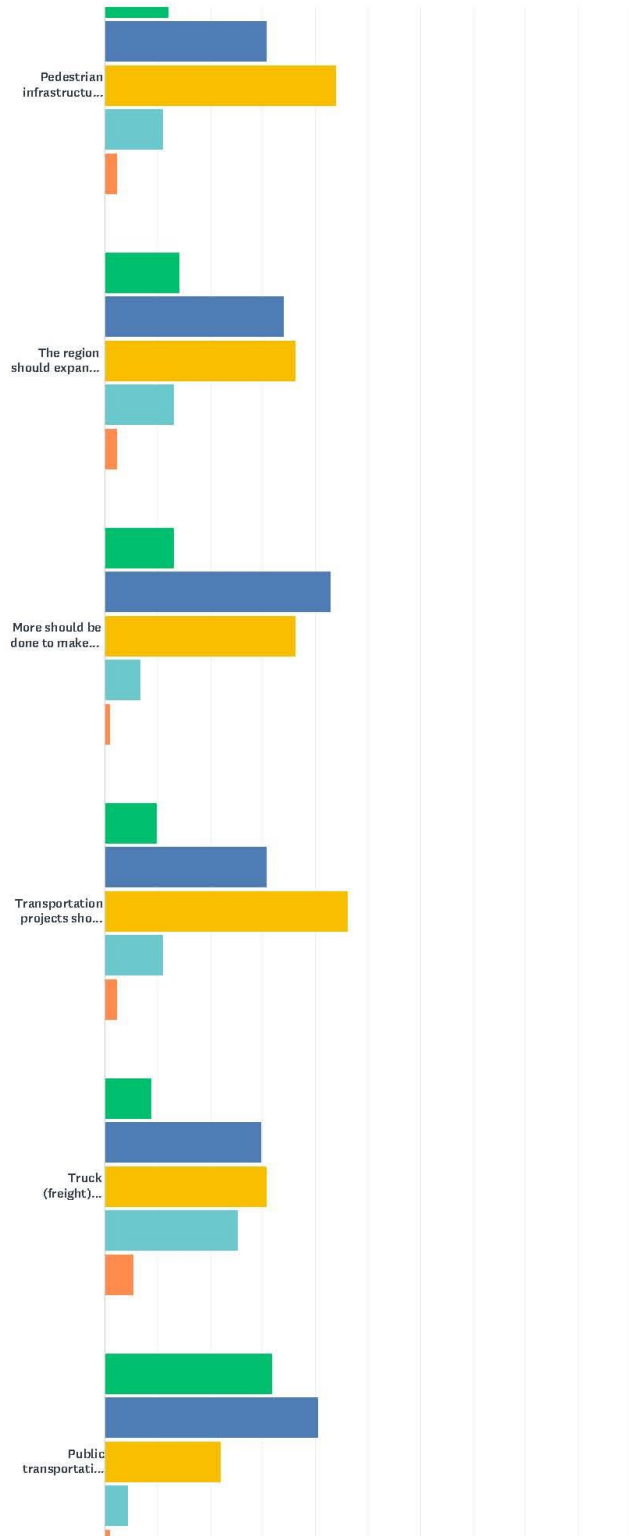


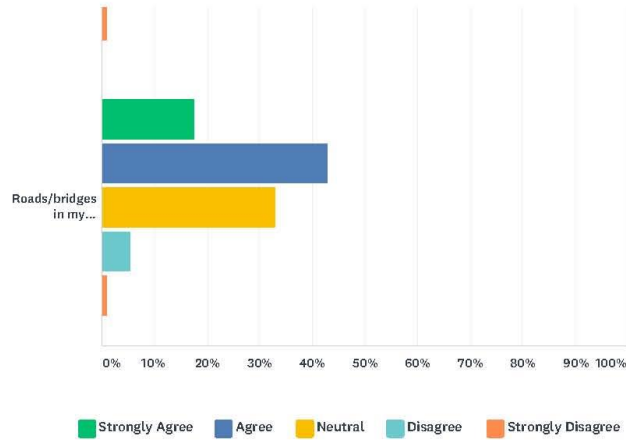
	VERY BAD	BAD	ACCEPTABLE	GOOD	VERY GOOD	TOTAL
Low traffic roads and streets (residential)	5.49% 5	27.47% 25	56.04% 51	8.79% 8	2.20% 2	91
High traffic roads and streets (commercial)	0.00% 0	21.98% 20	53.85% 49	21.98% 20	2.20% 2	91
Public transit infrastructure and vehicles	5.49% 5	20.88% 19	61.54% 56	10.99% 10	1.10% 1	91
Sidewalks	1.10% 1	36.26% 33	51.65% 47	9.89% 9	1.10% 1	91
Multi-use trails	2.20% 2	14.29% 13	60.44% 55	21.98% 20	1.10% 1	91
Pedestrian signals/signs	3.30% 3	15.38% 14	62.64% 57	17.58% 16	1.10% 1	91
Highways	1.10% 1	13.19% 12	57.14% 52	26.37% 24	2.20% 2	91
Bridges	4.40% 4	18.68% 17	65.93% 60	8.79% 8	2.20% 2	91

Q31 This set of statements address what the region should purchase, build, or manage in the future. Mark the one answer in each row that best describes your opinion.

Answered: 91 Skipped: 0



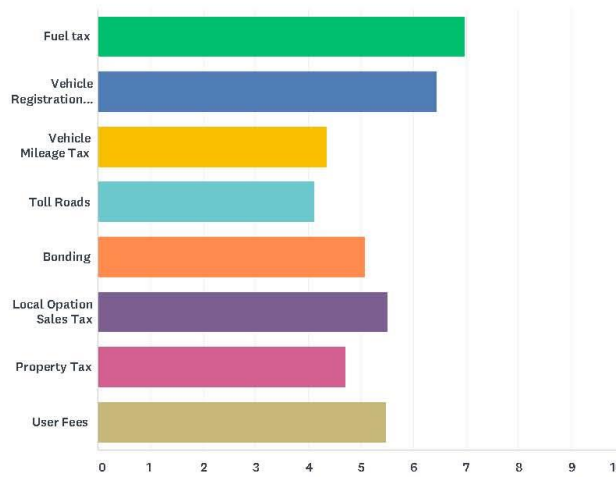




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
More attention should be given to safety in the transportation system	7.69% 7	36.26% 33	52.75% 48	3.30% 3	0.00% 0	91
Bicycle lanes should be included along existing and widened roads/streets	14.29% 13	38.46% 35	25.27% 23	15.38% 14	6.59% 6	91
Pedestrian infrastructure like crosswalk signals should be improved/expanded	12.09% 11	30.77% 28	43.96% 40	10.99% 10	2.20% 2	91
The region should expand the use of technology like traffic signal coordination and electronic message boards	14.29% 13	34.07% 31	36.26% 33	13.19% 12	2.20% 2	91
More should be done to make public transportation more energy efficient and environmental friendly	13.19% 12	42.86% 39	36.26% 33	6.59% 6	1.10% 1	91
Transportation projects should avoid encouraging sprawl development in outlying areas	9.89% 9	30.77% 28	46.15% 42	10.99% 10	2.20% 2	91
Truck (freight) traffic should be discouraged in town	8.79% 8	29.67% 27	30.77% 28	25.27% 23	5.49% 5	91
Public transportation should be expanded	31.87% 29	40.66% 37	21.98% 20	4.40% 4	1.10% 1	91
Roads/bridges in my city/county should be maintained more than they are	17.58% 16	42.86% 39	32.97% 30	5.49% 5	1.10% 1	91

Q32 Where should the funding for road/highway/bridge improvements come from? (Rank top 3 with #1 being the highest rank)

Answered: 86 Skipped: 5



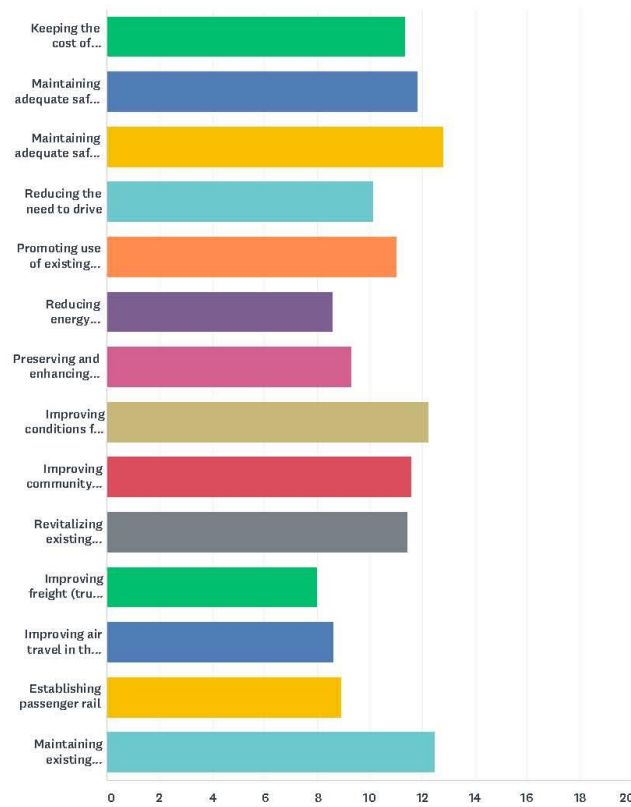
	1	2	3	4	5	6	7	8	TOTAL	SCORE
Fuel tax	52.78% 38	20.83% 15	15.28% 11	2.78% 2	4.17% 3	0.00% 0	1.39% 1	2.78% 2	72	6.96
Vehicle Registration (motorized and non-motorized)	22.58% 14	38.71% 24	22.58% 14	6.45% 4	1.61% 1	3.23% 2	3.23% 2	1.61% 1	62	6.44
Vehicle Mileage Tax	5.41% 2	8.11% 3	21.62% 8	16.22% 6	8.11% 3	18.92% 7	13.51% 5	8.11% 3	37	4.35
Toll Roads	11.63% 5	13.95% 6	18.60% 8	2.33% 1	6.98% 3	6.98% 3	9.30% 4	30.23% 13	43	4.12
Bonding	18.60% 8	11.63% 5	20.93% 9	13.95% 6	4.65% 2	11.63% 5	11.63% 5	6.98% 3	43	5.09
Local Opaton Sales Tax	16.98% 9	16.98% 9	30.19% 16	5.66% 3	9.43% 5	9.43% 5	9.43% 5	1.89% 1	53	5.51
Property Tax	2.50% 1	17.50% 7	25.00% 10	7.50% 3	25.00% 10	7.50% 3	2.50% 1	12.50% 5	40	4.70
User Fees	18.00% 9	28.00% 14	12.00% 6	12.00% 6	6.00% 3	8.00% 4	12.00% 6	4.00% 2	50	5.48

Q33 Which of the following consideration would you want your elected representatives to give most weight to when choosing transportation projects to fund? (Please rank your top 3 with ranking of 1 being the highest priority)

Answered: 90 Skipped: 1

Long Range Transportation Plan Survey

SurveyMonkey



	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Keeping the cost of transportation projects low	16.00% 4	24.00% 6	36.00% 9	4.00% 1	0.00% 0	8.00% 2	0.00% 0	4.00% 1	0.00% 0	0.00% 0	4.00% 1	0.00% 0	0.00% 0	4.00% 1
Maintaining adequate safety for pedestrians and bicyclists	22.22% 6	25.93% 7	29.63% 8	3.70% 1	3.70% 1	0.00% 0	7.41% 2	0.00% 0	3.70% 1	3.70% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Maintaining adequate safety for all transportation users	40.82% 20	24.49% 12	26.53% 13	4.08% 2	2.04% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.04% 1	0.00% 0	0.00% 0	0.00% 0
Reducing the need to drive	6.25% 1	25.00% 4	18.75% 3	6.25% 1	12.50% 2	6.25% 1	0.00% 0	12.50% 2	0.00% 0	0.00% 0	0.00% 0	12.50% 2	0.00% 0	0.00% 0
Promoting use of existing public transit system(s)	26.09% 6	8.70% 2	34.78% 8	0.00% 0	0.00% 0	8.70% 2	8.70% 2	0.00% 0	4.35% 1	4.35% 1	0.00% 0	0.00% 0	4.35% 1	0.00% 0
Reducing energy consumption, especially non-renewable sources	7.14% 1	7.14% 1	28.57% 4	0.00% 0	0.00% 0	0.00% 0	7.14% 1	14.29% 2	14.29% 2	7.14% 1	7.14% 1	0.00% 0	7.14% 1	0.00% 0
Preserving and enhancing cultural and historical resources in the region	28.57% 4	7.14% 1	7.14% 1	0.00% 0	7.14% 1	0.00% 0	7.14% 1	21.43% 3	0.00% 0	7.14% 1	7.14% 1	0.00% 0	0.00% 0	7.14% 1

Long Range Transportation Plan Survey

SurveyMonkey

Improving conditions for low income and minority populations	36.67% 11	33.33% 10	10.00% 3	3.33% 1	3.33% 1	0.00% 0	3.33% 1	0.00% 0	10.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Improving community health	12.00% 3	44.00% 11	24.00% 6	0.00% 0	0.00% 0	4.00% 1	4.00% 1	0.00% 0	4.00% 1	8.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Revitalizing existing neighborhoods instead of developing new ones	25.00% 8	28.13% 9	21.88% 7	3.13% 1	0.00% 0	6.25% 2	3.13% 1	0.00% 0	0.00% 0	6.25% 2	3.13% 1	0.00% 0	3.13% 1	0.00% 0
Improving freight (truck and rail) movement through the region	0.00% 0	18.75% 3	25.00% 4	0.00% 0	12.50% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	6.25% 1	12.50% 2	12.50% 2	0.00% 0	12.50% 2
Improving air travel in the region	0.00% 0	21.43% 3	14.29% 2	14.29% 2	7.14% 1	7.14% 1	0.00% 0	0.00% 0	7.14% 1	0.00% 0	0.00% 0	21.43% 3	7.14% 1	0.00% 0
Establishing passenger rail	20.00% 4	20.00% 4	20.00% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	5.00% 1	0.00% 0	0.00% 0	5.00% 1	5.00% 1	15.00% 3	10.00% 2
Maintaining existing transportation system	44.00% 22	24.00% 12	24.00% 12	2.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.00% 1	4.00% 2

State Endangered Species

Summary by Species Report

Total Unique Listed Species In This County: 9

County	Common Name	Scientific Name	Class	State Status	Federal Status	Link To Species Profile
CALHOUN	Bald Eagle	Haliaeetus leucocephalus	BIRDS	S		PDF
CALHOUN	Barn Owl	Tyto alba	BIRDS	E		PDF
CALHOUN	Topeka Shiner	Notropis topeka	FISH	T	E	PDF
CALHOUN	Creeper	Strophitus undulatus	FRESHWATER MUSSELS	T		
CALHOUN	Spectaclecase	Cumberlandia monodonta	FRESHWATER MUSSELS	E	E	
CALHOUN	Powesheik Skipperling	Oarisma powesheik	INSECTS	T	E	
CALHOUN	Regal Fritillary	Speyeria idalia	INSECTS	S		
CALHOUN	Glomerate Sedge	Carex aggregata	PLANTS (MONOCOTS)	S		
CALHOUN	Smooth Green Snake	Liochlorophis vernalis	REPTILES	S		PDF

Summary by Species Report

Total Unique Listed Species In This County: 37

County	Common Name	Scientific Name	Class	State Status	Federal Status	Link To Species Profile
HAMILTON	Mudpuppy	Necturus maculosus	AMPHIBIANS	T		PDF
HAMILTON	Bald Eagle	Haliaeetus leucocephalus	BIRDS	S		PDF
HAMILTON	Barn Owl	Tyto alba	BIRDS	E		PDF
HAMILTON	Northern Harrier	Circus cyaneus	BIRDS	E		PDF
HAMILTON	Red-shouldered Hawk	Buteo lineatus	BIRDS	E		PDF
HAMILTON	Topeka Shiner	Notropis topeka	FISH	T	E	PDF
HAMILTON	Creeper	Strophitus undulatus	FRESHWATER MUSSELS	T		
HAMILTON	Cylindrical Papershell	Anodontoides ferussacianus	FRESHWATER MUSSELS	T		
HAMILTON	Round Pigtoe	Pleurobema sintoxia	FRESHWATER MUSSELS	E		
HAMILTON	Acadian Hairstreak	Satyrium acadicum	INSECTS	S		
HAMILTON	Northern Long-eared Bat	Myotis septentrionalis	MAMMALS		T	
HAMILTON	Buckbean	Menyanthes trifoliata	PLANTS (DICOTS)	T		PDF
HAMILTON	Canada Plum	Prunus nigra	PLANTS (DICOTS)	E		

HAMILTON	Frost Grape	Vitis vulpina	PLANTS (DICOTS)	S		
HAMILTON	Hill's Thistle	Cirsium hillii	PLANTS (DICOTS)	S		
HAMILTON	Missouri Lambsquarters	Chenopodium missouriensis	PLANTS (DICOTS)	S		
HAMILTON	Nodding Thistle	Cirsium undulatum	PLANTS (DICOTS)	S		
HAMILTON	Ragwort	Senecio pseudaureus	PLANTS (DICOTS)	S		
HAMILTON	Shining Willow	Salix lucida	PLANTS (DICOTS)	T		
HAMILTON	Silverweed	Potentilla anserina	PLANTS (DICOTS)	T		
HAMILTON	Water Shield	Brasenia schreberi	PLANTS (DICOTS)	S		
HAMILTON	Water Starwort	Callitriche heterophylla	PLANTS (DICOTS)	S		
HAMILTON	Crawe Sedge	Carex crawei	PLANTS (MONOCOTS)	S		
HAMILTON	Glomerate Sedge	Carex aggregata	PLANTS (MONOCOTS)	S		
HAMILTON	Great Plains Ladies'-tresses	Spiranthes magnicamporum	PLANTS (MONOCOTS)	S		PDF
HAMILTON	Hidden Sedge	Carex umbellata	PLANTS (MONOCOTS)	S		
HAMILTON	Meadow Bluegrass	Poa wolfii	PLANTS (MONOCOTS)	S		
HAMILTON	Oval Ladies'-tresses	Spiranthes ovalis	PLANTS (MONOCOTS)	T		
HAMILTON	Showy Lady's Slipper	Cypripedium reginae	PLANTS (MONOCOTS)	T		
HAMILTON	Slender Sedge	Carex tenera	PLANTS (MONOCOTS)	S		
HAMILTON	Small White Lady's Slipper	Cypripedium candidum	PLANTS (MONOCOTS)	S		
HAMILTON	Tall Cotton Grass	Eriophorum angustifolium	PLANTS (MONOCOTS)	S		
HAMILTON	Toad Rush	Juncus bufonius	PLANTS (MONOCOTS)	S		
HAMILTON	Tumble Grass	Schedonnardus paniculatus	PLANTS (MONOCOTS)	S		
HAMILTON	Western Prairie Fringed Orchid	Platanthera praeclara	PLANTS (MONOCOTS)	T	T	PDF
HAMILTON	Blanding's Turtle	Emydoidea blandingii	REPTILES	T		PDF
HAMILTON	Smooth Green Snake	Liochlorophis vernalis	REPTILES	S		

Summary by Species Report

Total Unique Listed Species In This County: 9

County	Common Name	Scientific Name	Class	State Status	Federal Status	Link To Species Profile
HUMBOLDT	Mudpuppy	Necturus maculosus	AMPHIBIANS	T		PDF
HUMBOLDT	Bald Eagle	Haliaeetus leucocephalus	BIRDS	S		PDF
HUMBOLDT	Barn Owl	Tyto alba	BIRDS	E		PDF
HUMBOLDT	Topeka Shiner	Notropis topeka	FISH	T	E	PDF
HUMBOLDT	Creeper	Strophitus undulatus	FRESHWATER MUSSELS	T		
HUMBOLDT	Yellow Sandshell	Lampsilis teres	FRESHWATER MUSSELS	E		
HUMBOLDT	Zebra Swallowtail	Eurytides marcellus	INSECTS	S		
HUMBOLDT	Northern Long-eared Bat	Myotis septentrionalis	MAMMALS		T	
HUMBOLDT	Blanding's Turtle	Emydoidea blandingii				

Summary by Species Report

Total Unique Listed Species In This County: 18

County	Common Name	Scientific Name	Class	State Status	Federal Status	Link To Species Profile
POCAHONTAS	Bald Eagle	Haliaeetus leucocephalus	BIRDS	S		PDF
POCAHONTAS	Barn Owl	Tyto alba	BIRDS	E		PDF
POCAHONTAS	Henslow's Sparrow	Ammodramus henslowii	BIRDS	T		PDF
POCAHONTAS	Northern Harrier	Circus cyaneus	BIRDS	E		PDF
POCAHONTAS	Creeper	Strophitus undulatus	FRESHWATER MUSSELS	T		
POCAHONTAS	Cylindrical Papershell	Anodontoides ferussacianus	FRESHWATER MUSSELS	T		
POCAHONTAS	Dion Skipper	Euphyes dion	INSECTS	S		
POCAHONTAS	Olympia Marble	Euchloe olympia	INSECTS	S		
POCAHONTAS	Regal Fritillary	Speyeria idalia	INSECTS	S		
POCAHONTAS	Silvery Blue	Glaucopsyche lygdamus	INSECTS	T		
POCAHONTAS	Two-spotted Skipper	Euphyes bimacula	INSECTS	S		
POCAHONTAS	Northern Long-eared Bat	Myotis septentrionalis	MAMMALS		T	
POCAHONTAS	Earleaf Foxglove	Tomanthera auriculata	PLANTS (DICOTS)	S		
POCAHONTAS	Fragrant False Indigo	Amorpha nana	PLANTS (DICOTS)	T		PDF
POCAHONTAS	Frost Grape	Vitis vulpina	PLANTS (DICOTS)	S		

POCAHONTAS	Great Plains Ladies'-tresses	Spiranthes magnicamporum	PLANTS (MONOCOTS)	S		PDF
POCAHONTAS	Western Prairie Fringed Orchid	Platanthera praeclara	PLANTS (MONOCOTS)	T	T	PDF
POCAHONTAS	Smooth Green Snake	Liochlorophis vernalis	REPTILES	S		PDF

Summary by Species Report

Total Unique Listed Species In This County: 43

County	Common Name	Scientific Name	Class	State Status	Federal Status	Link To Species Profile
WEBSTER	Mudpuppy	Necturus maculosus	AMPHIBIANS	T		PDF
WEBSTER	Bald Eagle	Haliaeetus leucocephalus	BIRDS	S		PDF
WEBSTER	Barn Owl	Tyto alba	BIRDS	E		PDF
WEBSTER	Long-eared Owl	Asio otus	BIRDS	T		PDF
WEBSTER	Blacknose Shiner	Notropis heterolepis	FISH	T		PDF
WEBSTER	Orangethroat Darter	Etheostoma spectabile	FISH	T		PDF
WEBSTER	Topeka Shiner	Notropis topeka	FISH	T	E	PDF
WEBSTER	Western Sand Darter	Ammocrypta clara	FISH	T		PDF
WEBSTER	Creeper	Strophitus undulatus	FRESHWATER MUSSELS	T		
WEBSTER	Cylindrical Papershell	Anodontoides ferussacianus	FRESHWATER MUSSELS	T		
WEBSTER	Pistolgrip	Tritogonia verrucosa	FRESHWATER MUSSELS	E		
WEBSTER	Round Pigtoe	Pleurobema sintoxia	FRESHWATER MUSSELS	E		
WEBSTER	Sheepnose	Plethobasus cyphus	FRESHWATER MUSSELS	E	E	
WEBSTER	Yellow Sandshell	Lampsilis teres	FRESHWATER MUSSELS	E		
WEBSTER	Regal Fritillary	Speyeria idalia	INSECTS	S		
WEBSTER	Northern Long-eared Bat	Myotis septentrionalis	MAMMALS		T	
WEBSTER	Southern Flying Squirrel	Glaucomys volans	MAMMALS	S		PDF
WEBSTER	Spotted Skunk	Spilogale putorius	MAMMALS	E		PDF
WEBSTER	Bicknell Northern Crane's-bill	Geranium bicknellii	PLANTS (DICOTS)	S		
WEBSTER	Big-leaved Aster	Aster macrophyllus	PLANTS (DICOTS)	E		
WEBSTER	Broadleaf Water-milfoil	Myriophyllum heterophyllum	PLANTS (DICOTS)	S		
WEBSTER	Buckbean	Menyanthes trifoliata	PLANTS (DICOTS)	T		PDF

WEBSTER	Clustered Poppy-mallow	Callirhoe alcaeoides	PLANTS (DICOTS)	T		
WEBSTER	Earleaf Foxglove	Tomanthera auriculata	PLANTS (DICOTS)	S		
WEBSTER	Flat Top White Aster	Aster pubentior	PLANTS (DICOTS)	S		
WEBSTER	Frost Grape	Vitis vulpina	PLANTS (DICOTS)	S		
WEBSTER	Limestone Rockcress	Arabis divaricarpa	PLANTS (DICOTS)	S		
WEBSTER	Roundstem Foxglove	Agalinis gattingeri	PLANTS (DICOTS)	T		
WEBSTER	Water Milfoil	Myriophyllum verticillatum	PLANTS (DICOTS)	S		
WEBSTER	Woolly Milkweed	Asclepias lanuginosa	PLANTS (DICOTS)	T		
WEBSTER	Alkali Muhly	Muhlenbergia asperifolia	PLANTS (MONOCOTS)	S		
WEBSTER	Broom Sedge	Andropogon virginicus	PLANTS (MONOCOTS)	S		
WEBSTER	Crawe Sedge	Carex crawei	PLANTS (MONOCOTS)	S		
WEBSTER	Glomerate Sedge	Carex aggregata	PLANTS (MONOCOTS)	S		
WEBSTER	Oval Ladies'-tresses	Spiranthes ovalis	PLANTS (MONOCOTS)	T		
WEBSTER	Showy Lady's Slipper	Cypripedium reginae	PLANTS (MONOCOTS)	T		
WEBSTER	Slender Cotton Grass	Eriophorum gracile	PLANTS (MONOCOTS)	T		
WEBSTER	Small White Lady's Slipper	Cypripedium candidum	PLANTS (MONOCOTS)	S		
WEBSTER	Tall Cotton Grass	Eriophorum angustifolium	PLANTS (MONOCOTS)	S		
WEBSTER	Western Prairie Fringed Orchid	Platanthera praeclara	PLANTS (MONOCOTS)	T	T	PDF
WEBSTER	Glandular Wood Fern	Dryopteris intermedia	PLANTS (PTERIODOPHYTES)	T		
WEBSTER	Ledge Spikemoss	Selaginella rupestris	PLANTS (PTERIODOPHYTES)	S		
WEBSTER	Smooth Green Snake	Liochlorophis vernalis	REPTILES	S		PDF

Summary by Species Report

Total Unique Listed Species In This County: 23

County	Common Name	Scientific Name	Class	State Status	Federal Status	Link To Species Profile
WRIGHT	Bald Eagle	Haliaeetus leucocephalus	BIRDS	S		PDF
WRIGHT	Barn Owl	Tyto alba	BIRDS	E		PDF
WRIGHT	Black Tern	Chlidonias niger	BIRDS	S		PDF
WRIGHT	Forster's Tern	Sterna forsteri	BIRDS	S		PDF
WRIGHT	Henslow's Sparrow	Ammodramus henslowii	BIRDS	T		PDF

WRIGHT	King Rail	Rallus elegans	BIRDS	E		PDF
WRIGHT	Blacknose Shiner	Notropis heterolepis	FISH	T		PDF
WRIGHT	Topeka Shiner	Notropis topeka	FISH	T	E	PDF
WRIGHT	Creeper	Strophitus undulatus	FRESHWATER MUSSELS	T		
WRIGHT	Acadian Hairstreak	Satyrium acidicum	INSECTS	S		
WRIGHT	Regal Fritillary	Speyeria idalia	INSECTS	S		
WRIGHT	Northern Long-eared Bat	Myotis septentrionalis	MAMMALS		T	
WRIGHT	Buckbean	Menyanthes trifoliata	PLANTS (DICOTS)	T		PDF
WRIGHT	Earleaf Foxglove	Tomanthera auriculata	PLANTS (DICOTS)	S		
WRIGHT	Frost Grape	Vitis vulpina	PLANTS (DICOTS)	S		
WRIGHT	Hill's Thistle	Cirsium hillii	PLANTS (DICOTS)	S		
WRIGHT	Silverweed	Potentilla anserina	PLANTS (DICOTS)	T		
WRIGHT	Slender Cotton Grass	Eriophorum gracile	PLANTS (MONOCOTS)	T		
WRIGHT	Slender Ladies'-tresses	Spiranthes lacera	PLANTS (MONOCOTS)	T		
WRIGHT	Small White Lady's Slipper	Cypripedium candidum	PLANTS (MONOCOTS)	S		
WRIGHT	Western Prairie Fringed Orchid	Platanthera praeclara	PLANTS (MONOCOTS)	T	T	PDF
WRIGHT	Blanding's Turtle	Emydoidea blandingii	REPTILES	T		PDF
WRIGHT	Smooth Green Snake	Liochlorophis vernalis	REPTILES	S		PDF

MIDAS Executive Board Meeting of 25 July, 2018

Chair OConnor called the meeting to order at 4:30 P.M.

A quorum consisted of: Campidilli, Henderson, Weinshenck, Westrum, Peters, Carlyle, Helgevold, Litwiller, OConnor, Goedken, Lee, Heisterkamp, Reeck, and Patrick.

Motion by Campidilli, second by Patrick, to approve the agenda. Ayes, all.

Motion by Peters, second by Helgevold, to approve minutes of June 28th, 2018 Executive Board meeting. Ayes, all.

Motion by Campidilli, second by Goedkin, to approve the consent agenda consisting of: Accept and place on file June financials and approve the June payables. Ayes, all.

Motion by Helgevold, second by Campidilli, to elect slate of officers for FY 19 as presented by the nominating committee: O'Connor, Chair; Reeck, Vice Chair; Carlson, Secretary; and Goedken, Treasurer. Ayes, all.

Motion by Reeck, second by Goedken, to approve CDBG General Administration contract with the City of Webster City. Ayes, all.

Motion by Heisterkamp, second by Peters, to approve SRF Davis Bacon Administration contract with the City of Pocahontas. Ayes, all.

Motion by Goedken, second by Heisterkamp, to approve 2019-2022 RTIP. Ayes, all.

Motion by Lee, second by Reeck, to approve Region V Long Range Transportation Plan 2039. Ayes, all.

Motion by Reeck, second by Goedken, to approve the revised Drug and Alcohol Policy. Ayes, all.

Motion by Lee, second by Patrick, to approve purchase of LD Bus under contract 2016-019-01-050-FY17. Ayes, all.

Heisterkamp addressed issues with transit service in Lake City.

The next board meeting will be August 29th, 2018, at the Northwest Bank Building in Fort Dodge.

Motion to adjourn by Lee, second by Reeck. Ayes, all.

Respectfully submitted by staff member Clifford R. Weldon.

MIDAS Executive Board Meeting of 25 July, 2018

Chair OConnor called the meeting to order at 4:30 P.M.

A quorum consisted of: Campidilli, Henderson, Weinshenck, Westrum, Peters, Carlyle, Helgevold, Litwiller, OConnor, Goedken, Lee, Heisterkamp, Reeck, and Patrick.

Motion by Peters, second by Goedken, to approve the agenda. Ayes, all.

Motion by Goedken, second by Patrick, to approve minutes of June 28th, 2018 Executive Board meeting. Ayes, all.

Motion by Carlyle, second by Reeck, to approve the consent agenda consisting of: Accept and place on file June financials and approve the June payables. Ayes, all.

Motion by Helgevold, second by Lee, to elect slate of officers for FY 19 as presented by the nominating committee: O'Connor, Chair; Reeck, Vice Chair; Carlson, Secretary; and Goedken, Treasurer. Ayes, all.

Motion by Peters, second by Lee, to approve CDBG General Administration contract with the City of Webster City. Ayes, all.

Motion by Lee second by Reeck, to approve SRF Davis Bacon Administration contract with the City of Pocahontas. Ayes, all.

Motion by Reeck, second by Lee, to approve 2019-2022 RTIP. Ayes, all.

Motion by Reeck, second by Helgevold, to approve Region V Long Range Transportation Plan 2039. Ayes, all.

Motion by Goedken, second by Helgevold, to approve the revised Drug and Alcohol Policy. Ayes, all.

Motion by Lee, second by Reeck, to approve purchase of LD Bus under contract 2016-019-01-050-FY17. Ayes, all.

Heisterkamp addressed issues with transit service in Lake City.

The next board meeting will be August 29th, 2018, at the Northwest Bank Building in Fort Dodge.

Motion to adjourn by Reeck, second by Patrick. Ayes, all.

Respectfully submitted by staff member Clifford R. Weldon.