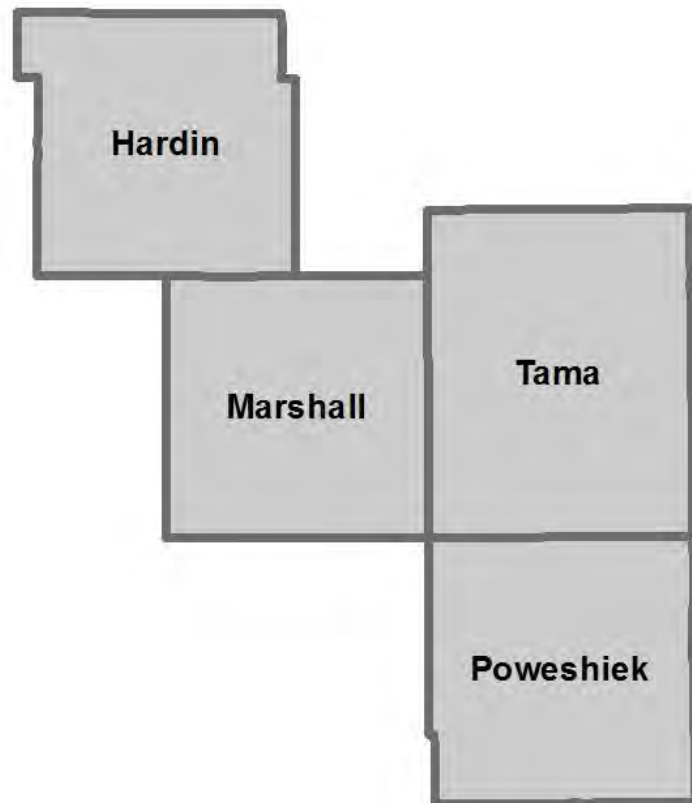


REGION 6 LONG RANGE TRANSPORTATION PLAN:

PLANNING FOR A SAFE AND EFFICIENT TRANSPORTATION SYSTEM IN HARDIN, MARSHALL, POWESHIEK, AND TAMA COUNTIES

2014 - 2034



This Long Range Transportation Plan for Iowa's Region 6 was developed by the Region 6 Planning Commission with the guidance, feedback, and support of the Region 6 Regional Development Committee; the Region 6 Policy Board, Technical and Enhancement Committees; city and county officials and staff; community health and social service providers; and input from the general public.

This plan considers the lifestyle and economic changes that affect transportation needs of the future. As the transportation system most likely will change over time, and as no amount of foresight can accurately predict issues and challenges of the future, flexibility must be built into the plan to adapt to these changing conditions. The Commission will periodically review the Plan to assess progress and outcomes.

For more information, please contact the Region 6 Planning Commission.

903 East Main Street
Marshalltown, IA 50158
Phone: (641) 752-0717
Email: region6@region6planning.org
Website: www.region6planning.org



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REGION 6 PLANNING COMMISSION BOARD OF DIRECTORS APPROVAL BY RESOLUTION

After review and consideration, on February 24, 2014, the Region 6 Planning Commission Board of Directors adopted the Long Range Transportation Plan with the following resolution:

RESOLUTION

A RESOLUTION TO APPROVE REGION 6 LONG RANGE TRANSPORTATION PLAN 2014-2034

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

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

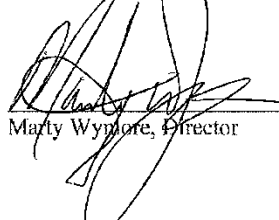
WHEREAS the Region 6 Planning Commission policy board has developed a list of goals and actions for the Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE REGION 6 PLANNING COMMISSION BOARD OF DIRECTORS:

The Region 6 Long Range Transportation Plan is hereby approved.

APPROVED this 24th day of February, 2014.


Gordon Canfield, Chair


Marty Wynore, Director

Chapter 1: Regional Planning Process and Stakeholders

Region 6 Services

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 also provides a wide range of other services to its members:

- 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 and development, personnel training, policy development, and process facilitation.

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

Executive (Policy) Board of Directors

All regional transportation decisions are made by the Region 6 Planning Commission 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. The Transportation Committee works under the Executive Board of Region 6, which is responsible for the day-to-day operation of the Commission. The Executive Board of Region 6 reviews the direction of the transportation committee and makes any necessary final actions.

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
Kendall Jordan, Vice Chair	Tama County	Board of Supervisors
Lance Granzow	Hardin County	Board of Supervisors
Larry Wilson	Poweshiek County	Board of Supervisors
Jody Anderson	City of Iowa Falls	City Administrator
Trudi Scott	City of Gladbrook	City Council
Michelle Spohnheimer	City of Marshalltown	Community Development Director
Gordon Canfield, Chair	City of Grinnell	Mayor

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.*
- B. *(At least one required).*

NAME	COMPANY/ENTERPRISE	POSITION
Mark Schoborg	Central Iowa Water Association	Engineer
Dave Thompson, Secty/Treas	Thompson True Value	Owner
Roger Luehring	Clapsaddle-Garber Associates	Finance Manager

C. **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
Cindy Schulte	Iowa Valley Community College Service Learning	Director, Governmental Affairs
Lynn Olberding	Marshalltown Area Chamber of Commerce	Staff

Region 6 has a Transportation Committee that operates in an advisory capacity under the Executive Board.

Transportation Committee

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 Committee	Name	Title	Entity Represented
Voting Member	Daryl Albertson	County Engineer	Hardin County
Voting Member	Jody Anderson	City Manager	City of Iowa Falls (Hardin County)
Voting Member	George Vest	TAP Rep.	Hardin County
Voting Member	Paul C. Geilenfeldt	County Engineer	Marshall County
Voting Member	Randy Wetmore	City Engineer & Administrator	City of Marshalltown, Marshall County

Voting Member	Harold Lanning	TAP Rep.	Marshall County
Voting Member	Lyle Brehm	County Engineer	Tama & Poweshiek Counties
Voting Member	Russ Behrens	City Administrator	City of Grinnell, Poweshiek County
Voting Member	open	TAP Rep.	Poweshiek County
Voting Member	Dan Zimmerman Dave Svoboda	Mayor of Tama Mayor of Toledo	Tama/Toledo urbanized area (1 vote), Tama County
Voting Member	open	TAP Rep.	Tama County
Voting Member	Marty Wymore	Director	Region 6 Transit/Peoplerides
Non-Voting (ex officio)	Michael Clayton	IA DOT	State of Iowa
Non-Voting (ex officio)	Richard Stone	Municipal Transit Director	Marshalltown Municipal Transit
Non-Voting (ex officio)	Larry Lasley	Econ. Dev. Director	Meskwaki Tribe

Region 6 Staff

Region 6 staff also plays 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 stays 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.

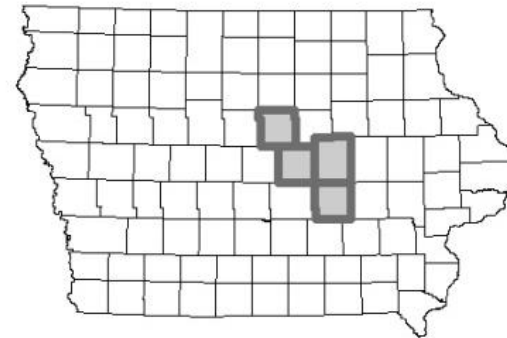
REGION 6 PLANNING COMMISSION AREA

Region 6 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 Planning Commission.

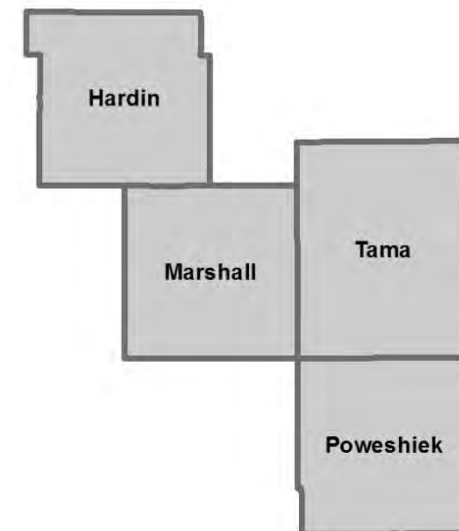
The Region 6 Planning Commission serves as both a regional planning affiliate (RPA) for the Iowa Department of Transportation and as a Council of Governments (COG) that provides planning services to the counties, cities, and settlement in the region. (See Appendix B – Map 10, p. 122.) Services common to the four counties include transportation planning, passenger transit planning, community development grant writing and administration, comprehensive plan development and preparation, and administration of housing rehabilitation programs throughout the region. The commission is also the operator of the regional transit system, Peoplerrides, which specializes in providing rides to elderly and disabled individuals but is available for everyone.

In order to encourage coordination between transportation and economic development planning, as well as to ensure full representation of the region in both the Long Range Transportation Plan (LRTP) and the Comprehensive Economic Development Strategy (CEDS), a region-wide committee was created. Public input was encouraged for all committee meetings. The Region 6 Planning Commission is responsible for monitoring the progress in achieving goals and identifying the overall outcomes of the both Plans. This assessment process is completed with region-wide committee guidance.

Region 6 in the Context of Iowa



Region 6 Counties



Source: Region 6 Planning Commission, 2012
Cities in Region 6 Counties

Hardin County

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

Poweshiek County

Brooklyn
 Deep River
 Grinnell
 Hartwick
 Malcom
 Montezuma
 Searsboro
 Guernsey

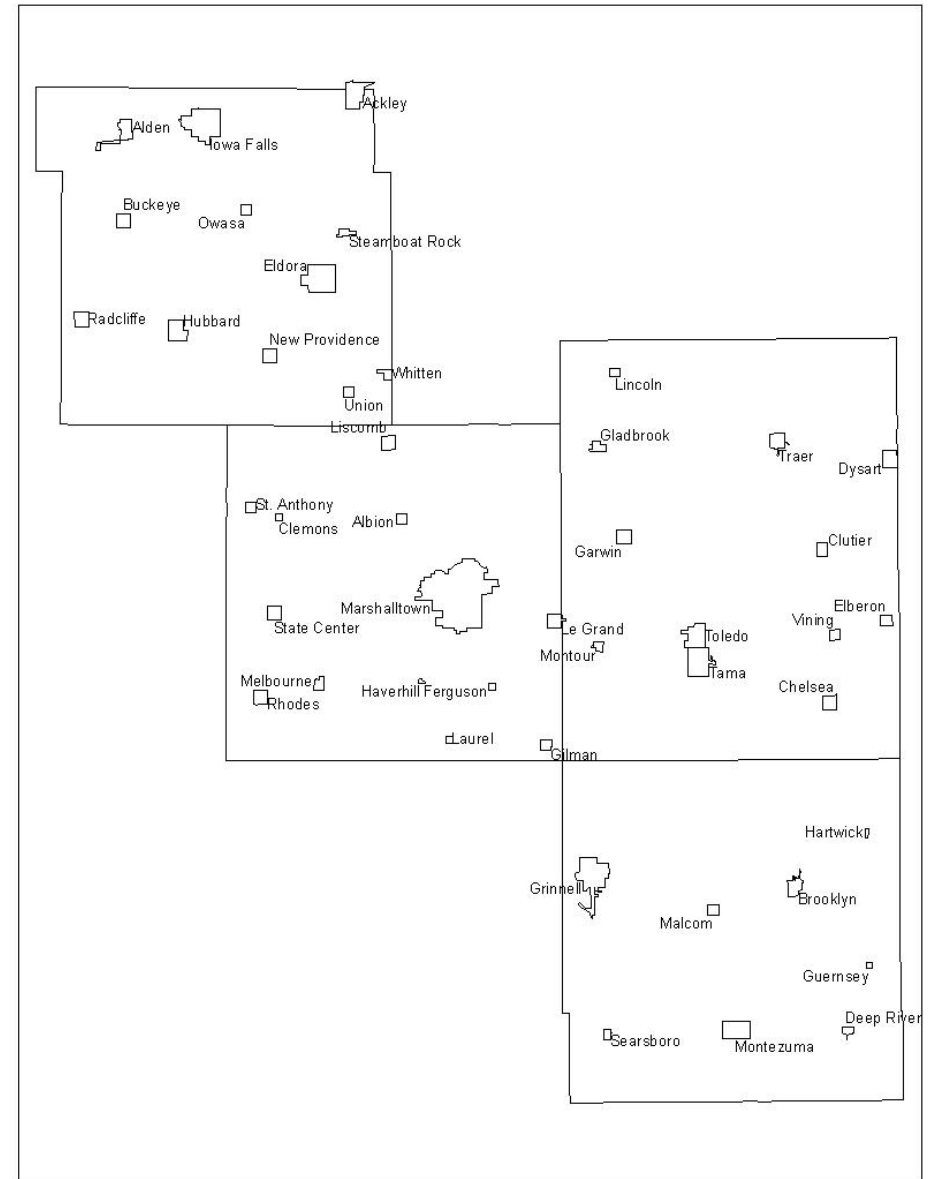
Marshall County

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

Tama County

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

Region 6 Cities



REGIONAL DEVELOPMENT COMMITTEE

The Regional Development Committee was formed by the Region 6 Planning Commission as a region- wide committee to guide the development and implementation of region- wide planning efforts including the region's comprehensive economic development strategy and long range transportation plan for all four Region 6 counties—Hardin, Marshall, Poweshiek, and Tama. Public input and ad hoc projects that have a regional scope will be future Regional Development Committee activities.

The goal of having a Regional Development Committee dedicated to all region-wide planning efforts is to achieve consistency and garner continued support from local governments, organizations, and the public for the goals, objectives, and action plans developed for the region. It is often the same people in smaller communities who participate in the various Region 6 planning efforts through their continued leadership in the region. A coordinated, long-term effort by the Regional Development Committee will take advantage of members' expertise and authority in the region and maximize the use of their time.

The Regional Development Committee is made up of a diverse group of individuals who represent nearly all facets in the region. The composition fulfills the federal requirements for an Economic Development Administration approved Comprehensive Economic Development Strategy (CEDS). A majority of Regional Development Committee members represent the private sector in the region.

Regional Development Committee



October 10, 2012 at the Marshalltown Public Library

Region 6 made an effort to include as many perspectives and disciplines as possible in the final composition of the Regional Development Committee. Members of Region 6 Transportation Committee were included. Representatives of the Meskwaki Settlement and the Hispanic community in Marshalltown, and a local elected member of the Iowa Senate were contacted to participate. Various local businesses, Iowa Valley Community College District, and a local organization providing vocational training and employment opportunities for people with disabilities were also invited to participate. A few people who were invited but declined to be members of the Committee did provide their feedback on the development process when information was relevant to their organization.



November 7, 2012 at the Fisher Community Center in Marshalltown

Regional Development Committee meetings were open to any interested members of the public. Meeting information was posted at the Region 6 Planning Commission office, website, and social media. Information releases were also sent electronically to all major newspapers in the region.

In an effort to be more efficient in the use of Committee member's time and travel budgets, additional information and feedback for plan development was sought between formal meetings through surveys using Survey Monkey as the survey administration tool. The first survey solicited feedback on the draft goals and objectives. Initial goals and objectives were finalized based on this feedback.

The second of two formal meetings of the Committee for Strategy development was held November 7, 2012. The main purpose of this meeting was to finalize Strategy goals and objectives and begin brainstorming projects to achieve goals. Committee members were encouraged to brainstorm both large and small projects in terms of funds and other resources needed to complete the project.

The list of projects developed by Committee members were used in a second survey that was used to collect all Committee members' feedback regarding projects. Several Committee members who did not attend the second meeting were also able to add their own project ideas. Based on feedback in this survey, projects were finalized and prioritized for the plan.

In addition to Regional Development Committee meetings, presentations were made at Region 6 Planning Commission's Board of Directors meetings, which were open to the public. The first presentation was given at the October 29, 2012 Board of Directors meeting. The purpose of the presentation was to introduce the Regional Development Committee and Regional Development Initiative and describe the plan development process and progress. A second presentation was made at the December 10, 2012 Board of Directors meeting to share the goals and projects being developed. Feedback from board members in both presentations was positive.

TRANSPORTATION PLAN (LRTP)

The Long Range Transportation Plan 5 year update preparation included extensive interviews across the four counties with city clerks, council members, city managers and mayors; with county supervisors and county engineers; with Region 6 policy board and transportation committee; with transportation providers and their clients; and with public transit agencies to review long-range transportation needs and current planning efforts and discussions regarding the effectiveness of existing roads, bridges, and services. Discussions, goals, and public input activities of the Regional Development Committee were used as a baseline to begin the long-range transportation planning process.

The steps to preparing this plan included:

1. Review current LRTP for the region
2. Complete background update research on the region
3. Conduct public participation survey (Survey Monkey)
4. Identify goals for the region
5. Identify realistic objectives and projects to achieve the goals for the region
6. Create an action plan for achieving goals
7. Create a plan for monitoring progress and outcomes
8. Complete a draft LRTP for DOT, FHWA, and FTA review
9. Review draft LRTP and incorporate comments

It is important to determine the existing plan's relevance to current conditions in the region and what progress, if any, was made in accomplishing goals and objectives. This review was done concurrently with an analysis of the current data available for the

region and a review of existing plans. Data sources and plans include but are not limited to the following:

- State Data Center of Iowa
- U.S. Census Bureau
- Bureau of Labor Statistics
- Iowa Workforce Development
- Iowa Economic Development Authority
- Iowa Department of Health and Human Services
- Iowa State Historical Society
- Iowa State University
- Various reports and articles
- Existing plans and stated priorities for the nation, state, counties, and cities in the region

A series of interviews were conducted with county engineers, city staff, transportation providers, and economic development professionals to identify current needs, progress in existing projects, and local plans for the future. These interviews were completed throughout the region in all counties, large cities, and small cities.

Chapter 2: Plan Goals and Objectives

REGION 6 REGIONAL DEVELOPMENT COMMITTEE

The goals established by the Regional Development Committee in 2012 represent a vision of creating a strong and diverse economy in Region 6 through an efficient, well-maintained transportation system.

During the goal brainstorming process, Regional Development Committee members discussed important transportation-related considerations, including freight hauling via truck and rail, public transportation, transit, roads and bridges, trails/pedestrian and recreational facilities, and how they impact economic and quality of life issues in the region.

The transportation-related goals and objectives of the Regional Development Committee served as a baseline for LRTP goals and objectives. Transportation-related goals are as follows:

- **Retain and increase quality jobs in the region by strengthening existing industries; promoting targeted industries; and strengthening and supporting small businesses, locally-owned businesses, and creative entrepreneurs in the region.**

Objectives include:

- Provide well-connected, quality transportation system to ensure safe and efficient movement of people and goods in the region.
- Increase access to jobs through transportation alternatives.

- Pursue transportation system improvement funds
- Identify and work with employers that could benefit from an employee carpool or rideshare-type program.

- **Promote and support healthy lifestyles in the region.**

Objectives include:

- Provide safe and accessible pedestrian and bicycle facilities.
- Increase access and support for public transit service.
- Provide the basic [transportation] needs of all generations—young and elderly.
- Increase marketing of public transit options in the region.
- Complete walking and bicycling assessments in interested communities.

- **Maintain current transportation systems (roads, bridges, transit, trails, airports, etc.)**

Objectives include:

- Expand current state and federal funding programs.

- **Develop improved roads to encourage economic development, reduce congestion, and improve safety.**

Objectives include:

- Utilize RISE funds to expand roads into new industrial and commercial areas for new development.
- Use transportation alternatives fund to resurface and improve structures on trails.
- Monitor safety problems around the region.
- Meet with local city and counties on a routine basis to discuss local needs and problems.

- **Support sidewalks and trail projects that encourage motorists to use non-motorized methods of getting to destinations.**

Objectives include:

- Fund projects that will make an impact on reducing automobile usage.
- Fund projects that will be well used by the general public.
- Use regional transportation funds for high priority projects.
- **Encourage use and development transportation modes that reduce energy use.**

Objectives include:

- Develop passenger rail service across Central Iowa with a stop in Grinnell.
- Develop more intermodal linkages between truck and rail.
- Create more opportunities for rail use.
- Create a regional carpool matching program.
- Create a vanpool program for the region. Possibilities include – Des Moines to Marshalltown, Tama-Toledo to Marshalltown, Ames-Marshalltown, North Tama County – Waterloo/Cedar Falls, Grinnell-Des Moines.
- Create better public transit routes to serve the needs of the general public riders.
- **Increase public education on transportation and land use strategies to reduce energy use and increase physical activity.**

Objectives include:

- Implement a public education strategy to determine actions that can be done. Evaluate infrastructure gaps, land use and zoning controls that can be done, and provide encouragement to places to consider changes.

- **Develop regional trail linkages that provide natural places for activities, provide services that users desire, and provide opportunities for commercial growth.**

Objectives include:

- Preserve any abandoned railroad corridors for rail to trail conversions.
- Extend regional trails in natural areas and scenic destinations.

The above goals and objectives identified by the Regional Development Committee in 2012 serve as a guide for the Region 6 Policy Board and Transportation Committee to develop goals and objectives for the Long Range Transportation Plan by setting out the ideas and expertise of the economic development professionals and local businesses of the region who view transportation as a critical resource and who wish to partner with the transportation policy planners to provide the most efficient, effective and resourceful transportation system for the region.

REGION 6 PLANNING COMMISSION POLICY BOARD

Public Outreach

During the month of October, 2013, a public participation survey was conducted online with Survey Monkey. (See Appendix A.) This survey was promoted through public service announcements and the Region 6 Planning Commission website. It was also sent out to cities and counties in the region with the request to take the survey and email the survey explanation and link to the survey to each of their mass email lists. The survey garnered 161 responses.

See Chapter 11 for detailed discussion of this survey and results.

The Region 6 Policy Board was apprised of the October 2013 public survey results at their board meeting on October 28, 2013. A goal planning survey was taken of the Region 6 Planning Commission Policy Board members during the month of November, 2013, and the results were deliberated on at the regular monthly meeting on November 25, 2013, to determine board goals to support or achieve for the next five years. For the most part, the goals the board members agreed to support fall in line with those policies and individual transportation projects that were of the greatest concern to the general public respondents to the transportation survey posted on Survey Monkey. The overarching theme of all transportation goals is to support and maintain what already exists first.

POLICY GOALS

Based on all of the above, the Region 6 Policy Board voted on a slate of goals and objectives to support for the next 5 years. They are:

1. Improve existing county, city, and state highways and bridges.
2. Improve roads to address safety concerns and achieve regional economic development benefits.

Policies to Support Goals 1 and 2:

A. Support increasing federal fuel taxes for roads and bridges.
B. Support increasing state fuel taxes for roads and bridges.
C. Support increasing oversize/overweight vehicle permit fees. \$10 million per year.

D. Increase the fee for new registration from 5 to 6%. \$60 million per year.
E. Eliminate the state per gallon fuel tax and replace with a state excise tax on fuel. \$467 million generated from 2015-2025.
F. Apply local option sales tax to fuel sales with move to 6% excise sales tax on fuel sales. \$80 million.
G. Streamline County Treasurer's funding for driver's license and vehicle registration services. Increase registration fees from 4 to 6%. For county treasurers who issue drivers licenses, provide additional funding of \$1.50 per resident in county. \$3.6 million.
H. Substitute state funds for regional Surface Transportation Program Funds. No \$ change.

3. Transportation funding should be available for projects that improve quality of life, provide transportation options, and promote active lifestyles.

Policies to support Goal 3:

A. Use Transportation Alternative Program funds on resurfacing current trails and other projects where there is clear local transportation benefit.
B. Use Transportation Alternative Program funds on pedestrian improvements near schools.

4. Transportation funding should be available for projects that reduce carbon dioxide and other greenhouse emissions, and reduce reliance on fossil fuels.

Policies to support Goal 4:

A. Increase Region 6 STP support for planning by approx \$70,000 to hire a full-time dedicated person to work on transportation implementation issues including this, transit programs, bike programs, pedestrian programs, etc.
B. Increase local financial assistance for transit programs.
C. Increase state support for transit programs.
D. Increase federal support for transit programs.
E. Implement complete street policies.
F. Create new funding sources for transportation alternative projects.

5. More elderly and disabled ride programs should be available through regional transit & Marshalltown Transit.

Policies to support Goal 5:

A. More local support for transit programs.
B. Increase state support for transit programs.
C. Increase federal support for transit programs.

Chapter 3: Regional Background and Trends

Past and current trends will impact future needs for transportation in the region. Regional and county data can help identify important circumstances that should be incorporated into the final goals and objectives of this plan. This section includes a summary and analysis of recent conditions and past trends regarding the Region 6 population, economy, and environment.

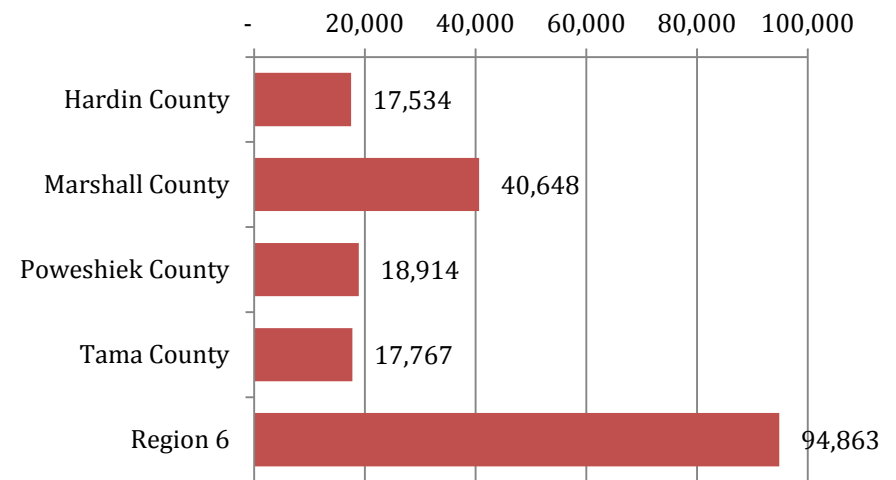
Data sources include the United States Census Bureau, State Data Center of Iowa, Bureau of Labor Statistics, Iowa State Historical Society, Iowa Workforce Development, Iowa State University, past plans developed for Region 6, and others. For easy reference, the important considerations, which are the primary takeaways from the data research and analysis, are summarized in a concise list at the end of each section.

POPULATION AND QUALITY OF LIFE

POPULATION

Region 6 counties—Hardin, Marshall, Poweshiek, and Tama—have a total population of nearly 95,000 people, according to 2010 U.S. Census data. In terms of population, Marshall County is by far the largest county in the region with a population of 40,648 followed by Poweshiek, Tama, and Hardin County in descending order. There is a difference of approximately 20,000 people between Marshall County and the other three counties in the region. This is due to the largest city in the region, Marshalltown, being located in Marshall County. Marshalltown's population was 27,552 in 2010, which is nearly two-thirds of Marshall County's population and nearly a third of Region 6's population. Poweshiek, Tama, and Hardin County are fairly similar in population with just a difference of approximately 1,300 people between the larger Poweshiek County and the smallest, Hardin County.

2010 U.S. Census Population in Region 6

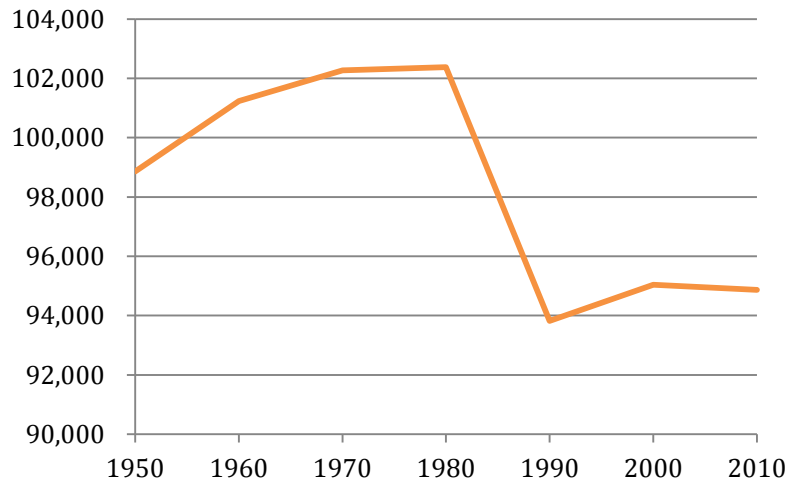


Data Source: State Data Center of Iowa, September 2012

The current population count in the region is similar to early 20th century levels. Since the late 19th century, the Region 6 population

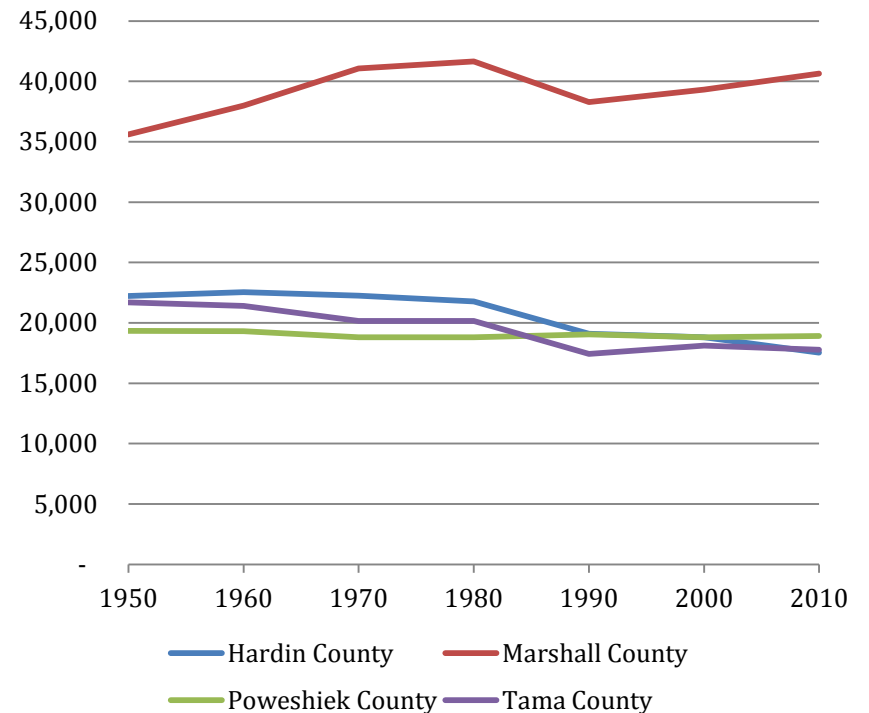
has steadily increased each decade until a steep decrease occurred between 1980 and 1990. Since 1990, the population has stabilized, but is significantly lower than its peak in the 1970s.

Region 6 Population 1950 – 2010



Data Source: State Data Center of Iowa, September 2012

Region 6 Population by County 1950 – 2010



Data Source: State Data Center of Iowa, September 2012

The fluctuation in Marshall County's population is due primarily to any major changes in Marshalltown's population—nearly 30,000. The second largest city in Marshall County is State Center with a 2010 population of 1,468. All other cities in the county have a population less than 1,000.

The second largest city in the region is Grinnell, located in Poweshiek County, with a 2010 population of 9,210. Grinnell is the only city in Poweshiek County with a population that has steadily increased over time. The second and third largest cities in

Poweshiek County are Brooklyn and Montezuma, respectively. Both cities have a population that is just under 1,500.

The largest cities in Hardin County are Iowa Falls, Eldora, and Ackley with a 2010 population of 5,238; 2,732; and 1,589, respectively. In Tama County, the largest cities are Tama, Toledo, Traer, and Dysart in descending order. Tama and Toledo share a corporate boundary and have a combined population that exceeds 5,000 while Traer and Dysart have a 2010 population of 1,703 and 1,379, respectively. In both counties, all other cities have a population less than 1,000.

The Meskwaki Settlement, in Tama County, is steadily increasing in population. In 1990, 564 persons lived in the Settlement, and the 2000 Census counted 761 persons. In the latest census administered by the Meskwaki Settlement (provided by Iowa State Historical Society in 2011), the Settlement had 1,343 enrolled members but approximately 850 members live in the Settlement.

Looking at the most recent decade, data shows an overall population decrease in the Region 6 population between 2000 and 2010. The decrease is fairly small at just 0.2%. Marshall and Poweshiek County experienced a modest increase, 3% and 1% respectively, but Hardin and Tama County offset these increases. Hardin County accounts for the majority of population loss in the region with a 7% or a nearly 1,300 person loss.

Population Change 2000 – 2010

	2000	2010	Change
Hardin County	18,812	17,534	-6.8%
Marshall County	39,311	40,648	3.4%
Poweshiek County	18,815	18,914	0.5%
Tama County	18,103	17,767	-1.9%
Region 6	95,041	94,863	-0.2%

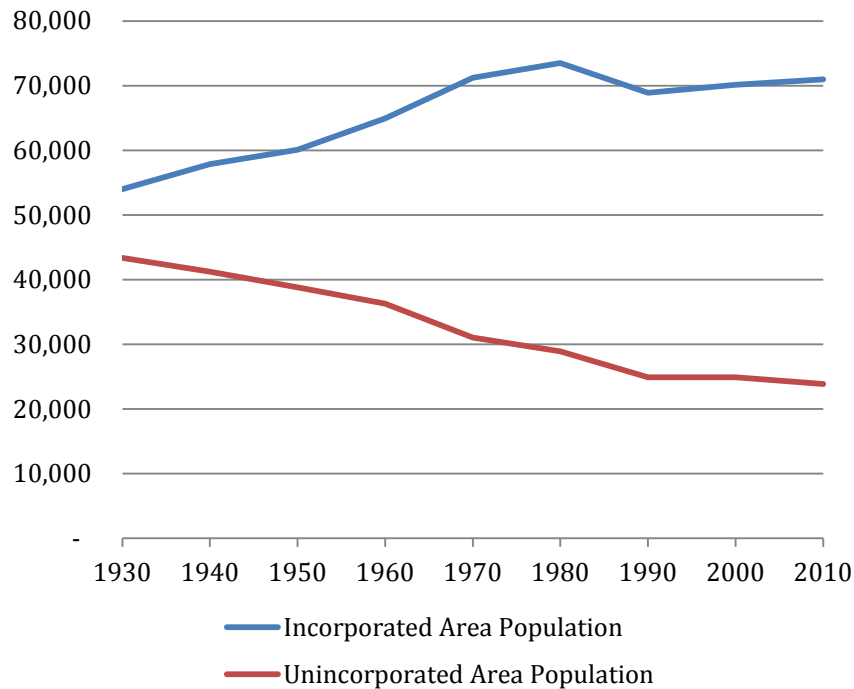
Data Source: State Data Center of Iowa, September 2012

In comparison, during the same decade, Iowa's total population increased about 4% with growth primarily occurring in the counties with larger cities like the Des Moines metropolitan area and the Cedar Rapids-Iowa City corridor (Des Moines Register, 2012). A map detailing population growth in Iowa can be found at the following website: <http://data.desmoinesregister.com/dmr/iowa-census/redistricting-map/>, which is part of the Des Moines Register website.

INCORPORATED AND UNINCORPORATED POPULATIONS

As is the case across the United States, population growth occurred primarily in the incorporated or more urban areas of the region rather than in the unincorporated, rural areas.

Incorporated and Unincorporated Population 1930 – 2010



Data Source: State Data Center of Iowa, September 2012

In the past century, the population of incorporated areas has steadily increased aside from the loss and leveling out that occurred after 1980. In the past decade, the region's incorporated area experienced a 1% increase while the unincorporated area experienced a 4% decrease. In absolute numbers, the incorporated area increased by 841 while the unincorporated area decreased by 1,019, which reflects the overall 0.2% decrease in the region's population.

Incorporated and Unincorporated Area Population Change at the Region 6 Level 2000 – 2010

	2000	2010	Change
Incorporated Area	70,139	70,980	1.2%
Unincorporated Area	24,902	23,883	-4.1%

Data Source: State Data Center of Iowa, September 2012

Overall, population losses occurred in both the unincorporated areas and small cities in the region. However, most losses in the incorporated areas occurred in the smallest cities in the region that have a population less than 1,000. The two counties with a population decrease—Hardin and Tama—contain some of the smallest cities in Region 6. A concentration of smaller cities may explain a lack of growth in the incorporated areas that would otherwise offset the traditional loss of population in the unincorporated areas.

POPULATION TRENDS

Age

Important elements in population change to consider are not just absolute numbers but also the age and culture of the people who live in the region. Overall, Iowa's population is aging and becoming more ethnically diverse. Over half of Iowa's population increase from 2000 to 2010 is attributed to the growth in the Hispanic and Latino population (Schulte, 2011). Both of these trends at the statewide level are relevant in Region 6 counties.

The median age of residents in Hardin, Marshall, Poweshiek, and Tama Counties currently ranges from 39.6 to 43.7 years of age.

Marshall County has the youngest median age, and Hardin County has the oldest median age.

Median Age in 2000 and 2010

	2000	2010
Hardin	40.6	43.7
Marshall	38.6	39.6
Poweshiek	38.4	41
Tama	39.1	41.8
Iowa	36.6	38.1

Source: U.S. Census Bureau, 2012

Another indicator of an aging population is the percentage of the population that is aged 65 and over. Each county experienced a small percentage increase except Tama and Marshall County. The percentage of the population aged 65 and over in Tama County actually decreased from 18.7% to 18.4%, although it remains higher than Marshall County.

Overall, data shows that the population of Hardin, Marshall, Poweshiek, and Tama County is aging. Compared to Iowa, counties in Region 6 have older median ages and a higher overall percentage of the population that is aged 65 and over. Data from Census 2010 shows that Iowa's median age is just over 38 and the population aged 65 and over is just under 15%, which are a few years and percentage points lower than Region 6. The needs of this age cohort should be considered when planning for future transportation needs.

Percentage Aged 65 and Over in 2000 and 2010

	2000	2010
Hardin	20.7%	21.0%
Marshall	16.4%	16.4%
Poweshiek	17.6%	18.4%
Tama	18.7%	18.4%
Iowa	14.9%	14.9%

Source: U.S. Census Bureau, 2012

See Appendix B – Map 5, p. 117.

Natural Change

Natural change highlights how important in-migration is to slow down population losses in the region. Natural change in population is the number of births minus the number of deaths, which excludes population increase or decrease due to migration. In Region 6, from 2000 to 2010 natural change was extremely small. The natural change increase in Marshall County offset the natural change deficits in Hardin and Poweshiek County.

Natural Change from 2000 to 2010

Hardin	-59
Marshall	+112
Poweshiek	-27
Tama	+12
Region 6	+38

Source: State Data Center of Iowa, 2012

Since the region's population is aging and natural change is quite low, increasing in-migration will be an essential factor in maintaining or increasing the population. While the Region 6 population is predominantly white with a European heritage, a major increase in minorities may be the primary driver of population growth in the region's future based on 2000 and 2010 U.S. Census data comparison.

Race and Culture

In Region 6, there has been a definite increase in the proportion of Hispanic and Latino population from 2000 to 2010, especially in Marshall and Tama Counties. Hardin and Poweshiek Counties experienced a modest increase of about 1%, while the percentage in Marshall and Tama County nearly doubled.

Percentage Hispanic or Latino in 2000 and 2010

	2000	2010
Hardin	2.4%	3.7%
Marshall	9.0%	17.3%
Poweshiek	1.2%	2.4%
Tama	3.8%	7.4%
Iowa	2.8%	5.0%

Source: U.S. Census Bureau, 2012

Hardin and Poweshiek Counties have a lower proportion of Hispanic and Latino residents. When comparing the state of Iowa, Marshall County has a much higher proportion of Hispanic and Latino residents. Although some larger counties in Iowa—Polk, Scott, and Woodbury—have a larger Hispanic and Latino population in absolute numbers, only two other counties in Iowa—Buena Vista and Crawford—have a higher proportion of Hispanic and Latino

residents -- 22.7% and 24.2%, respectively (State Data Center of Iowa, 2012).

Other minorities in Region 6 include Asian and Black or African American, but their proportion of the total population in all counties is approximately 2% or below and has increased by a small increment in the most recent decade (State Data Center of Iowa, 2012).

For both age and culture, there are important transportation and mobility considerations such as access to healthcare, social services, employment, education, housing, and social connections. Aside from a population increase in age, another important population trend to consider is the major increase in the proportion of Hispanic and Latino residents in Region 6, particularly in Marshall and Tama Counties.

POPULATION PROJECTIONS

Traditionally, population projections from Woods and Poole are used to determine the potential population growth for the region. The most recent projection is not readily available, and past projections were not accurate when compared to 2010 U.S. Census data. Based on recent trends, the total population for the region will most likely continue to be stable or perhaps grow in small increments.

Marshall and Poweshiek County will likely account for the majority of any growth that may occur in the future, especially Marshall County. The Latino and Hispanic population will most likely account for any significant population growth. Tama and Hardin Counties may continue to experience population loss unless job opportunities increase and depending upon affordable transportation

opportunities to access employment and essential services located outside the counties.

As is the case in Iowa and the United States, any growth will probably occur in the region's incorporated areas and larger cities. Marshall and Poweshiek County have the largest cities in the region so growth in these counties could be greater than others in the region. Consequently, having smaller cities may foreshadow less growth in Hardin and Tama County, but these counties' larger cities may grow along with new development and investment.

QUALITY OF LIFE INDICATORS

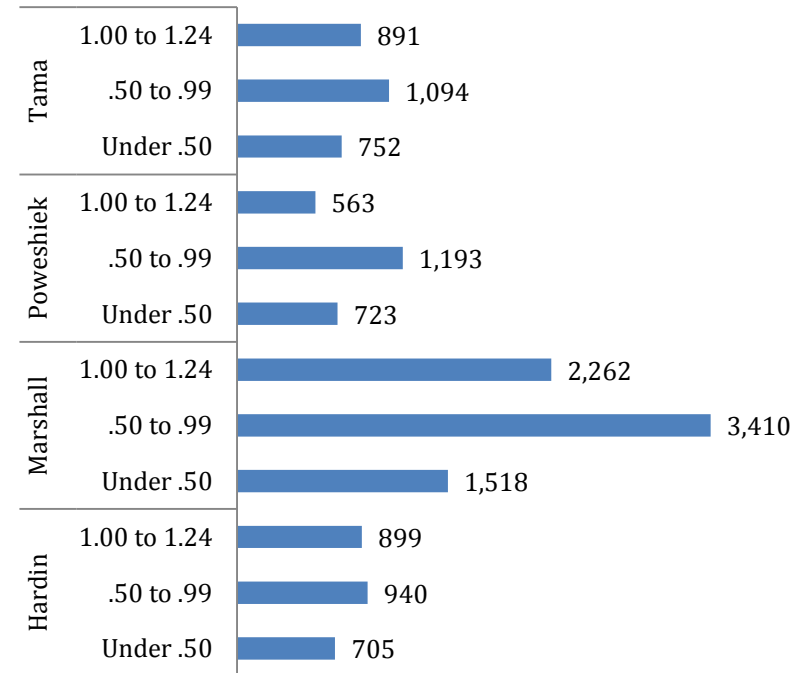
A broad analysis of the quality of life in the region is important to consider when planning for future transportation needs. A key goal is to improve the quality of life for the people who live and work and the region, so it is important to understand the level of poverty and financial assistance provided to residents. Areas with high levels of poverty and financial assistance may be facing transportation challenges that should be addressed.

Poverty

Poverty and other income-related environmental justice issues should be considered before any future transportation projects are planned and may require efforts to mitigate the impacts of those projects. For a map of See Appendix B – Map 5, p. 117.

One way of determining the extent of poverty in Region 6 is analyzing the ratio of income to poverty level. This indicator specifically identifies how income compares to the set poverty level for a county.

Ratio of Income to Poverty Level (2006-2010 Estimates)



Source: State Data Center of Iowa, 2012

An individual with income that is half of the income set as the level of poverty for a county has a ratio of .50, and an individual that has an income level equal to the income set as the level of poverty for the county has a ratio of 1.00. If an individual's income exceeds the poverty level income for the county, the ratio will be greater than 1.00.

In the case of a ratio greater than 1.00, just because the individual is not considered to be living at poverty level does mean this person may not struggle financially.

In Marshall County, there are nearly 5,000 people who are just below the poverty threshold, and over 2,000 people are just above the poverty threshold. The total accounts for nearly 18% of Marshall County's population. Despite a significantly larger population than other counties in Region 6, Marshall County has the highest percentage of population with in an income below, near, or just above the poverty threshold. In Hardin, Marshall, and Tama Counties, the population with income below, near, or just above the poverty threshold is around 15% or less of the 2010 population. Poweshiek County has the lowest at just over 13%.

*Percentage of 2010 Population with .50 – 1.24 Income Ratio
(2006-2010 Estimates)*

Hardin	14.5%
Marshall	17.7%
Poweshiek	13.1%
Tama	15.4%

Source: Calculated using data from State Data Center of Iowa, 2012

Financial Assistance

Another indicator of poverty is the rate of financial assistance in a population. Two of the most common forms of assistance for low-income individuals and families are food assistance and medical coverage. (Note that income is not the only qualifier for certain medical coverage like Medicaid -- e.g. dialysis.) Unlike poverty data,

temporal data for assistance programs are available to identify trends in the region.

The number of households receiving food assistance has increased over 200% in all Region 6 counties. Average benefits per person have also increased from 2000 to 2011, most likely to account for the increased cost of food. Of all Region 6 counties, Marshall County had the largest number of households, almost 3,000, receiving food assistance. The number of households in Poweshiek and Tama Counties receiving food assistance was nearly the same with 778 and 780 households, respectively. Approximately 100 more households in Hardin County received food assistance than Poweshiek and Tama County in 2011.

For Medicaid, the eligible recipients and recipients served increased from 2001 to 2011. The increase in the region varies by county ranging from approximately 40% in Hardin County and over 135% in Tama County. In all counties except Marshall, the average Medicaid benefits per person decreased. Average benefits decreased by just \$9 in Hardin County while the average decreased by almost \$70 in Poweshiek and Tama Counties.

Overall, the financial assistance to individuals and households in Region 6 has increased despite a population decrease. The number of people served increased substantially, while the average benefits per person have increased a small amount or even decreased. Aside from requirements that may have qualified more people for assistance, the increase in assistance may also indicate a lack of well-paid jobs.

Average Food Assistance per Month

	<i>Year</i>	<i>Households</i>	<i>Benefits per Person</i>
Hardin	2000	289	\$64.81
	2011	877	\$111.78
Marshall	2000	956	\$69.01
	2011	2,934	\$122.34
Poweshiek	2000	229	\$63.79
	2011	778	\$118.83
Tama	2000	230	\$63.02
	2011	780	\$116.27

Source: State Data Center of Iowa, 2012

Average Medicaid Recipients and Benefits per Month

	<i>Year</i>	<i>Eligible Recipients</i>	<i>Recipients Served</i>	<i>Benefits per Person</i>
Hardin	2001	1,533	1,616	\$637
	2011	2,684	2,504	\$628
Marshall	2001	3,807	3,882	\$692
	2011	8,624	8,057	\$699
Poweshiek	2001	1,183	1,234	\$651
	2011	2,459	2,154	\$582
Tama	2001	1,139	1,198	\$554
	2011	2,683	2,358	\$487

Source: State Data Center of Iowa, 2012

IMPORTANT POPULATION CONSIDERATIONS

- ✓ The Region 6 population grew less than one percent in the most recent decade. The majority of growth was concentrated in incorporated areas of Marshall and Poweshiek Counties.
- ✓ Hardin and Tama Counties' populations decreased in the most recent decade.
- ✓ The Hispanic and Latino population accounted for the majority of population growth in the region, especially in Marshall and Tama Counties.
- ✓ Natural change—births minus deaths—in the region is quite low.
- ✓ Based on recent trends, the Region 6 population will likely increase in small increments with the majority of the increases concentrated in larger cities and the Hispanic and Latino population.
- ✓ The median age increased in all counties, and the percent aged 65 and over increased in all but Tama County.
- ✓ In the region, Marshall County has the highest percentage of total population and absolute number of people who are below, near, or just above poverty level.
- ✓ The number of people who are Medicaid eligible recipients and recipients served has increased in all Region 6 counties from 2001 to 2011. In all counties except Marshall County, the benefits per person have decreased slightly.

ECONOMY AND WORKFORCE

A basic understanding of the region's economy will provide a valuable perspective to future transportation needs. For more information about the location of the region's largest employers, see Appendix B – Map 11, p. 123.

EMPLOYMENT

Total Employment

Total employment in Region 6 was 39,236 workers in 2010. The majority of jobs in the region were in Marshall County. Nearly 19,000, or half of workers are employed in Marshall County, with less than 10,000 people employed in each of the remaining counties in region. The population of Marshall County is much larger than other counties in the region, so the difference in the amount of people employed is expected.

*Employment by County in 2010**

County	Number Employed
Hardin	8,490
Marshall	18,930
Poweshiek	9,730
Tama	8,250

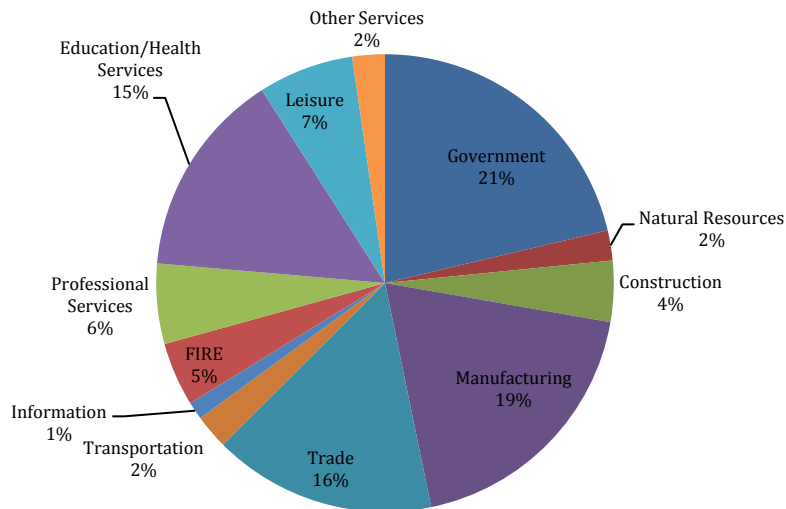
Note: The sum of number employed for each county may not reflect total region employment exactly due to rounding.

Source: Iowa Workforce Development, 2011

Employment by Industry

The largest employment sector in the region is government—including public education and health institutions—with 8,318 workers, or 21% of the workforce employed. The second largest sector is manufacturing with 7,431 workers, or 19 percent of the workforce employed. The other major employment sectors in the region are trade and education and health services at 16% and 15%, respectively. The industry sectors with the least employed workers are information, natural resources, and transportation.

Employment by Industry in Region 6



Note: FIRE: Finance, Insurance, and Real Estate
Source: Iowa Workforce Development, 2011

The major private employers in the region are located in Marshall and Poweshiek County, which are the only counties in the region with population growth in the most recent decade. Location of major employers has a significant impact on transportation, particularly as it relates to commuting patterns in the Region.

Most industry sectors experienced a decrease in employment, but certain industries increased employment by 5% or more. Most notable are the professional and business services sector and the agriculture, natural resources, and mining sector.

Manufacturing, which is a major industry sector in the region, experienced some increase from 2009 to 2010. This increase, although small, may indicate stability in this industry sector.

Employment by Industry in Region 6

Industry	2009	2010	% Change
All Industries	39,789	39,236	-1.39
Agriculture, Natural Resources, and Mining	787	831	5.59
Construction	1,781	1,684	-5.45
Manufacturing	7,426	7,431	0.07
Trade	6,365	6,156	-3.28
Transportation and Utilities	1,016	948	-6.69
Information	512	489	-4.49
Finance, Insurance, and Real Estate	1,804	1,759	-2.49
Professional and Business Services	2,035	2,213	8.75
and Health Services	5,779	5,699	-1.38
Leisure and Hospitality	2,656	2,632	-0.90
Other Services	937	898	-4.16
Government	8,508	8,318	-2.23

Source: Iowa Workforce Development, 2011

For the approximately 40,000 jobs in the region in 2010, these jobs were supported by 2,747 employers. Over 95% of employers in the region had less than 50 workers, and eight employers had 500 or more workers. In 2010, the eight largest employers in the region supported over 21% of the jobs in the region.

It is significant that employers with less than 50 workers support 45.5% of jobs in the region. With nearly half of all jobs in the region supported by small employers, there may be greater stability in the region. There is still the potential for hardship, though, if one of the larger employers in the region were to close.

Worksites by Industry

The industry sector with the highest number of worksites in the region is the trade sector, which includes wholesale and retail. In 2010, there were 564 trade worksites. The professional and business services sector and the construction have the second and third highest number of worksites in the region, 299 and 273, respectively.

Although the professional and business services sector and the construction sector account for a small proportion of the region's total employment, these sectors still have a high number of worksites. This is likely due to the fact that employers in these industries tend to have a relatively small number of employees at each worksite relative to trade sector and manufacturing sector employers. Note that the majority of major private employers in the region were manufacturing, retail trade, health services, and educational services.

Number of Worksites in the Region by Industry in 2010

Industry	Number of Worksites
<i>Trade</i>	564
<i>Professional and Business Services</i>	299
<i>Construction</i>	273
<i>Government</i>	271
<i>Finance, Insurance, and Real Estate</i>	257
<i>Education and Health Services</i>	244
<i>Leisure and Hospitality</i>	235
<i>Other Services</i>	187
<i>Manufacturing</i>	129
<i>Transportation</i>	125

<i>Natural Resources</i>	98
<i>Information</i>	54

Source: Iowa Workforce Development, 2011

The industry sector with the smallest number of worksites in the region is the information sector with a total 54 worksites. The industry sector with the next lowest number of worksites, the natural resources sector, has nearly twice the number of worksites with almost 100. The information sector also accounts for the smallest proportion of jobs in the region.

There were modest salary increases in all industry sectors in the region from 2009 to 2010 except in the construction sector and professional and business services sector. The average annual salary in the construction sector decreased almost 8%, or \$5,000 per year, which is a substantial decrease. The decrease in the professional and businesses services is relatively small at less than 0.1%, or about \$20 per year.

UNEMPLOYMENT

Total Unemployment

Recent unemployment data for counties in Region 6 indicate that unemployment ranges from as low as 4.9% in Poweshiek County and as high as 6.3% in Marshall County in 2012. Poweshiek County is the only county in the region with an unemployment rate lower than the state of Iowa.

Unemployment Rate by County in 2012

Hardin	5.2
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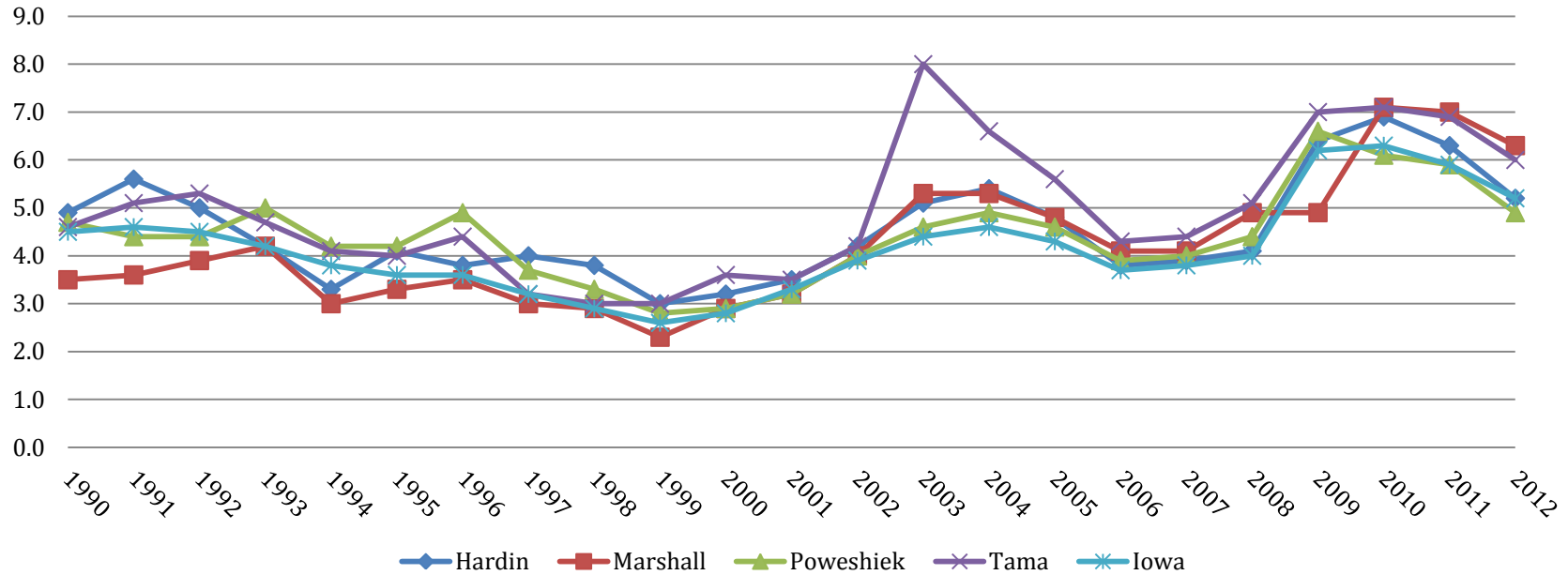
Marshall	6.3
Poweshiek	4.9
Tama	6.0
Iowa	5.2

Note: The 2012 employment rate is based on the average of monthly unemployment rates including July 2012.

Source: Bureau of Labor Statistics, 2012

Looking at unemployment data for the past two decades, the unemployment rate followed a cyclical pattern that had an overall negative trend until 1999. The lowest unemployment rate in all counties was 3 or lower in 1999. Starting in the 21st century, the unemployment rate continued to follow a cyclical pattern but a positive trend resulted in unemployment rates between 6 and 7 until 2012. Region 6 followed the general unemployment trend in Iowa after the major economic downturn in 2008, although Region 6 counties had higher levels of unemployment than the state as a whole. Compared to other areas in the United States, though, most counties in Iowa did not experience extremely high unemployment rates. Overall, it is important to note that the unemployment rates in all Region 6 counties are trending downward.

Unemployment Rate by County from 1990 to 2012



Note: The 2012 employment rate is based on the average of monthly unemployment rates including July 2012.

Source: Bureau of Labor Statistics, 2012

In the past two decades, Tama County most often had unemployment rates higher than the other counties in the region. In 2003, a major animal processing facility in Tama County closed causing a major unemployment rate outlier that reached as high as 10.9 in August 2003. The Tama County unemployment rate gradually recovered from the closure, and there is a possibility of the facility reopening in 2014 with 1,000 jobs.

FUTURE EMPLOYMENT

Growth is projected for several industries in Region 6. The amount of growth projected is a product of assumptions applied to current data. Projections are useful to identify general trends in employment that are likely to occur rather than predict definite outcomes. Based on local information, there will likely be growth in the number of jobs in the region as several large employers are currently or planning to expand in all four counties of the Region.

Top 20 Growing Industries by Employment

Industry	Projected Employment in 2018	Total Growth	% Change
<i>Nursing and Residential Care Facilities</i>	2,465	460	22.9
<i>Educational Services</i>	5,170	430	9.1
<i>Self Employed and Unpaid Family Workers</i>	4,690	330	7.6
<i>Ambulatory Health Care Services</i>	1,515	270	21.7
<i>Professional, Scientific, and Technical Services</i>	995	210	26.8
<i>Local Government, Excluding Education and Hospitals</i>	3,230	200	6.6
<i>Administrative and Support Services</i>	1,145	190	19.9
<i>Hospitals</i>	1,545	165	12.0
<i>General Merchandise Stores</i>	1,120	155	16.1
<i>Specialty Trade Contractors</i>	1,040	150	16.9
<i>Wood Product Manufacturing</i>	740	130	21.3
<i>Truck Transportation</i>	785	130	19.8
<i>Social Assistance</i>	635	130	25.7
<i>Religious, Grantmaking, Civic, Professional Organizations</i>	1,040	95	10.0
<i>Transportation Equipment Manufacturing</i>	595	60	11.2
<i>Food Service and Drinking Places</i>	2,185	60	2.8
<i>Management of Companies and Enterprises</i>	405	55	15.7
<i>Repair and Maintenance</i>	455	50	12.3
<i>Credit Intermediation and Related Activities</i>	750	45	6.4
<i>Insurance Carriers and Related Activities</i>	935	45	5.1

Note: Projections are based on estimates of employment in 2008.

Source: Iowa Workforce Development, 2011

IMPORTANT ECONOMY AND WORKFORCE CONSIDERATIONS

- ✓ Total employment in Region 6 was nearly 40,000 workers in 2010. Half of workers are employed in Marshall County with less than 10,000 people employed in each of the remaining counties in region.
- ✓ The largest employment sector in the region is government, which includes public education and health institutions, and the second largest sector is manufacturing. The other major employment sectors in the region are trade and education and health services.
- ✓ The industry sectors with the least employed workers are information, natural resources, and transportation.
- ✓ The major private employers in the region are located in Marshall and Poweshiek County, which are the only counties in the region with population growth in the most recent decade.
- ✓ Most industry sectors experienced a decrease in employment, but certain industries increased employment by 5% or more. Most notable are the professional and business services sector and the agriculture, natural resources, and mining sector.
- ✓ The other major industry sector that experienced growth in total employment is the manufacturing sector, but the increase was just five jobs.
- ✓ In 2010, Over 95% of employers in the region had less than 50 workers, and there are eight employers in the region

that had 500 or more workers. The eight largest employers in the region supported over 21% of the jobs in the region. Employers with less than 50 workers support 45.5% of jobs in the region.

- ✓ Unemployment ranges from as low as 4.9% in Poweshiek County and as high as 6.3% in Marshall County in 2012. Poweshiek County is the only county in the region with an unemployment rate lower than the state of Iowa.
- ✓ From 2009 to 2010, 1.39%, or a total of 553 jobs were lost in region. The industry sector with the greatest percentage loss from 2009 to 2010 was transportation and utilities, and the industries with highest losses in absolute numbers are the trade sector and the government sector.
- ✓ The two industry sectors that are projected to grow the most in terms of percentage include the professional, scientific, and technical services sector and the social assistance sector.
- ✓ The two industries that are projected to grow the most in terms of total employment include the nursing and residential care facilities sector and the educational services sector.
- ✓ Based on local information, there will likely be growth in the number of jobs in the region. Several large employers are currently or planning to expand.

EDUCATIONAL RESOURCES

Educational institutions in Region 6 include nearly 20 school districts, the Iowa Valley Community College District, and Grinnell College. Iowa's major universities are also located within a one to two hour drive for Region 6 residents. These institutions are important to the Region 6 economy because they provide the education and training to fill skilled and professional positions, but they also require a good network of primary and secondary roads for transportation to and from schools. Because Region 6 is largely rural, school consolidations have increased the need for elementary and high school students to be transported from country homes and smaller towns to towns where consolidated school facilities are located. Often the bussing system between towns is quite convoluted. A large portion of college and community college students live off campus as well.

Where small towns provide a hub for the school transportation system, they are also the least amenable to pedestrians and bicyclists. Safe routes to school in these communities are critical for the safety of school children, but often the last consideration when locating a new school site or planning for transportation.

PRIMARY AND SECONDARY EDUCATION

Hardin County

The AGWSR Community School District is located in Ackley, Iowa, a town in the very northeast corner of Hardin County, and Wellsburg, Iowa, located in west central Grundy County. There are 16 miles between the 2 towns. AGWSR serves the communities of Ackley, Geneva, Steamboat Rock, and Wellsburg, which are scattered in the four counties of Butler, Franklin, Grundy, and Hardin. These

communities are each located within 17 miles of the high school middle school located in Ackley. This district contains the AGWSR Elementary, Middle and High Schools with enrollments of 142, 201, and 206, respectively for the 2010-2011 school year.

The Alden Community School District is located in Alden, Iowa. With a 259 student enrollment for the 2009-2010 school year, the Alden Community School District is the smallest in Hardin County. Though the district shares a superintendent with Iowa Falls CSD, they are two separate districts with two separate boards of education. This school district only has one school, a K-5 Alden Elementary School. All 6th grade students from Alden and Iowa Falls districts attend school in Alden.

Iowa Falls 6th graders are bused to Alden from Rock Run Elementary in Iowa Falls. Riverbend Middle School provides classrooms for all 7th and 8th grade students from Iowa Falls and Alden. After reaching Rock Run Elementary in Iowa Falls, Alden and rural 7-8 students are bused to Riverbend in Iowa Falls. Many students walk to Rock Run and then ride the bus to Pineview, Riverbend, or to Alden. After graduating from elementary school, all Alden children feed into the Iowa Falls School District.

The Iowa Falls Alden Community School District is located in Iowa Falls, Iowa. Iowa Falls is located in the north central portion of the county. Students attending Iowa Falls Community Schools reside in the city of Iowa Falls, the city of Alden, and in rural locations throughout the countryside. Rock Run Elementary, a 3-5 grade attendance center in Iowa Falls, is the center of the transportation system for K-8 students living in Iowa Falls and also for 7-8 students living in Alden. Students can catch a school bus at Rock Run, which takes them to one of the other attendance centers located in Iowa Falls: Riverbend Middle School or Pineview Elementary. Pineview Elementary School houses grades K-2 students from Iowa Falls and

rural areas. There is a K-5 school located in Alden for Alden students. All 6th grade students from both towns attend school in Alden. Iowa Falls 6th graders are bused to Alden from Rock Run Elementary. Multiple physical improvements are needed near Rock Run Elementary School to make this busy site a safe place for all students, but especially for those bicycling and walking to school. Riverbend Middle School provides classrooms for all 7th and 8th grade students from Iowa Falls and Alden. Alden and rural 7-8 students are bused to Riverbend from Rock Run Elementary. Many students walk to Rock Run and ride the bus to Pineview, Riverbend, or to Alden. Others arrive at Rock Run in the family vehicle or a carpool and then walk home from Rock Run in the afternoons. This district contains the Pineview Elementary with 267, Rock Run Elementary with 255, Riverbend Middle with 185, and Iowa Falls-Alden High School with a 412 student enrollment for the 2010-2011 school year. With a total of 1,119 students enrolled, the Iowa Falls Alden Community School District is the largest school district in Hardin County.

The BCLUW Community School District serves the communities of Beaman, Conrad, Liscomb, Union, and Whitten. This district's offices are located in Conrad which is in the south west portion of Grundy County. The school buildings are split between the two cities of Union (located in the south east portion of Hardin County) and Conrad which are about ten miles apart. Enrollment for this school district is split between the high school, middle school, and elementary school with 225, 184, and 217, respectively for the 2010-2011 school year. This is a total of 626, for the district.

The Eldora-New Providence Community School District is located in Eldora, Iowa, the county seat of Hardin County. Eldora is located in the east central portion of the county. This district contains the South Hardin High School and Eldora-New Providence Elementary

School with 293 and 297 students, a total of 580, enrolled for the 2010-2011 school year.

The Hubbard-Radcliffe Community School District is located in Radcliffe, Iowa, but also serves the City of Hubbard. Both communities are located in the west central portion of the county. This district contains the South Hardin Middle School with a 201 student enrollment, and Hubbard-Radcliffe Elementary School with a 170 student enrollment for the 2009-2010 school year. These schools feed into the South Hardin High School in Eldora.

Marshall County

The East Marshall Community School District schools sites are split among the cities of Laurel (Elementary), Gilman (Middle), and Le Grand (High). This district contains the East Marshall Elementary, Middle and High Schools with enrollments of 310, 273, and 298, respectively for the 2010-2011 school year. Transportation is required from rural areas as well as between towns with attendance centers. There are about 10 miles between LeGrand in the east central portion of the county and Laurel and Gilman, located in the southeast corner of the county.

The West Marshall School District enrollments for Elementary, Middle and High School students are 449, 216, and 249, respectively for the 2012-2013 school year. The West Marshall Community School District attendance centers are all located in State Center, Iowa, a town located in west central Marshall County. The West Marshall District encompasses the communities and surrounding rural areas of Clemons, LaMoille, Melbourne, Rhodes, St. Anthony, and State Center. Besides busing students from these outlying areas, the West Marshall District also provides bus services for the Clemons Lutheran School.

The Marshalltown Community School District is the largest school district in the County and solely serves the City of Marshalltown, county seat of Marshall County. Enrollment of 4,985 for this school district is split between the high school, middle school, and 7 elementary schools with 1,561, 721, and 2,703, respectively for the 2010-2011 school year. Transportation on school buses within the city of Marshalltown is provided to elementary and middle school students (kindergarten to eighth grade) living more than two miles from the school they attend; to high school students (grades 9-12) living more than three miles from their high school; and to students living in areas where the speed limit is greater than 30-mph and where sidewalks are not present. There are 1,500 students assigned to 36 buses that travel 847 miles daily within the City of Marshalltown. City bus service is also available on a limited basis.

Poweshiek County

The Brooklyn-Guernsey-Malcom Community School District is located in Brooklyn, Iowa. Brooklyn is in the west central portion of Poweshiek County. This school district also serves the cities of Guernsey (to the south) and Malcom (to the west). Each is located less than 12 miles away. This district contains the Brooklyn-Guernsey-Malcom Elementary School and Brooklyn-Guernsey-Malcom Jr-Sr High School with enrollments of 301 and 282, respectively for the 2009-2010 school year.

The Grinnell-Newburg Community School District is located in Grinnell, Iowa. This school district also serves the city of Newburg (to the north), located less than 10 miles away. This district contains the Bailey Park Elementary School with a 189 student enrollment, Davis Elementary School with a 268 student enrollment, Fairview Elementary School with a 234 student enrollment, the Grinnell Community Middle School with a 507 student enrollment, and the Grinnell Community High School with a 558 student

enrollment for the 2009-2010 school year. With a total enrollment of 1,756 students, the Grinnell-Newburg community school district is the largest in Poweshiek County.

The Montezuma Community School District is located in Montezuma, Iowa, the county seat of Poweshiek County. Montezuma is located in the south central portion of the county. This district contains the Montezuma Elementary School with a 304 student enrollment, Montezuma Junior High School with a 74 student enrollment, and Montezuma High School with a 143 student enrollment for the 2009-2010 school year. With a total of 521 students enrolled, the Montezuma community school district is the smallest school district in Poweshiek County.

Tama County

The North Tama County Community School District is located in Traer, Iowa, which is in the northeastern portion of the county. This district consists of the Traer Elementary School and North Tama High School with enrollments of 269 and 265, respectively, for the 2009-2010 school year. Because the elementary school serves kindergarten through 6th grade and the high school serves grades 7-12, there is no need for a separate junior high building. Students are considered to be in junior high in the 7th and 8th grades.

Tama County is also home to the South Tama County Community School District, serving the cities of Tama and Toledo, Iowa, in the south central portion of the county. The district contains the South Tama County Elementary (Tama), Middle (Toledo) and High (Tama) Schools with student enrollments of 740, 317, and 451, respectively. With 1,508 students enrolled, the South Tama County community school district is the largest of the five in Tama County.

The Gladbrook-Reinbeck Community School District stretches across a county boundary line. This district's offices are located in Reinbeck, which is in the southeastern portion of Grundy County. The school buildings are split between the two cities of Gladbrook, located in the north western portion of Tama County, and Reinbeck, which are about 18 miles apart. This district consists of the Gladbrook Elementary School with a 35 student enrollment and Reinbeck Elementary School with a 165 student enrollment. The Gladbrook-Reinbeck Middle School, in Gladbrook, has a 176 student enrollment, while the Gladbrook-Reinbeck High School in Reinbeck has a 233 student enrollment for the 2009-2010 school year.

The Union Community District is like the Gladbrook-Reinbeck community school district in that its jurisdiction stretches across a county boundary line. This district's offices are located in La Porte City, which is in the southeastern portion of Black Hawk County. The school buildings are split between the two cities of Dysart, located in the northeastern portion of Tama County, and La Porte City, which are about 15 miles away. This district contains the Dysart-Geneseo Elementary School with a 218 student enrollment and La Porte City Elementary School with a 323 student enrollment. The Union Middle School in Dysart has a 291 student enrollment, while the Union High School in La Porte City has a 416 student enrollment for the 2009-2010 school year.

POST-SECONDARY EDUCATION

The Iowa Valley Community College District provides post-secondary and continuing education opportunities in Region 6. The District operates the Marshalltown Community College, Ellsworth Community College in Iowa Falls, Iowa Valley Grinnell, and Iowa Valley Continuing Education with classes in Grinnell, Marshalltown, and Iowa Falls. Degree programs through the community college

include agriculture and animal science; arts, communications, and social sciences; health services; and sciences. Continuing education classes include a large variety of subjects ranging from college preparation to business to home and garden. Specific classes offered by the District that are extremely important to Region 6 include English as a Second Language (ESL) classes for persons from any country or culture, GED (high school equivalency), classes in English and Spanish, citizenship classes in English and Spanish, and computer classes in English and Spanish. With increased diversity in the region, classes taught in the Spanish language or classes that teach English increasingly will be an important opportunity offered by local educational institutions.

Grinnell College is a private education institution that is located in Poweshiek County along Interstate 80. The college offers several degree programs in the followings areas: humanities, science, and social studies. The college also has several distinguished programs. Approximately 1,600 students attend, and the graduation rate is 88%.

The University of Iowa is located in Iowa City, which is located one to two hours from anywhere in the region. Residents who live in Poweshiek County have the shortest travel time to reach the university campus. Iowa State University is located in Ames, which is just 15 minutes from the western border of Marshall County. In Hardin County, residents are about an hour from the University of Northern Iowa in Cedar Falls.

Additionally, Region 6 has a wealth of organizations and programs available to address a full spectrum of educational needs for both individuals and industry. Early childhood through post-secondary education services are provided through Area Education Agency 267, the central offices of which are located in Marshalltown. Services to individuals include school- and welfare-to-work

programs and vocational or rehabilitation training. Businesses and industry in all Region communities can receive assistance and support with workforce development programs.

IMPORTANT EDUCATIONAL RESOURCES CONSIDERATIONS

- ✓ Local education institutions in Region 6 include primary to secondary education school districts, the Iowa Valley Community College District, and Grinnell College.
- ✓ The Iowa Valley Community College District maintains a wide range of degree programs and continuing education classes.
- ✓ Grinnell College maintains a wide range of degree programs and distinguished education centers.
- ✓ Iowa's major universities are located within a one to two hour drive for Region 6 residents. These institutions are important to Region 6 because they provide the education and training needed to fill skilled and professional positions.
- ✓ Transportation to and from educational facilities is critical to the success of the educational resources of the region and the economic and quality of life elements a good education system supports.

HOUSING

Housing quality and affordability are important considerations when planning for future transportation needs. Without adequate housing options, people may be forced to work and live in separate communities. Commuting creates its own set of transportation needs and problems. The people who live and work in Region 6 should be able to choose from a variety of housing options that are good quality and affordable and within a reasonable commute, if not in the same community. In addition, an adequate housing stock is essential to attract new residents and businesses to the region that will support the transportation system.

Current housing data is fairly limited due to the simplification of the 2010 U.S Census, so this housing analysis will not include an in-depth discussion of the physical characteristics of the region's housing stock.

HOUSING STOCK

Total Housing Units

From 2000 to 2010 the total number of housing units in Region 6 increased by 2.4%, or 183 units, but the total population for the region decreased in the most recent decade. From 2000 to 2010, the Region 6 population decreased by nearly 2% (State Data Center of Iowa, 2012). This negative relationship is likely due to the average household size of both owner-occupied and renter-occupied units decreasing from 2000 to 2010 in Iowa and all Region 6 counties except Marshall and Tama Counties.

The total housing units in Poweshiek County increased the most in terms of percentage -- 4.6%. This is an increase of over 500 housing units in the county. The total housing units in Marshall County also increased by over 500 units, but the total population and recent growth is larger than Poweshiek County. The average household in Marshall County increased from 2000 to 2010, which may account for nearly equal growth in the number of housing units despite greater population growth.

Total Housing Units

	2000	2010	% Change
<i>Hardin</i>	8,318	8,224	-1.1
<i>Marshall</i>	16,324	16,831	3.1
<i>Poweshiek</i>	8,556	8,949	4.6
<i>Tama</i>	7,583	7,766	2.4
<i>Region 6</i>	40,781	41,770	2.4
<i>Iowa</i>	1,232,511	1,336,417	8.4

Source: State Data Center of Iowa, 2012

Hardin County is the only county with a decrease in total housing units -- 1.1%, with decreased housing units by 94 units. Hardin County's total population also decreased from 2000 to 2010. On the other hand, Tama County's population decreased while total housing units increased. Again, this is likely due to the average household size decreasing during the same period of time.

Region 6 was outpaced by the state of Iowa in total housing unit growth from 2000 to 2010. Iowa's total housing units grew by 8.4% compared to 2.4% growth in Region 6. Overall, certain areas in Iowa grew more in terms of population and average household size decreased throughout the state.

Average Household Size of Owner-occupied Units

	2000	2010	% Change
<i>Hardin</i>	2.41	2.32	-3.7
<i>Marshall</i>	2.56	2.59	1.2
<i>Poweshiek</i>	2.45	2.37	-3.3
<i>Tama</i>	2.55	2.51	-1.6
<i>Iowa</i>	2.57	2.52	-1.9

Average Household Size of Renter-occupied Units

	2000	2010	% Change
<i>Hardin</i>	2.19	2.16	-1.4
<i>Marshall</i>	2.26	2.36	4.4
<i>Poweshiek</i>	2.08	2.08	0.0
<i>Tama</i>	2.35	2.45	4.3
<i>Iowa</i>	2.15	2.14	-0.5

Source: State Data Center of Iowa, 2012 (Tables 26 and 27)

The trend in household size in Region 6 and Iowa is overall negative, but some counties experienced an increase or no change. For instance, in both owner- and renter-occupied housing, Marshall County's average household size increased, while in renter-occupied units in Poweshiek County, the average household size remained stable.

Housing Tenure

Over 80% of the housing units in all Region 6 counties were occupied in 2010. Marshall County is the only county in the region with occupancy that exceeds statewide occupancy. Over 92% of Marshall County's housing units were occupied compared to 91.4% at the state level in 2010. In both 2000 and 2010, Marshall County had the highest percentage of housing units occupied in the region.

Housing Occupancy by Percent of Total Housing Units

	2000	2010
<i>Hardin</i>	91.7	88.7
<i>Marshall</i>	94.0	92.3
<i>Poweshiek</i>	86.5	84.4
<i>Tama</i>	92.5	89.5
<i>Iowa</i>	93.2	91.4

Source: State Data Center of Iowa, 2012

From 2000 to 2010, the percentage of housing occupancy in all Region 6 counties and Iowa decreased, which may indicate excess housing in some parts of the region. A possible issue may be that the available housing is not in high demand due to either quality or affordability. The population in certain counties has decreased, so general demand for housing has likely decreased in those areas.

Age of Housing

Compared to the statewide median age for owner- and renter-occupied housing, Region 6 housing stock is older. Tama County has the oldest median year built -- 1950 and 1952 -- for both owner- and renter-occupied housing in the region. Poweshiek County has the youngest median year -- 1962 and 1971 -- for both types of housing.

*Median Year Built for Owner-occupied Units
(2006-2010 Estimate)*

	Median Year Built	Margin of Error
<i>Hardin</i>	1954	(+/-) 3
<i>Marshall</i>	1956	(+/-) 2
<i>Poweshiek</i>	1962	(+/-) 2
<i>Tama</i>	1950	(+/-) 4
<i>Iowa</i>	1963	(+/-) 1

Source: State Data Center of Iowa, 2012

*Median Year Built for Renter-Occupied Units
(2006-2010 Estimate)*

	Median Year Built	Margin of Error
Hardin	1959	(+/-) 5
Marshall	1960	(+/-) 6
Poweshiek	1971	(+/-) 4
Tama	1952	(+/-) 7
Iowa	1969	(+/-) 1

Source: State Data Center of Iowa, 2012

Since the Midwest was initially developed with primarily single-family homes, and these units are typically owner-occupied, the median year built for owner-occupied units is earlier than the median year built for renter-occupied units. Single-family homes and not just multi-family structures are included in the total number of renter-occupied units, but recent data is not available for housing types in the region. Throughout the region, though, there is a generally recognized need for higher quality rental options and more single-family homes that are modestly sized and priced for young professionals and families. Currently, there are projects in progress or being proposed to address this issue throughout the region.

Overall, Hardin, Marshall, and Tama County have older housing, and this is evident when traveling through Region 6. Certain cities in the region have noticeably older housing, especially the smallest cities. Considering housing quality, having an older housing stock does not necessarily suggest that housing in the region is poor quality. Like all cities, certain areas consist of well-maintained homes while others contain blight. However, most cities in Region 6 have expressed concern regarding blighted properties.

Cost of Housing

Region 6 is considered an affordable place to live in Iowa since the region consists of primarily small cities and the dominant land use is agriculture. Comparing the median monthly housing cost, all Region 6 counties have median housing costs that are less than the state. The highest median monthly cost in the region, in Marshall County, was \$40 less than Iowa. The least expensive county in Region 6 is Hardin County with an estimated median monthly housing cost less than \$600. Tama County's estimated median cost is \$50 higher.

Although Poweshiek County has comparatively newer housing, the estimated median cost is slightly less than Marshall County.

Median Monthly Housing Cost (2006-2010 Estimate)

	Estimate	Margin of Error
<i>Hardin</i>	\$586	(+/-) \$32
<i>Marshall</i>	\$693	(+/-) \$25
<i>Poweshiek</i>	\$683	(+/-) \$29
<i>Tama</i>	\$651	(+/-) \$33
<i>Iowa</i>	\$733	(+/-) \$3

Source: State Data Center of Iowa, 2012

Data is more consistently available for Marshalltown since it is a larger city for Iowa and the largest in the region. For the remaining cities and counties in the region, five year estimates are the most readily available data, which is used here to ensure proper comparison.

It is also important to consider the cost of housing in terms of household income. Median housing costs can be low compared to the state, but if people who live in the region are spending a high percentage of their income to maintain housing there is a definite affordability issue. For this analysis, only median monthly owner costs are used because reliable rental cost data is not available.

The median monthly owner costs as a percentage of household income for Region 6 counties achieve a similar ranking of affordability in the region. Hardin County was estimated to have the lowest median monthly housing costs and the percentage of household is also the lowest in Hardin County. On the high end, Marshall County had the highest estimated median monthly housing cost and also the highest percentage of household income.

*Median Monthly Owner Costs as Percent of Household Income
(2006-2010 Estimate)*

	%	Margin of Error
<i>Hardin</i>	19.8	(+/-) 1.1
<i>Marshall</i>	22.4	(+/-) 0.7
<i>Poweshiek</i>	20.0	(+/-) 1.0
<i>Tama</i>	21.8	(+/-) 1.4
<i>Iowa</i>	21.3	(+/-) 0.1

Note: Monthly owner costs are for housing units with a mortgage.

Source: State Data Center of Iowa, 2012

Based on housing costs as a percentage of household income, most Region 6 counties are relatively affordable. All counties except Marshall have percentages lower than the state level, and compared to nationwide level, Iowa and Region 6 are relatively affordable. The 2006 to 2010 estimate of median monthly costs as percent of household income is 25% with a low margin of error, indicating that Region 6 counties and Iowa have a lower percentage even considering the margin of error (State Data Center of Iowa, 2012).

IMPORTANT HOUSING CONSIDERATIONS

- ✓ From 2000 to 2010 the total number of housing units in Region 6 increased, but the total population for the region decreased in the most recent decade.
- ✓ The average household size of both owner-occupied and renter-occupied units decreased from 2000 to 2010 in Iowa and all Region 6 counties except Marshall and Tama County.

- ✓ Region 6 was outpaced by Iowa in total housing unit growth from 2000 to 2010. Iowa's total housing units grew by 8.4% compared to 2.4% growth in Region 6.
- ✓ Hardin County is the only county with a decrease in total housing units and total population from 2000 to 2010. The total housing units in Marshall and Poweshiek Counties increased by nearly the same amount, but the total population and recent growth in Marshall County is larger than Poweshiek County.
- ✓ The trend in household size in Region 6 and Iowa is overall negative, but some counties experienced an increase or no change. In both owner- and renter-occupied housing, Marshall County's average household size increased. In Poweshiek County, the average household size of renter-occupied units remained stable.
- ✓ Over 80% of the housing units in all Region 6 counties were occupied in 2010. Marshall County is the only county in the region with occupancy that exceeds statewide occupancy.
- ✓ From 2000 to 2010, housing occupancy in all Region 6 counties and Iowa decreased. A possible issue may be that the available housing is not in high demand due to either quality or affordability. The population in certain counties has decreased so general demand for housing has likely decreased in those areas.
- ✓ Compared to the statewide median age for owner- and renter-occupied housing, Region 6 housing stock is older. Tama County has the oldest median year built for both owner- and renter-occupied housing in the region, and

Poweshiek County has the youngest median year for both types of housing.

- ✓ All Region 6 counties have median housing costs that are less than the state level. The highest median monthly cost in the region, which is in Marshall County, was \$40 less than Iowa.
- ✓ The least expensive county in Region 6 is Hardin County with an estimated median monthly housing cost less than \$600. The percentage of household income is also the lowest in Hardin County from 2006 to 2010.
- ✓ Marshall County had the highest estimated median monthly housing cost and also the highest percentage of household income from 2006 to 2010.
- ✓ Based on housing costs as a percentage of household income, most Region 6 counties are relatively affordable. All counties except Marshall have percentages lower than the state level, and compared to nationwide level, Iowa and Region 6 are relatively affordable.

CONCLUSIONS

Although the population of all four counties of Region 6 is still predominantly white, there is a growing trend toward ethnic and cultural diversity in the Region, particularly in Marshall and Tama Counties. While the majority of recent immigrants are Hispanic, the Region is now home to a significant number of Asian and Sudanese newcomers. Region Six also includes an American Indian

Settlement. The Sac & Fox (Meskwaki) Settlement is located in rural Tama County outside Tama-Toledo.

The increasing ethnic and cultural diversity in the Region, particularly in Marshall and Tama Counties, exacerbates the need to enhance transportation for these ethnic and cultural groups. Ethnic and cultural diversity also provides an opportunity to attract new businesses and new visitors and to increase the population of the Region's communities, which will only happen if sufficient transportation options are available for moving workers and families to the places they need to be.

Un- and under-employment have a destabilizing effect on much of the Region's economy. Employment opportunities know no boundaries between city and county. Commuting from one population center to another for medical, social, educational, and employment is a predominant trend, and often means transportation is needed to different communities for meeting these special needs. An efficient transportation system that moves goods and people from one location to another is critical to improving the economy and lessening the economic stress of the Region.

The Region's population is growing older, with a substantial increase in retired and elderly residents. Unique needs of this segment of the regional population offer challenges and opportunities for transportation-related programs and projects to keep this population living in the Region while maintaining an independent and high quality of life. Improving the regional transit program to accommodate the growing needs of elderly residents will continue to be a key goal of the Region 6 Planning Commission.

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.

ROAD AND BRIDGE NETWORK

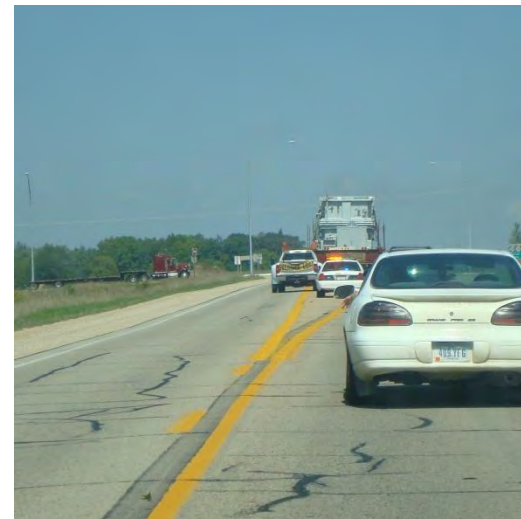
Highway System

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 recently been widened to four lanes in Marshall and part of Tama Counties. A bypass of Tama and Toledo was also added in Tama County. Plans are underway to complete widening of this major roadway to Hwy 218 in Benton County. For more discussion, see first full paragraph on page 62.

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.

Oversized Semi-truck Load on Highway 14



Northbound traffic on Highway 14 followed a large semi-truck shipment being escorted by the Marshall County Sherriff's Department in August 2012.

Mileage and Average Daily Traffic Counts

Classification	RPA Miles	RPA ADT
Interstate	24	27,650
Primary	371	3,840
State	395	5,290
Secondary	4,049	150
Municipal	520	920

Source: Iowa DOT, Office of Systems Planning & Transportation Data, January 1, 2004

Federal Functional Classification Mileage

Classification	Mileage
Interstate	24
Other Principal Arterial	208
Minor Arterial	190
Collector	1,417
Local	3,142

Source: Iowa DOT, Office of Systems Planning & Transportation Data, January 1, 2004

Road and Bridge System

See Appendix B – Maps 1 (p. 113) and 3 (p. 115). It is important to note the responsibilities of counties and cities in Region 6 since the majority of roads in the region are locally controlled. For all locally controlled roads, either county or city, the local government's primary responsibilities are maintaining surfaces, ensuring structural integrity of bridges and culverts, and clearing the public right-of-way of debris and snow. The current challenge and priority

for both counties and cities in the region is maintaining the current road and bridge system to ensure safe and efficient travel.

The challenge in maintaining the existing road system is sufficient funding in the budget to complete all needed repairs and maintenance. In all cities and counties in the region, road and bridge projects are being prioritized so that highly traveled routes or potential bottlenecks in the system have funding priority.

The method for project prioritization varies throughout the region from a case-by-case method to the use of an algorithm to determine where investments in the system should be completed. In the case of high priority and insufficient funding, several cities and some counties in the region have used bonding to fund large projects that can no longer be deferred to the future. In cities and counties that have not yet bonded to finance projects, most are considering this option.

Aside from overall funding, there are specific issues in maintaining the Region 6 road and bridge system for safe and efficient travel. Since Region 6 is primarily rural, maintenance issues include single-axle wagons, usually agricultural implements, which place an extremely heavy point load on roads and bridges. Bridges are especially challenged due to posted load limits increasingly being ignored by implement operators.

Another general maintenance issue in the region is semi-truck traffic hauling extra heavy loads or not adhering to designated truck routes, causing damage to residential roads. Potential hazards posed by semi-trucks, e.g., noise, tight turn radii, hazardous materials, etc., require additional maintenance and repair, attention to residential complaints, and emergency response.

A specific issue is the movement of wind turbine components either through the region or into local wind farms. For each wind turbine

there are usually 12 semi-truck loads. Although a permit is required for semi-trucks hauling wind turbine components, the fee is only \$10 per load, which likely does not even cover the administrative costs to process the permit. It should be noted, instead of a flat fee determined by the state, other types of over-sized semi-truck loads can be assessed an analysis fee if the particular load or route has not been studied in the past.

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. In Hardin, Marshall, and Tama Counties, a major source of flooding is the Iowa River and associated creeks. These waterways can cause complete closure of bridges due to complete inundation and required inspection. Historically the problem spots are the roads getting into Marshalltown from the North – Highway 14, Highway 330, East Main Street road, and Center Street Road. When these roads are flooded V18 through Chelsea is typically under water along with the city. Highway 63 South of Tama is also a problem.

*High water from the Iowa River near U.S. Highway 63,
Tama County, March 2010*



Photo Source: Region 6 Planning Commission, 2010

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.

Hardin County

There are no large or unusually expensive projects planned for the Hardin County road and bridge network. The priority throughout the county is maintaining the existing system and paving fairly small sections of roads throughout the network. Overall, roads and bridges are the primary concern for the future.

A large project that was recently completed in Hardin County is the replacement of the bridge in Iowa Falls on U.S. Highway 65/Oak Street, which spans the Iowa River. Since this bridge is along a state route, the Iowa Department of Transportation financed and completed the replacement of this bridge. Keeping the historic and natural character of the area, the bridge was designed with architectural elements in the spirit of the original bridge design.

New Oak Street Bridge in Iowa Falls



Photo Source: www.historicbridges.com, 2012

Marshall County

Maintaining the existing road and bridge system is also the main priority in Marshall County. Several large projects have been completed or are currently in progress to restore pavement conditions throughout the county. Most notably, Marshalltown has replaced several streets in the city—Center Street, Olive Street, Nevada Street, and 13th Street. Techniques for prolonging the life of certain streets are also being used. In the past, road maintenance has been deferred in certain areas, and now bonding is being used to finance improvement projects within the city.

13th Street Construction in Marshalltown



Photo Source: Morning Glory Bakery, 2012

Currently, bridges are a major concern in Marshall County. In the case of several bridges, regular maintenance is no longer sufficient to preserve safety. Specifically, there are four bridges on North Center Street that need to be completely replaced with an estimated cost of over \$5 million, which is equivalent to approximately ten years of the county's bridge budget.

These bridges are extremely important because they provide access to and from Marshalltown over the Iowa River on the north side of the city. These bridges also provide access to Marshalltown's water treatment facility that serves the city and Central Iowa Water Association. The water association's customer base covers not just Marshall County but also parts of Tama, Story, Hardin, Grundy, and Northeast Iowa to nearly Dubuque. In addition, the largest bridge that spans the Iowa River serves as a support for a 24 inch water main that feeds Marshalltown and a natural gas line that provides power to the water treatment facility.

North Center Street Bridge and Water Main



Photo Source: www.bridgehunter.com, 2012

Another important project in Marshall County is the widening of U.S. Highway 30 from two to four lanes across the entire county, east and west. Before 2010, stretches of the highway were just two lanes with a posted speed limit of 55 miles per hour. This project, which is part of a larger highway widening project, was completed by the Iowa Department of Transportation. Overall, the time and safety benefits of widening the highway include an increase in posted speed limit to 65 miles per hour and the ability to pass slow moving vehicles and agriculture implements that otherwise would increase overall travel time.

Poweshiek County

The road and bridge system in Poweshiek County is unique in the region, because Interstate 80 runs through the south side of the county and bridge issues are minimal since there are considerably less bridges than other Region 6 counties. Despite these differences, Poweshiek County does have funding constraints like all counties in the region. Necessary maintenance and replacements are prioritized to ensure funds are used efficiently. It should be noted that rural bridges with posted weight restrictions are still an issue in Poweshiek County. The posted restrictions are often ignored, resulting in further damage and instability of structures.

Poweshiek County is also unique because of a partnership between the county and City of Grinnell to acquire funds for replacing a bridge on 20th Street that spans the Iowa Interstate railroad line. The county is ineligible for bridge replacement funds, so the City of Grinnell will annex the bridge in order to receive the replacement funds. The project would also involve reconstruction of sections of 20th Street and 1st Avenue. The County and City would jointly finance the project, but the County would be responsible for the majority of costs not covered by bridge replacement funds. Overall,

this partnership serves as an example for what can be accomplished jointly in other areas of Region 6.

Tama County

Similar to all Region 6 counties, maintenance of the existing road and bridge system in Tama County is a priority and challenge. Funding for road maintenance and repaving is the limiting factor, as is the case in all Region 6, Iowa, and the nation. To use the existing budget efficiently and prolong the life of new pavement, cold in-place recycling of road surfaces is being used where possible.

Issues in unincorporated Tama County include several extended closures of bridges due to safety concerns. These bridge closures require rerouting of traffic that can be inconvenient for people who live near the bridge. Overall, there is noticeable deterioration of most bridges in the county, and weight restrictions are posted when load becomes an issue.

A major project that was recently completed in Tama County is the widening of U.S. Highway 30 to four lanes and a bypass of Tama and Toledo. Consequently, U.S. Highways 30 and 63 no longer intersect in Toledo at a four-way signalized intersection. With local support, this project was completed by the Iowa Department of Transportation because the highway is a state route.

U.S. Highway 30 Bypass of Tama and Toledo



Photo Source: Tama News-Herald, 2010

One of the major purposes of widening U.S. Highway 30 was to improve east-west travel times across Iowa and reduce traffic on Interstate 80. U.S. Highway 30 has also become a heavily traveled commuter route for workers who live in communities along the highway and is a heavily traveled semi-truck freight route. The bypass has reduced travel time and increased safety because traffic is no longer routed through the cities of Toledo and Tama where speeds are reduced and there is a signalized intersection. Through traffic on U.S. Highway 30 is no longer mixed with local traffic.

Tama County and Marshall County would like to see that Highway 30 is 4-laned from East of Tama/Toledo to Hwy 218 in Benton County.

FREIGHT TRANSPORTATION

In 2010, 54.4 million tons of freight originated and 42.2 million tons of freight terminated in Iowa. There was 229 million tons of freight moving through the state in 2010 (Iowa Department of Transportation, 2012). Of all freight originating the state, nearly 80% was coal, grain, chemicals, and fertilizers. Grain and

agricultural chemicals were in the top 25 highest valued export for Iowa in 2010, according to the State Data Center of Iowa. See also, Appendix B – Map 8, p. 120.

Since 1985, rail freight originating in the state increased 160%, while rail freight terminating in the state increased 99%. In addition, freight moving through Iowa increased 129% in the same time period. Despite significant increases in rail freight tonnage, net ton-miles tripled and rail-miles decreased from 1985 to 2010, indicating that rail freight has become much more efficient (Iowa Department of Transportation, 2012).

Freight rail, in partnership with the trucking industry, provides intermodal transportation that is critical to the economic health of Iowa. In 2009, nearly 4,000 miles of rail freight track were in operation by 18 companies in Iowa. Between highways, rail lines, pipelines, and navigable waters, Iowa has approximately 130,000 miles of freight infrastructure. Approximately 3% of Iowa's freight infrastructure is rail line, and in 2001, 43% of Iowa's freight was carried on rail lines. Leasing a third of total track lines, the Union Pacific Railroad is the primary rail operator in Iowa (Iowa Department of Transportation, 2012).

There are several different types of rail line that are operated throughout Iowa and the nation. Class I rail lines provide the long-haul, interstate service throughout the United States, connecting with Canadian and Mexican lines for international traffic. Class II rail lines haul mid-sized loads for long distance, and Class III or Short Lines serve local freight rail needs. The region is currently supported by four railroad companies—one Class I, two Class II rail lines, and one Class III.

Railroad Service Points in the Region

Company	Cities Served	National Markets	Class
Canadian National	Iowa Falls, Alden, Ackley	Omaha, Chicago	II
Union Pacific	Marshalltown, Tama, Iowa Falls, Grinnell, Buckeye, Gilman, Searsboro	Kansas City, Minneapolis, Duluth, Chicago, Denver, Los Angeles, etc.	I
Iowa Interstate	Brooklyn, Malcom, Grinnell	Omaha, Chicago	II

Source: Modified from Region 6 Long-range Transportation Plan, 2007

Until recently, the Iowa River Railroad operated freight service from Marshalltown, Iowa to Ackley, Iowa, for a distance of 41.89 miles. This rail line was recently rail banked from Marshalltown to about Highway 20 as a recreational trail by the Iowa Natural Heritage Foundation. The rail bank length is about 32 miles. There will continue to be rail service from just South of Highway 20 to Ackley where the line interconnects with the Canadian National. The City of Marshalltown has agreed to own the section in Marshall County. They have an agreement with Trails, Inc. a new non-profit corporation for trail maintenance. Hardin County and maybe some of the cities along the route in Hardin County will take on ownership of the trail in that county.

At-grade rail line crossings are a concern in most Region 6 counties and cities that are served by freight rail line. Marshalltown has a large switching yard, and viaducts on main streets in the city minimize disruptions in traffic, congestion and potential conflicts with vehicles and pedestrians. Several smaller cities also have rail

lines and crossings close to developed areas. Safety, primarily derailment and hazardous materials, and noise are the primary concerns. 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.

A major rail line improvement project in the region that is currently in the planning process is a rail line extension 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.

Aside from rail lines, semi-trucks are a major freight carrier in Region 6 and Iowa. Semi-truck freight affords greater access since businesses do not need to be located near a rail line to ship or receive goods. Semi-trucks are also more convenient for short distance hauling, especially during the harvest season. Semi-truck freight is especially important in communities that are no longer served by rail lines. Traveling through Region 6 and Iowa, the growth in the semi-truck freight industry is evident. Throughout Iowa, several community colleges have developed semi-truck driving certification programs because drivers are in high demand.

AIRPORTS

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 5 publicly-owned airports located in Marshalltown, Iowa Falls, Grinnell, Traer, and Toledo. See also

Appendix B – Map 2, p. 114. The airport in Toledo is rated as Basic Service II; Traer is rated as Basic Service; Grinnell and Iowa Falls are rated as General Service; Marshalltown is rated as Enhanced Service. A privately-owned airport located in Ackley, in Hardin County, is available for limited public use.

Most residents in Region 6 are within 30 minutes of a municipal airport, but none of these airports offer affordable travel options. The majority of airport use is from individuals who privately own planes for personal use. There are no airports with commercial service located in the Region 6 area. Residents and businesses in Region 6 typically access commercial airports in Des Moines, Cedar Rapids, or Waterloo. For most residents in Region 6, an airport with commercial service can be accessed within an hour drive.

Iowa Falls Municipal Airport



Photo Source: www.cityofiowafalls.com/airport, 2012

PUBLIC TRANSIT

Marshalltown Municipal Transit

Passenger transportation for the general public in the city of Marshalltown is provided by Marshalltown Municipal Transit,

referred to as MMT. Marshalltown has the only urban transit system operating fixed-route services within Region 6. MMT also provides para-transit service, which is a demand response, door-to-door service for disabled and elderly individuals. These services are primarily provided under a contract with Peoplerides, the Region 6 transit system. MMT's fixed-route is accessible to persons with ambulatory disabilities, but routes do not always provide convenient access to certain locations.

In 2011, a total of 112,318 rides were provided to Marshalltown residents by MMT. Currently, the MMT fleet consists of nine buses. Of the entire fleet, over half the buses have exceeded their useful life. The oldest bus in the fleet is a 1987 model with nearly 700,000 miles logged and certain parts that can no longer be purchased for repair. Vehicle replacement is already a major concern for Marshalltown Municipal Transit, and reductions in funding in the MAP-21 legislation will make bus replacement even more challenging in the future. Other challenges for MMT include a limited operating budget that does not support a full-time dispatch position. Additional plans for MMT services that will be required in the future -- safety, security, and emergency preparedness -- will be a challenge, because staff time is already spread too thinly.

Peoplerides

Peoplerides is a service of the Region 6 Planning Commission. Peoplerides serves all of the Region 6 area, and everyone qualifies to ride. Peoplerides' public transit specializes in para-transit service that is door-to-door and demand responsive. In 2013, Peoplerides provided approximately 40,000 rides to residents of Region 6. There are currently 23 vehicles in the fleet, and the system operates on a route and demand-response basis. All of the vehicles fully comply with Americans with Disabilities Act standards with lifts and/or ramps to assist riders with disabilities.

Peoplerides Bus on Dialysis Route



Dialysis Center in Marshalltown in July 2011

Similar to Marshalltown Municipal Transit and all transit systems in Iowa, future bus replacements will be a challenge for Peoplerides. Maintaining current services will also be a challenge because the costs of services are increasing but local government funding and revenues are decreasing for the service. Peoplerides will also need to prepare additional plans that may stretch staff time.

RECREATIONAL TRAILS AND PEDESTRIAN FACILITIES

Many additions and improvements have been made to the recreational trail system in Region 6 including both trail and bicycle lane projects. See Appendix B – Map 4, p. 116. Major recreational trail projects in the region include: an extension of the recreational trail in Diamond Lake Park (Poweshiek County) to the north side of Montezuma; extensions of the Tama/Toledo Trail system (Tama County); Iowa 330/US 30 Trail, which extends from Marshalltown to Melbourne, which is also part of the American Discovery Trail; hard

surface trail in Iowa Falls (Hardin County) and two new trail/pedestrian bridges in Iowa Falls in Hardin County; Pine Lake State Park Trail from Eldora to Steamboat Rock; Grinnell Area Recreational Trails from the City to Rock Creek State Park and within the City; Linn Creek Trail system through Marshalltown; and Gladbrook Trail from Gladbrook to the Comet Trail in SE Grundy County.

Rock Run Creek Bridge in Hardin County



Photo Source: Hardin County Trail Committee, 2012

In Marshall County, the recreational trail system connects areas along the Iowa River to parks and attractions in nearby cities. In addition, there will be a new rail trail from Marshalltown to the Steamboat Rock area. The conversion of this rail line would add 32 miles of recreational trail to trail systems in Region 6 and would connect Eldora in Hardin County to Marshalltown in Marshall County, and would add another important link to the Heart of Iowa Trail and the American Discovery Trail. The American Discovery

Trail is a nationally significant, coast-to-coast, non-motorized recreational trail that stretches across more than 6,800 miles and 15 states.

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. This facility has the potential of bringing 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 recent 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).

Recently, trail and bicycle lane projects have become less of a priority in the region due to budget constraints and reduced grant funding opportunities. Many officials and residents prefer public funding to be spent on seemingly more practical projects like roads, bridges, sewer, etc. On the other hand, there is still substantial support for maintaining and expanding the recreational trail and bicycle lane system in Region 6. Certain counties and cities have groups of officials and residents who work together to enhance the existing recreational trail system. In the future, funding trail projects in Region 6 will be a major challenge.

Connecting the recreational trail system is a goal for the adjoining cities of Tama and Toledo. From north to south, the South Tama Recreational Trail begins on the west central side of Toledo and terminates on the south side of Tama. The connectivity issue between the two cities is a segment of the trail that runs east then

south to access the South Tama School District baseball diamond, but the trail terminates at the northern corporate boundary of Tama. It would be ideal if the trail were to be extended to reach the school buildings and to loop around to provide trail access to the Tama-Toledo Aquatic Center. Currently, the City of Tama does not have the extra funds to complete a project of this scale.

Pedestrian facilities are also a concern in Region 6—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.

Both pedestrian and bicycle safety are a concern in the region, particularly with regard to motor vehicle traffic. 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. There are some areas without sidewalks where pedestrians walk on the street frequently, which is a definite safety concern, especially during inclement weather. There appears to be less tension between pedestrians and motorists compared to bicyclists and motorists.

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.

- ✓ The priority for counties and cities in the region is maintaining the current roadway and bridge 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.
- ✓ 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.
- ✓ At-grade rail line crossing are a concern in most Region 6 counties and cities that are served by a freight rail line. Several cities have rail lines and crossings close to

developed areas. Safety, primarily derailment and hazardous materials, and noise are the primary concerns.

- ✓ Currently, there are no airports with commercial service located in the Region 6 area. Residents and businesses in Region 6 typically access large, commercial airports in Des Moines, Cedar Rapids, or Waterloo. For most residents in Region 6, an airport with commercial service can be accessed within an hour drive.
- ✓ Future bus replacements will be a challenge for Peoplerides and Marshalltown Municipal Transit. The primary challenge is the replacement of vehicles. Iowa has the 47th oldest fleet in the nation so there are many unmet needs.
- ✓ 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.
- ✓ Both pedestrian and bicycle safety are a concern. There is less tension between pedestrians and motorists compared to bicyclists and motorists.

Chapter 5: Geography, Land Use, and Environment

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. See Appendix B – Map 9, p. 121.

Region 6 contains numerous lakes, streams, and creeks that provide water for food production, human consumption, and recreation. One of the most prominent 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.

Except for where the river was straightened for agriculture in northern Marshall County, the Iowa River forms sweeping meander loops as it flows across its floodplains. These floodplains are underlain by porous alluvial deposits that yield valuable groundwater supplies for the area. In Region 6, the Iowa River and its associated creeks are prone to major flooding. The most recent and major flood events were in 1993 and 2008.

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 Iowa River Greenbelt includes thick woodlands, steep valleys, and geological rock formations.

While 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. Land and water conservation must be a factor in any new transportation policies. It is also critical that developers of any new economic initiatives be mindful of their impact on the region's watershed.

Below is a list of the natural resources in the region that should be considered before any future transportation projects are planned and may require efforts to mitigate the environmental impacts of those projects (see Appendix B – Map 7, p. 119):

1. There are no National Parks or National Wildlife Refuges located in Region 6. The Region has several State Preserves, Wildlife Management Areas, and State Parks.

State Preserves Located in Region 6

Hardin County:	Fallen Rock (Forest Cover) Hardin City Woodland (Forest Cover) Mann Wilderness Area (Forest Cover/Biological Area)
Marshall County:	Marietta Sand Prairie (Prairie)
Tama County:	Mericle Woods (Forest Cover/Biological Area) Casey's Paha (Geological Area)
Poweshiek County:	Fleming Woods (Forest Cover/Biological Area)

Source: Iowa Department of Natural Resources, May 25, 2007

Wildlife Management Areas in Region 6

Marshall			
Area	Game	Acreage/Description	Location/Directions
Hendrickson Marsh (608k)	P,W,R,D	776A; 2/3 upland, 1/3 marsh, lake	2.5 mi. W of Rhodes on E63.

Tama			
Area	Game	Acreage/Description	Location/Directions
Otter Creek Marsh (577k) *	W,P,D,T	3,400A; 1/2 marsh, 1/4 timber, 1/4 upland	1 mi. NW of Chelsea on E66.
Salt Creek (926k)	D,S,T	114A; timber	1 mi. E of Vining on "V" Ave.
Union Grove (585k)	P,R,W	108A; 3/4 upland, 1/4 lake	4 mi. S of Gladbrook on T47,
			1 mi. W on 230th St.
West Salt Creek (926k)	P,R	80A; upland	.5 mi. SW of Vining on "T" Ave.

GAME: D=deer, T=turkey, S=squirrel, P=pheasant, G=grouse, W=waterfowl, R=rabbit, Q=quail

* Indicates portions of the area have been established as a wildlife refuge. Where posted, there is no trespassing allowed between September 10 to December 25 of each year.

Source: Iowa Department of Natural Resources; <http://iowadnr.com>

Below are descriptions of the Region 6 counties individually. They detail the diversity of the ecological environment of the region. While there are some commonalities, this ecological diversity within each county, and the differences between counties, remind that transportation needs and transportation policy within the region cannot be universal.

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.

Natural drainage of 90% of the county is provided by the Iowa River 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 enough for crop production. In other areas with insufficient underground and surface drainage, crops may be ruined by the pooling of the still water.

About 260,000 acres, which is about 71% of Hardin County land is prime farmland, perfect for crops, mainly corn and soybeans. Some of this land, which would be ideal for agriculture, has been converted into industrial and urban uses. Aside from agriculture and urban uses, Hardin County's geography 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.

Natural Area in Hardin County



Summer 2011

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.

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.

There are two major drainage systems for Marshall County consisting of the Iowa-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, and the remaining area in the southwestern portion of the county is drained by the Skunk River. Though 12% of the soils in the county are poorly to very poorly drained, they are drained enough for crop production. In other areas with insufficient underground and surface drainage, crops may be ruined by the pooling of the still water.

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.” The main enterprises from this soil association are cash grain crops and feeding swine and beef cattle. The suitability for this association is cultivated crops, hay, and pasture. 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.

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.

Natural drainage of the county is provided by the North Skunk River and its immediate tributaries. 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 are livestock and grain. Much of the land is used for row crops like corn and soybeans.

View from Overlook at Diamond Lake



Summer 2011

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.

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 three-fourths of the county is drained by the Iowa River and its principal tributaries -- Deer Creek, Richland Creek, and Salt Creek. Wolf Creek, in the northern part of the county, drains the rest of the county. It runs from Gladbrook to about 3 miles south of the northeast corner of the county. The entire drainage system empties into the Mississippi River.

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.

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 flood plains along the Iowa River and some of the alluvial terraces are large. The flood plain 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.

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.

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

SUMMARY -- IMPORTANT CONSIDERATIONS

- ✓ The geography of Region 6 is typified by rolling hills and plains, including some of the state's most productive farmland.
- ✓ Some land in the region that is ideal for agriculture has been converted into industrial and urban uses.
- ✓ 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 continues to compact people together.

POTENTIAL ENVIRONMENTAL MITIGATION ACTIVITIES

The Region 6 Planning Commission has not developed any projects that would require any mitigation activities. The overwhelming priority is to maintain the current roads and bridges. The limited trail funds should be used to complete trail extensions in Grinnell, and the rail trail from Marshalltown to Steamboat Rock area. None of these projects are in environmentally sensitive areas. The rail trail would be done on the existing railbed with no further changes. The trail extensions in Grinnell would be done where mitigation activities are not needed. The IDOT has proposed some highway improvement projects in the region. The projects that would involve some grading work are in years 6-20 of this plan.

Chapter 6: Regional Transportation System - Strengths and Weaknesses, Opportunities and Threats

STRENGTHS

Region 6 has strengths that help to maintain a strong economy. Although the region was adversely affected in the recent economic downturn, unemployment rates did not reach as high a level as the rest of the nation. In addition, investments, public and private, continue in the urban and rural areas of the region. A stable economy requires a safe, efficient, and dependable transportation system.

The transportation system in Region 6 is a major strength. The region has a good network of paved roads. There are major travel routes in the region including highways, Interstate, and a comprehensive secondary road system to move people and goods safely and efficiently. Freight transportation infrastructure for both semi-trucks and rail is especially helpful to attract and retain businesses in the region. There is also access to public transit with handicap-accessible transit vehicles in the region for those who are not able to drive or cannot afford a private vehicle.

Another strength of the region is the urban and rural diversity that characterizes the people, economy, and landscape of the region. Region 6 is primarily rural, but there are several urban centers with basic services and amenities that are not available in the region's small cities, e.g. fuel and convenience stores, grocery stores, entertainment, schools, etc. However, the rural areas of the region support Iowa's major economic sector, agriculture, and provide

natural resources and amenities, e.g. camping, fishing, hunting, hiking, etc., all of which depend upon the transportation system .

In the region's cities, there has been substantial industrial growth, and there are plans for expansion in the future. Major examples include the expansion of Brownell's in Grinnell, expansion of JBS Swift & Co. in Marshalltown, wind farm development, and the anticipated reopening of the meat processing facility in Tama. These growing industries depend upon the transportation system to prosper.

There are many opportunities for continued education in the region including service learning programs and post-secondary education through the local community college system. Iowa's major public universities are within a one to two hour drive from all areas of the region. For those who cannot travel or attend programs for time reasons, more online education options are being offered. In the future, the ability to access these resources will be critical.

Other strengths in the region hinge on the attitudes and willingness to collaborate of area residents, leaders, and businesses. Large and small projects can be achieved if the public and private sectors are willing to work together. In addition, residents in the region are willing to work together to complete projects that would otherwise not be successful without major professional or financial assistance.

WEAKNESSES

Despite many diverse assets, Region 6 has several weaknesses that will continue to be a challenge in achieving the LRTP goals for the region. Many weaknesses have the potential to counter existing strengths, so issues should be monitored continuously.

The age and deterioration of transportation infrastructure is considered a weakness in the region. Improving transportation infrastructure is an ongoing process, and the current maintenance and improvement needs far outpace public budget. Bridges are especially a concern due to the high cost of improvements or replacement, and these facilities are extremely important to the Region 6 economy and quality of life. With an agricultural and manufacturing economic base, road and bridge conditions are extremely important.

Several weaknesses in the region focus the lack of employment opportunities in the region. Transportation to larger employment centers outside the region is often necessary, for youth looking for experience and the experienced worker alike.

Most cities in the region have basic services available, but some cities do not even have a convenience store to purchase fuel or basic groceries. The cities with larger retailers and/or specialty retail stores do provide more than basic services, but there is still very little variety. Region 6 residents are at least an hour's drive of at least one major urban center with much more retail store diversity. A well-maintained transportation system is important to provide essential goods and services to Region 6 communities. The lack of affordable public transportation, especially to locations outside of the home community, is a weakness for the region.

A safe, efficient transportation system is a necessity for accessing medical and other essential services not always available in rural communities. A lack of healthcare providers is a weakness in the region. In general, there is a challenge in attracting healthcare providers to work in the clinics located in rural areas. Region 6 residents who live in the small communities must travel to receive basic healthcare. For elderly who can no longer drive, traveling to regular appointments is difficult. Public transit is available to assist with travel, but the cost of service may not be feasible for low-income residents. The average age of the Region 6 population is increasing, and residents who want to "age in place" in their own communities will need adequate and affordable transportation in order to access health care. This will become even more of an issue for these smaller communities in the future.

There is little if any commonality of assets or needs among the four Region 6 counties. The region's four counties lack a common central city that can serve as a hub for accessing services or employment. Each county has a different cluster of counties to which workers or consumers of public services cluster and a different demographic of commuters coming into the county for services and employment. Depending upon which area of a county you live, you may travel to a county inside or outside the region. Depending upon the particular need and availability for services or employment, you may see people commuting to counties inside or outside the region, and likely they will have to go to several distant locations to access multiple services. This diversity of routes creates many regional connectivity problems and adds to the length of time and miles traveled on the region's roads and bridges.

There are no good four-lane north-south roads in the area between I-35 and I-380. Existing two-lane north-south highway system between I-80 and Hwy 20 is inconsistent and runs through numerous communities. A group of US Highway 63 supporters has

proposed improving 63 from Oskaloosa to Waterloo. US63 runs through Region 6 counties.

The completion of widening U.S. Highway 30 from Tama/Toledo to Highway 218 in Benton County will be a great improvement to the highway system running through Marshall and Tama Counties, but while it is under development, it is not yet scheduled for completion.

There is insufficient local government funding for transportation improvements. Local government property tax revenues are not keeping up with inflation. Local governments are limited, especially in the general fund, in their ability to maintain services. Local governments are no more inclined to raise taxes than are state and federal governments, but generally try to avoid using the debt service fund for improving the local street network. More and more local roads have lapsed into deteriorated condition.

Funding to rebuild the local and federal aid networks is insufficient. Cities and counties are being forced to neglect necessary improvements to deteriorated roads. Reduced revenue sharing from the State and stagnant local property tax revenues have forced local cities to use an increased percentage of road use tax funds for street department salaries and benefits. Region 6 cities have to defer local street maintenance to pay for services like streets, police, fire, and administration because there is not sufficient general fund money for both. Some cities issue general obligation or special assessment bonds instead of using road use tax funds for improving local roads.

Funding to maintain bridges is Insufficient. Funding from all sources needs to increase at least 80% to replace the current structurally deficient bridges over the next five years. At the current time there appears to be no interest in any funding increases.

Throughout the Region there is concern about how the local city and county network can be maintained with stagnant local government revenues and reduced state funding.

There is also some region-wide concern about continued funding for highways that were transferred from the IDOT to local governments.

Transit System

There are similar strengths and weaknesses in the region's ability to provide public transportation. Below is a list of the transit system's strengths and weaknesses:

Marshalltown Municipal Transit Strengths

- Accessible low floor vehicles. MMT has 5 low-floor ramp-accessible vehicles. Elderly and disabled people can easily board these vehicles.
- MMT routes cover most of the older portions of the City.

Marshalltown Municipal Transit Weaknesses

- Routes do not serve the trailer parks or the new growth areas on the west side of the City.
- Many MMT vehicles are unreliable.

Peoplerides (Region 6 Transit) Strengths

- Fixed route fare is affordable at \$1.00 per ride/stop.
- Good network to assist disabled in getting to sheltered workshop and service sites.
- Good network to assist people in getting to medical

appointments within the Region. These rides, however, are very expensive for some locations.

- Good demand response services in Iowa Falls, Marshalltown, Tama-Toledo, and Grinnell.
- All services accessible for disabled.
- Central dispatch for most regional transit services.
- Transit services assist people who have no other transportation options.

Peoplerides (Region 6 Transit) Weaknesses

- Local funds are insufficient for expanding service without a tax increase.
- System-wide marketing support is limited.
- There is a demand for evening and Saturday services, but there are insufficient local subsidies to offer the services.
- Transit prices do not attract people from using individual vehicles. Once prices are quoted many people find other options like using friends or family. Many elderly people also find other choices or continue to drive because they feel the prices are too high. Prices within Iowa Falls, Marshalltown, and Tama-Toledo range between \$4 and \$11.00 for a one-way trip. Rural prices within a County are typically around \$9 on an established service route and \$25-125 one way for rural medical rides. Trips from Hardin County to Ames and North Tama County to Waterloo-Cedar Falls are around \$60 per one-way ride, and trips to Marshall County from Tama County are typically around \$10 per one-way ride.
- Ability to get from one county to another is very limited. There are some services to assist people in getting from Tama County to Marshall County and Hardin County to Marshalltown.
- System is not designed to assist general public in getting to work sites.
- No weekend or evening service hours are provided. No services

exist generally after 5:00 PM and before 7:00 AM. It would be advantageous to offer weekend or early morning hours to assist people in getting to their desired destinations.

- No or very limited system marketing. Many potential riders are unaware of the system. A previous name change and the addition of uniform vehicle identification has helped somewhat, but a public awareness and marketing campaign would help increase ridership to a level sufficient to make rides more cost-effective.
- The local funding for services is performance-based rather than cost-based, which minimizes new route/service risk-taking. Most of our local funding contracts are calculated at a flat fee per rider. Historically, new start-up services are slow to build up ridership to a level where the local funding covers the cost, even after state and federal subsidies are added.
- Limited and sporadic/unplanned funding makes long-range planning difficult for replacing rolling stock or adding new vehicles. All of Peoplerides' current vehicles have been purchased with Federal Transit Administration funding. Most of the vehicles are not replaced until they have in excess of 200,000 miles and are 8 years old. At this point, they are worn out. During the last few years of their use, maintenance costs are high. This results in increased operating expenses, which in turn necessitates higher passenger fares. Getting funding for expansion vehicles is even more difficult. Lately it has taken at least two years after an application is submitted until the vehicle is in operation.
- Local funding for transit support is limited. No Region 6 cities use the transit levy to support the regional transit system. Grinnell is the only city besides Marshalltown that provides any type of financial support for transit. Support for disabled rides largely comes through the Iowa Medicaid Program. Some of the disabled ride programs are funded through county mental health programs. Only Tama and Hardin Counties provide

financial support for non-mandatory transit services. These subsidies are for elderly and medical trips.

- Unlike cities, counties do not have a transit levy for public transit. Thus counties have to rely upon general fund resources that are very limited.
- If demand for transit services were to increase substantially, there would not be sufficient transit rolling stock to meet the need. With many county services there is a gap in the middle of the day. Limited services can be offered to assist people in returning after morning routes or assisting these people to get around town. There are similar service gaps in many cities within the Region. Even larger regional cities like Eldora, Ackley, Traer, and Montezuma-Brooklyn have little general public transportation service.
- Limited services are available to locations outside the Region. Transportation outside the Region exists for medical needs between Hardin County and Ames, and Tama County and Waterloo-Cedar Falls, but these services are expensive and are not designed to serve the general public. Many people desire to access shopping or medical services outside of regional boundaries.
- No interaction occurs between the regional system and the inter-city bus carriers like Jefferson Lines or Burlington Trailways. Jefferson Lines has a route along I-35, which stops at Williams, Iowa, a city located outside the Region.
- Transit prices do not attract people from using individual vehicles. Once prices are quoted many people find other options like using friends or family. Many elderly people also find other choices or continue to drive because they feel the prices are too high. Prices within Iowa Falls, Marshalltown, and Tama-Toledo range between \$4 and \$11.00 for a one-way trip. Rural prices within a County are typically around \$9 on an established service route and \$25-125 one way for rural medical rides. Trips from Hardin County to Ames and North Tama

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OPPORTUNITIES

It would be beneficial to provide shuttle service to nearby

commercial airports such as Waterloo, Des Moines, Cedar Rapids, and Mason City and to general aviation airports in Iowa Falls, Marshalltown, and Grinnell.

It would be beneficial to provide a shuttle service to access the inter-city bus carriers like Jefferson Lines or Burlington Trailways. Jefferson Lines has a route along I-35, which stops at Williams, Iowa, located outside the Region.

Freight and freight infrastructure improvements are a major opportunity for growth, especially if planned expansions can be completed. With freight infrastructure, though, cost for improvements and expansions is extremely high. Public-private partnerships would be ideal. Overall, freight is extremely important in strengthening the economy of the region; projects to improve efficiency should be encouraged.

Energy production is increasing as an important economic activity in the region. Manufacturing and food production and processing will continue to be important economic activities. Making sure there is a good transportation system that can accommodate these economic activities will be important for the region.

There are a large number of professionals and families that choose to live outside the region due to poor local housing options. Others may choose not to work in the region due to poor housing options and/or a lack of affordable transportation. In general, more options could be made available to the residents of the region, including public transit, ride-share, or van pools.

Other quality of life opportunities include providing childcare options, promoting healthy lifestyles, and providing more recreation facilities. Several cities in the region have extensive indoor and outdoor recreation facilities, while several cities do not have any

facilities for residents. To use a fitness facility or outdoor recreational trail, some residents of Region 6 must drive to another city. Improving access to recreational facilities, including trails and complete streets concepts is an opportunity for the region.

An additional quality of life opportunity is enhancing services for seniors or elderly in the region. The Region 6 population is aging, and more specialized services will be needed in the future. Services will include healthcare, recreation, and transportation beyond current offerings. Region 6 could be a region that supports all ages by ensuring that appropriate services and amenities are available for all generations.

THREATS

A major threat is the reduction in federal and state funds for public sector projects. Transportation infrastructure continues to deteriorate, and improvement or replacement costs continue to increase. More counties and cities in the region are using financing options such as bonds to finance large projects that can no longer be deferred to the future. In the future, limited bonding capacity may become a major issue if funding assistance continues to decline.

As demonstrated in several major floods and severe winter storms, Region 6 is vulnerable to natural hazards. The transportation system, municipal operations, and basic services can be disrupted for an extended period of time or major damage could be sustained. Without mitigation activities for these important assets, natural hazards can severely affect the economy and quality of life of the region's citizens.

RAIL ISSUES ADVERSELY AFFECTING REGIONAL TRANSPORTATION SYSTEM

Please refer to Appendix B -- Maps 1-11, pp. 113-123, where appropriate.

Issues

- Freight transportation on all modes is projected to increase more than 60% over the next 15 years.
- Longer trains increase the need for more roadway grade separation work.
- There is limited funding to assist railroads or businesses to extend rail line sidings.
- There are no Intermodal terminals in Marshalltown or within the Region. The nearest Intermodal terminals are in Omaha, Galesburg, Minneapolis, and the Chicago area.
- Adding value to Iowa-grown products often requires rail access, but many branch lines that serve rural Iowa are in poor condition. There is limited funding to improve these systems.
- Passenger rail would need to be subsidized to be an attractive transportation alternative.

Needs and Opportunities

- Alternative methods of transporting commerce should be considered to improve efficiency and ease the burden on road and bridge infrastructure in the region. Perhaps diverting more of the commodity traffic from truck to railroads could be one method to consider. Special attention should be made to

products grown in Iowa, specifically corn and soybeans.

Reducing heavy truck traffic on roads over time will reduce local and state road maintenance expenses and improve environmental conditions as well.

- The Region would benefit from an Intermodal truck-to-rail facility. Currently there are no truck-to-rail terminals other than at grain elevators. Union Pacific, Iowa Interstate, and Canadian National railroads serve the Region. An opportunity exists for a trailer-to-flatcar or container-to-flatcar service.
- Passenger service should be added on the Iowa Interstate Railroad line through Poweshiek County. This service would help reduce traffic, especially on I- 80. The Region has no rail passenger services at this time. If this service were available, Grinnell would be a prime location for a rail passenger terminal.
- Railroad crossing safety is a regional concern. Although the presence of flashing lights and automatic gates greatly reduces the likelihood of collisions with automobiles and other vehicles, in a predominantly rural region, these warning devices may not always be present. The majority of railroad crossings in Region 6 are in rural areas.
- Besides hindering traffic flow, in urban areas and within smaller towns, railroad crossings and railroad horn noise can create a barrier to economic development. Innovative engineering has introduced other safety methods besides the conventional gated crossings. Directional or "wayside" horns and "quiet zones," along with additional safety design engineering are ways to minimize the negative effects of loud train horn noise in urban areas and small towns. However, these measures are costly and beyond the financial means of many communities in the Region.

TRAIL ISSUES ADVERSELY AFFECTING REGIONAL TRANSPORTATION SYSTEM

Issues

Trail extensions are necessary to connect local trails into a comprehensive network, both within the Region 6 area and in the state of Iowa as a whole. Some of the issues facing the future development of a comprehensive trail system are:

- Inability to acquire land for a continuous network: Many landowners oppose a trail running through their property. There are not many options to route a trail around problem spots. Where these situations arise, the trail stops abruptly.
- Difficulties in obtaining suitable crossings of railroad tracks and busy highways.
- Difficulties in locating trail or bike lanes in urban commercial and residential areas.
- Inability to find funding to construct and maintain facilities.
- Since local government revenues have been static, trail maintenance funding is scarce.

Needs and Opportunities

- More funding is needed to construct and maintain current and new recreational trails.

- Statewide coordinated bicycle planning with on-road accommodations and education.
- Planned collaboration with schools to promote walk and bike to school programs.
- Expanded, standardized signage on shared roadways, bike lanes, paved shoulders, and off-road trails.
- "Complete streets" - Bicycle and pedestrian accommodations on all expanded or rebuilt principal arterial, minor arterial, major collector, and collector (urban) roads and local streets in small cities.
- Sidewalks on at least one side of all city streets.
- Minimal use of cul-de-sac housing development design to allow bike and pedestrian traffic to pass through neighborhoods.
- Sidewalks included as basic infrastructure when new subdivisions are platted.
- More dedicated local, state, and federal funding options for trail maintenance and construction.
- More public health education and planning on the benefits of exercise, biking, and walking, including programs to encourage youth and adults to become more active.
- Connecting with other cultural and ecological facilities and with statewide and nationwide trail systems is a high priority. Region 6 will continue to work with the local landowners, local bike clubs, and recreational enthusiasts to construct a Region-wide trail system.

BRIDGE ISSUES ADVERSELY AFFECTING REGIONAL TRANSPORTATION SYSTEM

Issues

Bridges are structurally deficient if they "have been restricted to light vehicles, require immediate rehabilitation to remain open, or are closed." Bridges are functionally obsolete if they "have deck geometry, load carrying capacity, or clearance or approach roadway alignment that no longer meet the criteria for the system of which the bridge is carrying a part" (U.S. Census Bureau, *Statistical Abstract of the United States: 2006*). In 2004 Iowa had a total of 24,902 bridges; 5,259, or 21.1%, were considered structurally deficient, and 1,699, or 6.8%, were considered functionally obsolete. Region 6 has a proportionate share of failed or failing bridges. Of the 1,227 bridges located in the four counties of Region 6, 207 (16.9%) were rated structurally deficient and 120 (9.8%) were considered functionally obsolete.

The biggest challenges are when a large structure(s) has to be replaced. These are typically the bridges over the Iowa River. Marshall County has 4 bridges in close proximity or over the Iowa River that need to be replaced at a cost of \$7 million. Tama County has a bridge over the Iowa River near Chelsea on a gravel road that needs to be replaced at a cost of \$2.5 million. Federal aid for that programmed bridge replacement is listed at 29% of the cost. The normal federal aid for the other bridges is 80%.

Needs and Opportunities

In the 2014-2017 TIP, the 23 bridge projects average a cost of \$484,000 per project. Using this estimate, we can extrapolate that it would take \$100 million to replace all 207 of the structurally deficient bridges that now exist in Region 6 counties. Or, at the

present rate of rehabilitating 23 bridges every four years, it would take 36 years of current dollar spending just to make these bridges safe. Over those 30 years, however, some of the other 1000 bridges will also need to be replaced. Solving the problem requires additional funding, otherwise more roads will need to be closed because the bridges fail.

As bridge deterioration continues unabated, cities and counties are being forced to close some of their bridges. In one year (2004-2005), 103 bridges were removed from the statewide system. Bridges are critical with moving commerce. More important is the potential for devastating human and financial losses if the bridge should fail during heavy traffic. In the 2013 floods, one bridge failed in Marshall County and a vehicle luckily ran across the area but was not seriously hurt.

ROAD AND HIGHWAY CONDITIONS ADVERSELY AFFECTING REGIONAL TRANSPORTATION SYSTEM

Issues

Federal Highway Functional Class

The Iowa Department of Transportation has designated a functional classification system for roadways: interstate, other principal arterial, minor arterial, major collector, minor collector and local, based on usage and volume of traffic. All classifications are found within Region 6. To be eligible for federal aid in rural areas, the road must be classified as major collector, minor arterial, other principal arterial, or interstate. Minor collector and local roads are not eligible for federal funds. Federal aid-eligible roads in urbanized areas of over 5,000 population must be classified as interstate,

other principal arterial, minor arterial, and collector. Every county and city with an urbanized population of over 5,000 designates their federal functional classification. Roads that qualify in the smaller communities of less than 5,000 persons include the county federal aid system and the primary road networks that go through the city. There are no roads on the Sac & Fox Settlement that are designated on the federal aid network.

As a result of its rural nature, Region 6 counties have control over many of the federal aid routes. The larger cities over 5,000 persons have several streets that qualify for federal aid. The smaller cities have no streets that qualify for federal aid other than the paved through-county routes.

Road Safety Needs

A majority of the highways in Region 6 are at or below average condition. The primary goal of the transportation plan will be to maintain and improve the existing transportation system.

The Statewide Intersection Safety Improvement Candidate List identifies the top 5% of most critical roadway safety projects based on an analysis of Iowa's 2001–2009 fatal and major injury crashes, Iowa's most severe safety needs are related to crashes involving:

- Single vehicles running off the road.
- Vehicles crossing the centerline on two-lane highways.
- Vehicles crossing the medians on freeways.
- Horizontal curves.
- Intersections.
- Unbelted drivers and passengers.
- Impaired drivers.
- Speeding.

Region 6 has four areas that have been identified on the Statewide Intersection Safety Improvement Candidate List. All of these are within Marshall County. The eligible projects for safety improvements include:

- Intersection of South 18th Avenue and Anson Street in Marshalltown;
- Intersection of Highway 14 and South Center, & South Street in Marshalltown;
- Intersection of Iowa 330 and Marshalltown Boulevard and Hart Avenue in rural Marshall County;
- Intersection of US 30 and 240th Street and Fairman Avenue in rural Marshall County.

The rural Marshall County locations are located on high speed roads. The only two lane road is at Iowa 330 and Marshalltown Boulevard. This location has had several bad accidents and has a flashing yellow light. The other locations are at turning or crossing locations. The Marshalltown locations are where two lane roads intersect with busy 4 lane roads. Improvements to reduce crashes at South or Center Streets and Highway 14 would be extremely expensive. The South 18th Avenue road is an east side expressway to get out of Marshalltown. Some safety improvements could be done, but the city would need to make some decisions.

The completion of Highway 30 widening and the Tama-Toledo Bypass has made this centrally-located East-West route safer and at the same time opens up another four-lane route that will help alleviate some of the heavy traffic currently taxing I- 80 across Iowa.

TRANSIT ISSUES ADVERSELY AFFECTING REGIONAL TRANSPORTATION SYSTEM

Issues

Marshalltown Municipal Transit (MMT)

Passenger transportation for the general public in the city of Marshalltown is provided by Marshalltown Municipal Transit (MMT). Marshalltown has the only urban transit system operating within the Region. Currently, this system consists of an active fleet of eight buses, all but one of which are lift or ramp-equipped. MMT provides paratransit services within the City of Marshalltown, largely under contract with Peoplerides. This is a demand response service for patrons with disabilities. The Marshalltown Municipal Transit fixed route is accessible to persons with ambulatory disabilities. MMT buses are able to provide a total of 21 wheelchair spaces, depending on the configuration of passenger seat to wheelchair ratio.

MMT employs one full-time administrative director, one full-time maintenance staff person, and four full-time and seven part-time drivers. Ridership is currently at 110,000 passengers annually. MMT offers four routes with two busses. There are special routes for primarily schools. MMT offers complementary paratransit services. Hours of service are 7:10 a.m. to 6:00 p.m., Monday through Friday. No service is available on weekends or on seven observed holidays.

Factors that will influence future ridership are the volatility of the global oil market and the pursuit of new fuel sources. If fossil fuel becomes scarce or gas prices increase dramatically, MMT could experience a ridership increase. A sustainable increase in ridership depends upon increasing routes and hours of service to

accommodate transportation needs of workers to and from employment in the early morning hours, evenings, weekends, and to more parts of the City.

At present, MMT has three bus shelters in place, one of which is over nine years old and two that are one year old. MMT owns five more used bus shelters that are not yet installed. It is the goal of MMT to pour the concrete pads and install the five bus shelters within the next four years.

Needs

- Increased routes and weekend and holiday service.
- Better transfer point bus shelter. The City should study whether the transfer point should be moved south to meet the reduced headway goals.
- Bus benches and shelters around town at bus stop locations.
- Diagnostic computer software.
- Additional hand tools.
- Replace five buses for fixed routes and two for school routes.

The transit fleet is getting older. MMT will need to update its vehicles annually. MMT would like to replace its vehicles with heavy duty low floor buses because of the high number of mobility devices that they service on the fixed route. The annual cost of these vehicles is substantially higher than a light duty bus, but they last longer and have more standee flexibility. MMT could offset the higher cost of these vehicles by purchasing hybrid vehicles. This strategy would not only conserve on energy consumption, it would also reduce environmental impacts. MMT does not foresee any substantial increases in City financial support to meet capital needs or increase services.

Region 6 - Peoplerides

Peoplerides is the regional transit system for Region 6. This is a service of the Region 6 Planning Commission. There are currently 23 vehicles in the fleet. All of the vehicles are directly operated by Peoplerides. The system operates on a demand response basis, with no set fixed routes. There are at least three vehicles operating in every Region 6 county. All of the vehicles fully comply with all Americans with Disabilities Act standards. All of the vehicles have lifts and/or ramps to assist most persons with disabilities.

Needs

The most critical transportation needs are for those unable to drive or who cannot afford to own or maintain a car or take a cab to work, to medical and dental appointments, or for mental health and substance abuse treatments. Location of bus stops and frequency of routes are a problem, especially in bad weather and when clients are accompanied by small children. Taking children to child care or the doctor, often with other children in tow, is difficult at best when attempting to take a city bus, and unaffordable if relying on the regional transit system.

Regularly-scheduled intra- and inter-county transportation opportunities are critical for those who cannot drive. The lack of transportation in the early mornings, late evenings, or on weekends limits work and job training opportunities. This is a critical issue for clients in all four counties in the Region. Extending hours of service and scheduling more daily trips between smaller communities is a high priority. Thus affordable, on-demand transportation services are greatly needed for the segment of the population who do not have regular reliable transportation.

Transportation for out-of-town medical trips, especially to Iowa City, is a big problem for almost everyone, but the need is greatest for specialized and urgent care for elderly, children, at-risk pregnancies, and for dental care.

A growing segment of the population in the Region 6 area is the immigrant population. While the majority of recent immigrants are Hispanic, the Region has also seen a significant influx of Asian and Sudanese newcomers. Income, cultural, and language barriers exacerbate the problems associated with achieving mobility and establishing residency in a rural state.

The elderly population is increasing in Region 6 counties. Older persons fear losing their independence because they cannot or should not be driving themselves. Alternative modes of transportation are needed that are attractive and convenient enough to persuade them to give up maintaining and driving their own vehicles when it is no longer safe for them to do so.

Given the sparse population throughout the four counties of Region 6, the regional transit system has not been able to provide a readily accessible and cost-effective transit service to many of the rural areas within the Region. While the Peoplerides public transit is moderately able to serve the needs of the Marshalltown area, Iowa Falls, and Grinnell, the majority of the Region 6 area remains underserved.

Alternatives to Meet Key Regional Needs and Issues

The focus of transportation planning for the future is necessarily placed on preserving the existing multi-modal transportation system. Transportation is a critical issue for regional health and human service clients. Regional providers have identified concerns regarding transportation availability for their clients. Particularly

critical is affordable transportation for medical treatments for the low-income elderly population.

Increased use of transportation systems for recreation is also foreseen in the next twenty years. Along with recreational vehicles and automobiles, the local highway system will see an increase in bicyclists, and marked bicycle lanes will be considered when designing and planning all future new roads or existing road improvements. Recreational trails and other outdoor amenities that encourage physical activity are also important for the future of the Region, as are environmental conservation activities and programs.

The future of the transportation system, and of the economy of the Region, is dependent on the unpredictability of the fossil fuel supply. As this supply becomes short and/or the price continues to escalate, changes will necessarily occur in both the infrastructure model and in the modes of transportation used.

More frequent use of rail systems will need to occur for moving both freight and people. With increased ethanol and biodiesel fuel production, the movement of grain and biomass to market may provide the most significant increase in transportation needs of the Region. The development of Intermodal terminals will be necessary to increase the availability of rail transport for these markets.

Transit systems like Marshalltown Municipal Transit will most likely experience increased ridership if the cost of individual passenger car travel increases. If the number of passengers on the transit system substantially increases due to the cost of individual passenger car travel, the system will be redeveloped to meet the growing need. Increased MMT route service would help achieve mobility and independence for a growing segment of the Marshalltown population.

Peoplerrides is the regional transit system operated by Region 6 Planning Commission that provides transportation services in all four Region counties to primarily frail elderly and disabled. While rural populations are decreasing, the population is also aging. As the regional population demographics and ridership rates change, services provided must reflect the needs of this growing segment of the population.

Issues -

- Insufficient local government funds for transportation improvements. Local government property tax revenues are not keeping up with inflation. Local governments are limited, especially in the general fund, in their ability to maintain services. Local governments are no more inclined to raise taxes than are state and federal governments, but generally try to avoid using the debt service fund for improving the local street network. More and more local roads have lapsed into deteriorated condition.
- Lack of common central city. Each county has a different group of counties from which commuters enter their county for employment and into which their own workers commute to work every day. Many of these are bordering, non-Region 6 counties. This diversity of routes creates many regional connectivity problems.
- No good north-south roads in the area between I-35 and I-380. The US Highway 63 group has proposed improving 63 from Oskaloosa to Waterloo.
- Completing U.S. Highway 30 from Tama/Toledo to Highway 218 in Benton County.
- Reduced revenue sharing from the State and stagnant local property tax revenues have forced local cities to use an increased percentage of road use tax funds for street department salaries and benefits. Region 6 cities have to defer

local street maintenance to pay for services like streets, police, fire, and administration because there is not sufficient general fund money for both. Some cities issue general obligation or special assessment bonds instead of using road use tax funds for improving local roads.

- Funding to rebuild the local and federal aid networks is insufficient. Cities and counties are being forced to neglect necessary improvements to deteriorated roads.
- Insufficient funding to maintain bridges. Funding from all sources needs to increase at least 80% to replace the current

structurally deficient bridges over the next five years. At the current time there appears to be no interest in any funding increases.

- Throughout the Region there is concern about how the local city and county network can be maintained with stagnant local government revenues and reduced state funding.
- There is also some Region-wide concern about continued funding for highways that were transferred from the IDOT to local governments.

Chapter 8: Implementing the Action Plan (Years 1-5)

REGION 6 TRANSPORTATION GOALS

MAINTAIN CURRENT TRANSPORTATION SYSTEMS (ROADS, BRIDGES, PUBLIC TRANSIT, AIRPORTS).

Possible Projects:

- Maintain existing roads across the region. This includes county, city, and IDOT owned roads. The systems continue to get worse so the needs outpace available funding. The projects listed herein are projects with somewhat known federal and state funding resources.
- Peoplesrides public transit: replace high mileage public transit vehicles annually. Depending upon future funding backlogs, the system will try to replace 2-3 vehicles per year at the cost of around \$60,000-75,000 per vehicle.
- Increase marketing of public transit services in the region: Increase marketing through promotional materials, website, word of mouth, and regular presence in communities.
- Transportation alternatives projects: resurface or fix cracks and surface on parts of the Linn Creek Trail in Marshalltown. Other trail resources that have been constructed over the last 15 years will also need to be maintained. Parts of the Linn Creek Trail that are experiencing surface problems date back to the 1980s.
- Marshalltown Transit: seek funding to replace one heavy duty bus - \$374,000 from the Iowa Statewide Transit Capital fund - 5339.
- IDOT: projects to resurface roads like US 65 near Iowa Falls and US 63 near Montezuma. Maintaining other IDOT roads is a regional priority.
- County bridges program: There is a huge backlog of bridge replacement needs. Some of the bridge replacement needs with funding sources is listed below.

Hardin County Bridge Program

PN / Location / Type Work		'14	'15	'16	'17
L-13168--73-42	Total	225	0	0	0
300th St: Approx 1/8 mile west of the intersection of 300th St and F Ave	Local	5	0	0	0
Bridge Replacement	FA	0	0	0	0
L-13312--73-42	Total	300	0	0	0

H ave: Intersection G and H Ave S 0.2 MI	Local	5	0	0	0
Bridge Replacement	FA	0	0	0	0
BROS-C042(70)--8J-42	Total	300	0	0	0
330th Street: Over MINERVA CREEK	Local	60	0	0	0
Bridge Replacement	FA	240	0	0	0
BRS-C042(72)--60-42	Total	240	0	0	0
D25: D Ave. E 0.25 MI	Local	48	0	0	0
Bridge Replacement	FA	192	0	0	0
BRS-C042(73)--60-42	Total	619	0	0	0
D20: From AA Ave and D20, East 200 Feet	Local	124	0	0	0
Bridge Replacement	FA	495	0	0	0
BRS-C042(74)--60-42	Total	200	0	0	0
D20: From B Ave and D20, East 1000 Feet	Local	40	0	0	0
Bridge Replacement	FA	160	0	0	0
L-10489--73-42	Total	0	50	0	0
265TH ST: On 265th St	Local	0	50	0	0
Bridge Rehabilitation	FA	0	0	0	0
L-13505--73-42	Total	0	250	0	0
G AVE: On G Ave, 700' South of the W1/4 Corner	Local	0	0	0	0
Bridge Replacement	FA	0	0	0	0
L-16019--73-42	Total	0	270	0	0
290th St: Approv 1/8 east of the intersection of 290th St and Y Ave	Local	0	270	0	0
Bridge Replacement	FA	0	0	0	0
L-5389--73-42	Total	0	110	0	0
E AVE: On E Ave, 1/3 mile south of D-41	Local	0	110	0	0
Bridge Replacement	FA	0	0	0	0
L-15267--73-42	Total	0	0	80	0
QQ Ave: 700' South of Center of Section 15-86-20	Local	0	0	80	0
Bridge Replacement	FA	0	0	0	0
L-16526--73-42	Total	0	0	360	0
335th St: On 335th St, 1200' East of Center of 31-86-19	Local	0	0	360	0
Bridge Replacement	FA	0	0	0	0

BROS-C042(4391)--8J-42	Total	0	0	220	0
145th Street: Young Ave. E 0.125 MI	Local	0	0	44	0
Bridge Replacement	FA	0	0	176	0
L-15035--73-42	Total	0	0	0	300
295th St: On 295th St, 500' North, 700' East, Center 7-86-20	Local	0	0	0	300
Bridge Replacement	FA	0	0	0	0
L-16033--73-42	Total	0	0	0	125
290th Street: 370' East, NW Cor. 11-86-19	Local	0	0	0	125
Bridge Rehabilitation	FA	0	0	0	0
L-9300--73-42	Total	0	0	0	250
260th St: 150' West of N 1/4 of 26-87-19	Local	0	0	0	250
Bridge Replacement	FA	0	0	0	0
BROS-C042(9040)--8J-42	Total	0	0	0	300
X Ave.: 1320' West, 400' South of NE Cor. 3-87-19	Local	0	0	0	60
Bridge Replacement	FA	0	0	0	240

Marshall County Bridge Program

PN / Location / Type Work		'14	'15	'16	'17
FM-C064()--55-64	Total	110	0	0	0
null	Local	110	0	0	0
Culvert Replacement	FA	0	0	0	0
FM-C064(120)--55-64	Total	225	0	0	0
E18: Over Little Asher Creek	Local	225	0	0	0
Culvert Replacement	FA	0	0	0	0
FM-C064(121)--55-64	Total	250	0	0	0
E18: Under Unnamed Stream	Local	250	0	0	0
Culvert Replacement	FA	0	0	0	0
BROS-C064(103)--8J-64	Total	450	0	0	0
2500 MILE OF PARKER AVE: Over NORTH TIMBER CREEK	Local	90	0	0	0

Bridge Replacement	FA	360	0	0	0
BROS-C064(31)--5F-64	Total	600	0	0	0
HART AVE: SEC 6-85-19	Local	120	0	0	0
Bridge Replacement	FA	480	0	0	0
FM-C064(--55-64	Total	0	150	0	0
E27: Under E27 by an Unnamed Creek	Local	0	150	0	0
Culvert Replacement	FA	0	0	0	0
L-C1(13)--73-64	Total	0	200	0	0
2100 MILE 100TH ST:	Local	0	200	0	0
Bridge Replacement	FA	0	0	0	0
BROS-C064(--8J-64	Total	0	550	0	0
1200 MILE OF 120TH ST: 0	Local	0	110	0	0
Bridge Replacement	FA	0	440	0	0
BROS-C064(115)--8J-64	Total	0	600	0	0
JESSUP AVE / 1600 Mile: Over MINERVA CREEK	Local	0	120	0	0
Bridge Replacement	FA	0	480	0	0
L-P21(10)--73-64	Total	0	0	300	0
3100 MILE OF WALLACE AVE: .	Local	0	0	300	0
Bridge Replacement	FA	0	0	0	0
LFM-(83)--7X-64	Total	0	0	100	0
1700 mile of 105th St: 0	Local	0	0	100	0
Culvert Replacement	FA	0	0	0	0
BROS-C064(--8J-64	Total	0	0	500	0
1400 MILE OF 155TH ST:	Local	0	0	100	0
Bridge Replacement	FA	0	0	400	0
L-D16(17)--73-64	Total	0	0	0	700
140TH ST: Over MINERVA CREEK	Local	0	0	0	700

Bridge Replacement	FA	0	0	0	0
L-P9(11)--73-64	Total	0	0	0	300
Taylor Ave.: Over Lutes Creek	Local	0	0	0	300
Bridge Replacement	FA	0	0	0	0
BROS-C064()-8J-64	Total	0	0	0	300
RIDGE RD: Over MIDDLE TIMBER CREEK	Local	0	0	0	60
Bridge Replacement	FA	0	0	0	240

Tama County Bridge Program

PN / Location / Type Work		'14	'15	'16	'17
L-10342--73-86	Total	150	0	0	0
270th St.: From P Ave. to R Ave.	Local	0	0	0	0
Bridge Replacement	FA	0	0	0	0
L-Toledo4--73-86	Total	200	0	0	0
280th St.: From 285th St. to II Ave	Local	0	0	0	0
Bridge Replacement	FA	0	0	0	0
BROS-C086(60)--8J-86	Total	900	0	0	0
C Ave: From 170th St. to 170th St.	Local	0	0	0	0
Bridge Replacement	FA	720	0	0	0
BROS-C086(80)--8J-86	Total	525	0	0	0
270th St.: From B Ave. to C Ave.	Local	105	0	0	0
Bridge Replacement	FA	420	0	0	0
BROS-C086(82)--8J-86	Total	200	0	0	0
370th Street: From C Avenue to T47	Local	40	0	0	0
Bridge Replacement	FA	160	0	0	0
BROS-C086(84)--5F-86	Total	2,500	0	0	0
380th St.: From W Ave. to X Ave.	Local	0	0	0	0
Bridge Replacement	FA	726	0	0	0
BROS-C086(85)--8J-86	Total	400	0	0	0
230th Street: V Avenue E 0.4 MI	Local	80	0	0	0

Bridge Replacement	FA	320	0	0	0
BROS-C086(89)--8J-86	Total	0	250	0	0
K Avenue: D65 N 0.3 MI	Local	0	50	0	0
Bridge Replacement	FA	0	200	0	0
BROS-C086(90)--8J-86	Total	0	250	0	0
W Avenue: From 210th Street to 200th Street	Local	0	50	0	0

Poweshiek County Bridge Program

PN / Location / Type Work		'14	'15	'16	'17
L---73-79	Total	75	0	0	0
440th Ave.: 1700' West of US 63 on 440th Ave.	Local	0	0	0	0
Culvert Replacement	FA	0	0	0	0
BROS-C079(45)--8J-79	Total	600	0	0	0
512th Ave.: From IA 146 to 80th St.	Local	120	0	0	0
Bridge New	FA	480	0	0	0
FM-C079(30)--55-79	Total	0	300	0	0
525th Ave.: From 70th St. to 80th St.	Local	0	300	0	0
Culvert Replacement	FA	0	0	0	0
L-Chest 7--73-79	Total	0	150	0	0
310th Avenue: 450' West of 20th St. on 310th Ave.	Local	0	150	0	0
Culvert Replacement	FA	0	0	0	0
SBRC-C079(Grin RR)--8D-79	Total	0	1,000	0	0
20th Street: Over RR in Grinnell	Local	0	200	0	0
Bridge Replacement	FA	0	0	0	0
BROS-C079(Malc 26)--8J-79	Total	0	500	0	0
110th Street: From 410th Avenue to Diagonal Road	Local	0	100	0	0
Bridge New	FA	0	400	0	0
BRS-C048()--60-79	Total	0	1,250	0	0
Iowa/Poweshiek Road: Over BEAR CREEK	Local	0	250	0	0
Bridge Replacement	FA	0	1,000	0	0
L---73-79	Total	0	0	60	0

410th Ave.: From 60th St. to 70th St.	Local	0	0	60	0
Culvert Replacement	FA	0	0	0	0
BROS-C079()-8J-79	Total	0	0	1,000	0
POWESHIEK-IOWA RD: From 460th Ave. to 450th Ave.	Local	0	0	200	0
Bridge Replacement	FA	0	0	800	0
BROS-C079()-8J-79	Total	0	0	0	400
370th Ave.: From 165th St. to V18	Local	0	0	0	80
Bridge Replacement	FA	0	0	0	320

- Other County projects:

Hardin County Fiscal Year Program - Road Improvements:

Project	Funding Source(s)	Total Project Amt	Fiscal Year
Pavement Markings – Various County Locations	Farm to Market Funds	\$60,000	2014
Granular FM Routes – Various County Locations	Farm to Market Funds	\$80,000	2014
Pavement Markings – Various County Locations	Farm to Market Funds	\$60,000	2015
Granular FM Routes – Various County Locations	Farm to Market Funds	\$80,000	2015
Pavement Rehab - D65: Hamilton County Line to Hwy 65	Local Funds	\$3,500,000	2015
Repave – S33: D55 to Hwy 175	Farm to Market Funds	\$600,000	2016
Pavement Markings – Various County Locations	Farm to Market Funds	\$60,000	2016
Repave – S21: Hwy 175 north to D41	Local Funds (\$200,000) and Surface Transportation Program Funds (\$600,000)	\$800,000	2016
Pavement Markings – Various locations	Farm to Market Funds	\$60,000	2017
Pavement Rehab – D55: from S55 to S62	Local Funds (\$275,000) and Surface Transportation Program Funds (\$1,100,000)	\$1,375,000	2017

Marshall County Fiscal Year Program - Road Improvements:

Project	Funding Source(s)	Total Project Amt	Fiscal Year
Repave – S52: State Center North to E29 (190 th Street)	Local Funds (\$450,000) and Surface Transportation Program Funds (\$600,000)	\$1,050,000	2014

Repave – S62: Hopkins Avenue to Hardin County Line	Farm to Market Funds	\$900,000	2015
Repave – T29: IA Hwy 96 to East Main Street Road	Local Funds (\$1,500,000) and Surface Transportation Program Funds (\$480,000)	\$1,980,000	2016
Repave – E35/T37: Three Bridges Road to Hwy 30	Farm to Market Funds	\$1,100,000	2017

Poweshiek County Fiscal Year Program - Road Improvements:

Project	Funding Source(s)	Total Project Amt	Fiscal Year
Pavement Rehab/Widen – F29: US 6 to US 63	Farm to Market Funds	\$1,350,000	2014
Pave – T58: F46 North to end of paving	Local Funds (\$180,000) and Surface Transportation Program Funds (\$720,000)	\$900,000	2017

Tama County Fiscal Year Program - Road Improvements:

Project	Funding Source(s)	Total Project Amt	Fiscal Year
Repave – D65: Iowa 21 to V37	Farm to Market Funds	\$400,000	2015
Pave – L Avenue: US 30 to 310 th Street	Local Funds	\$500,000	2016
Pave – C Avenue: US 30 to 290 th Street	Farm to Market Funds	\$300,000	2017

City Projects

City	Location	Project Type	'14			'15			'16			'17		
			Total	FA	Reg	Total	FA	Reg	Total	FA	Reg	Total	FA	Reg
Ackley	In the City of Ackley, Butler Street: From 10th Avenue to 3rd Avenue	Pavement Rehab	0	0	0	0	0	0	727	100	100	0	0	0
Iowa Falls	In the City of Iowa Falls, Washington Ave: Washington Ave Bridge	Pavement Rehab	0	0	0	525	400	400	0	0	0	0	0	0

	E 0.4 to Oak Street													
Marshalltown	In the City of Marshalltown, E. Main Street Road: From 18th Ave to 1.5 mi east	Pavement Rehab	0	0	0	375	300	300	0	0	0	0	0	0
Marshalltown	In the City of Marshalltown, Iowa Ave East: From S. Center St. to 18th Avenue	Pavement Rehab	0	0	0	350	280	280	0	0	0	0	0	0
Marshalltown	In the City of Marshalltown, S. 18th Ave: From E. Anson St to Hwy 30	Pavement Rehab	0	0	0	250	200	200	0	0	0	0	0	0
Iowa Falls	In the City of Iowa Falls, Hardin County Recreation Trails: Iowa Falls	Ped/Bike Grade & Pave	150	93	93	0	0	0	0	0	0	0	0	0
Iowa Falls	In the City of Iowa Falls, Hardin County Rec Trail: Iowa Falls	Ped/Bike Grade & Pave	222	177	177	0	0	0	0	0	0	0	0	0
Grinnell	In the City of Grinnell, Hwy 6: box culvert underpass beneath Hwy 6 and trail extension	Ped/Bike Miscellaneous	560	225	225	0	0	0	0	0	0	0	0	0
State Center	In the City of State Center, Home Oil Station: historic preservation project	Historic Preservation	160	112	0	0	0	0	0	0	0	0	0	0
Elberon	In the City of Elberon, E44: 4th Street	Bridge Replacement	800	640	0	0	0	0	0	0	0	0	0	0
Tama	In the City of Tama, 9TH ST: Bridge over Mud Creek	Bridge Replacement	450	360	0	0	0	0	0	0	0	0	0	0
Elberon	On E44, Over Troublesome Creek, at S13 T83N R13W	Bridge Replacement	800	640	0	0	0	0	0	0	0	0	0	0
Toledo	In the City of Toledo, ROSS ST: From US 63 to K Ave	Pavement Rehab	383	300	300	0	0	0	0	0	0	0	0	0

Eldora	In the City of Eldora, WASHINGTON ST: From 15th Ave to 20th Ave	Pavement Rehab	700	100	100	0	0	0	0	0	0	0	0	0
Iowa Falls	In the City of Iowa Falls, WASHINGTON AVE: From Iowa River to Talbot St	Pavement Rehab	1726	100	100	0	0	0	0	0	0	0	0	0
Grinnell	In the City of Grinnell, 8TH AVE: From West St (Hwy 146) to Sunset St	Pavement Rehab	530	260	260	0	0	0	0	0	0	0	0	0
Eldora	In the City of Eldora, IA- 175: 6th street culvert under Hwy 175	Culvert Replacement	255	100	100	0	0	0	0	0	0	0	0	0

DEVELOP IMPROVED HIGHWAYS TO ENCOURAGE ECONOMIC DEVELOPMENT, REDUCE CONGESTION, AND IMPROVE SAFETY.

Projects:

- US 30 Tama Bypass to Benton County. Expand road to 4-lane.
- Improve IA 330 from Summitt Road to Albion. Straighten curves and widen road.
- Improve IA 146 from LeGrand to County Highway E49. Widen road.
- Improve US 63 from Waterloo to the Oskaloosa area. This includes widening the road, some community bypasses, resurfacing, and adding capacity.

DEVELOP RECREATIONAL TRAILS THAT ARE LOCALLY SUPPORTED.

Transportation Alternative Projects

The goal of the transportation alternatives program funding is to complete high priority trails and pedestrian improvements across the region.

Projects:

- Expand recreational trails in Iowa Falls and Grinnell.
- Develop 34 mile Iowa River Trail from Marshalltown to Highway 20 in Hardin County.

- Support developing off-road motorized vehicle parks, water trails, and snowmobile trails.
- Other locations where there is key public support for the project and the project will provide important health, transportation, and safety benefits.
- TAP projects scheduled in the current Transportation Improvement Program:

Sponsor	Location	'14			'15			'16			'17		
		Total	FA	Reg	Total	FA	Reg	Total	FA	Reg	Total	FA	Reg
Hardin CRD	Calkins Trail: Slayton Round Barn to Calkins Nature Center	0	0	0	750	360	360	0	0	0	0	0	0
State Center	Home Oil Station: historic preservation project	160	112	0	0	0	0	0	0	0	0	0	0
Grinnell	Hwy 6: box culvert underpass beneath Hwy 6 and trail extension	560	225	225	0	0	0	0	0	0	0	0	0
Iowa Falls	Hardin County Recreation Trails: Iowa Falls	150	93	93	0	0	0	0	0	0	0	0	0
Iowa Falls	Hardin County Rec Trail: Iowa Falls	222	177	177	0	0	0	0	0	0	0	0	0
Totals		1092	607	495	750	360	360	0	0	0	0	0	0

SUPPORT INFRASTRUCTURE AND NON-INFRASTRUCTURE SAFE ROUTES TO SCHOOL INITIATIVES THAT ARE LOCALLY SUPPORTED.

Projects:

- Locally developed projects that meet local needs.

MAINTAIN OR INCREASE PUBLIC TRANSIT OPERATING ASSISTANCE TO CONTINUE CURRENT SERVICES AND EXPAND WHERE LOCAL AREAS REQUEST ASSISTANCE

Projects:

- Marshalltown Transit: Continue to seek state and federal transit operating assistance of about \$137,000 state and \$176,000 federal.

- Peoplerides Transit: Continue to seek state and federal transit operating assistance of about \$192,000 state and \$192,000 federal.
- Marshalltown Transit & Peoplerides will continue to respond to local needs by pursuing any special funding opportunities at the state or federal levels.
- Continue to seek Region 6 Planning financial support for the Iowa Association of Regional Councils Mobility Manager contract.

IMPROVE LOCAL COUNTY ROADS FROM GRANULAR TO HARD SURFACED WHERE TRAFFIC VOLUMES JUSTIFY THIS IMPROVEMENT AND THERE IS LOCAL FUNDING TO SUPPORT

- Hardin County Grading Projects:
-

PN / Location / Type Work		'14	'15	'16	'17
L-Calkins--73-42	Total	0	0	0	600
135th Street: From Calkins Campus to Georgetown Road	Local	0	0	0	600
Grading	FA	0	0	0	0
L-E25/26--73-42	Total	0	0	0	60
M Ave: From D41 to North 0.5 mile	Local	0	0	0	60
Grading	FA	0	0	0	0

- Tama County Grading Projects:

PN / Location / Type Work		'14	'15	'16	'17
L---73-86	Total	0	750	0	0
L Ave.: From US 30 to 310th St.	Local	0	0	0	0
Grading	FA	0	0	0	0
L---73-86	Total	0	0	100	0
E Ave.: From 350th St. to 350th St.	Local	0	0	100	0
Grading	FA	0	0	0	0

- Poweshiek County Grading Projects:

PN / Location / Type Work		'14	'15	'16	'17
FM-C079(PelletG)--55-79	Total	0	0	400	0

T-58: From F46 to end of paving	Local	0	0	400	0
Grading	FA	0	0	0	0

DEVELOP RESOURCES ALONG THE LINCOLN HIGHWAY SCENIC BY-WAY THROUGH THE REGION IF THERE IS LOCAL SUPPORT FOR THE PROJECT AND ADEQUATE FUNDING

Projects:

- Consider financially supporting transportation alternative projects like turnouts, overlooks and viewing areas along the by-way route.

DEVELOP NEW ROADS TO SUPPORT NEW COMMERCIAL AND INDUSTRIAL JOB CREATING PROJECTS

Projects:

- Support locally developed RISE projects that increase regional employment.

SUPPORT INITIATIVES THAT INCREASE FACILITIES FOR ACTIVE LIFESTYLES

Projects:

- Create good and attractive infrastructure that helps people get more active and helps build attractive communities.
- Support locally developed projects that meet local needs.
- Complete walking and bicycling assessments in interested communities; identify interested communities, complete assessments, and determine how the improvements can be made.

MONITORING STRATEGY PROGRESS

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 Planning Commission website.

Monitoring the progress in the implementation of this LRTP will be the responsibility of the Region 6 Planning Commission 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.

Chapter 9: Long-Range Plan (Years 6-20)

Roadway Improvements

The completion of Highway 30 and Highway 20 improvement projects has already added to the Region's economic development efforts. The focus of the future should be on maintaining the current roads throughout the region. State highways that need to be improved across the region include:

- Resurface Highway 57 from Highway 65 to Ackley
- Resurface Highway 65 from Story County Line to Hubbard
- Highway 146 from Highway 30 to E 49 – widen
- Resurface Highway 146 from Highway 30 to Grinnell
- Highway 330 from Summit Street to Albion - widen and straighten curves
- Resurface Highway 330 from Summit Street to Highway 14
- Resurface Highway 96 from Highway 14 to Gladbrook
- Highway 63 through Malcom – widen and rebuild
- Resurface Highway 63 from Highway 6 to Montezuma

If funds are available after taking care of maintenance needs of the current system other regional needs include –

- 4-lane Highway 30 from Tama/Toledo to Highway 218 in Benton County
- Construct an interchange at the Meskwaki Casino

Increase Public Transit Services

Increasing public subsidization of mass transit is economically supportable. Public transit adds to the economy by transporting workers to jobs. Public transit helps lower the use of fossil fuels and lowers emissions that foul the environment. Public transit supplies

essential services to citizens by providing safe and affordable transportation; it is especially vital when no other options are available. Public transit could include other modes of transportation, such as light rail or van pools.

Project:

- Replace public transit buses.
- Reduce the passenger fares cost.
- Encourage addition of regional passenger rail services where publicly supported.
- Develop car or van-pooling options.

Physical Health and Community Design; Walkable Communities

A pedestrian-friendly transportation system offers a safe and attractive alternative to automobile travel. People are more active and healthier when they can walk comfortably to the places they need to go. Ideally, walkable communities are safe from crime and traffic; destinations like shopping, schools, work, entertainment and restaurants are close by. While automobiles tend to isolate people from each other, walking and biking brings individuals into contact with each other. Today, urban places are designed around an automobile-oriented lifestyle. To reverse this trend, both public policy and patterns of behavior will need to be changed. We can begin this transformation by supporting the development of more "walkable" communities.

Keeping public schools within safe walking distances of residential neighborhoods and assuring public access to these activities ensures that every tax dollar spent on them has the greatest impact on the health and well-being of the communities supporting them.

A walkable community is also accessible for the aging population. Sidewalks are well maintained and repaired, sheltered benches are provided, streets are well-lighted, and traffic engineering measures such as crossing signals and traffic-calming devices all make it safer for the elderly to walk. Keeping seniors living independently in their homes saves both public and private dollars; supports the local property tax base, and fosters neighborhood stability.

High density development, with walkable streets, parks, and a range of housing types, responds to needs of a diverse population. Higher density also supports retail and commercial enterprises in a mixed use neighborhood. Increased density saves on transportation infrastructure costs, and this savings can be used to create parks and other amenities essential to keeping people living happily in denser, mixed-use neighborhoods.

Projects:

- Implement planning guidelines and zoning regulations that provide daily-living activities and services within safe walking distance to work, school, shopping, and recreation.
- Design communities with inviting pedestrian-friendly pathways that link residential neighborhoods with community services.
- Design community schools to be neighborhood schools.
- Support public policy that calls for zoning to allow "accessory apartments" or "elder cottages" where seniors can continue to live independently yet within easy reach by family and friends.
- Support planning and zoning that encourages retirement and assisted living facilities built where residents can walk to social activities and essential services, helping them stay integrated and involved in their communities.

- Discourage new construction of gated or "cul-de-sac" neighborhoods.
- Require new residential developments to link with existing adjacent neighborhoods; design connectivity into future projects.
- Require new residential and commercial developments to include sidewalks along all public streets fronting and within the development.
- Implement a phased plan to create sidewalks and bike paths on existing streets where they do not now exist.
- All residential streets should have sidewalks; all arterial and connecting streets should have bike lanes on both sides.
- Include costs of repair, upgrades, and maintenance of sidewalks in annual city budgets.
- Provide greenways, bike paths, and jogging trails within floodplains and utility rights-of-way between existing, isolated neighborhoods.
- Provide adequate lighting on streets and pedestrian pathways to ensure safety and security. Optimize safety by limiting dense landscaping.
- Locate recreational trails and paths in a way that will maximize casual observation from residential areas and other active uses.

Transit Oriented Development

Commuting allows workers to be employed in employment centers while making it possible for them to live in suburbs and outlying rural areas. Reverse commuting brings workers and patrons from the city to sites in the suburbs and outlying communities. Transit Oriented Development (TOD) takes advantage of these commuting patterns by exploiting the existing infrastructure in underutilized areas. By building home and commercial development around new or existing transit service, new neighborhoods are created where shops, work, schools, and entertainment are within easy reach by

foot or public transportation. TOD offers a unique opportunity to bring new life to rural communities. "Transit villages" with retail shops, commercial spaces, housing, and entertainment venues in under-used areas along a transportation corridor are ideal brownfield redevelopments. They conserve natural resources and offer the benefits of sustainable growth.

Projects:

- Encourage high speed passenger rail from Des Moines-to-Chicago or Omaha-to-Chicago using the Iowa Interstate Railroad with a stop in Grinnell.
- Encourage housing development near public transit access points.
- Provide transit services to connect developments with urban employment or entertainment centers, airports, etc.

Preservation/Restoration of Natural Environment

Restoration of the natural environment is an essential "smart growth" strategy. Open spaces and working lands require fewer community services and transportation infrastructure investments than residential or commercial uses.

Use of renewable fuels increases domestic energy supplies, encourages efficiency and conservation, and provides alternative and sustainable sources of energy. Renewable fuels also present an important opportunity for rural America by providing new revenue and job opportunities. Greater use of renewable fuels will help preserve the natural environment. The use of ethanol and biodiesel results in less greenhouse gas emissions relative to conventional gasoline and limits deposits of carcinogens into the air. Growing energy crops like switch grass will improve the land, natural habitat, and soil conservation. Energy conservation is also a key element in preserving the natural environment.

Projects:

- Promote more environment-friendly transportation choices.
- Plan bike & pedestrian friendly communities.
- Encourage addition of regional passenger rail services.
- Create opportunities for outdoor and recreational activity.
- Develop sustainable sources of revenue for regional parks and recreational trails system.

Energy savings can be achieved through efficiency programs, behavior modification, and equipment upgrades.

Chapter 10: Funding the Plan

Surface Transportation Program (STP) Funds

In the past, Region 6 Transportation Improvement Program projects have helped to stabilize the local economy by maintaining a viable transportation infrastructure. Surface Transportation Program (STP) funds have allowed Region 6 to maintain the federal highways and bridges within its borders, as well as to make some system capacity improvements. The Region typically does around 41 miles of resurfacing work per year to the regional network.

There are no capacity projects currently programmed within Region 6. The road capacity improvement project with interest to the region is the Tama-Toledo to US Highway 218 improvements.

With the limitations of the Surface Transportation Program funds, it will be necessary to rely upon other funding sources such as Revitalize Iowa's Sound Economy (RISE) and the Iowa Department of Transportation's federal transportation funds for developing any new critical projects.

Many bridges across the Region are old and in very poor condition. The optimum goal for bridge life is 50 to 60 years. Many will need to be replaced in the next 20 years. When selecting bridges for replacement, considerations include shortest remaining life as determined from bridge inspections, average daily traffic counts, size of bridge and load limit, type of road, length of potential detour, and whether or not the bridge is located on a school bus route or a route to a grain elevator.

Replacement of the extra large bridges over rivers or large streams will be a particularly difficult challenge. There is broad consensus that there will be insufficient funding to replace functionally obsolete structures, regardless of size, but particularly for these larger structures.

The focus of regional STP funds will clearly need to be on maintaining the quality of the federal aid network. This will be a challenge, because the needs greatly exceed available funding.

Public Transit

The Region 6 Planning Commission has prioritized the following goals for the four-year planning period 2006-2010:

- Provide lower fares for all regardless of age or disability status;
- Obtain more local public funding similar to what other regional transit programs have.

The two public transit systems in the Region will continue to be dependent upon state and federal operating subsidies to carry out their operations. Likewise, federal capital support through the Section 5339 program will be a critical component in updating capital equipment. Without state and federal aid, these services would be severely diminished. A priority in the future will be continued state and federal operating and capital support. Increased state, federal, and local support will be needed to reduce passenger fares.

Every attempt will be made to coordinate the existing vehicle fleet and to address these needs through innovative methods. The

regional transit system also will continue to look at new markets for the increasing percentage of elderly in the Region's population and the potential for commuter routes to out-of-region employment centers.

Regional Project Prioritization Process

In 2012 the Region 6 Transportation Technical Committee and the Region 6 Enhancement Committee combined into one joint Transportation Committee. This action was in response to recent changes in the USDOT and IDOT funding schemes.

The primary goal of the Surface Transportation Program (STP) is to maintain the federal aid transportation system, provide gap financing for urgent transit capital investments, and fund transportation alternative projects that are city or county priorities. All public entities within the four-county Region 6 have the opportunity to apply for STP funds. Regional project applications, including transportation alternative funds, are prioritized and selected for funding by the Region 6 Transportation Committee.

This regional committee strives to distribute the funds equitably across counties and cities, the Meskwaki Tribe, IDOT, and other eligible transportation alternative program applicants. In order to support as many projects as possible, some applicants may need to delay their project until the next funding year or accept a reduced funding award from the Region.

The other regional Surface Transportation Program scoring system besides equitable distribution of funds includes considering factors like condition of the road, safety problems with the road, local road importance, and local traffic volumes.

The Transportation Committee has developed a scoring system for the funds that are required to be used for Transportation

Alternative projects. Factors that the committee will consider in determining the best projects for the fund include: local need, including any safety problems or issues threatened without project funding; How the project will enhance or improve other similar resources; Public support including property owners; and Is the project supported by state, regional, or local initiatives, plans, or studies. In the project need evaluation the committee will also consider needs, priorities, and public input that was generated with this regional plan.

Annually the Transportation Committee invites applications for the Region 6 Transportation Fund. The committee considers each request. Recommendations from the Transportation Committee are then made to the Region 6 Board of Directors. Historically, this board has followed the recommendations of the transportation committee, making the existing project selection process a successful one.

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 Authorities

Transportation investment decisions made by Region 6 Planning Commission 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 authority 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 \$133,000 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. 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.

Chapter 11: Public Involvement Process and Results

In accordance with Region 6 Planning Commission's 2006 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 public hearings, committee meetings, local forums, in-person interviews/surveys, and focus group sessions. Public participation was invited through publicizing notices of public hearings in local newspapers and on the information board at the Region 6 Planning Commission office. Press releases also were provided to local radio stations. Input from all of these activities was assembled and documented by the Region 6 Planning Commission staff, and this information was used in the formulation and preparation of this document.

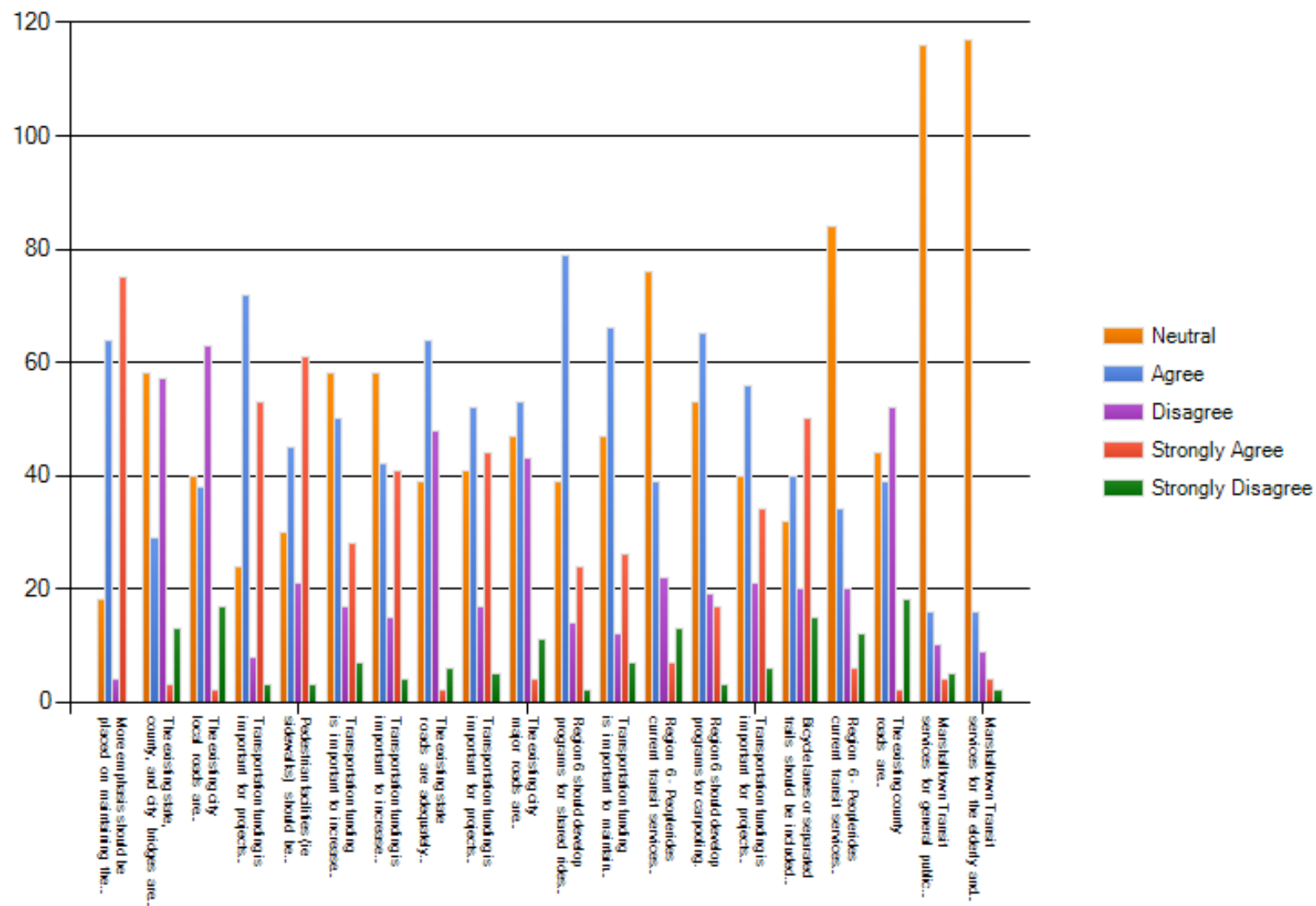
Public input will continue throughout the Long Range Transportation Plan's implementation and revision processes.

Public participation will follow the 2006 Region 6 Public Participation Plan document to include additional focus group workshops, promotional campaigns, and educational forums. The LRTP document will be available for review at the Region 6 Planning Commission office and online at www.region6planning.org.

PUBLIC PARTICIPATION SURVEY

During the month October, 2013, a public participation survey was conducted online with Survey Monkey. (See Appendix A.) This survey was promoted through public service announcements and the Region 6 Planning Commission website. It was also sent out to cities and counties in the region with the request to take the survey and email the survey explanation and link to the survey to each of their mass email lists. The survey garnered 161 responses.

For the following statements please mark whether you strongly agree, agree, neutral, disagree, or strongly disagree.



Survey Question #1 – State whether you strongly agree, agree, are neutral, disagree or strongly disagree to transportation statements – summary of survey results:

The highest emphasis is on maintaining existing roads and bridges rather than expanding. Over 86% of survey respondents agree or strongly agree.

- 44% of respondents disagree that existing state, county, and city bridges are adequately maintained. Only 20.1% agree and 35.8% are neutral.
- Only 36.3% of respondents agree that existing city major roads are adequately maintained. 34.4% disagree and 29.3% are neutral.
- 49.7% of respondents disagree that existing city local roads are adequately maintained, while only 25.2% agree that they are and 25.2% are neutral.
- 45.5% of respondents disagree that existing county roads are adequately maintained, while only 26.6% agree that they are, and 27.9% are neutral.
- 41.8% of respondents think that existing state roads are adequately maintained, and 34.2% do not. 24.1% are neutral.

The majority of respondents agree that environmental concerns are important issues for the region.

- 57.1% of respondents agree that transportation funding is important for projects that reduce carbon dioxide and other greenhouse gas emissions. Only 17.3% disagree.
- 60.1% of respondents believe that transportation funding should support projects that reduce the dependence on fossil fuels. Only 14% disagree.

Transportation funding is also important for projects that improve quality of life and promote active lifestyles. 76.6% of respondents agree with this statement. Only 6.9% disagree. Projects that might

use transportation funding to address both environmental concerns and active lifestyles (quality of life issues) include bicycle and pedestrian facilities.

- 57% of respondents agree that they want bike lanes or separated trails along improved federally-funded city streets. Only 22.4% disagree.
- The majority of respondents (66%) agree that sidewalks for pedestrians should be a part of any new federally funded city street construction projects. Only 15.1% disagreed.

The majority of respondents were somewhat neutral on transit issues. From the responses, it does not appear that respondents understand what is available and what the cost of service is or how the transit services are funded.

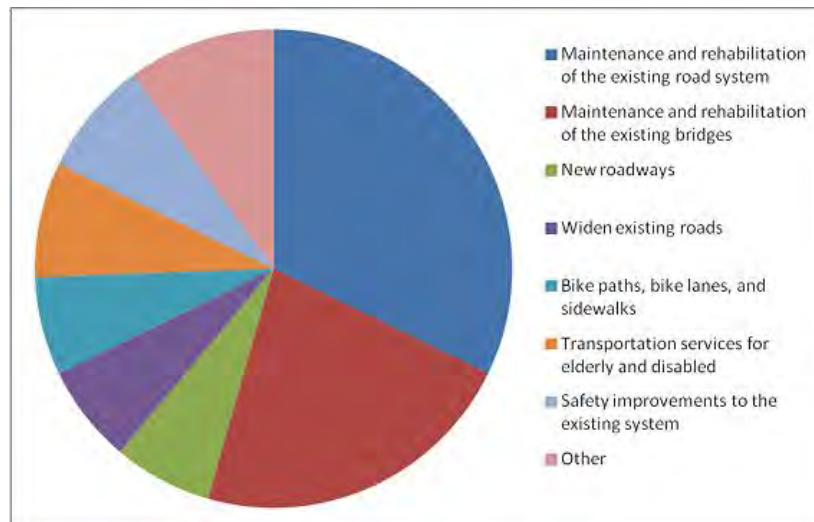
- Nearly half of respondents are neutral (48.7%) that Peoplerides current transit services for the elderly and disabled meet local needs. Only 29.9% agree and 22.4% disagree.
- 53.5% of respondents are neutral as to whether Peoplerides services for elderly and disabled are affordable and attractive for users. 25.8% agree and 20.6 disagree.
- 52% of respondents think Region 6 should develop programs for carpooling, and 64.9% think Region 6 should develop programs for shared rides to major employer locations.
- An even larger majority were neutral on questions of whether Marshalltown Transit meets local needs (76.8%) or whether Marshalltown Transit services for the elderly and disabled meet local needs (79.1%).

Clearly these survey results indicate an interest in more public transit options for medical, work, and shopping needs. More low cost rides to work sites via carpooling and rideshare are also of special interest to respondents. These results reveal an opportunity

to expand marketing efforts for the currently available public transit as well as to continue to improve services and outreach.

Rail transportation questions indicate large support for both freight and passenger rail.

- 58.3% of respondents support transportation funding for maintaining freight rail, 29.7% are neutral, and only 12% do not think maintaining freight rail is with transportation funding is important.
- Using transportation funding to increase freight rail is favored by 48.4%, and 15.1% are not in favor.
- Using transportation funding to increase passenger rail service availability is supported by 51.6% of respondents, with 36.5% neutral and 11.9% disagreeing.



Survey Question #2 – Favored Spending by Percentages

Survey Question#2 – Desired transportation funding schemes

Respondent was asked to assume full responsibility for determining how to spend regional transportation funds. Respondent was asked to allocate percentages of funding he/she thought appropriate to each activity. A requirement was to equal no more than 100%. The midpoint of all the responses were as follows

Maintenance and rehabilitation of the existing road system - 29
 Maintenance and rehabilitation of the existing bridges - 20
 New roadways - 6
 Widen existing roads - 6
 Bike paths, bike lanes, and sidewalks - 6
 Transportation services for elderly and disabled - 7
 Safety improvements to the existing system - 7
 Other - 9

The above only totals to 90%, so there is some small variance in the 152 survey responses. Maintenance of the current road and bridges is about 50% of the responses. The new roadways; widen existing roads; bike paths, bike lanes, and sidewalks; transportation services for the elderly and disabled; and safety improvements to the existing system had similar transportation value importance at 6-7% each.

The other category listed things like passenger rail, public transit, not building more bike trails, and a few other responses.

By far, maintenance and rehabilitation of the existing road system and existing bridges were the favored issues for the region's transportation funds. New roadways and widening existing roads were appropriated much smaller percentages of funding in this imaginary transportation spending scheme.

Survey Question #3 – Desired transportation improvement projects:

The survey also asked for a list of transportation improvement projects respondents would like to see accomplished over the next five years. The list could include city, county, and state improvements, to roads, bridges, trails, transit, and sidewalks. The projects could include resurfacing, rebuilding, or expanding capacity. The following is a listing of projects provided by survey respondents:

General

- Maintain and improve state, county and city roads/streets and bridges
- Complete 4 lane US 20 to West Iowa border
- Graveling county roads adequately-370th Ave., Brooklyn, Ia., from 150th St. to 142nd St.
- Pot hole repair
- Sealcoat gravel roads
- Maintain and improve city streets
- Resurfacing city streets, too many pot holes
- make Grinnell City streets smoother
- Ia 96
- Hwy 175 through Eldora east to Grundy Center-road resurfacing
- Pave road in Gladbrook (city street W. 2nd) that leads to the fairgrounds and the G-R football field. That road is in rough shape and dust is dangerous at times. Also if paved, a speed limit sign may be helpful with the excessive speeds.
- Improve City of Iowa Falls streets
- 340th St Tama County milled and resurfaced. Total pavement only 2 ½ miles.
- Keeping safe roadways in severe winter weather
- Reconsideration of N. 3rd Ave from 4 to 3 lane (Marshalltown)
- Raising roads so flooding won't cause closures
- Restoration and preservation of historic highway alignments
- Fixing and repairing more of Hardin County roads
- County Rd 419 into Victor from Hwy 6 resurfacing
- Major highways to have improved slow lane and turning lanes - super two highways
- Ensuring all holes in roads are fixed in timely manner (city of Marshalltown)
- Hard surface to Calkins Campus
- Small community roads need better maintenance
- Resurface West Southridge Road in Marshalltown
- Maintenance of E64 and E43 (from Hwy 63 East)
- Resurface US 65 from Iowa Falls city limit to junction with Franklin County
- With the regionalization of mental health care and health care, we need to make sure that people have transportation to services that are likely farther away
- Pave gravel road to Calkins Campus
- Pave 100th street from 480th street to the Edward Road
- Extend Hibbs Blvd. to East to 12th Avenue in Marshalltown
- Maintenance of old highway 30 thru Tama/Toledo
- While redoing roads, move infrastructure so manholes are in grassy right of ways, not the middle of the road.
- updated quicker winter road conditions map
- Pave Gerhart Ave. between 235th Street and 240th St.
- County highway #57 is breaking up, heavy truck traffic is hard on it, needs repairs, resurfacing
- continue IF street resurfacing plan
- Extend 18th Avenue to Riverside Drive in Marshalltown
- Maintenance of Hwy 96
- Hwy 21 From Hwy 30 South To Belle Plaine Resurfaced
- More lanes for slow moving traffic on major highways

- expand expressways in cities
- Pave Sand Road from Albion to Marshalltown
- Re-surfacing trails; no new ones
- Safe highways – maintain and improve state and county
- Hwy 21 north of Hwy 6 to resurface
- T- 47
- Hwy 96 from Gladbrook to Hwy 14 is in bad need of repair
- Improvement to intersection control
- Better snow removal on streets of Grinnell.
- Repair potholes and washboardishness on gravel roads that are heavily used
- Marshalltown City Streets projects
- Gravel roads are being torn up by bigger farm equipment and semi trucks. They are not sustainable at the current rate of use.
- resurfacing and widening county S56, it is considered one of the most dangerous, especially in winter, Cleves to Ackley
- Widen old hwy 6 from hwy 21 to Malcom
- Paving gravel roads that connect major highways
- Remove truck route from Penrose street in Grinnell to improve safety and reduce wear/tear on RR crossing
- upgraded level B roads in Hardin county to A
- new road construction
- Improve Grinnell streets by smoothing out manholes, fixing curbs and gutters, etc.
- Resurface HWY 6 east of Grinnell
- City roads (small towns cannot maintain)
- Fix drainage problem on Davison Ave coming into Clemons
- Resurface S-33 in Hardin Co
- Resurfacing South Washington Street in Eldora

Bridges

- Safe bridges – maintenance /repair/replacement
- Upgrade North 14 Bridges

- Center St bridge replacements - rural Marshall County
- Toledo Deer Creek bridge old US 30 alignment
- Fixing bridge approaches
- Replace the bridge at the Millgrove Access Wildlife Area
- The bridge on C Avenue north of the football field in Gladbrook is in bad need of repair
- Bridge crossing enhancement on Eldora's high bridge
- Repair Washington Street Bridge in Iowa Falls

Durham/235th Street – State Center

- Resurface 235th Street from State Center to Highway 330
- Resurfacing and regrading the gravel road south of State Center to Hwy 330 in Marshall County (Durham)

Hwy 14

- Raise at least one lane on Hwy 14 north of Iowa River
- Resurface Highway 14 Through Marshalltown
- Rebuild/Resurface Iowa Hwy #14 south of Marshalltown

US 30

- Complete 4 lane Hwy 30 across state
- Highway 30 Main Exit/Interchange into Marshalltown
- Elevate US 30 at Iowa River to prevent flooding

Highway 63

- Rebuild Hwy 63 to north from south side of Montezuma to north side Malcom for safety
- Hwy 63 from Malcom to New Sharon needs to be widened, resurfaced, etc.
- Resurfacing Hwy 63 from I-80 to Mahaska County line
- Keep Hwy 63 in current location and improve to super 2
- US Hwy 63 south of Tama ground and resurfaced
- Maintenance of Hwy 63 from Traer North to Hudson
- Building turn lines off major highways like 63 and 6

Highway 146

- Highway 146 resurfacing and widening LeGrand to Grinnell
- Improvement of Hwy. #146 north of Hwy. #6 intersection (repair and expand to 4 lanes)
- Fixing Hwy 146 through northern Grinnell - the manhole covers on the street make for a bumpy ride
- Hwy 146 Resurface Gilman to Hwy 30
- Improve intersection of 146 and Hwy 85 west of Montezuma with flashing warning lights
- Turning lanes at #146, #6 intersection
- Traffic light at Lang Creek Crossing/Hwy 146
- Widen Hwy 146 underpass of RR tracks north of Grinnell
- Wider shoulders on Hwy 146
- Our existing roads in the county are getting better with Hwy 146 done and old 6 being redone

Highway 330

- Hwy 330 to Albion is in bad need of repair
- Hwy 330 resurfacing, corner straightening, & widening - Summit St to Hwy 14

Interstate System

- Rework I-80 exit ramps at Grinnell exit. Either rumble strips, traffic lights, flashing lights "dangerous intersection" sign...something!!
- Interstate highways repairs & resurface

Bike and Pedestrian Facilities

- Addition of bike lanes to Grinnell major roads
- Widen/flatten 16th Ave in Grinnell, highly used by runners/bikers, to rounded, high speed traffic with little room
- Completion of Grinnell bike path network

- Grinnell bike path under hwy 6
- Develop a bike lane from Montezuma (Diamond Lake area) to Grinnell
- Expand bike trails in the Poweshiek County/Grinnell area.
- More bicycle lanes and trails
- More bike lanes in urban and rural areas
- Bike lanes on major city streets and highways
- Widen Old Hwy 30 or bike path along side
- Countywide bike trails
- Bike trail along abandoned rail lines (Iowa River Rail Trail)
- Iowa River Rail Trail - Marshalltown to Steamboat Rock
- Iowa River Valley Trail to Eldora
- Linn Creek Recreational Trail
- Recreational rail trail from abandoned rail line from Marshalltown to Ackley
- Expanded bike trail system that connect communities and attractions
- Connection/extension of trails network to expand recreation opportunities
- Bike lanes (that are actually bike lanes, not gutters with a painted line)
- No MORE BIKE TRAILS
- Bicyclists off paved roads, especially rural paved roads.
- Wider sidewalks, flat sidewalks, continuous sidewalks to go for blocks vs. ending mid-block, etc.
- Expand walkability of Grinnell area. Improve and maintain sidewalks, expand sidewalks to include poor neighborhoods
- Have sidewalks on all streets in Grinnell
- Removal of stairs on Broad street and 7th in Grinnell to make for curb cuts and accessibility
- Sidewalk near So. Tama High school and eleme. on Hwy 63
- A sidewalk in front of STC (South Tama County) High School
- Create new and fix existing sidewalks, esp. around schools.

- Ackley sidewalks & ramps Ackley sidewalks are dangerous for walking, disabled people
- Wider roads specially around schools to make biking safer and less stressful for all – Safe Routes to School
- Many of our city roads and sidewalks are in very poor condition; either enforced repair and maintenance of sidewalks or bike/walking lanes added to our city roads; street resurfacing, repair and improvement
- New sidewalks in all of Eldora
- Help organizing walking school buses
- Repair/replacement of sidewalks in business districts
- ADA compliant curbs at ALL intersections

Public Transportation

- Comprehensive statewide public transit system
- Local Bus/ Group Transit/Passenger Trains
- Transportation to countywide events
- Free public transportation
- Transportation to major employers
- Need increased public/health transportation in smaller communities
- Mass transit / car pool
- Improved access to public transit - longer operating hours and expanded locations
- Rural transit systems to work, school and health care
- Affordable family friendly transportation service to school, work and health care
- More transportation services in Hardin County
- Expanded and affordable public transportation for low income, elderly & disabled
- Transit access for low income populations

- Transit for individuals who do not qualify for transportation due to age. It is very difficult to get someone to an out of town appt if they are less than 65 with no resources.
- Transit for elderly, especially to Des Moines and Iowa City
- Cheap Peoplesrides intra-county rates to improve access to healthcare for low income in rural areas
- Cheaper Peoplesrides for financially strapped
- Develop system for bus transportation around Poweshiek
- Regular transportation between Grinnell, Marshalltown, Des Moines, and Iowa City
- Incentive for private bus line- Trailways - to add stops in Toledo and Tama

Rail – Passenger and Freight

- Increase passenger rail
- Passenger Rail Service-Moline to Council Bluffs
- Passenger rail service tying our area into the Chicago/Omaha corridor
- Pedestrian bridges over U.S. Hwy 63 in Toledo & Tama
- Improving safety of vehicles and pedestrians at RR crossings
- Repair RR crossing on Penrose St in Grinnell
- Provide more train travel and shipping
- Passenger route between Newton, Grinnell, Marshalltown, and Tama
- Ask railroads to have a speed limit through towns during all hours. We often hear them blowing by with excessive speed and noise and something should be done if their whistles are too loud as it damages the sleep patterns of residents and more accidents are occurring as a result of this speeding during prime times for drunk drivers

Miscellaneous Transportation Issues

- Designation and signing of Historic US Route 6

Specific Response Count Summary	
road maintenance	159
bridges	58
trails/bike lanes	46
widen roads, turn lanes, paved shoulders, intersections	46
public transit	42
sidewalks	42
new paving/major expansions	30
railroads - safety, passenger & freight	25

- Restoration and preservation of historic bridges
- Set aside funding for those selling properties that must be put up to code for driveways that are lower or fixed income
- Set up a hotline to report potholes or road improvements needed and prioritize them based on damage assessments
- Develop pedestrian communities where there are only pedestrian paths with transit system available to go to other communities
- Redevelopment of cities so that people do not need cars
- Promoting tourism in Iowa that benefits locally owned businesses and small towns
- Roadside stops
- Preservation of historic transportation related structures
- Improve highway and city street signage to make it easier to see and read
- Carpooling information available to distribute to employees

Funding Solutions

- Require CAFO's to pay for county gravel roads they tear up
- More state aid for city streets
- Keep bike trails part of road so there is less cost to maintain
- Continue to close the least used county gravel roads
- Investment in road improvements that last vs. constant patching/fixing
- More funding for trails for non-metro areas
- Provide additional funds for rail transportation (freight)
- More funding for sidewalks in cities and towns of all sizes

Duplications have been removed from the above summary. If there are references to specific projects or areas of the transportation facility, those projects are listed in the summary. (See Appendix B.)

A majority of repeated are related to issues involving the existing road, street, and highway system. Resurfacing, regrading, widening, and pothole repair are included with bridge safety inspections and maintenance, repair or replacement. The responses run from maintenance and repair of transportation infrastructure, to specific projects. The responses also relate transportation to economic development.

The only roadway expansion projects that appear in the responses involve the completion of Highway 20 west to the state line and to complete the 4-laning of US Hwy 30 east-through the state. Also requested was paving or upgrading some gravel roads.

Safe and well-maintained sidewalk systems without gaps are heavily represented in the responses, particularly around schools. Trail expansion and maintenance of existing trails are listed. The Iowa River Rail Trail from Marshalltown to Steamboat Rock is of particular interest to respondents. A large portion of responses included trail and sidewalk maintenance, repair, and expansion.

Additional public transit is desired, including both public transit and carpooling alternatives for work, shopping, and medical appointments. Additional and affordable transit for low income, elderly, disabled, and disadvantaged is the most often cited issue regarding public transportation. Most responses included some reference to the cost burden of public transit and the need for a low cost transportation option.

There were 28 responses that included the word “safe” or “safety”-- most referred to maintaining the safety of roads and bridges. However, all road, intersection, bridge, rail, transit, and bike and pedestrian projects should be considered with a view toward increased safety of transportation from one point to another, no matter what mode or method of mobility is used.

Chapter 12: Future Regional Transportation Planning Activities

This Long Range Transportation Plan is designed to be dynamic, to keep step with the changes of the Region over time. A copy of this Long Range Transportation Plan will be kept for public review in the Region 6 Planning Commission office and will be posted on the Region 6 web site at www.region6planning.org. Copies also will be distributed to the offices of county supervisors and county engineers. It will be the responsibility of Region 6 staff to bring the Plan to the attention of the Region 6 executive board and technical committees for review and comment on an annual basis. The Plan will be updated in five years.

Incorporation of All Transportation Modes

Region 6 Planning 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.

APPENDIX A: Survey Monkey “Wish List:

The following is a listing of projects provided by survey respondents:

- Maintain and improve county roads and bridges
- Pave Durham Avenue south of State Center to Hwy 330
- Less expensive travel costs for elderly and disabled
- County roads and city streets
- Expanded and affordable transportation to elderly and disabled
- Highway 146 resurfacing and widening LeGrand to Grinnell
- Resurfacing and regarding gravel road south of State Center to Hwy 330 in Marshall County
- Wider sidewalks, flat sidewalks, continuous sidewalks to go for blocks vs. ending mid-block, etc.
- Resurfacing South Washington Street in Eldora
- Bridge repair/replacement
- Designation and signing of Historic US Route 6
- Comprehensive statewide public transit system
- More transportation services in Hardin County
- Highways
- More sidewalks in Grinnell
- Bridges—maintain and ensure for safety
- Affordable public transportation for low income, elderly & disabled
- Expand walkability of Grinnell area. Improve and maintain sidewalks, expand sidewalks to include poor neighborhoods
- Graveling county roads adequately-370th Ave., Brooklyn, IA., from 150th St. to 142nd St.
- Trails
- Safe Route to School
- More bicycle lanes and trails
- Complete 4 lane US 20 to West Iowa border
- Completion of Grinnell bike path network
- Hwy 21 north of Hwy 6 to resurface
- Resurfacing existing roads
- Passenger rail
- Pot hole repair
- US Hwy 63 from Mahaska County to Hwy 6 – resurfacing
- sealcoat gravel roads
- bike trail along abandoned rail lines
- make Grinnell City streets smoother
- rebuild Hwy 63 to north from south side of Montezuma to north side Malcom for safety
- resurface county roads
- trails
- 4 lane Hwy 30 across state
- Affordable family friendly transportation service to school, work and health care
- Pave Durham Avenue south of State Center
- IA 96
- Improve city streets
- Pave the road in Gladbrook that leads to the fairgrounds and the G-R football field. That road is in rough shape and the dust is dangerous at times. Also if paved, a speed limit sign may be helpful with the excessive speeds.
- Hwy 146 resurfaced, etc.
- Hwy 63 from Malcom to New Sharon needs to be widened, resurfaced, etc.
- Resurface existing City and County roads
- Trails
- continuing 4 lane on Hwy 30 to Cedar Rapids
- Improved access to public transit - longer operating hours
- repair state roads thru town
- Resurface US 65 from IF city limit to Junction with Franklin county
- Improve City of Iowa Falls streets
- Improvement of Hwy. #146 north of Hwy. #6 intersection (repair and expand to 4 lanes)
- repair/ replace bridges on county roads
- bridges
- Grinnell bike path under hwy 6
- Iowa River Rail Trail
- Improvement to intersection hard surfacing
- Bridges to safe levels

- Passenger rail options between Chicago and Omaha
- Passenger Rail Service-Moline to Council Bluffs
- improve city streets
- Passenger rail service tying our area into the Chicago/Omaha corridor
- Bike paths
- RE-WORK I80 EXIT RAMPS AT GRINNELL EXIT. EITHER RUMBLE STRIPS, TRAFFIC LIGHTS, FLASHING LIGHTS "DANGEROUS INTERSECTION" SIGN...SOMETHING!!
- passenger rail
- Bike trails and road paths
- bridges
- up grade city streets
- keep bridges safe
- Fix Highway 146 through Grinnell - especially north of Highway 6
- passenger rail
- HWY 63
- Keep HWY 63 in its current location and improve it to super 2 status
- Fixing Hwy 146 through northern Grinnell - the manhole covers on the street make for a bumpy ride
- Greater availability of sidewalks in the community
- roads
- Hwy 30 four-lane all the way to Cedar Rapids through Tama and Benton Cos.
- We need increased public/health transportation in smaller communities
- Highway 30 Main Exit/Interchange into Marshalltown
- transit for elderly, especially to Des Moines and Iowa City
- Expand bike trails in the Poweshiek County/Grinnell area.
- raise at least one lane on highway fourteen north of Iowa river
- Resurfacing city streets, too many pot holes
- Maintain existing roads and bridges
- passenger rail service
- Local Bus/ Group Transit / Passenger Trains
- Resurface Highway 14 Through Marshalltown
- Sidewalk near South Tama High school and elementary on Hwy 63
- State maintenance
- Us hwy 63 south of Tama ground and resurfaced
- Resurface city streets
- Resurface HWY 6 east of Grinnell
- two lane highways repairs
- bike trails
- Completion of 4 lane on 30 east to C.R.
- maintain bridges for safety
- Pave Durham Ave. the north south road coming out of State Center
- Resurfacing of St Hwy 14 South
- keeping safe roadways in severe winter weather
- Hwy 30 to 4 lane Tama to US 218
- recreational trail expansion
- Pedestrian bridges over U.S. Hwy 63 in Toledo & Tama
- Resurfacing roads
- Reconsideration of N. 3rd Ave from 4 to 3 lane
- cheap Peoplesrides intra-county rates to improve access to healthcare for low income in rural areas
- Create new and fix existing sidewalks, especially around school areas. I view this is as a HUGE problem
- County Bridges
- resurfacing hwy 63 from I-80 to Mahaska county line
- maintenance on existing county & city roadways
- resurface existing
- Fix drainage problem on Davison Ave coming into Clemons
- resurface S33 in Hardin Co
- Expanding capacity and times for elderly rides
- Trails (Iowa River Valley Trail to Eldora
- Hwy 146 Resurface Gilman to Hwy 30
- making sure our bridges are safe
- Resurface existing state, county, city roads
- City roads (small towns cannot maintain)
- Linn Creek Recreational Trail
- Finish Highway 20 to Sioux City
- Make Highway 30 4 lanes...across the state
- sidewalks
- Rebuild/Resurface Iowa Hwy #14 south of Marshalltown
- Raising roads so flooding won't cause closures
- Roads
- City Street overlays
- make HWY 30 4 lanes West of Toledo
- State Hwy roads and bridges
- Pave 230th Street North of State Center from 1st Avenue N to the West 1 mile
- Resurfacing roadways.
- Ackley sidewalks & ramps Ackley sidewalks are dangerous for walking, disabled people
- safety
- Iowa River Trail - Mtown to Steamboat Rock

- Recreational rail trail from abandoned rail line from Marshalltown to Ackley
- Wider roads specially around schools to make biking safer and less stressful for all
- some of the sidewalks in Eldora
- county road maintenance
- Restoration and preservation of historic highway alignments
- passenger rail system
- Fixing and repairing more of Hardin County - County roads
- bridges
- More bike lanes in urban and rural areas
- Sidewalks
- free public transportation
- Set aside funding to help with plumbing improvements for new water treatment plant for lower to middle income families as not to increase water bills to those most vulnerable to higher rates (including the poor and elderly on fixed incomes)
- roads
- resurfacing county roads
- improve bridges
- improvement of Grinnell major roads
- county rd 419 into victor from hwy 6 resurfacing
- maintenance of existing bridges
- resurfacing
- Surfacing roads in communities
- Hwy 175 from Eldora east to Grundy Center-road resurfacing
- improve intersection of 146 and Hwy 85 west of Montezuma with flashing warning lights
- repair rr crossing on Penrose st in Grinnell
- resurface state roads
- Sidewalk repairs existing
- Major highways to have improved slow lane and turning lanes - super two highways
- ensuring all holes in roads are fixed in timely manner (city of Marshalltown)
- Widen Old Hwy 30 or bike path along side.
- t 47
- Improve county highways
- Hwy 96 from Gladbrook to Hwy 14 is in bad need of repair

- finish city street resurfacing in Grinnell
- Connect the existing bicycle/running/walking trails of the City of Montezuma and Diamond Lake Park
- affordable transportation for the elderly and handicapped/disabled
- sidewalks
- more state aid for city streets
- countywide bike trails
- repair Washington Street Bridge in Iowa Falls
- Hard Surface to Calkins Campus
- Turning lanes at #146, #6 intersection
- repair/ replace highway 63
- road
- repair of HWY 63
- South Washington Eldora
- Improvement to intersection control
- roads maintain properly
- Complete the building of four lanes on Hwy 30
- Additional local transportation services for the elderly, disabled and disadvantaged
- Sidewalks
- Traffic light at Lang Creek Crossing/Hwy 146
- require CAFO's to pay for the county gravel roads they tear up.
- Improve city streets
- county roads
- upgrade county roads
- develop system for bus transportation around Poweshiek
- Widen Highway 146 underpass of railway tracks just north of Grinnell
- bike trails
- resurface HWY 63
- Removal of stairs on Broad street and 7th in Grinnell to make for curb cuts and accessibility
- Bike lanes on major city streets and highways
- bridges
- Many of our city roads and sidewalks are in very poor condition; either enforced repair and maintenance of sidewalks or bike/walking lanes added to our city roads; street resurfacing, repair and improvement
- Small community roads need better maintenance

- Improvements to existing county highways
- transit for individuals who do not qualify for transportation due to age. It is very difficult to get someone to an out of town appt if they are less than 65 with no resources.
- Have sidewalks on all streets in Grinnell
- wider shoulders on highway 146
- Improve Highway 146 through Grinnell
- Provide affordable and functional transportation to the elderly and disabled
- more trails within cities and towns generally for bikers and walkers
- Resurfacing some of the local roads...
- Resurface West Southridge Road in Marshalltown
- Maintenance of E64 and E43 (from Hwy 63 East, both highways)
- City maintenance
- US Hwy 30 Tama to 218
- Finish 4 lane Proj. connecting Ames to Cedar Rapids
- Resurface county highways
- finish the expansion of Hwy 30 from tama to cedar rapids
- Interstate highways repairs
- side walks new and upgrade existing
- HWY 146 south of US 30 needs improvement
- repair roads
- Ensure all bridges are updated and safe
- Bridge maintenance and/or replacement
- safe bridges
- Toledo Deer Creek bridge old US 30 alignment
- mass transit / car pool
- U.S. 30 4-lane - Tama to 218
- fix and widen bridges
- Continue road maintenance
- maintain hwy 6
- Better snow removal on streets of Grinnell. It's pretty poorly done here
- City Bridges
- building turn lines off major highways like 63 and 6
- rebuild existing
- Repair potholes and washboardishness on gravel roads that are heavily used
- New roadways

- Marshalltown City Streets projects
- Hwy 14 Resurface beginning 4 miles N of Laurel to Marshalltown
- bike paths, lanes, sidewalks, etc.
- Repair, rebuild existing bridges and overpasses
- County bridges
- Iowa River Rail Trail
- Maintain current roads
- more bike trails
- Prioritize failing bridges for replacement
- Resurfacing roads where needed
- Transit for Elderly and disabled
- Bike lanes/trails
- Federal roads and bridges
- Resurface 235th Street from State Center to Highway 330
- Gravel roads are being torn up by bigger farm equipment and semi trucks. They are not sustainable at the current rate of use.
- resurfacing and widening county S56, it is considered one of the most dangerous, especially in winter, Cleves tp Ackley
- Hwy 63 resurfacing and Malcom widening - Hwy 6 to Montezuma
- Improving safety of vehicles and pedestrians at rail road crossings
- Expanded bike trail system that connect communities and attractions
- Restoration and preservation of historic bridges
- expansion of pedestrian pathways (walking/bicycles/skates)
- Fixing more sidewalks in our county
- regular transportation between Grinnell, Marshalltown, Des Moines, and Iowa City
- Transit access for low income populations
- Adequate upkeep of main roads
- Set aside funding for those selling properties that must be put up to code for driveways that are lower income or fixed income
- bridges
- bike trails
- addition of bike lanes to Grinnell major roads
- widen old hwy 6 from hwy 21 to Malcom
- paving gravel roads that connect major highways
- Washington Ave. through the city limits of Eldora- road resurfacing
- remove truck route from Penrose street in Grinnell to improve safety and reduce wear/tear on rr crossing

- fixing bridge approaches
- New sidewalks to schools
- Review bridge repairs
- rural transit systems to work, school and health care
- local bridges
- Provide more train travel and shipping
- 330 to Albion is in bad need of repair
- sidewalks where possible in Grinnell
- bike lanes and pedestrian walkways
- bridges
- transportation to major employers
- pave gravel road to Calkins Campus
- Widen highway 30 where not already done
- transit
- Highway 175 through Eldora
- widen lanes
- keep bike trails part of road so there is less cost to maintain
- Rebuild Hwy 146 in Grinnell from 6th Av to 11 Av
- Additional bike lanes and trails added where appropriate
- Passenger train
- Re-work railroad crossing on Penrose Street in Grinnell
- bridges that are at risk need to be repaired/replaced
- Maintain county roads
- Hwy 63 thru Malcom
- keep bridges safe
- maintain existing roads
- Widen and improve Highway 146 Grinnell to Marshalltown
- bike lanes
- Pave 100th street from 480th street to the Eward Road
- Carpooling information available to distribute to employees
- sidewalks
- Passenger route between Newton, Grinnell, Marshalltown, and Tama
- A sidewalk in front of STC High School
- Bike Paths
- our existing roads in the county are getting better with hwy 146 done and old 6 being redone

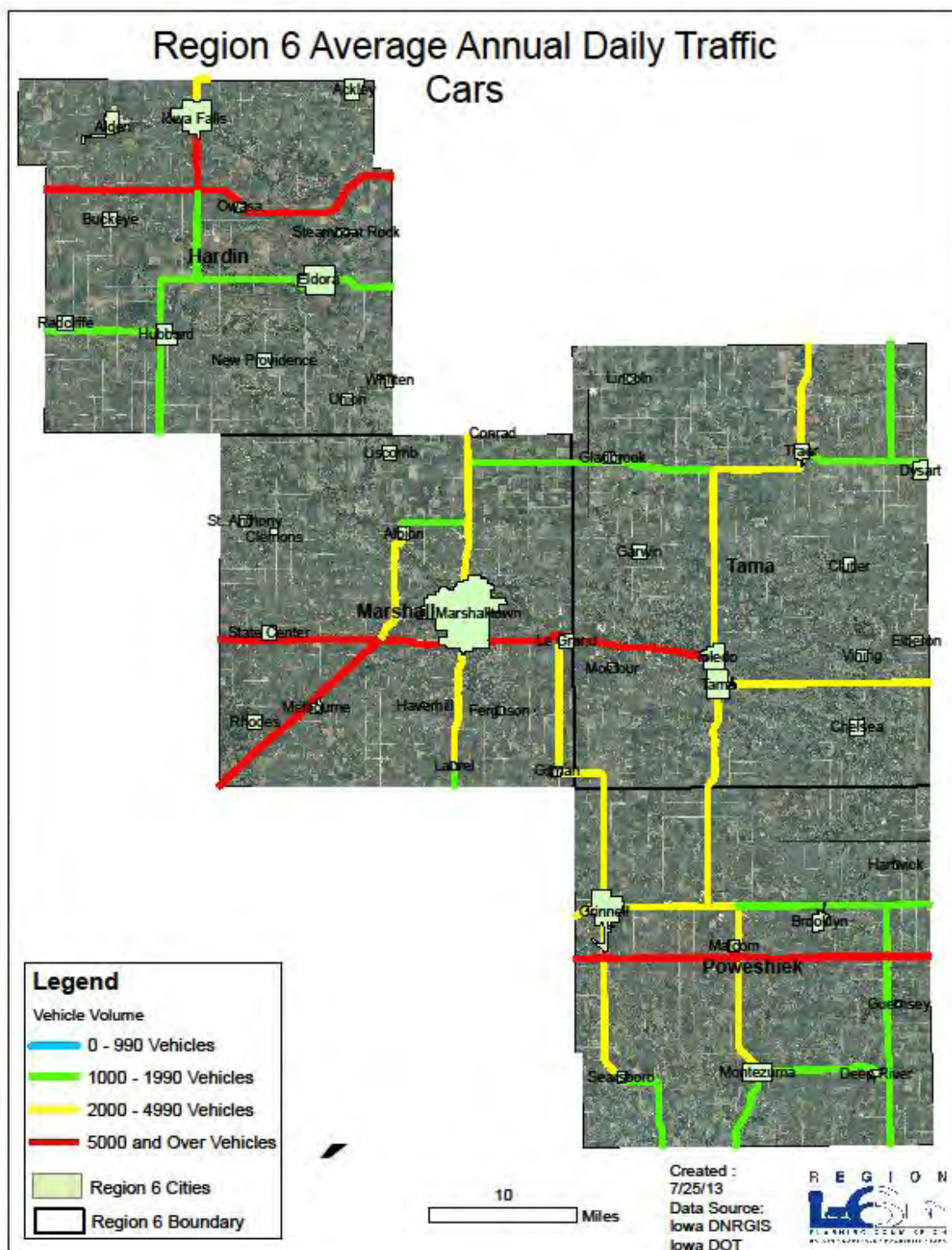
- With the regionalization of mental health care and health care, we need to make sure that people have transportation to services that are likely farther away
- Improve safety in the existing system
 1. more trails connecting
 - cities and towns for bikers and walkers
- Extend Hibbs Blvd. To East to 12th Avenue in Marshalltown
- Maintenance of old highway 30 thru Tama/Toledo
- City sidewalks
- All bridges in the area safe for one vehicle at a time
- Resurface state highways
- fix all bridges and keep up on inspections
- County roads repairs
- increase availability of transportation for elderly and disabled
- 330 bypass north of Marshalltown
- improve safety around schools
- Resurfacing of City streets
- expand Peoplerides
- Elevate US 30 at Iowa River to prevent flooding
- maintenance on city streets
- Incentive for private bus line- Trailways - to add stops in Toledo and Tama
- sidewalks and bike paths
- Bridge repair
- maintain bridges
- While redoing roads, move infrastructure so manholes are in grassy right of ways, not the middle of the road.
- State Bridges
- updated quicker winter road conditions map
- Safe bridges
- County bridges
- mass transit options- for elderly and disabled as well as passenger rail
- create bike lanes
- County roads
- All Marshalltown City street maintenance
- Maintain current bridges
- Continue to close the least used county gravel roads
- Widening roads where needed

- Sidewalks
- county bridge repairs
- Pave Gerhart Avenue between 235th Street and 240th Street
- County highway #57 is breaking up, heavy truck traffic is hard on it, needs repairs, resurfacing
- Center St bridge replacements - rural Marshall County
- Improving public transportation - expanding hours and locations
- Investment in road improvements that last vs. constant patching/fixing
- Promoting tourism in Iowa that benefits locally owned businesses and small towns
- development of pedestrian communities where there are only pedestrian paths with transit system available to go to other communities
- Grinnell city streets
- Resurface high need roads
- Set up a hotline to report potholes or road improvements needed and prioritize them based on damage assessments
- transit
- bridge maintenance
- improve of bike lanes and trails in Iowa
- New Sidewalks in all of Eldora
- replace the bridge at the Millgrove Access Wildlife Area
- city and sewer roads
- Cheaper people rides for financial strapped
- Safety with sidewalks
- Repair sidewalks
- The bridge on C Avenue north of the football field in Gladbrook is in bad need of repair
- improve existing sidewalks
- maintain or upgrade existing City and County roads
- resurfacing
- transportation to countywide events
- continue IF street resurfacing plan
- sidewalks
- Bridge crossing enhancement on Eldora's high bridge
- Completion of Recreation Trail in Grinnell
- maintain bridges, widen any narrow bridges
- Fix bridges

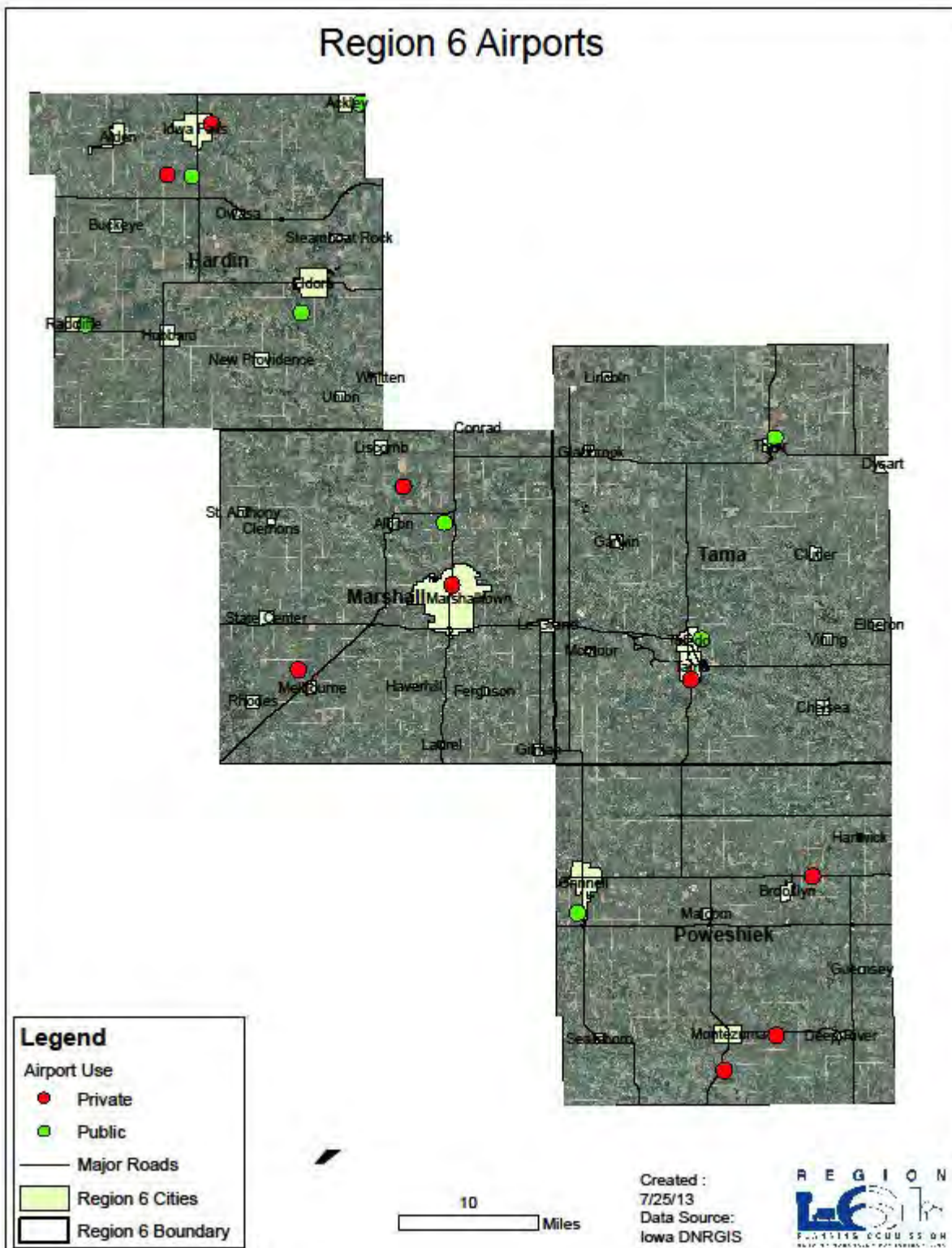
- more rides for elderly, low income, and carpooling
- resurface state highways
- Ensure all bridges are safe
- public transportation
- Develop a bike lane from Montezuma (Diamond Lake area) to Grinnell
- transit
- Resurfacing of county highways
- County road improvements
- sidewalks/bike trail in Grinnell
- Help organizing walking school buses.
- more funding for trails for non-metro areas
- Extend 18th Avenue to Riverside Drive in Marshalltown
- Maintenance of Hwy 96
- bridge repair
- Hwy 21 From Hwy 30 South To Belle Plaine Resurfaced
- Resurface interstate highways
- more lanes for slow moving traffic on major highways
- City road repairs
- expand expressways in cities
- Repair/replacement of sidewalks in business districts
- resurfacing roads
- connection/extension of trails network to expand recreation opportunities
- safety improvements
- Increase sidewalks and bike lanes for safety
- ADA compliant curbs at ALL intersections
- resurfacing bad blacktop-County
- City Sidewalks
- maintenance of existing roads
- improve rail system
- State highways
- Provide additional funds for rail transportation (freight)
- Re-surfacing trails, no new ones
- Trails
- city sidewalk installation
- Pave Sand Road from Albion to Marshalltown
- Hwy 330 resurfacing, corner straightening, & widening - Summit St to Hwy 14

- Improving highway and city street signage to make it easier to see and read
- Widen/flatten 16th Ave in Grinnell, highly used by runners/bikers, to rounded, high speed traffic with little room
- Preservation of historic transportation related structures
- redevelopment of cities so that people do not need cars
- passenger rail
- Carpooling
- Ask railroads to have a speed limit through towns during all hours. We often hear them blowing by with excessive speed and noise and something should be done if their whistles are too loud as it damages the sleep patterns of residents and more accidents are occurring as a result of this speeding during prime times for drunk drivers
- sidewalks
- more public transportation in Iowa
- road signs and direction
- Elderly transportation
- Add new sidewalks where needed
- expanding
- expanded roadways for bike lanes
- trails
- upgraded level B roads in Hardin county to A
- new road construction
- Resurfacing of many streets in Grinnell
- passenger rail
- widen roads
- Improve Grinnell streets by smoothing out manholes, fixing curbs and gutters, etc.
- building, rebuilding and resurfacing of roadways
- No MORE BIKE TRAILS
- Safety checks of all bridges in Iowa
- Public transit
- Fix roads with big potholes.
- more funding for safe sidewalks in cities and towns of all sizes
- Upgrade North 14 Bridges
- Maintenance of Hwy 63 from Traer North to Hudson
- Bicyclists off paved roads, especially rural paved roads.
- 340th St Tama County milled and resurfaced. Total pavement only 2 1/2 miles.
- roadside stops
- replace old bridges
- Safety improvements of all roads and bridges
- safe walkways
- transportation for elderly and disabled
- Bike lanes (that are actually bike lanes, not gutters with a painted line)
- transit funding
- local road maintenance
- County roads
- Signing better for safety

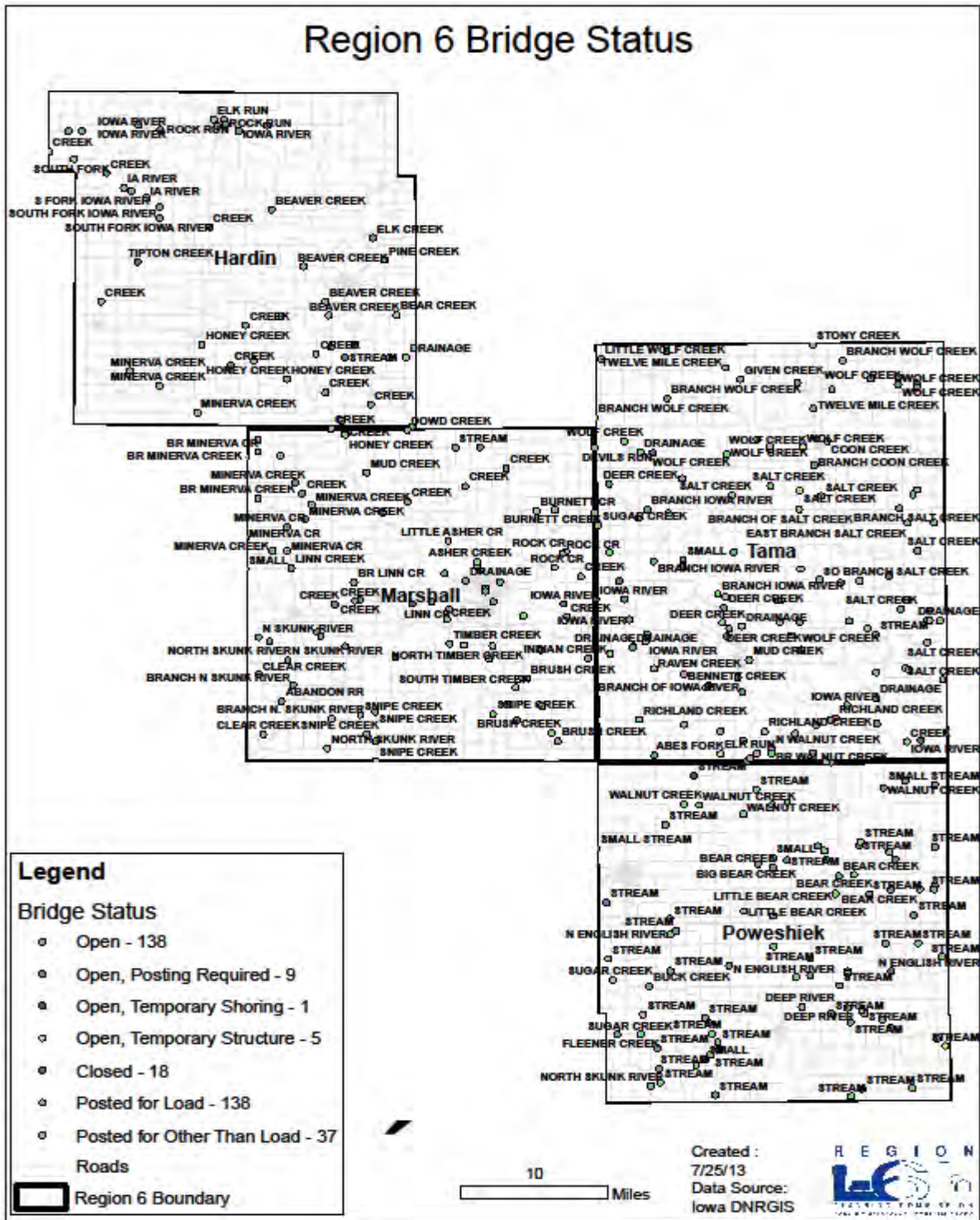
Appendix B -- Map 1



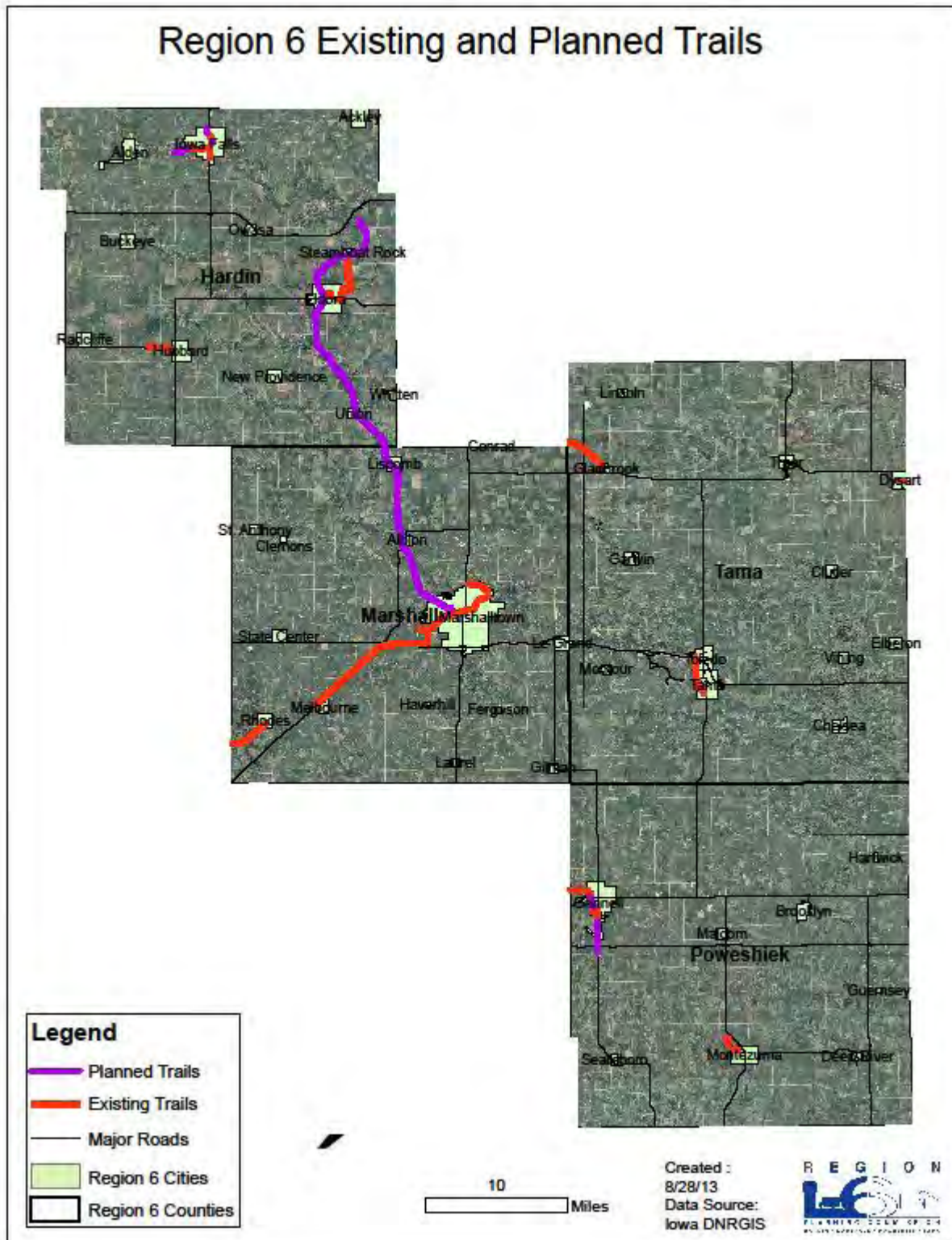
Appendix B -- Map 2



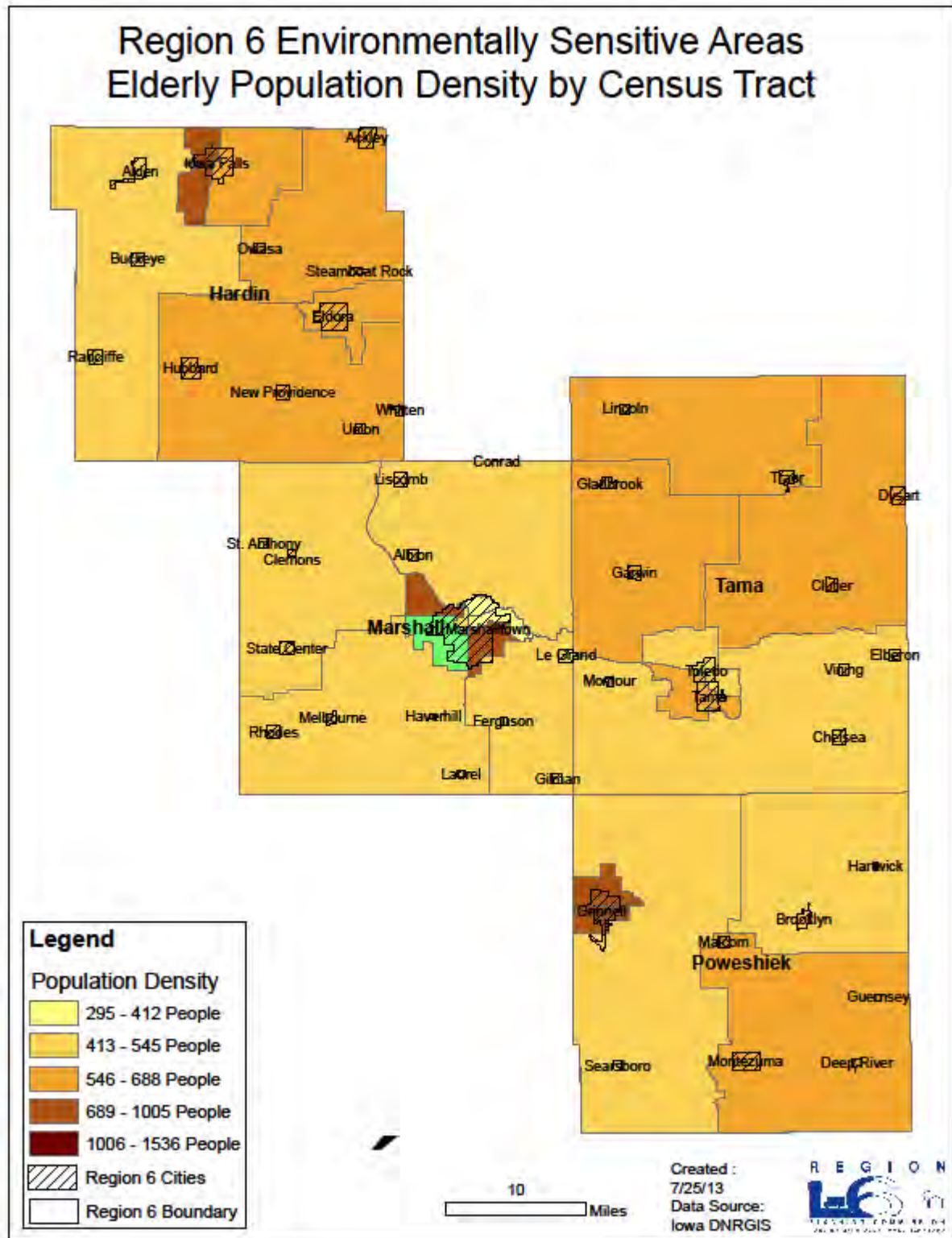
Appendix B -- Map 3



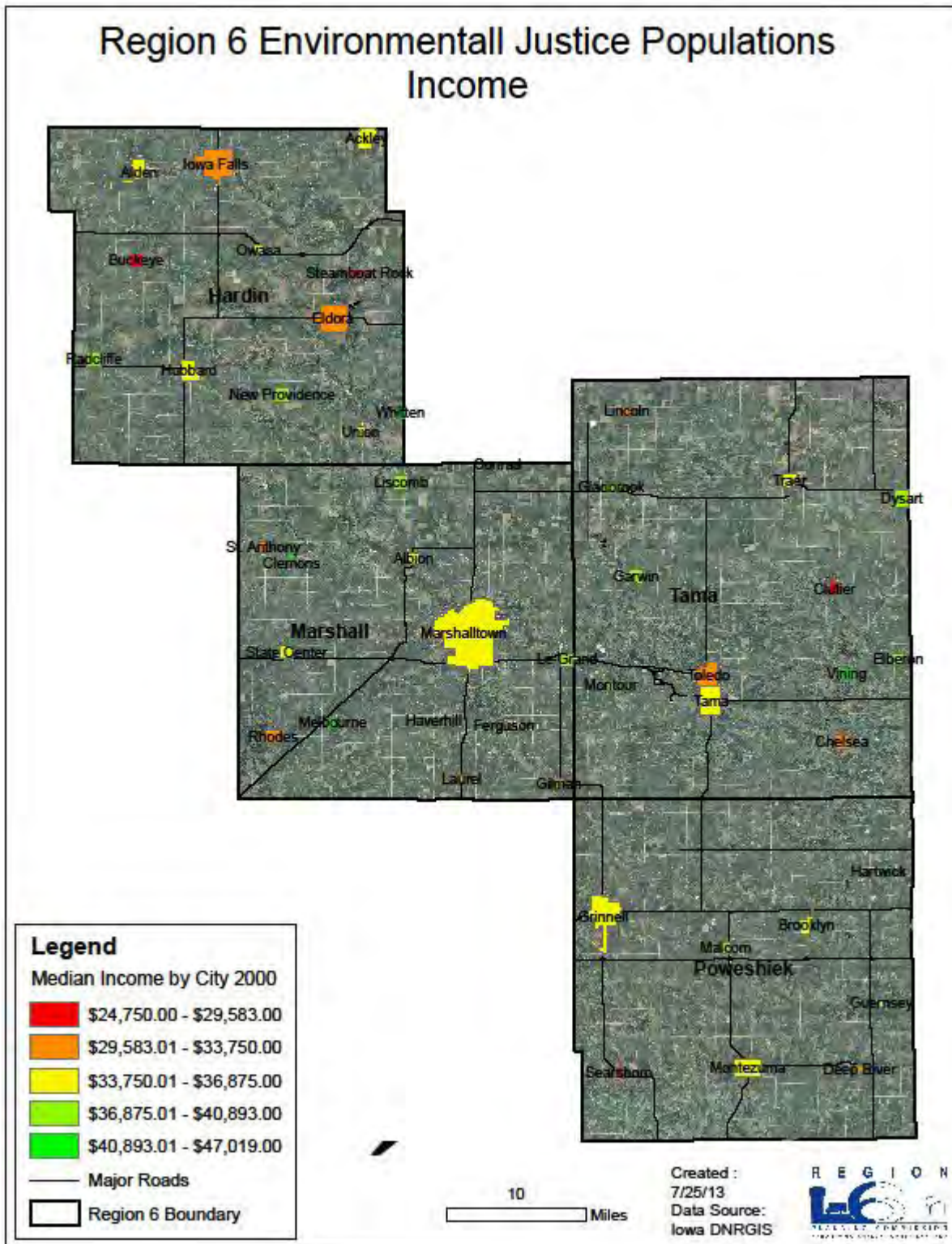
Appendix B -- Map 4



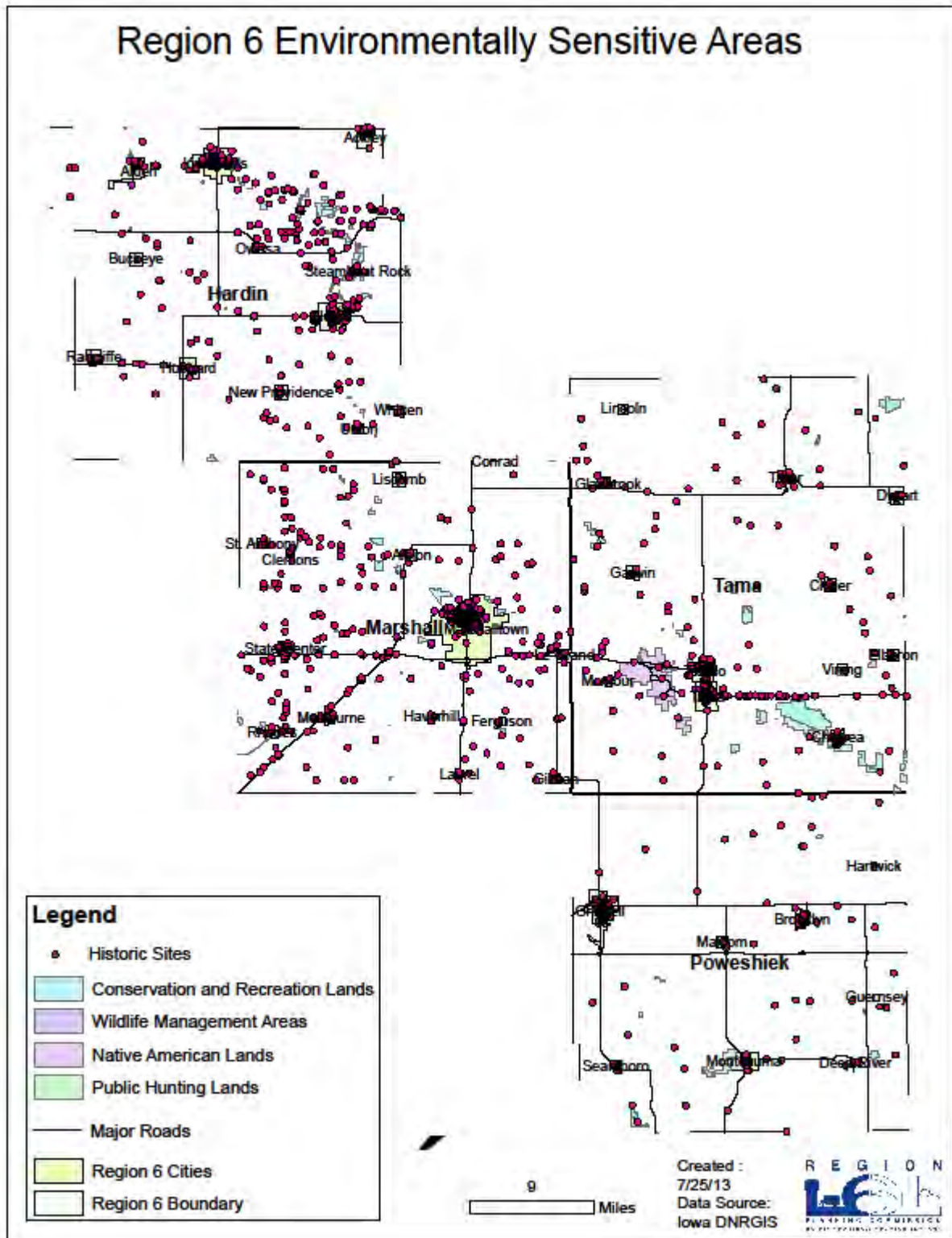
Appendix B -- Map 5



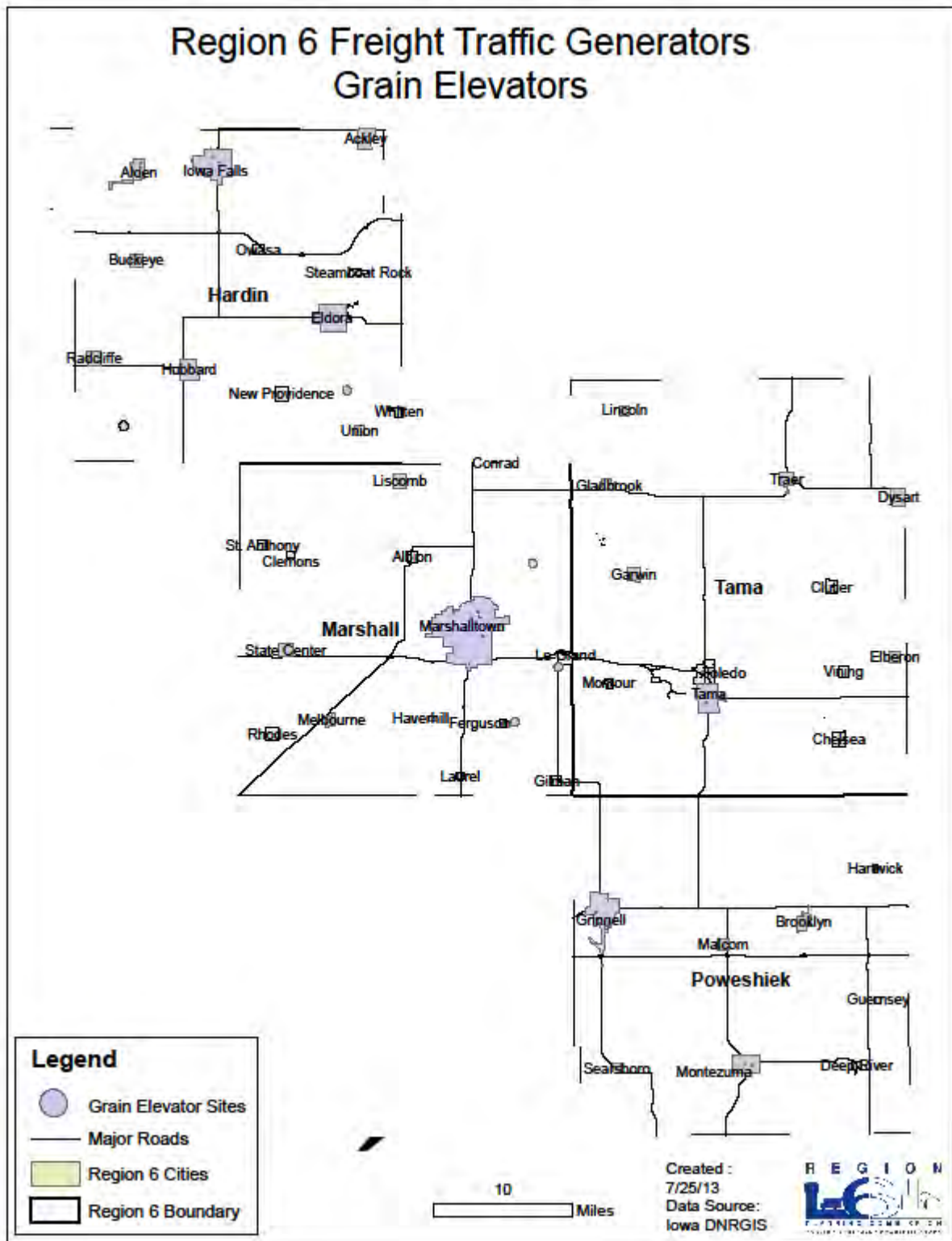
Appendix B -- Map 6



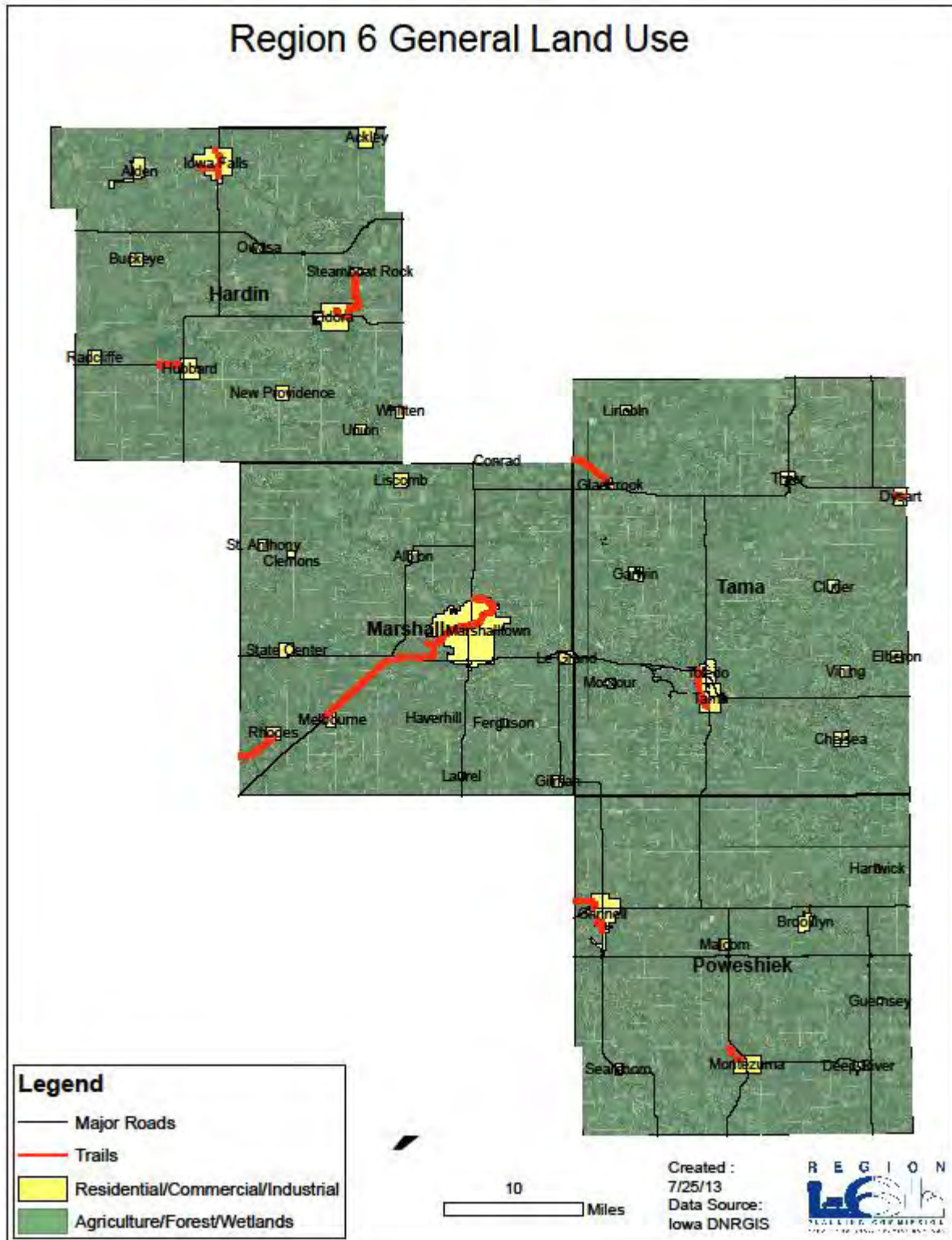
Appendix B -- Map 7



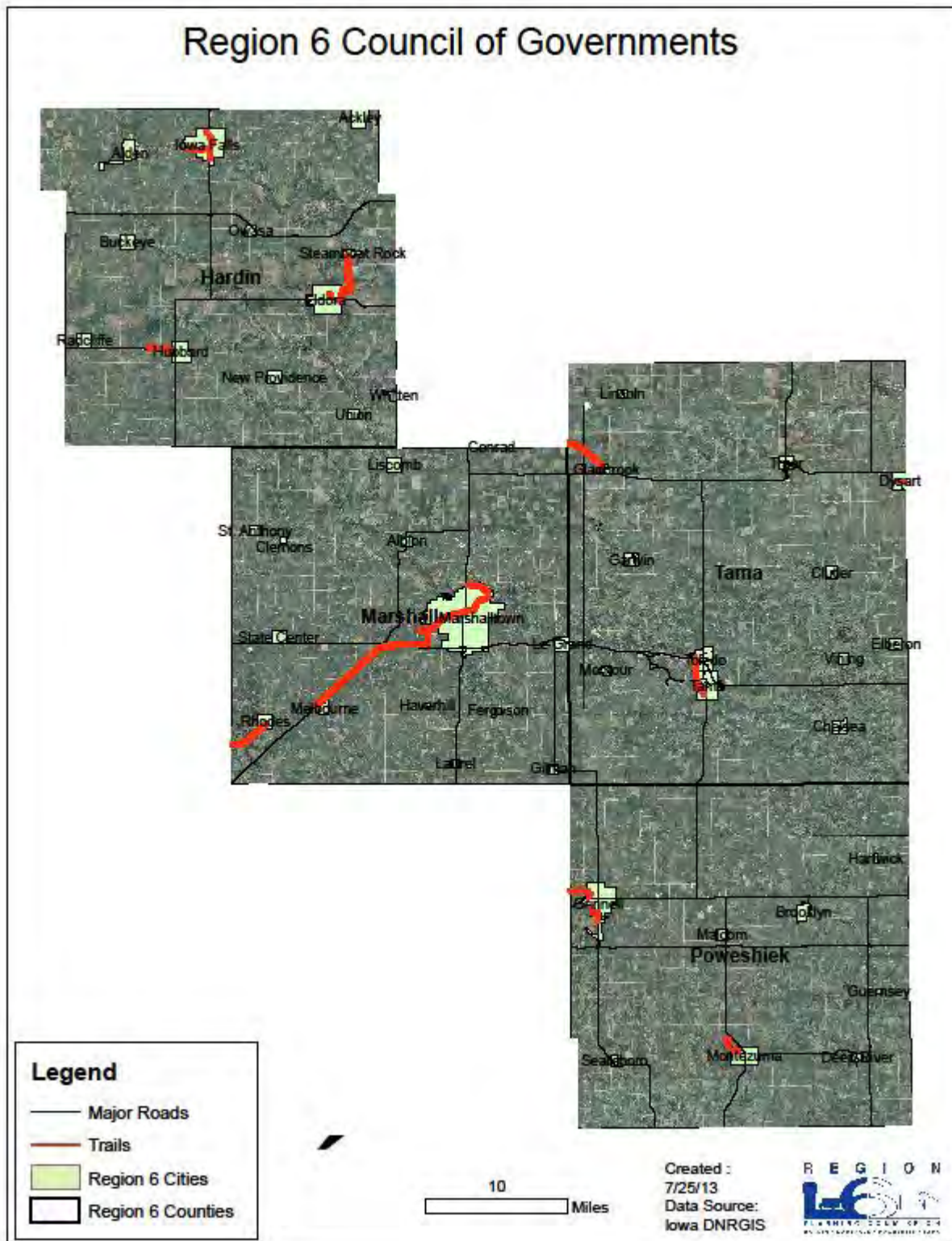
Appendix B -- Map 8



Appendix B -- Map 9



Appendix B -- Map 10



Appendix B -- Map 11

