

REGION 6 LONG RANGE TRANSPORTATION PLAN



Prepared by:
Region 6 Resource Partners
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2026-2046

**HARDIN, MARSHALL, TAMA,
AND POWESHIEK COUNTIES**

A RESOLUTION TO APPROVE
REGION 6 LONG RANGE TRANSPORTATION PLAN 2026-2046

WHEREAS, Region 6 Resource Partners has sought the input of cities, counties, policy board members, and other transportation stakeholders, and

WHEREAS, Region 6 Resource Partners has worked with an active strategy committee to determine long-range economic and transportation-related goals for the region, and

WHEREAS, Region 6 Resource Partners policy board has developed a list of goals and action for the Plan, and

WHEREAS, the Iowa DOT has review the updated draft and confirmed that it meets state standards.

NOW, THEREFORE, BE IT RESOLVED BY THE REGION 6 RESOURCE PARTNERS BOARD OF DIRECTORS.

The Region 6 Long Range Transportation Plan is hereby approved.

APPROVED this ^{2TH} day of ^{JUNE}, 2026.



Mark Schoborg, Chair



Marty Wymore, Director

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CHAPTER 1: REGIONAL PLANNING OVERVIEW AND STAKEHOLDERS

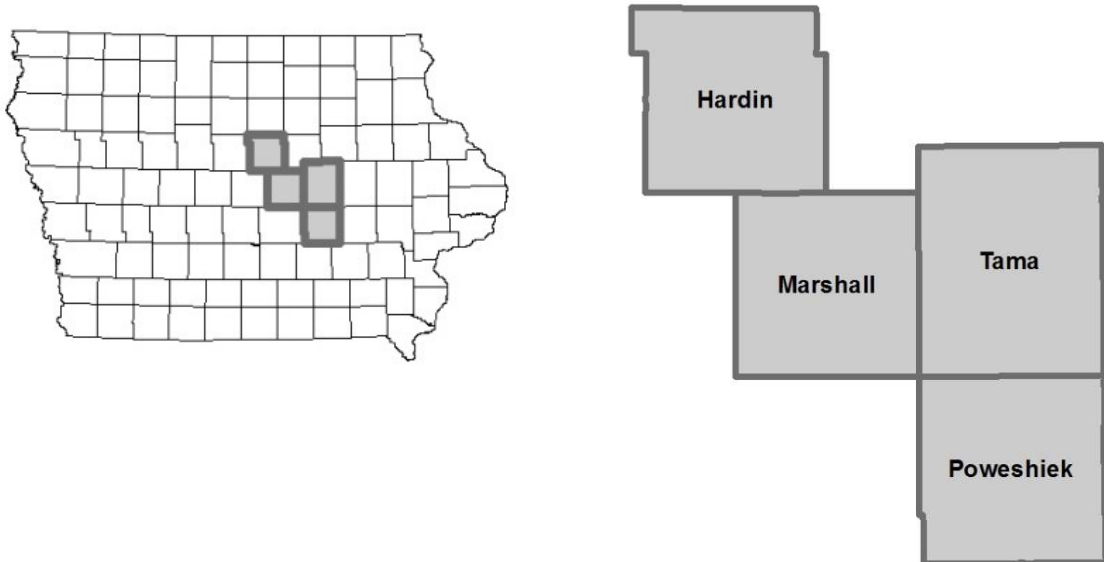
Introduction

Transportation connects us and supports access, mobility, and economic growth. Long-range planning helps to maintain safe and efficient systems and prepares for future needs. Though easy to overlook, planning ahead ensures our infrastructure keeps pace with change and continues to benefit the region. Region 6 Resource Partners serves as a Regional Planning Affiliation (RPA) for Hardin, Marshall, Tama, and Poweshiek Counties. The RPA is responsible for updating the Long Range Transportation Plan (LRTP) for the region every five years. The LRTP must have at least a 20-year planning horizon. The plan allows regional stakeholders to review current regional conditions, strengths, weaknesses, opportunities and threats.

Region 6 Resource Partners Area

The Region 6 area includes the central Iowa counties of Hardin, Marshall, Poweshiek, and Tama. The region also includes the Meskwaki Settlement in Tama County. The four counties also include 45 cities. Overall, these counties, cities, and settlement form Iowa's Region 6, which is served by the Region 6 Resource Partners. This region is the focus of this Long Range Transportation Plan.

Region 6 in the Context of Iowa



Cities in Region 6 Counties

Hardin County

Ackley
Alden
Buckeye
Eldora
Hubbard
Iowa Falls
New Providence
Owasa
Radcliffe
Steamboat Rock
Union
Whitten

Marshall County

Albion
Clemons
Ferguson
Gilman
Haverhill
Laurel
Le Grand
Liscomb
Marshalltown
Melbourne
Rhodes
St. Anthony
State Center

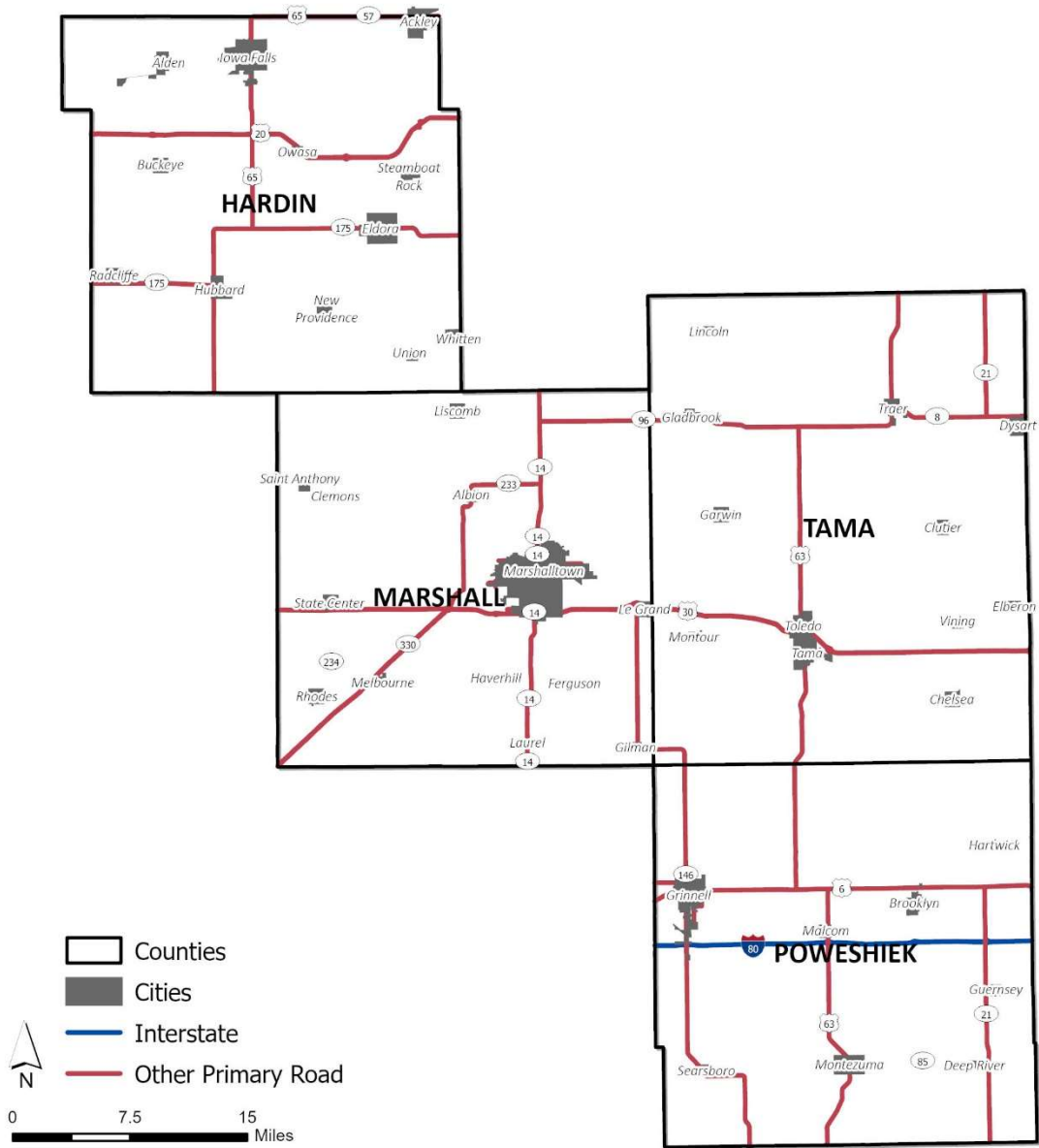
**Poweshiek
County**

Brooklyn
Deep River
Grinnell
Hartwick
Malcom
Montezuma
Searsboro
Guernsey

Tama County

Chelsea
Clutier
Dysart
Elberon
Garwin
Gladbrook
Lincoln
Montour
Tama
Toledo
Traer
Vining
Meskwaki Settlement

Major Highways, Region 6

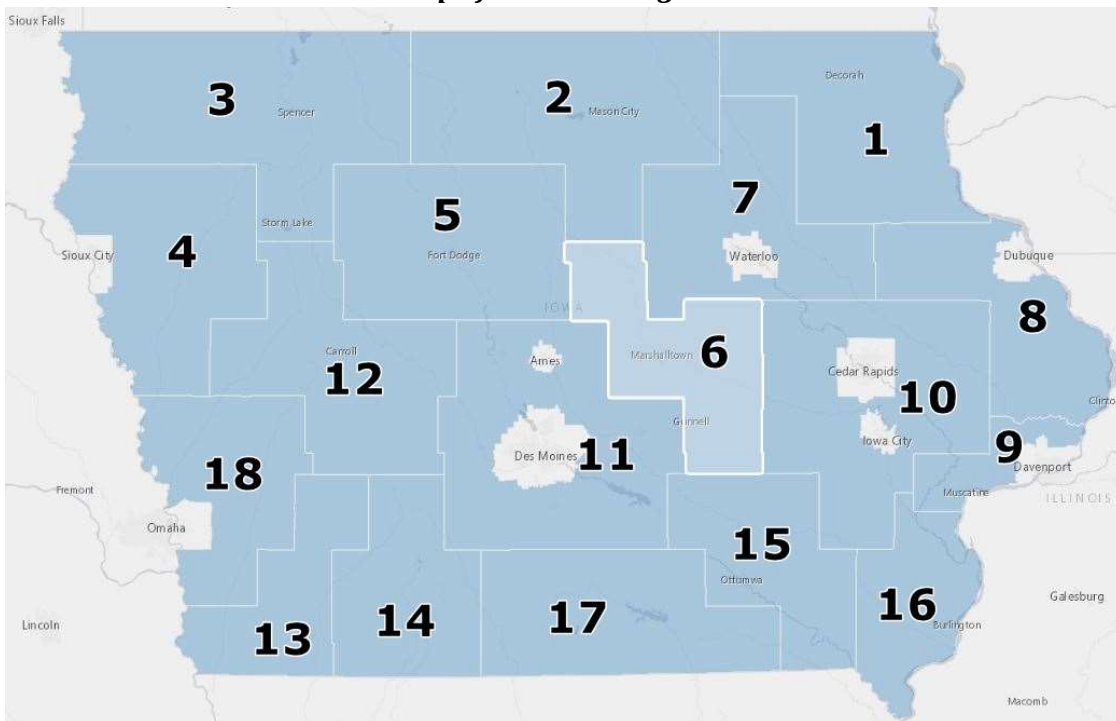


Region 6 Resource Partners serves this central Iowa region as the Regional Planning Affiliate (RPA), the regional transit authority (Peoplerrides), and the Council of Government (COG). These roles and their relationship to transportation planning are described in greater detail on the following pages.

Regional Planning Affiliation Role in Transportation Planning

Region 6 serves as the regional planning affiliate (RPA 6) and oversees transportation planning and programming for Hardin, Marshall, Poweshiek and Tama Counties. RPA 6 is responsible for distributing federal transportation funds, completing the required DOT planning documents and managing RPA 6 projects in the DOT programming system (TPMS). RPA 6 is one of eighteen nonmetropolitan planning areas in the state of Iowa.

Map of Iowa RPA Regions



Region 6 is responsible for submitting all required transportation planning documents to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Iowa Department of Transportation (IDOT). Region 6 works directly with the Region 6 transportation policy board and the public to help prepare transportation planning documents, including:

- **Transportation Planning Work Program (TPWP)** — The TPWP provides a description of the local, state, and federal transportation planning activities that Region 6 is involved with (annually).
- **Long Range Transportation Plan (LRTP)** — The LRTP is used to outline the existing status and future needs of Region 6’s transportation system. It helps set the direction of planning efforts and programming investments for the region by outlining transportation projects for the next 20 years. This plan is used as a tool for planning, implementing and maintaining the region’s transportation system (every 5 years).

- **Passenger Transportation Plan (PTP)** — The PTP is designed to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation systems. The plan aims to understand the range of transportation options available, understand the range of transportation options available, develop new working partnerships, and the improve transportation services overall (every 5 years).
- **Transportation Improvement Program (TIP)** — The TIP identifies projects funded through federal aid in the RPA 6 region. This document is prepared annually and incorporates all city, county and state transportation projects of significance that are considered to be eligible for federal funding (annually).
- **Public Participation Plan (PPP)** — The PPP outlines the process that RPA 6 will follow for public involvement in transportation planning (every 5 years).

Other Region 6 Services

In addition to serving as the Regional Planning Affiliate for Region 6, Region 6 provides regional transportation services as the Regional Transit Authority for the four-county area. Approximately 40,000 rides per year are provided to primarily elderly and disabled patrons. Region 6 also plans and programs Federal Highway Administration Surface Transportation Program (STP) funds for the Region 6 federal aid system and FHWA transportation alternative program funds.

Region 6 Resource Partners serves as the regional Council of Government (COG) and provides a wide range of other services to its members, including:

- community development;
- comprehensive planning assistance;
- housing needs assessments;
- tax increment financing and tax abatement;
- housing rehabilitation;
- historic preservation and downtown rehabilitation;
- hazard mitigation;
- economic development;
- grant writing and administration;
- Safe Routes to School program assistance to schools and communities;
- land use planning, zoning, city codes, and subdivision ordinances; and
- local government training, development, and process facilitation.

Membership in the Region 6 Resource Partners is open to any county or city within the four-county geographic area.

Region 6 Executive (Policy) Board of Directors

All regional transportation decisions are made by the Region 6 Resource Partners Board of Directors. Region 6 revised its policy board structure in 2007 to comply with the requirements of the Economic Development Administration. The mission of this board is to develop and implement economic development, community development, transit, and transportation policy for Region 6.

Articles of Incorporation have been revised to include at-large seats on the board of directors to represent the private sector and the growing minority population. The board includes 8 to 13

elected members and 5 to 8 non-elected members, with a minimum of 13 and a maximum of 21. All non-elected members will be approved by the Region 6 Board of Directors. There will always be a majority of elected officials versus non-elected members. The Region 6 policy board reflects the region's population and business demographics and is representative of the various objectives of Region 6: economic and community development, transit, housing, and transportation. The Region 6 Board and Transportation Committee are outlined below.

Region 6 Executive (Policy) Board

1. GOVERNMENT REPRESENTATIVES (51-65%)

Elected officials and/or employees of a general purpose unit of state, local or Indian tribal government who have been appointed to represent the government. Articles require seats noted below. 8 required (min).

NAME	GOVERNMENT	POSITION
Mark Doland	Tama County	Board of Supervisors
Lance Granzow	Hardin County	Board of Supervisors
Jacki Bolen	Poweshiek County	Board of Supervisors
Carol Hibbs, Secretary/Treasurer	Marshall County	Board of Supervisors
Kaci Elkin	City of Iowa Falls	City Administrator
Deb Millizer	City of Marshalltown	Community Development Director
Sam Cox	City of Grinnell	Mayor
Kendall Jordan	City of Toledo	City Administrator

2. NON-GOVERNMENT REPRESENTATIVES (35-49%)

5 required minimum. 1 minority rep strongly preferred (public or private).

- A. **Private Sector Representatives:** *Any senior management official or executive holding a key decision-making position, with respect to any for-profit enterprise. (At least one required).*

NAME	COMPANY/ENTERPRISE	POSITION
Mark Schoborg, Chair	Self-Employed	Retired
Roger Luehring, Vice-Chair	Self-Employed	Retired

- B. **Stakeholder Organization Representatives:** *Executive directors of chambers of commerce, or representatives of institutions of post-secondary education, workforce development groups or labor groups. (At least one required).*

NAME	ORGANIZATION	POSITION
Mark Buschkamp	Iowa Falls Area Development Corporation	Director

Transportation Committee

Region 6 has a Transportation Committee that operates in an advisory capacity under the Executive Board. The Executive Board of Region 6 reviews the direction of the transportation committee and makes any necessary final actions. The purpose of the Transportation Committee is to plan and program the Surface Transportation Program (STP) funds allocated for Region 6 counties. Three voting members from each of the four counties serve on the Committee. Peoplerides, the regional transit system operated by Region 6, also has one vote. One of the two members from each county is the County Engineer. A second member is a city engineer or city administrator from a city with a population of over 5,000 people. A third member from each county represents Transportation Alternatives Program (TAP) interests. The two non-voting (ex officio) members on this committee represent the State of Iowa Department of Transportation and the Marshalltown Municipal Transit, the only municipal transit system serving the Region.

Transportation Technical Committee	Name	Title	County, City or Agency Represented
Voting Member	Taylor Roll	County Engineer	Hardin County
Voting Member	Kaci Elkin	City Administrator	City of Iowa Falls
Voting Member	Paul Geilenfeldt	County Engineer	Marshall County
Voting Member	Heather Thomas	Public Works Director	City of Marshalltown
Voting Member	Lyle Brehm	County Engineer	Poweshiek County
Voting Member	Nick Amelon	County Engineer	Tama County
Voting Member	Russ Behrens	City Administrator	City of Grinnell
Voting Member	Danny Robinson; Brian Sokol	Mayor of Tama; Mayor of Toledo	Tama/Toledo urbanized area (1 vote)
Voting Member	Marty Wymore	Director	Region 6 Transit/Peoplerides
Non-Voting (ex officio)	Shelby Ebel	IA DOT	State of Iowa
Non-Voting (ex officio)	Kevin Pigors	Municipal Transit Director	Marshalltown Municipal Transit
Non-Voting (ex officio)	Rita Schoenman	Grant Writer	Meskwaki Tribe

Region 6 Staff

Region 6 staff also play a key role in developing effective regional strategies. Region 6 benefits from a creative and talented staff with extensive experience in transportation planning, regional transit operations, project management, and grant administration. Region 6 staff stay abreast of project challenges and new potential projects that are a good fit for the regional program.

Other Representation

The Meskwaki Settlement is included on our Region 6 Transportation Planning mailing lists. They are informed about meeting agendas and application deadlines. Periodically, Region 6 staff consults with Meskwaki staff to discuss upcoming projects.

CHAPTER 2: PLAN GOALS AND OBJECTIVES

Vision, Goals, and Objectives

Local and regional transportation systems impact economy, commerce, environment, public health, and quality of life for residence and visitors alike. With this in mind, the vision and goals of the LRTP should reflect the values of the region and address the most prevalent needs indicated by the residents of the planning area. The vision, goals, and objectives illustrated in the LRTP provide a basis for planning principles and guidance for the regional planning process.

The vision statement for the LRTP 2026-2046 states that:

“Our transportation system will provide safe, accessible, sustainable options and support economic development, allowing for the effective movement of all people, goods, and services – aiming to maintain and enhance our quality of life.”

What are Goals and Objectives?

A goal is the desired end to which effort is directed, based on societal values. An objective is derived from a goal and is intended to be more specific and action-oriented. Objectives identify short-term, measurable steps within a designated timeframe and propel us towards achieving the long-term goals identified in the LRTP.

Goals and objectives should be clear and understandable to everyone involved: policymakers, transportation professionals and citizens. They should be developed independently and goals should not be mode-specific. The Region 6 Policy Board was presented with the following goals and objectives on June 29, 2026 and voted to approve. Below are goals and objectives that should guide transportation planning in Region 6. Action items to progress implementation, as well as current and future projects are discussed in Chapter 7.

Goals and Objectives

Goal 1: Provide an efficient, multimodal transportation system to promote connectivity and mobility.

Objective 1.1: Affordability

Provide convenient, affordable transportation throughout the region.

Objective 1.2: Mobility

Support accessible transportation modes for individual and commercial needs.

Objective 1.3: Public Health

Support active, healthy, and safe transportation options including recreational trails and multimodal roadways.

Goal 2: Maintain and improve existing infrastructure.

Objective 2.1: Cost Effectiveness

Identify and prioritize projects that provide a high benefit to cost.

Objective 2.2: Interconnectivity

Maximize the interconnectivity of roadways, sidewalks, bicycle facilities, trails, transit and other transportation system components to provide safe and convenient pedestrian, bicycle, transit and motor vehicle mobility.

Objective 2.3: Safety

Identify and prioritize projects that enhance safe mobility throughout the region.

Goal 3: Improve Safety and Security

Objective 3.1: Roadway Safety

Identify and prioritize improvements that reduce the number and severity of traffic crashes.

Objective 3.2: Bicycle and Pedestrian Safety

Implement safety programs and enhancements for bicycle and pedestrian facilities.

Objective 3.3: Hazard Mitigation

Support emergency response and evacuation, post-disaster recovery, and help improve local, state, and national security.

Goal 4: Provide an inclusive, accessible, and equitable transportation system

Objective 4.1: Transit access

Support transportation investments that improve public transit services for low income and transit dependent populations to increase access to goods and services that improve quality of life.

Objective 4.2: Transportation equity

Identify the needs of low income and minority populations and develop strategies to ensure that transportation projects do not disproportionately burden low income and minority populations and produce procedures that avoid or mitigate adverse impacts.

Objective 4.3: Public Participation

Provide open, inclusive opportunities for public input and develop outreach strategies that encourage citizens of all socio-economic demographics to participate, with a focus on low-income and minority populations.

Goal 5: Enhance sustainability of the region.

Objective 5.1: Enhance Economic Sustainability

Provide transportation services that promote local and regional economic growth and support transit programs that improve access to employment and education.

Objective 5.2: Improve Environmental Sustainability

Support transportation projects and programs that minimize impacts to natural resources, reduce greenhouse gas emissions, and reduce pollutants that adversely impact soil and water quality.

Objective 5.3: Efficiency

Develop evaluation strategy and implement programs that maximize the efficiency of economic resources.

Goal 6: Develop, maintain, and promote quality community spaces.

Objective 6.1: Evaluate and Promote Walkability

Evaluate bicycle and pedestrian mobility throughout the region and prioritize projects to enhance person-centered mobility options including, but not limited to, trail access and connectivity.

Objective 6.2: Comprehensive Planning

Integrate transportation and land use planning to enhance livability and economic opportunity throughout the region.

Objective 6.3: People-Oriented

Plan and develop community transportation corridors that enhance quality of life for individuals in the region.

Planning Factors

As part of the Long Range Transportation Plan update, RPA 6 is required to develop the plan through a performance-driven and outcome-based approach. To guide RPAs through a planning process that is continuous, cooperative, and comprehensive, 10 Metropolitan Planning Factors must be met in the plan. These factors are included under 23 CFR 450.306. The table on the following page shows a matrix that illustrates how the six goal areas of the plan align with the Metropolitan Planning Factors listed below:

1. Support the economic vitality of the metropolitan area
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system across modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

Region 6 Goals and Objectives Alignment with Federal Metropolitan Planning Factors

Goal	Objectives	Federal Planning Factors									
		1 – Economic Vitality	2 - Safety	3 - Security	4 – Accessibility and Mobility for People	5 – Environment and Energy Conservation, Quality of Life, Economic Development	6 – System Integration and Connectivity for People and Freight	7 – Efficient Operations and Management	8 – Preserve the Existing Transportation System	9 – System Resiliency and Reliability; Reduce/Mitigate Stormwater Impacts	10 – Enhance Travel and Tourism
Goal 1: Provide an efficient, multimodal transportation system to promote connectivity and mobility.	Affordability: Provide convenient, affordable transportation throughout the region.				●						
	Mobility: Support accessible transportation modes for individual and commercial needs.				●						
	Public Health: Support active, healthy, and safe transportation options including recreational trails and multimodal roadways.	●			●	●	●				●
Goal 2: Maintain and improve existing infrastructure.	Cost Effectiveness: Identify and prioritize projects that provide a high benefit to cost.			●				●			
	Interconnectivity: Maximize the interconnectivity of roadways, sidewalks, bicycle facilities, trails, transit and other transportation system components to provide safe and convenient pedestrian, bicycle, transit and motor vehicle mobility.		●		●	●					
	Safety: Identify and prioritize projects that enhance safe mobility throughout the region.		●	●							
Goal 3: Improve Safety and Security	Roadway Safety: Identify and prioritize improvements that reduce the number and severity of traffic crashes.		●								
	Bicycle and Pedestrian Safety: Implement safety programs and enhancements for bicycle and pedestrian facilities.		●								
	Hazard Mitigation: Support emergency response and evacuation, post-disaster recovery, and help improve local, state, and national security.								●		

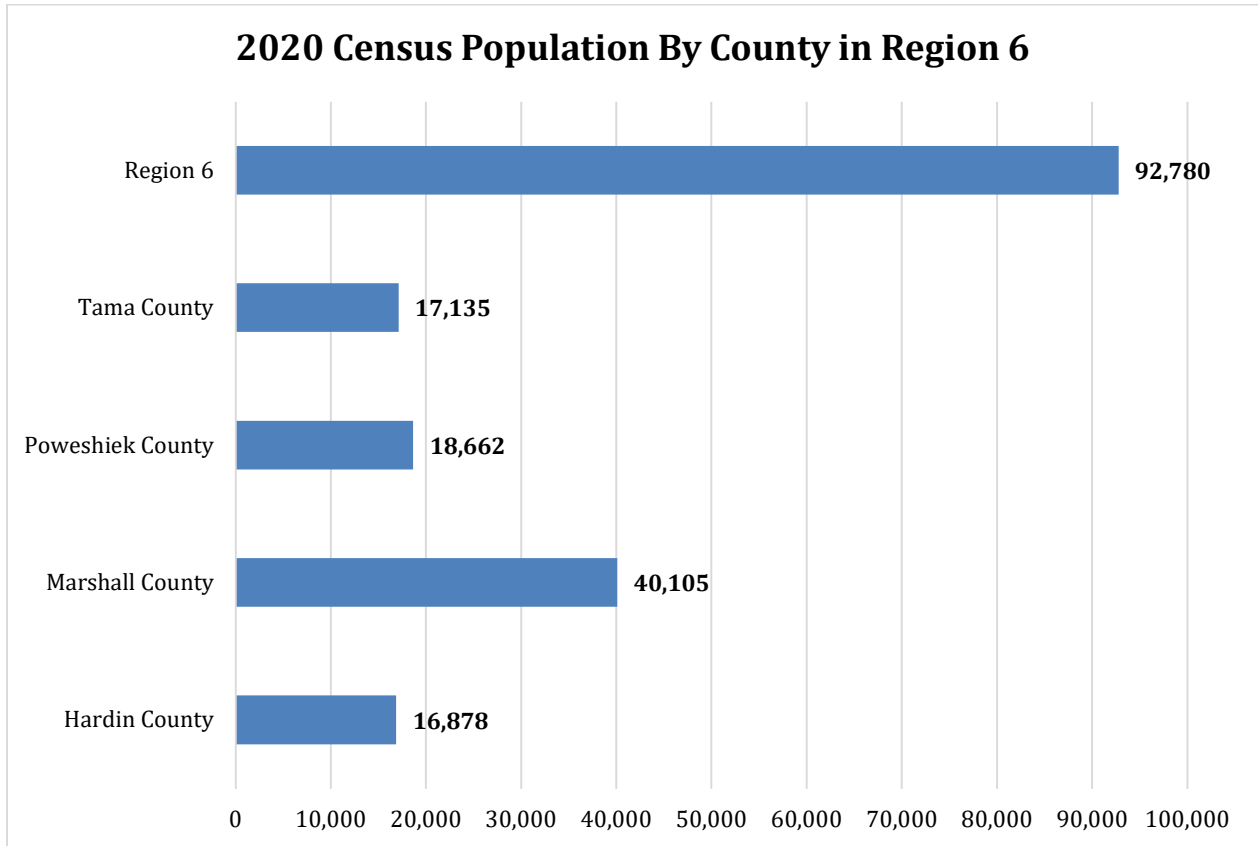
Goal 4: Provide an inclusive, accessible, and equitable transportation system	Transit access: Support transportation investments that improve public transit services for low income and transit dependent populations to increase access to goods and services that improve quality of life.				●	●					
	Transportation equity: Identify the needs of low income and minority populations and develop strategies to ensure that transportation projects do not disproportionately burden low income and minority populations and produce procedures that avoid or mitigate adverse impacts.				●						
	Public Participation: Provide open, inclusive opportunities for public input and develop outreach strategies that encourage citizens of all socio-economic demographics to participate, with a focus on low-income and minority populations.				●						
Goal 5: Enhance sustainability of the region.	Enhance Economic Sustainability: Provide transportation services that promote local and regional economic growth and support transit programs that improve access to employment and education.	●								●	●
	Improve Environmental Sustainability: Support transportation projects and programs that minimize impacts to natural resources, reduce greenhouse gas emissions, and reduce pollutants that adversely impact soil and water quality.					●				●	
	Efficiency: Develop evaluation strategy and implement programs that maximize the efficiency of economic resources.	●						●			
Goal 6: Develop, maintain, and promote quality community spaces.	Evaluate and Promote Walkability: Evaluate bicycle and pedestrian mobility throughout the region and prioritize projects to enhance person-centered mobility options including, but not limited to, trail access and connectivity.					●	●				●
	Comprehensive Planning: Integrate transportation and land use planning to enhance livability and economic opportunity throughout the region.	●				●					
	People-Oriented: Plan and develop community transportation corridors that enhance quality of life for individuals in the region.				●	●					

CHAPTER 3: REGIONAL BACKGROUND AND TRENDS

Past and current trends will impact future transportation needs in the region. This section includes a summary and analysis of demographics, economic context, employment and industry landscape, and transportation patterns and demands.

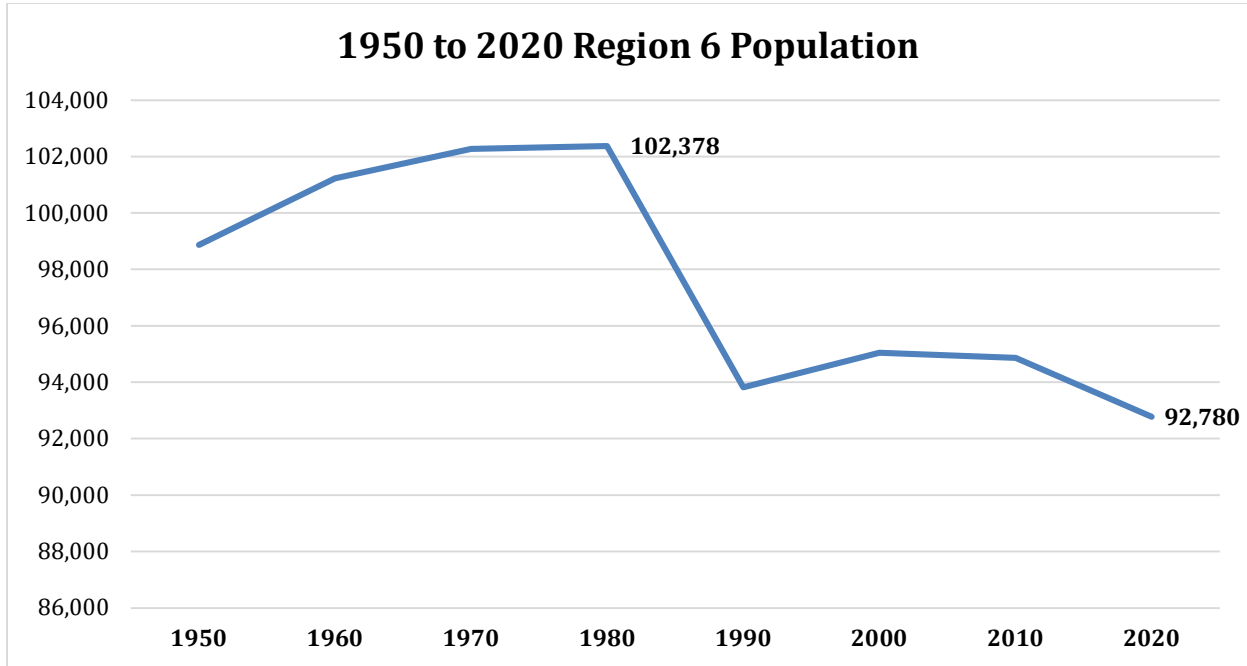
Demographics Overview

The Region 6 population is 92,780. Population is at the lowest level since 1990. With the large number of baby boomers that are now retired or close to retirement, and with population loss, workforce issues here are acutely challenging. This also greatly affects what public transit can offer. Public transit driver wages have increased significantly, and Peoplerides also cannot easily find people to fill positions. This causes some trip requests to go unfilled.

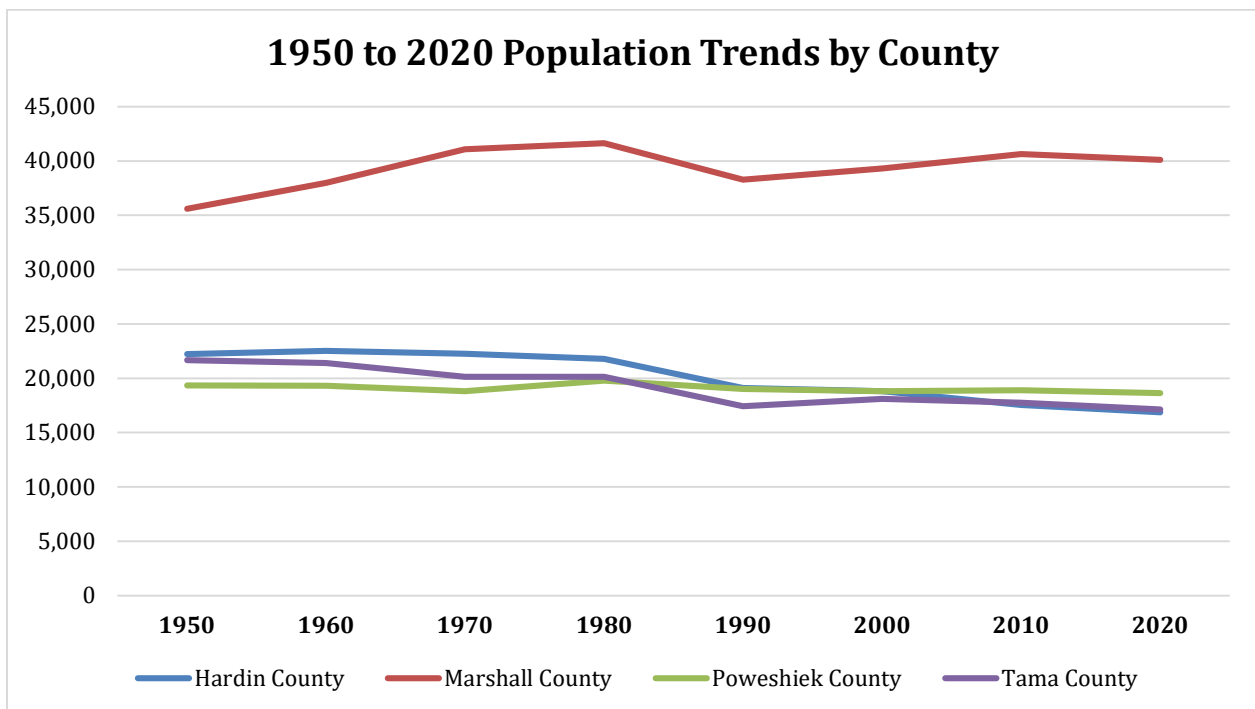


Source: 2020 Census

There is no easy solution to the regional population loss. Attracting new immigrants has helped meet the area employment needs and has helped to increase the population. We frequently hear that younger people do not want to live in rural locations like Region 6. Younger people want to live in faster-paced, urban places.

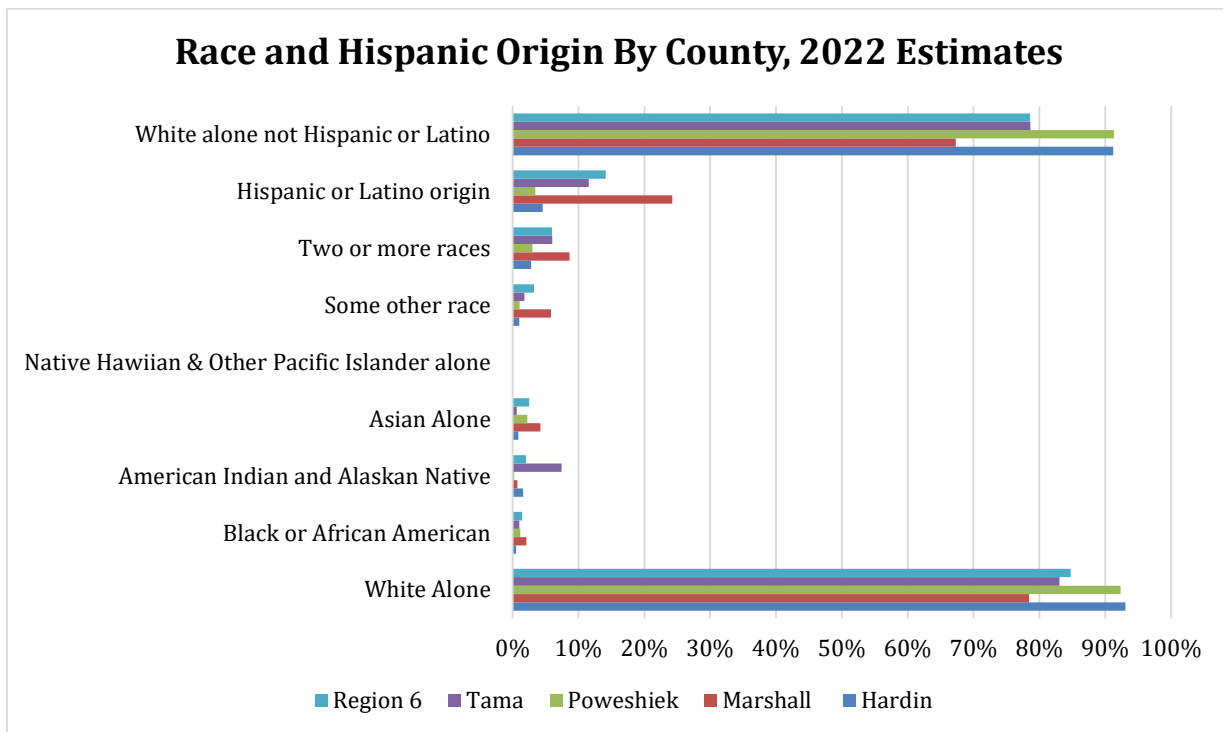


Source: American Community Survey, 2025



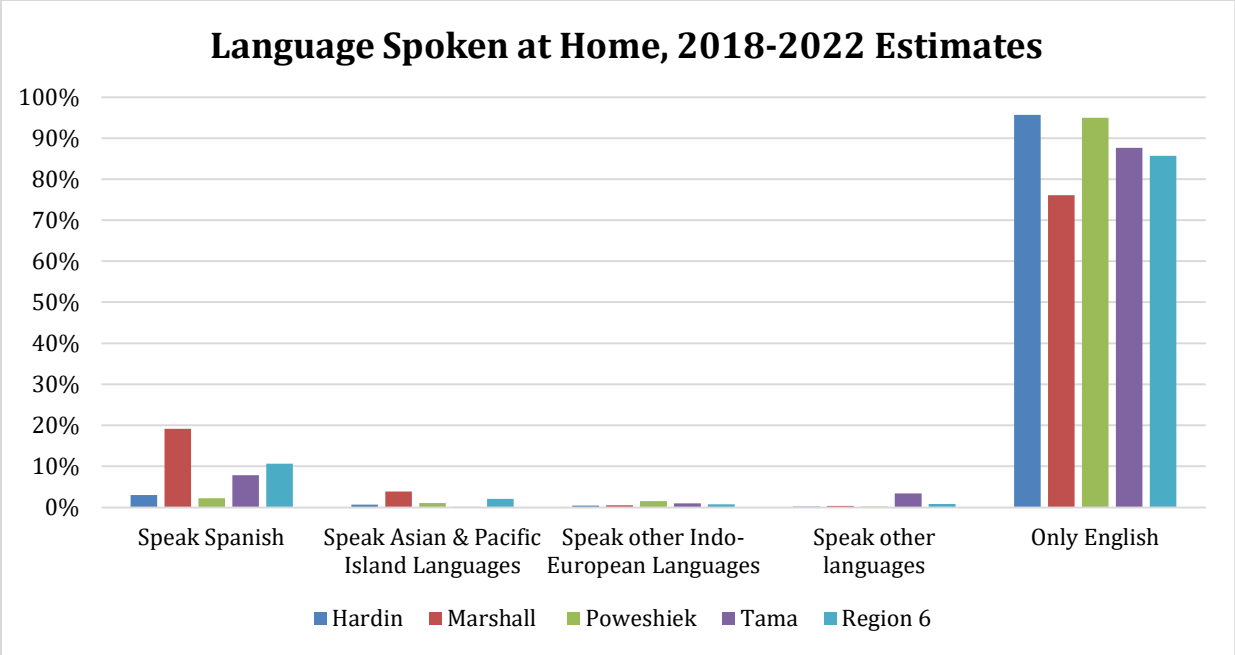
Source: American Community Survey, 2025

Regionally, 15% of the population is non-white. The percentage of white population is highest in Hardin County at 93% and lowest in Marshall County at 78%. Hispanic or Latino origin is the highest non-white group at 14% of the regional population. The county with the highest Hispanic or Latino percentage is Marshall County at 24%, and the lowest is Poweshiek County at 3%. The next highest non-white population group is those who identified as two or more races at 6%. Asian alone, American Indian or Alaskan Native was 2-3%. Black or African American was 1%. The increase in Hispanic or Latino population has occurred since 1990. Without this large, new group, the population loss for the region would be much higher. This population and other new immigrant groups are critical to population growth in the region; they also help to meet regional workforce needs.



Source: American Community Survey, 2025

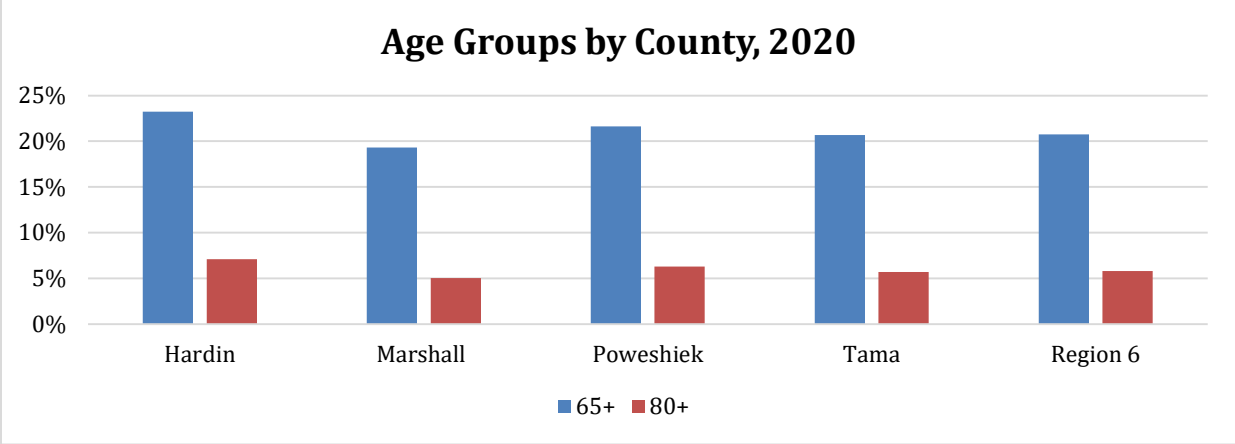
English is the most commonly spoken language in the region. Approximately 11% of residents, or over 9,000 people, report speaking Spanish at home. Other languages spoken in households include Asian and Pacific Islander, other Indo-European, and a range of global languages, representing 4% of the population. Regional transportation offerings need to consider other language offerings when planning programs.



Source: American Community Survey, 2025

Disability Demographics

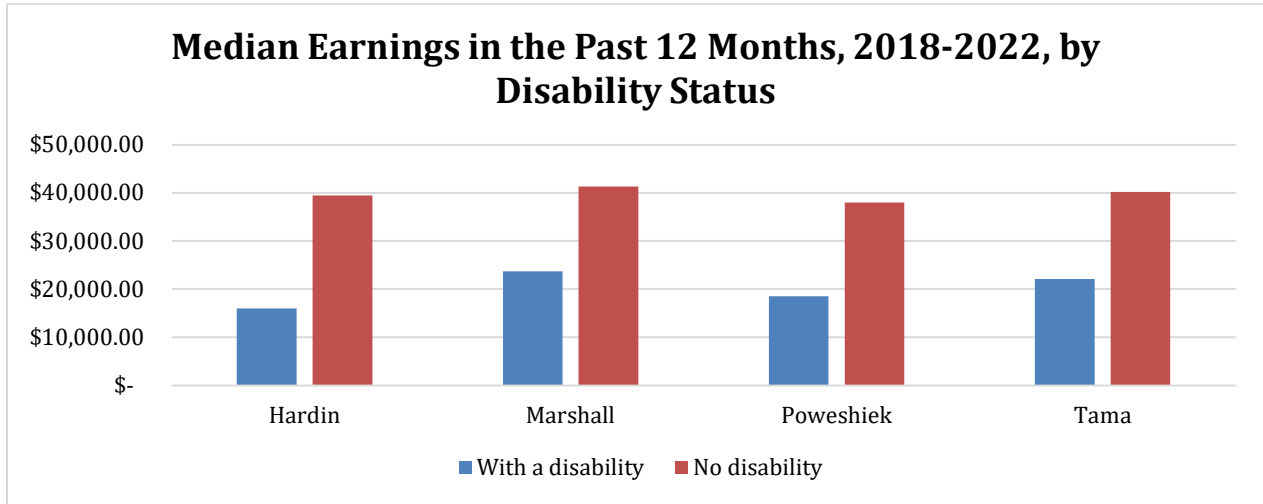
Older people that may be in frail health are more likely to use some types of public transit service. This includes Paratransit service in Marshalltown and demand response rides within the region. Some may find that fixed route transit system meets the needs. Within each county, 20-25% of the population is over 65; these are the most likely user groups for rural public transit. Around 5% of the population at 80+ are even more likely to need public transit service at some point. This would be demand response type rides to medical facilities.



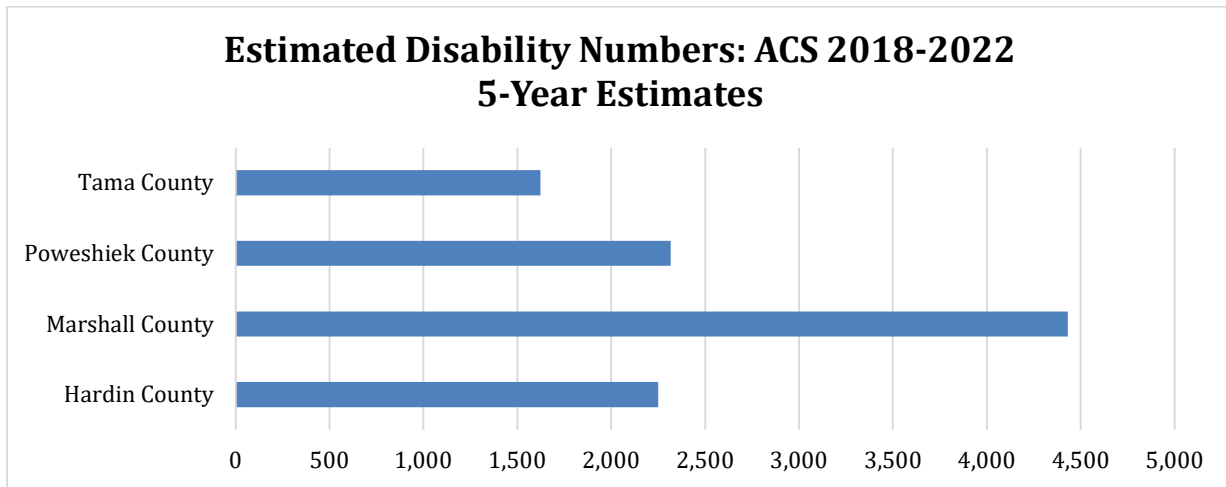
Source: American Community Survey, 2025

Disabled people represent about 10% of the population. The disabled population earning potential is less than 50% of the non-disabled population. The concern here is that someone who lives in Iowa Falls, Marshalltown, Tama/Toledo, and Grinnell have some limited to good transportation options (public transit) at \$3/ride. The 45,000 people that live outside of these

places have no affordable transportation (public transit). There are around 2,000-4,000 disabled people across the region that cannot accept employment due to the lack of affordable rides. Transportation in the other five places with better services is limited –no early morning, later evening, or weekend public transit. Solving this problem will require funding unless there is some source of free or low cost labor.

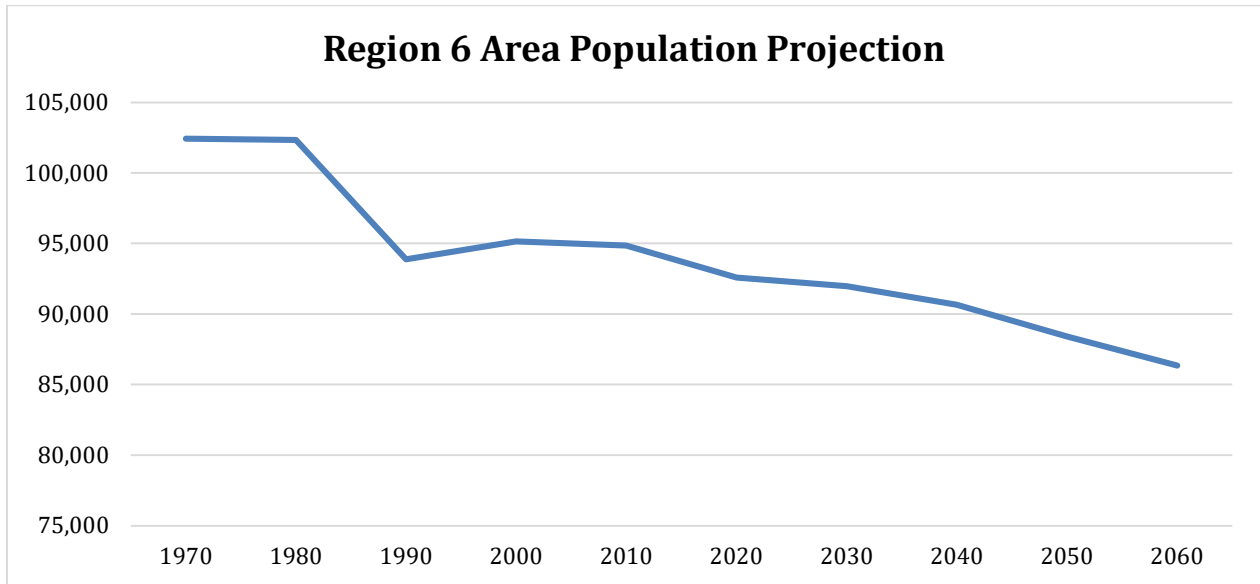


10,623 people reported a disability in the American Community Survey – 2018-2022. This is slightly higher than the 10% disability “rule of thumb” standard. Possibly, half of that number would not have vehicle licenses or good transportation option (public transit). That is around 5,000 people in the region.

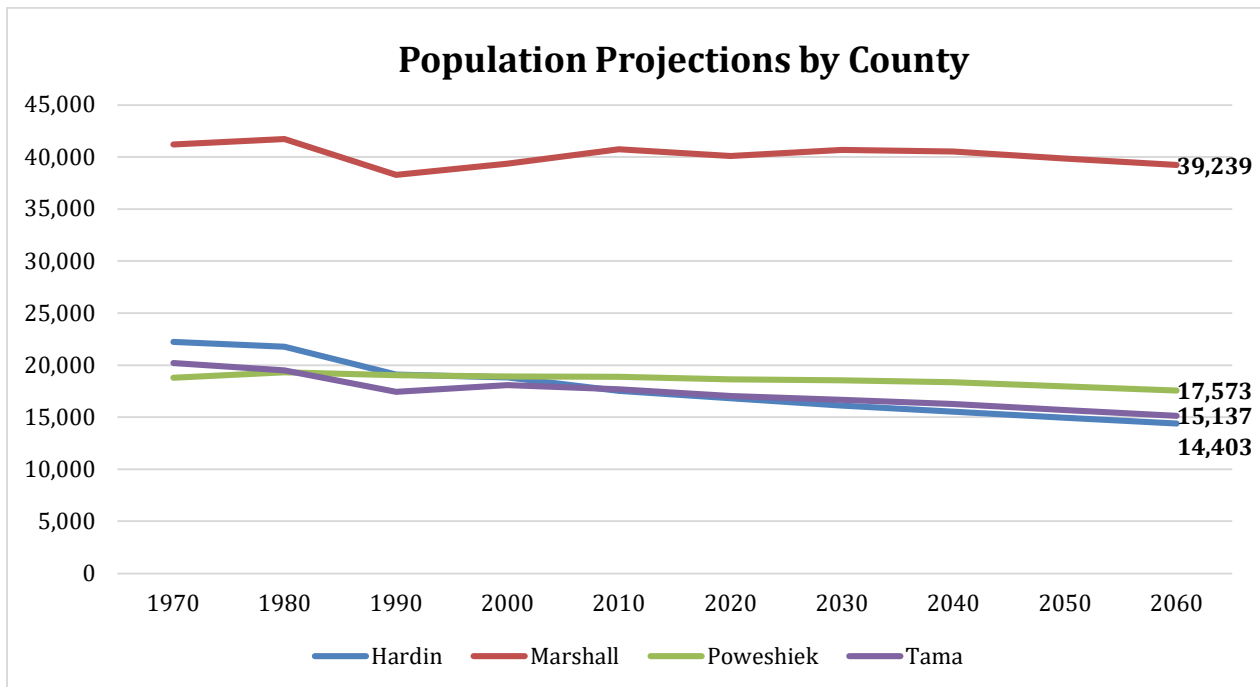


Population Projections

Overall, the region peaked in population in the 1980s. Population projections show that the region will experience a slow and consistent decline in the coming decades. At the county level, Poweshiek County appears to be positioned to experience a more gradual decline with a slower and lower percent change overall. Hardin County is projected to experience the steepest loss in population.



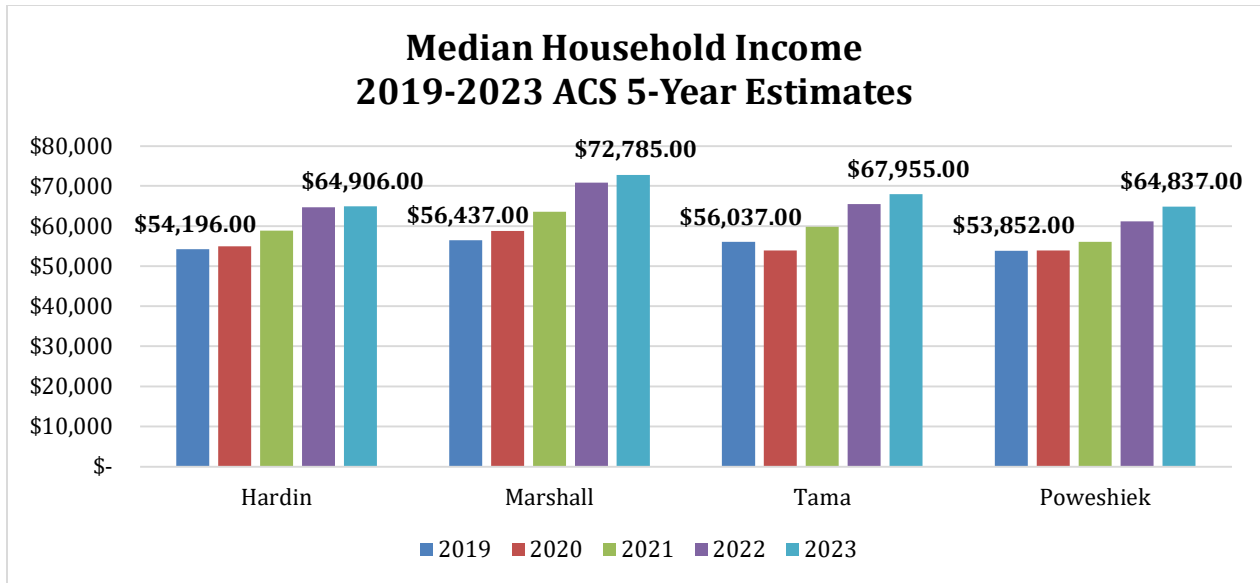
Source: Woods and Poole, 2025



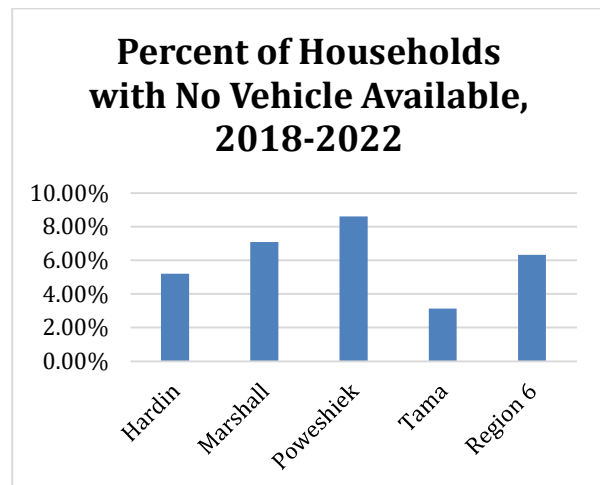
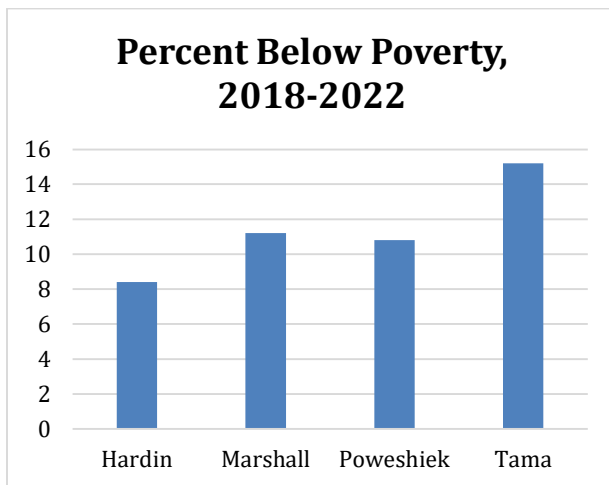
Source: Woods and Poole, 2025

Economic Context

Median household income of those living in the region are slightly lower than the state as a whole. The average median household income for the region in 2023 (\$67,620) is \$5,527 lower than the state of Iowa’s median household income of \$73,147. Every county in the region experienced real income growth during the five-year period of 2019-2023. This period has brought a high inflation rate along with an average growth of 23% in in median regional household income.

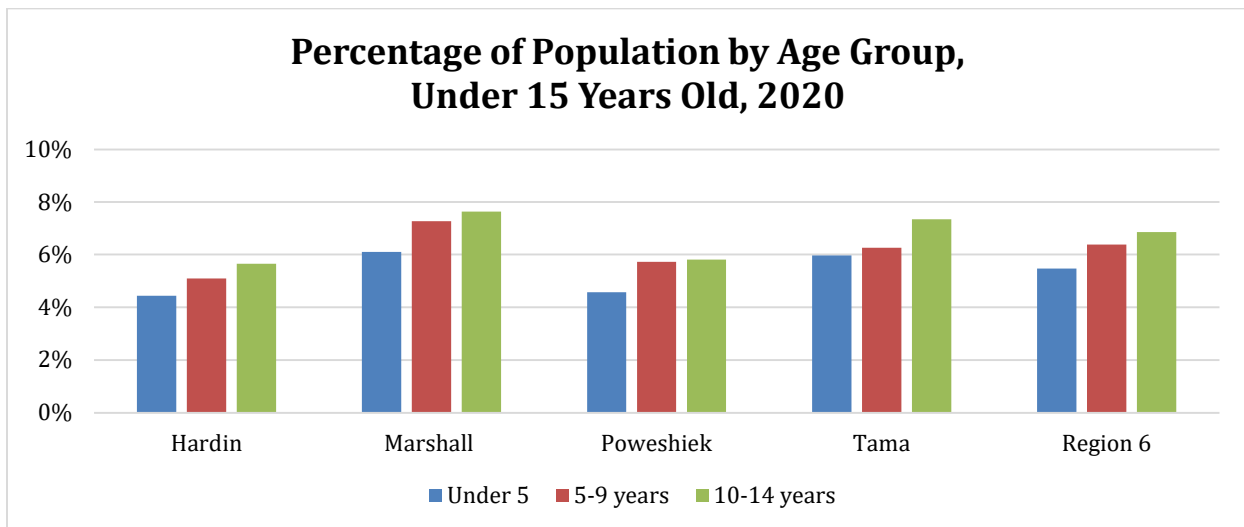


It is very expensive to own and maintain a vehicle. Even after acquiring the vehicle, the cost to keep the vehicle going is a very high dollar figure. People who are living on minimal incomes are still finding ways to have personal, private vehicles. Around 10% of the population is below the poverty line in the region. Very low-income people that do not have a disability where they cannot drive typically have vehicles in the area. As these costs continue to increase, it is possible that public transit will be a more attractive option for families.



There are 2,326 households in the region with no vehicle available. This is 6% of the region's households. Peoplesrides and Marshalltown Transit together are not seeing 2,326 different households use the transit services.

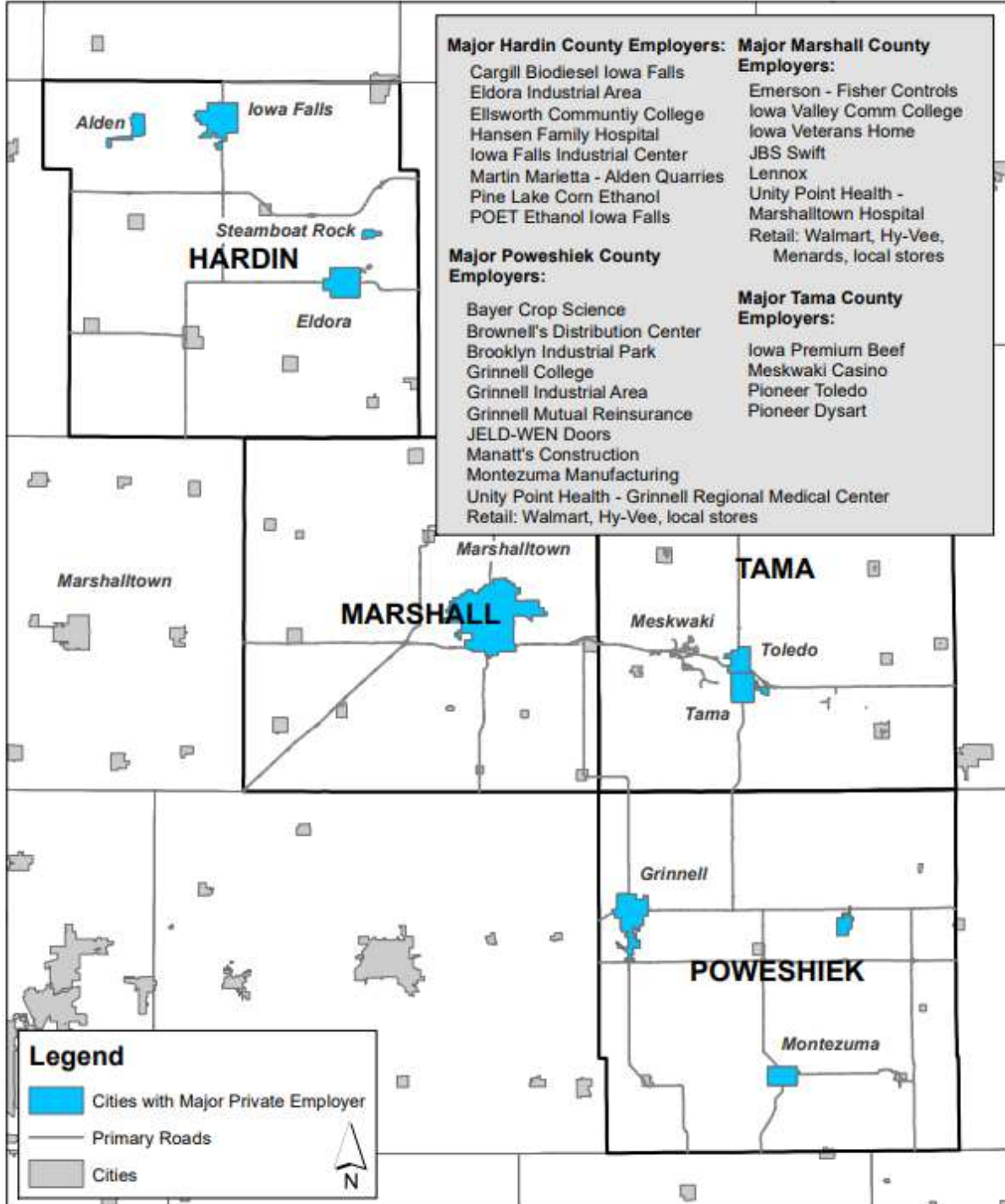
For families with children, there are unique transportation needs for transporting children to daycare, pre-school, and school. Several public transit systems across the state are helping smaller towns meet pre-school to daycare transportation needs, transportation needs for special education groups, and smaller town transportation needs to schools. Many of these activities support families. Families do not need to be stressed about how to get a child back and forth in the middle of a work day. This no doubt causes some parents to the exit the workforce. About 20% of the regional population is aged 0 to 14 years old (17,347 people). Better meeting this need will also require a funding component.



Employment and Industry Landscape

A summary of the region's largest employers is below.

Region 6 Major Employers and Employment Clusters

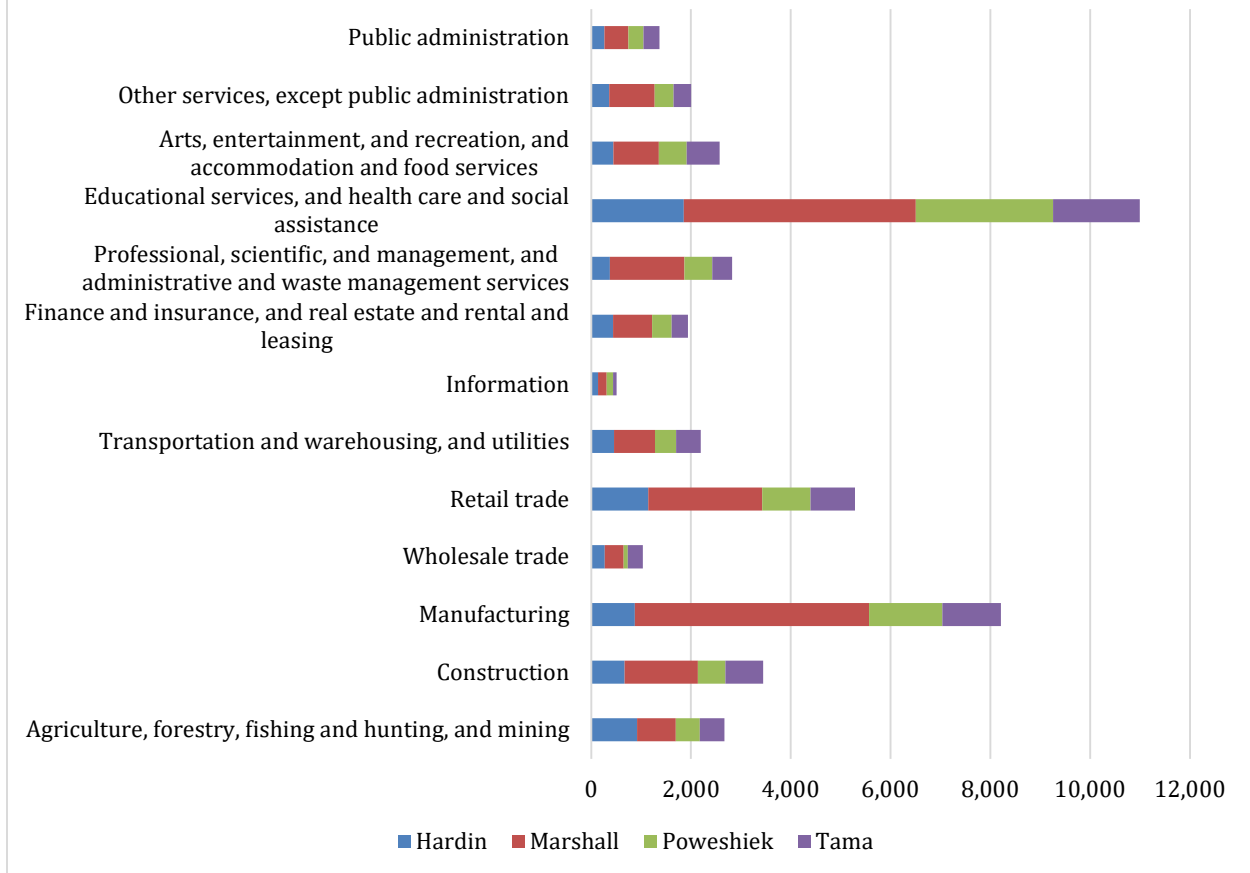


The US Census Bureau uses NAICS data to classify businesses by industry. Below is a summary of each NAICS industry category and an example of a local employer in the region in each category.

Industry Category	Definition (NAICS)	Local Employer Examples
Agriculture, Forestry, Fishing, Hunting & Mining	Crop and animal production, forestry, logging, fishing, and mineral extraction	Heartland Co-op (grain)
Construction	Building construction, civil engineering, and specialty trades	Manatt's Construction Inc.
Manufacturing	Production of goods from raw materials	Lennox Industries
Wholesale Trade	Selling goods in bulk to businesses or institutions	Agricultural co-ops (fertilizer, seeds, pesticides), Packaging Corporation of America
Retail Trade	Selling goods directly to consumers	Hy-Vee, Walmart, Menards
Transportation, Warehousing & Utilities	Transporting goods/people, storing goods, and utility services	Alliant Energy, Casey's Distribution Center, Iowa River Railroad
Information	Publishing, broadcasting, telecommunications, and data services	Mediacom, Times-Republican Newspaper, local radio stations
Finance, Insurance, Real Estate & Leasing	Banking, insurance, investment, and property rental services	Great Western Bank, Farm Credit Services of America, local realtors
Professional, Scientific, Management & Administrative Services	Legal, accounting, consulting, marketing, and support services	Local law firms, local engineering firms, strategic roles in various employers
Educational Services, Health Care & Social Assistance	Schools, hospitals, clinics, and social services	UnityPoint Health, Grinnell College, Iowa Veterans Home
Arts, Entertainment, Recreation, Accommodation & Food Services	Performing arts, museums, hotels, restaurants, and bars	Marshalltown YMCA-YWCA, local restaurants, hotel chains
Other Services (except Public Administration)	Personal services, repair shops, religious organizations	Local car repair, local salons, churches
Public Administration	Government agencies and departments	City staff, county staff

The chart on the following page shows 2023 NAICS data for the region by county. In total for 2023, 45,073 jobs were reported for the region. Nearly 25% of the jobs are in the educational services, health care, and social assistance category and 18% of the jobs are in the manufacturing sector.

Population Employed by Industry, 16 Years and Over 2023 ACS 5-Year Estimates



The five year period of 2019-2023 presents some very interesting data. During this period, the nation experienced various market interruptions from the COVID-19 pandemic, supply chain disruptions, inflation, increasing interest rates, and a lack of workforce in the region. Costs increased, wages increased, and several industries were hit with unique market conditions.

Overall, Marshall County is the only county in the region that experienced growth (+5%). Statewide, the state of Iowa experienced a modest growth rate of +1.2%. The categories that grew the most in the region are: other services; professional, scientific, and management, and; educational services and health care.

Notable trends in the region from 2019-2023 industry growth or decline include:

- **Construction.** Construction grew substantially in Tama County (+37%) compared to other counties (+7% regionally) or even the state of Iowa (+4.4%). Tama County does not have large (50+ employees) construction employers, so growth in this industry is all from smaller companies.
- **Manufacturing.** This category saw significant contraction in the region, especially for Hardin (-25%) and Tama (-31%). Both counties lost a large manufacturing employer;

Tama lost Tama Paperboard (133 total jobs), and Hardin lost H.D. Hudson Manufacturing Company (44 jobs). Declines in manufacturing occurred statewide (-4.0%), but the declines in Marshall and Hardin are much more significant.

- **Wholesale trade.** This category contains agricultural co-op services, seed companies, ethanol factories, and farm equipment retailers. While there were no large layoffs or closures reported on Iowa’s WARN system, the agricultural market is currently in a downturn. Hardin and Poweshiek Counties were in steep decline (-35% Hardin, -70% Poweshiek). The state of Iowa overall stayed about the same (0% increase).
- **Retail trade.** Retail trade growth in Hardin County was incredibly strong (+29%), but it was weak in Tama County (-15%). Retail trade throughout the state of Iowa was up only +1.5%. Hardin County may be experiencing an increase in tourism or event-driven spending. These factors may have attracted non-local shoppers. Air BNB listings are prevalent throughout the county. Hardin County has also benefitted from an aggressive, nationwide expansion of discount retailers in rural areas. One of these retailers is Dollar General, which has opened more than 100 stores in Iowa, mostly in rural areas. Ackley (remodel 2024), Hubbard (new 2023), and Iowa Falls (new 2016) have all benefitted from this expansion. Locals may be spending more at these new, more convenient locations instead of a retailer located in another county. Shifts in consumer spending to discount retailers may be further adding to the economic impact.

Percent Change in Industry Categories 2019-2023 By County

Industry Categories 2019-2023	Hardin % Change	Marshall % Change	Poweshiek % Change	Tama % Change
TOTAL: Civilian employed population 16 years and over	-2.93%	4.83%	-5.86%	-5.67%
SPECIFIC INDUSTRY CATEGORIES				
Agriculture, forestry, fishing and hunting, and mining	-4.27%	19.45%	-0.83%	-20.86%
Construction	-3.02%	8.36%	-11.27%	37.45%
Manufacturing	-25.66%	-6.90%	-5.28%	-31.56%
Wholesale trade	-35.83%	18.99%	-70.57%	33.48%
Retail trade	29.28%	0.93%	-6.01%	-15.46%
Transportation and warehousing, and utilities	17.69%	8.48%	14.63%	-0.60%
Information	16.67%	-13.43%	-8.82%	47.06%
Finance and insurance, and real estate and rental and leasing	35.91%	1.82%	-35.93%	-1.52%
Professional, scientific, and management, and administrative and waste management services	27.61%	29.05%	15.37%	20.97%
Educational services, and health care and social assistance	-5.50%	20.09%	6.63%	4.15%
Arts, entertainment, and recreation, and accommodation and food services	-10.46%	-30.26%	-31.51%	-9.56%
Other services, except public administration	-8.54%	41.59%	-10.64%	29.41%
Public administration	-23.94%	-16.61%	39.63%	-22.25%

Recent Notable Growth



In 2022, Unity Point Health completed an expansion to its pre-existing south campus in Marshalltown. The old Marshalltown hospital was over 100 years old. In April of 2022, Unity Point closed the hospital and services were transferred to the new South Campus. The new facility added a 23,000 square foot clinic and a two-story, 72,000 square foot hospital to the south campus.



In 2024, Marshalltown completed the Edgewood Extension Project. The project includes the construction of new roadway (Edgewood St. and N. 8th Avenue), the creation of 8 industrial lots for private development, storm water improvements to the area, and utility infrastructure improvements.



In 2023, construction and renovations started on the former Iowa Juvenile Home/State Training School for Girls campus in Toledo, Iowa. The site will serve as the new South Tama Middle School for the South Tama County Community School District starting in the 2025-2026 school year. The middle school features 97,663 square feet of building space.



In downtown Grinnell, Renfrow Hall residence hall was completed in 2024. The four-story facility adds approximately 125,000 square feet and includes 28 student apartments.

Recent Notable Declines



Closure of Tama Paperboard in Tama in June of 2023 resulted in the loss of 83 manufacturing jobs. The facility had been purchased by Graphic Packaging International earlier in 2023. Closure of the plant was expected based on the purchase.



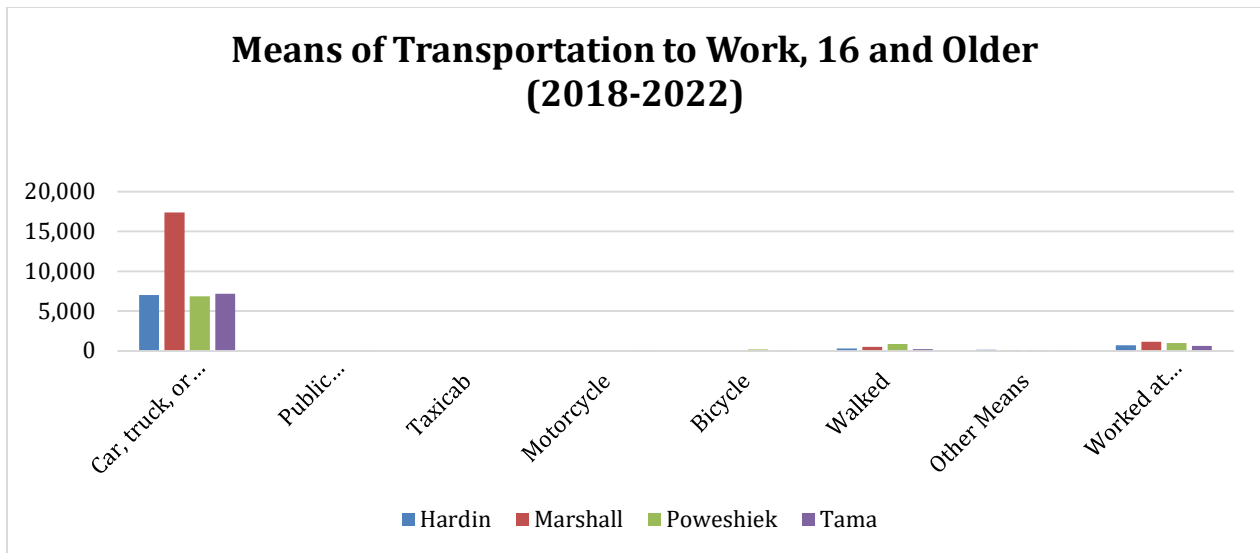
In early 2025, JELD-WEN, a prominent manufacturer of windows and doors, permanently closed one of its key production facilities in Grinnell (the window division closed, but door manufacturing remains open in Grinnell). The announcement came after a prior round of layoffs in late 2024 when 152 workers were let go. The closure affected 298 additional workers. This closure was notable, as 75% of workers lived outside of Grinnell in surrounding communities.



Layoffs in Lennox Industries in Marshalltown affected 114 workers in 2023, followed by another 62 layoffs in August 2025.

Public Transit and Commuting

The American Community Survey asks people what type of transportation they use to get to work. Public transit in the region is too small a number to even show on the graph. “Walked” is the only outside-of-the-home mode, besides private vehicles, that shows up on the graph. The regional total was 42 respondents who answered that they used public transit as a means of transportation to get to work. 81% of those were in Tama County. Only 3 respondents were reported in Marshall County, 5 in Hardin County, and 0 in Poweshiek County.



Public transit across the globe has been touted as “green” transportation versus private individual vehicle trips. Transportation contributes the largest amount of greenhouse gases in the US. Electric power and industry are second and third. The US has long been reliant upon personal vehicles for travel, this trend is not likely to change. The vast majority of Peoplerides and Marshalltown Transit users are not using public transit due to their concerns about greenhouse gases. Most often, our users use the system because they do not have licenses to drive, no vehicles are available, they do not feel well enough to drive, or no other transportation option is available. School trips, disabled work trips, disabled service trips, senior trips, and other frequent user groups fit into these categories.

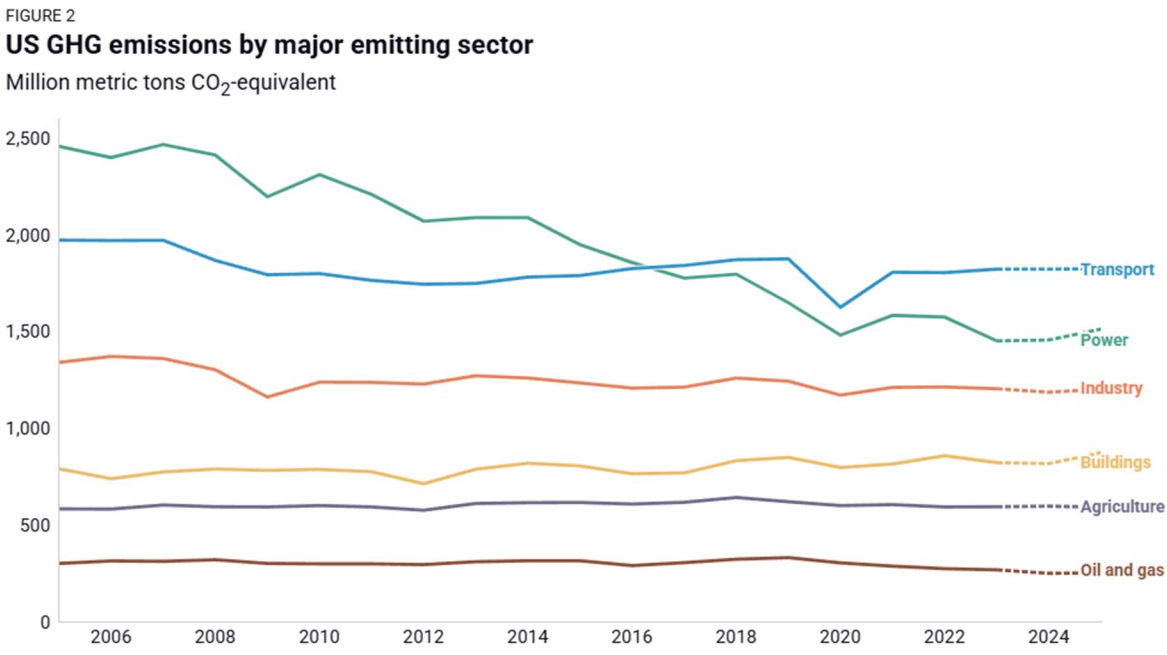
The Peoplerides and Marshalltown Transit services would need to be greatly changed to be attractive for most routine transportation trips. Trips would need to be short, quick, inexpensive, and often. Even then, people still may choose to use personal vehicles due to various factors. Some trips are inexpensive, but making trips short, quick, and often are challenging. Solving this societal issue would also require a major change in funding. Until something changes that forces a big change, the status quo will likely be the best solution.

Some regional transit systems have had good luck partnering with regional employers to provide public transit to work sites; this partnership has largely worked in the meat and food processing industries. So far, these regional industries have not been willing to fund these trips in the Region 6 area. Without a large amount of funding, this will not be possible. The likely annual cost

would be around \$100,000 for 1 vehicle. More than 50% of that operating cost would need to be supported by the industry. This does not include the cost of purchasing a special vehicle for this type of service.

The graph below shows the US Greenhouse Gas emission by sector. Transportation is the number one user of greenhouse gases followed by power. The remaining in rank order from high to low include – industry, buildings, agriculture, and oil and gas. All the emission levels are projected to remain similar except increases in power, buildings, and very slight in industry. With the boom in data centers the power industry growth may be even higher. The transport sector has had even gas emissions since about 2009, except for the drop with the pandemic in 2020.

US Greenhouse Gases by Sector



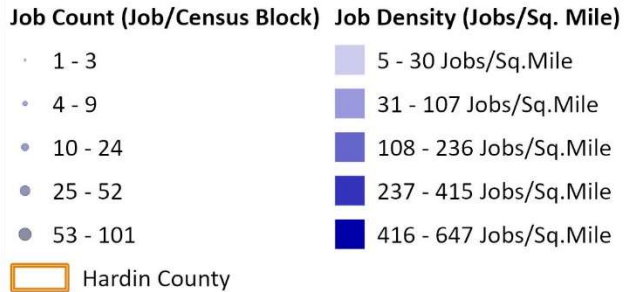
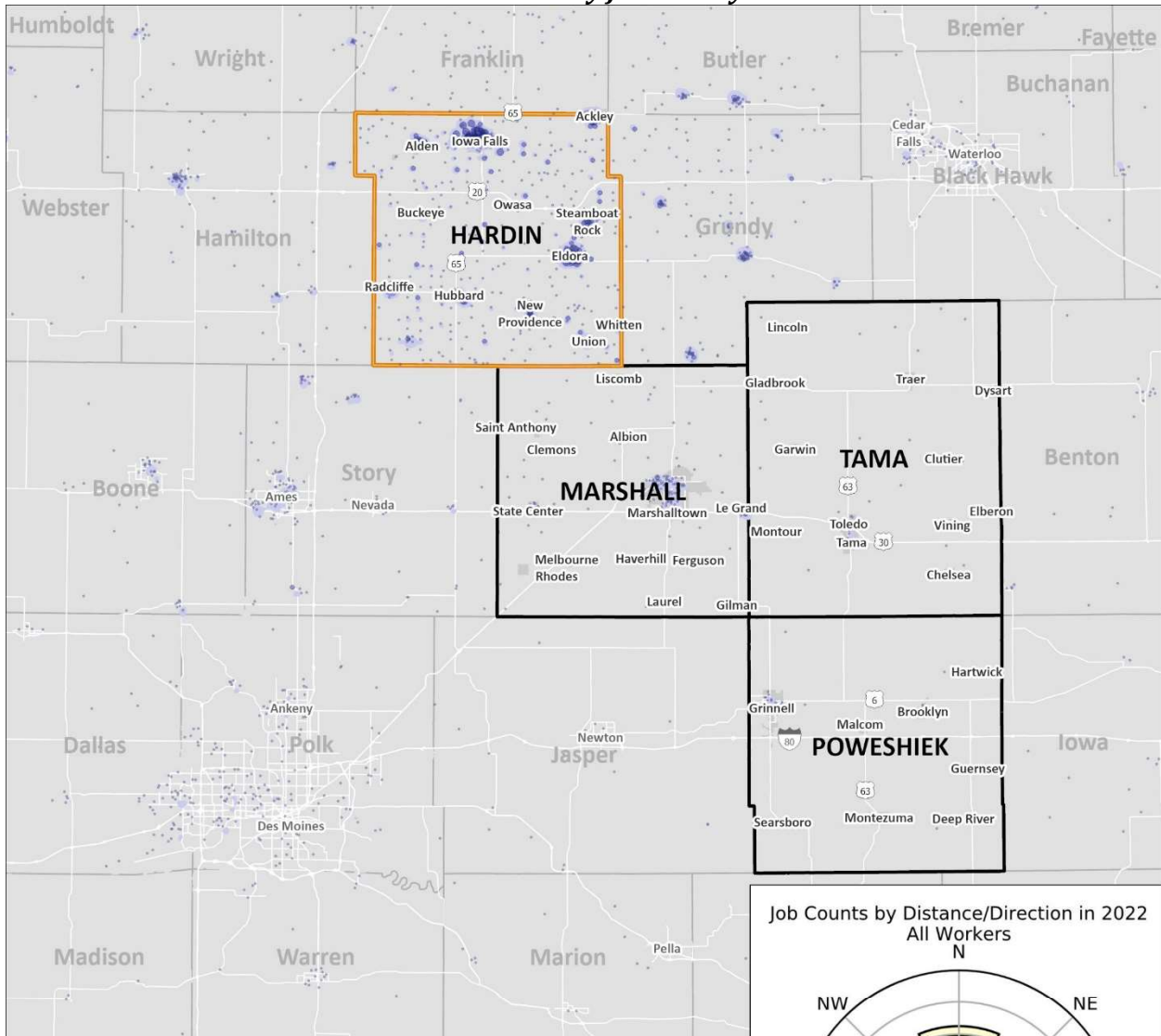
Source: Rhodium Group, EPA
 Note: 2024 and 2025 emissions growth are Rhodium Group estimates.

[Source - https://rhg.com/research/us-greenhouse-gas-emissions-2025/](https://rhg.com/research/us-greenhouse-gas-emissions-2025/)

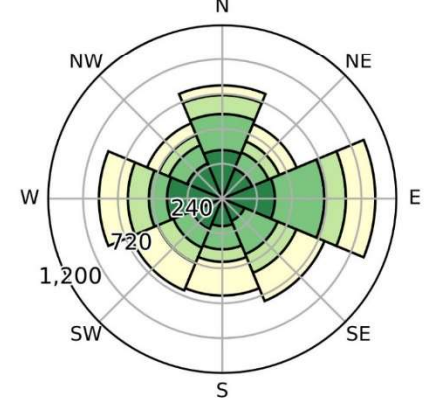
Hardin County Job Density Findings –

- Fair amount of commuting to Hamilton County, Butler, and Grundy County.
- Good job numbers in Iowa Falls area and the Eldora – Steamboat Rock area.

Hardin County Job Density



Job Counts by Distance/Direction in 2022
All Workers



View as Radar Chart

Jobs by Distance - Work Census Block to Home Census Block
2022

	Count	Share
Total Primary Jobs	5,914	100.0%
Less than 10 miles	2,145	36.3%
10 to 24 miles	1,515	25.6%
25 to 50 miles	923	15.6%
Greater than 50 miles	1,331	22.5%

Marshall County Job Density Findings –

- Good amount of commuting from Polk, Story, Jasper, and Tama County to Marshalltown.
- Good job density in Marshalltown.

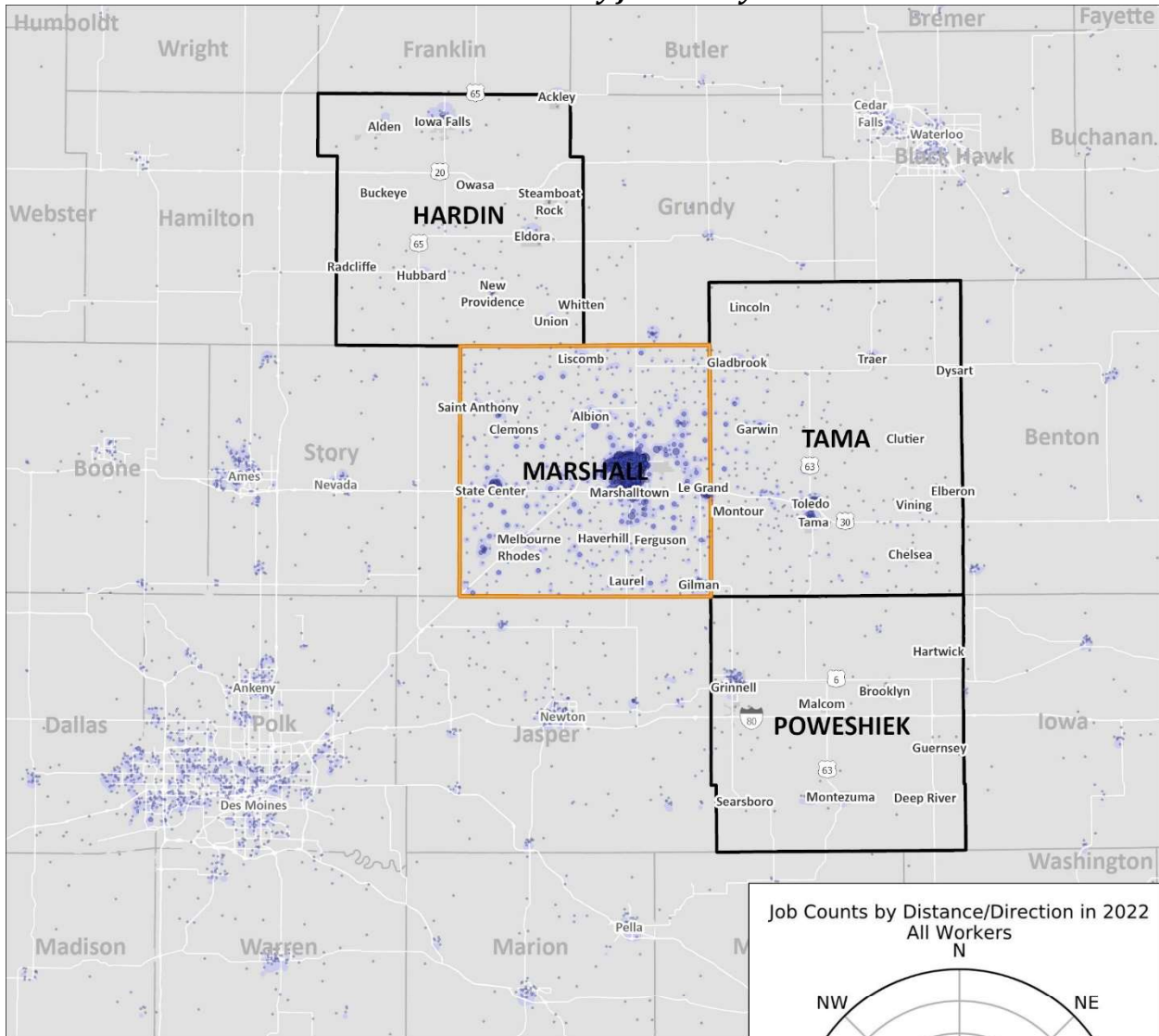
Poweshiek County Job Density Findings –

- Strong commuters between Jasper and Poweshiek County.
- Good job base in Grinnell.

Tama County Job Density Findings –

- Strong commuters between Marshall and Tama Counties.
- Some commuter connection to bigger places like Waterloo, and Cedar Rapids.
- Good job base at Meskwaki Casino and in Tama/Toledo.

Marshall County Job Density



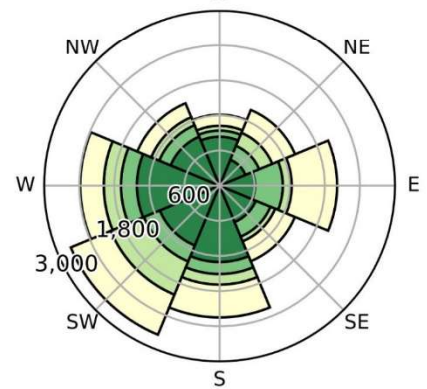
Job Count (Job/Census Block) Job Density (Jobs/Sq. Mile)

- | | |
|------------|----------------------------|
| • 1 - 4 | ■ 5 - 54 Jobs/Sq.Mile |
| • 5 - 13 | ■ 55 - 203 Jobs/Sq.Mile |
| • 14 - 33 | ■ 204 - 450 Jobs/Sq.Mile |
| • 34 - 83 | ■ 451 - 797 Jobs/Sq.Mile |
| • 84 - 180 | ■ 798 - 1,243 Jobs/Sq.Mile |

Marshall County



**Job Counts by Distance/Direction in 2022
All Workers**

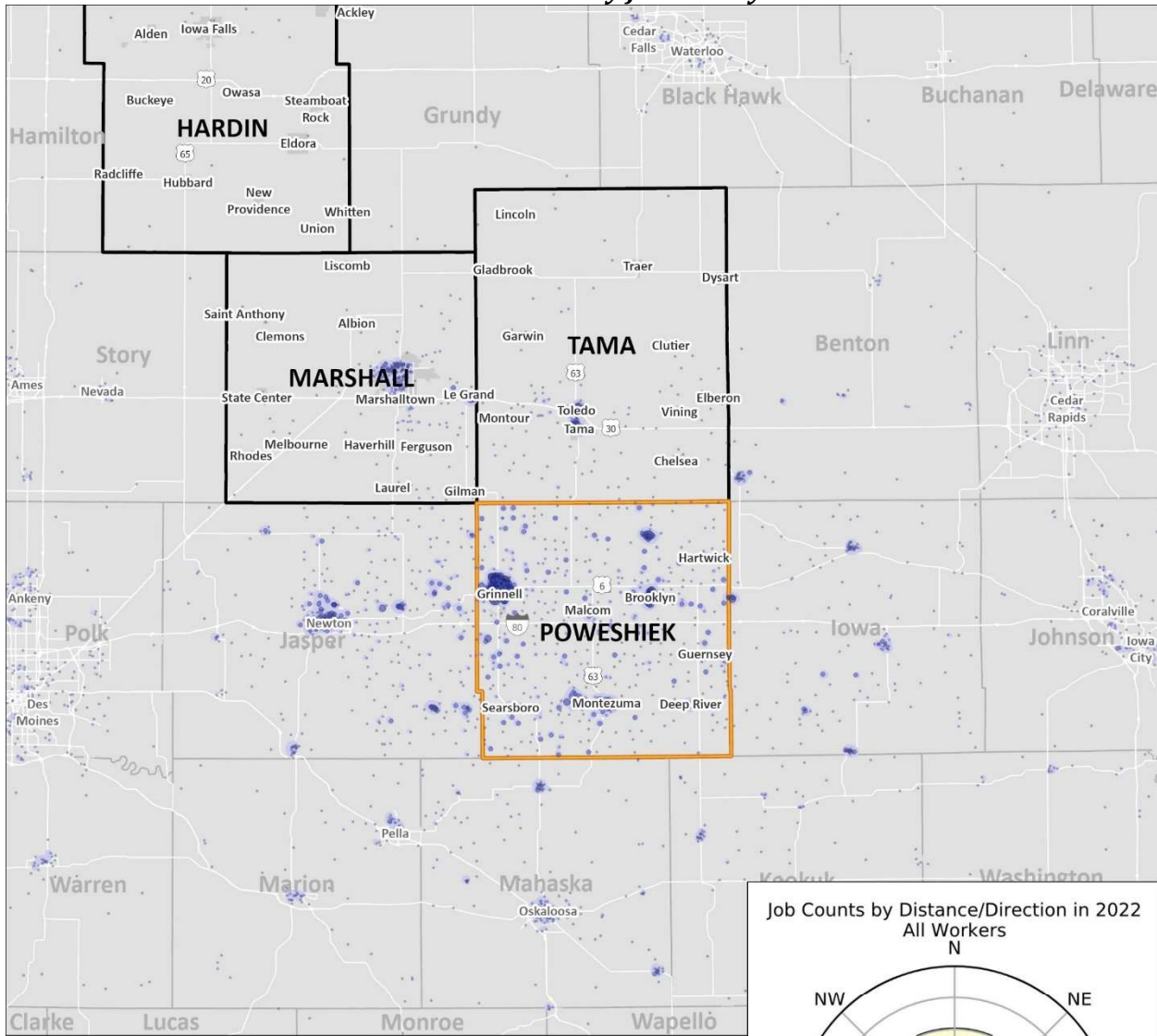


View as Radar Chart

**Jobs by Distance - Work Census Block to Home Census Block
2022**

	Count	Share
Total Primary Jobs	14,921	100.0%
■ Less than 10 miles	7,322	49.1%
■ 10 to 24 miles	2,090	14.0%
■ 25 to 50 miles	1,798	12.1%
■ Greater than 50 miles	3,711	24.9%

Poweshiek County Job Density



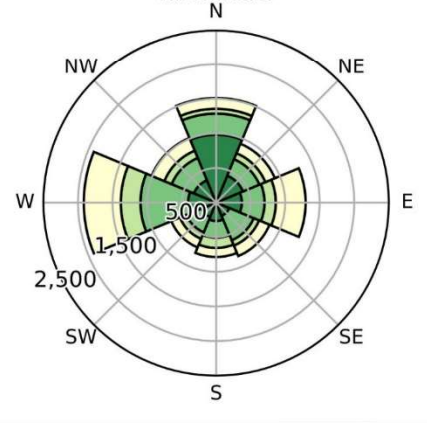
Job Count (Job/Census Block) Job Density (Jobs/Sq. Mile)

- 1 - 3 5 - 48 Jobs/Sq.Mile
- 4 - 10 49 - 180 Jobs/Sq.Mile
- 11 - 26 181 - 400 Jobs/Sq.Mile
- 27 - 53 401 - 708 Jobs/Sq.Mile
- 54 - 135 709 - 1,104 Jobs/Sq.Mile

Poweshiek County



**Job Counts by Distance/Direction in 2022
All Workers**

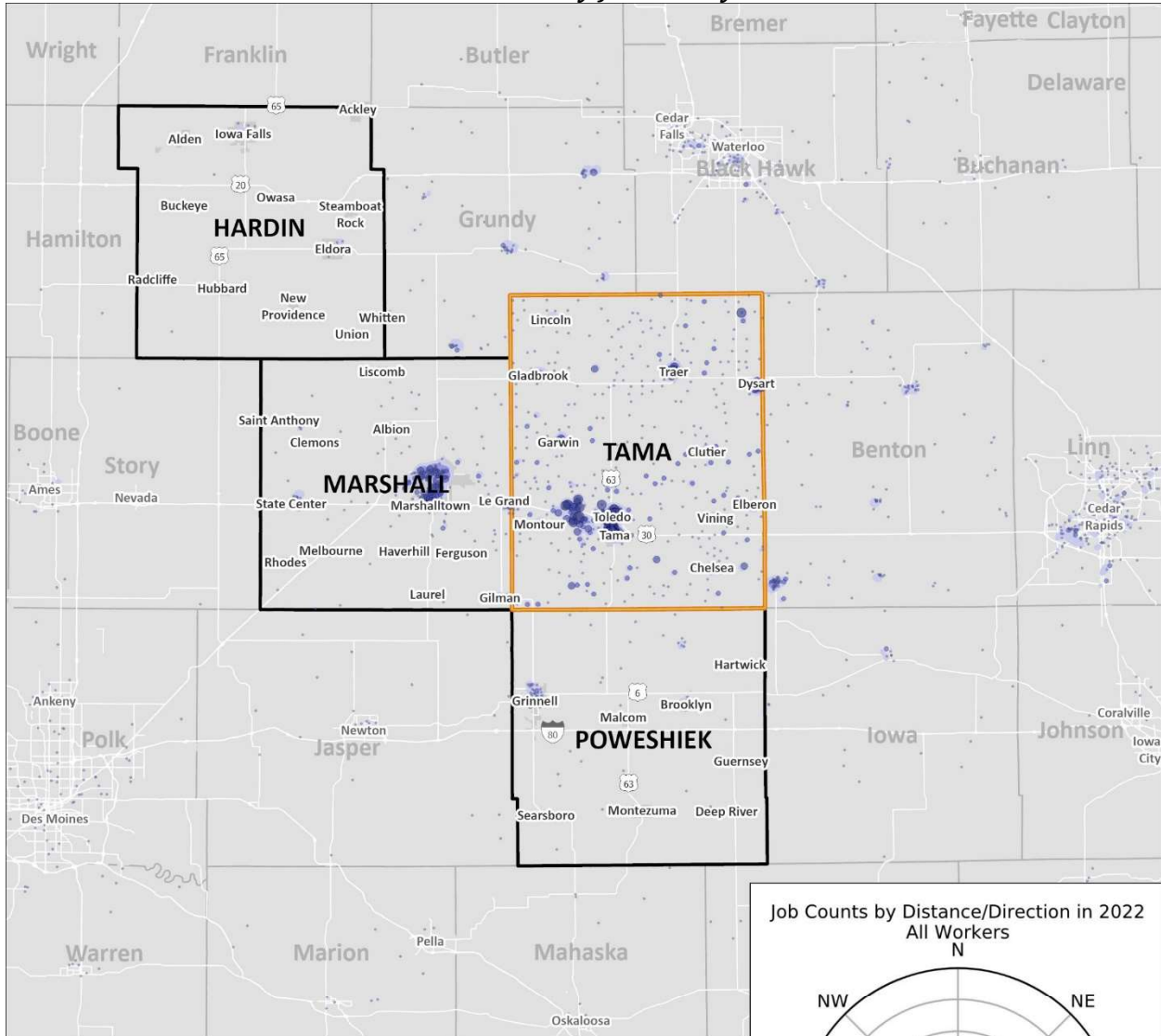


View as Radar Chart

**Jobs by Distance - Work Census Block to Home Census Block
2022**

	Count	Share
Total Primary Jobs	8,975	100.0%
 Less than 10 miles	3,229	36.0%
 10 to 24 miles	2,790	31.1%
 25 to 50 miles	1,061	11.8%
 Greater than 50 miles	1,895	21.1%

Tama County Job Density



Job Count (Job/Census Block) Job Density (Jobs/Sq. Mile)

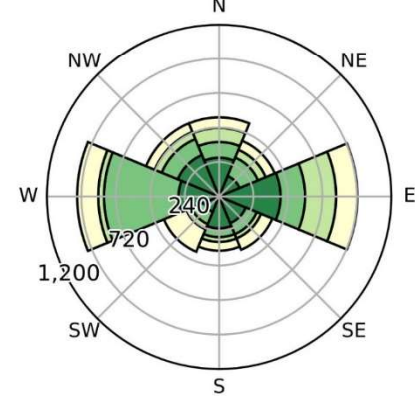
- | | |
|-----------|--------------------------|
| • 1 - 2 | ■ 5 - 24 Jobs/Sq.Mile |
| • 3 - 5 | ■ 25 - 81 Jobs/Sq.Mile |
| • 6 - 10 | ■ 82 - 177 Jobs/Sq.Mile |
| • 11 - 17 | ■ 178 - 310 Jobs/Sq.Mile |
| • 18 - 25 | ■ 311 - 483 Jobs/Sq.Mile |

Tama County

0 10 20
Miles



Job Counts by Distance/Direction in 2022
All Workers

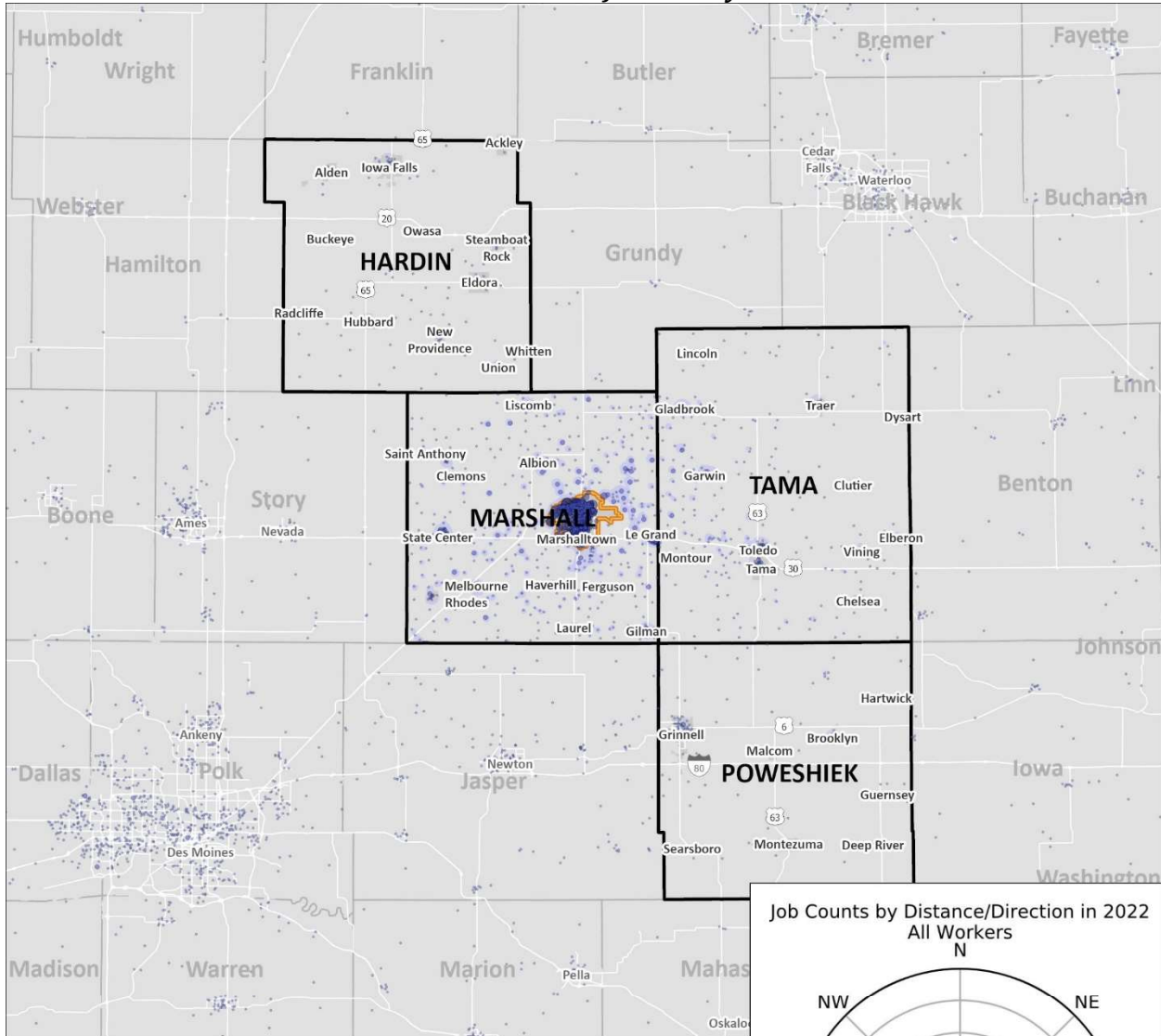


View as Radar Chart

Jobs by Distance - Work Census Block to Home Census Block
2022

	Count	Share
Total Primary Jobs	4,666	100.0%
■ Less than 10 miles	1,986	42.6%
■ 10 to 24 miles	1,295	27.8%
■ 25 to 50 miles	569	12.2%
■ Greater than 50 miles	816	17.5%

Marshalltown Job Density



Job Count (Job/Census Block) Job Density (Jobs/Sq. Mile)

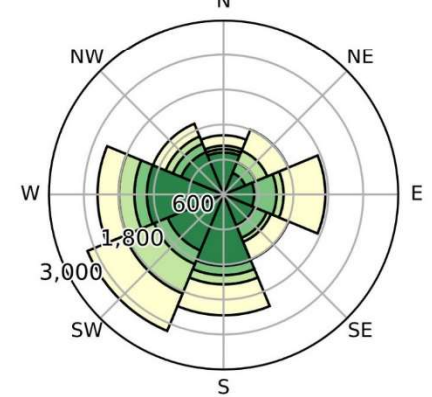
- 1 - 4 5 - 54 Jobs/Sq.Mile
- 5 - 12 55 - 203 Jobs/Sq.Mile
- 13 - 28 204 - 450 Jobs/Sq.Mile
- 29 - 59 451 - 797 Jobs/Sq.Mile
- 60 - 174 798 - 1,243 Jobs/Sq.Mile

 Marshalltown

0 10 20
Miles



**Job Counts by Distance/Direction in 2022
All Workers**

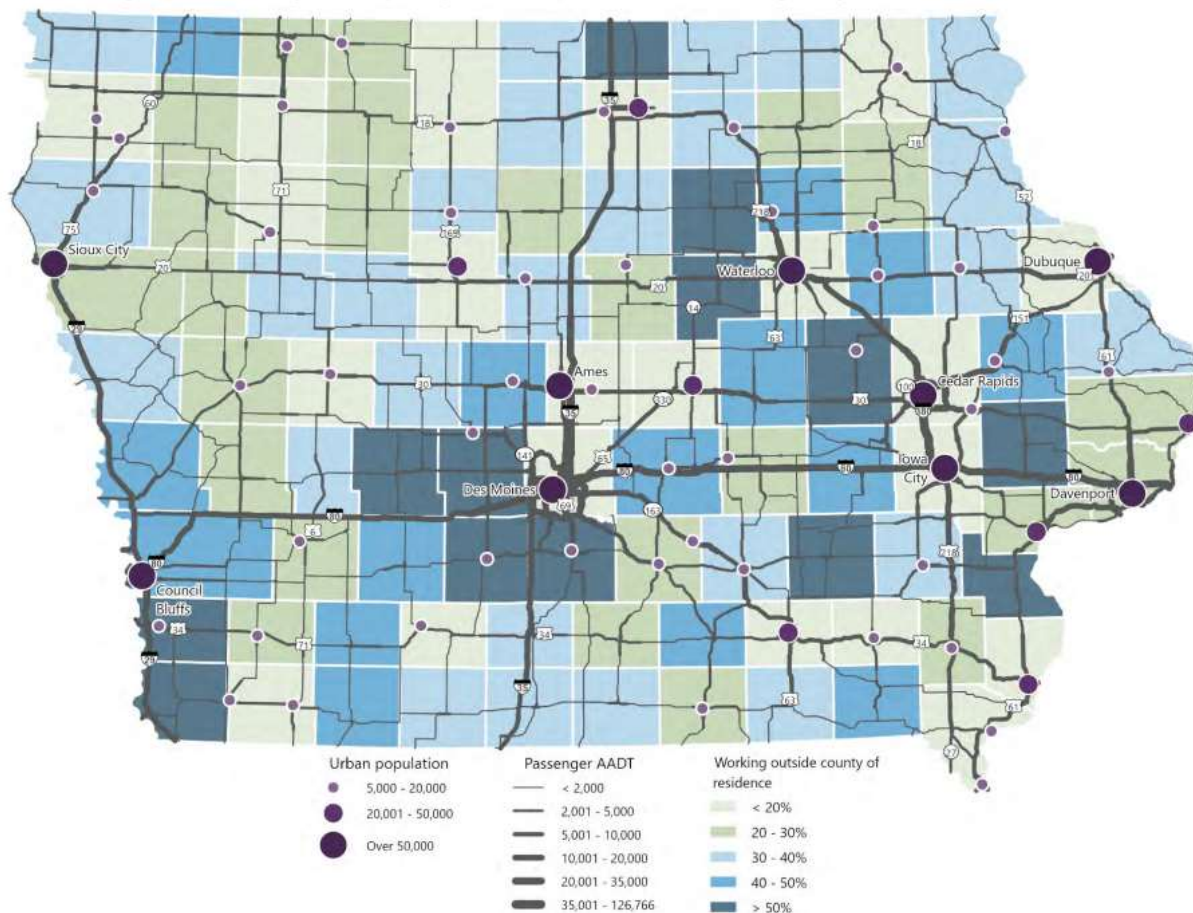


View as Radar Chart

**Jobs by Distance - Work Census Block to Home Census Block
2022**

	Count	Share
Total Primary Jobs	13,250	100.0%
■ Less than 10 miles	6,587	49.7%
■ 10 to 24 miles	1,652	12.5%
■ 25 to 50 miles	1,578	11.9%
■ Greater than 50 miles	3,433	25.9%

Commuting trends of passenger AADT and percent of workforce leaving county of residence to work, 2015-2019



Source: Iowa DOT State Transportation Plan "[Iowa In Motion](#)", 2024

Spatial patterns in this AADT data have a direct connection to the major employment centers of Marshalltown, Grinnell, Iowa Falls, Tama/Toledo and Eldora as discussed in the previous section.

Convenience stores like Casey's have begun to pop up around the Region, but they do not offer many healthy food choices, and they are often not an affordable food choice for a normal grocery shopping trip. Few small communities can support a grocery store (ten total grocery stores exist in the Region), leaving them to rely on the convenience stores/gas stations, dollar stores, or the local bar. Many of the smaller communities would feel lucky to have even that amenity. A majority of residents in the region must travel to another city that has a market for their food shopping. Food deserts are common in the region, and some of these communities try to fill the gaps with farmers' markets and food pantries. Staff are also noticing a demand for more errand-focused, on-demand transportation, but establishing these services for an affordable price for residents would be challenging.

There are 45 incorporated cities and towns in the Region, but only three have hospitals, eight have dental clinics, and 13 have senior housing or nursing care centers. Although there are a large number of elderly living facilities, nursing homes or assisted living facilities in the Region, the residents of those facilities must be transported to other towns where medical centers are located to obtain needed medical services.

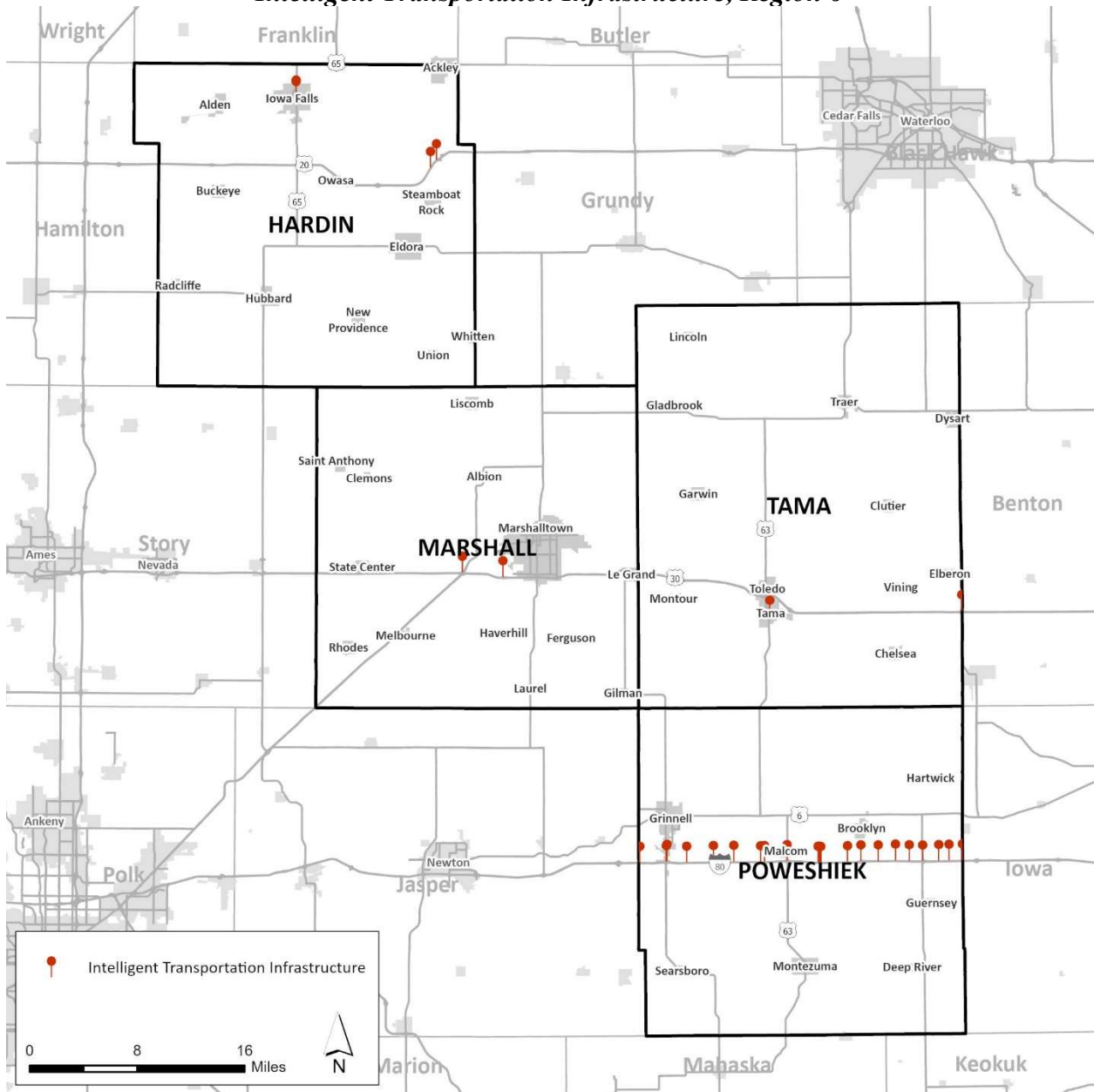
Residents of 16 facilities must be transported out of town for dental services, and residents of 21 facilities require long-distance transportation to a hospital. There are no medical clinics in northeast Tama County, resulting in patients needing transportation to Waterloo in neighboring Black Hawk County. Transportation to hospitals or clinics farther away, such as Ames in Story County, Waterloo in Black Hawk County, Mason City in Cerro Gordo County, Des Moines metro area in Polk County, and Iowa City in Johnson County, is often required for medical care for this especially vulnerable population.

Mental health care is even more problematic. All of the Region 6 counties are in an underserved area. There is a huge shortage of psychiatrists across rural Iowa. This means that mental health cases have further to go for appropriate treatments. Going long distances for care is not attractive since the people with persistent mental illness generally have low incomes and poor transportation options. If the care is not convenient, people with mental illness will likely either not seek treatment or be unable to get themselves to treatment facilities. The result is that people with persistent mental illness do not receive adequate care.

Affordable transportation to out of town medical services and shopping is critical, particularly for the elderly and disabled and those who do not or should not drive.

There is very little intelligent transportation infrastructure across the region. There are several sensors on I80 across Poweshiek County. There are some sensors on US Highway 30 and 20 across the region. There are smaller state highway sensors on US Highway 65 in Iowa Falls, and Highway 21 in Tama County.

Intelligent Transportation Infrastructure, Region 6



CHAPTER 4: EXISTING REGIONAL TRANSPORTATION SYSTEM

The transportation system allows people and goods to move within and outside Region 6, which is extremely important to the region's economy and the quality of life of its citizens. The Region 6 transportation system contains several modes, including basic automobile transportation, semi-truck and rail freight, public transit, municipal airports, pedestrian and bicycle infrastructure, and pipelines.

The background and analysis of the transportation system in Region 6 will focus on the basic components of the system and discussions with staff in Region 6 counties and cities regarding current conditions, future plans, and perceived challenges.

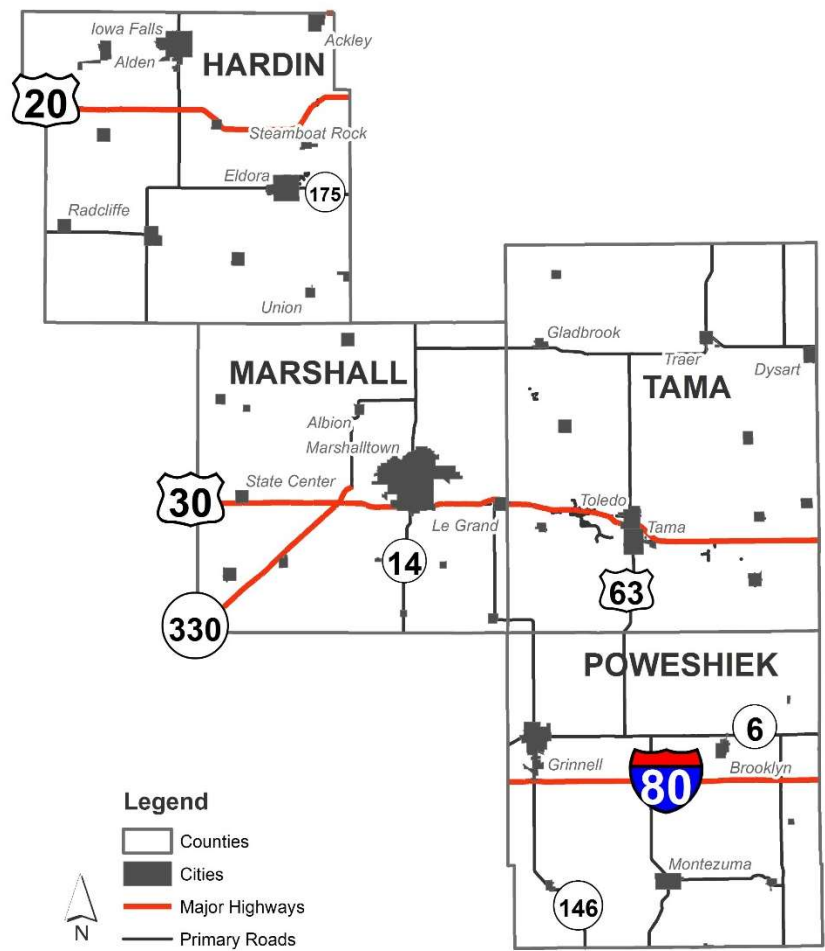
Roads, highways and Bridge Network

Highway System

A highway system connects Region 6 counties and Region 6 to the state of Iowa and beyond. U.S. Highways 65 and 63, and State Highways 14, 21, and 146 run north-south; U.S. Highway 20, State Highways 175, 6, and 30, and Interstate 80 all serve the Region from east to west. To make travel east and west more efficient, U.S. Highway 30 has been widened to four lanes in Marshall and part of Tama Counties. A bypass of Tama and Toledo was also added in Tama County.

Additionally, State Highway 330 is a four-lane highway that connects the region from Marshall County to Ankeny, Altoona, Bondurant, and the Des Moines area. These major roads are the primary routes used by private individuals and semi-trucks traveling within and through the region. The map below illustrates the volume of traffic for cars on an average day for the road systems in the region.

Highway System in Region 6 Area



Federal Functional Classification (FFC)

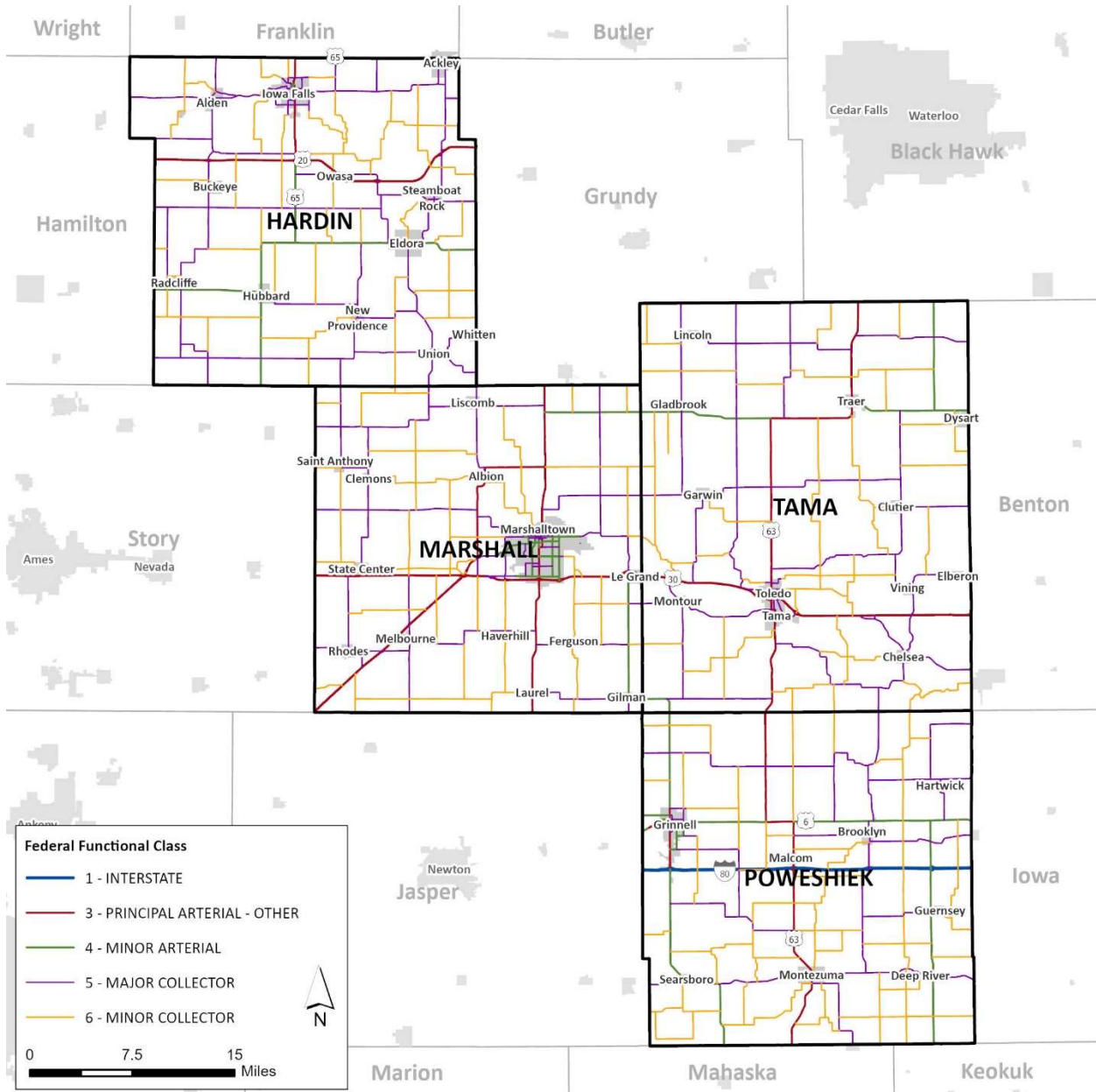
Highways and roads are categorized according to the Federal Functional Classification (FFC) to describe the level and type of use on the road. The FFC system serves as a basis for how some state and federal transportation dollars are allocated. The FFC categories are as follows:

- 1 – Interstate
- 2 – Other principal arterial
- 3 – Minor arterial
- 5 – Major collector
- 6 – Minor collector
- 7 – Local

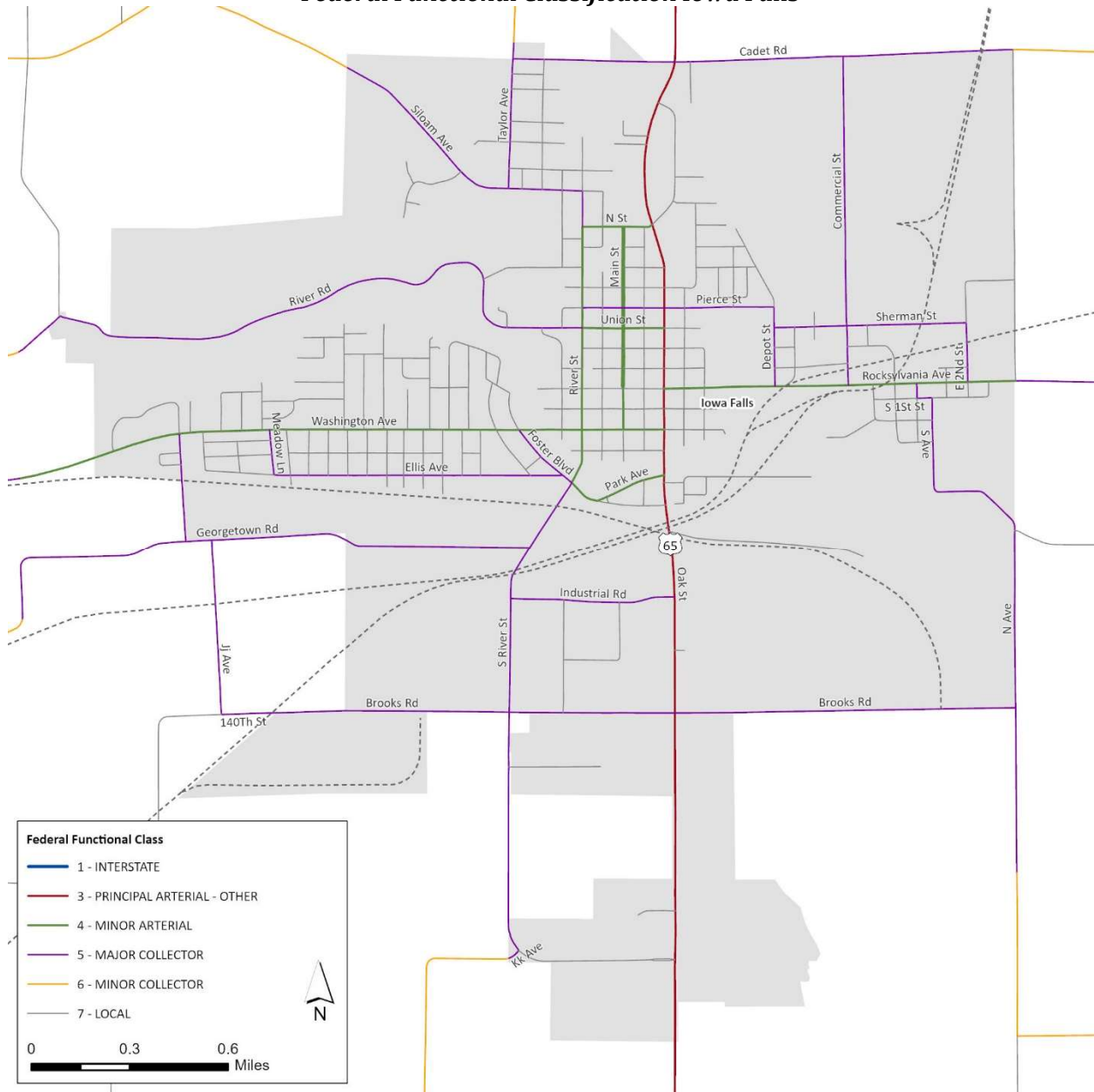
See the map of FFC routes in the Region 6 area to the right. See Appendix C for an FFC map for each county in the service area.

In the Cities with more than 5,000 people in the urbanized area a road must be a minor collector or higher classification to be eligible for the Region 6 STBG funding. The local roads are not eligible.

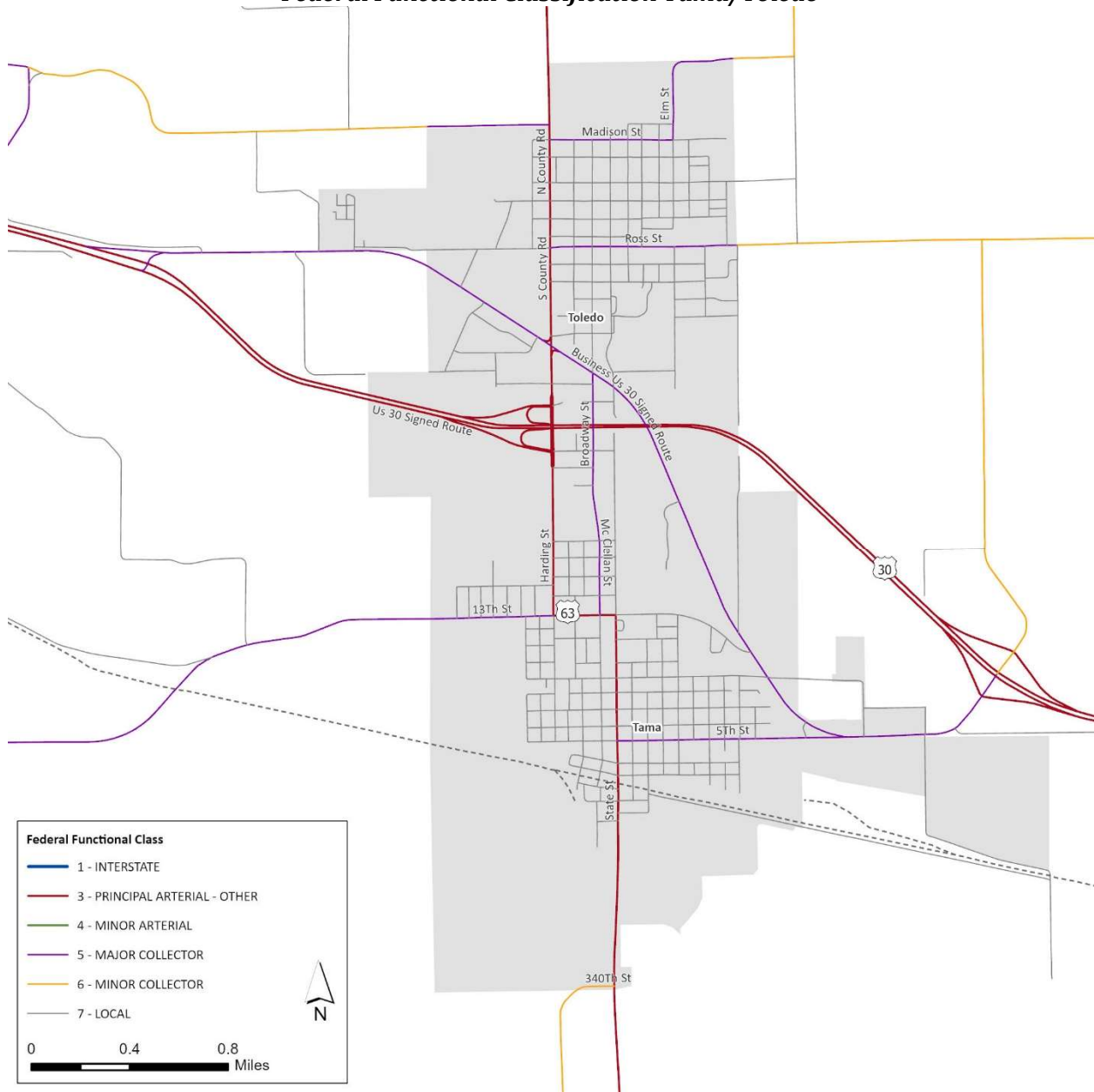
Federal Functional Classification of Roads in Region 6



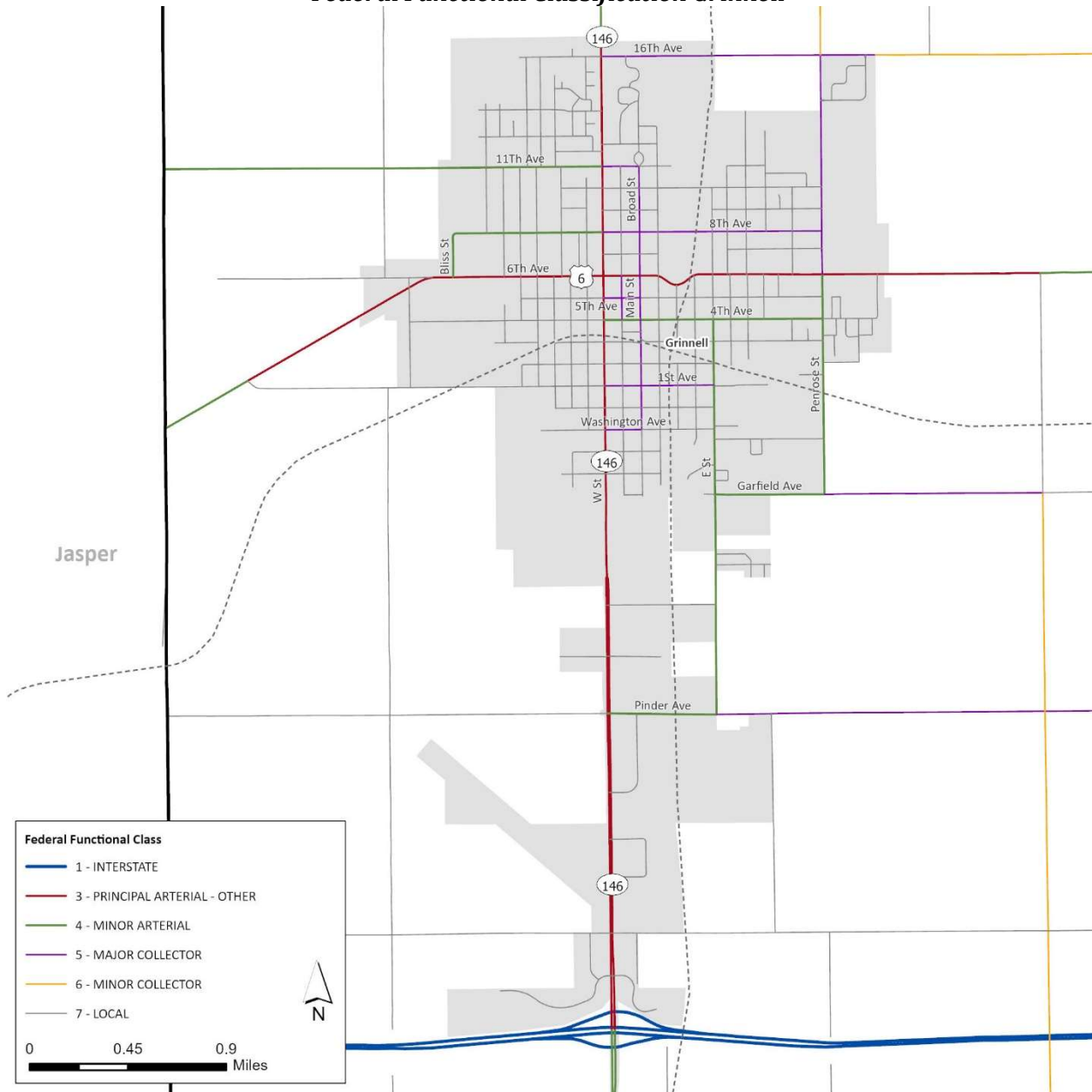
Federal Functional Classification Iowa Falls



Federal Functional Classification Tama/Toledo



Federal Functional Classification Grinnell



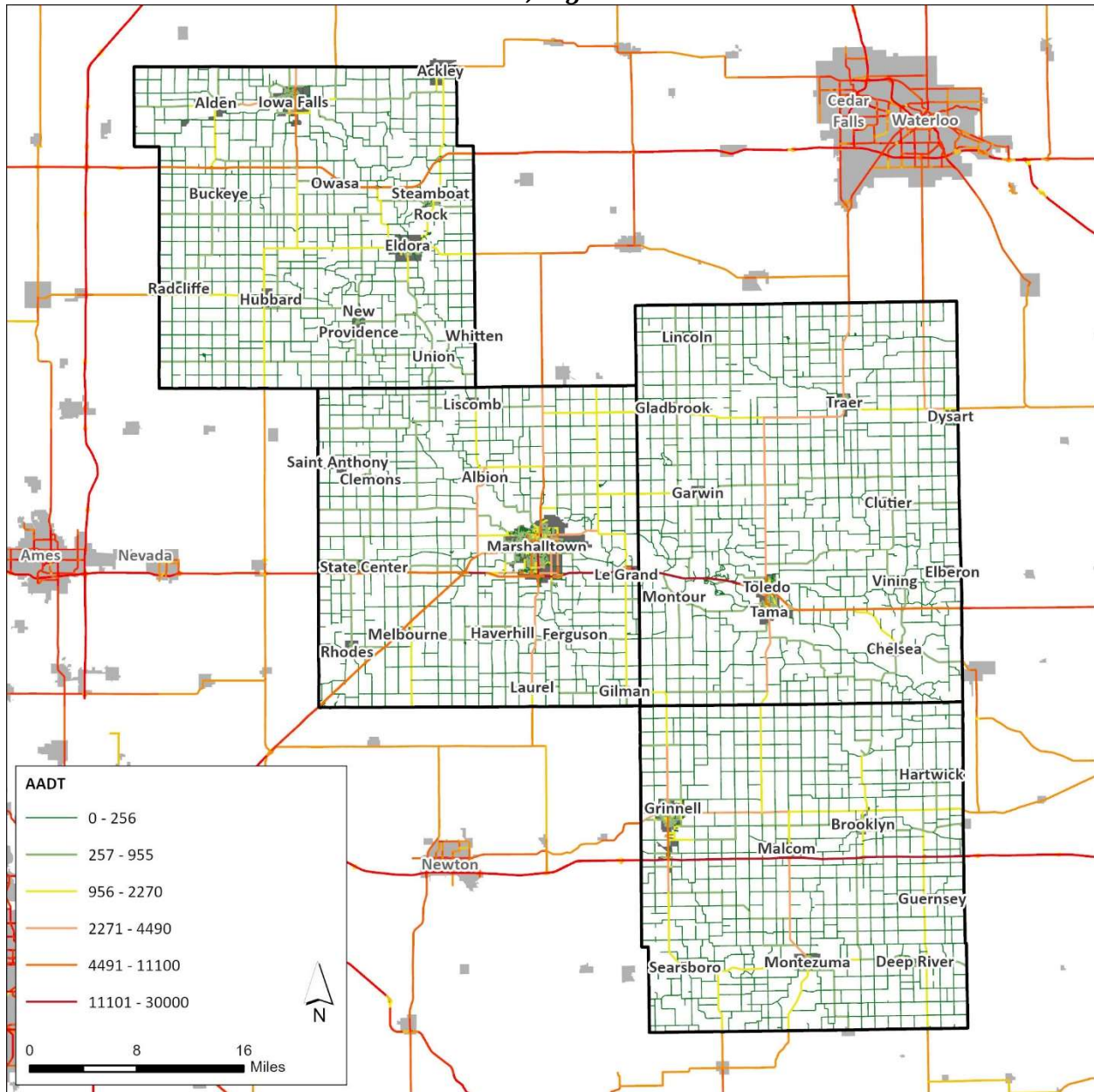
Average Annual Daily Traffic (AADT)

High traffic areas in the region according to measured AADT in include:

- Interstate I-80 E of Grinnell
- US Highway 30 east of Marshalltown to Tama/Toledo
- US Highway 30 near the Hwy 330 interchange

There are also various urban routes in Marshalltown and Grinnell that rank higher in daily AADT than most routes in the service area that are too numerous to individually list. See the AADT map for the area below.

AADT, Region 6

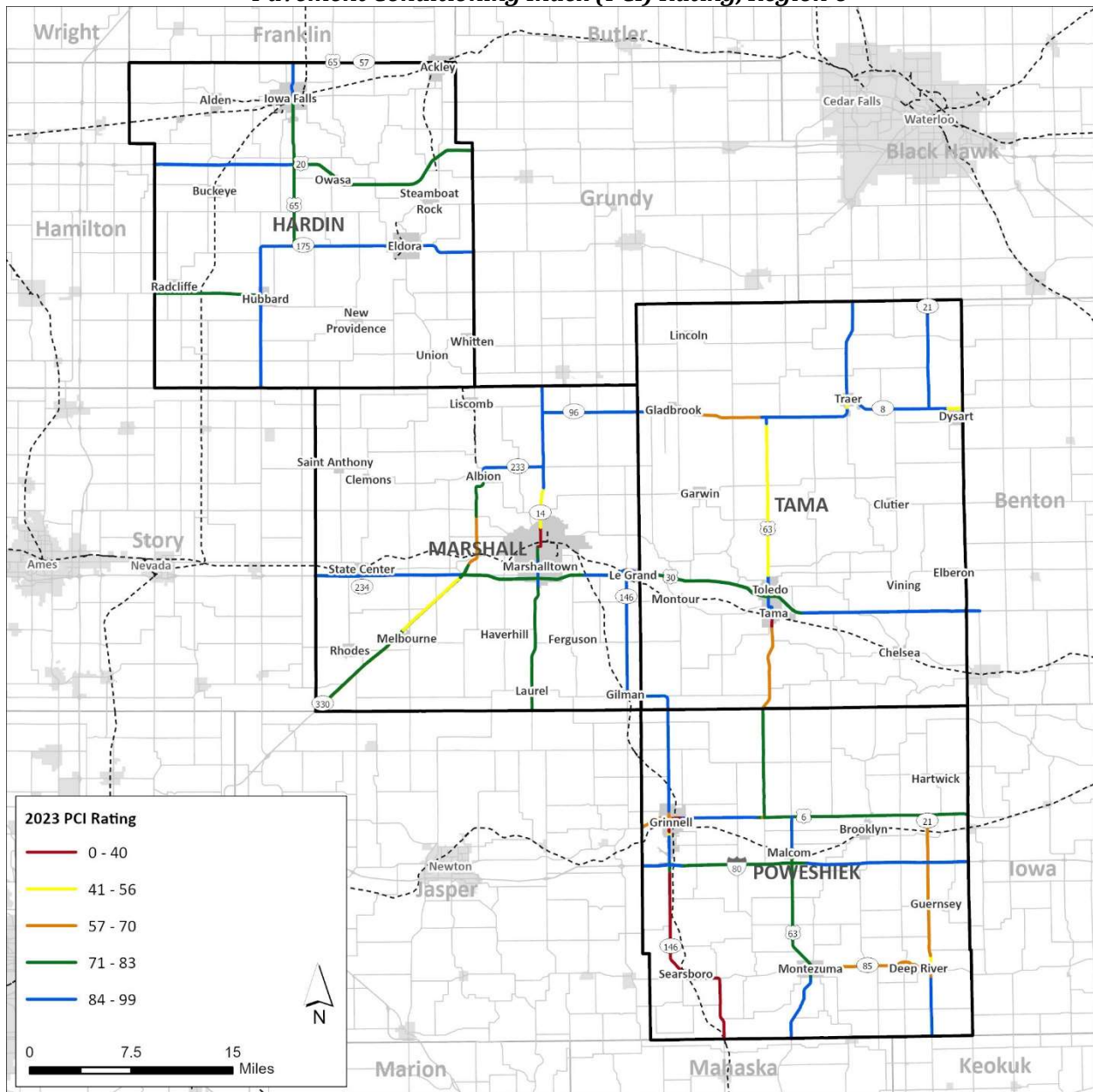


Data Source: Iowa DOT "Traffic" layer from 2016 count data

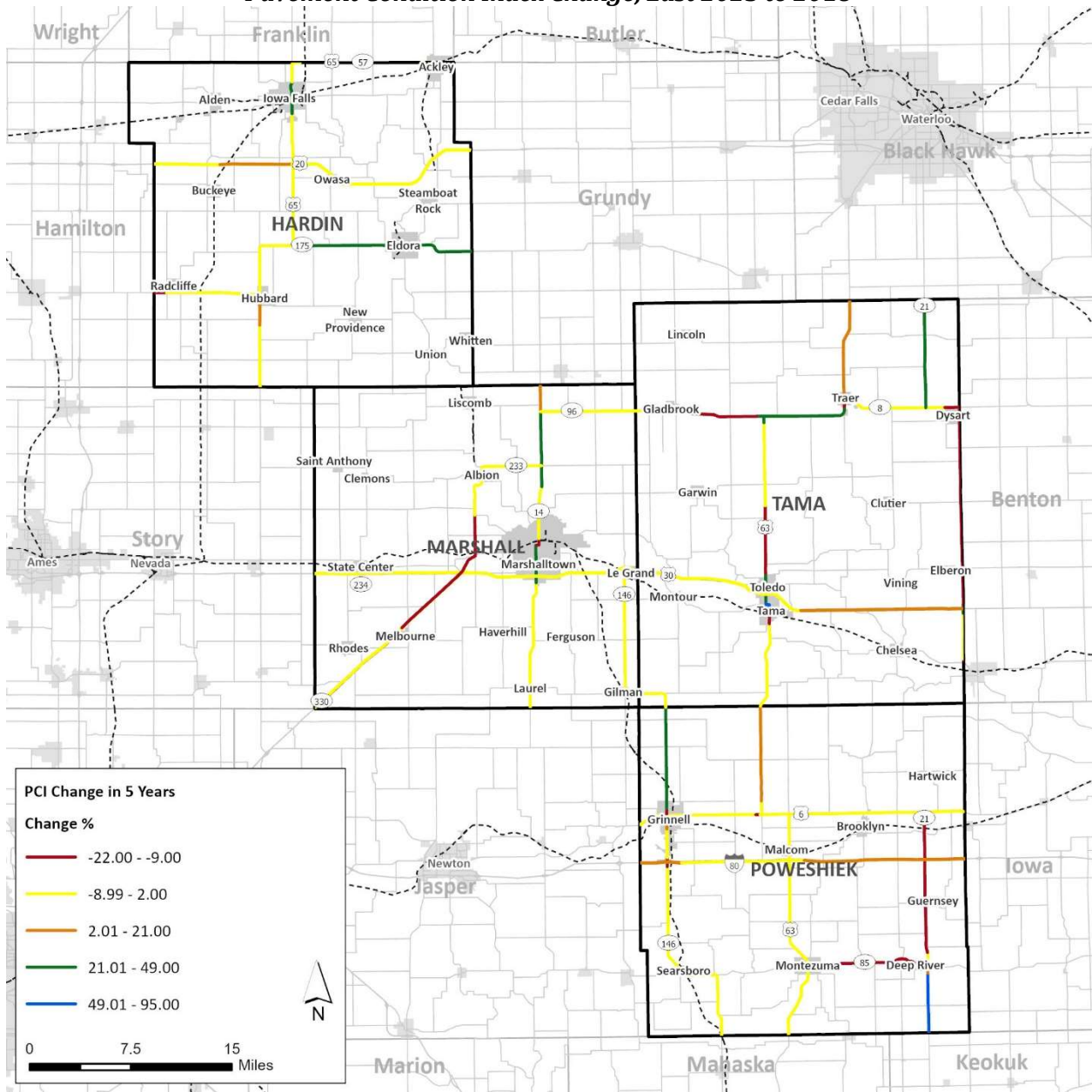
Pavement Condition

The condition of pavement is important to consider. If condition is low, the road cannot fully serve its intended purpose and traffic level. The PCI rating is a 0-100 ranking that measures the condition of interstate and state highway systems. This system helps the state identify pavement improvement needs. Below is a map showing PCI ratings in the area according to 2023 data. The Iowa Pavement Management Program (IPMP) is housed at the Institute for Transportation at Iowa State University, provides detailed pavement data, including interactive maps. Additional information can be found at <https://ctre.iastate.edu/ipmp/>. Roads on the map below are under state jurisdiction for maintenance and repair.

Pavement Conditioning Index (PCI) Rating, Region 6



Pavement Condition Index Change, Last 2023 to 2018



The current pavement condition in the region is generally good for roads under state jurisdiction. A few areas in the region that are in worst condition include:

- Highway 14 through Marshalltown from Anson St to State St area: currently scheduled for work within the next few years.
- Highway 146 from I80 to the Mahaska County Line: some work was recently done on this section.
- US Highway 63 from Iowa River to 340th St in Tama County: some work is scheduled on this section in 2026.

Significant work has been done in the region from 2018 to 2023 to improve local state roads.

Future transportation investments in the region at the state level should consider these areas for future transportation infrastructure improvement. For local roads, the priority for counties and cities in the region is maintaining the current roadway systems to ensure safe and efficient travel. The challenge in maintaining the existing road system is sufficient funding. Projects are being prioritized so that highly traveled routes or potential bottlenecks in the system have funding priority.

Bridges

Bridges are a major concern due to the large number with insufficient ratings and the high cost of replacement. There are 1,104 in-service bridges in the four-county area that are included on the National Bridge Inventory with 36% of the bridges having been identified as structurally deficient. This value increased about 5% since the last plan update. All three of the Region 6 counties had an increased structurally deficient percentage, except Tama. The value in Tama decreased. To explore bridge conditions in Iowa, visit the Iowa DOT’s interactive mapping product, A Story Map of Iowa’s Bridges: <https://arcgis/1ueC81>.

Inventory of Bridges in Region by County

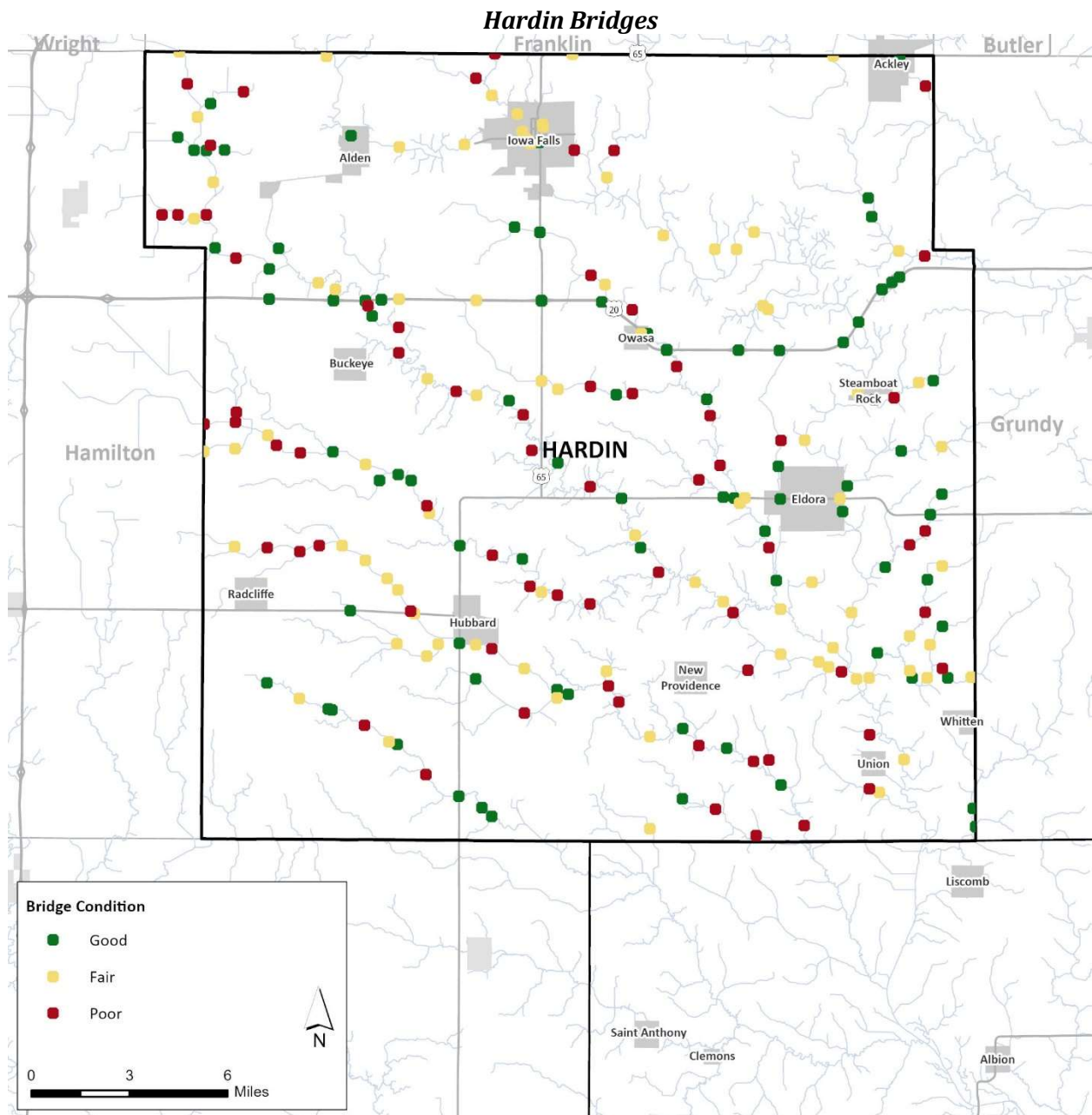
County	Good Condition	Fair Condition	Poor Condition (Structurally Deficient)	Total Number of Bridges	Structurally Deficient Percent
Hardin	87	87	64	238	26.9% H
Marshall	100	72	130	302	43.0% H
Poweshiek	62	82	95	239	39.7% H
Tama	113	105	107	325	32.9% L
TOTALS	362	346	396	1104	35.9% H

Source: Iowa DOT, A Story Map of Iowa’s Bridges <https://arcgis/1ueC81>

In reviewing the County bridges here are some of the general findings.

Hardin County

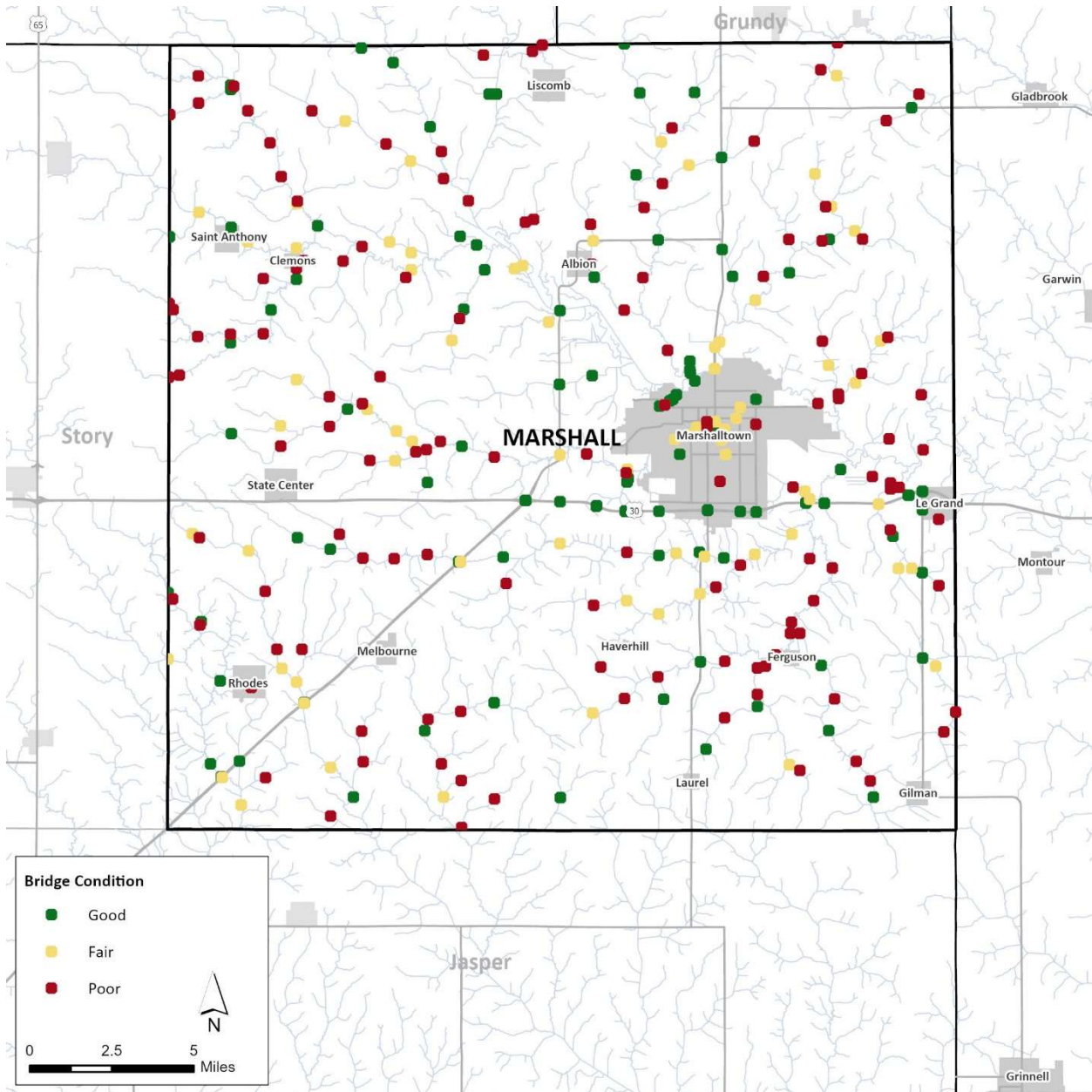
- The county poor condition bridges are generally on local granular roads. The exception to this would be these 11 bridges S of Union on S62, N of Union on S 62, S of Gifford on S62, S of Whitten on S75, two W of Union on D65, S27 bridge N of Radcliffe, D41 bridge W of Buckeye, E of Owasa on D35, D41 bridge NW of Eldora, S33 bridge N of Hubbard.



Marshall County

- The county poor condition bridges are generally on local granular roads. The exception to this would be these 11 bridges on paved roads - Rhodes bridge over the Heart of Iowa Trail, Hart Avenue bridge, Ferguson black top bridge, S Smith Ave bridge, Yates Ave Bridge S of Quarry, Iowa River Bridge on Zeller N of LeGrand, Marshalltown Boulevard Bridge over UPRR, E Main Street Iowa River Bridge, E Main local creek, Sand Road local creek.

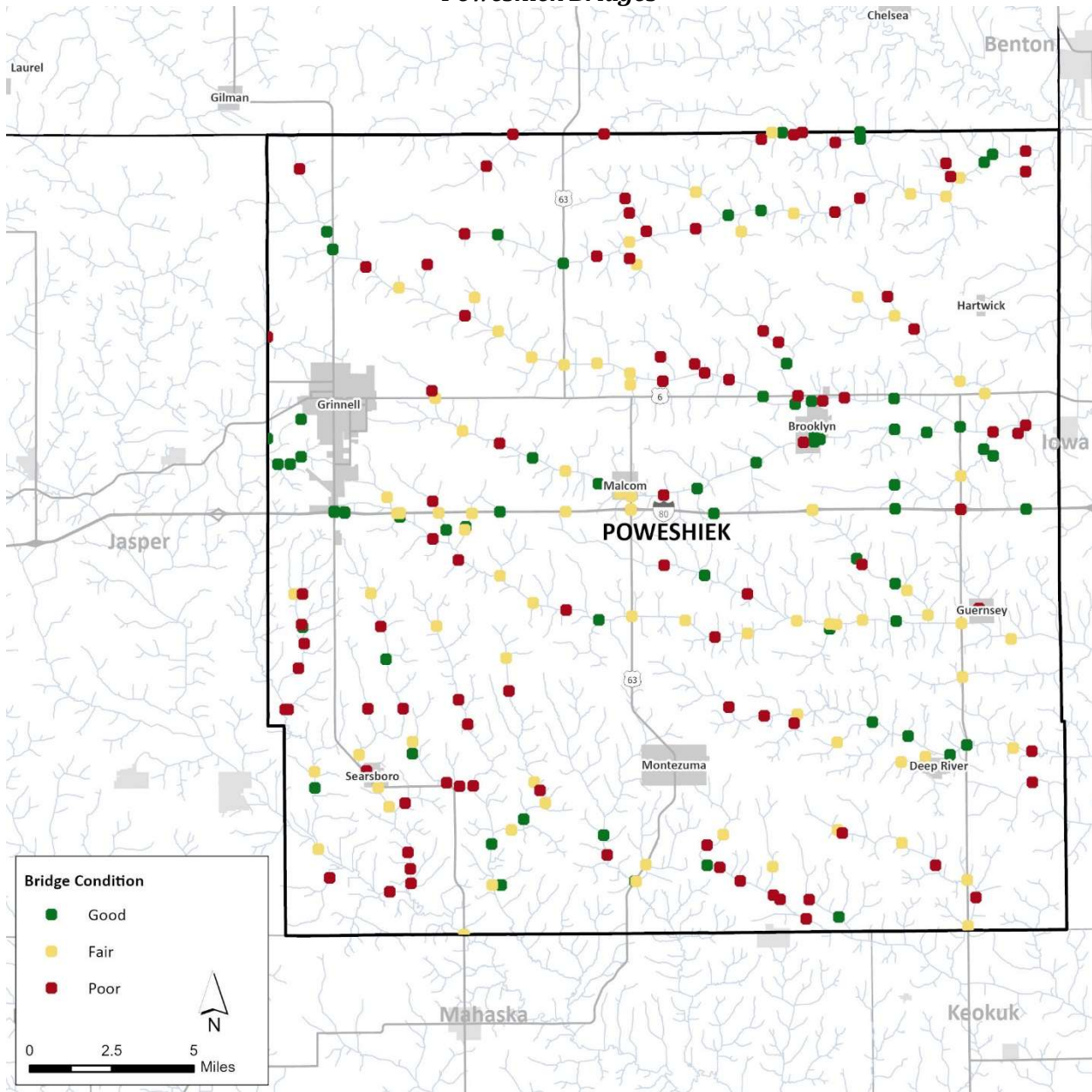
Marshall Bridges



Poweshiek County

- The county poor condition bridges are generally on local granular roads. The exception would be these 7 bridges on paved roads - V18 N of Holiday Lake (2), F17 E of Holiday Lake, Old Hwy 6 W of Victor, Diamond Trail Road W of Montezuma (2), and V13 SE of Montezuma.

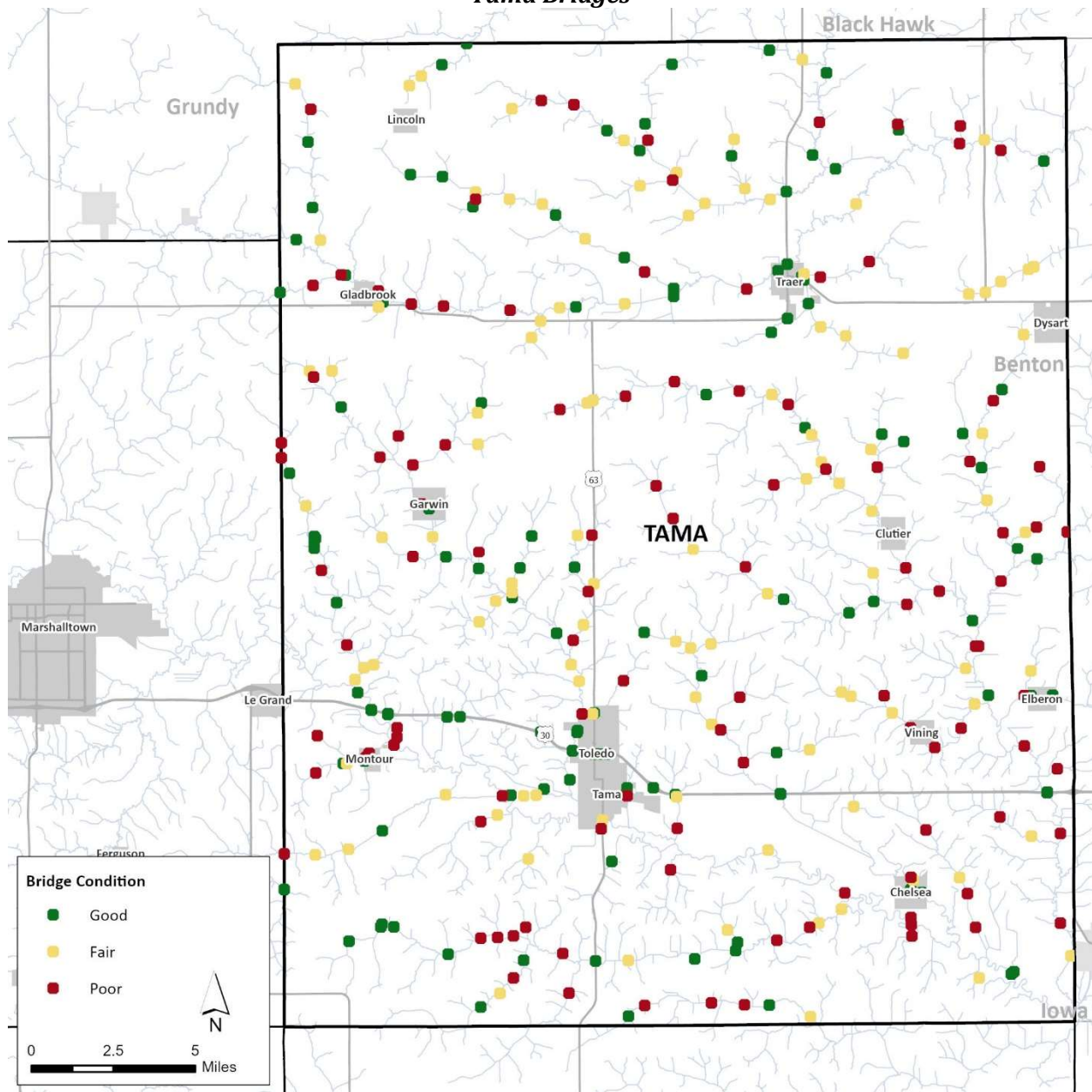
Poweshiek Bridges



Tama County

- Most of the structurally deficient bridges are on local granular roads except for these 18 bridges. N side of Gladbrook on T47, N of Hwy 96 on T55, D65 near Buckingham, D65 E of Hwy 63 (3), E 29 E of Hwy 63 (3), E36 E of Clutier (2), V18 S of Clutier (2), V18 S of Vining, E44 W of Elberon, V18 N of Chelsea, Iowa River Bridge on E49 near Meskwaki Settlement, T47 S of Garwin, E43 E of Hwy63 near Toledo.

Tama Bridges



In reviewing the City bridges here are some of the general findings –

Hardin County

- Iowa River bridge on N Ave – working to replace.
- Many of the Iowa Falls bridges are in fair condition. Nothing was listed as poor.
- No other bridges of concern in other places.

Marshall County

- Large Center Street Bridge in Marshalltown over the UPRR and Linn Creek is in poor condition. Work will be done starting in 2026 on this bridge.
- The other poor condition bridges in Marshalltown – 18th Ave, W State St., S 3rd Ave residential area.
- Most of the smaller bridges in Marshalltown are in fair condition.

Poweshiek County

- One bridge in SW Brooklyn over a stream in poor condition.
- One smaller bridge on entrance to Guernsey in poor condition.
- One small bridge on entrance road to Searsboro in poor condition – scheduled for replacement.
- No other bridges of concern.

Tama County

- One small bridge on a small local road by Vining in poor condition.
- One bridge on the W side of Garwin in poor condition.
- One bridge on the N side of Chelsea in poor condition.
- One bridge on the NW side of Toledo – replacement funded.
- 3 small bridges in Montour – one of those scheduled for replacement.
- No other bridges of concern.

Traffic Safety

Crashes in the region are widely distributed with concentrations around population centers and along routes with high average traffic. Data for this section comes from <https://icat.iowadot.gov/>. According to the Iowa Crash Analysis Tool (ICAT), from 2015-2026 there were more than 17,000 crashes in the region. This is about 1,700 crashes annually or about 5 daily. Fatalities is a much lower number at about 16 annually. Serious injuries is about 7 per month for the region over this time period.

2015-2026 Crash Data by County

Injury Type	Hardin	Marshall	Poweshiek	Tama	Region 6
Crashes	3124	7715	3505	3212	17556
Fatalities	32	62	39	25	158
Serious Injuries	99	222	114	411	846

Source:

Speed is the number 1 contributing factor for crashes at about 33% of the cases. The fatalities percentage due to speed was nearly 50%. Serious injuries due to speed was also high at 39%. There is a correlation between speed and these safety problems.

Crash Data by Contributing Factors

Speed Related

Injury Type	Hardin	Marshall	Poweshiek	Tama	Region 6
Crash	1072	2393	1478	927	5870
Fatalities	12	40	14	12	78
Serious Injury	63	119	70	80	332

Younger drivers (age 14-20) was also a high contributing factor to highway crashes and problems. Younger driver represents 20% of the crashes for the region. Fatalities and serious injuries were both below that level.

Crash Data by Contributing Factors
Younger Driver (14-20)

Injury Type	Hardin	Marshall	Poweshiek	Tama	Region 6
Crash	680	1655	607	602	3544
Fatalities	4	12	10	2	28
Serious Injury	19	36	25	27	107

Older drivers (65+) was another one of the high contributing factors with this safety data. Older drivers contributes to about 18% of the regional crashes. The fatalities percentage is 25% and the serious injuries is only 5%. So if there is major crash, it could likely result in a fatality.

Crash Data by Contributing Factors
Older Driver (65+)

Injury Type	Hardin	Marshall	Poweshiek	Tama	Region 6
Crash	493	1454	643	492	3082
Fatalities	6	16	13	4	39
Serious Injury	14	30	31	32	107

It is difficult to quantitatively assess the highest safety candidate locations across the region. Below are some locations where there appeared to be many crashes –

Hardin County

1. Brooks Road and Highway 65 in Iowa Falls.
2. D20 and Main Street in Alden.
3. Highway 175 and Washington in Eldora.
4. D15 and D20 by Alden.
5. Washington Ave and Highway 65 in Iowa Falls.
6. Park Ave and Highway 65 in Iowa Falls.

Marshall County

1. State Center Hwy 30 Durham and Eastman intersections.
2. Curves on Hwy 330 N and S of Albion.
3. 330th Street & Elm Street on Hwy 146 at Gilman.
4. Vance Ave intersection with East Main Street.
5. Hwy 30 interchange with Hwy 330 SW of Marshalltown.
6. Marshalltown Boulevard curve E of landfill.

Marshalltown

1. Iowa Ave and Hwy 14 intersection.
2. Most intersections on Hwy 14 through Marshalltown.
3. 3rd Street and Madison intersection.

Poweshiek County

1. Hwy 146 and Ewart Road S of Grinnell.
2. Hwy 6 and 146 intersection in Grinnell.
3. Brooklyn truck stop N of I80.

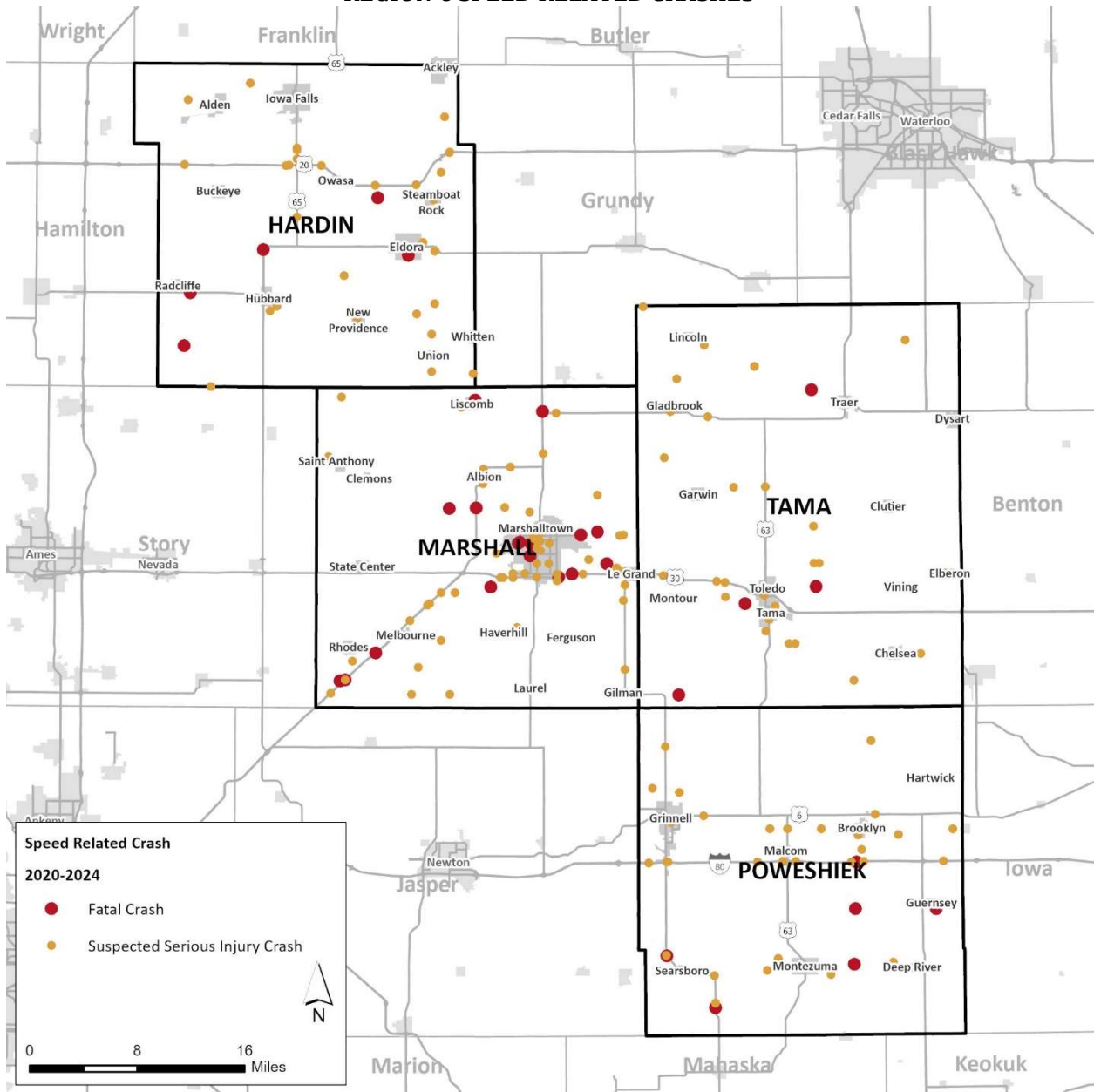
Tama County

1. Business Route 30 and L Ave N of Iowa Premium.
2. Meskwaki Settlement entrances onto Hwy 30 – 305th, F Ave, Trading post, Casino.
3. Highway 63 in Tama/Toledo from 13th Street in Tama to High Street in Toledo.

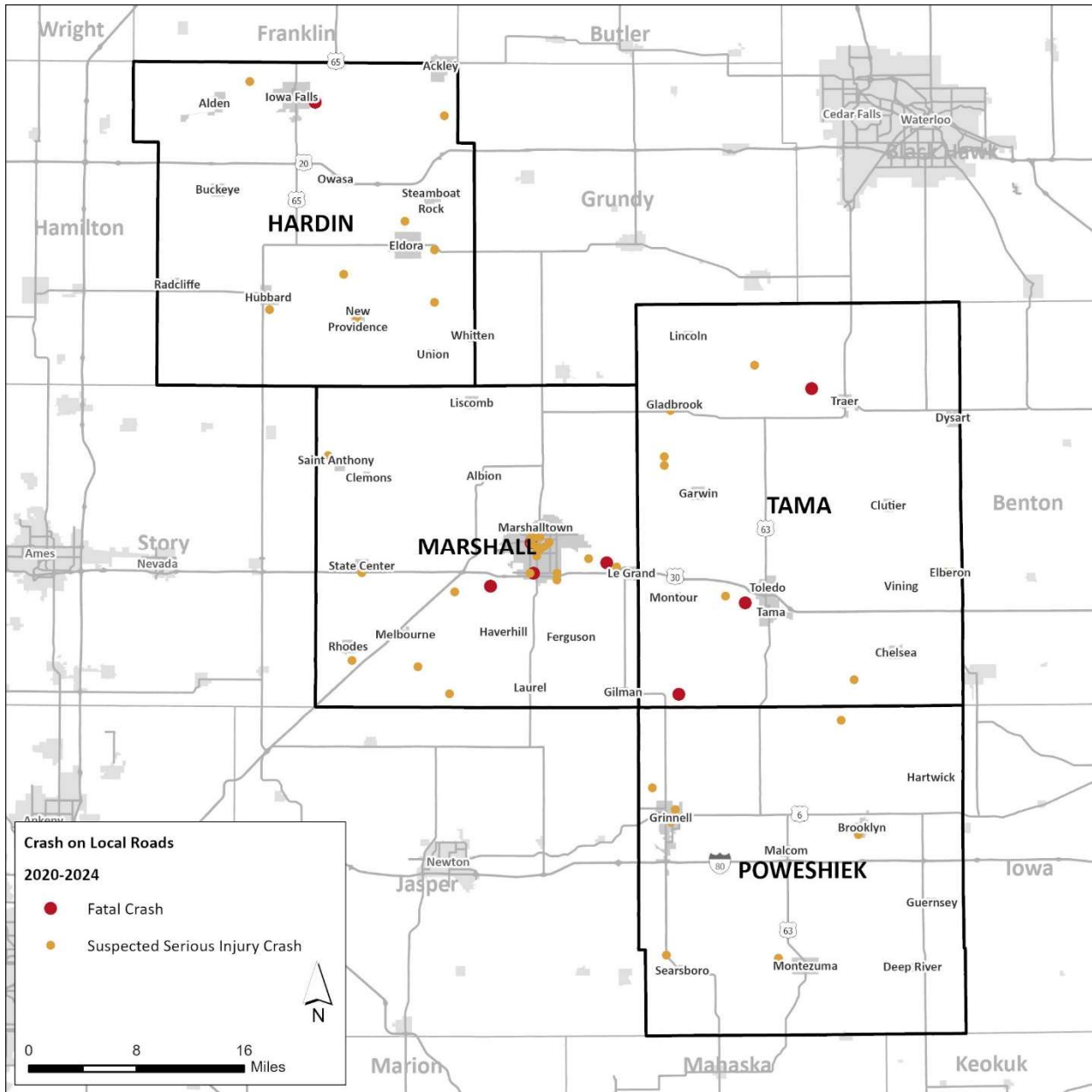
General comments

1. Curves seem to be a big problem spot across the region. All road owners (Counties & IDOT) have done a good job placing reflective signs and other things to reduce the hazard.
2. Intersections are a common problem. Especially those with backups.
3. There were many crashes in downtown areas with parking movements. This included all the cities with active downtown vehicles.

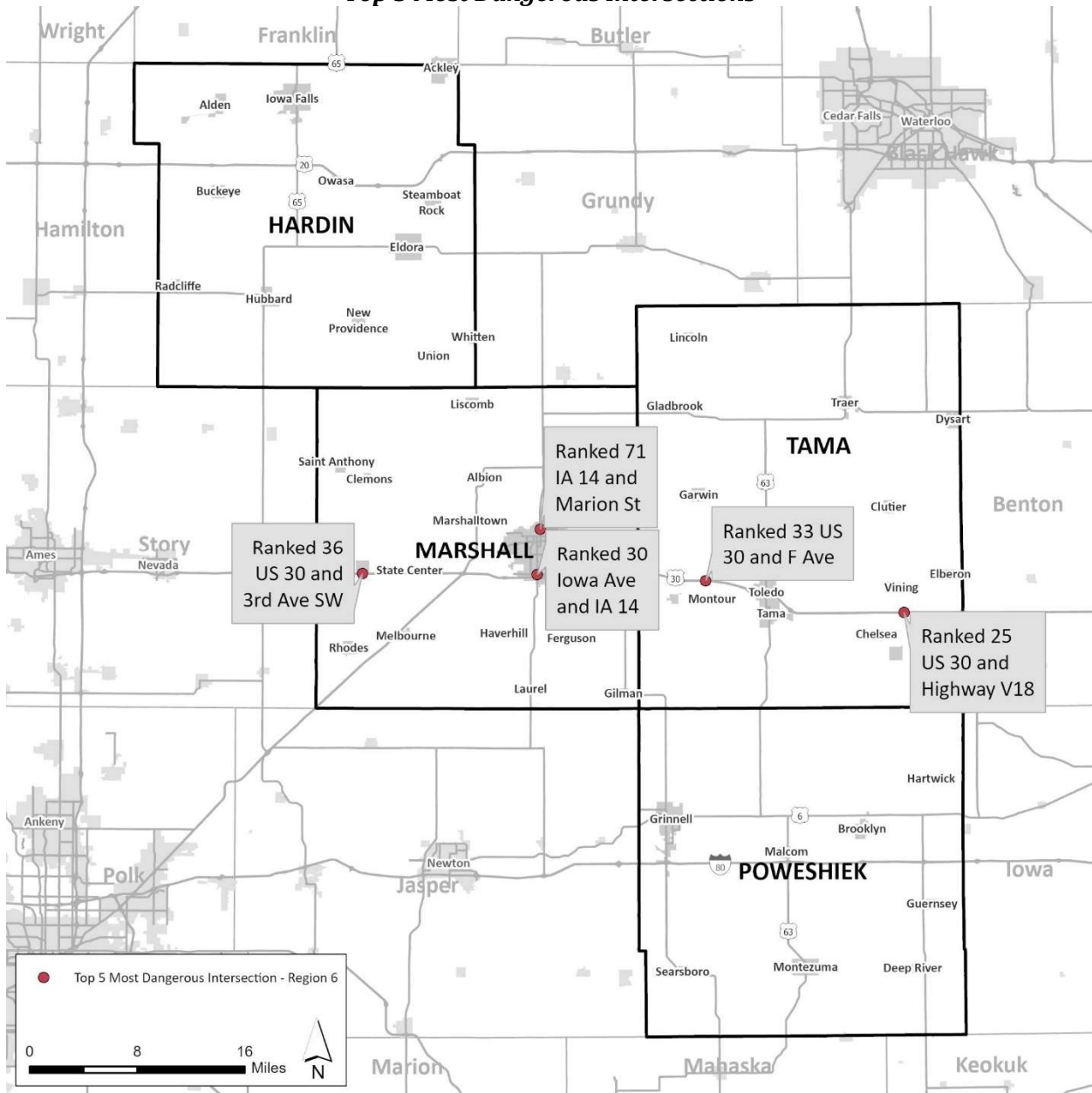
REGION 6 SPEED RELATED CRASHES



Local Road Crashes

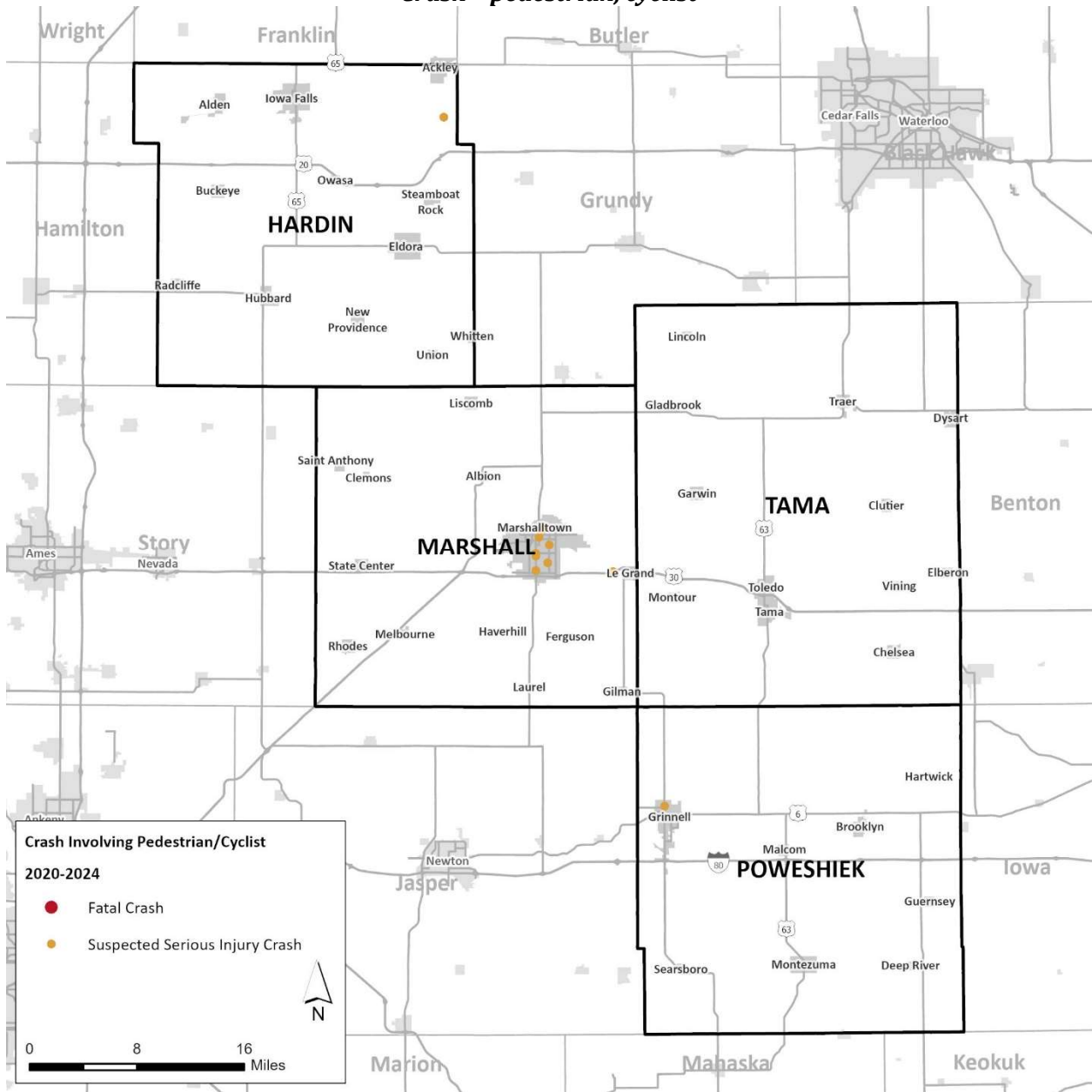


Top 5 Most Dangerous Intersections



The pedestrian and cyclist crash map does not indicate any locations where there is a great concern. The problem spots appear to be in Marshalltown – 12th Ave, Highway 14, and the downtown area. There was one problem spot near 11th Avenue in Grinnell which may be a route to the bike trail.

Crash – pedestrian, cyclist



Iowa Strategic Highway Safety Plan (SHSP)

As part of the Iowa DOT'S statewide Strategic Highway Safety Plan (SHSP), a safety emphasis area analysis was performed using crash data from 2024 – 2028. There were 18 different emphasis area's which were prioritized. This rating from 1 to 18 includes –

1. Distracted driving
2. Impairment involved
3. Speed-related
4. Intersections
5. Lane Departures
6. Local roads
7. Younger drivers
8. Roadside collisions
9. Heavy trucks
10. Winter road conditions
11. Older drivers
12. Motorcycles
13. Bicyclists
14. Occupant protection
15. Work zones
16. Pedestrians
17. Other special vehicles
18. Train

The percentage listed below is the percentage of accidents in the region that were attributed to each safety emphasis area.

Pedestrian and Bicycle Safety

Both pedestrian and bicycle safety are a concern in the region, particularly with regard to motor vehicle traffic. There are some areas without sidewalks where pedestrians walk on the street frequently, which is a definite safety concern, especially during inclement weather. Sharing the roadway can be frustrating for motorists due to perceived unpredictability of bicyclists—not following traffic laws is often cited—while bicyclists can be frustrated with unaware motorists or aggressive behavior.

In the last eleven years (2015-2026), there were 169 pedestrian or pedacycle crashes in the region. Fatalities were more than 13 and serious injuries 26. More information about crashes can be explored at the Iowa DOT’s interactive Crash Analysis Tool at <https://icat.iowadot.gov/>.

Pedestrian & Pedacycle Involving Injury in Region 2015-2026

Source: Iowa Crash Analysis Tool <https://icat.iowadot.gov/>

<i>COUNTY</i>	<i>TOTAL CRASHES</i>	<i>FATALITIES</i>	<i>SERIOUS INJURY</i>
<i>Hardin</i>	<i>17</i>	<i>2</i>	<i>5</i>
<i>Marshall</i>	<i>111</i>	<i>6</i>	<i>15</i>
<i>Poweshiek</i>	<i>29</i>	<i>4</i>	<i>5</i>
<i>Tama</i>	<i>12</i>	<i>1</i>	<i>1</i>
<i>TOTAL</i>	<i>169</i>	<i>13</i>	<i>26</i>

Some of the observations from the data maps by county –

- Hardin – Several incidents N of old Highway 20 on Hwy 65. Several incidents at Hwy 175 and Washington Ave in Eldora. Some scattered around downtown Iowa Falls.
- Marshall – Many along, including crossing points, of Hwy 14 through Marshalltown. Several scattered around downtown Marshalltown. Some near congestion with JBS. Some on Iowa Avenue West.
- Poweshiek – Several on Hwy 146 and Hwy 6 in Grinnell.
- Tama – Several on Hwy 63 through Tama/Toledo. Some on Hwy 30 throughout the county.

In general there was no locations with an extremely high or alarming number of problems. Yes there are many locations that could be more pedestrian and pedacycle friendly. Communities should look at safe crossing points for highways, and decent sidewalks along the highway systems in bigger cities.

“I would like to see safe bike routes that allow [bikers] to travel away from cars (not bike lanes next to cars). Cars and bikes don't mix well, even when everyone is trying to be safe. Just biking around and through Grinnell can be problematic along busy streets.”

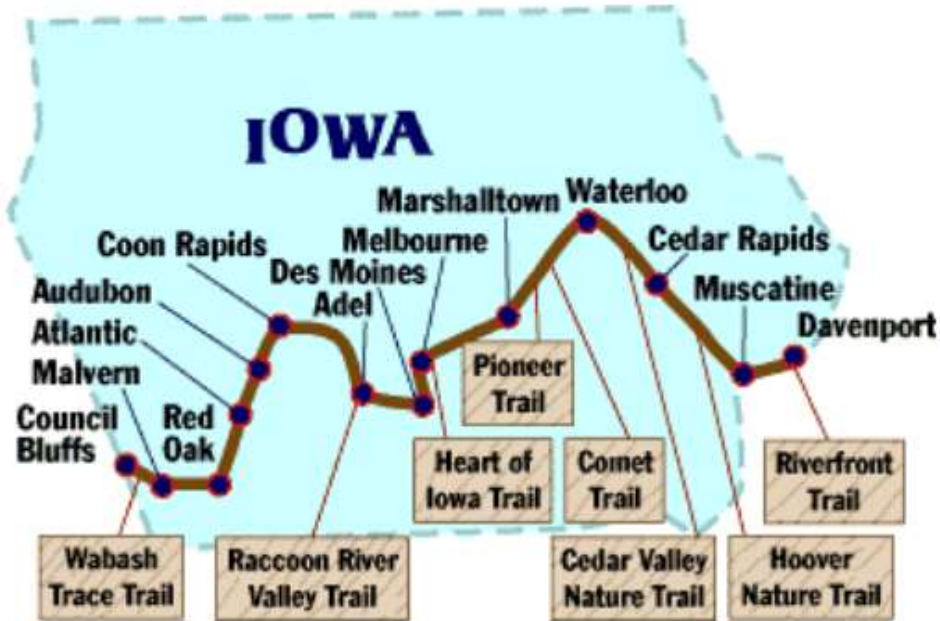
-Poweshiek County Survey Respondent

Non-Motorized Transportation

Many additions and improvements have been made to the recreational trail system in Region 6 including both trail and bicycle lane projects. Thanks to local dedication and funding sources including the State Recreational Trails Program, Federal Recreational Trails Program, and the Transportation Alternatives Program (TAP), the region continues to make progress in building a network of regional multi-use trails.

The region hosts several trails that are part of the statewide trail network. When completed, the American Discovery Trail (ADT) will traverse 500 miles across Iowa using a number of existing shared use paths in the state. In the planning region, the ADT will follow the Heart of Iowa Nature Trail (Marshall County), the Linn Creek Greenbelt (Marshall County) and the Wolf Creek Trail (Tama County connecting to Comet Trail in Grundy County) in the region. The American Discovery Trail is a nationally significant, coast-to-coast, non-motorized recreational trail that, once completed, will stretch across more than 6,800 miles and 15 states.

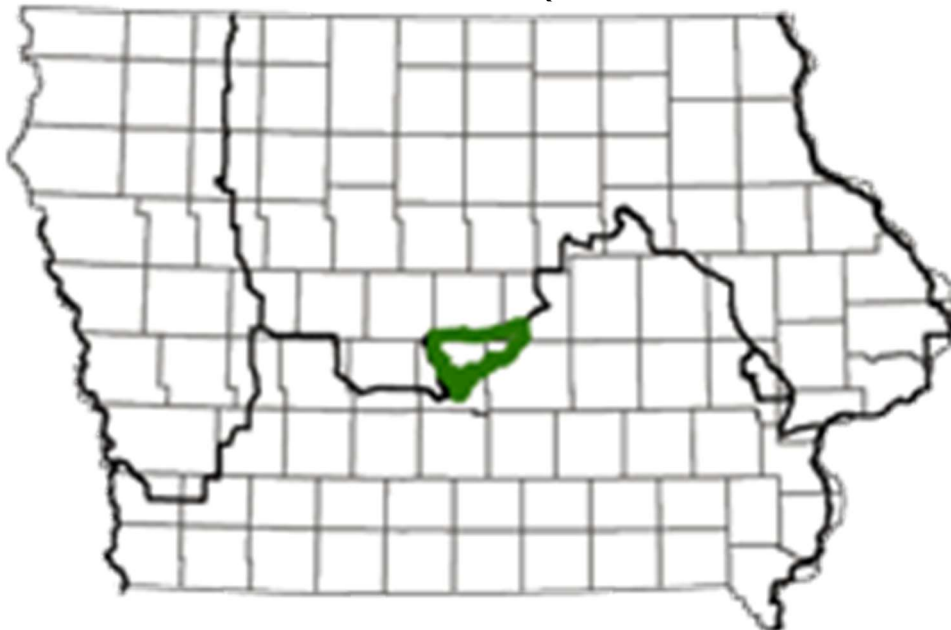
American Discovery Trail in Iowa



Source: <https://discoverytrail.org/states/iowa/>

The Central Iowa loop trail connects five existing shared use paths to form a 100+ mile trail network. The network includes the Heart of Iowa Nature Trail (Marshall County).

Central Iowa Loop Trail



Source: <https://iowadot.gov/iowabikes/Iowa-Trails/Trails-of-statewide-significance>

A full listing of trails in the region by county is on the following pages.

Hardin County Trails

- **Hubbard Trail** – Granular 1.6 mile trail running out of Hubbard and to the west.
- **Iowa River's Edge Trail** – Planned 34-mile trail that will connect Hardin County (as far north as Steamboat Rock) and Marshall County (ending in Marshalltown).
- **Pine Lake State Park Trail** – 2.6 mile concrete trail running from Iowa 175 in Eldora to Steamboat Rock State Park.
- **Rock Run Creek Trail** – Paved concrete 1 mile trail running from the southern part of Iowa Falls near Wal Mart up to the Iowa River and through the local Rock Run Park.

Rock Run Creek Bridge in Hardin County



Photo Source: Hardin County Trail Committee, 2012

Pine Lake Recreational Trail in Hardin County



Photo Source: Alltrails.com 2020

Marshall County Trails

- **Heart of Iowa Nature Trail** - 3.6 mile granular trail running from the Story/Marshall County line to Rhodes. Part of the future American Discovery Trail.
- **Iowa 330 Trail** – 7.7 mile asphalt trail that begins on the east side of Iowa-330 just west of Melbourne to Starry Grove Rd (south just of Highway 30). Part of the future American Discovery Trail.
- **Iowa River's Edge Trail** – Planned 34-mile trail that will connect Hardin County (as far north as Steamboat Rock) and Marshall County (ending in Marshalltown).
- **Linn Creek Greenbelt Parkway** – Paved asphalt 8.5 mile trail . Part of the future American Discovery Trail.
- **Linn Creek Highway 30 Trail** – Paved concrete 3 mile trail.

Heart of Iowa Nature Trail



Photo Source: www.trailink.com 2020

Iowa River's Edge Trail in Marshalltown

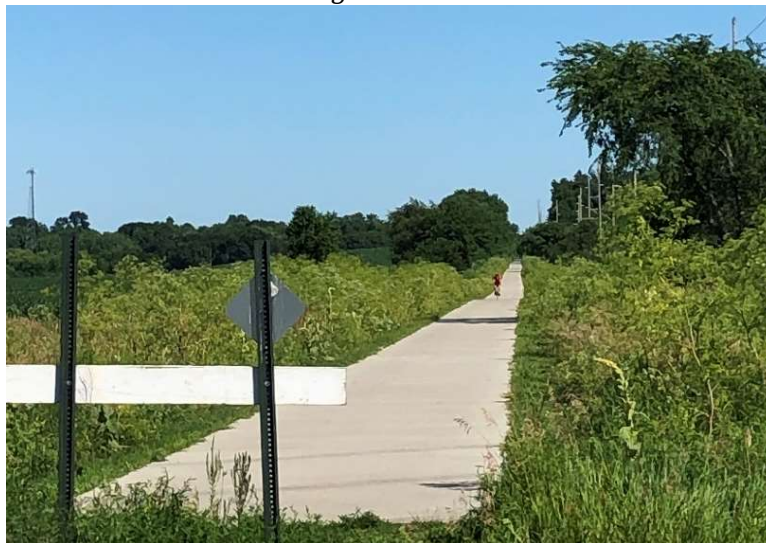


Photo Source: Region 6 Resource Partners, 2020

Poweshiek County Trails

- **Grinnell Trail** – Paved concrete 1.3 mile trail in Grinnell running from Industrial Ave to Washington Ave, 4th Ave W to NW Corporate limits and the Rock Creek Trail at 11th Ave.
- **Rock Creek Trail** – Paved asphalt 5.7 mile trail running from Rock Creek State Park to the City of Grinnell.
- **Stagecoach Trail at Diamond Lake County Park** – Paved concrete trail in Montezuma running .5 miles from Hayes St to Diamond Lake and then .8 miles from Diamond Lake to F46.

Stagecoach Trail at Diamond Lake County Park



Photo Credit Poweshiek County Conservation 2019

Stagecoach Trail at Diamond Lake County Park



*Montezuma Elementary School 1st and 2nd graders use the Stagecoach Trail to walk from school to a field trip to the park.
Photo Credit Poweshiek County Conservation 2019*

Tama County Trails

- **Old Creamery Trail** – 1 mile asphalt trail near Dysart. Connects with another 14 miles of the Old Creamery Trail in Benton County.
- **Tama Toledo Recreation Trail** – Granular 2.5 mile trail running north/south through Tama and Toledo.
- **Wolf Creek Trail** – Asphalt 1.7 mile trail. Connects with Comet trail in Grundy County, which is part of the American Discovery Trail network.

Old Creamery Trail



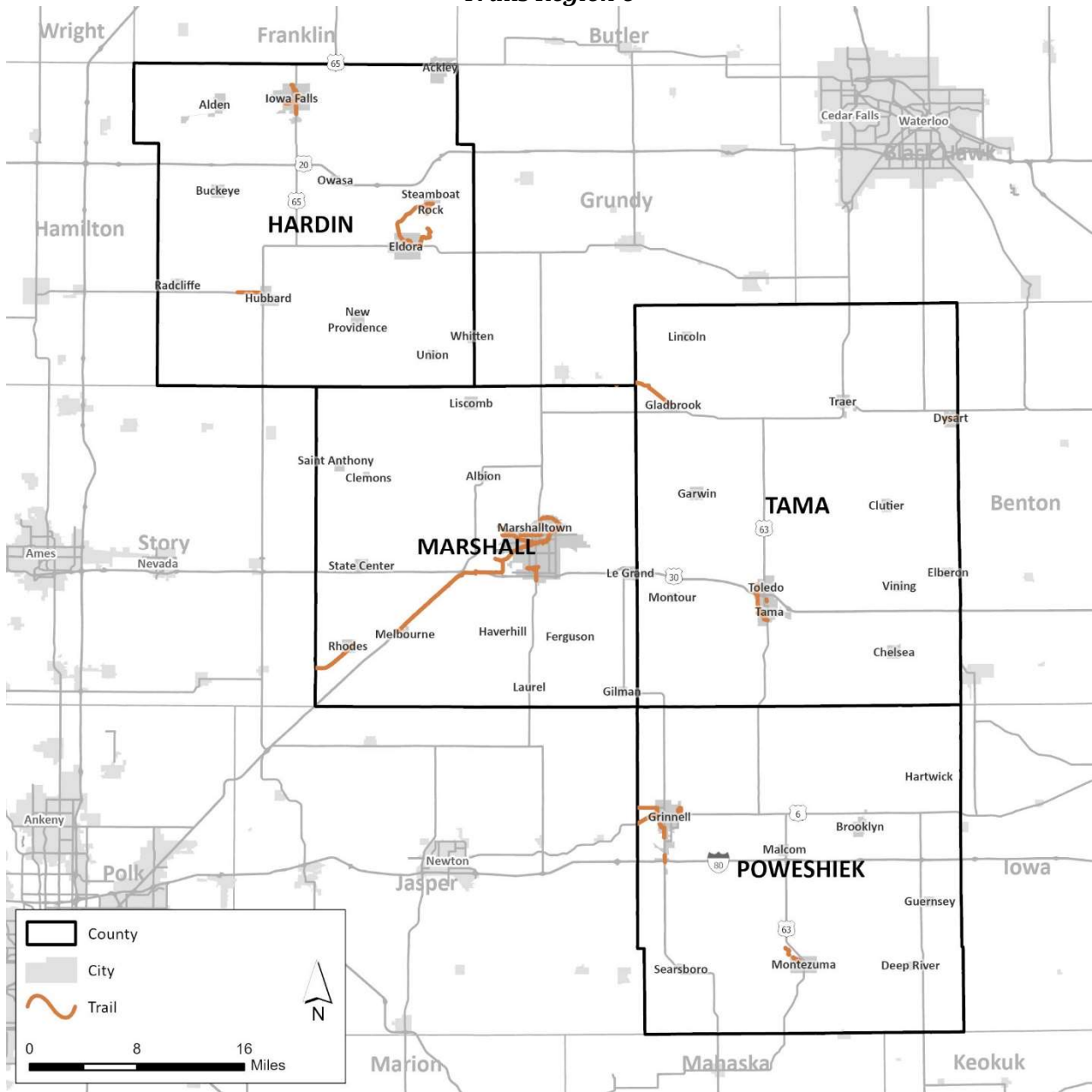
Photo Source: Old Creamery Trail Facebook Page 2020

Wolf Creek Trail

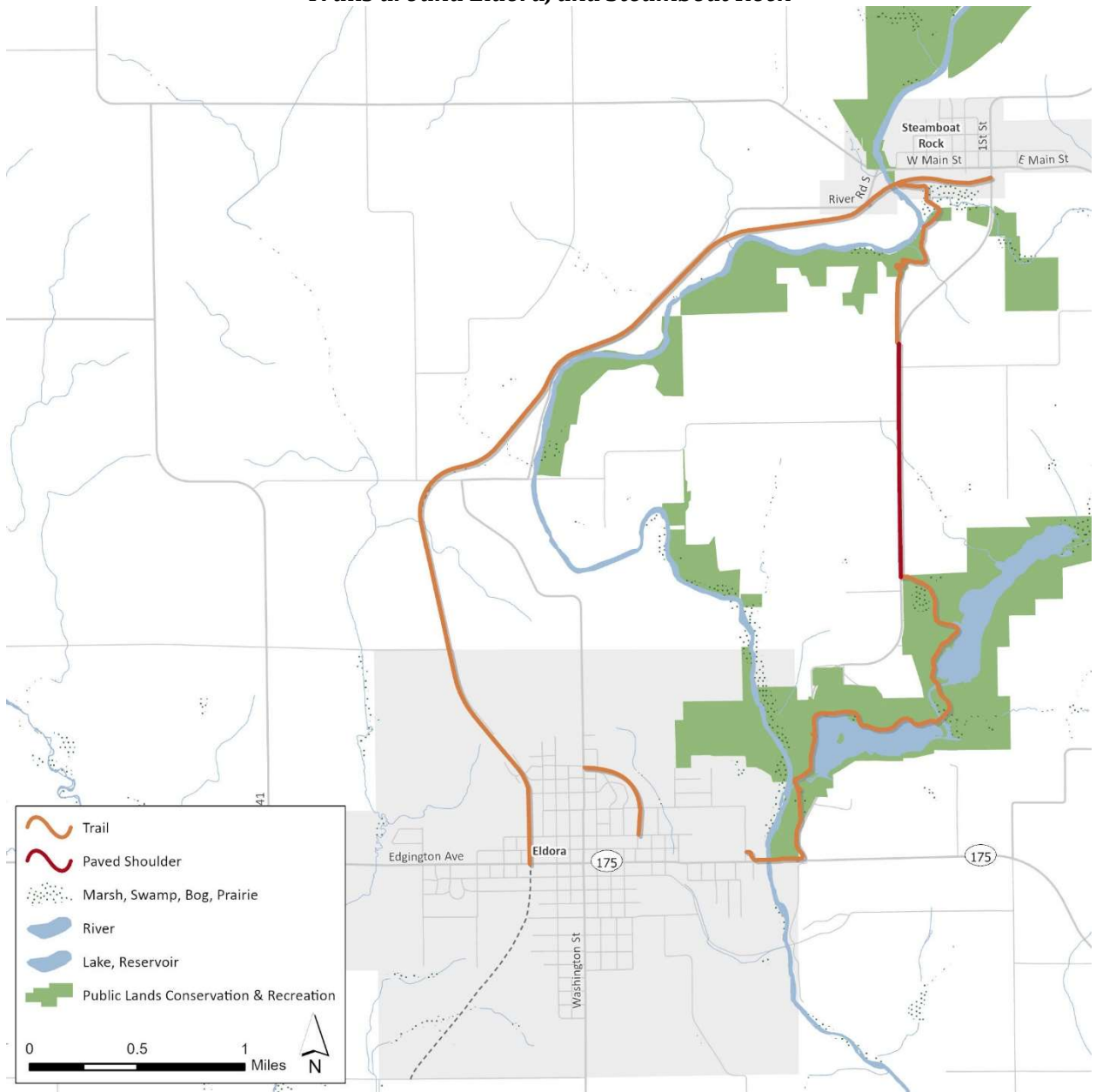


Photo Source: Traillink.com Accessed 2020

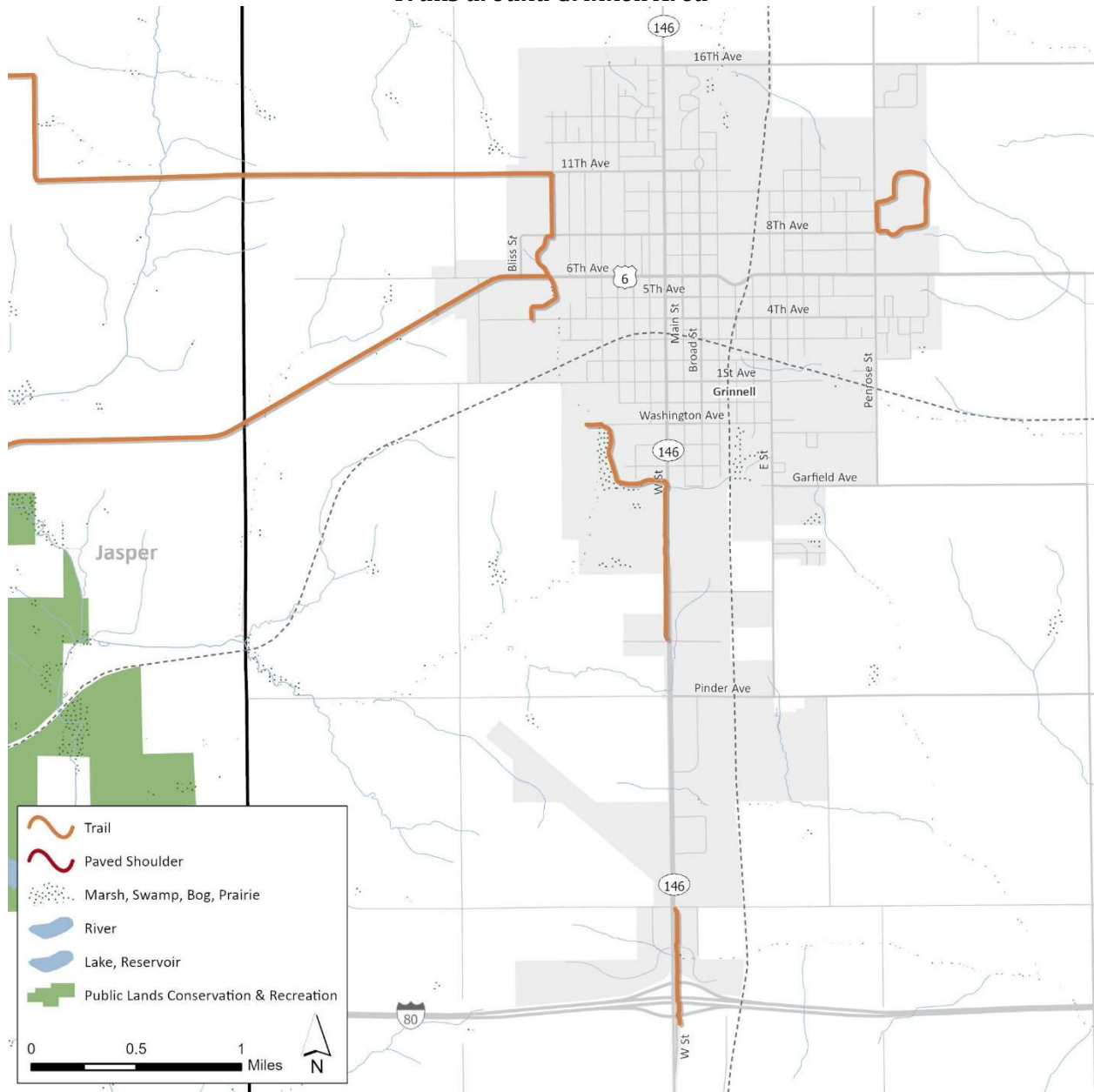
Trails Region 6



Trails around Eldora, and Steamboat Rock



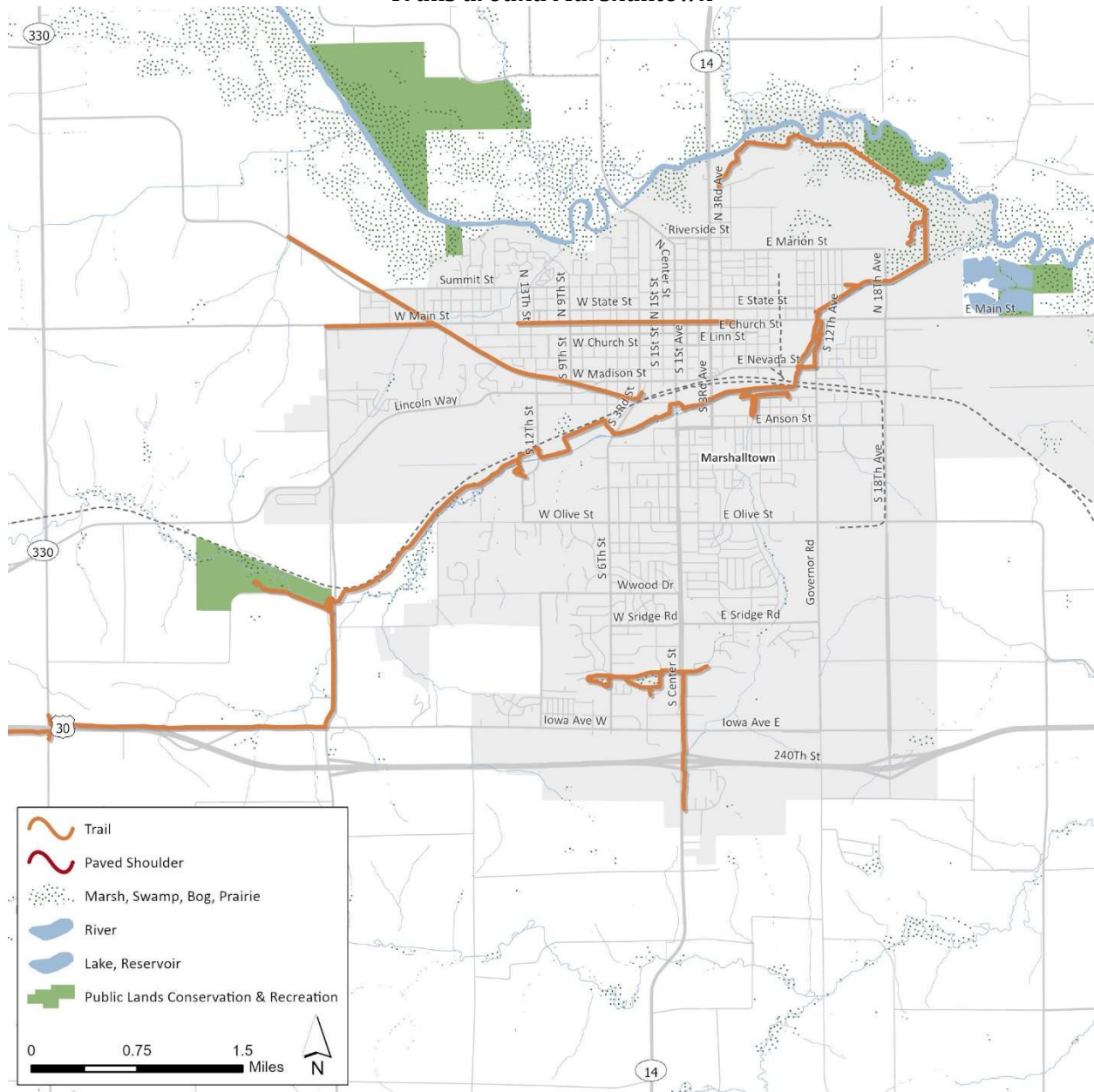
Trails around Grinnell Area



Trails around Iowa Falls

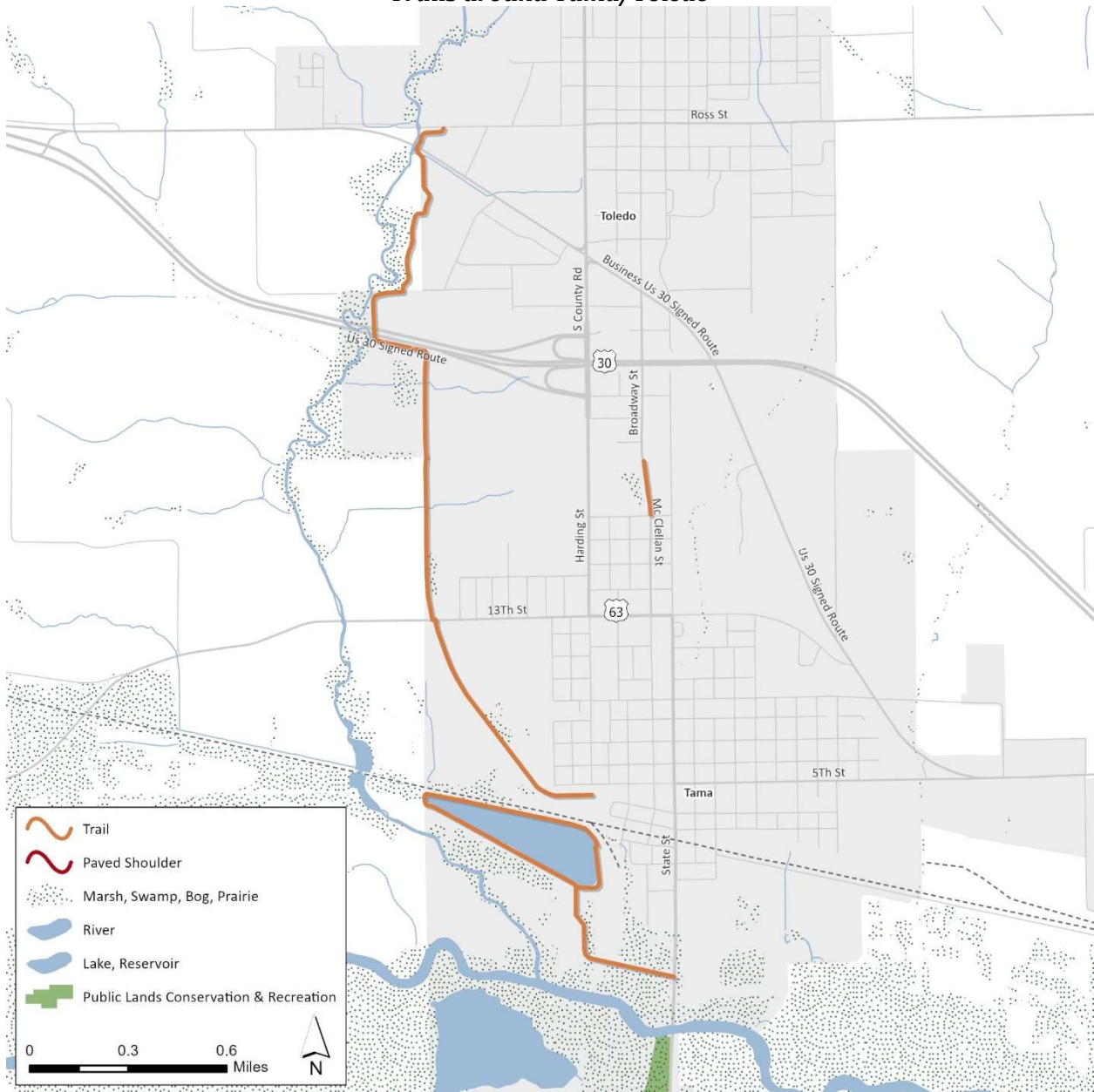


Trails around Marshalltown



Marshalltown owns the Iowa River's Edge Trail former railroad line from Marshalltown to the Hardin County line. The City would like to pave and improve the bridges on that section. Some maintenance or repaving work will be needed on part of the Linn Creek Trail through Marshalltown to keep that important corridor in good condition.

Trails around Tama/Toledo



These trail sections through Tama/Toledo are primarily granular. The community would like to pave these sections in the future, but the ability to pay the local cost is a problem. Many of the old local streets in Tama/Toledo need to be improved – rough, cracked, rutted, patched.

Trail Priorities

Overall, achieving connectivity of local trail projects to local, state, and national trail systems is critical to the recreation, economy, and transportation goals of Region 6 and Iowa. These facilities have the potential to bring people from all over the nation to hike and bike for an afternoon or for a cross-country adventure, adding an economic element in tourism dollars for the area as well as generating interest for new residents and new businesses.

A 2012 study completed by the University of Northern Iowa estimates that bicycling generates over \$350 million in direct and indirect economic impacts in Iowa. The study also estimated that bicycling saves Iowa over \$70 million in healthcare costs, which is a substantial and added benefit (Iowa Bicycle Coalition, 2012).

In the past several years, trail projects have become difficult to fund due to budget constraints and limited fund sizes for existing grant opportunities. Despite funding challenges, there is substantial local support from groups of community officials and residents in the planning region for trails projects. See Appendix D for a map of trails in the region as well as the Iowa River's Edge Trail's progress.

Several upcoming trail projects in the region include:

- Complete trailheads along the Iowa River's Edge Trail system where the trail is completed.
- Complete the Iowa River's Edge Trail from "Radio Tower Road" located just northwest of Marshalltown city limits to Albion. This phase of the trail will be a multi-million project involving the replacement of seven non-operational, aging, wooden railroad bridges and paving of the trail surface once bridge replacement is completed. Millions of dollars still need to be raised to complete this trail gap.
- Extend the Iowa River's Edge Trail from Eldora to Union.
- Extend the Linn Creek Recreational Trail system within Marshalltown to destinations like Sand Lake and the American Legion Golf Course.
- Complete gaps in the Iowa Falls Recreational Trail near River Bend Middle School.
- Pave sections of the South Tama Recreational Trail within Tama-Toledo.
- Sidewalk improvements, especially safe routes to school efforts, in places that have strong need and local support. There are many regional schools and many places where a Safe Routes to School approach would be beneficial.
- Support of project that develop regional trail connectors that contribute to the American Discovery Trail in Iowa

Sidewalk Connectivity and Condition

Pedestrian facilities are also a concern in the Region 6 planning area—primarily system connectivity and condition. In many cities, there are gaps in the sidewalk system, major deterioration, cracks and uplifting that adversely affect pedestrian safety, or no sidewalks at all. Many cities have existing sidewalk ordinances in place, but few enforce them. In all cities, it is anticipated that if property owners were required to make improvements or add sidewalks to their property, there would be major opposition and potentially financial hardship for many property owners. Several municipalities are beginning to prioritize sidewalk infrastructure as a local need with varying plans in place to enforce sidewalk ordinances and to fund sidewalk replacement.



Privately owned sidewalk segments in need of repair in a town of around 2,500 population in RPA 6 region.



A well-worn pedestrian path next to a main road that goes through the small community of Steamboat Rock in Hardin County. Pedestrians use this path to travel to the nearby playground, community gathering spots in the old school building, and use it as a general east/west thoroughfare through town.

Public Transit

Peoplerides

Public transit in the RPA 6 region is provided by Region 6 Resource Partners. The system operates on a demand response basis and provides approximately 44,000 rides per year. There are currently 23 vehicles in the fleet. All of the vehicles fully comply with all Americans with Disabilities Act standards and are fitted with either lifts or ramps to assist persons with disabilities. Region 6 has one full time transit manager, one assistant manager and one full time scheduler/dispatcher. They employ 5 full time drivers and 12 part time drivers. Peoplerides hours of service are 7:30 AM to 4:30 PM Monday thru Friday.

Peoplerides helps people of all ages and abilities get to services, medical appointments, work, shopping and other essential functions. Many Peoplerides users do not have other means of transportation, making Peoplerides a key part of maintaining individual quality of life and independence.

Peoplerides Bus on Dialysis Route



Other Providers of Public Transit in the Region

Passenger transportation for the general public in the City of Marshalltown is provided by Marshalltown Municipal Transit (MMT). Marshalltown has the only small urban transit system operating within the Region. Hours of service are 7:20 a.m. to 6:00 p.m., Monday through Friday. Service generally includes two buses operating on four routes with 30 minute headways. The City offers complementary paratransit service with the same hours for disabled people. Express bus routes are offered at peak times, which primarily assist the K-12 schools.

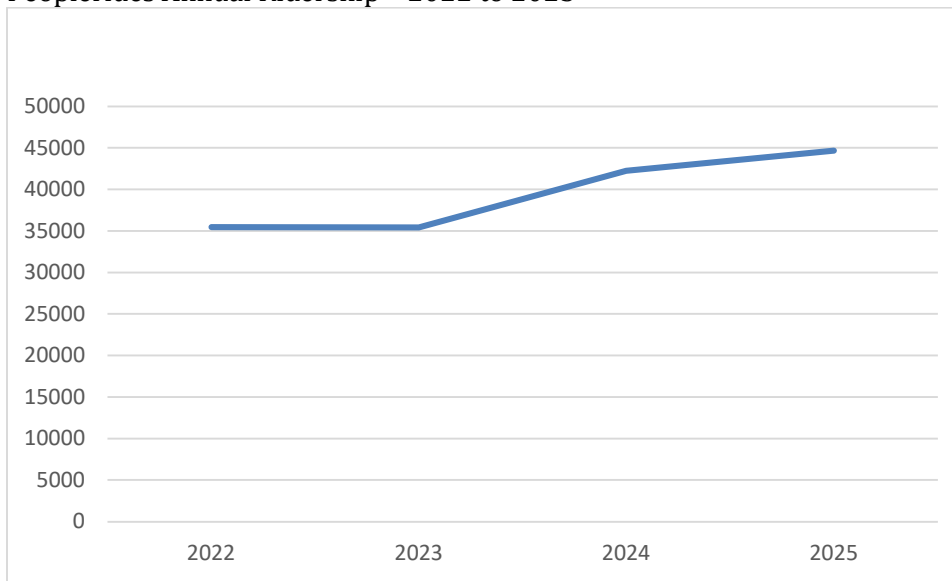
MMT does not provide service on weekends or on seven observed holidays. The MMT fixed route is accessible to persons with disabilities. MMT buses are able to provide a total of 19 wheelchair spaces, depending on the configuration of passenger seat to wheelchair ratio. Operating hours for paratransit service for disabled people in Marshalltown correspond with those of MMT.

Peoplerides Regional Transit Trends

Ridership Trends

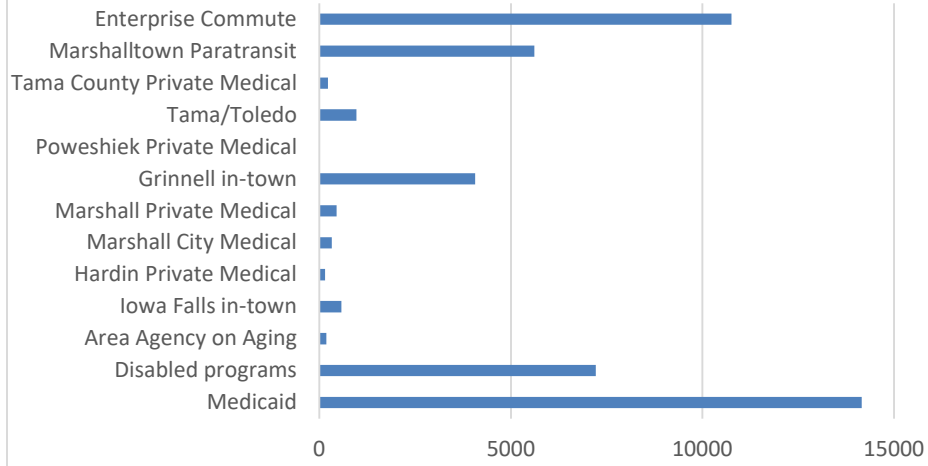
The regional transit ridership increased 26% from 2022 to 2025. Most of that increase was in the Enterprise Commute vanpool ridership from Cedar Rapids area to Tama (Iowa Premium). This service discontinued in the summer of 2025. average Peoplerides ridership from 2016 to 2019 was 47,762. 2019 ridership was about 6% less than that average. The regional transit ridership has remained very similar to the average since the late 1980s. Ridership data from 2020 is incomplete at this time, but in general, ridership is significantly down due to the COVID-19 pandemic. For several months in 2020, operations were limited to essential trips, and some partner facilities were locked down to prevent the spread of COVID-19 among vulnerable populations.

Peoplerides Annual Ridership – 2022 to 2025



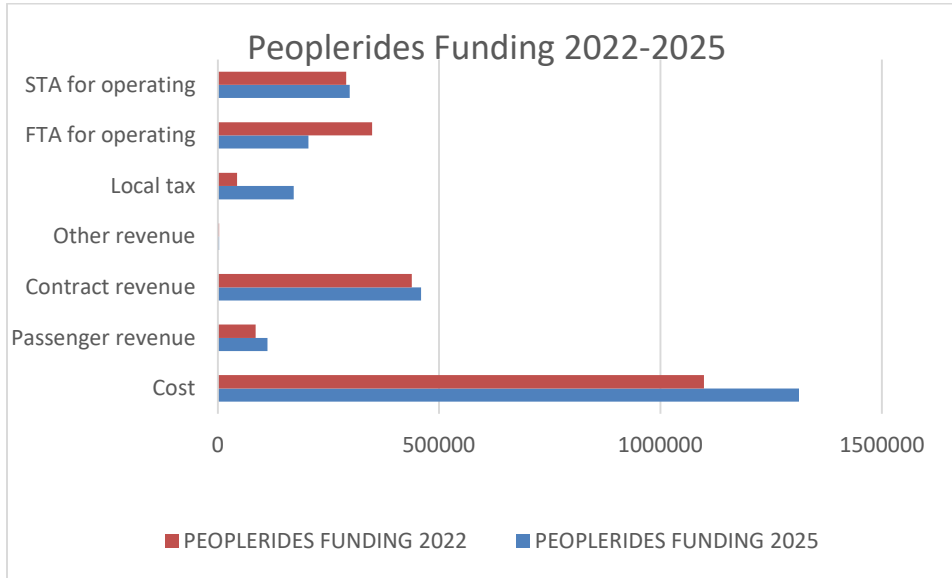
Medicaid is our largest ridership category at 32% of the rides. It also represents about 30% of the revenue, which is our largest funding source. Enterprise Commute was 24% of the ridership, but that discontinued in the summer of 2025. The employees are finding alternate rides. Disabled programs (Access, Friendship Club, Mid-Iowa Workshop, CIRSI programs) represent 16% of the rides. Marshalltown Paratransit service is a large category too at 13% of the rides. Grinnell in-town had a large number of rides also at 9%. All the other categories had less than 2% of the rides but are important services. These include Area Agency on Aging supported rides, rides in Iowa Falls, Hardin County private paid rides, Marshalltown and Marshall County private paid rides, Poweshiek private paid rides, Tama County private paid rides, and rides in Tama/Toledo. It is important to note that our rural rate, which has no local funding support, is \$2.89/mile. This is the loaded rate. So a 40 mile round trip ride would be \$116. Primarily clients that need the wheelchair lift access those rides.

PEOPLERIDES RIDERSHIP 2025



Peoplerides Sources of Funding

FY 2025 for the Peoplerides operation ended with a \$63,173 operating loss. Between 2022 and 2025 state revenues, contract revenues (primarily Medicaid), and passenger revenues remain very similar. Federal funding has almost a \$150,000 reduction due to the end of the Covid-19 funding. Operating cost however increased about 20% due to increases in labor cost, increased maintenance cost, and increased insurance cost. Local tax revenue partially made up for the losses in federal funding. Local tax revenue from Iowa Falls, Marshalltown, and Grinnell increased about \$129,000. There is no financial support from the four counties or any of the other cities for the Peoplerides operation.



Regional Public Transit Challenges

Rural areas have particular challenges when offering public transit for high mileage trips in low density areas. Rural areas are experiencing population decline, which limits potential ridership. With areas having lower population density than an urban area, it also makes it challenging to provide affordable transportation options. Many drivers prefer other forms of transportation such as driving their own personal vehicle over public transit for ease of convenience.

In the RPA 6 service area, transit services in Iowa Falls, Grinnell, Tama-Toledo, and Marshalltown have been largely established to assist with frail elderly and disabled needs. Transit services in other rural areas of the region are designed to assist Medicaid consumers that are primarily disabled adults. Some services are available to assist frail elderly access medical appointments.

Regional Public Transit Needs

Several transit needs in the RPA6 region are included below.

- More attractive rate structure for rural medical. The primary market on this is frail elderly. A secondary market is disabled work trips for people that do not drive.

- For both of these problems some regional systems rely upon a per capita fee assessment that is paid by counties. However, this fee is not typically used for City demand response services.
- Help with employment transportation. JBS, Iowa Premium, and maybe others would benefit from employee shuttles. All are struggling to find and retain workers. Would require a partnership with these employers.
- Better student services for Grinnell College. After hours, weekend, and maybe some daytime hours. Would require some partnership program with Grinnell College and/or the students.
- Greater awareness and marketing of services.

Emergency Response Planning

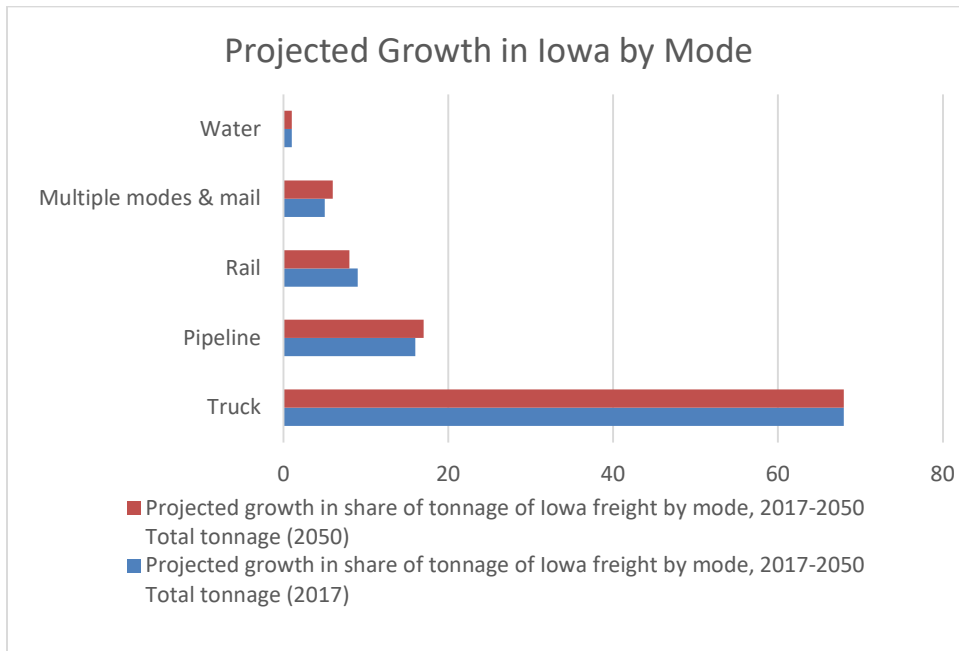
Region 6 has experienced anomalous high-impact, low-probability events during the past five years. It has proven that communities, including transportation networks must be prepared for inconceivable situations. Transportation can drastically influence a community's response and recovery from natural disasters, hazards, and the economic impact of these events.

Region 6 will work throughout the National Incident Management System (NIMS), developed by the Department of Homeland Security, to follow a standardized approach to incident management and response which will improve preparation, coordination, and incident management in the event of a crisis.

Region 6 will analyze disaster probability, network vulnerability, roadway capacity, and economic resilience throughout the region to determine transportation strengths, weakness, and needs in the event of a crisis. Region 6 will coordinate with communities and partner agencies to develop a regional emergency preparedness plan which will include a hazard mitigation plan, evacuation plan, and pandemic plan. Primary focuses of transportation emergency planning will include public transit evacuation and primary artery obstruction.

Freight Transportation

The 2022 Iowa State Freight Plan has many good data points, restrictions, and challenges with freight. Truck is the primary mode of freight tonnage in Iowa and will continue into the future. That level is about 68%, which is projected to continue. Pipeline is the next highest level at about 16%. That level is projected to increase about 1% over the next 20 years. Rail is currently about 9% and that is projected to decrease almost 1% over the next 20 years. Multi-modal and rail is projected to increase at less than 1%. Water is projected to stay about the same with less than 1% decrease.



Source: 2022 Iowa Freight Plan.

Trucking

The majority of freight traveling in, out and around Iowa is moved by truck and rail. Trucks continue to be the dominant way that freight is transported in the state. The State Freight Plan was last updated in August 2022, and amended in 2024.

The national freight goals in this plan include –

- Safety: improving the safety, security and resilience of the national freight system.
- Infrastructure: modernizing freight infrastructure and operation to grow the economy, increase competitiveness, and improve quality of life.
- Innovation: Prepare for the future by supporting the development of data, technologies, and workforce capabilities that improve freight system performance.

The freight modes that are present in the Region 6 area are highway and railroad. The two modes that are not present in the region are aviation and waterway. Aviation freight is fairly close at both Des Moines and Cedar Rapids. There is some commercial air freight in Waterloo but is very small. Waterway freight is a good distance away at the Dubuque and Davenport areas.

The freight plan contains highway freight bottlenecks. The only place in the region is the Iowa 14 at US 30 intersection. This is considered as a lower priority under the plan.

There is 333 million tons of freight that circulates in the Iowa economy, according to the 2022 state freight plan. Iowa also exports more freight than we import. We export from the state 187 million tons and import 147 million tons. This is all data from 2017. The state of Iowa has a positive export to import surplus from Illinois, Minnesota, and Texas. Nebraska and Missouri have a negative export to import value.

Iowa’s top international trading partner was Canada at \$3.5 billion of goods, Mexico at nearly 2 billion, and China at \$1.2 billion. The top categories for exports include corn, tractors, pork, and soy.

Commercial driver shortage continues to be a statewide and national problem. The current shortage in the state is estimated at 120,000. That level is projected to increase 30% over the next 5 years.

Rail

Aside from truck shipping, rail lines are a major freight carrier in Region 6 and Iowa. There are several different types of rail line that are operated throughout Iowa and the nation – Class I, Class II, and Class III. Railroad classes are determined by operating revenue of each company, with Class I operators having the highest revenue.

The region is currently supported by four railroad companies:

- Union Pacific (Class I)
- Canadian National (Class I)
- Iowa Interstate (Class II), and
- Iowa River Railroad (Class III)

The amount of statewide railroad maintenance investment has decreased from 2015 to 2020. A good amount of this is due to the reduction of coal freight from the Western US through Iowa.

There is only one place in the region with railroad freight chokepoints. One is E of Montour (Tama County) on the Union Pacific. The UPRR line is subject to closure with flooding with the Iowa River.

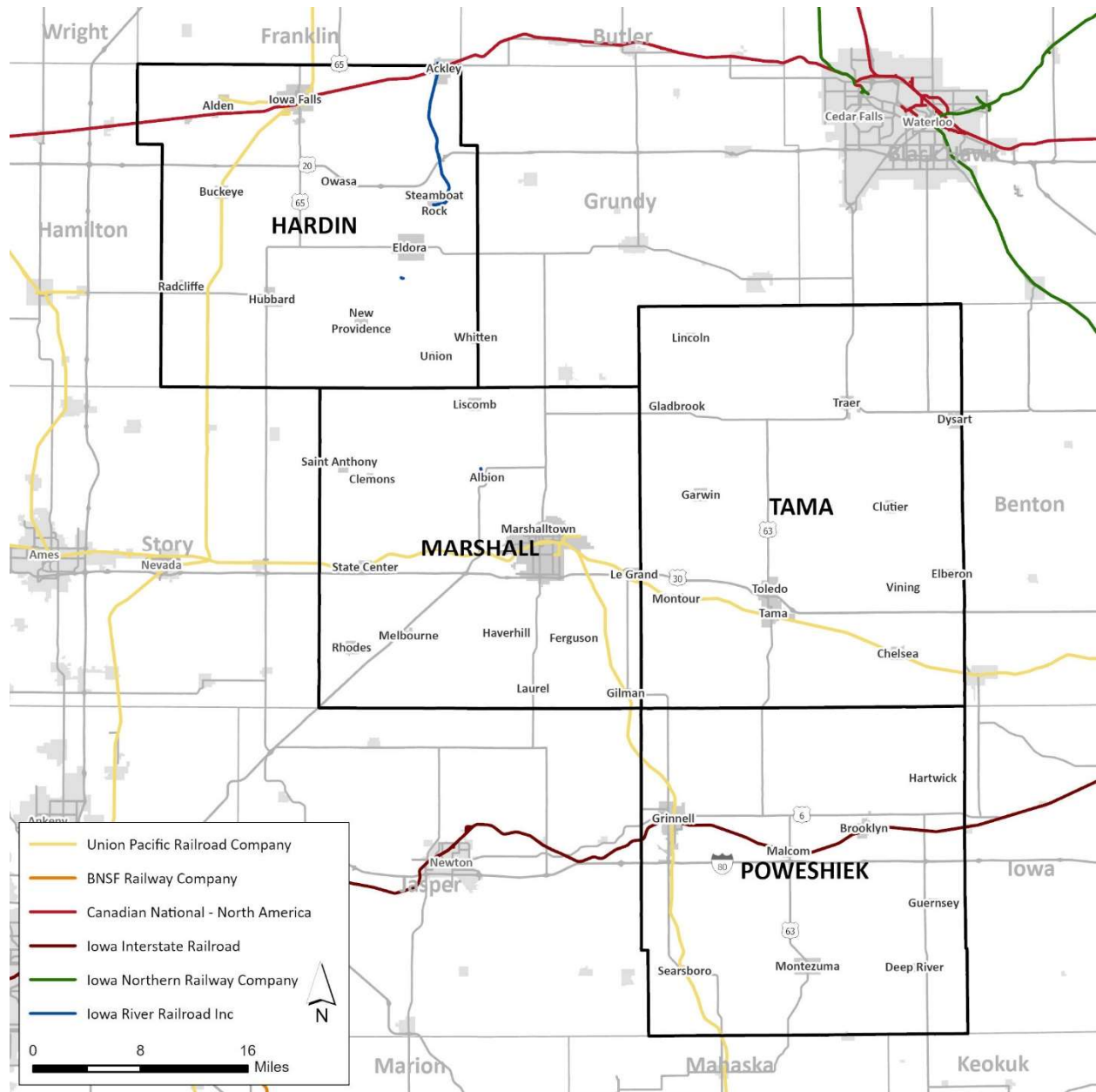
The only short-range freight rail projects in the region include -

- Marshalltown: project to add yard and working track support in Marshalltown to support local business. UPRR facility
- Iowa Falls: construct a dual-rail connection and transload facility. CN and UPRR.

Railroad Service Providers in the Region

Company	Cities Served	Carrier Code	Class
Union Pacific	Marshalltown, Le Grand, Montour, Tama, Chelsea, Iowa Falls, Grinnell, Searsboro, Buckeye, Gilman	UP	I
Canadian National	Iowa Falls, Alden, Ackley	CN	I
Iowa Interstate	Brooklyn, Malcom, Grinnell	IAIS	II
Iowa River Railroad	Ackley	IARR	III

Railroad Service Map for RPA 6 Region



Until recently, the Iowa River Railroad operated freight service from Marshalltown, Iowa to Ackley, Iowa, for a distance of 41.89 miles. In 2012, the Iowa River Railroad filed to abandon the line running from Steamboat Rock to Marshalltown. This rail line was rail banked from Marshalltown to about Highway 20 as a recreational trail by the Iowa Natural Heritage Foundation. The rail bank length is about 34 miles. There will continue to be rail service from just South of Highway 20 to Ackley where the line interconnects with the Canadian National.

For the purposes of developing the 34 mile “Iowa River’s Edge” recreational trail, the City of Marshalltown has agreed to own the section of the former Iowa River Railroad segment in Marshall County.

Regional challenges related to the freight rail system include:

- The Union Pacific line near Montour, Iowa is a flood-prone area and was closed in 2014 due to a large rain event. This issue was identified in the 2022 Iowa State Freight Plan.
- Railroad noise continues to have a negative impact on State Center, Marshalltown, Tama/Toledo quality of life and has also been cited as an issue for the future development of new downtown housing and lodging. All these communities have considered quite zone type improvements. Cost is a large factor in implementation.
- A major rail line improvement project in the region is being considered in Iowa Falls. The project involves constructing trunk lines to connect the existing Canadian National and Union Pacific Railroad lines outside of Iowa Falls to serve the Iowa Falls Business Park. In addition, mega site certification is being pursued in order to attract large businesses.
- Safety, primarily derailment and hazardous materials, and noise are primary concerns.
- At-grade rail line crossings are a concern in most Region 6 counties and cities that are served by freight rail line. It is the responsibility of the counties and cities to work with the rail line operator to minimize potential conflicts, but feedback indicates this is a frustrating and often futile process.

RPA 6 At-Grade Railway Crossings – Intersection of Railway and Public Road

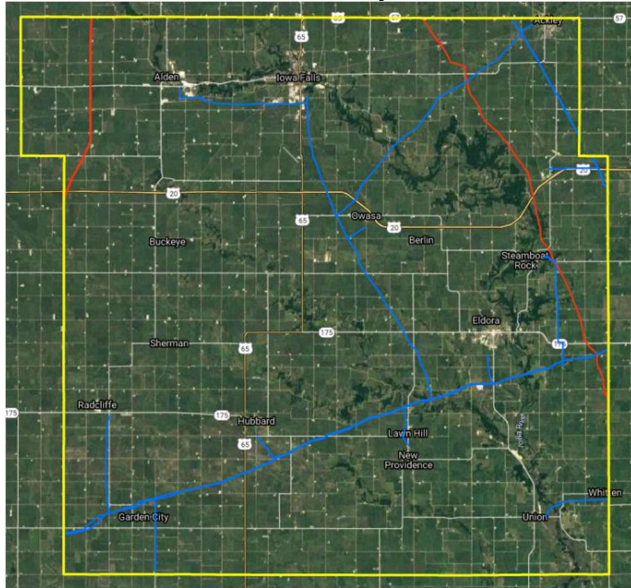
County	City	Number of Crossings In/Near
Hardin Total Crossings: 67	Ackley	3/5
	Alden	2/8
	Buckeye	2/8
	Garden City	0/8
	Iowa Falls	15/9
	Radcliffe	0/3
	Williams	0/2
Marshall Total Crossings: 41	Gilman	0/10
	Le Grand	0/1
	Marshalltown	14/9
	State Center	4/3
Poweshiek Total Crossings: 59	Brooklyn	2/4
	Grinnell	23/12
	Malcom	2/5
	New Sharon	1/2
	Searsboro	2/5
	Victor	0/3
Tama Total Crossings: 19	Chelsea	2/2
	Montour	2/2
	Tama	2/10

Data Source: US Federal Railroad Administration Crossing Inventory Dashboard
<https://railroads.dot.gov/crossing-and-inventory-data/grade-crossing-inventory/crossing-inventory>

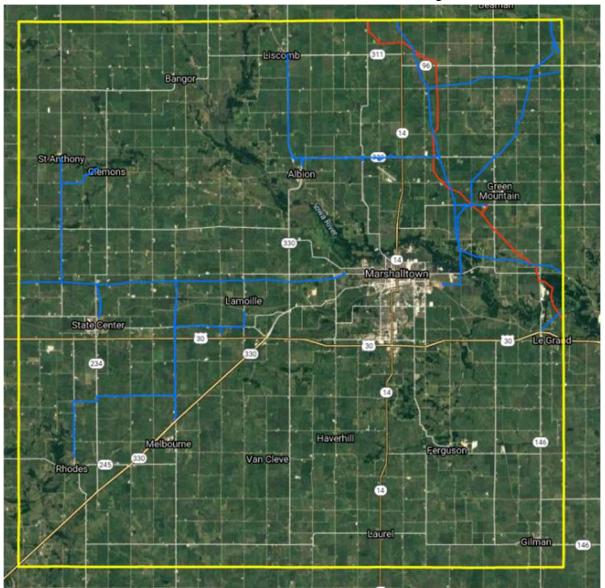
Pipelines

Pipelines are considered critical infrastructure for the transportation of liquid and gaseous freight. A network of pipelines exists through all four counties in the region. Below, blue lines represent the approximate locations of Gas Transmission Lines, while red lines represent approximate locations of Hazardous Liquid Pipelines. To view these maps, visit the National Pipeline Mapping System (NPMS) Public Viewer at <https://pvnpm.phmsa.dot.gov/PublicViewer/>.

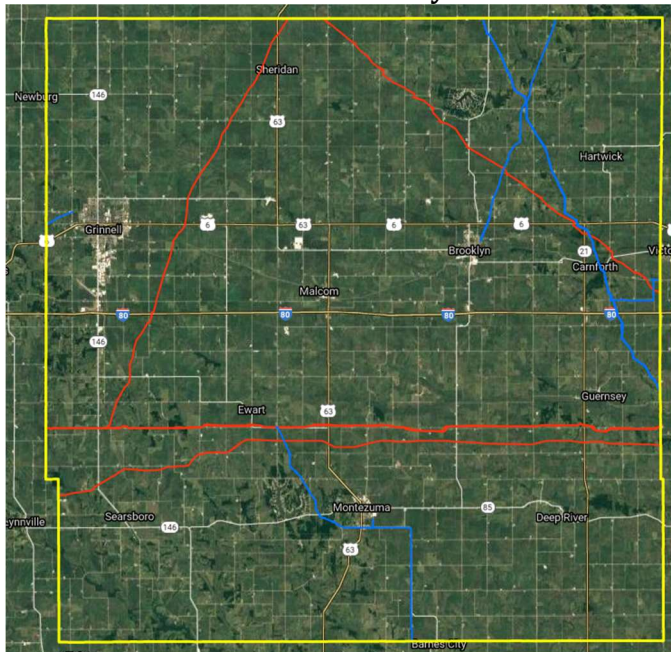
Hardin County



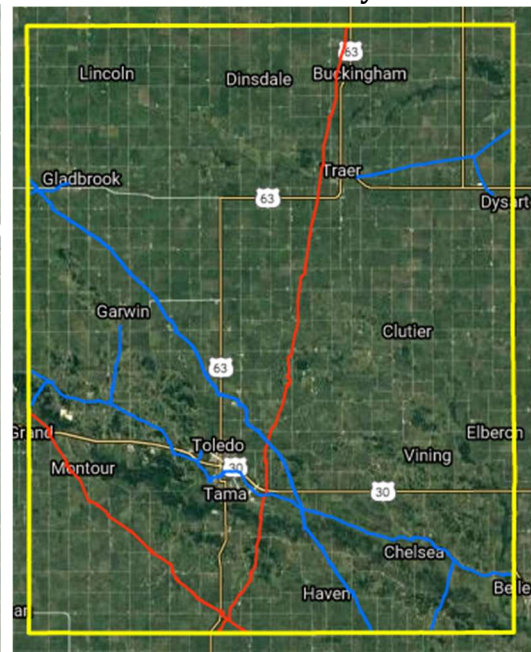
Marshall County



Poweshiek County



Tama County



Source: US DOT National Pipeline Mapping System (NPMS) Public Viewer <https://pvnpm.phmsa.dot.gov/PublicViewer/>

Airports

Iowa last completed the Aviation System Plan in 2020. This section discusses some of the findings from that report.

Air travel is an important part of Iowa's transportation system. Airports serve as access points for both people and goods. In a global economy, airports are critical to the development of future markets. For people traveling, general aviation airports provide important access to the national transportation system.

Region 6 currently has five publicly-owned airports located in Marshalltown, Iowa Falls, Grinnell, Traer, and Toledo. A privately owned public use airport located in Ackley. All these airports are considered as general aviation airports. Des Moines and Cedar Rapids are considered as commercial service airports.

Some of the national trends influencing general aviation growth. These include the following opportunities –

- Increase in business flying,
- Increase in certain types of smaller aircraft,
- On-demand charter activity will remain strong,
- Flight training for new pilots is high,
- Electric aircraft will be coming around soon.

Some of the threats to general aviation include –

- Decline in single engine fleet,
- Limited growth of general aviation operations at larger towered airports,
- Decline in active private pilots,
- Conversion to non-leaded fuel,
- Substantial increase in the cost of new general aviation aircraft.

RPA 6 Airport Information

Location	Airport Name	Aircraft Operations	Aircraft Based on Field	Runway Surface and Length
Ackley	Ackley Municipal Airport	38/month	4	Turf 2,725 ft
Grinnell	Grinnell Regional Airport	114/week	16	Concrete Grooved 5,200 ft
Iowa Falls	Iowa Falls Municipal Airport	109/week	12	Asphalt 4,600 ft
Marshalltown	Marshalltown Municipal Airport	37/day	36	Asphalt 5,007 ft
Eldora	Eldora Municipal Airport	21/month	2	Turf 2,995 ft

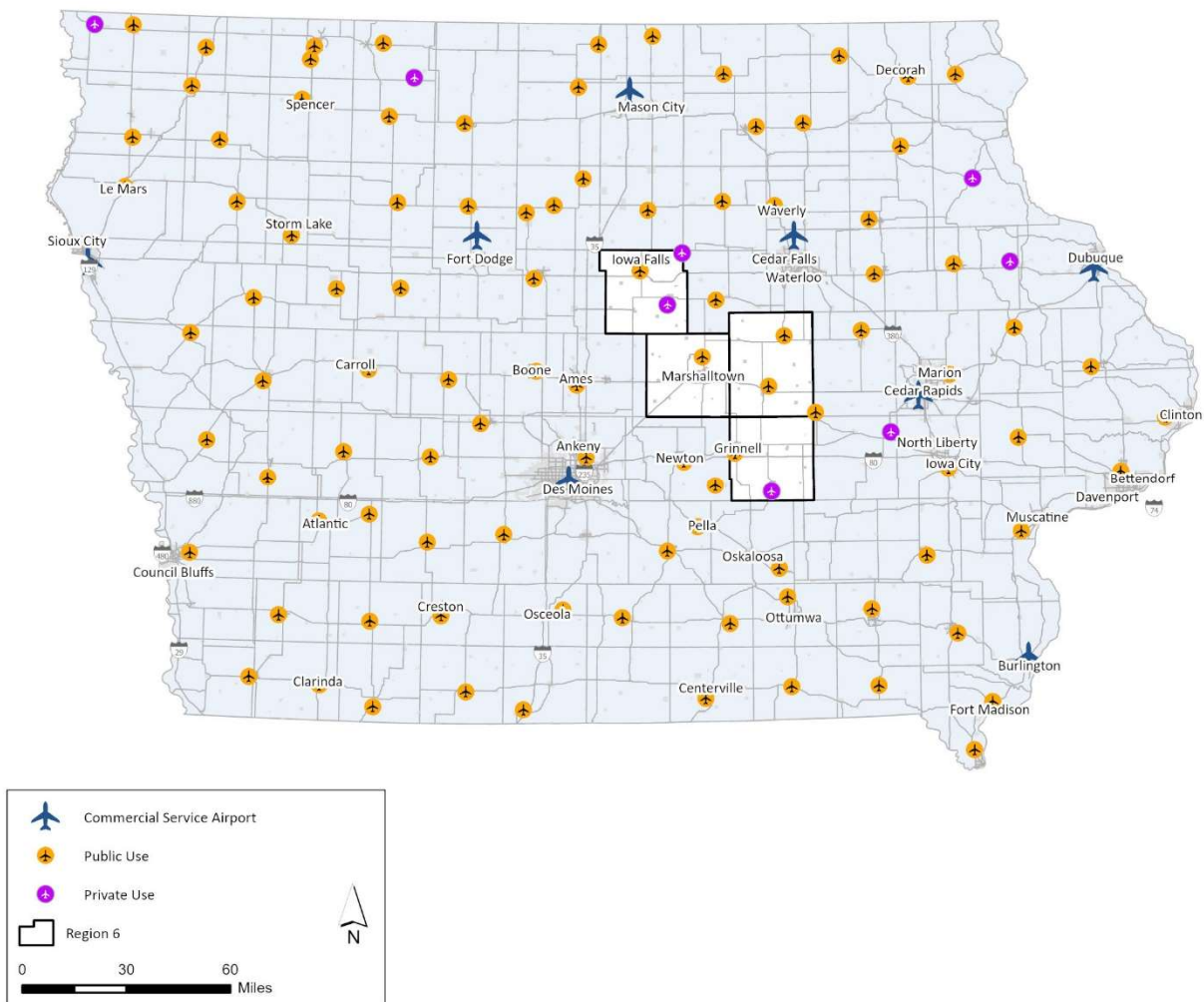
Montezuma	Montezuma Sig Field	42/month	3	Turf 2,600 ft
Toledo	Toledo Municipal Airport	82/month	4	Turf 1,850 ft
Traer	Traer Municipal Airport	43/week	8	Turf 2,555 ft

Source: AirNav, LLC, 2020 <http://www.airnav.com/airports/us/IA> and Iowa Aviation System Plan 2010-2030 <https://iowadot.gov/aviation/studiesreports/technicalreport/6%20-%20Chapter%203.pdf>

**This airport is privately owned but meets the state minimum safety standards required to be open for public use. All airport open for public use are inspected regularly and must obtain an annual certificate issues by the Iowa DOT Office of Aviation. Privately owned-public use airports are not eligible for federal or state funding.*

There are no airports with commercial airline service located in the Region 6 area. The nearest commercial airports are in Cedar Rapids, Waterloo, or Des Moines. A map of commercial airports in Iowa is on the following page.

Commercial Airports in Iowa



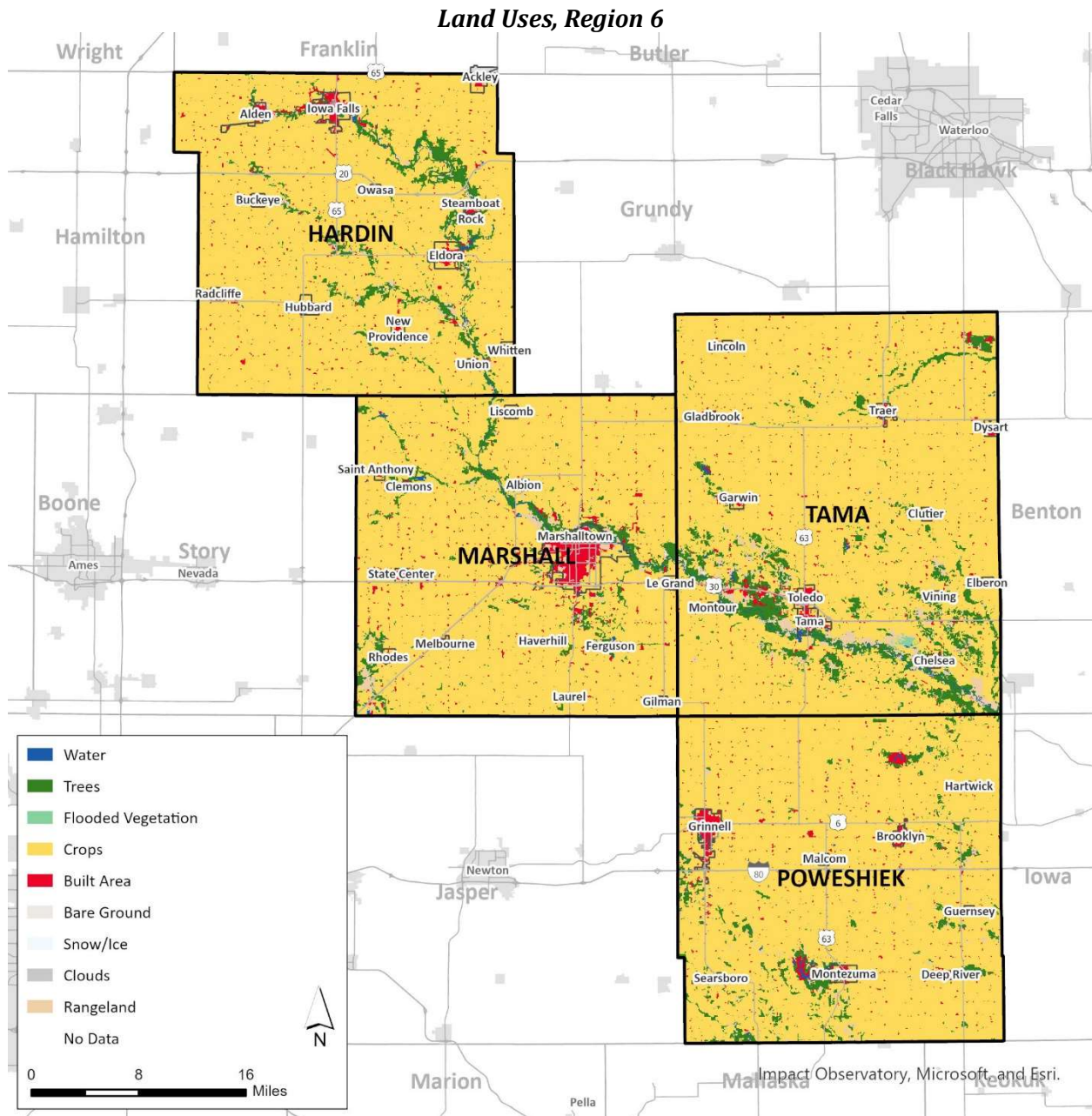
Important Transportation System Considerations

- ✓ A highway system connects Region 6 counties to each other and to the state of Iowa and beyond. U.S. Highways 65 and 63, and State Highways 14, 21, and 146 run north-south; U.S. Highway 20, State Highways 175, 6, and 30, and Interstate 80 all serve the Region from east to west.
- ✓ Interstate 80 provides average daily traffic to the region of nearly 30,000 vehicles per day, providing an efficient route for truck freight and vehicle traffic.
- ✓ The priority for counties and cities in the region is maintaining the current roadway system to ensure safe and efficient travel. The challenge in maintaining the existing road system is sufficient funding. Projects are being prioritized so that highly traveled routes or potential bottlenecks in the system have funding priority.
- ✓ Bridges are a major concern due to the large number with insufficient ratings and the high cost of replacement. Since Region 6 is primarily rural, maintenance issues include single-axle wagons, usually an agricultural implement, which places an extremely heavy point load on roads and bridges. Bridges are especially a challenge due to posted load limits increasingly being ignored by implement operators. Extra heavy semi-truck loads are also a maintenance issue in certain areas in the region.
- ✓ Natural hazards and their effect on travel in is another major issue in the region. Generally, any water crossing in the road system has the potential for flooding.
- ✓ Lane departures result in the highest percentage of accidents in the region. Dangerous intersections in the region include US Highway 30 and F Avenue, 305th Street, H Ave, Trading Post, and W Village (Meskwaki Settlement).
- ✓ The recreational trail system continues to expand in the region. Using local trail segments, the American Discovery Trail will traverse 500 miles across Iowa. Local communities continue to develop new trails as community amenities. Overall, achieving connectivity of local trail projects to local, state, and national trail system is critical to the health, recreation, economy, and transportation goals of Region 6.
- ✓ Pedestrian facilities are also a concern in Region 6—primarily system connectivity and condition. In many cities, the condition of, or lack of, sidewalks adversely affects pedestrian safety.
- ✓ Public transit in the RPA 6 region is provided by Region 6 Resource Partners. The system operates on a demand response basis and provides approximately 45,000 rides per year.
- ✓ Freight rail, in partnership with the trucking industry, provides intermodal transportation that is critical to the economic health of Iowa. Aside from rail lines, semi-trucks are also a major freight carrier in Region 6.
- ✓ There are publicly-owned airports in Grinnell, Iowa Falls, Marshalltown, Toledo, and Traer. There is one privately-owned airport located in Ackley. Currently, there are no airports with commercial service located in the Region 6 area. Commercial service can be accessed a short drive away in Des Moines, Cedar Rapids, or Waterloo.

CHAPTER 5: GEOGRAPHY, LAND USE, AND ENVIRONMENT

Planning for transportation projects must take into account both the potential impacts as well as the benefits of their implementation. This section examines the overall geography, land use and environmentally sensitive resources within the Region 6 planning area.

The geography of Region 6 is typified by rolling hills and plains, including some of the state's most productive farmland. The land use of the region is predominately agriculture or agriculture-related. Urban land accounts for only a small percentage of the land within the region.

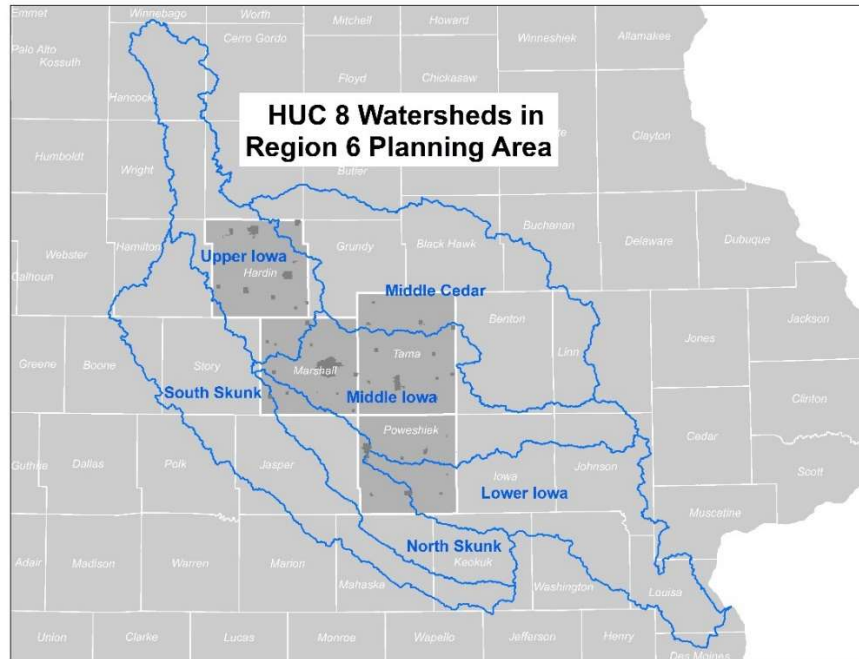


Waterways and Water Bodies

Region 6 contains numerous lakes, streams, and creeks that provide water for food production, drinking water sources and recreation. One of the most prominent water bodies is the Iowa River, which has been a significant cultural and economic resource. The Iowa River runs through, or near to, the communities of Alden, Iowa Falls, Steamboat Rock, Eldora, and Union in Hardin County; Liscomb, Albion, Marshalltown, and LeGrand in Marshall County; and Montour, Tama/Toledo, and Chelsea in Tama County.

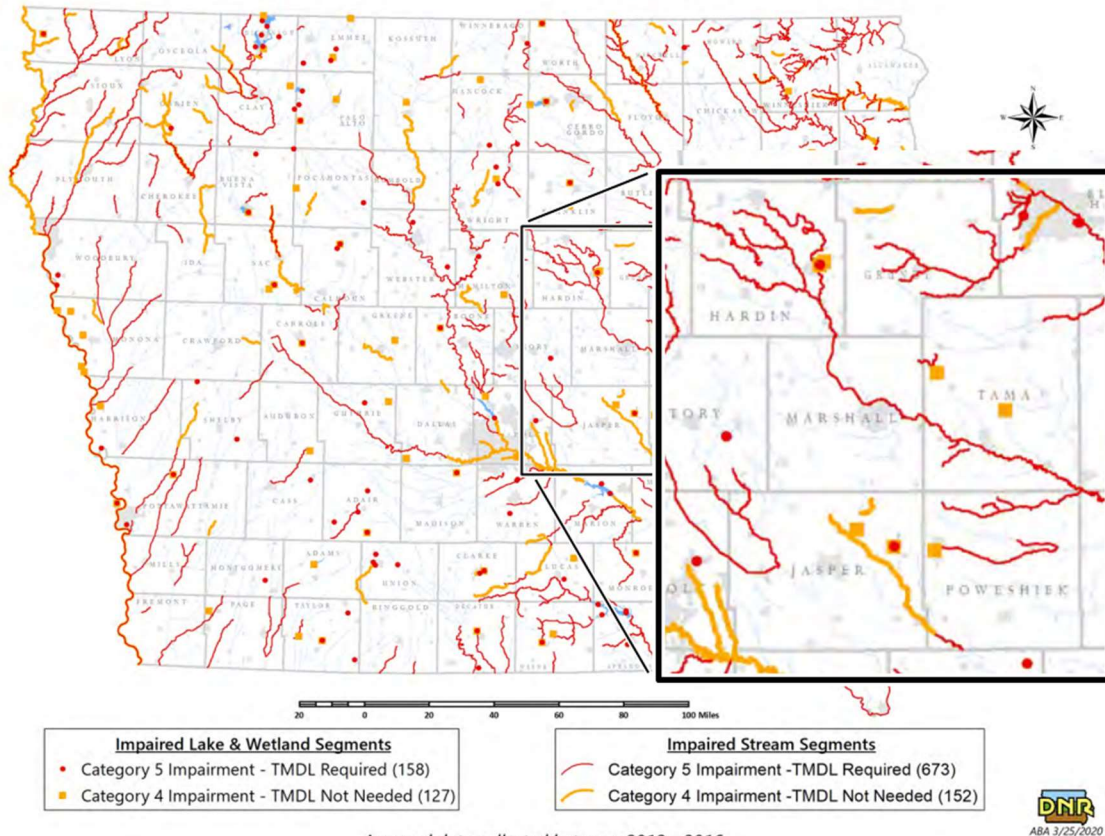
Much of the Region 6 planning area drains to the Iowa River watershed, including the Upper Iowa, Middle Iowa, and Lower Iowa sub-watersheds. A portion of northern Tama County drains to the Middle Cedar, and a portion of southern Poweshiek County drains to the North Skunk and South Skunk River sub-watersheds.

HUC 8 Watersheds in the Region 6 Planning Area



*Source: Iowa DNR GIS database, 2019
Impaired Lakes and Streams*

2018 CYCLE OF IOWA'S IMPAIRED SEGMENTS



The Iowa Department of Natural Resources (IDNR) maintains a list of impaired waters per US EPA requirements. Water bodies are classified as Category 1 through Category 5; Category 4 and 5 are considered “impaired.” Category 5 impairment requires total maximum daily loads (TMDLs) to be calculated for that water body, and these water bodies are submitted to the EPA as the “Section 303(d) list of impaired waters.”

Category 4 water bodies in the Region 6 planning area include:

- Lower Pine Lake (Hardin County)
- Union Grove Lake (Tama County)
- Otter Creek Lake (Tama County)
- Arbor Lake (Poweshiek County)

Category 5 water bodies in the Region 6 planning area include:

- Tipton Creek (Hardin County)
- South Fork Iowa River (Hardin County)
- Beaver Creek (Hardin County)
- Upper Pine Lake (Hardin County)
- Iowa River (Hardin County, Marshall County, Tama County)
- Little Bear Creek (Poweshiek County)
- Wolf Creek (Tama County)

Floodplains

The Iowa River floods on a regular basis, which affects transportation systems in Marshall and Tama Counties. Major flood events happen nearly every decade that affect traffic on the following major roads – Iowa 330, Iowa 14, US Highway 30, and US Highway 63. The Marshall County primary roads that are impacted by river flooding include East Main Street (E35), Garwin Road (E35), and sometimes S52 by Clemons. The Tama County primary roads that are impacted include V18 by Chelsea, E49 by the Meskwaki Settlement, and sometimes E66 by Chelsea. Other hard-surfaced primary roads may experience short-term flooding problems, but they are not as severe as the problems for the roads listed above. Overall, the granular roads along the floodplain areas experience more problems than the hard-surfaced roads. Over the last 30 years, the Iowa DOT has taken good mitigation steps to reduce closures on US Highway 30. Steps have included adding temporary barriers and installing high performance pumps during flood times to keep the road open.

Some of the most challenging road closures in the region result flooding of the Iowa River and closure of Iowa Highway 14 north of Marshalltown. There are no evident mitigation measures to solve the problem. During the major flood events that happen roughly every decade, Iowa Highway 14 is closed for potentially a few weeks. Iowa Highway 14 north of Marshalltown is one of the first highways to close during an Iowa River flood event. Soon after, Iowa 330 near Albion closes. Then, a few days later East Main Road (east of Marshalltown) closes. These closures mean that traffic into Marshalltown coming from the north must rely upon alternative routes to get into the City, potentially for several weeks.

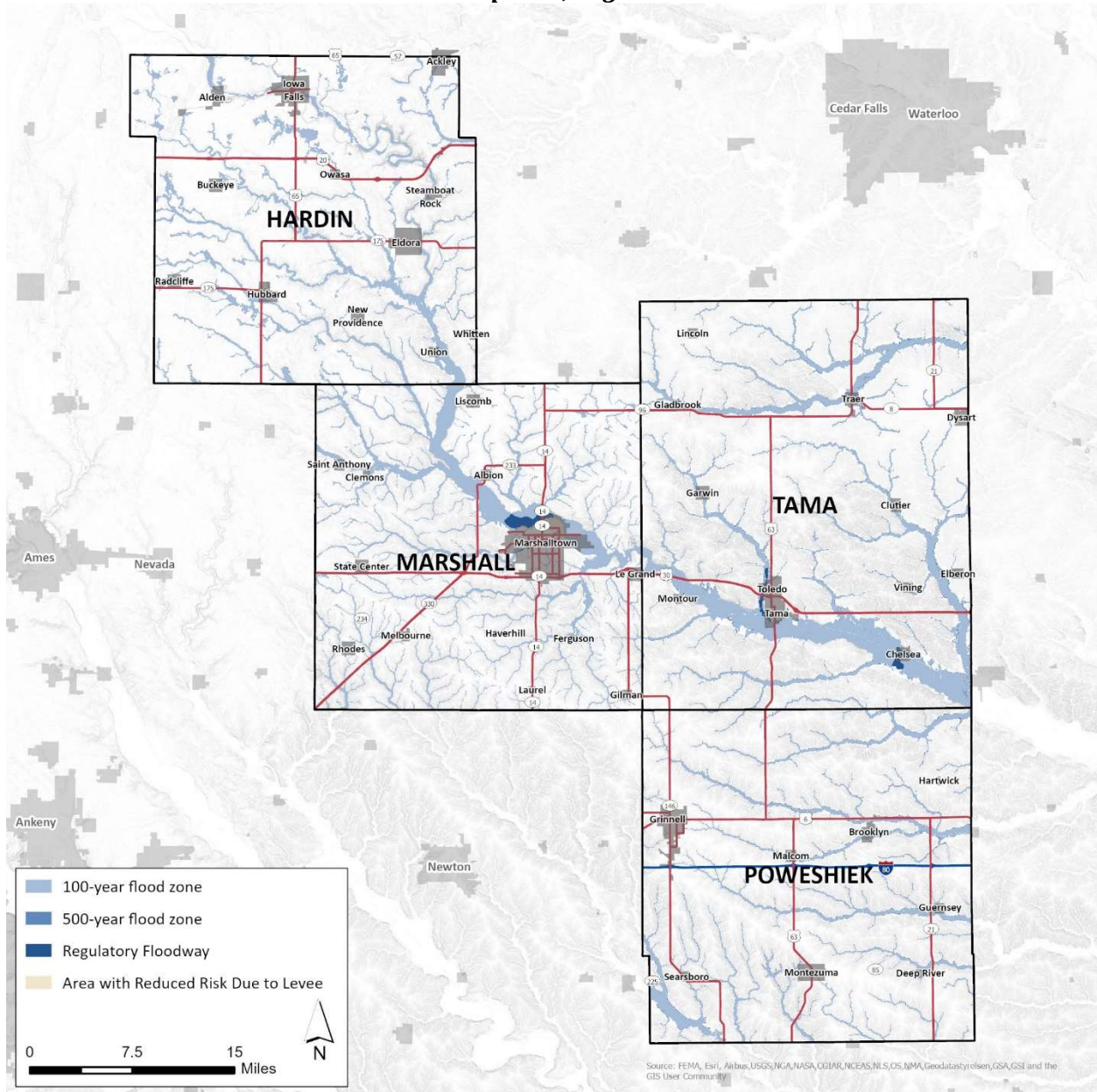
Limited access to Marshalltown for traffic coming from the north results in service disruptions for a major regional processor, JBS in Marshalltown. Much of the pork that this facility processes is trucked from Hardin County in the north to Marshalltown. When lengthy detours are in place, these changes create higher transportation costs and disruption. The other challenge is emergency response in this part of the county. During these events, the homes in the area north of the Iowa River are isolated from emergency response services, which are largely based in Marshalltown. The closest major north/south road to use as a detour when Iowa 14 is closed is US Highway 65, which is more than 20 miles to the west. If an eastern detour is preferred when Iowa 14 is closed, travelers can use US Highway 63 north of Toledo, which is also over a 20 mile detour one-way.

One solution to this problem, which would likely be expensive, would include elevating one of the two lanes of Highway 14 going North of Marshalltown. Either East Main, Iowa 330 by Albion, or Highway 14 need to remain open. This solution would include building a low bridge structure from the Iowa River to some point 4,000-5,000 feet to the North. The cost of this bridge structure would be in the tens to hundreds of millions of dollars.

Iowa River flooding South of Tama along Highway 63 also causes some disruptions. When the road is flooded out, Iowa Highway 146 from Grinnell to LeGrand is a good alternate travel pathway. This is a 10-12 mile detour. There is lesser traffic and commerce into Tama from the South. Solving this problem would also require building a low bridge structure from the Iowa River to some point 3,000 to 5,000 feet South of the Iowa River. The cost of this mitigation is tens to hundreds of millions of dollars.

Flash flooding is a persistent issue in all Region 6 counties and cities, although each occurrence is typically short and only occurs during heavy rain events. Typically, flash flooding only incurs extra maintenance on gravel surfaces.

Floodplains, Region 6



Wetlands

Wetland areas in the region are primarily concentrated in the riverine areas. The map below illustrates the role that the Iowa River plays on the location of wetlands in the planning region. Wetlands in this area are primarily riverine or freshwater emergent. The wetland areas that impact projects are in the areas prone to flooding that were previously discussed. The Region 6 area may benefit from natural flood mitigation and water quality improvement practices like what is being implemented in certain watersheds in Iowa with the [Iowa Watershed Approach](#) project. The region would certainly benefit from any flood mitigation strategies that could be implemented at a lower cost than building or replacing bridge structures. Long-term, systems thinking solutions are needed to keep some of the critical roads when flood events occur.

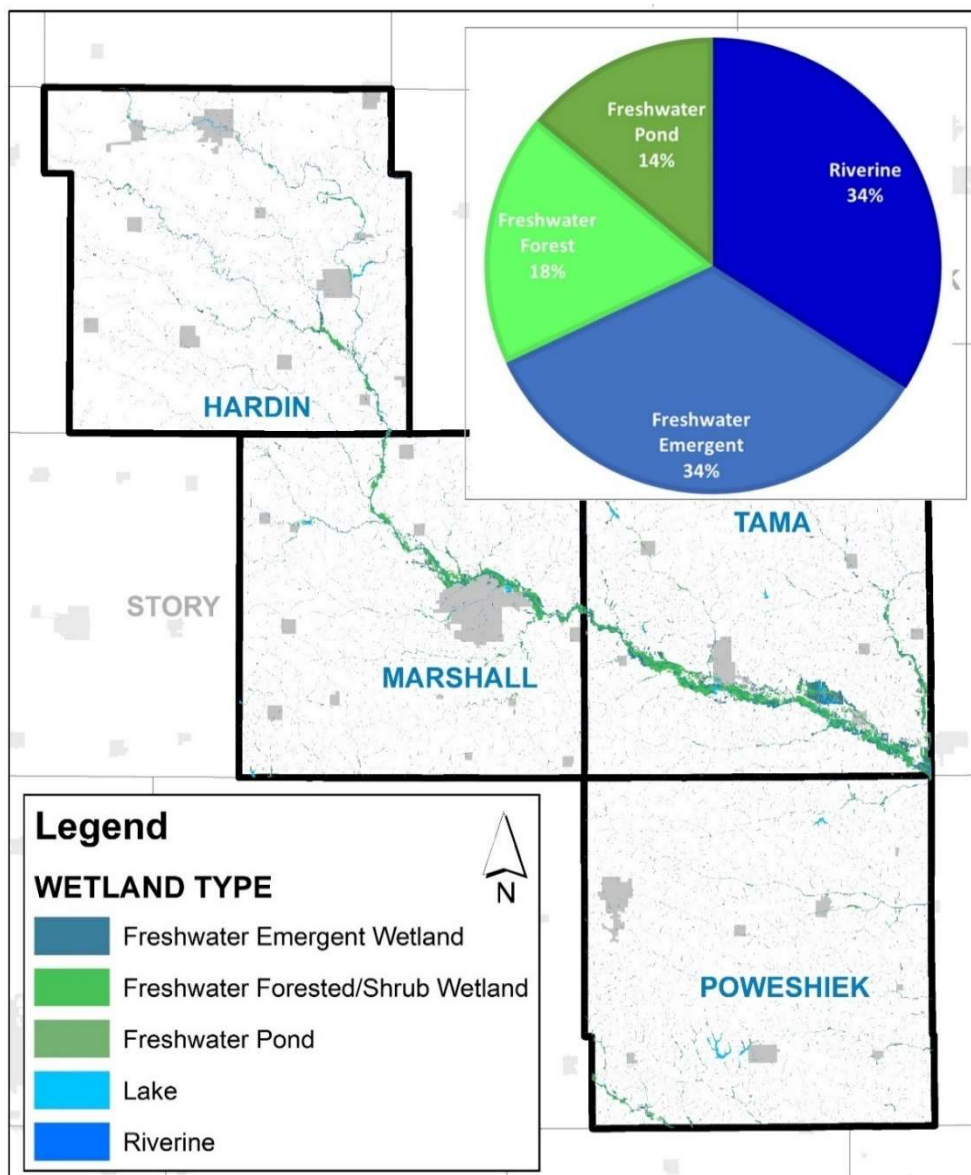
Protected Areas by County

Protected areas are locations that are known to have environmental or cultural value. Numerous prehistoric Native American habitation and ceremonial sites have been found along or near the Iowa River to suggest that this part of the region has been an important economic resource since the last glacier retreated from the area. The region's rivers, streams, lakes and woodlands continue to serve as cultural and economic assets. The Iowa River Greenbelt in particular includes thick woodlands, steep valleys, and geological rock formations.

Wetlands in Planning Area

Source: US Fish and Wildlife Service

<http://www.fws.gov/wetlands/Data/State-Downloads.html>



Natural resource areas in the region should be considered before any future transportation projects are planned and may require efforts to mitigate the environmental impacts of those projects. Any

future transportation or economic development endeavors should take into consideration its effects on flooding, water quality of the Iowa River and other sub-watersheds and other natural resources.

Currently, there are a number of sites and thousands of acres of land within the Region that are maintained by County Conservation Boards. Interest is growing for the development of a regional comprehensive visioning and development plan for recreational facilities. Resources like the Iowa River’s Edge Trail add an attractive recreational and natural resource corridor through two of the four counties in the region – Hardin and Marshall Counties. Securing funding for development of this amenity is a huge challenge. Having sufficient funding for maintenance is another large challenge. Since many trail systems across the state are struggling with maintenance funding, RPA 6 would recommend that the state have more dialogue about funding options for some of the larger trail systems, including trail maintenance funding. In some states, the state maintains some of the larger trail infrastructure.

State Preserves and State Parks Located in Region 6 Planning Area

<i>County</i>	<i>Type</i>	<i>Name</i>	<i>Acres</i>
Hardin	State Park	Pine Lake State Park	668
Hardin	State Preserve	Fallen Rock (Forest, Biological, Geological)	122
Hardin	State Preserve	Hardin City Woodland (Forest, Biological)	25
Hardin	State Preserve	Mann Wilderness Area (Forest, Biological, Geological)	103
Marshall	State Preserve	Marietta Sand Prairie (Prairie)	17
Poweshiek	State Preserve	Fleming Woods (Upland Oak Forest)	38
Tama	State Park	Union Grove State Park	300
Tama	State Preserve	Mericle Woods (Mature Oak Forest)	132
Tama	State Preserve	Casey’s Paha (Geological)	175

Source: Iowa Department of Natural Resources Preserve Guide, 2020

<https://www.iowadnr.gov/Places-to-Go/State-Preserves>

Region 6 County Conservation Board Recreational Areas

<i>County</i>	<i>No. of Sites</i>	<i>Acres of Land</i>	<i>Acres of Water</i>	<i>No. of Lakes</i>	<i>No. of Streams</i>
Hardin	44	3083.6	8	1	28
Marshall	25	1349	23	1	7
Poweshiek	12	1401	98	1	3
Tama	11	653	66	2	6
Region Total	92	6486.6	195	6	44

Source: Iowa's County Conservation Board – Outdoor Adventure Guide
Iowa Association of County Conservation Boards © 1997

Wildlife Management Areas in Region 6

<i>Area</i>	<i>Game</i>	<i>Acreage/Description</i>	<i>Location/Directions</i>
Hendrickson Marsh	D,P,W,R	775 acres; 2/3 Upland, 1/3 Marsh, Lake	2.5 miles W of Rhodes on E63 (Marshall County)
Highway 21	P,W	7 acres; Marsh	2.5 miles N of Elberon on Hwy 21(Tama County)
Iowa River Corridor	D,T,P,W,Dv	10,326 acres; 1/2 Bottomland timber, 1/2 Grassland	0.5 mile S of Chelsea on V18 OR 2 miles NW of Marengo on F15, 2 miles N of Koszta on F Ave (Tama County)
Kunch	P,R,Dv	162 acres; Upland	4 miles N of Toledo on Hwy 63, 1 mile E on 270th St, 1 mile N on K Ave, 1 mile E on 260th St, 0.5 mile N on L Ave (Tama County)
Otter Creek	D,T,P,W	3,510 acres; 1/2 Marsh, 1/4 Timber, 1/4 Upland	1 mile NW of Chelsea on E66 (Tama County)
Salt Creek	D,T,S	117 acres; Timber	1 mile E of Vining on V Ave (Tama County)
Spring Grove	P,W,R,Dv	117 acres; 3/4 Upland, 1/4 Wetlands	3 miles W of Garwin on E27, 3 miles N on B Ave (Tama County)
Union Grove	P,W,R,Dv	108 acres; 3/4 Upland, 1/4 Lake	4 miles S of Gladbrook on T47, 1 mile W on 220th St
Vermace Woods	D,T,S	113 acres; Timber	3 miles S of Belle Plaine on Hwy 21, 2 miles W on 110th St, 1 mile N on 240th St
West Salt Creek	D,P,R,Dv	80 acres; Upland	0.5 mile SW of Vining on T Ave

Source: Iowa Department of Natural Resources
<https://www.iowadnr.gov/hunting/places-to-hunt-shoot/wildlife-management-areas>

Pine Lake State Park in Hardin County



Source: Iowa Department of Natural Resources

Casey's Paha (State Preserve) – Area Included in Hickory Hills Park in Tama County

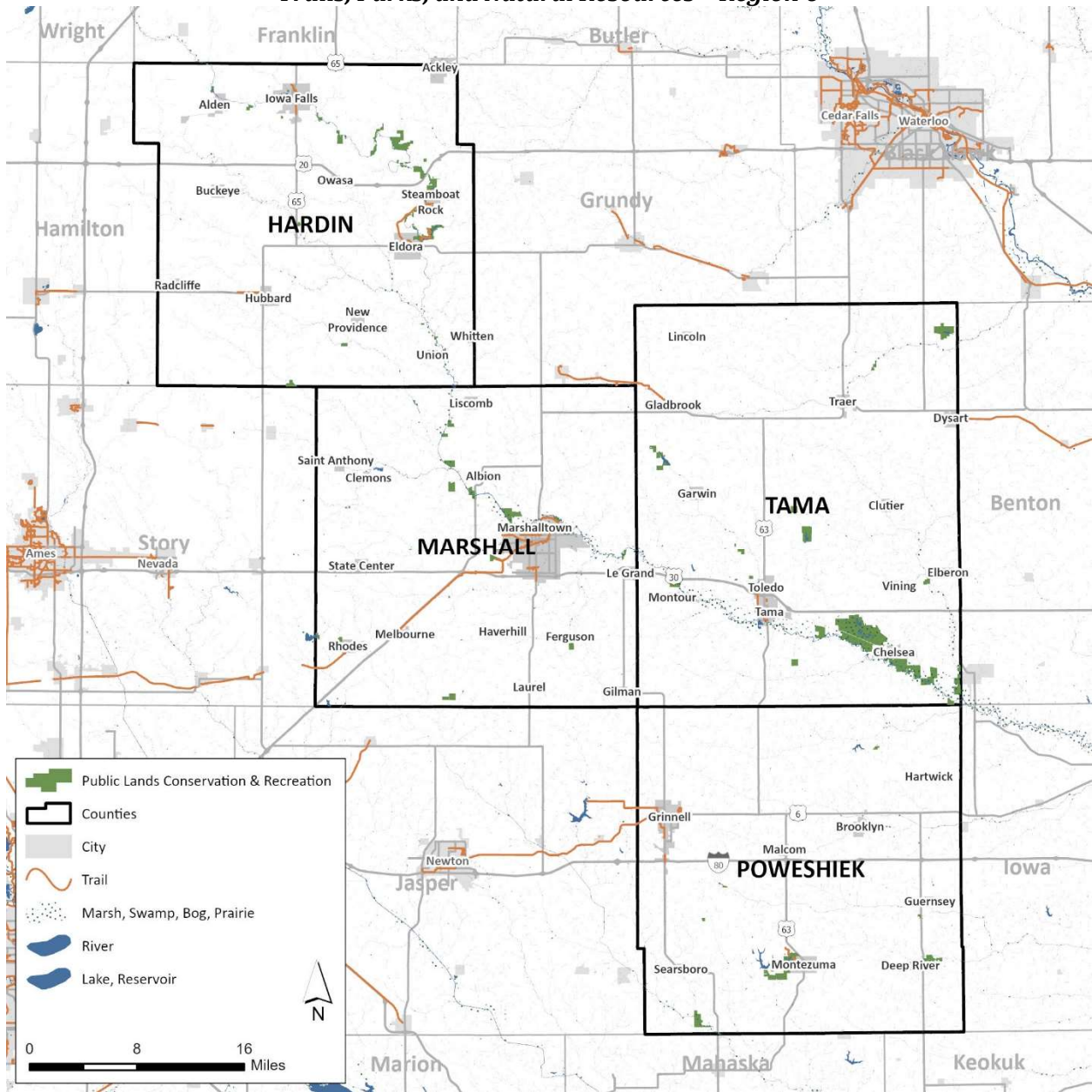


Source: Google.com

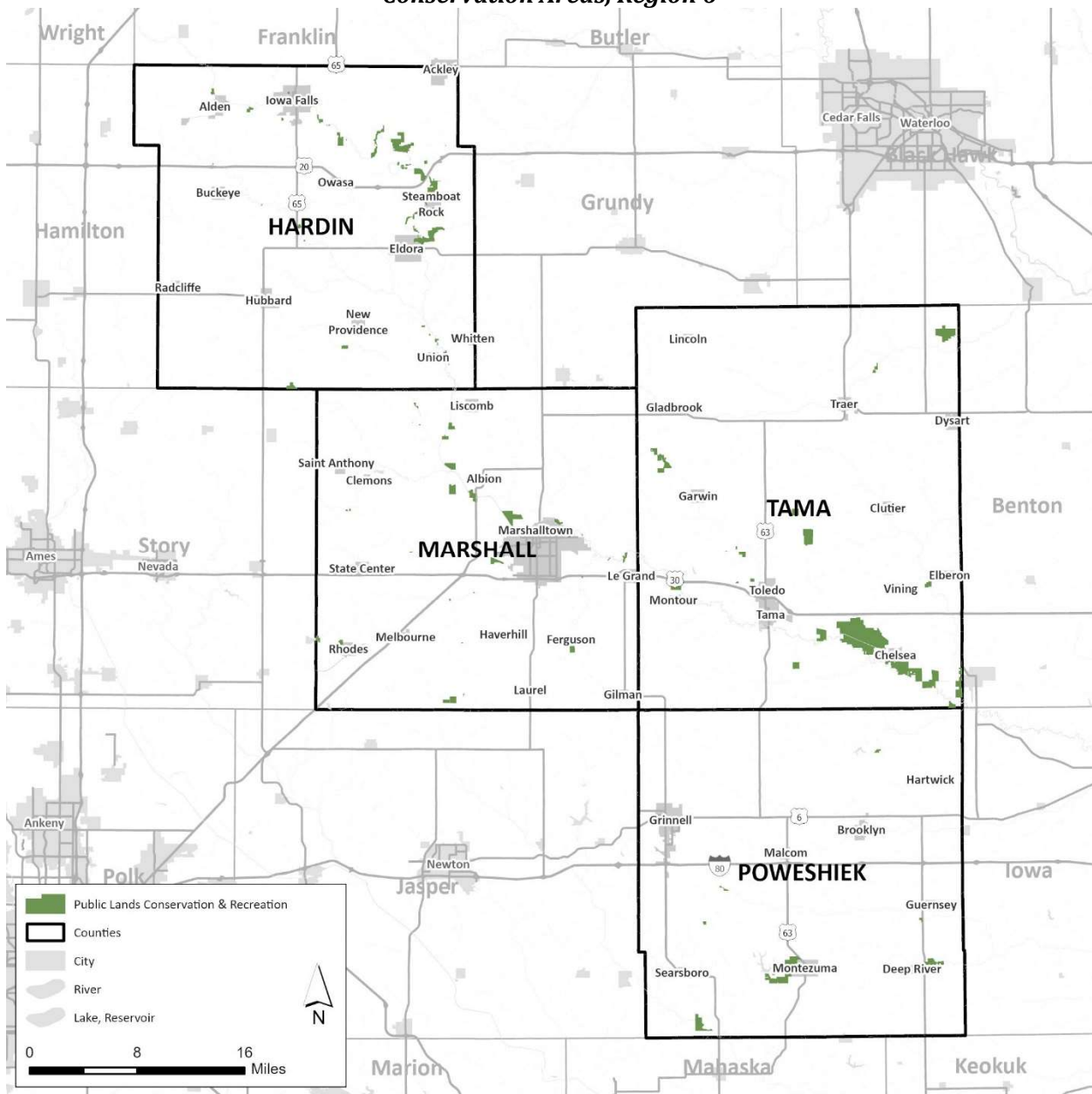
Public Lands Used for Conservation and Recreation in the Region 6 Area

Source: Iowa Department of Natural Resources [Geodata](#), 2020

Trails, Parks, and Natural Resources - Region 6



Conservation Areas, Region 6



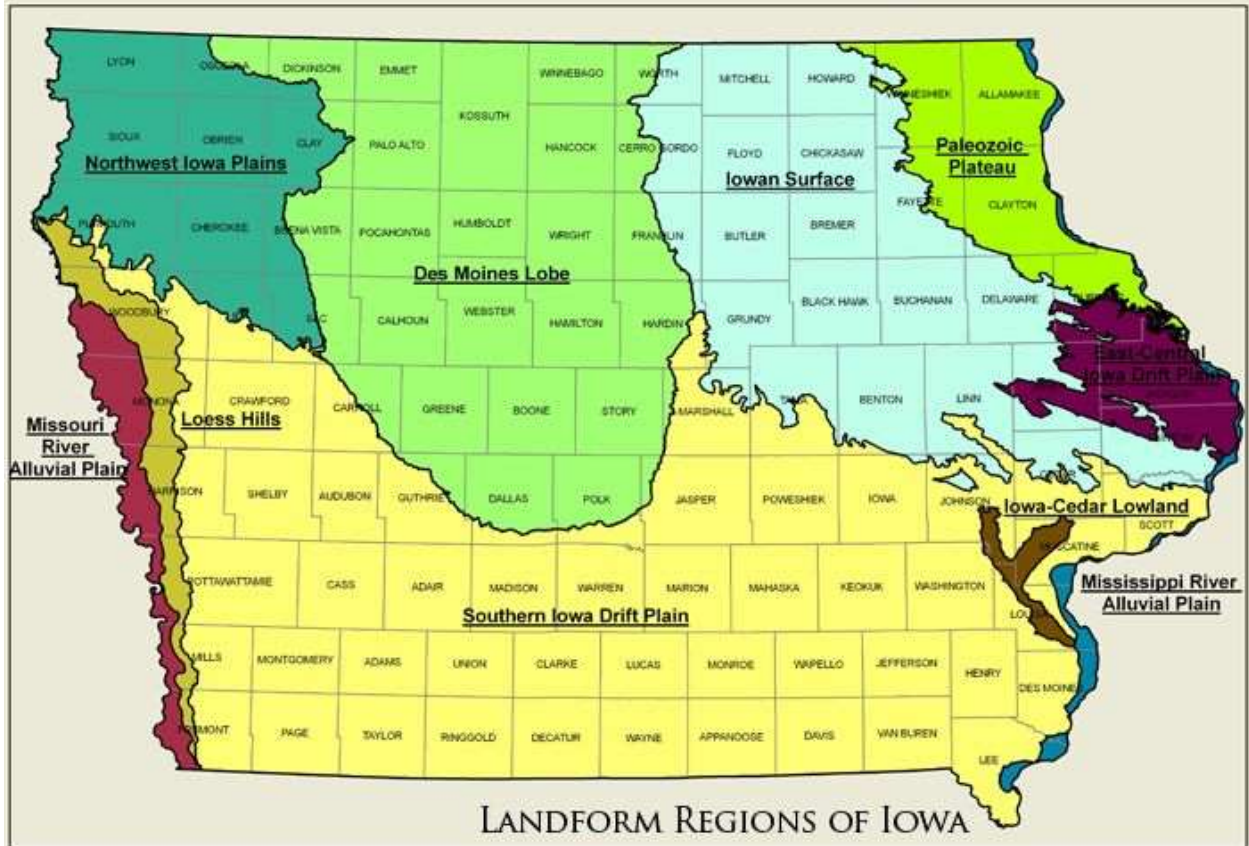
Hardin County

Hardin County has an area of 367,168 acres, or about 576 square miles. Most of the soils in the county are nearly level to gently sloping or moderately sloping. Those moderately sloping soils are mostly in the southeastern portion of the county.

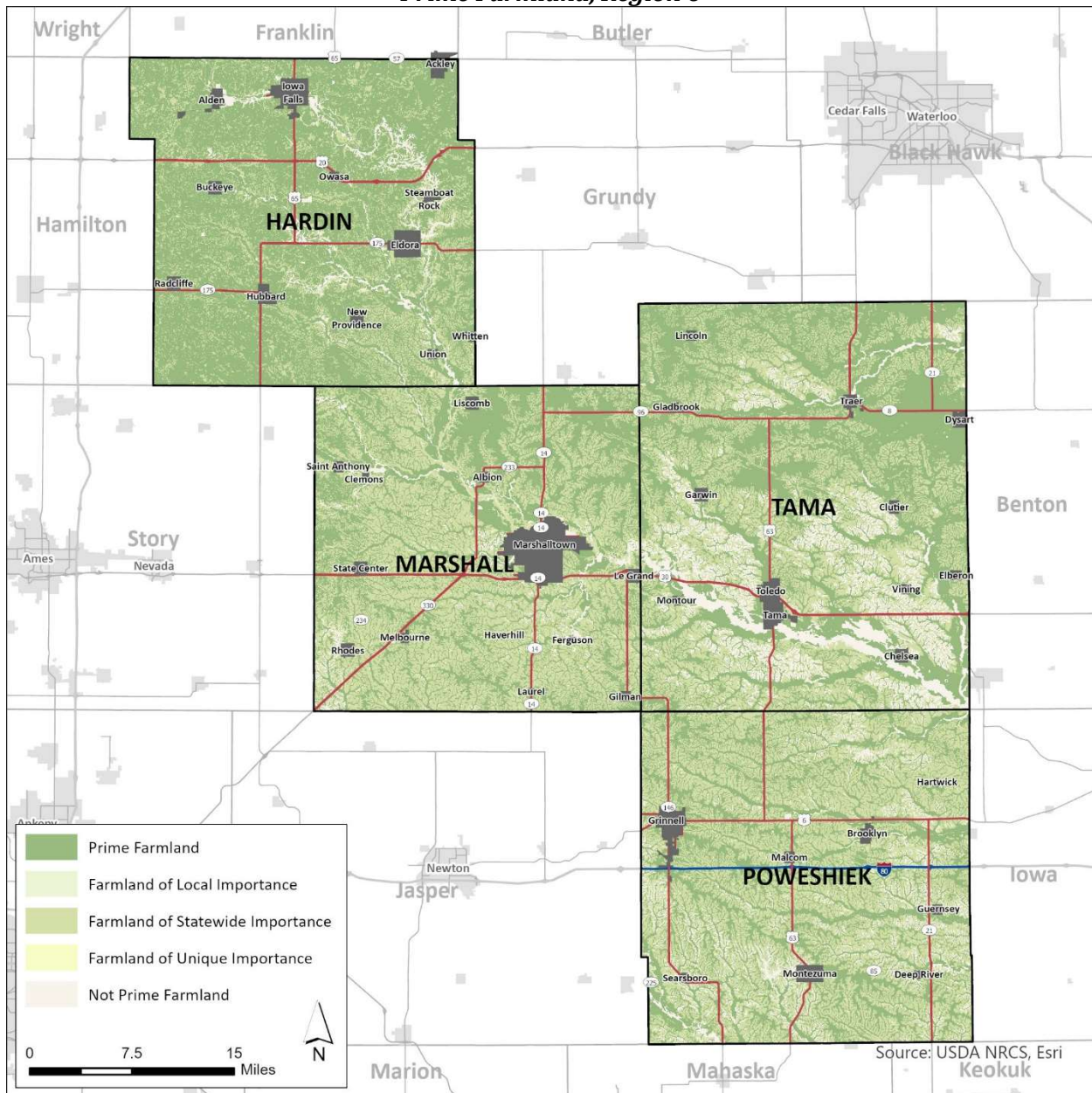
Approximately 90% of the county is included in the Iowa River watershed and its immediate tributaries (1981 Hardin County Soil Survey). Ten square miles in the southwest corner of the county is drained by a tributary of the Skunk River, and 30 square miles in northeast Hardin County are drained by Cedar River tributaries. Approximately 32% of the soils in the county are poorly to very poorly drained, but they are suitable for crop production with appropriate tile drainage.

Pooling, ponding, and slow-draining pockets exist in the county without subsurface tile drainage due to Hardin County's proximity on the edge of the Des Moines Lobe.

Land Form Regions of Iowa



Prime Farmland, Region 6



About 260,000 acres, which is about 71% of Hardin County land is prime farmland. Some of this land, has been developed, but the county remains primarily rural and agricultural. Hardin County’s geography also supports natural recreation opportunities. The Iowa River Greenbelt, which runs along the Iowa River, is a 42-mile stretch of river valley that runs through Hardin County from Alden through Iowa Falls, Steamboat Rock, Eldora, and Union. This area offers an unusual concentration of recreational opportunities, diverse wildlife habitats, and spectacular views. Most of the greenbelt is accessible from the Iowa River Greenbelt Scenic Drive that extends from Alden to Eldora. The area is also accessible by hiking, biking, and canoeing. Other natural resources in Hardin County include forest cover—Fallen Rock, Hardin City Woodland Forest, and Mann Wilderness Area—which are preserved by the state. There is also a state park in

Hardin County, Pine Lake State Park, which is located near Eldora. A list of parks located in Hardin County is included on the following page.

Parks in Hardin County (52)

Park Name	County	Address	City
<u>Alden River Access</u>	<u>Hardin</u>	Hwy D15	Alden
<u>Anders Wildlife Area</u>	<u>Hardin</u>	25496 150th. St.	Iowa Falls
<u>Arthur Hilker Wildlife Area</u>	<u>Hardin</u>	340th St.	Hubbard
<u>Bates Addition</u>	<u>Hardin</u>	33671 D65	Union
<u>Beau Addition to Hardin County Woodland</u>	<u>Hardin</u>	170th St.	Steamboat Rock
<u>Bessman-Kemp Park</u>	<u>Hardin</u>	12260 EE Ave	Iowa Falls
<u>Bigelow Park (no picture)</u>	<u>Hardin</u>	10053 EE Ave	Popejoy
<u>Bob & Eleanor Welden Wildlife</u>	<u>Hardin</u>	13172 N Ave	Iowa Falls
<u>Bob & Joell deNeui Wildeness</u>	<u>Hardin</u>	150th St. and T Ave	Iowa Falls
<u>Boddy-Hunt Wildlife Area</u>	<u>Hardin</u>	218111 Hwy 65	Iowa Falls
<u>Brekke Memorial Park</u>	<u>Hardin</u>	32087 Hwy D67	Union
<u>Calkins Nature Area</u>	<u>Hardin</u>	18335 135th Street	Iowa Falls
<u>Charles F. Long Memorial Woods</u>	<u>Hardin</u>	29323 S 62	Union
<u>Charles F. Long Wildlife Woods</u>	<u>Hardin</u>	310th St., W. Avenue	Union
<u>Cross' Ford River Access</u>	<u>Hardin</u>	15491 00 Ave	Iowa Falls
<u>Daisy Long Memorial Park/Bates Addition</u>	<u>Hardin</u>	33671 Hwy D65	Union
<u>Daryl deNeui Memorial</u>	<u>Hardin</u>	150th & T Ave	Iowa Falls
<u>David Bates Memorial Park</u>	<u>Hardin</u>	33155 290th St.	Eldora
<u>Eagle City Addition (Upper)</u>	<u>Hardin</u>	27951 160th St.	Iowa Falls
<u>Eagle City Park (Lower)</u>	<u>Hardin</u>	27799 160th St.	Iowa Falls
<u>Fallen Rock St Presrve/Fallen Rock Wildlife Area</u>	<u>Hardin</u>	18499 S56	Steamboat Rock
<u>Flowing Well Park</u>	<u>Hardin</u>	17256 Hwy S27	Buckeye
<u>Gehrke Wildlife Area</u>	<u>Hardin</u>	220th St.	Buckeye
<u>Girl Scout Area</u>	<u>Hardin</u>	D15 & J Avenue West	Iowa Falls
<u>Hardin City Woodland</u>	<u>Hardin</u>	30768 170th St.	Steamboat Rock
<u>Hardin County Conservation Offices</u>	<u>Hardin</u>	15537 "S" Avenue	Ackley
<u>Hubbard Prairie (West)</u>	<u>Hardin</u>	175 W	Hubbard
<u>Iowa Falls River Access (Canoe Launch)</u>	<u>Hardin</u>	23101 130th St.	Iowa Falls

<u>Ira Nichols Outdoor Classroom</u>	<u>Hardin</u>	Pine and River St.	Iowa Falls
<u>Lepley Park</u>	<u>Hardin</u>	29731 Hwy S62	Union
<u>Leverton Timber (no picture)</u>	<u>Hardin</u>	185th St.	Steamboat Rock
<u>Logsdon Park</u>	<u>Hardin</u>	21811 Hwy 65 South	Iowa Falls
<u>Mann Wilderness Area</u>	<u>Hardin</u>	30491 160th St.	Cleves
<u>Meier Wildlife Refuge</u>	<u>Hardin</u>	18892 175th St.	Hubbard
<u>Nichols Timber (no picture)</u>	<u>Hardin</u>	160th St.	Ackley
<u>Ox Bow Lake Area (River Access Only)</u>	<u>Hardin</u>	T Avenue	Cleves
<u>Parline Pierce Wildlife Area</u>	<u>Hardin</u>	27951 160th St.	Iowa Falls
<u>Pine Ridge Addition (no picture)</u>	<u>Hardin</u>	31458 Co Hwy D35	Steamboat Rock
<u>Pine Ridge Park</u>	<u>Hardin</u>	31458 Hwy D35	Steamboat Rock
<u>Reece Memorial Park</u>	<u>Hardin</u>	26095 310th St.	New Providence
<u>Ruby Woodland/Wildlife Area (no signage yet)</u>	<u>Hardin</u>	20608 S56	Steamboat Rock
<u>Sac & Fox Wildlife Area</u>	<u>Hardin</u>	19501 S56	Steamboat Rock
<u>Sand Springs Wildlife Area</u>	<u>Hardin</u>	18499 S56	Steamboat Rock
<u>Setchell Area</u>	<u>Hardin</u>	17001 V Avenue	Steamboat Rock
<u>Sylvan Hill</u>	<u>Hardin</u>	30768 170th St.	Steamboat Rock
<u>Tower Rock</u>	<u>Hardin</u>	20392 Co HwyS56	Steamboat Rock
<u>Twin Elms</u>	<u>Hardin</u>	180th and G Ave	Buckeye
<u>Walter Max Long Addition</u>	<u>Hardin</u>	33671 D65	Union
<u>Welden Wildlife Area (River Access Only)</u>	<u>Hardin</u>	MM Avenue	Iowa Falls
<u>Wildcat Trail</u>	<u>Hardin</u>	215th St.	Eldora
<u>Wilkinson Wildlife Area (no picture)</u>	<u>Hardin</u>	155th St.	Steamboat
<u>Ziesman Wildlife Area</u>	<u>Hardin</u>	230th St, M Ave	New Providence

Source: <https://www.mycountyparks.com/county/Hardin/Parks.aspx>

Natural Area in Hardin County



Summer 2011

Marshall County

Marshall County has an area of nearly 366,733 acres, or about 573 square miles. Most of the soils in the county are nearly level to gently sloping or moderately sloping. Marshall County is one of the moderately hilly, central counties in Iowa.

Marshall County is a part of three major watersheds: the Iowa River, the Cedar River and the Skunk River (1981 Marshall County Soil Survey). Nearly 80% of the county is drained by the Iowa River and its tributaries. A small area in northeastern Marshall County is drained by the Wolf Creek, which ultimately flows to the Cedar River, and the remaining area in the southwestern portion of the county is drained by the Skunk River. Roughly 12% of the soils in the county are classified as poorly to very poorly drained. Subsurface tile drainage may be installed to mitigate ponding and standing water, but this practice is less common in Marshall County versus other counties more centrally located on the Des Moines Lobe.

Marshall County has seven soil associations. The soil that is predominate—30% of the county—is “moderately sloping, to steep, well drained and moderately well drained, silty and loamy soils formed in loess and glacial till; on uplands.” Much of the land is suited for row crops like corn and beans since this association has a good drainage pattern. About 182,000 acres, or 50% of Marshall County land, is prime farmland, perfect for crops, mainly corn and soybeans. Some land that is ideal for agriculture has been converted into industrial and urban uses.

The Iowa River Greenbelt, which runs along the Iowa River, is a 42-mile stretch of river valley that runs through Marshall County from west of Liscomb, to west of Albion and Marshalltown. This area offers recreational opportunities, diverse wildlife habitats, and spectacular views. The Iowa River’s Edge recreation trail also traverses through this area and provides an up close and personal immersion into these habitats.

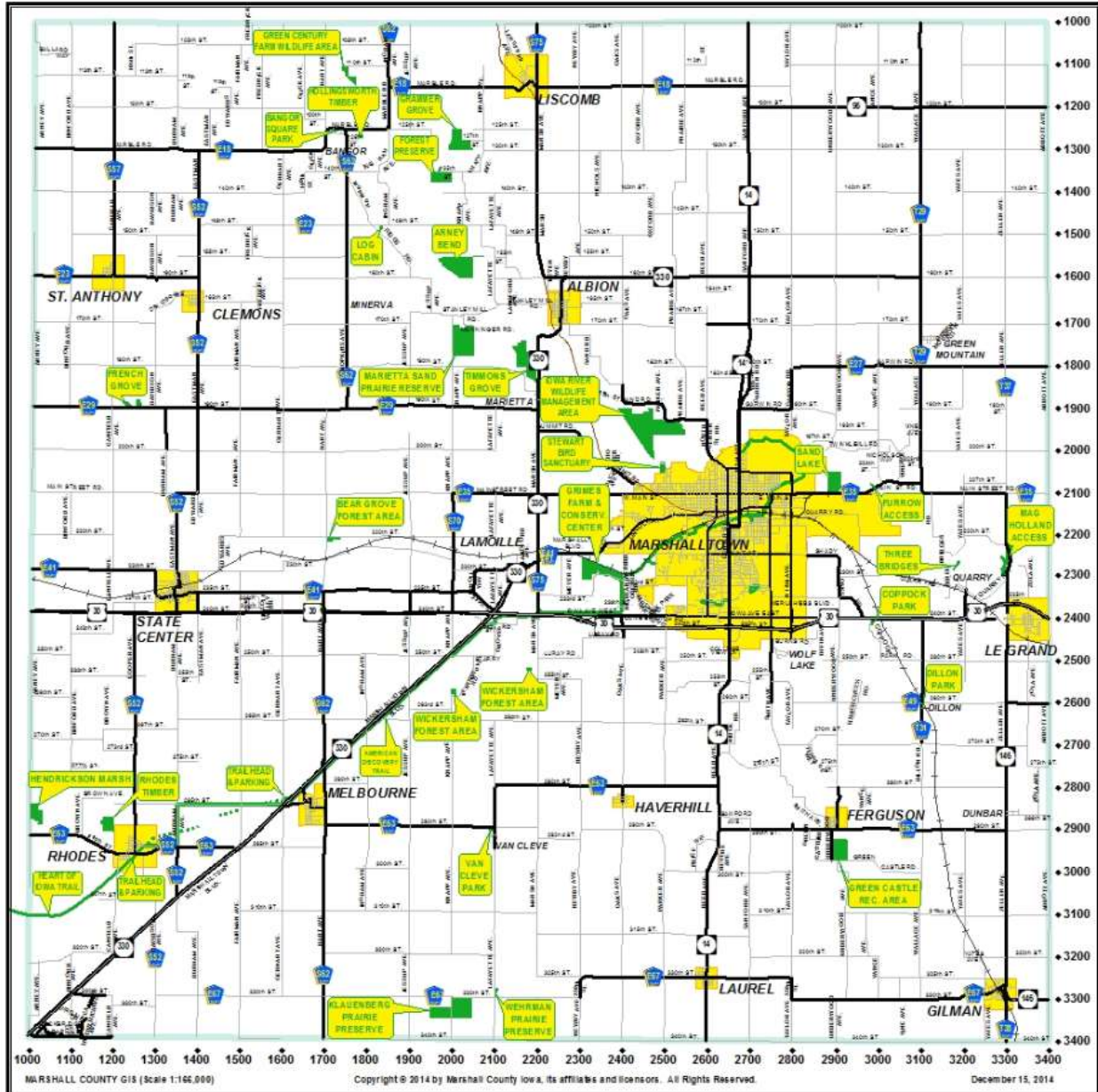
Iowa River's Edge Trail Segment near Albion



Summer 2014

Marshall County has a myriad of conservation and recreation opportunities available. Many of the larger recreation areas are located north to northwest of Marshalltown along the Iowa River. A list of parks in Marshall County are included on the following page.

Marshall County Conservation Area Map



Source: Marshall County Conservation [Website](#)

Parks in Marshall County (29)

Park Name	County	Address	City
<u>Arney Bend Wildlife Area</u>	<u>Marshall</u>	1529 Lafayette Ave.	Albion
<u>Bangor Square Park</u>	<u>Marshall</u>	201 Prairie Street	Union
<u>Bear Grove Forest Area</u>	<u>Marshall</u>	2204 Hart Avenue	State Center
<u>Coppock Park</u>	<u>Marshall</u>	2408 Coppock Park Road	Marshalltown
<u>Dillion Park</u>	<u>Marshall</u>	102 Center Road	Marshalltown
<u>Forest Reserve</u>	<u>Marshall</u>	1986 - 135th St.	Liscomb
<u>French Grove Wildlife Area</u>	<u>Marshall</u>	1234 190th Street	State Center
<u>Furrow Access</u>	<u>Marshall</u>	2991 Main Street Road	Marshalltown
<u>Grammer Grove Wildlife Area</u>	<u>Marshall</u>	2030 - 127th Street	Liscomb
<u>Green Castle Recreation Area</u>	<u>Marshall</u>	Green Castle Road	Gilman
<u>Green Century Farm</u>	<u>Marshall</u>	1755 110th Street	Union
<u>Grimes Farm</u>	<u>Marshall</u>	2359 233rd Street	Marshalltown
<u>GrimesFarm & Conservation Center</u>	<u>Marshall</u>	2349 233rd Street	Marshalltown
<u>Heart of Iowa Trail</u>	<u>Marshall</u>	209 S. Main Street	Melbourne
<u>Hollingsworth Timber</u>	<u>Marshall</u>	1763B 126th St	Union
<u>Iowa River Wildlife Area</u>	<u>Marshall</u>	2516 Sand Road	Marshalltown
<u>Iowa River Wildlife Management Area</u>	<u>Marshall</u>	2516 Sand Road	Marshalltown
<u>Linn Creek Recreational Trail</u>	<u>Marshall</u>	Linn Creek Greenway	Marshalltown
<u>Log Cabin Historical Site</u>	<u>Marshall</u>	1482 Morman Ridge	Albion
<u>Mag Holland Access Area</u>	<u>Marshall</u>	2283 Zeller Ave	Marshalltown
<u>Marietta Sand Prairie Preserve</u>	<u>Marshall</u>	1744 Knapp Ave	Albion
<u>Rhodes Timber Wildlife Area</u>	<u>Marshall</u>	708 N. Main Street	Marshalltown
<u>Sand Lake Recreation Area</u>	<u>Marshall</u>	2901 Main Street Road	Marshalltown
<u>Stewart Bird Sanctuary</u>	<u>Marshall</u>	618 N 16th St	Marshalltown
<u>Three Bridges County Park</u>	<u>Marshall</u>	2272 Three Bridges Rd.	Marshalltown
<u>Timmons Grove Park</u>	<u>Marshall</u>	1777 Marsh Avenue	Marshalltown
<u>Van Cleve Park</u>	<u>Marshall</u>	2098 290th Street	Melbourne
<u>Wehrman Prairie</u>	<u>Marshall</u>	3297 Lafayette Ave	Melbourne
<u>Wickersham Forest Areas</u>	<u>Marshall</u>	2563 Starry Grove Rd	Melbourne

Source: <https://www.mycountyparks.com/county/marshall.aspx>

Poweshiek County

Poweshiek County has an area of 376,960 acres, or about 583 square miles. Most of the soils in the county are nearly level to gently sloping or moderately sloping. Poweshiek County is relatively diverse in elevation compared to flat north central counties of Iowa due to its local within the Southern Iowa Drift Plain land form region.

The county includes land that is in the Iowa River and the Skunk River watersheds. The English River, a tributary for the Iowa River, originates in the west-central portion of the county, crosses the middle and runs in a southeasterly direction through the southeast corner of the county, while another branch of the same river originates in the very south central part of the county. A segment of the North Skunk River, one of the main rivers in Iowa, crosses through the southwest corner of the county.

Poweshiek has eight soil associations, seven of which are on uplands and one on bottom land. The dominate soil—35% of the county —is “gently and moderately sloping, well drained and moderately well drained soils that formed in loess, on uplands.” Common farming products include livestock and grain. Much of the land is used for row crops like corn and soybeans.

Diamond Lake Park



Source: Poweshiek County Conservation

There is one state preserve located in Poweshiek County. The Fleming Woods area is a forest cover and biological area. Poweshiek County has two fairly large residential lake developments. One development is focused around Holiday Lake, which is located in the northeast part of the county. The other development is focused around Lake Ponderosa near Montezuma, which is in the south central part of the county. Diamond Lake is also located near Montezuma but this lake is part of a large county park managed by Poweshiek County Conservation. A list of all parks in the county is included on the following page.

Parks in Poweshiek County (6)

Park Name	County	Address	City
<u>Deep River Timber Wildlife Area</u>	<u>Poweshiek</u>	4883 Highway 21	Deep River
<u>Diamond Lake Park</u>	<u>Poweshiek</u>	4896 Stagecoach Road	Montezuma
<u>Fleming Woods State Preserve</u>	<u>Poweshiek</u>	1058 500 Ave.	Montezuma
<u>Fox Forest Wildlife Area</u>	<u>Poweshiek</u>	1171 Diamond Trail Road	Montezuma
<u>Millgrove Access Wildlife Area</u>	<u>Poweshiek</u>	400 River Road	Searsboro
<u>Poweshiek County Conservation Office</u>	<u>Poweshiek</u>	4896 Stagecoach Road	Montezuma

Source: <https://www.mycountyparks.com/county/poweshiek/Parks.aspx>

Tama County

Tama County has an area of 462,300 acres, or about 720 square miles. The Iowa River, one of the main rivers in the state, crosses the southern part of the county and runs southeasterly to its southeast corner. It is of medium gradient and is subject to flooding of low velocity and short duration in the spring and after periods of heavy rainfall. Damage by flooding is chiefly to the agricultural land in the county. In some areas, loess hills rise quite abruptly to a height of 150 to 200 feet above the river.

Most of Tama County is located on dissected uplands. About 75% of the county is located in the Iowa River Watershed. The principal tributaries that are located in Tama County and ultimately flow to the Iowa River include Deer Creek, Richland Creek and Salt Creek. In the northern part of the county, Wolf Creek flows to the Cedar River. Wolf Creek runs from Gladbrook to about 3 miles south of the northeast corner of the county.

Generally, the topography is nearly level to rolling to very hilly along the Iowa River and its tributaries. Some small areas between the rivers and creeks on the major divides are level or nearly level. Pahas – prominent elongated ridges or elliptical mounds that are 50 to 75 feet above the nearly level plain – are found in the northern part of the county. They are oriented in a northwest-southeast direction. Casey’s Paha State Preserve is an excellent example of this geological formation that has been preserved.

Most of the soils in Tama County formed in material that transported from other locations and deposited through the action of glacial ice, water, wind, or gravity. The main kinds of parent material in the county are loess, alluvium, glacial drift, and sand eolian material. Loess, a silt material deposited by wind, covers about 83% of the county. It ranges in depth from about 15 to 20 feet on the more stable ridge tops south of the Iowa River to about 4 to 8 feet on the ridge tops of the Iowa erosion surface in the northern half of the county. In most areas it overlies glacial till.

About 17% of soils in the county formed in alluvium. The major areas of these soils are along the Iowa River and Wolf Creek and their tributaries. The floodplains along the Iowa River and some of the alluvial terraces are large. The floodplain along the Iowa River from the City of Tama to the eastern edge of the county is 0.5 mile to 1.5 miles wide. The stream terrace near the junction of

Otter Creek and the Iowa River is 960 acres. The stream terrace near the junction of Salt Creek and the Iowa River is 1,200 acres.

Other natural resources in Tama County include Mericle Woods, which is forest cover that is also maintained as a biological area. This area is preserved by the State. Casey's Paha is a geologic area in the county that is also preserved by the state.

There are also several wildlife management areas in Tama County. The Otter Creek Marsh near Chelsea is a management area and a refuge in certain areas, so no trespassing is allowed during certain times of the year. Salt Creek and West Salt Creek near Vining and Union Grove near Gladbrook are the other wildlife management areas in the county. Union Grove is one of two state parks in the region.

The area around Union Grove Lake is where the majority of new residential development is occurring in Tama County. The development ranges from traditional homes to cabins to manufactured units. This development has about 200 homes. A list of all parks in the county is included below.

Parks in Tama County (15)

<u>Columbia Wildlife Area</u>	<u>Tama</u>	2171 370th St.	Tama
<u>Duffus Landing</u>	<u>Tama</u>	2711 360th Street	Chelsea
<u>Heritage Wetlands Wildlife Area</u>	<u>Tama</u>	3279 320th St	Elberon
<u>Iowa River Natural Area</u>	<u>Tama</u>	2725 360th St	Chelsea
<u>Izaak Walton Shooting Facility</u>	<u>Tama</u>	3055 H Ave.	Toledo
<u>Lohberger Memorial Park</u>	<u>Tama</u>	1701 285th St	Toledo
<u>Long Point Landing</u>	<u>Tama</u>	3469 P Avenue	Tama
<u>Manatt's Landing</u>	<u>Tama</u>	1974 340th St.	Tama
<u>Maria Hladik Roadside Park</u>	<u>Tama</u>	2455 Highway 63	Toledo
<u>McCoy Landing</u>	<u>Tama</u>	2970 C Avenue	Montour
<u>Otter Creek Lake & Park</u>	<u>Tama</u>	2283 Park Road	Toledo
<u>Reinig Wildlife Refuge & Nature Study Area</u>	<u>Tama</u>	1887 295th St.	Toledo
<u>T. F. Clark Park</u>	<u>Tama</u>	2775 150th ST.	Traer
<u>Tama County Conservation Office</u>	<u>Tama</u>	148 Nature Center Rd	Toledo
<u>Wolf Creek Nature Trail</u>	<u>Tama</u>	1596 AA Ave.	Gladbrook

Source: <https://www.mycountyparks.com/county/tama.aspx>

Cultural and Historic Sites

The region has nearly 70 properties on the National Register of Historic Places, and many other archaeological and cultural sites. Below is a table of known historic buildings, structures, and districts that are listed on the National Register's geospatial data set.

Cultural Resources Listed on the National Register of Historic Places in the Region 6 Area

<i>Cultural Resource Name</i>	<i>Type</i>	<i>County</i>
Illinois Central Combination Depot—Ackley	Building	Hardin (Ackley)
Alden Bridge	Structure	Hardin (Alden)
Alden Public Library	Building	Hardin (Alden)
Civilian Conservation Corps--Prisoner of War Recreation Hall	Building	Hardin (Eldora)
Eldora Public Library	Building	Hardin (Eldora)
First Congregational Church	Building	Hardin (Eldora)
Hardin County Courthouse	Building	Hardin (Eldora)
Carnegie-Ellsworth Public Library	Building	Hardin (Ellsworth)
Edgewood School of Domestic Arts	Building	Hardin (Iowa Falls)
Ellsworth--Jones Building	Building	Hardin (Iowa Falls)
Estes Park Band Shell	Building	Hardin (Iowa Falls)
Iowa Falls Bridge	Structure	Hardin (Iowa Falls)
Iowa Falls Union Depot	Building	Hardin (Iowa Falls)
McClanahan Block	Building	Hardin (Iowa Falls)
Metropolitan Opera House	Building	Hardin (Iowa Falls)
Princess--Sweet Shop	Building	Hardin (Iowa Falls)
River Street Bridge	Structure	Hardin (Iowa Falls)
Sentinel Block	Building	Hardin (Iowa Falls)
Slayton Farms--Round Barn	Building	Hardin (Iowa Falls)
St. Matthew's by the Bridge Episcopal Church	Building	Hardin (Iowa Falls)
Union Cemetery Gardener's Cottage	Building	Hardin (Iowa Falls)
US Post Office--Iowa Falls	Building	Hardin (Iowa Falls)
W. R. C. Hall	Building	Hardin (Iowa Falls)
Washington Avenue Bridge	Structure	Hardin (Iowa Falls)
Honey Creek Friends' Meetinghouse	Building	Hardin (New Providence)
New Providence Building Association Stores	Building	Hardin (New Providence)
New Providence School Gymnasium	Building	Hardin (New Providence)
Steamboat Rock Consolidated Schools Building	Building	Hardin (Steamboat Rock)
Matthew Edel Blacksmith Shop and House	Building	Marshall (Haverhill)
Le Grand Bridge	Structure	Marshall (Le Grand)
Quarry Bridge	Structure	Marshall (Le Grand)
Binford, Thaddeus, House	Building	Marshall (Marshalltown)
C. H. Whitehead House	Building	Marshall (Marshalltown)
Glick--Sower House	Building	Marshall (Marshalltown)
Leroy R., Willard House	Building	Marshall (Marshalltown)
Marshall County Courthouse	Building	Marshall (Marshalltown)
Robert H. Sunday House	Building	Marshall (Marshalltown)
Dobbin Round Barn	Building	Marshall (State Center)
Watson's Grocery	Building	Marshall (State Center)
Brooklyn Hotel	Building	Poweshiek (Brooklyn)
Kent Union Chapel and Cemetery	District	Poweshiek (Brooklyn)

William Manatt House	Building	Poweshiek (Brooklyn)
B. J. Ricker House	Building	Poweshiek (Grinnell)
Bowers and McDonald Office Building	Building	Poweshiek (Grinnell)
Charles H. Spencer House	Building	Poweshiek (Grinnell)
Chicago, Rock Island and Pacific Railroad-Grinnell Passenger Station	Site	Poweshiek (Grinnell)
Farmers Mutual Reinsurance Company Building	Building	Poweshiek (Grinnell)
Goodnow Hall	Building	Poweshiek (Grinnell)
Grinnell Herald Building	Building	Poweshiek (Grinnell)
Grinnell, Levi P., House	Building	Poweshiek (Grinnell)
Interior Telephone Company Building	Building	Poweshiek (Grinnell)
Marsh, E.A. and Rebecca (Johnson), House	Building	Poweshiek (Grinnell)
Mears Hall	Building	Poweshiek (Grinnell)
Merchants' National Bank	Building	Poweshiek (Grinnell)
Pioneer Oil Company Filling Station	Building	Poweshiek (Grinnell)
Spaulding Manufacturing Company	Building	Poweshiek (Grinnell)
Stewart Library	Building	Poweshiek (Grinnell)
Raymond, P. P., House	Building	Poweshiek (Malcom)
New Carroll House Hotel	Building	Poweshiek (Montezuma)
Poweshiek County Courthouse	Building	Poweshiek (Montezuma)
Lincoln Highway Bridge	Structure	Tama (Tama)
Tama County Jail	Building	Tama (Tama)
First United Brethren Church	Building	Tama (Toledo)
Hope Fire Company Engine House	Building	Tama (Toledo)
Tama County Courthouse	Building	Tama (Toledo)
Wieting Theater	Building	Tama (Toledo)
Round Barn, Buckingham Township	Building	Tama (Traer)
Star-Clipper-Canfield Building and Winding Stairway	Building	Tama (Traer)
Young, John W., Round Barn	Building	Tama (Traer)

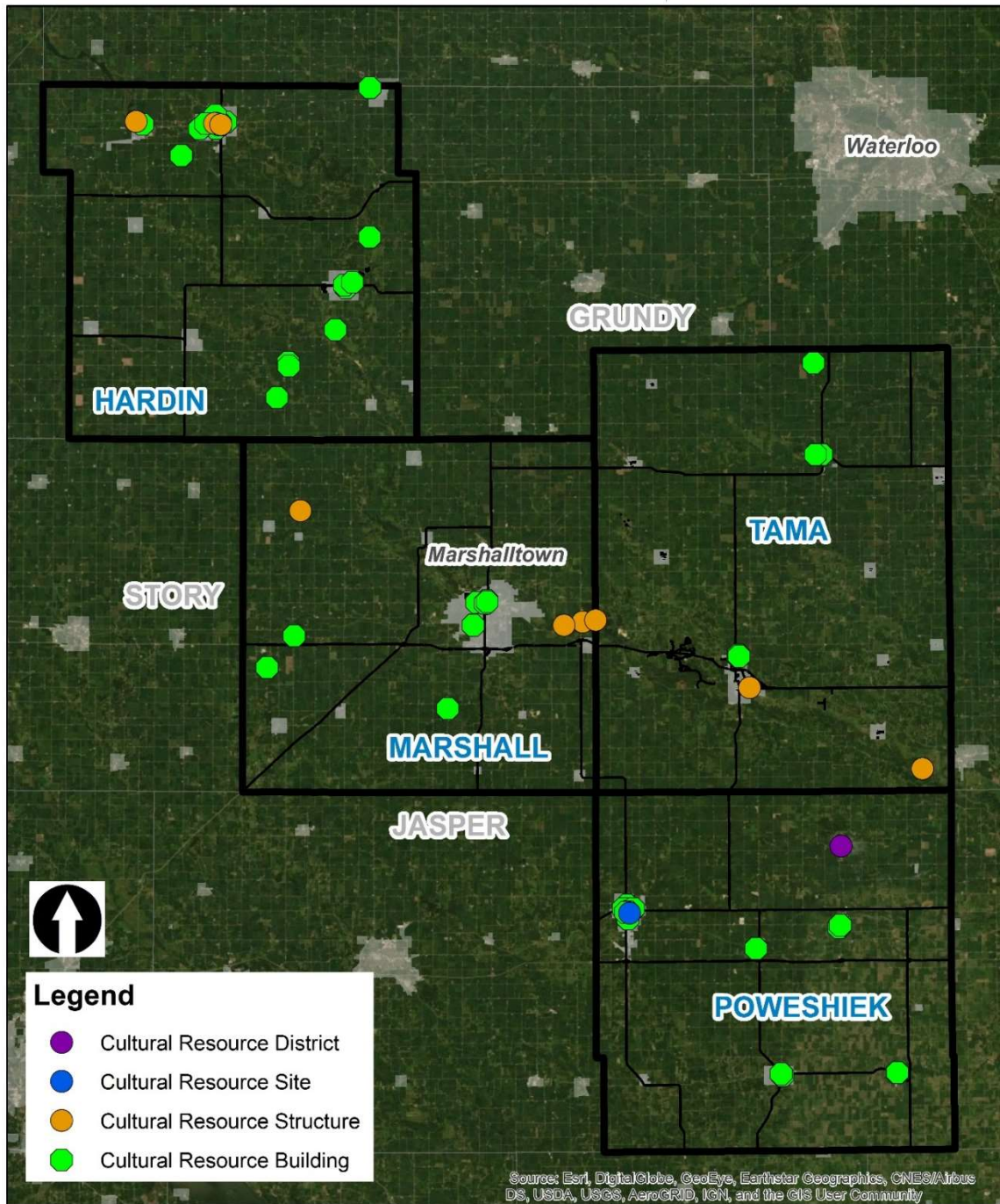
Source: National Park Service US Department of the Interior, The National Register geospatial data set <https://irma.nps.gov/Datastore/Reference/Profile/2210280>

Buildings and Structures on the Historic Register in the Region 6 Area



From left to right: Jewel Box Bank / Merchant's National Bank in Grinnell, Lincoln Highway bridge near Tama, and Traer Star Clipper Building and Winding Stairway in Traer.

Cultural Resources in Region 6 Area



Source: National Park Service US Department of the Interior, The National Register geospatial data set <https://irma.nps.gov/Datastore/Reference/Profile/2210280>. Note that the map above excludes all features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites.

Meskwaki

The Meskwaki Settlement is located in Tama County just west of the City of Tama, Iowa. The Sac and Fox Tribe of the Mississippi in Iowa is the only federally recognized Indian tribe in Iowa. The tribe is a great cultural resource for Iowa, providing both historical and cultural contributions to the area. More information about the Meskwaki Nation can be found at their [website](#). The tribe offers several important cultural resources that are available to the general public, including an annual Powwow and a Cultural Center and Museum.

Meskwaki Powwow



Photo Source: Meskwaki Nation: https://drive.google.com/file/d/1j_7R9taSN7xQLkzI7j1q5bCvxf08Quyv/view?usp=sharing

The annual Powwow began from traditional religious and social beliefs of the tribe. In present day, the event takes place over four days near the end of summer. The Powwow features dancing, singing, handcrafts, food games, and fun.

Artifacts on Display at the Meskwaki Cultural Center and Museum



Photo Source: Meskwaki Nation: <https://www.meskwaki.org/about-us/museum/>

The Meskwaki Cultural Center & Museum was opened in 2010 as part of the Iowa Great Places designation received by Tama County. The mission of the center is to give visitors a glimpse into the Tribe's rich, cultural legacy. The museum features artifacts, workshops, and special speakers.

Geography, Land Use and Environment – Important Considerations

- ✓ The geography of Region 6 is typified by rolling hills and plains, including some of the state's most productive farmland.
- ✓ The region's lakes and streams are assets for the cultural, economic, and agricultural pursuits of the region; these waterways are vulnerable to contamination from human habitation on the land's surface – from both agricultural and urban land uses.
- ✓ The Iowa River and its associated creeks are prone to major flooding. The most recent and major flood events were in 1993 and 2008.
- ✓ Conservation of valuable farmland will become increasingly critical in the coming years, as will protection of natural wetlands and wildlife habitat. Preservation of recreational areas will also be a high priority as the population migration from rural to urban centers in Iowa will put pressure on prime farmland in the rural-urban interface.

Potential Environmental Mitigation Activities

In our region, it is important to preserve and protect the natural and cultural resources that make the area unique. Protection should occur not only to comply with environmental regulations, but also to maintain the benefits of these special areas and resources. Region 6 Resource Partners has not developed any existing or planned projects that would require any mitigation activities. Our primary environmental goal is to locate and build projects without adverse impacts on the environment.

The overwhelming priority is to maintain the current roads and bridges. Limited trail funds should be used to complete rail trail extensions from Marshalltown to the Steamboat Rock area, as well as to select projects that continue building trail networks and safe routes to school in the region. The rail trail would be done on the existing railbed with no further changes. RPA 6 is not aware of any significant mitigation actions that should be done due to a large future construction project. There may need to be some mitigation projects along US Highway 30 as the 4 lane project goes across Benton County in the next few years. There do not appear to be huge flooding or wetland problems over that length that add challenges like the Iowa River channel in Marshall and Tama Counties.

Wetland Area Located at Calkins Nature Area in Hardin County



Source: Hardin County

CHAPTER 6: REGIONAL TRANSPORTATION SYSTEM – STRENGTHS, WEAKNESSES, THREATS, AND SOLUTIONS AND ALTERNATIVES

Overview

Region 6, similar to the rest of the state, has myriad transportation opportunities. Major highways, national railroads, public transportation, and Iowa’s expanding trail system are primary components of the transportation system that serves Region 6. In this chapter we will review the strengths, weaknesses, and threats of each transportation component, followed by examples of potential solutions and alternatives to address the identified needs.

Strengths

Highways

The counties of Region 6 are connected to one another, the state, and the country by three federal highways (U.S. Highways 65, 63, and 20), six state highways (State Highways 14, 21, 146, 175, 6, and 30) and Interstate 80. State Highway 330 also connects the region to the Des Moines metropolitan area. According to measured Average Annual Daily Traffic (AADT) in 2022, Region 6 has the following locations with average annual daily traffic with 5,000 or more vehicles – A. I80 across Poweshiek County, B. Highway 30 across Tama and Marshall Counties, C. Highway 330 toward Des Moines from Highway 30 to the SW, D. Highway 20 across Hardin County, E. Highway 14 for about 1 mile N of the corporate limits.

Freight and Rail

Freight transportation for both semi-trucks and rail is a major strength in the region. Comprehensive freight resources can be helpful in attracting and retaining businesses and increase economic opportunities.

Trails

Fourteen trails extend and connect throughout Region 6. These include: Wolf Creek Trail, Tama Toledo Recreation Trail, Stagecoach Trail at Diamond Lake County Park, Rock Creek Trail, Rock Run Creak Trail, Pine Lake State Park Trail, Old Creamery Trail, Linn Creek Highway 30 Trail, Linn creek Greenbelt Parkway, Iowa River’s Edge Trail, Iowa 330 Trail, Heart of Iowa Nature Trail, Hubbard Trail, and Grinnell Trail.

Public Transit

Two public transportation systems serve the Region 6 area. Peoplerides is a demand-response transportation system that provides door-to-door transit for the region. Marshalltown Municipal Transportation is a fixed-route transit system that serves the City

of Marshalltown. Cohesive public transportation options help increase economic opportunities and provide citizens access to essential services.

Weaknesses

<https://iowadot.maps.arcgis.com/apps/webappviewer/index.html?id=23c9e6c132c8498bab6cb2e85b21ec7e>

Region 6 staff reviewed the data on the state primary system and Interstate 80 through Poweshiek County. The overall condition of the system is good to very good. There were very few locations that showed in a red color that indicates poor type conditions.

Note that the same data is not available for County or City maintained roads. This data would show a system that needs more work than the primary or interstate systems. Many of the smaller towns are struggling to maintain local roads. The road use tax fund is just not enough to maintain all the roads.

The red type segment includes –

- Grinnell: Highway 6 from Park to Penrose Street area. Fairly short section.

Work planned on red sections within the next couple of years –

- Tama County: Hwy 63 N of Toledo to Hwy 96. Work planned for 2026.
- Marshalltown: Hwy 14 from Linwood St to Anson St. Work planned for 2026 - 2027.
- Grinnell: Hwy 146 from Hwy 6 to near Ogan Ave. Work planned for 2026.
- Tama: near UPRR to S of the Iowa River. Fairly short section. Work planned for 2026.

Roads from the Infrastructure Condition (ICE) tool where more may be needed in the next 20 years. Several of these have several improvements planned.

Hardin County

- Highway 65: Iowa Falls to Hwy 20.
- Highway 20: Highway 65 area to Owasa area.
- Highway 20: D 25 area by Steamboat Rock to Grundy County line.

Marshall County

- Highway 330: E 41 to E35.
- Highway 330: in the Melbourne to Rhodes area. Work planned in 2026.

Tama County

- Highway 63 through Toledo from near Business 30 to N corporate limits.
- Highway 63 through Traer.
- Highway 8 from Highway 63 to E corporate limits of Traer.

Poweshiek County

- Interstate 80 from Highway 146 area to Malcom area.

- Highway 21: small section N of Deep River.
- Highway 21: interchange area with Interstate 80.
- Highway 63: from S of the Iowa Interstate Railroad to near the N side I80 interchange.

Bridges

update

There are 396 bridges in Region 6, 36% of which are structurally deficient. This value of deficient bridges increased about 5% from the last plan update 5 year ago. County engineers report that they have at least 3 bridges that should be replaced annually but funding is only available for one. This problem is projected to grow over time, since the funding is not keeping up with the cost and need. Postponed bridge maintenance and replacements poses a risk of impeding upon travel routes, which in rural areas can cause severe implications for accessibility and travel time.

Freight and Rail

Infrastructure funding is not adequate to replace deficient bridges and keep parts of the transportation system well maintained. Few alternative funding opportunities exist for freight infrastructure, for which maintenance and replacement costs are extremely high.

Trails

Funding is the primary weakness for trails in Region 6. This includes funding to develop and maintain major trail systems like the Iowa River's Edge Trail and funding to extend smaller systems like the Grinnell Area Recreational Trail, and Iowa Falls Trails.

Maintenance funding for existing trails is also a threat – including funding for repaving older trails such as the Linn Creek Trail system in Marshall County and Marshalltown, the Heart of Iowa Trail, the Tama-Toledo Trail, the Diamond Lake Trail near Montezuma, and others.

Public Transit

Public transportation in rural areas can be costly and less convenient than personal transportation options. Fare structures of public transit can prevent barriers by reducing the convenience of payment options.

Opportunities

Highways

The state maintained highways are generally in good condition. There are few road sections that are in fair to poor condition. The Meskwaki Casino interchange on Highway 30 has been a problem spot for several decades. It would be a great safety improvement to see that project improved.

Bridges

36% of bridges throughout Region 6 that are structurally deficient . Postponed bridge maintenance and replacements poses a risk of impeding upon travel routes, which in rural areas can cause severe implications for accessibility and travel time.

Trails & Pedestrian Improvements

A major opportunity for trails in Region 6 is to identify more diverse funding to develop and maintain major trail systems like the Iowa River's Edge Trail. Maintenance funding for existing trails is also an opportunity for improvement in the region including trail crossings for the Iowa River's Edge Trail.

Region 6 funding will look at supporting more Safe Routes to School and pedestrian improvement projects from TAP, STBG, and other available resources. The trail projects are so expensive and funding is so limited that achieving some benefit is challenging. More can be done with possible local pedestrian improvements than trail development.

Public Transit

One opportunity to expand public transit in Region 6 is to identify contract needs in the region. Another opportunity for public transit is to review and revise the fair structure and current routes to help maximize efficiency in the public transit system.

Threats

Bridges

Counties only have limited funding to replace many bridges. One county engineer said that roughly 3 bridges need replaced per year, but funding is only available for one. Increasing funding from some source will be needed, to improve the schedule. Extreme wear on bridges from oversized vehicles including semi freight and agricultural equipment also pose a threat for bridge maintenance and replace and exacerbate the threat caused by funding.

Public Transit

Public transportation faces threats of declining ridership as the population decreases. Along with other areas of transportation, public transit faces the threat of inadequate funding sources.

Solutions and Alternatives

Bridge maintenance and replacement can be expensive and time consuming. Two opportunities to consider are concrete culverts and side-of-site construction. Concrete culverts are precast concrete bridges that are safe, low-cost alternatives to traditional bridge repair. A similar procedure is to construct a replacement bridge next to the site and replace the previous bridge when the product is ready. This method reduces costs of traditional maintenance and replacement by limiting direct bridge work and mitigating traffic impacts.

Trails

Two threats imposed upon the region 6 trail system are air pollution and rural traffic.

Summary

Strengths

Adequate pavement conditions provide Region 6 with interconnected travel options. Multimodal freight systems and public transportation options increase economic opportunities and quality of life for patrons in the region. A growing trail system provides the region with recreation and conservation opportunities.

Weaknesses

Bridges throughout the region are problematic for Region 6's transportation system. Maintenance and expansion of transportation infrastructure for roadways, freight/rail, bridges, and trails are areas of needed improvement in the region. Efficiency of freight and public transportation, as well as advertising of public transportation also provide the region with opportunities for advancement.

Opportunities

General opportunities to improve the transportation system in Region 6 are to identify new funding opportunities and to increase connectivity and efficiency of transportation systems in the region.

Threats

A major threat for all areas of transportation in Region 6 is a decreasing population that is also increasing in age. As the population becomes more sparse and elderly, alternative

transportation options will be necessary for economic sustainability and connectivity throughout and beyond the region.

Solutions and Alternatives

A key solution to improve transportation infrastructure in Region 6 and throughout Iowa is to increase funding opportunities for infrastructure and maintenance. Advancing legislation to increase funding available for transportation is central to infrastructure maintenance and future development. Developing place-specific solutions and circumstantial alternatives is vital for the health and growth of Region 6's transportation system. It is imperative to maximize funding opportunities that arise and to develop partnerships between communities, agencies, and public and private stakeholders.

CHAPTER 7: IMPLEMENTATION

Overview

The following chapter identifies action items to guide the implementation of the goals and objectives identified in chapter two. These action items were developed to be supportive of the needs expressed through community outreach and those identified throughout the LRTP. Progress of the action items will be assessed during annual LRTP reviews, with updates and amendments added when necessary.

Goal 1: Provide an efficient, multimodal transportation system to promote connectivity and mobility.

Objective 1.1: Affordability. Provide convenient, affordable transportation throughout the region.

- Review fare structures of public transportation options.
- Analyze the feasibility of micro-transportation options throughout the region.

Objective 1.2: Mobility. Support accessible transportation modes for individual and commercial needs.

- Evaluate future infrastructure needs based on freight, personal, and public transportation trends.
- Support infrastructure that promotes economic, environmental, and socially responsible sustainability.

Objective 1.3: Public Health. Support active, healthy, and safe transportation options including recreational trails and multimodal roadways.

- Support roadway infrastructure that includes bicycle lanes.
- Support projects that enhance livability for individuals of differing abilities including the aging population.
- Evaluate strategies that work towards creating Well Certified Communities and enhance public and individual health.

Goal 2: Maintain and improve existing infrastructure.

Objective 2.1: Cost Effectiveness. Identify and prioritize projects that provide a high benefit to cost.

- Review potential projects and seek funding for those with high-benefits and lower costs.

Objective 2.2: Interconnectivity. Maximize the interconnectivity of roadways, sidewalks, bicycle facilities, trails, transit and other transportation system components to provide safe and convenient pedestrian, bicycle, transit and motor vehicle mobility.

- Develop an inventory of transportation infrastructure and facilities.
- Identify areas of improvement and their potential funding sources.

Objective 2.3: Safety. Identify and prioritize projects that enhance safe mobility throughout the region.

- Conduct walkability analysis to identify areas of improvement.
- Develop walkability improvement plan to help reduce the dependence of vehicles within communities in the region.

Goal 3: Improve Safety and Security

Objective 3.1: Roadway Safety. Identify and prioritize improvements that reduce the number and severity of traffic crashes.

- Identify traffic crash trends and explore innovative, situationally appropriate methods to mitigate high crash-frequency areas.

Objective 3.2: Bicycle and Pedestrian Safety. Implement safety programs and enhancements for bicycle and pedestrian facilities.

- Develop inventory of current and needed bicycle and pedestrian signage and pavement markings.
- Seek funding opportunities to enhance safety features of trails and roadways including signage, pavement markings, streetlights, trail lights, and other safety improvements.

Objective 3.3: Hazard Mitigation. Support emergency response and evacuation, post-disaster recovery, and help improve local, state, and national security.

- Analyze network vulnerability and roadway capacity throughout the region.
- Coordinate with partner agencies to develop a regional emergency preparedness plan including a hazard mitigation plan, evacuation plan, and pandemic plan.
- Evaluate and prepare for transportation emergencies including public transit evacuation and primary artery obstruction.

Goal 4: Provide an inclusive, accessible, and equitable transportation system.

Objective 4.1: Transit access. Support transportation investments that improve public transit services for low income and transit dependent populations to increase access to goods and services that improve quality of life.

- Evaluate public transportation trends in relation to location of services.
- Analyze necessity and feasibility of expansion of public transportation services to increase access to employment, health, and services that improve quality of life.

Objective 4.2: Transportation equity. Identify the needs of low income and minority populations and develop strategies to ensure that transportation projects do not disproportionately burden low income and minority populations and produce procedures that avoid or mitigate adverse impacts.

- Actively engage low-income and minority populations in public participation, allowing anonymous responses to increase likelihood of engagement.

Objective 4.3: Public Participation. Provide open, inclusive opportunities for public input and develop outreach strategies that encourage citizens of all socio-economic demographics to participate, with a focus on low-income and minority populations.

- Provide resources and outreach including public participation opportunities in alternative languages as necessary.
- Provide opportunities for community input through community services that may be utilized by low-income individuals and families such as food pantries and income-assistance programs.

Goal 5: Enhance sustainability of the region.

Objective 5.1: Enhance Economic Sustainability. Provide transportation services that promote local and regional economic growth and support transit programs that improve access to employment and education.

- Evaluate impact of transportation on employment accessibility throughout the region.
- Seek funding to develop employment transportation program to help individuals find and maintain employment.

Objective 5.2: Improve Environmental Sustainability. Support transportation projects and programs that minimize impacts to natural resources, reduce greenhouse gas emissions, and reduce pollutants that adversely impact soil and water quality.

- Support the protection environmentally jeopardized areas.
- Conduct feasibility study for procurement of sustainable public transportation options.

Objective 5.3: Efficiency. Develop evaluation strategy and implement programs that maximize the efficiency of economic resources.

- Analyze efficiency of public transportation programs and reduce duplication of services to open resources for new programs.
- Evaluate economic needs throughout the region and identify transportation programs to address needs revealed.

Goal 6: Develop, maintain, and promote quality community spaces.

Objective 6.1: Evaluate and Promote Walkability. Evaluate bicycle and pedestrian mobility throughout the region and prioritize projects to enhance person-centered mobility options including, but not limited to, trail access and connectivity.

- Identify economic and residential nodes and support projects that enhance movement between and throughout economic and residential nodes.
- Identify potential connections between recreational trails and sidewalks and work to increase trail accessibility to and from communities and economic centers.

Objective 6.2: Comprehensive Planning. Integrate transportation and land use planning to enhance livability and economic opportunity throughout the region.

- Evaluate relationship between transportation and land-use patterns.
- Support transportation projects and programs that enhance spatially optimized community design.

Objective 6.3: People-Oriented. Plan and develop community transportation corridors that enhance quality of life for individuals in the region.

- Evaluate connectivity of transportation infrastructure.
- Identify and prioritize projects that optimize movement patterns.

CHAPTER 8: FUNDING STRATEGIES

Surface Transportation Block Grant Funds

The Region 6 Resource Partners Board of Directors determines where Region 6 STBG funds shall be expended. The Region 6 Transportation Committee recommends projects to the Region 6 Board.

Region 6 Resource Partners annually takes applications for the STBG funds. All regional cities, counties, and the Sac & Fox tribe are sent applications via email, and are encouraged to submit eligible applications.

Each applicant applies for their priority projects. Projects are chosen by Region 6 Resource Partners that comply with the Region 6 Resource Partners Transportation Plan and are recognized regional and local needs. The projects that are funded are on roads in poor condition or the investment is clearly needed for the other permitted STBG modes (e.g. public transit).

Applications include selection criteria as based upon need and contribution to the transportation system. Applications are discussed and ranked by the Transportation Committee, which acts as the project selection committee for STBG projects and also reviews, prioritizes, and recommends TAP projects to the IDOT for potential funding. The Committee uses qualitative methods for ranking projects and recommends projects for funding following presentation and discussion.

The regional challenge is to maintain roads adequately – the worst condition roads are funded first. The region uses some target amounts for cities over 5,000 people and counties, but these targets are not strictly followed on a yearly basis.

The STBG funds are estimated to total \$3,009,000 per year until 2030. The current federal highway bill expires at 9/30/26. The new federal highway bill, could increase or decrease this funding amount. Only part of this regional funding is supported from gas tax funds. The other is supported from the general fund that has had a large deficit for many decades.

The STBG funds for the region have totaled \$29,061,219 of funding from 2015 to 2025. This is an average of \$2,641,929/year. The funding level at 2015 was \$2,414,234 and the funding level in 2025 was \$2,986,345. This is 24% growth over 10 years or 2.4% growth per year. The cost of living increased approximately 37% for that time period. Construction costs increased more than than value. Only \$9,000 of those funds have been used for project planning activities, which is less than 1%. The other funding has been used for road and a few Peoplerides capital projects. The Peoplerides capital projects (vehicle replacements) totaled \$90,000. There was one trail project in Iowa Falls that totaled \$193,811. In total, less than \$300,000 of this federal funding was spent on non-roadway activities. This is all about 1%. This fund has almost a \$5 million balance at the end of FY 26.

All of the STBG road funding has been used to maintain the federal aid eligible network across Cities, Counties, and IDOT maintained roads. There are many un-met needs across the network. It is not feasible to look at expansion type projects.

Transit capital for vehicle replacement is a large unmet need. The regional and Marshalltown transit systems may need to request STBG funds in the future for vehicle replacements.

If the STBG funds continue at the current level of about \$3 million for 20 years there will be \$60 million available for construction. The challenge is that the federal funding has not kept up with inflation, and the highway bill is partially supported by the general fund which has large deficits.

The Region 6 process for using these STBG funds is described below –

- All Cities, Counties, the Meskwaki Settlement, the public transit providers, and the IDOT are provided notice by email that the Region 6 Resource Partners is annually accepting applications by a certain deadline. Region 6 Resource Partners is able to assist any applicants with our application process. Our application process is designed to be easy to use.
- Applications that are received by the funding deadline are provided to the Region 6 Transportation Committee for review.
- Project budgets and Region 6 funding levels are not limited by pre-determined formula values.
- The Region 6 Transportation Committee then reviews applications at an open to the public meeting. All applications from all places and applicants are equally considered, and have been funded.
- The committee broadly reviews the applications and provides a recommended funding amount. This has historically been done a few weeks after the applications are received.
- Historically in 2-3 months after this project recommendation, the Region 6 Resource Partners Board of Directors holds a public hearing and provides a funding approval for these new projects.
- Then we go through the final steps to include these projects in the State Transportation Improvements Program.

Iowa's Transportation Alternatives Program Funds

Region 6 Resource Partners has a slightly new application process for these funds. The process will proceed as follows:

- Region 6 will notify the IDOT, all cities and counties, the Sac & Fox Tribe, scenic byway groups, bicycle groups, and others who may have an in in Iowa's TAP funding,
- Region 6 will provide applications to the IDOT for review and comment prior to our review.
- The Region 6 Transportation Committee will review the applications and the comments from the IDOT.
- The Region 6 Transportation Committee will make recommendations to the Region 6 Board of Directors.
- After the Region 6 Board approves the recommendations, the applicants will be notified in writing about the status and timing of the award.

The regional TAP funds are estimated to total \$286,000 per year until 2030. With the federal highway bill expiring at 9/30/26 the future of this funding is highly unknown. One of the recent federal highway funding bills that ended in FY 2022 only provided about \$160,000 per year for this TAP account.

TAP funds provided \$2,131,804 of financial support for regional eligible projects from 2015 to 2025. This is an average of \$193,800/year. All the projects funded over that time period were recreational trails. The following projects received financial assistance: Grinnell Area Recreational Trail and Iowa River's Edge Trail. This fund has a \$660,000 balance at the end of FY 2026.

The TAP funds back in the 90s up until the mid 2000s were a major funding source for trail projects. That current \$296,000 per year is not enough to pave 1 mile of trail. So it is necessary to partner up with other state, federal, and local sources to complete projects.

Safe Routes to School improvements (trail, sidewalk, other) and general pedestrian improvement projects are also eligible for the TAP funds. We anticipate that some funds in the future may be used for these projects.

If the TAP funding continues as it is currently there will be nearly \$6 million of available funds over the next 20 years for improvement projects. This may be enough to complete roughly 10-15 miles of trails, with the current costs. We do not have any data on the amount of Safe Routes to School or pedestrian improvements.

The Region 6 process to use Transportation Alternative Program funds mirrors that of the STBG process. Applications are due and reviewed using the same timeline and steps. TAP projects can potentially pursue STBG funds, and have been funded that way historically. Region 6 staff is available to assist some non-traditional TAP groups with the funding application process and later process to properly use the TAP funds.

Public Transit

The federal transit assistance funds for transit services in Region 6 (Peoplerides and Marshalltown Municipal Transit) come from two federal transit assistance programs – 5309 and 5311. The 5309 program is a federal program for capital projects. The 5309 will be the primary capital replacement program for Peoplerides transit. Region 6 may need to use local funds to replace some equipment. The 5311 funds are primarily for operating.

The Region 6 Board of Directors has final approval of all projects that are included in the Region 6 Transportation Improvements Program as well as being responsible for the day-to-day operations of the Commission.

Regional Project Prioritization Process

Roadways across Region 6 are under the jurisdiction of Cities, Counties, and the Iowa Department of Transportation. Funding for the planning, engineering, construction and maintenance of these streets and highways is provided through federal, state, and local tax revenues and user fees including road use-motor fuel taxes, property taxes, special tax levies, and motor vehicle registration and drivers' license fees.

Each year Region 6 is designated to receive a portion of the Surface Transportation Block Grant (STBG) funds that are available from the State of Iowa for roadway improvements or non-roadway projects. STBG funds may be used on either the National Highway System (NHS) or Federal Aid eligible routes. The annual STBG fund target including 70% of STBG-TAP flex funds for Region 6 Resource Partners Commission, for 2021-2024, averages \$2,724,000 per year.

The STBG projects working budgets are created and monitored by Region 6 staff for review by the Transportation Committee from applications submitted by project sponsors. Projects are chosen by the Transportation Committee for recommendation to the Executive Board to be included in the TIP. Funding for projects in any of the annual elements can be moved from one year to another.

Projects recommended for funding are targeted to stay within the forecasted budget for each of the fiscal years in the 4-year plan. However, a small amount of funding may exceed or may be carried over from one fiscal year to another to accommodate a project, but the funding is constrained to fit within the range of the current TIP, ending with a positive balance.

Regional Transportation – Past, Present, and Future Impacts

Transportation is a critical element of maintaining a healthy regional economy. Without good roads and the ability to move goods to market, businesses will reinvest their resources elsewhere. Maintaining a safe network of roads is a regional and a statewide concern, making the funding of safety improvements to the transportation system a high priority. Additionally, increasing numbers of goods being transported over the system are causing a need for more and improved transportation capacity. In many cases, network capacity improvements will need to receive funding from a variety of sources, including local, state, or federal funds.

Coordination with Adjacent Regional Planning Affiliates

Transportation investment decisions made by Region 6 Resource Partners also have an impact on counties in adjacent regions, and vice versa, making cooperation between regions both prudent and necessary.

Region 6 staff members strive to ensure inter-regional coordination through:

- Participation at quarterly IDOT regional planning affiliates meetings;
- Participation in Iowa Association of Regional Councils meetings and events;
- Information exchange with other regions on any projects that may have some inter-regional implications. These projects have included Highway 30, and Highway 20 improvements and expansions.

Neighboring jurisdictions can improve their economic health by working together to develop a coordinated network of good roads and highways, viable public transit options, walkable communities, connecting bike and recreational trails, and cooperative marketing efforts.

Road System Maintenance

With the system needs and funding limitations, few projects can be developed beyond basic maintenance. Programming of county roads takes average daily traffic and age of road into consideration, making farm-to-market roads a priority, but targeting the worst roads first. No funding is available for converting granular to hard surface except for new housing and commercial developments. Most cities of less than 5,000 in population do not have capital improvement programs. These communities also must tend to their worst roads first.

With increasing costs of construction and fewer financing resources, regional governments may need increasingly to rely upon their own resources for transportation projects such as local bond issues or a local option sales tax. In many cases these resources have been exhausted, and the lack of funding will lead to a decline in quality of the system.

Historical transportation enhancement investments have assisted the Region in constructing trail projects through county, city, and state parks. The new funding label is transportation alternative projects. The challenge with the new title is that the funding decreased 17% and the list of eligible projects now includes sidewalk improvements.

It will be an annual challenge to best determine where to program \$162,000 of transportation alternative program funding. There is a 32 mile trail that will desire funding. There are trail extensions in Iowa Falls, Marshalltown, and Grinnell that will desire funding. Some of the older trails like the Linn Creek Trail system will also desire resurfacing or other funding. These desires greatly exceed the amount of available regional funding.

There will be new demands for scenic by-way projects and potentially pedestrian improvement projects. The regional decision makers will have to determine where to best use these very limited resources. Each applicant for funding will need to demonstrate that the project will achieve significant regional and local benefits.

Regional Airports

Federal and state aid will be an important element in maintaining and upgrading the regional airports. The Marshalltown Municipal Airport will receive \$120,000 in state funding for a rotating beacon and other site improvements. Without this aid, airport maintenance and improvements will be severely limited.

Rail Transportation

It will be important to increase railroad transportation for commerce and passenger movement. Federal and state funding will be needed to develop and maintain passenger rail systems.

City & County Operations and Maintenance Expense & Revenue

Expenses shown in Chart B are kept at the same 2% annual increase level for the 2026-2050 range. The starting point for the 2025 expenses is the average for 2022-2025. The revenue projections are the average of these line items for 2022-2025 with a 2% growth factor after then. The 2030 level is projected at somewhat under the 2025 level for the cities & counties for operations and maintenance. The amount available for capital projects shows a nice projected increase. There are many factors that could easily change the operations and maintenance cost so these projected figures are not extremely reliable. We wish that there was a reliable and highly accurate method of projecting this data.

	ACTUAL				PROJECTED			
City Expense Type	2022	2023	2024	2025	2026	2030	2040	2050
Total Roadway Maintenance	\$ 2,601,390	\$ 3,484,009	\$ 2,482,718	\$ 3,365,319	\$ 2,983,359	\$ 3,229,284	\$ 3,875,140	\$ 4,650,169
Total Roadway Operations	\$ 10,822,003	\$ 11,549,324	\$ 9,811,447	\$ 11,972,860	\$ 11,038,909	\$ 11,948,870	\$ 14,338,644	\$ 17,206,373
Total Roadway Capital	\$ 33,723,665	\$ 24,649,394	\$ 43,258,945	\$ 22,718,603	\$ 31,087,652	\$ 33,197,571	\$ 39,837,086	\$ 47,804,503
Total Expenses	\$ 47,149,080	\$ 39,684,750	\$ 55,553,110	\$ 38,056,782	\$ 45,109,920	\$ 48,375,725	\$ 58,050,870	\$ 69,661,044
	ACTUAL				PROJECTED			
City Revenue Type	2022	2023	2024	2025	2026	2030	2040	2050
Road Use Tax Fund	\$ 9,843,550	\$ 11,374,002	\$ 10,631,871	\$ 11,442,265	\$ 10,822,922	\$ 11,262,376	\$ 13,514,851	\$ 16,217,821
General Fund	\$ 3,142,464	\$ 3,531,758	\$ 2,843,986	\$ 2,921,932	\$ 3,110,035	\$ 3,366,402	\$ 4,039,682	\$ 4,847,619
Other Fund	\$ 5,105,915	\$ 5,477,479	\$ 6,490,559	\$ 5,102,608	\$ 5,544,140	\$ 6,001,155	\$ 7,201,387	\$ 8,641,664
Capital Projects	\$ 19,478,410	\$ 12,574,009	\$ 28,893,625	\$ 10,759,072	\$ 17,926,279	\$ 19,403,981	\$ 23,284,777	\$ 27,941,732
Utilities	\$ 655,965	\$ 820,097	\$ 321,607	\$ 405,349	\$ 550,755	\$ 596,155	\$ 715,386	\$ 858,463
Debt Service Fund Receipts	\$ 8,920,754	\$ 5,905,382	\$ 6,371,462	\$ 7,425,556	\$ 7,155,789	\$ 7,745,656	\$ 9,294,787	\$ 11,153,745
Total Revenues	\$ 47,147,058	\$ 39,682,727	\$ 55,553,110	\$ 38,056,782	\$ 45,109,920	\$ 48,375,725	\$ 58,050,870	\$ 69,661,044
	ACTUAL				PROJECTED			
County Expense Type	2022	2023	2024	2025	2026	2030	2040	2050
Operations	\$ 9,289,918	\$ 9,475,716	\$ 11,863,632	\$ 11,654,641	\$ 10,570,977	\$ 11,442,365	\$ 13,730,839	\$ 16,477,006
Maintenance	\$ 16,296,613	\$ 16,622,545	\$ 23,888,932	\$ 22,002,733	\$ 19,702,706	\$ 21,326,843	\$ 25,592,211	\$ 30,710,653
Capital	\$ 14,825,433	\$ 15,121,942	\$ 5,629,340	\$ 5,110,394	\$ 10,238,581	\$ 11,638,238	\$ 13,965,885	\$ 16,759,062
Total Expenses	\$ 40,411,964	\$ 41,220,203	\$ 41,381,904	\$ 38,767,768	\$ 40,512,264	\$ 44,407,446	\$ 53,288,935	\$ 63,946,722
	ACTUAL				PROJECTED			
County Revenue Type	2022	2023	2024	2025	2026	2030	2040	2050
Property Tax (local)	\$ 9,899,934	\$ 10,493,930	\$ 11,232,767	\$ 11,059,326	\$ 10,671,489	\$ 11,551,163	\$ 13,861,395	\$ 16,633,675
LOST - Marshall County (local)	\$ 785,993	\$ 793,853	\$ 841,292	\$ 1,000,000	\$ 855,284	\$ 925,787	\$ 1,110,944	\$ 1,333,133
LOST - Poweshiek County (local)	\$ -	\$ -	\$ 600,000	\$ 200,000	\$ 200,000	\$ 216,486	\$ 259,784	\$ 311,740
Road Use Tax (state)	\$ 16,668,900	\$ 16,835,589	\$ 17,084,999	\$ 17,499,529	\$ 17,022,254	\$ 18,425,435	\$ 22,110,522	\$ 26,532,627
Farm to Market (state)	\$ 6,646,737	\$ 6,846,139	\$ 7,599,830	\$ 5,700,500	\$ 6,698,302	\$ 7,250,458	\$ 8,700,549	\$ 10,440,659
Time-21 (state)	\$ 2,115,919	\$ 2,168,817	\$ 1,936,615	\$ 200,922	\$ 1,605,568	\$ 1,605,568	\$ 1,926,682	\$ 2,312,018
Bridge (federal)	\$ 2,258,000	\$ 2,393,480	\$ 234,517	\$ 1,159,498	\$ 1,511,374	\$ 2,500,000	\$ 3,000,000	\$ 3,600,000
Misc - STPG	\$ 2,036,481	\$ 2,158,670	\$ 1,851,884	\$ 1,947,993	\$ 1,947,993	\$ 1,932,549	\$ 2,319,059	\$ 2,782,871
Total Revenues	\$ 40,411,964	\$ 41,690,478	\$ 41,381,904	\$ 38,767,768	\$ 40,512,264	\$ 44,407,446	\$ 53,288,935	\$ 63,946,722

**Surface Transportation Program and Transportation Alternative Program Funding Projects
- currently**

REGION 6 STP OBLIGATIONS & APPROPRIATIONS					
YEAR	REVENUE	PLACE	PROJECT	EXPENSE	TPMS#
			BALANCE END OF 2026	\$ 5,064,801	
2027	\$ 3,074,125	IOWA's STBG ALLOCATION			
2027		GILMAN	CENTER ST: N MAIN ST TO HWY 146	\$ 166,000	53515
2027		POWESHIEK COUNTY	F17 - IA 146 to Hwy 63	\$ 2,000,000	53401
2027		MARSHALLTOWN	HIGHLAND ACRES ROAD	\$ 3,900,000	45064
2027		HARDIN COUNTY	D41: US 65 E TO D41/S55	\$ 1,940,000	55112
2027		REGION 6	PLAN & PROGRAM	\$ 20,000	319
			TOTAL 2027	\$ 8,026,000	
			BALANCE END OF 2027	\$ 112,926	
2028	\$ 3,074,000	IOWA's STBG ALLOCATION			
2028		REGION 6	PLAN & PROGRAM	\$ 20,000	319
			TOTAL 2028	\$ 20,000	
			BALANCE END OF 2028	\$ 3,166,926	
2029	\$ 3,074,000	IOWA's STBG ALLOCATION			
2029		GRINNELL	PENROSE: 16TH AVE AND THEN S APPROX 2000'	\$ 600,000	59045
2029		REGION 6	PLAN & PROGRAM	\$ 20,000	319
			TOTAL 2029	\$ 620,000	
			BALANCE END OF 2029	\$ 5,620,926	
2030	\$ 3,074,000	IOWA's STBG ALLOCATION			
2030		TAMA COUNTY	V18: E36 TO 3RD ST IN CHELSEA	\$ 2,000,000	58173
2030		REGION 6	PLAN & PROGRAM	\$ 20,000	319
			TOTAL 2030	\$ 2,020,000	
			BALANCE END OF 2030	\$ 6,674,926	

REGION 6 TAP OBLIGATIONS & APPROPRIATIONS

YEAR	REVENUE	PROJECT	EXPENSE	TPMS #
		BALANCE 2026	\$ 660,656	
2027	\$ 295,838	Iowa's TAP 2027 Allocation		
		HARDIN COUNTY: ELDORA HWY 175 TO GIFFORD	\$ 350,000	55584
		MARSHALLTOWN (IOWA RIVER'S EDGE TRAIL): BRIDGES 6-7	\$ 650,000	58001
		TOTAL 2027	\$ 1,000,000	
		BALANCE 2027	\$ (43,506)	
2028	\$ 296,000	Iowa's TAP 2028 Allocation		
		MARSHALL COUNTY (HWY 330 TRAIL): GRAVEL CROSSINGS	\$ 165,000	37613
		BALANCE 2028	\$ 87,494	
2029	\$ 296,000	Iowa's TAP 2029 Allocation		
		BALANCE 2029	\$ 383,494	
2030	\$ 296,000	Iowa's TAP 2030 Allocation		
		BALANCE 2030	\$ 679,494	

CHAPTER 9: PUBLIC INVOLVEMENT PROCESS AND RESULTS

In accordance with Region 6 Resource Partners' Public Participation Plan, this Long-Range Transportation Plan includes input by community members from the Region 6 Counties of Hardin, Marshall, Tama and Poweshiek. Community participation in this process has involved in-person meetings with key government stakeholders across the region, an online survey open to stakeholders and the general public, and a committee meeting with a public hearing. Resource agencies and stakeholder groups including the Iowa Department of Natural Resources, State Historical Preservation Office, area County Conservation Boards, Natural Resource Conservation Services (NRCS), Environmental Protection Agency (EPA), US Fish and Wildlife Services (USFWS), the Meskwaki Tribe, area economic development districts, area counties and cities, and transit service partners were notified of the draft plan and asked to comment.

Public participation was invited through a large e-blast inviting the public to share their feedback in an online survey and providing information about the plan update on the Region 6 Resource Partners website. The public was also notified of public hearings in local newspapers and on the information board at the Region 6 Resource Partners office. Press releases were provided to local radio stations and newspapers to inform the public of the planning effort and chances to participate. Input from all of these activities was assembled and documented by Region 6 Resource Partners staff, and this information was used to develop many of the goals and objectives of this document.

Public input will continue throughout the Long Range Transportation Plan's implementation and revision processes. Public participation will follow the Region 6 Public Participation Plan document to include additional focus group workshops and promotional campaigns. The LRTP document will be available for review at the Region 6 Resource Partners office and online at www.region6resources.org.

Public Participation Survey

During the August 2025, a public participation survey was conducted online with Google Forms. A sample of this survey is included in Appendix E. The survey was circulated through a press release distributed to local media in the four-county region. The survey announcement was also sent out to cities and counties in the region with the request to take the survey.

The survey generated 88 responses. The survey was designed to get feedback on how people travel as well as feedback on transportation issues, initiatives and policy priorities. Topics include the condition of roads and bridges, traffic safety issues, commuting alternatives, bicycle lanes, recreation trails, sidewalks, and safe routes to school.

SURVEY QUESTIONS AND RESPONSES –

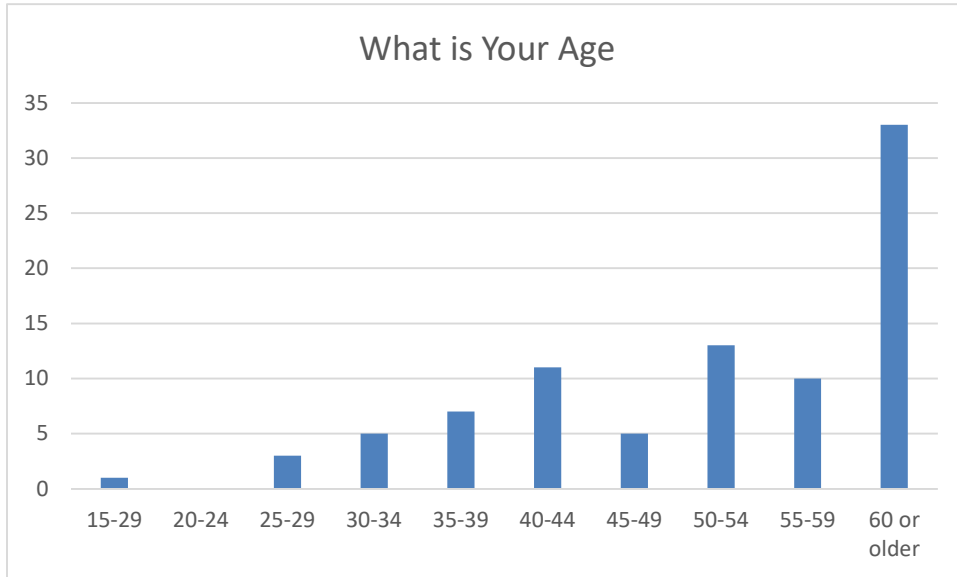
The survey introduction was about Transportation Needs and Priorities. The starting section included -

Region 6 Resource Partners is gathering input for the Iowa Department of Transportation (IDOT) and local decision makers on regional transportation needs and priorities. The information contained in this survey can help influence how federal transportation funds are used. The responses to this survey also can be used to help

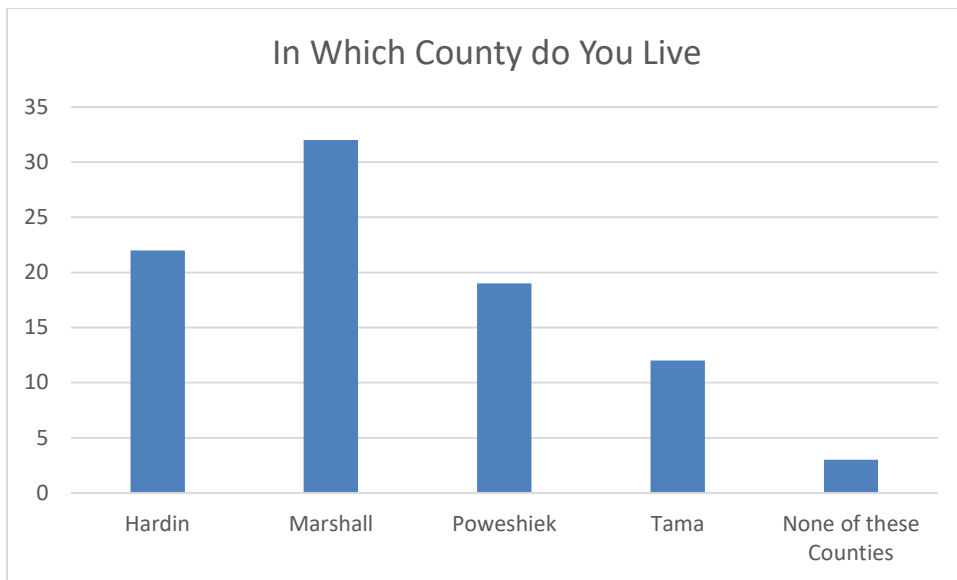
guide how the IDOT invests state resources within the region.

Region 6 Resource Partners desires to obtain input from all who live, work and play in the region. We hope that you will spend 5 minutes to complete this important transportation survey. There will be no link between your survey responses and your identity.

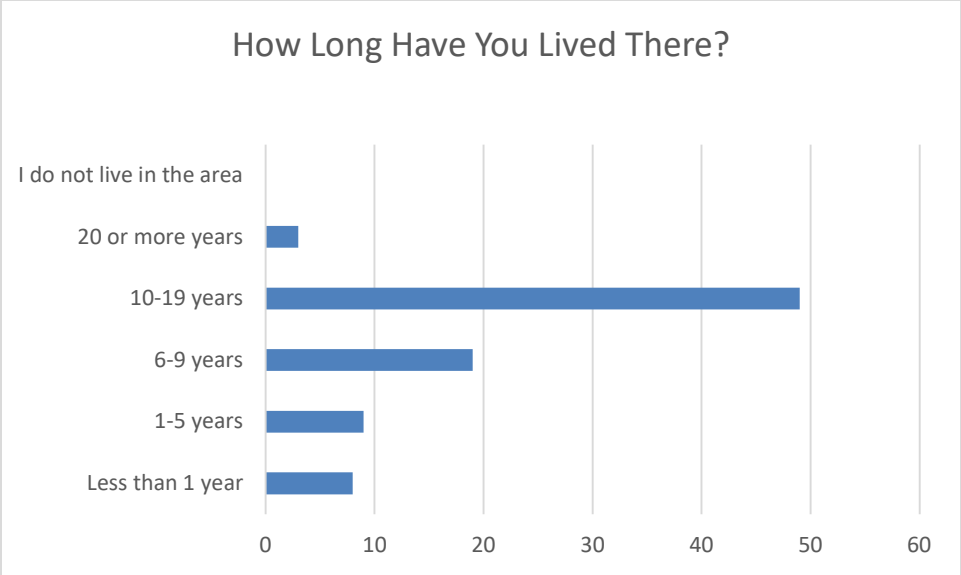
What is your age was the first survey question –



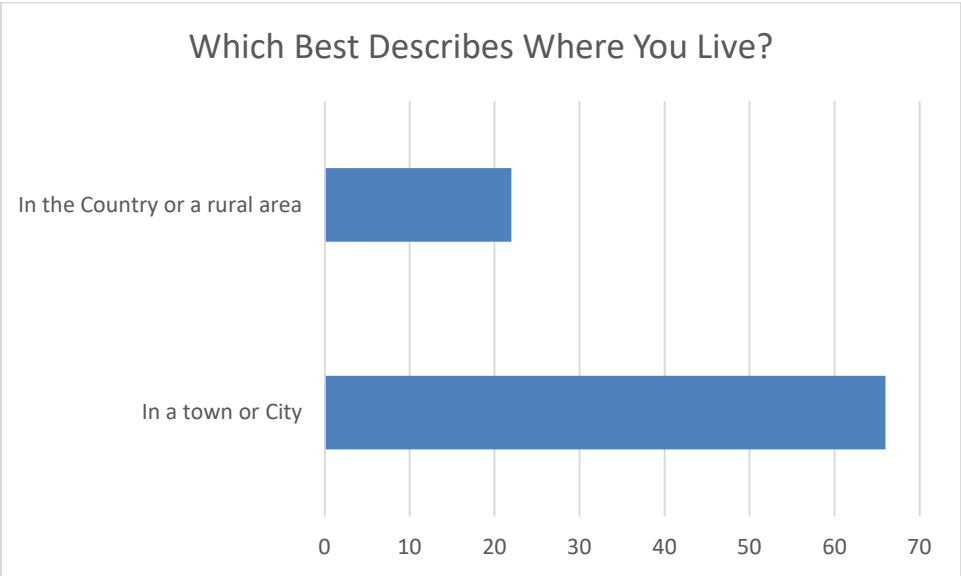
In which county do you live was question #2 –



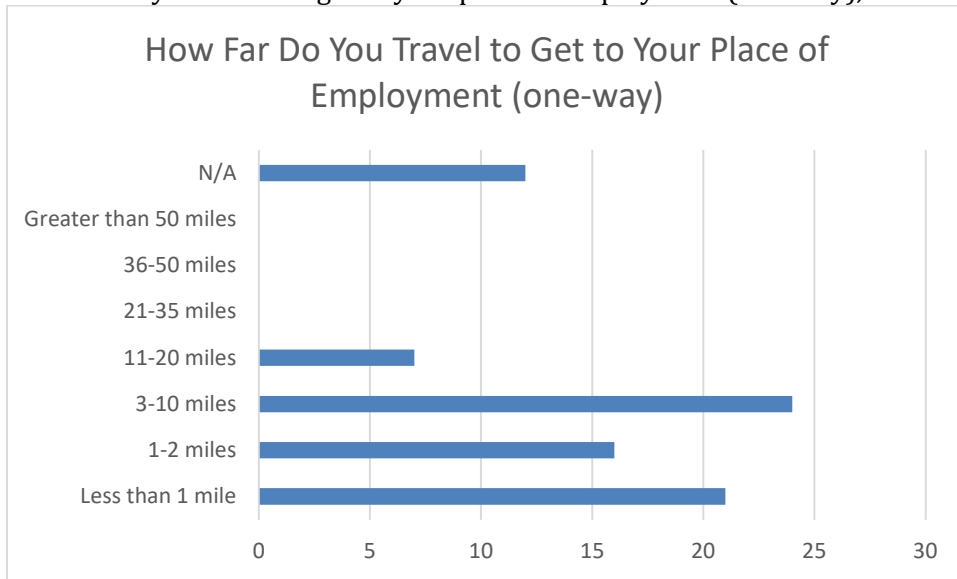
How long you have lived there was the next question –



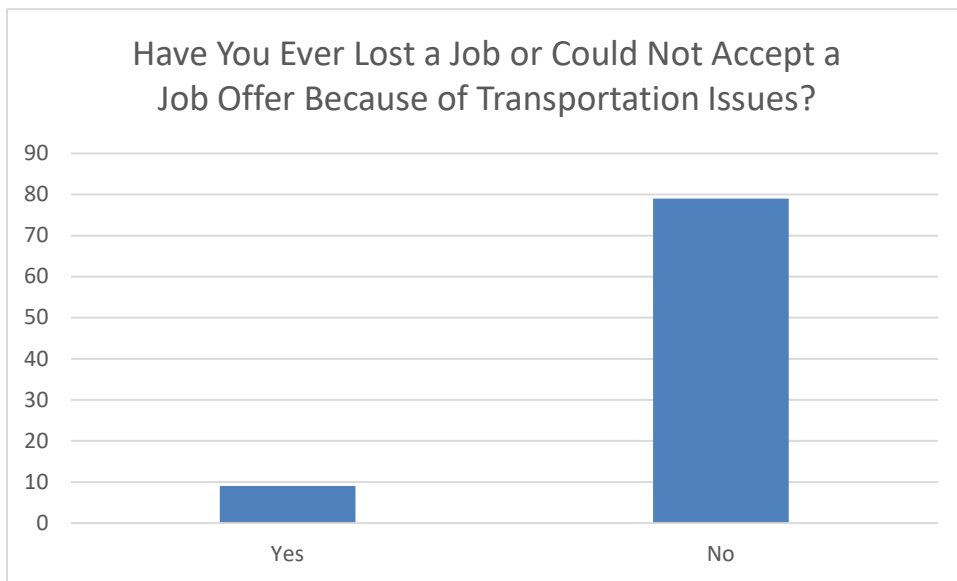
The next question was which best describes where you live.



How far do you travel to get to your place of employment (one-way), was the next question,

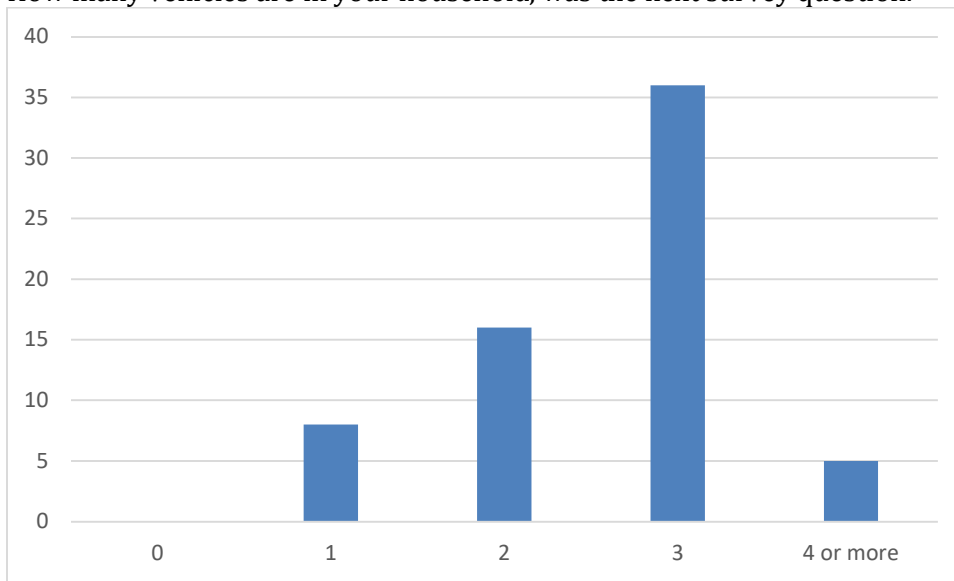


Have you ever lost a job or could not accept a job offer because of transportation issues, was the next question.



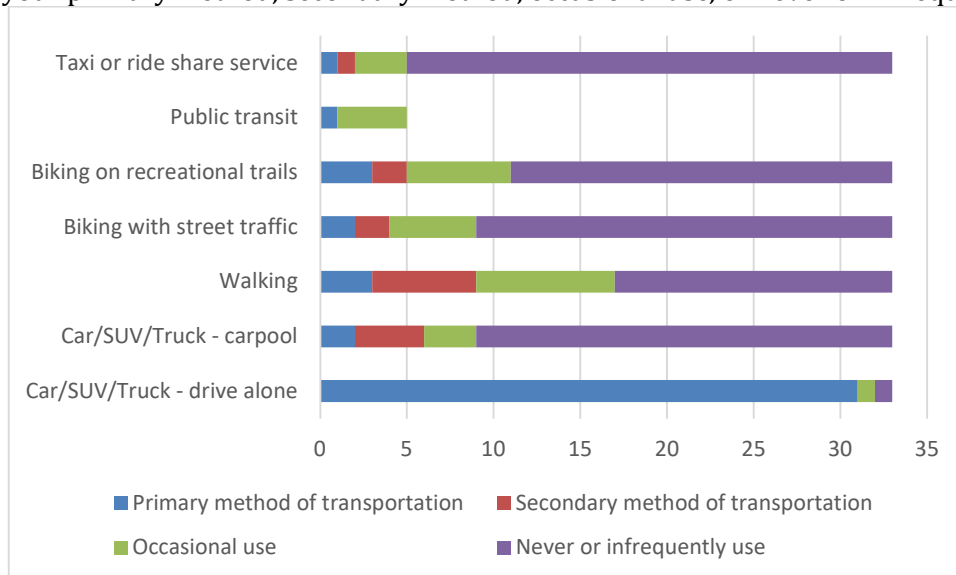
For the above respondents in the yes category, one person had no car (Grinnell area) and the other person did not have transportation available at the right time (Marshalltown area).

How many vehicles are in your household, was the next survey question.



For those respondents that had 0-1 vehicles the response to the question – what are some of the specific transportation issues that you have and please share any challenges with getting you or your family where you need or want to be. The responses included – getting to appointment, vehicle break down problems, cannot afford more than one vehicle, and older person that not wanting to drive longer distances.

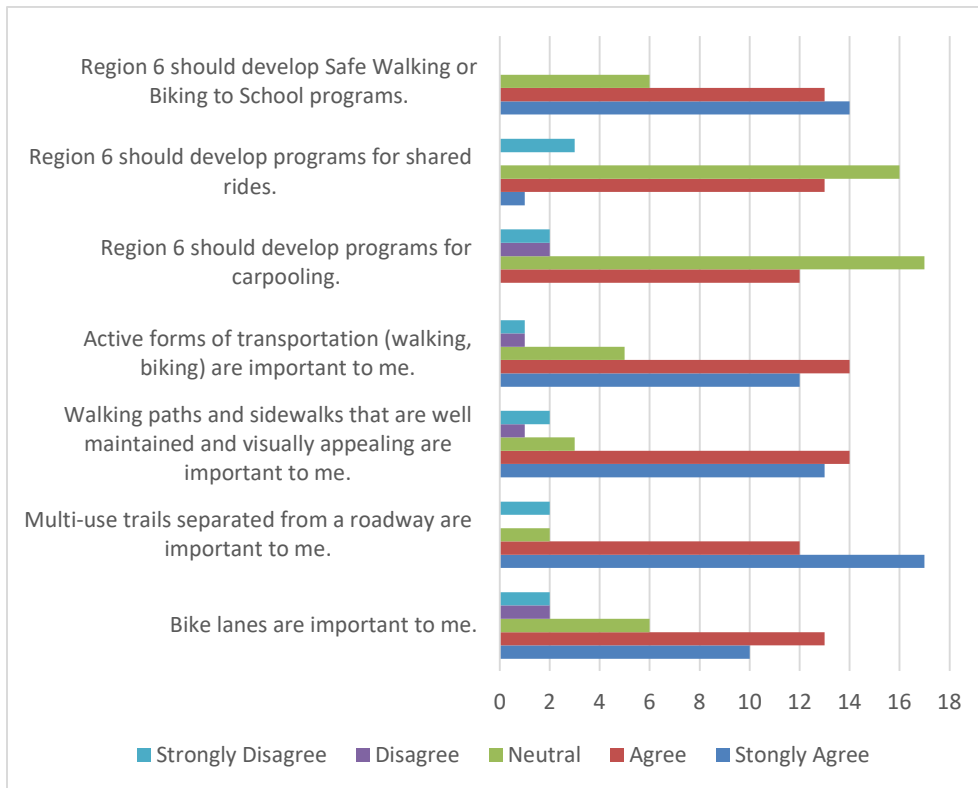
How often do you use the following methods of transportation to get from your home to work, shopping, medical, and leisure destinations? For each transportation method, mark whether it is your primary method, secondary method, occasional use, or never or infrequent use.



It is not surprising here that the survey respondents rely upon individual vehicles for transportation. There were a few respondents that bike and walk to destinations, along with carpool. Public transit and shared ride modes had low respondents.

The survey next asked respondents, would you like to use a different method of transportation to reach your destination instead of your current method of transportation. 15% of the respondents responded yes (5 people), 66% said no (22 people), and 6 (19%) were unsure or don't know. So the appetite for individual behavioral change is low.

The next question asked the survey respondents about the following transportation alternatives.

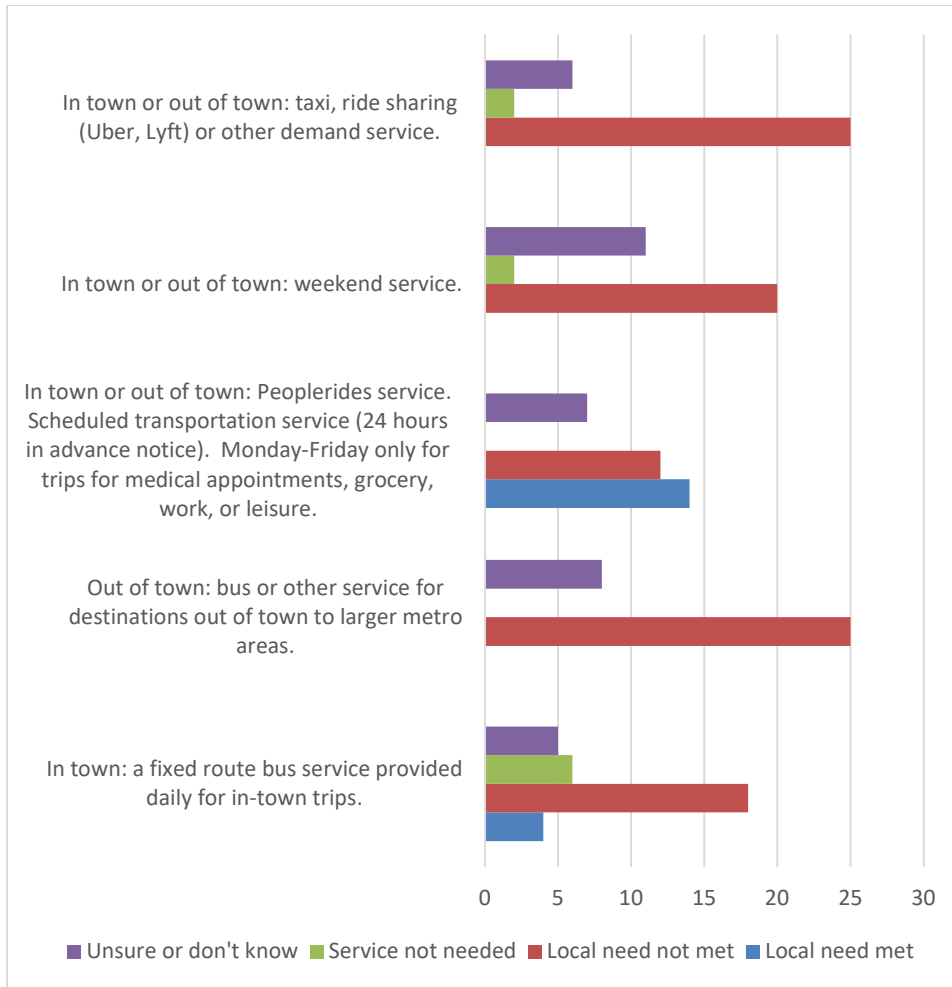


A summary of the transportation alternative choices include –

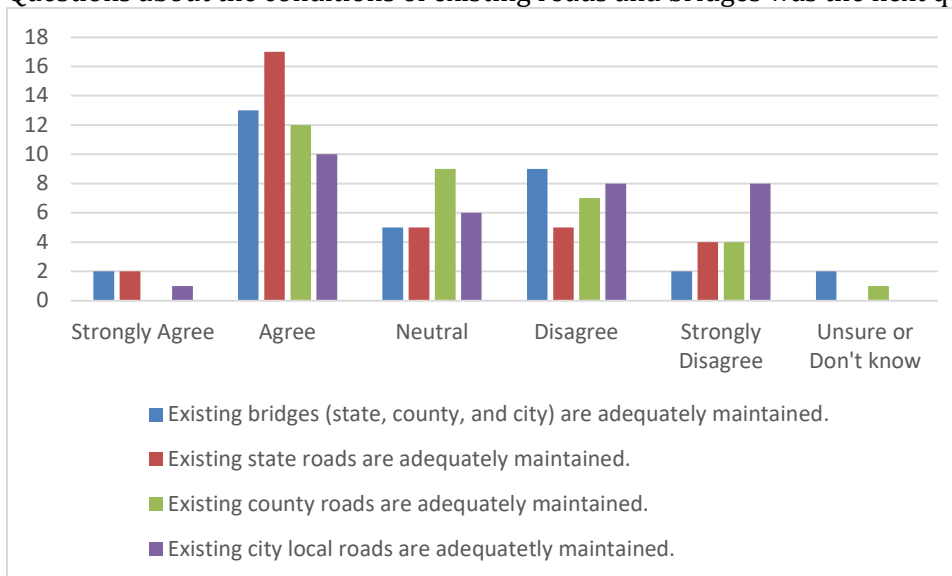
- Bike lanes, trails, walking paths and sidewalks, and active forms of transportation were important to the respondents.
- Some people feel that Region 6 should develop programs for shared rides and/or carpool.
- There was broad support for Region 6 initiatives to improve biking or walking to school.

We often hear that people are unaware of the local Peoplerides public transit system. We asked what is your awareness of the Peoplerides system. 27 people said that “I am aware of Peoplerides but have not used it”. 3 survey respondents said yes to both – “I use/have used Peoplerides for transportation” and “I am a caregiver or service provider and someone in my care has used Peoplerides for transportation”. Still few people have user experience with the service. Peoplerides is generally transportation as a last resort, when individuals have no other option.

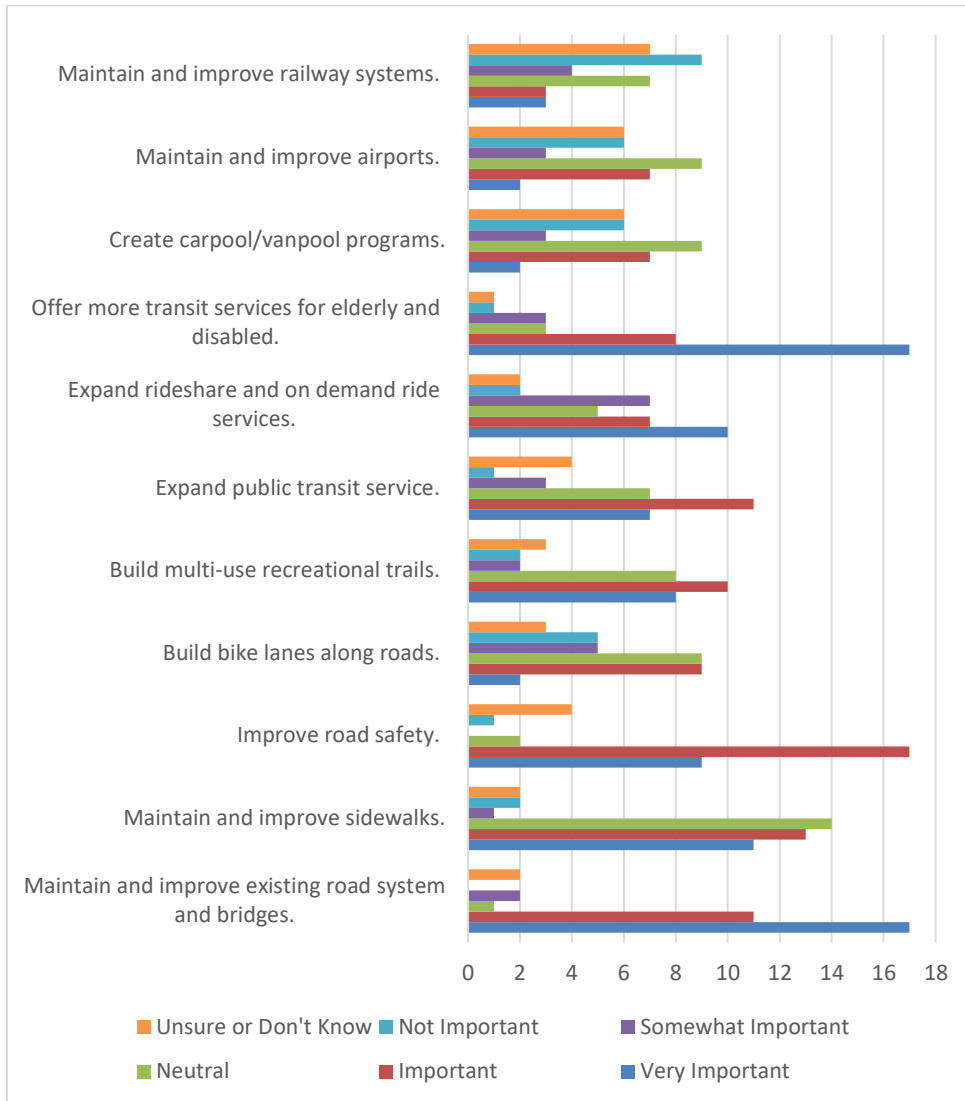
The next question was for the existing public transit or taxi type services – for the following transportation options, please mark whether the option meets the local need, does not meet local need or is not needed in your community. Consider how households without access to a personal vehicle may access grocery, shopping, medical, work, and leisure destinations.



Questions about the conditions of existing roads and bridges was the next question.



The next question was “transportation funds are limited, and projects can be costly. If you could only put funding towards three areas, what three areas would you choose?”



The top 3 categories for the survey respondents appeared to be (in order from high to low)-

1. Maintain and improve existing road system and bridges.
2. Offer more transit services for elderly and disabled.
3. Improve road safety.

The algorithm that was used for the above includes –

- Very important: 3 points,
- Important: 2 points,
- Neutral: 0 points,
- Somewhat important: 1 point,
- Not important: -1 point,
- Unsure or Don't know: 0 points.

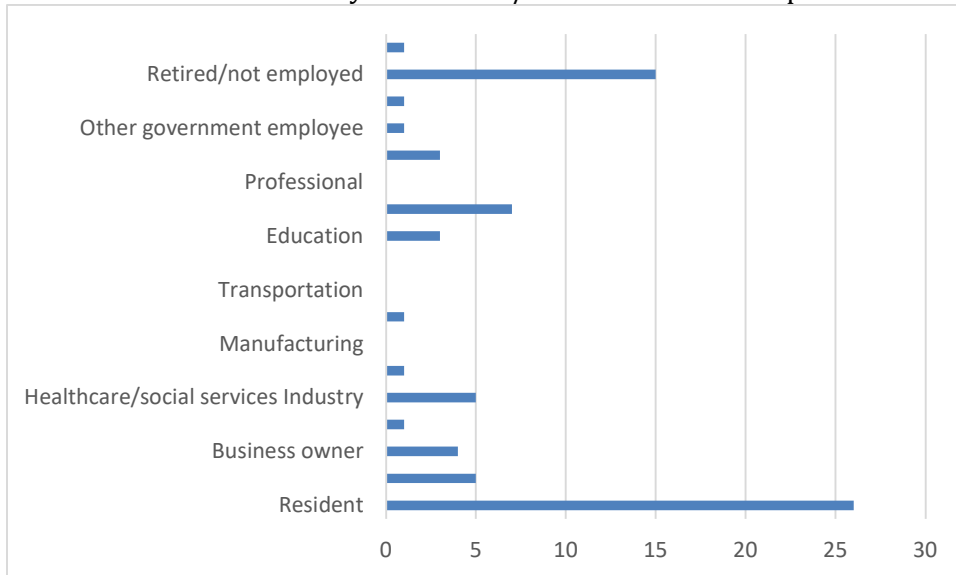
The remaining levels included (in order from high to low) –

1. Maintain and improve sidewalks.
2. Expand rideshare and on demand services.
3. Expand public transit service.
4. Build multi-use recreation trails.
5. Build bike lanes along roads.
6. Create carpool/vanpool programs.
7. Maintain and improve airports.
8. Maintain and improve railways systems.

Are there issues you face when traveling in the Region 6 area? We want to know! Please tell us where you have experienced safety issues, roadway congestion, connectivity issues while traveling in Hardin, Marshall, Poweshiek, or Tama Counties. You can also describe where bicycle and pedestrian issues existing, or where you wish you could walk or bike. Describe the location and concern below.

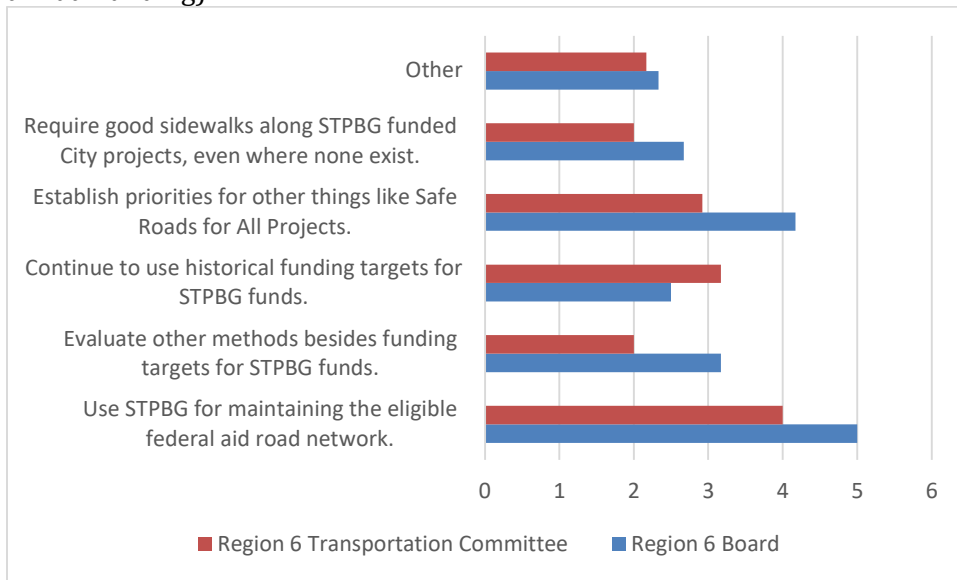
- Sidewalk, bike lane, trail completion - 10 comments. Many in Tama/Toledo.
- Iowa Rivers Edge Trail completion - 2 comments
- Bad City streets – 6 comments
- Unsafe roads – 2 comments
- Bad rural roads – 1 comment
- Old abandoned railroad lines in Tama County – 1 comment
- Bad rural road bridges – 1 comment
- Public transit availability – 3 comments

What sector best describes your interest/involvement in transportation in the region?

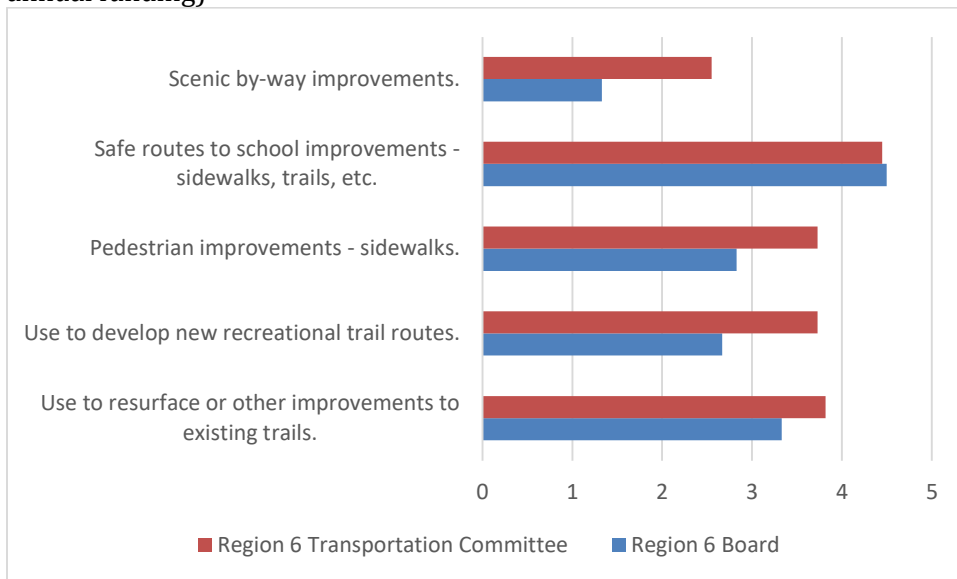


In January 26 we asked the board for feedback on 3 future Region 6 transportation policy questions. We asked the Region 6 Transportation Committee for feedback on the same questions in February 26. This dialogue and data and tabulation was done using <https://www.mentimeter.com/>. The survey results are noted below with some discussion after the results. There were 6 Region 6 Board respondents and 12 Region 6 Transportation Committee respondents.

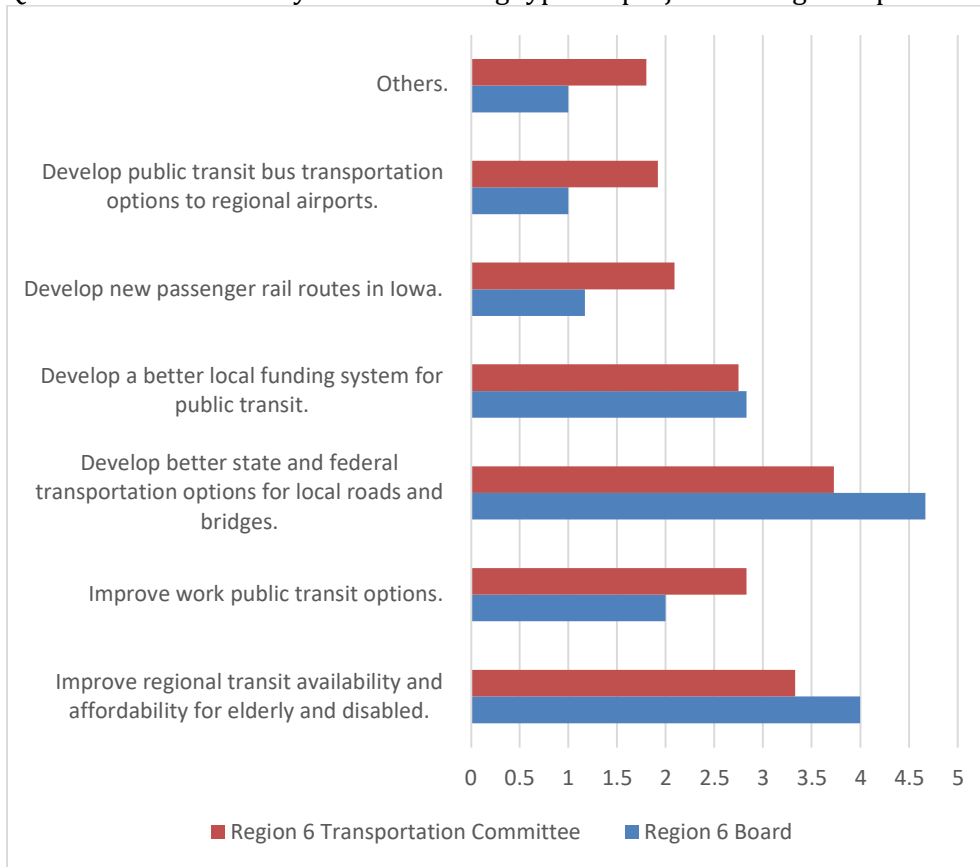
Question 1 – What should be the Region 6 future direction with STPBG funds (about \$3 million in annual funding).



Question 2 – What should be Region 6 future funding direction for TAP funds (about \$300,000 in annual funding)



Question 3 – Should any of the following types of projects be regional priorities?



Overall findings from Mentimeter dialogue –

- Very strong support to use STPBG funds to maintain the eligible federal aid road network.
- Not great support, especially from the transportation committee, to change from our historical transportation funding targets that date back to 1995.
- Board is interested in supporting Safe Roads for All type projects.
- Board is interested in using TAP funds for Safe Routes to School type projects.
- Sidewalks had similar funding support as new trails and maintaining existing trails.
- Improving regional transit availability and affordability for elderly and disabled had good support, especially at the board level.
- Not much interest in improving work public transit options. Demand not seen for this.
- Not great support for scenic by-way perceived projects.
- There was not much support for requiring sidewalks to be built along future Region 6 STPBG projects.
- Developing better state and federal transportation options for local roads and bridges had good support from both groups, especially the board.

CHAPTER 10: PLAN EVALUATION AND MAINTENANCE

Accessibility of the Region 6 Long Range Transportation Plan

A copy of the Region 6 Long Range Transportation Plan will be kept for public review in the Region 6 Resource Partners office and will be posted on the Region 6 web site at www.region6resources.org. Copies of the Region 6 LRTP will also be distributed to the offices of county supervisors and county engineers.

Plan Evaluation

The LRTP will be evaluated by reviewing the progress of action items annually and ensuring that priorities remain consistent with feedback received from community members. In order to ensure that the Region 6 Long Range Transportation Plan remains a relevant document that is responsive to the shifting challenges and opportunities in the region, the Region 6 Policy Board will evaluate annually the goals, objectives, and action plans for vital projects. This will be a public meeting, and a written report will be provided to Region 6 counties, cities, and the public through the Region 6 Resource Partners website.

Monitoring the progress in the implementation of this LRTP will be the responsibility of Region 6 Resource Partners staff with guidance from the policy board. Evaluating the effectiveness of the strategies and preparation of an evaluation document will also be accomplished by the Commission staff.

Review and Amendments

It will be the responsibility of Region 6 staff to bring the LRTP to the attention of the Region 6 executive board and technical committees for review and comment on a biannual basis during which amendments may be made for unique circumstances and/or additional projects that significantly impact the funding outlined in the LRTP. Process of amendments are identified in the Public Participation Plan. The LRTP will be updated in five years.

Incorporation of All Transportation Modes

Region 6 Resource Partners strives to work with all modes of transportation to develop the best possible regional transportation system. The following activities regularly occur to incorporate all modes into long-range planning efforts:

- Discussions with consumers of all regional transportation modes;
- Participation in key policy decisions by representatives of all transportation modes;
- Advocacy for the needs of the population who lack the ability or opportunity to drive; and
- Ongoing dialogue with citizens and public health and human service agencies.

This Plan also includes engineering and design improvements for safer streets and highways. All modes of transportation must work in conjunction with each other to provide the safest, most efficient, and convenient transportation network possible.