

# Chapter 6. Transportation



Roads, railroads, and river transportation in Jackson County

*Photo Credit: ECIA*

**INTRODUCTION**

Jackson County’s transportation network is vital to everyday life within the region. Locally, the transportation system facilitates the movement of people and goods within the region. The system allows residents to get from their homes to employment, education, medical care, and shopping. The transportation system also allows people and goods to move in and out of the region. Businesses import products and raw materials from outside the region, and export goods and commodities to other regions. Connections to regional transportation networks allow businesses to conduct these transactions quickly and efficiently, and allow the region to compete in the global market place.

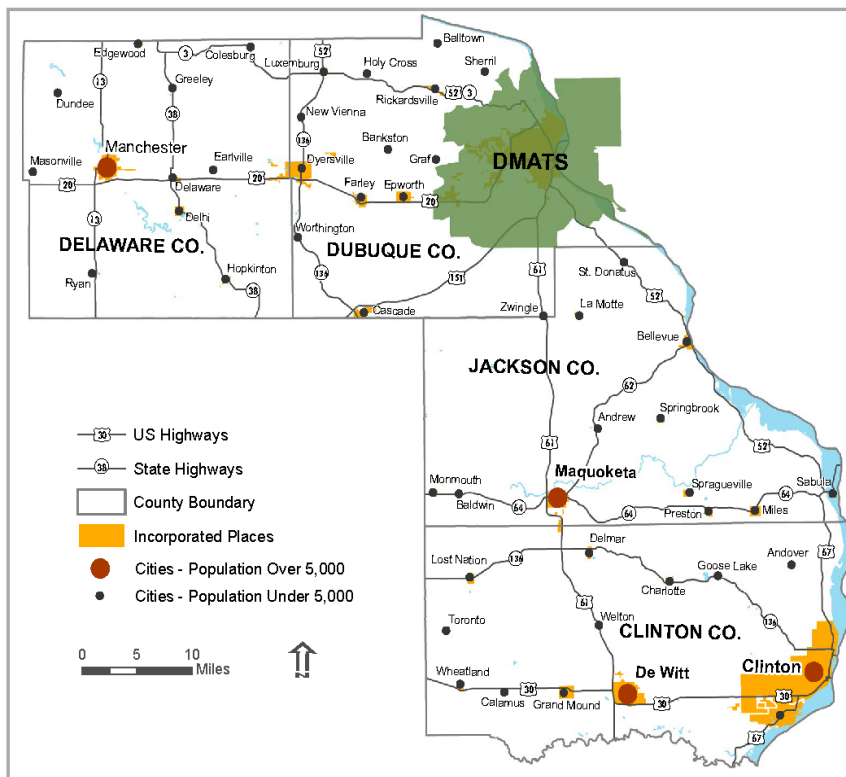
Along with the benefits from transportation, come unintended negative impacts. If left unchecked, pollution, noise, congestion, safety, and high maintenance costs can diminish quality of life for local residents. In addition, some segments of the population such as the elderly and persons with disabilities or low incomes are not able to access the system.

**TRANSPORTATION PLANNING**

Since 1994, Jackson County has been part of the Regional Planning Affiliation (RPA) along with Clinton, Delaware, and Dubuque counties in Eastern Iowa. The RPA identifies improvements and prepares plans for all parts of the transportation system (roads, trails, transit, rail, air, and river) in the rural areas. RPA advisors are the Iowa Department of Transportation (DOT),

Federal Transit Administration (FTA), and Federal Highway Administration (FHWA). The RPA planning area includes 52 cities and four counties, but not the Dubuque Metropolitan Area Transportation Study (DMATS) as shown in Figure 6.1 below.

Adopted in 2022, the RPA *2045 Long Range Transportation Plan* (LRTP) is the main information source for this chapter: [https://www.eciatrans.org/rpa8/organizational\\_information/planning\\_documents.php](https://www.eciatrans.org/rpa8/organizational_information/planning_documents.php)



**Figure 6.1 RPA Transportation Planning Area Map (2022)**

Source: RPA 2045 LRTP

**TRANSPORTATION SAFETY**

The RPA has identified improving safety by reducing transportation-related injuries and deaths as a key goal the 2045 Long-Range Transportation Plan (LRTP).

The RPA uses crash data to help identify locations with safety issues where transportation officials can implement specific countermeasures to reduce the number of crashes, injures, and deaths.

The RPA also expands focus beyond specific locations with a region-wide analysis of crashes that compares RPA data to state and national averages and studies the underlying causes of crashes.

The RPA provides a collection of regional strategies that can be implemented to address the safety issues identified by the analysis.

The **RPA transportation safety analysis** yielded several findings related to transportation safety in the RPA area. Key findings of the analysis are summarized in the list below. The RPA has used these findings to target its future safety efforts.

- People under the age of 25 and over the age of 65 represented over 35% of the drivers involved in crashes. However, these two demographics have drastically different driving behaviors and transportation safety needs.
- Even though more travel occurs on the primary highway system, more fatalities and serious injuries occur on county and municipal systems.
- Even though there are more miles of rural roads, they have less vehicles miles traveled and fewer crashes compared to the urban system.
- Male drivers are over-represented in crashes when compared to female drivers in the RPA area.
- Most of the accidents happened due to loss of control, animal, ran stop signs, failure to yield the right-of-way: from stop sign, making left turn, ran off road - right, made improper turns, etc.
- Half of the accidents happened at non-junction/no special feature locations, followed by intersections.

The RPA has implemented a number of safety efforts intended to address these key safety analysis findings.

These efforts include establishing a **Multi-Disciplinary Safety Team (MDST)** to take the lead on each county’s safety efforts, adopting safety goals and supporting strategies to guide regional safety efforts, and installing roundabouts to reduce crashes at unsignalized intersections. MSDTs were formed for Dubuque County in 2002 and Clinton County in 2005.

It is the goal of the region’s MDSTs to collaborate and cooperate with other agencies to improve safety in the region. The five areas the groups focus on to improve safety are:

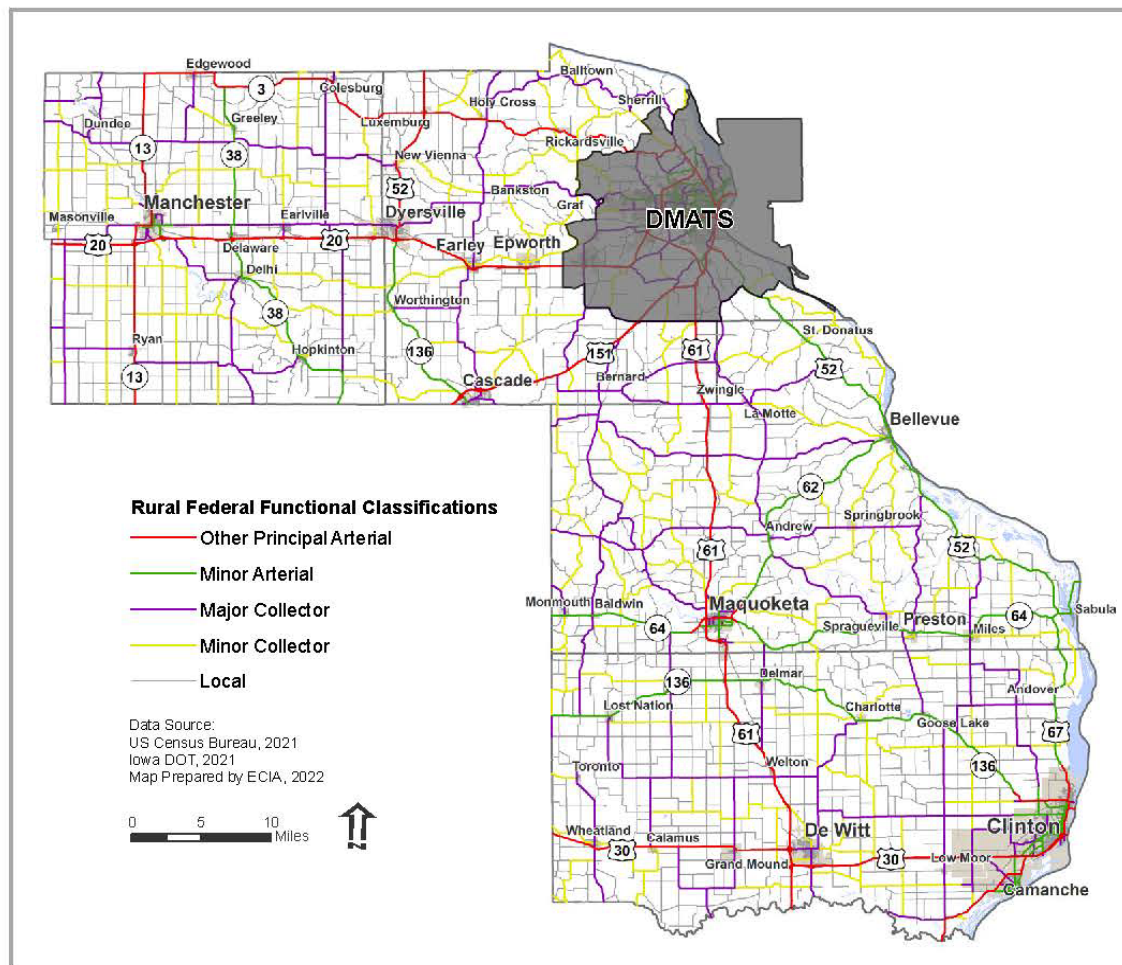
- Education,
- Engineering,
- Enforcement,
- Emergency Services, and
- Everyone.

**ROADS AND BRIDGES**

Jackson County is part of a regional transportation system of state, county, and local roads. Each road has a **federal functional classification** based on its setting (urban or rural) and whether its main role is providing connectivity, mobility, or accessibility. The functional classification categories are described below and shown in Figure 6.2.

- *Principal Arterials* primarily are for mobility with minimal land access for rapid movement of people and goods for extended distances.
- *Minor Arterials* interconnect with and augment principal arterials within urban areas to serve inter-community trips.
- *Major Collectors* and *Minor Collectors* channel trips between the local street system and the arterials.
- *Local Streets* primarily provide local land access and offer the lowest level of mobility.

Monitoring **traffic congestion** is an essential part of the transportation planning process. RPA roadways will continue to have sufficient capacity to accommodate future traffic out to the



**Figure 6.2 RPA Federal Functional Classification Map (2022)**

Source: RPA 2045 LRTP

year 2040. Most RPA roadways do not see much difference between peak and off-peak travel times. With little growth in future congestion levels, the majority of available road and bridge funding can

be used to maintain existing facilities rather than adding additional capacity. However, targeted improvements may be necessary to improve safety or address a traffic bottleneck.

A good network of bridges is essential in facilitating access to activities, goods, and services. In the RPA area, half the bridges are on local roads, and 93% are located over waterways.

The Federal Highway Administration (FHWA) requires all public bridge owners (state, city, and county) to inspect and report information on their **bridge operational status** for inclusion in the National Bridge Inventory.

The FHWA uses a bridge sufficiency rating based 55% on structural evaluation, 30% on design obsolescence, and 15% on public importance to determine the bridge should remain in service. A rating of 100 represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge. Bridges with a rating less than 80 are eligible for repair funding. Bridges with a rating less than 50 are eligible for replacement funding.

If the condition is poor enough that a bridge can no longer carry its intended traffic loads, it may be weight-restricted or closed. The map in Figure 6.3 shows the RPA bridge operational status.

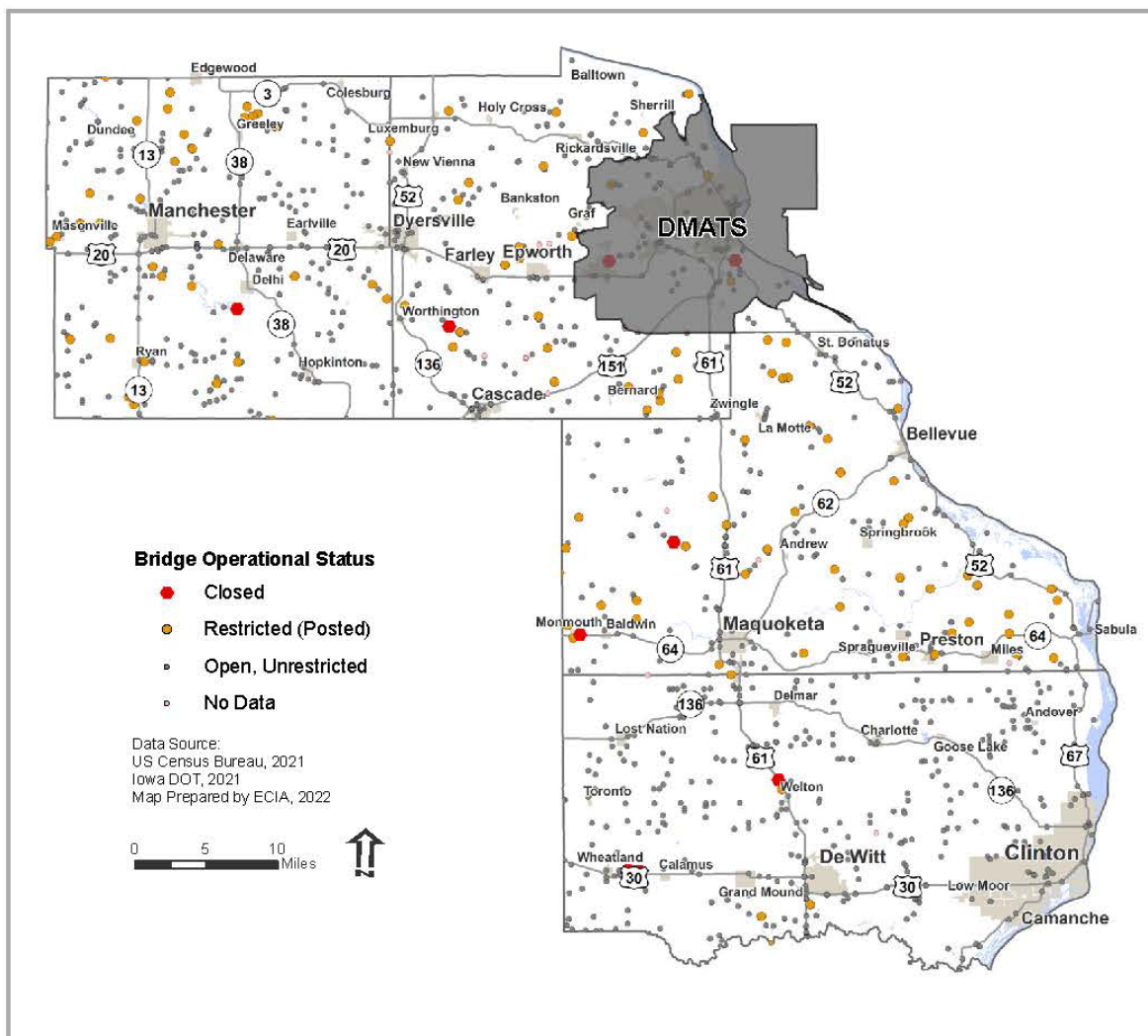


Figure 6.3 RPA Bridge Operational Status Map (2022)

Source: RPA 2045 LRTP

**TRANSIT**

Public transit is an important component in the transportation network. Public transit providers within the RPA area provide access to many opportunities for residents. The economic and social links provided by transit allows access to work, school, medical care, and leisure activities. It provides many individuals the mobility that allows them to continue their self-improvement, independence, and quality of life. Transit not only provides an alternative mode of transportation, but also provides the only available means of transportation to many youths, elderly, and persons with disabilities or limited incomes.

The **Regional Transit Authority (RTA)** provides accessible, safe, convenient, and efficient transportation for all residents in the cities, communities, and rural areas of Delaware, Dubuque, and Jackson Counties. RTA vehicles are ADA<sup>1</sup> accessible and equipped to accommodate the general public, including children, the elderly, and people with disabilities.

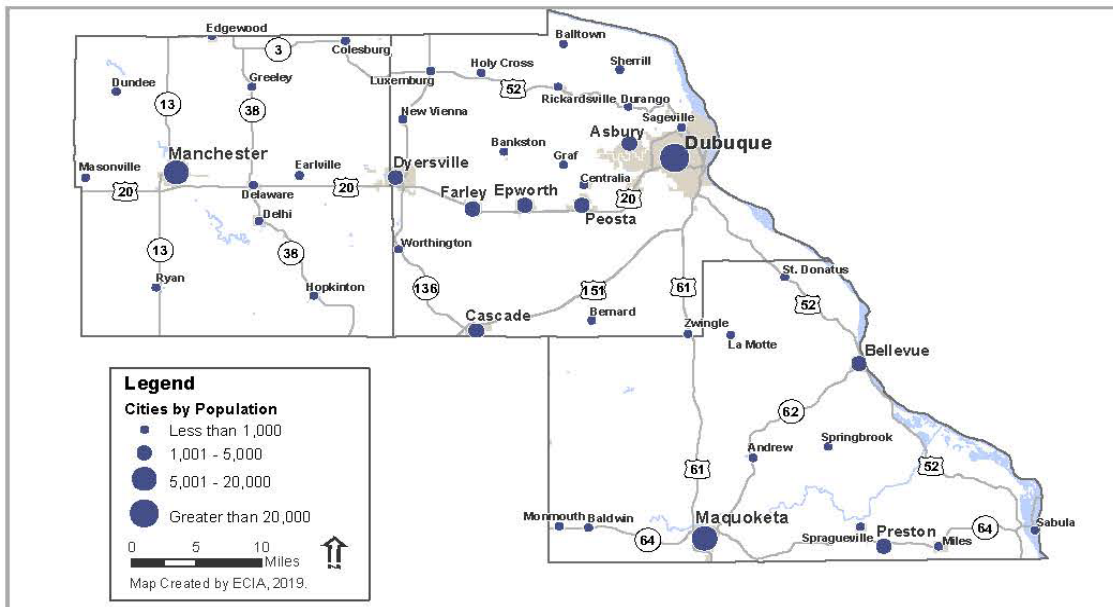


Figure 6.4 RTA Transit Service Map (2022)

Source: RPA 2045 LRTP

Figure 6.4 illustrates the RTA’s **transit service area**. The RTA does not operate fixed routes. All services are based on the demand of clients and are open to everyone. Most RTA routes are door to door unless specified. Reservations for service are required 24 hours in advance, and dispatch hours are 5:00 a.m.-5:00 p.m. Table 6.1 lists RTA’s 2024 fares for Jackson County.

LOCATION	FARES
<b>City of Maquoketa</b>	
In town	\$1.00
15 years and under	Free
<b>Jackson County</b>	
Within the county	\$2.00
15 years and under	Free

Source: ECIA RTA website

<sup>1</sup> Americans with Disabilities Act (ADA) of 1990

**BICYCLE AND PEDESTRIAN FACILITIES**

Walking and biking instead of driving can reduce traffic congestion, improve air quality, and improve physical health.

Walking and biking currently account for a small share of all trips in the RPA area. While data is not available for all trips, the US Census provides data for **commute to work** trips. Table 6.2 shows the means of transportation to work.

Means of Transportation	Percent
Drove alone	84.31%
Carpool	5.88%
Transit	0.20%
Motorcycle	0.13%
Bicycle	0.22%
Walked	2.07%
Other means	0.37%
Worked from home	6.82%

Source: 2020 American Community Survey 5-Year Estimates, US Census Bureau

Existing and planned future bicycle and pedestrian facilities for Jackson County fall into three main categories: multi-use trails, on-road bike routes, and pedestrian walkways as shown on the map in Figure 6.5.

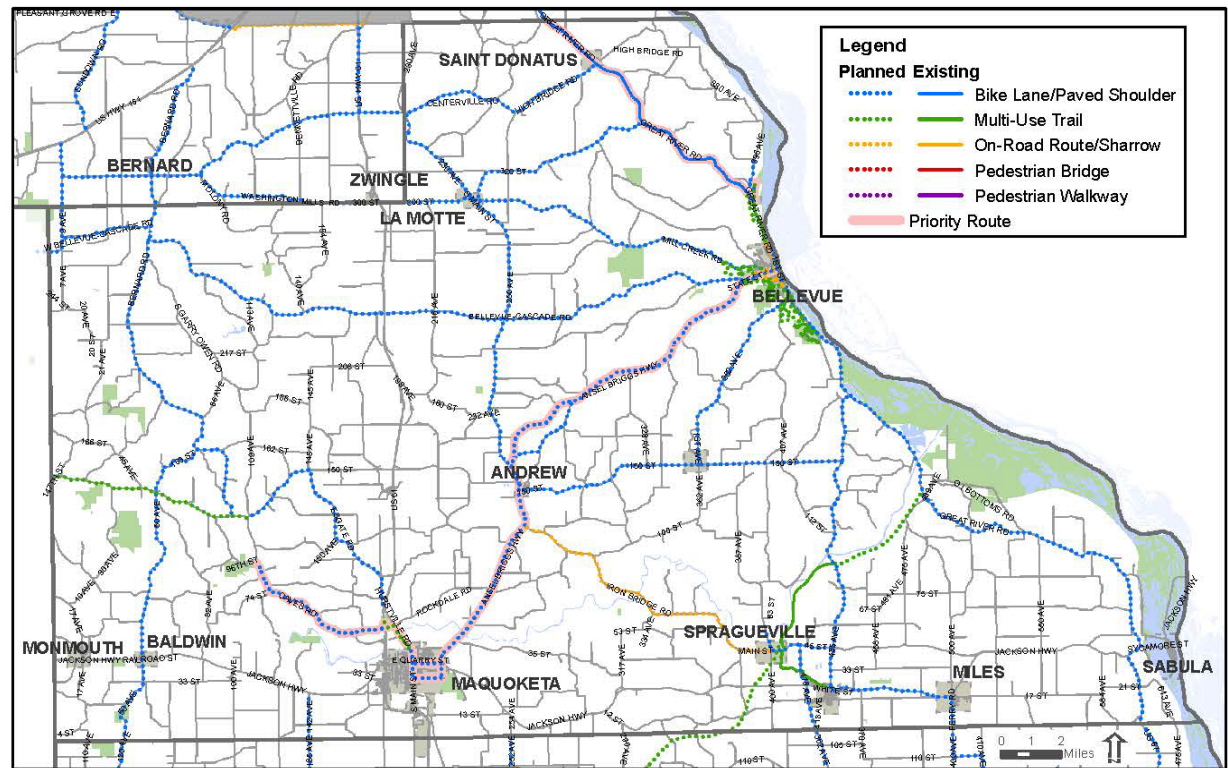


Figure 6.5 Existing and Future Bicycle and Pedestrian Facilities Map Source: RPA 2045 LRTP

**Multi-use trails** are physically separated from motorized traffic by an open space or barrier and can be in an independent right-of-way or within a highway right-of-way. Multi-use trails accommodate both bicyclists and pedestrians and usually are suitable for most age groups and abilities. With **on-road bike routes**, bicyclists share the roadway with vehicle traffic. Design improvements include signage, sharrows,

bike lanes, and paved shoulders. The design element used depends on vehicle speed, vehicle traffic volume, and space available in the right-of-way.

**Pedestrian walkways** provide safe connections to homes, businesses, transit services, and other activities. Many cities in the county have sidewalks. Providing pedestrian walkways along rural roads is difficult due to restricted right-of-way.

## FREIGHT

The efficient movement of goods is one of the keys to effective competition in the global economy. In 2018, the RPA worked with surrounding counties in Iowa and Illinois to prepare the **Eight County Freight Plan**.

The eight-county region is at the heart of major US manufacturing and agricultural activity, and is made up of the counties of Carroll, Jo Daviess, Stephenson, and Whiteside counties in Illinois, as well as Clinton, Delaware, Dubuque, and Jackson counties in Iowa. This region, shown in Figure 6.6, relies on the multimodal transportation system of roads, rails, air and water ports to both supply the inputs needed for production and to transport goods to consumers inside and outside of the region – driving the local economies.

According to the study, the region has good access to freight but is very dependent on connections outside the region to distribute goods within the Midwest and beyond. Local companies that ship goods outside the region may need to first send goods to regional freight facilities in Davenport, Cedar Rapids, Rochelle, Rockford, and Chicago.

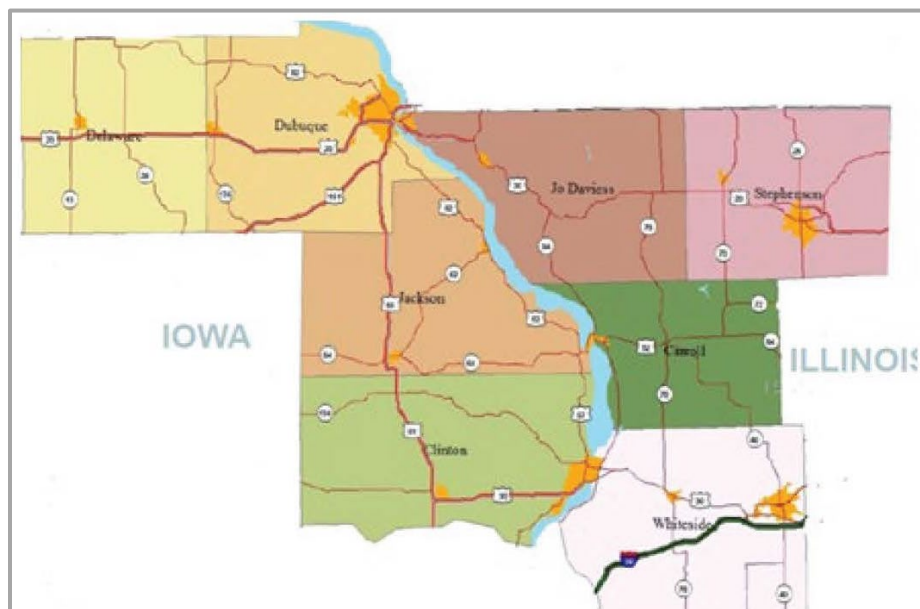


Figure 6.6 Freight Plan: Eight-County Region Map

Source: RPA 2045 LRTP

### Trucking

The region's road network is made up of different sub-networks including interstate highways, national highways, state highways, and county roads. The study notes that trucks carry the greatest share of the region's freight by both tonnage and value. The share of freight value carried by truck (82%) is greater than the share of freight tonnage (73%), suggesting that trucks are being used to carry the region's higher-value, lower weight manufactured goods.

### Railroads

The study notes that four Class I railroads serve the region, providing access to a wide range of locations throughout the western and southern US. Rail carries 23% of the region's tonnage, but only 7% of its value, suggesting rail shipments are being used for relatively high-weight, low-value commodities like ag products. In Jackson County, Canadian Pacific (doing business as Dakota, Minnesota, and Eastern) connects to the Twin Cities, Chicago, and Kansas City.



**Barges**

The study notes that the Mississippi River flows for 93 miles through the center of the region, providing a direct waterways connection to the Gulf of Mexico and international markets. The river’s flow is controlled by three locks and dams in the region, including Lock and Dam No. 12 in Bellevue. The river carries 1% of the region’s freight volume and value.

**Airports**

The nearest commercial service airport to Jackson County is the Dubuque Regional Airport. The Maquoketa Municipal Airport provides general aviation services in Jackson County for business, agriculture, personal recreation, air medical transport, and law enforcement. Currently, freight transportation through the region’s airports is limited, as Cedar Rapids and Rockford are located within reasonable driving distance and both serve as major air freight hubs for the surrounding area. However, airports could provide an opportunity for future freight expansion through projects such as the Clinton Railport.

**Commodities**

Freight transportation is extremely important; the study found 49% of the region’s workers were employed by firms that rely on the movement of freight to support their operations. Key freight-related industries for the region are agriculture and manufacturing.

The charts in Figure 6.7 provide a visual of the top ten commodities by tonnage and value based on the study.

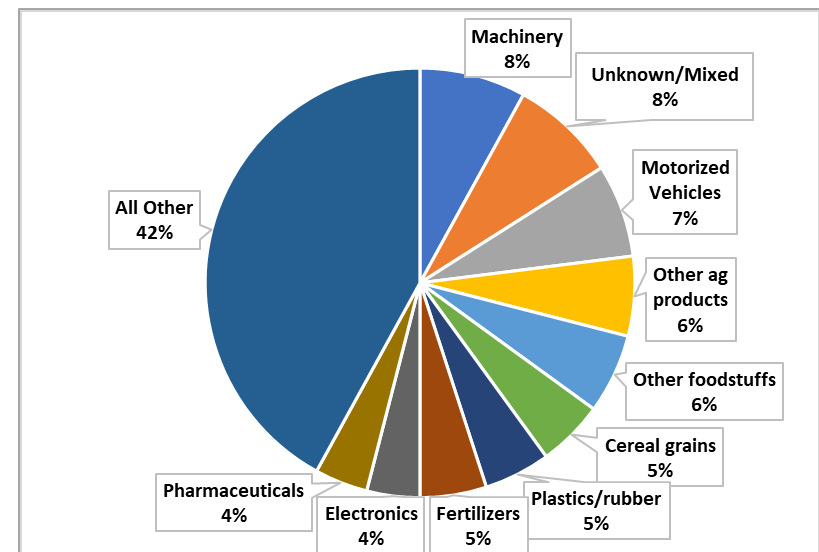
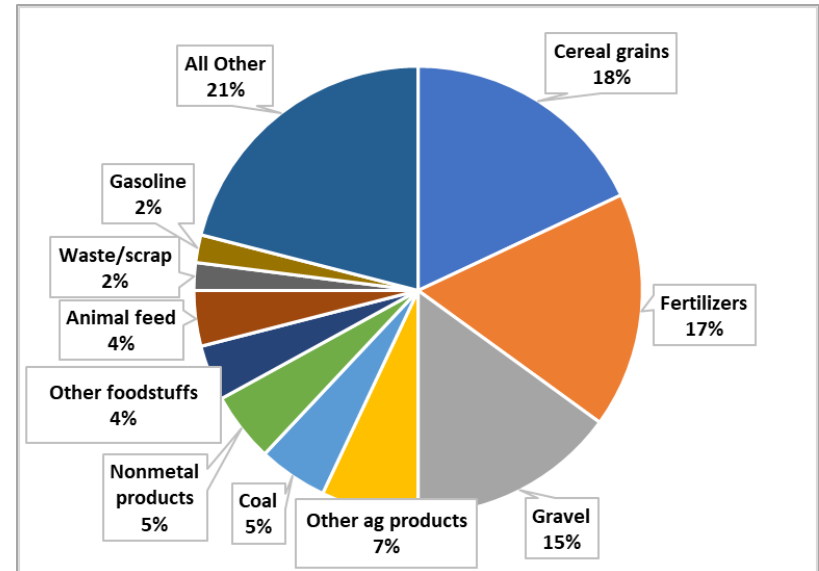


Figure 6.7 Freight System Tonnage (upper) and Value (lower) by Commodity (2014)

Source: RPA 2045 LRTP

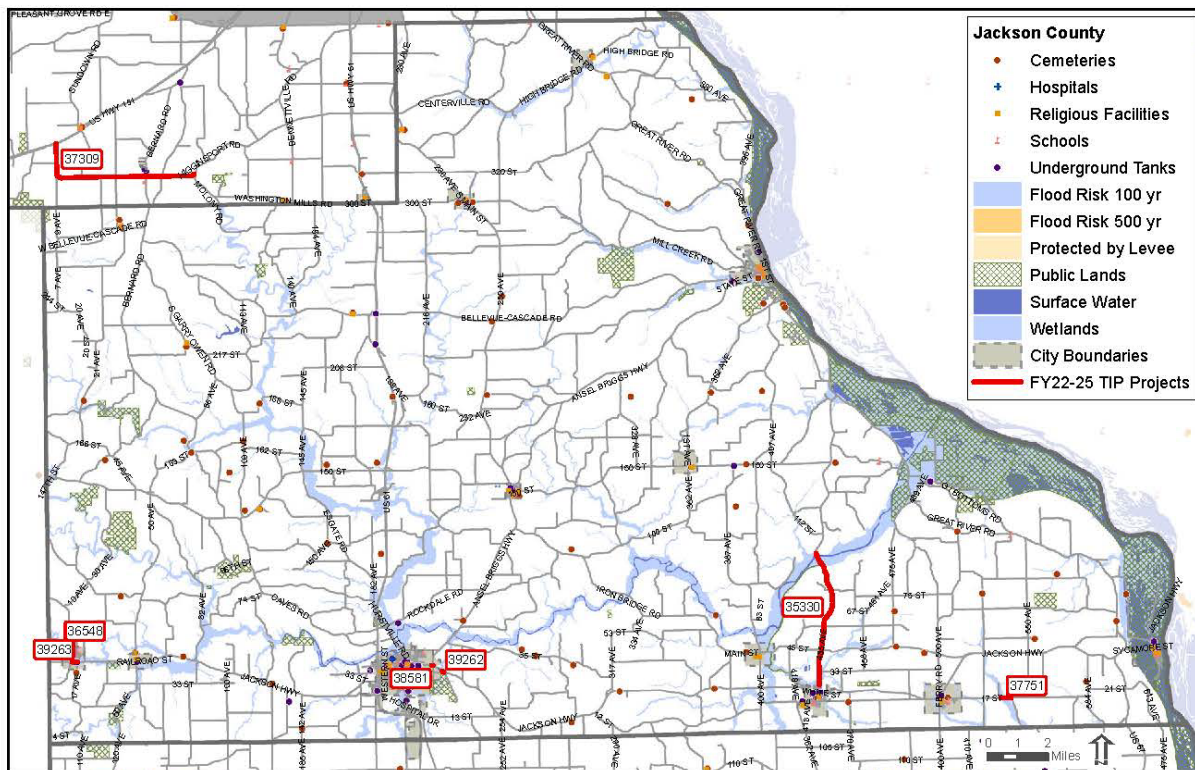
**ENVIRONMENTAL ANALYSIS**

The RPA 2045 Long Range Transportation Plan (LRTP) is an initial step in identifying impacted areas and adjusting project alignments to minimize negative impacts on natural resources and the human environment.

The **National Environmental Policy Act (NEPA)** is the project development process for federally funded projects and must balance transportation decision making with the potential impacts on the human and natural environment and the public’s need for safe transportation.

Interagency consultation provides an opportunity to compare transportation plans with community and environmental resource plans and develop a discussion on potential mitigation activities, areas to provide the mitigation, and activities that may have the greatest potential to restore and maintain the human and natural environments.

Detailed environmental analysis of individual transportation projects occurs later in the NEPA project development process as the improvement approaches the preliminary engineering stage.



**Figure 6.8 Jackson County Environmental Analysis Map**

Source: RPA 2045 LRTP

Figure 6.8 shows the environmental analysis for federally funded transportation projects included in the RPA 2045 LRTP for Jackson County in relationship to floodplain hazard areas, environmentally sensitive areas (public lands, wetlands, and underground storage tanks), and social facilities (schools, cemeteries, hospitals, and religious facilities).

**Environmental Justice** is a concept intended to avoid the use of federal funds for projects, programs, or other activities that generate disproportionate or discriminatory adverse impacts on minority or low-income populations. The environmental analysis also considers the location of households of low income, minority populations, and limited English proficiency in relation to projects.

**LOCAL, STATE, & FEDERAL PROGRAMS**

The RPA’s transportation improvements are funded through a combination of federal, state, and local funds. Federal funding for streets, highways, bicycle facilities, and pedestrian facilities flow through the RPA. Below are the federal and state funding sources that RPA members receive every year or that are based on an application process. Some programs require a 20% non-federal match.

**Federal Funding Sources**

**Surface Transportation Block Grant Program (STBG)** is for road or bridge projects, transit capital improvements, bicycle and pedestrian facilities, and transportation planning.

**STBG Swap Funds Program** allows the RPA to swap targeted federal STBG funding for Iowa DOT Primary Road Fund dollars. Counties can swap funds for county bridge projects.

**Highway Bridge Program (STP-HBP)** is for replacement or rehabilitation of structurally deficient or functionally obsolete public roadway bridges.

**Transportation Alternatives Program (TAP)** funds on- and off-road pedestrian and bicycle facilities; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways.

**Highway Safety Improvement Program (HSIP)** funds projects achieving a significant reduction in traffic fatalities and serious injuries on public roads.

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)** is for projects and programs that reduce congestion and improve air quality.

**Demonstration Funding (DEMO)** is a combination of different programs and sources.

**National Highway Performance Program (NHPP)** is for projects that improve the condition and performance of the National Highway System including some state and US highways and interstates.

**Federal Lands and Tribal Transportation Programs (FLTP)** is for projects that improve access within, and to, federal lands.

**STBG-TAP-FLEX** are additional STBG funds from the Iowa DOT. The RPA decided to use these funds for projects in the small city STBG program.

**State of Iowa Funding Sources**

**City Bridge Program** is for structurally deficient or functionally obsolete bridge projects within cities.

**Iowa Highway Safety Improvement Program – Secondary (HSIP Secondary)** funds safety projects on rural roadways.

**Iowa Clean Air Attainment Program (ICAAP)** is to maximize emission reductions through traffic flow improvements, reduced vehicle miles of travel, and reduced single occupancy vehicle trips.

**Recreational Trail Program** is for both motorized and non-motorized trail projects.

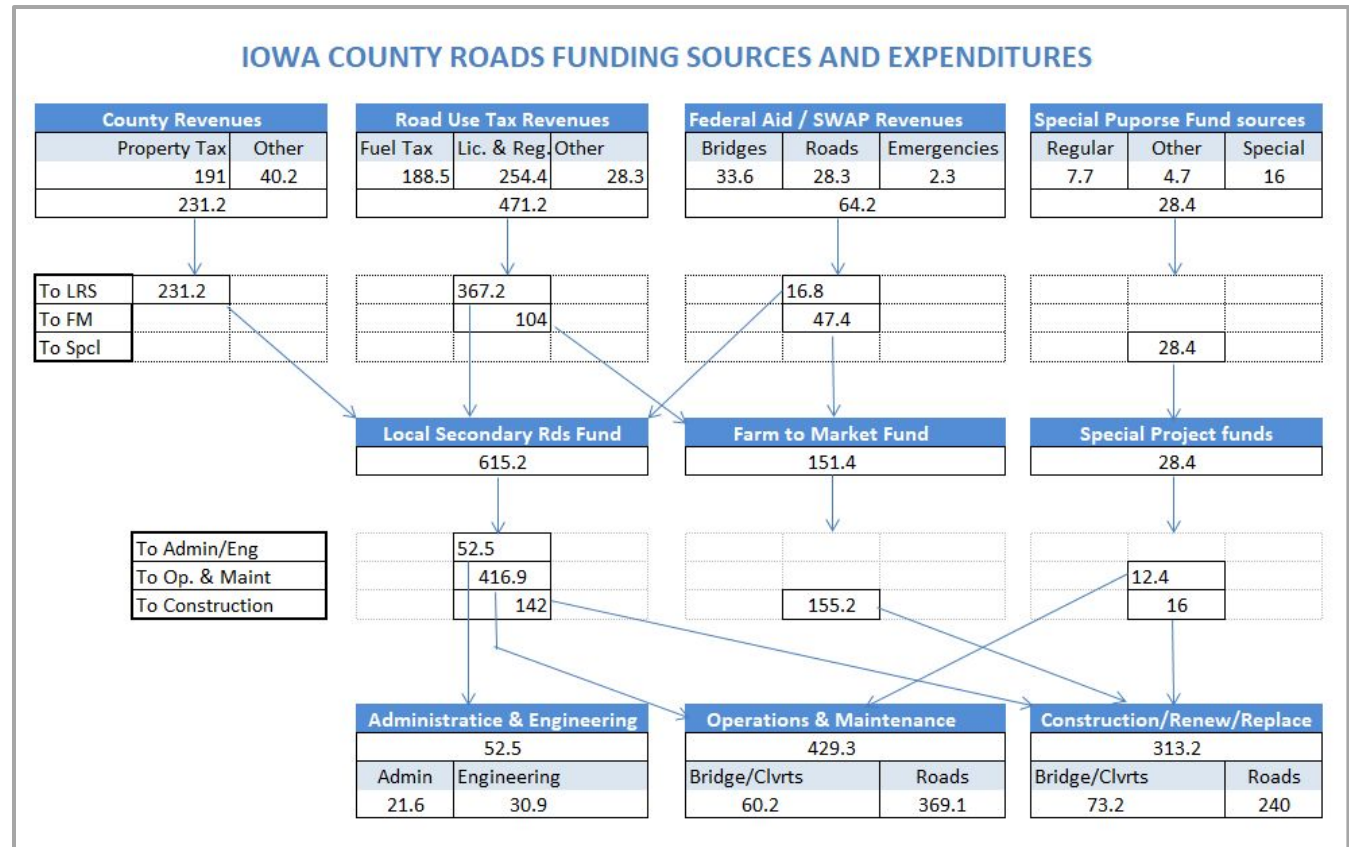
**Iowa’s Transportation Alternatives Program** is for locally sponsored projects that expand travel choices and improve the motorized and non-motorized transportation experience.

**County Roads Funding Sources**

“Iowa has three classes of public roads: the state primary highways, secondary (county) roads, and city streets. County roads serve rural Iowa transport needs in two capacities:

- **Local Access roads** assure a public road connection for every parcel of land;
- **Farm to Market roads** also provide access and, in addition, serve as conduits that collect the flow of people and commodities, channeling them to and from towns and terminals.”<sup>2</sup>

Figure 6.9 shows the revenue sources for Iowa secondary roads, where these dollars are deposited, and what the expenditures are. Table 6.3 compares calendar, fiscal, and federal fiscal years.



**Figure 6.9 Iowa County Roads Funding Sources and Expenditures**

Source: <https://www.iowacountyroads.org/about-secondary-roads>

Type of Budget Year	Timeframe	Who uses it?
<b>Calendar Year (CY)</b>	January 1 to December 31	Most individuals for income taxes
<b>Fiscal Year (FY)</b>	July 1 to June 30	State of Iowa, cities, and counties
<b>Federal Fiscal Year (FFY)</b>	October 1 to September 30	Federal government

<sup>2</sup> <https://www.iowacountyroads.org/about-secondary-roads>

**ISSUES AND OPPORTUNITIES**

This section provides a description of issues and opportunities related to the regional transportation system.

*Safety*

**Issues:** The RPA used the findings of its transportation safety analysis to target its future safety strategies that have the greatest potential to reduce fatalities, major injuries, minor injuries, and unknown injuries on public roadways.

**Opportunities:**

1. Provide programs, training and education geared to help people under the age of 25 and over the age of 65.
2. Reduce fatalities and serious injuries on county and municipal system.
3. Reduce accidents due to loss of control, ran traffic signals and ran stop signs.
4. Reduce accidents for ran off road – right, made improper turns.
5. Reduce accidents at intersections.

*Roads and Bridges*

**Issues:** Operation and maintenance of roads and bridges is crucial for safety and future development in the region. The RPA needs \$719 million by 2045 to meet the requirements of the existing system, but the projection is only \$485,829,000 in federal and local funds. Lack of funding is one of the RPA’s top concerns. Using federal funding on small scale projects is not deemed viable by communities because of the increased project costs due to federal regulation.

**Opportunities:**

- Operation and maintenance of roads and bridges is a priority.
- Apply context-sensitive design to reduce community impacts.
- Promote street connectivity.
- Continue to partner with Iowa DOT to construct projects identified in the LRTP to meet current and future travel demand.
- Continue to partner with Iowa DOT in the early development of environmental documents for projects identified in the LRTP.

*Transit*

**Issues:** The three RPA transit systems provide critical transportation services for people in the region. Operation and maintenance through 2045 will require \$139 million, but the RPA is projecting \$137 million in federal and local funds. Lack of funding is a top concern.

**Opportunities for RTA:**

- Explore coordination opportunities between the Jule and RTA.
- Encourage employers to utilize current public transit systems.
- Provide services on an on-call basis.
- Collaboration with human service agencies, dialysis, and Medicaid brokers.
- Expand hours to include late afternoons, evenings, weekends and holidays for all three counties.
- Recruitment and retention of drivers.
- Expand Travel Training Program.
- Expand Mobility Management services.

***Bicycle and Pedestrian Facilities***

**Issues:** Improving bicycle and pedestrian transportation is important to many residents of the area, and the RPA is working to create more opportunities for walking and biking by improving its bicycle and pedestrian network. Through the LRTP the RPA is working reach its goal of developing an integrated bicycle and pedestrian network.

**Opportunities:**

- Provide paved shoulders on roads with moderate to high traffic volumes and speeds.
- Continue to expand the regional trails network.
- Improve pedestrian safety.
- Improve on-street bicycle safety.
- Expand bicycle route system to connect with surrounding counties.
- Cooperate with local partners (counties, cities and surrounding towns) to expand the use of shared use paths throughout the system.

***Freight***

**Issues:** The freight system (including the transportation network, shippers, carriers, etc.) operates within a dynamic environment that is continually changing and adapting to best meet current market demands. This study does not focus on predicting how the system will change, as much as it considers how to make the eight-county region’s freight transportation system resilient and adaptable to an unknown future.

**Opportunities:** Opportunities identified in the Eight County Freight Study include:

- Build on core strengths in established commodity groups (cereal grains, fertilizers, gravel, other agricultural products, machinery, mixed goods, motorized vehicles, and other foodstuffs) and prepare to accommodate growing transportation needs associated with these commodities.
- Look to capture emerging fast-growing commodity groups (pharmaceuticals, precision instruments, plastics/rubber, and other known economic develop-

ment targets) by providing sufficient and attractive (safe, reliable, cost-effective) freight transportation options and services.

- Focus – first and foremost – on truck corridors and connections linking the Eight County Region to the remainder of Iowa and Illinois. These are critical for today’s most important commodities, and for the commodities that are expected to see the most growth in the future.
- Maintain and enhance other modal options – including rail, water, and airport connections – and evaluate the potential for intermodal service improvements to best serve the region.

*Environmental Analysis*

**Issues:** The RPA is committed to avoiding and mitigating negative transportation impacts on the natural environment. The goals objectives, and analysis included in the LRTP will help RPA communities ensure that future generations are able to enjoy the region’s abundant environmental resources.

**Opportunities:**

- Coordinate with resource agencies throughout the development of transportation plans and documents.
- Minimize impacts to environmental resources and minority and low-income populations through systems-level analysis.
- Work with statewide partners to support and develop a statewide data system.

*Financial Analysis*

**Issues:** Combined federal, state and local funds comprise the vast majority of revenues available to maintain and operate the federal-aid transportation system in the region.

Developing future projections for federal, state, and local funding over a 30-year period requires a conservative approach in anticipating gross-level forecasts needed to demonstrate fiscal constraint.

Transportation revenues rely on taxes and generally reflect the circumstances of the regional economy, and therefore fluctuate from year to year.

The RPA prefers a conservative approach for projecting future revenues and uses an annual growth rate of 3% for future years.

The RPA LRTP financial estimates are derived from an economic climate that is neither stable nor predictable. Revenues for the LRTP are estimated at a planning level, not the programmatic level.

This analysis is subject to a number of inherent limitations.

**Opportunities:**

- Continue to monitor transportation funding needs.
- Identify shortfalls in funding sources and strategies to fill gaps.
- Seek alternatives and innovative ways to fund transportation improvements.
- Support efforts to increase federal and state revenues for the RPA’s transportation projects.
- Continue to support local match funding programs sufficient to obtain state and federal full-funding grants for planned projects.



Photo Credit:  
<https://jacksoncounty.iowa.gov/engineer/>

**GOALS AND OBJECTIVES**

*Maintain and Improve the Existing Transportation Network*

6.1 Strategically preserve existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.

- Preserve and maintain road surfaces.
- Preserve and maintain bridges.

6.2 Increase the safety, security, and resiliency of the transportation system.

- Reduce serious injuries and fatalities from vehicle crashes.
- Reduce pedestrian and bicycle fatalities and serious injuries.

*Prioritize Transportation Improvements and Projects*

6.3 Support transportation improvements and projects that promote existing and future economic development.

- Identify potential connections to support existing and future business operations within and outside the region.
- Improve access to jobs for both residents and employers in the region.

6.4 Provide a high degree of multimodal accessibility and mobility for individuals, and better integration and connectivity between modes of travel.

- Provide more on-road bicycle facilities throughout the community.
- Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems.
- Improve access to basic services and important destinations with transit.

6.5 Support efficient freight system in the region.

- Maintain adequate infrastructure conditions on primary freight corridors.
- Reduce delay on primary freight corridors.



**TRANSPORTATION PROJECTS**

By investing in transportation projects that support the objectives of this LRTP, the RPA region will offer residents additional means to travel within and beyond their neighborhoods by embracing options to walk, bike, ride, and drive. The infrastructure investment decisions made by the RPA will further strengthen the existing communities. Transportation infrastructure enhancements for all modes of travel will have a positive impact on quality of life and the character of the communities within the RPA region.

The public input process and projects programmed in the RPA Transportation Improvements Program (TIP) shows that the RPA is more inclined to strategically preserve our existing infrastructure and focus future investment in maintaining areas that are already served by significant public infrastructure investments.

*Transportation Improvement Program*

“The Federal Fiscal Year (FFY) 2024-2027 Transportation Improvement Program (TIP) for the Regional Planning Affiliation (RPA) is a four-year listing of federal aid eligible transportation projects selected by the various governmental agencies and by the RPA Policy Board for implementation. All transportation projects in the RPA Region using federal funds are to be included in the TIP. The TIP is prepared annually for the RPA Policy Board with input from the RPA Technical Advisory Committee, Iowa Department of Transportation, and the general public. Prioritization of projects within a project year is determined by the implementing agencies. Prioritization of LRTP projects on a year-to-year basis will be done by the RPA Policy Board in

cooperation with the implementing agency.”<sup>3</sup>

*Jackson County RPA TIP Projects*

Table 6.4 lists the two RPA TIP transit projects in Federal Fiscal Year (FFY) 2024 for the RTA.

Table 6.5 page lists the seven RPA TIP road and bridge projects planned for Jackson County in FFY 2024-2027. The primary federal-aid funding sources are the Highway Bridge Program (HBP) and the Surface Transportation Block Grant (STBG).

Figure 6.12 is a map of the RPA TIP projects for FFY 2024-2027. The TPMS numbers on the map correspond with the TPMS numbers in the spreadsheet.

Project ID /Sponsor	Approval	Project Type	Project Description	Funding Sources	FFY 2024
10265 / RTA	Submitted	Capital	Replacing Light Duty Bus #486	<b>Total</b>	<b>\$173,890</b>
				Federal Aid	\$129,390
10427 /RTA	Submitted	Operations	Operations	<b>Total</b>	<b>\$812,404</b>
				Federal Aid	\$399,586
				Iowa DOT	\$412,818

<sup>3</sup> RPA Transportation Improvement Program for FFY 2024-2027

Table 6.5 RPA Transportation Improvement Program (TIP) Road & Bridge Projects for Federal Fiscal Years 2024 -2027								Source: RPA 2045 LRTP
TPMS Number	Project Number	Approval	Funding					
Sponsor	Location	Letting Date	Sources	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Totals
Fund	Work Codes							
45062	BROS-C049(90)--8J-49	TIP Approved	<b>Total</b>	<b>\$650,000</b>				<b>\$650,000</b>
Jackson County	On 184 <sup>th</sup> Ave, Over Prairie Creek, S36 T84 R02E	12/19/2023	Federal Aid	\$650,000				\$650,000
HBP	Bridge Replacement		Regional					
53213	BROS-5160(601)--8J-49	TIP Approved	<b>Total</b>		<b>\$550,000</b>			<b>\$550,000</b>
Jackson County	In the city of Monmouth, Beers Creek, S20 T84 R1	8/20/2024	Federal Aid		\$550,000			\$550,000
HBP	Bridge Replacement		Regional					
39021	BROS-C049(--5F-49	TIP Approved	<b>Total</b>		<b>\$650,000</b>			<b>\$650,000</b>
Jackson County	On 362nd Ave (Z15), Over Duck creek, S25 T86 R4E		Federal Aid		\$650,000			\$650,000
HBP	Bridge Replacement		Regional					
37751	BROS-C049(--5F-49	TIP Approved	<b>Total</b>			<b>\$350,000</b>		<b>\$350,000</b>
Jackson County	On 17th St, Over Elk Creek, S33 T84N R6E		Federal Aid			\$350,000		\$350,000
HBP	Bridge Replacement		Regional					
50950	BROS-C049(--5F-49	TIP Approved	<b>Total</b>			<b>\$2,124,000</b>		<b>\$2,124,000</b>
Jackson County	On 74th St, Over S Fork Maquoketa River, S13T 84 R01E		Federal Aid			\$2,124,000		\$2,124,000
HBP	Bridge Replacement		Regional					
35330	STP-S-C049(--5E-49	TIP Approved	<b>Total</b>		<b>\$1,700,000</b>			<b>\$1,700,000</b>
Jackson County	On Z 34, from Preston N 4.6 miles to Maquoketa River		Federal Aid		\$1,350,000			\$1,350,000
STBG	HMA Pavement - Replace		Regional		\$1,350,000			\$1,350,000
49727	STP-U-PA08(--70-49	TIP Approved	<b>Total</b>	<b>\$12,500</b>				<b>\$12,500</b>
RPA	On Platt St, from US 61 E 1.7 miles to HWY 64		Federal Aid	\$10,000				\$10,000
STBG	Transportation Planning		Regional	\$10,000				\$10,000

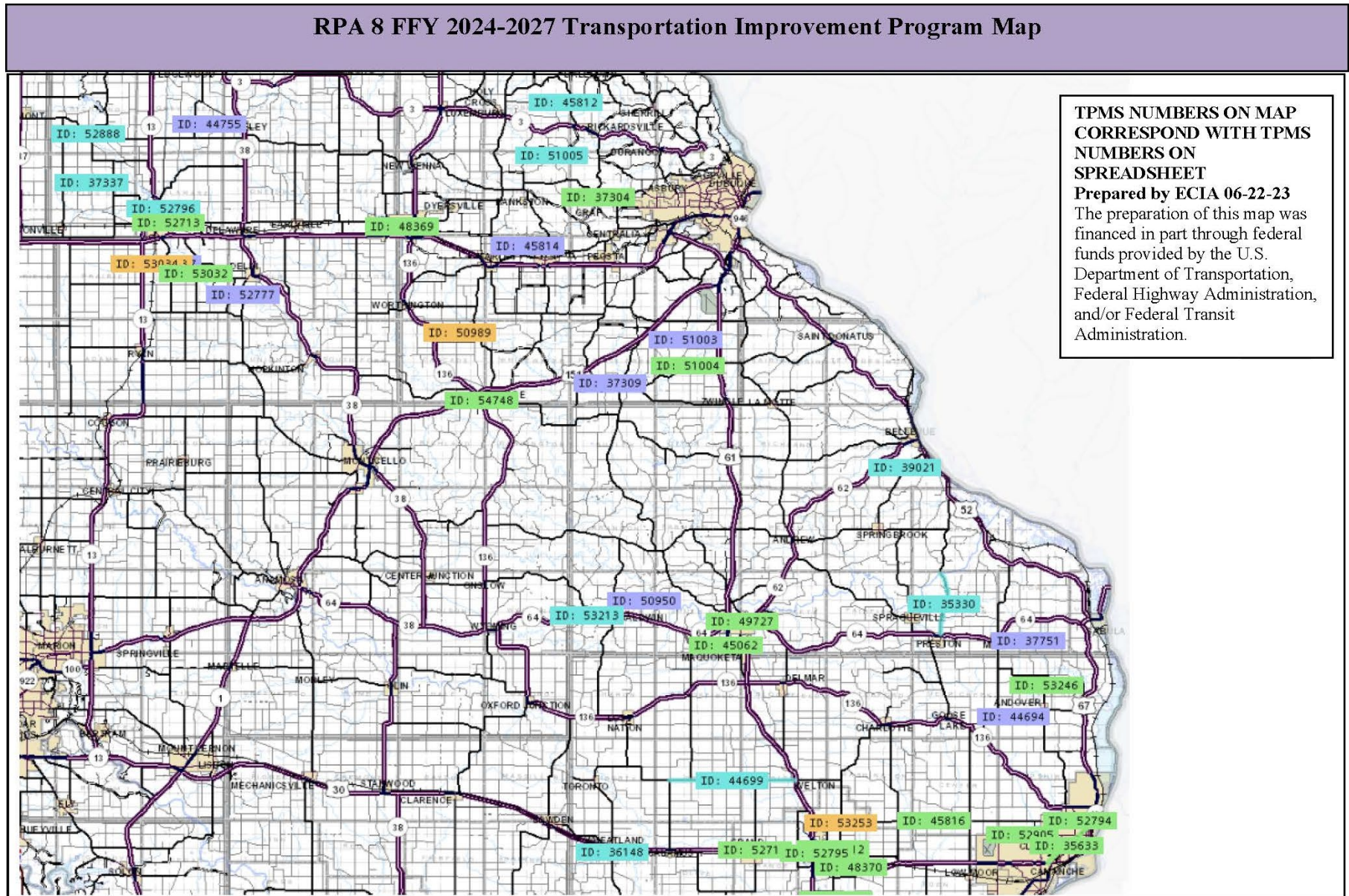
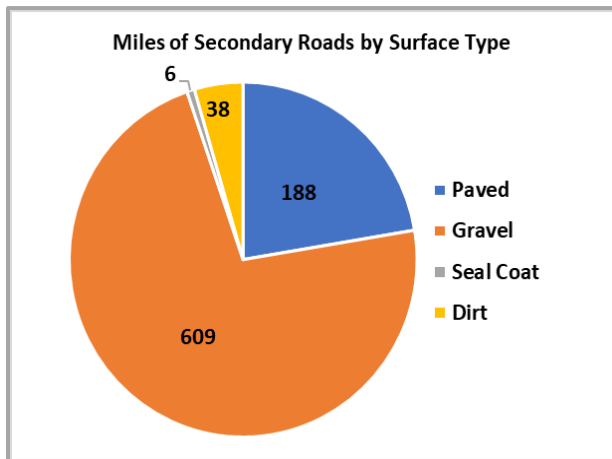


Figure 6.12 Map of RPA TIP projects for FFY 2024-2027

Source: RPA Transportation Improvement Program for FFY 2024-2027

*Jackson County 5 Year Road Plan*

The County Engineer (Secondary Roads Department) is responsible for design, construction, inspection, contract administration, and maintenance of the Secondary Road System in Jackson County. The County’s road system includes 225 bridges and large culverts and 841 miles of roads. Figure 6.3 shows the miles of roads by surface type.



**Figure 6.13 Secondary Roads by Surface Type**

Source: Jackson County Engineer

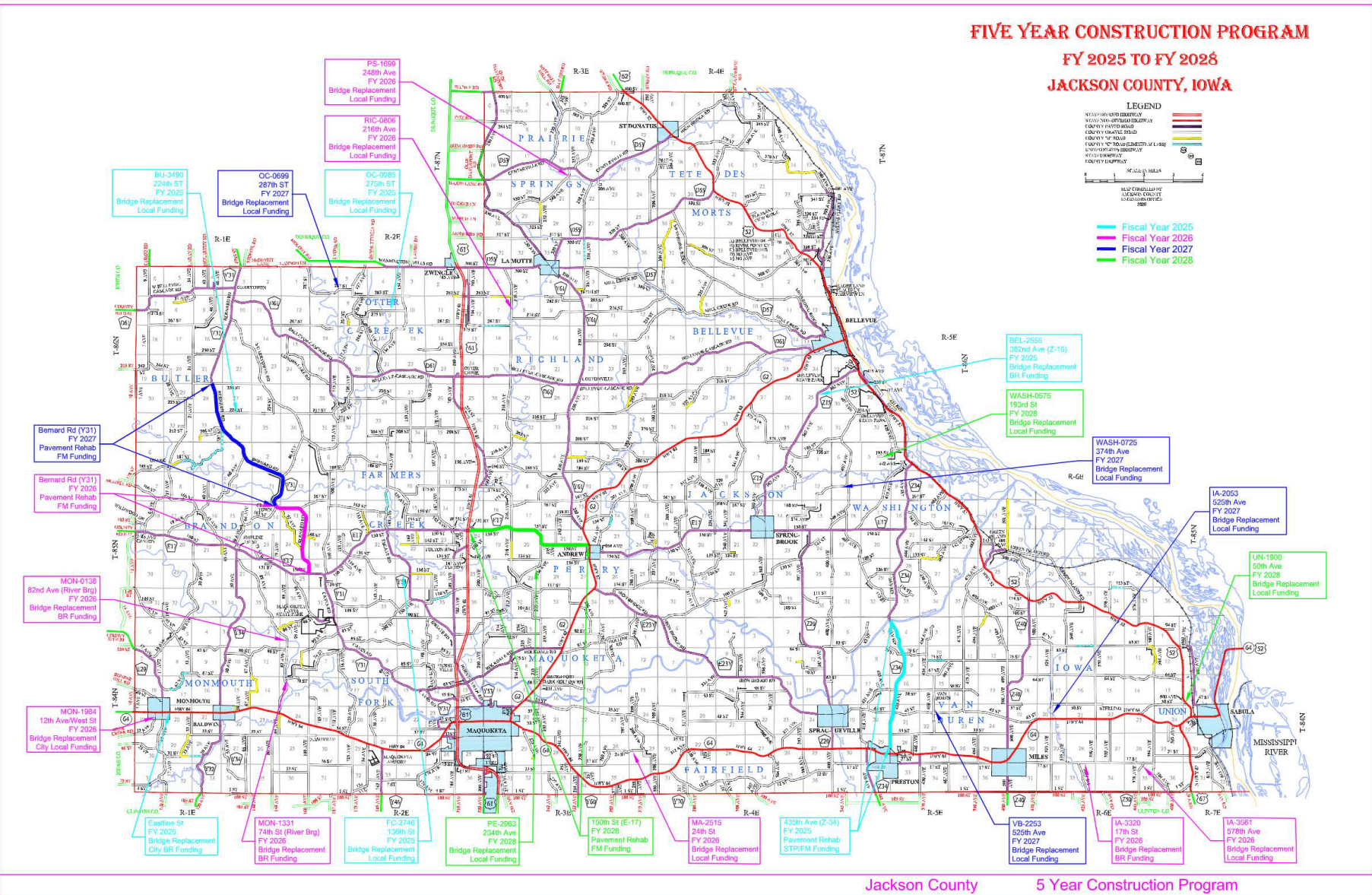
The County Engineer is responsible for the operating budget and construction program development of road and bridge projects. The County Engineer’s 5 Year Road Plan is shown in Table 6.6 and the 5 Year Construction Program is shown in Figure 6.14.

**Table 6.6 Jackson County Engineer’s 5-year Road Plan**

FEDERAL FUNDING - BRS, BROS, STP STATE FUNDING - FM JACKSON COUNTY FUNDED - LOCAL		5 YEAR ROAD PLAN FY 2024 to FY 2028				
ACC PAVE - ASPHALT PAVING PCG PAVE - CONCRETE PAVING		TYPE OF WORK	FISCAL YEAR	CONST. YEAR	FUNDING TYPE	PROJECTED COUNTY COST
Y-61 (250th Ave) IA-62 to Bell. Cascade Rd	Pav't Rehab	2024 (4QR)	2024	FM	\$1,855,000	
SF-3603 (184th Ave)	Bridge	2024 (4QR)	2024	BROS-8J	\$650,000	
OC-3565 (208th St)	Bridge	2024 (2QR)	2023	Local	\$130,000	
IA-1750 (64th St)	Bridge	2024 (2QR)	2023	Local	\$110,000	
PE-2154 (242nd Ave)	Bridge	2024 (2QR)	2023	Local	\$110,000	
VB-2838 (21st St)	Bridge	2024 (2QR)	2023	Local	\$110,000	
OC-2945 (221st Ave)	Bridge	2024 (2QR)	2023	Local	\$110,000	
VB-2887 (446th Ave)	Bridge	2024 (2QR)	2023	Local	\$110,000	
F-0540 (100th St/1st St) w/Clinton Co.	Bridge	2024 (2QR)	2023	Local	\$85,000	
Z-34 (435th Ave) Maquoketa River to Preston	Pav't Rehab	2025 (4QR)	2025	STP	\$1,700,000	
BEL-2555 (362nd Ave)	Bridge	2025 (4QR)	2025	STP	\$650,000	
East Line St (City of Monmouth)	Bridge	2025 (2QR)	2024	STP	\$120,000	
OC-0985 (275th St)	Bridge	2025 (2QR)	2024	Local	\$120,000	
BU-3490 (224th St)	Bridge	2025 (2QR)	2024	Local	\$120,000	
FC-2746 (2QR)	Bridge	2025 (2QR)	2024	Local	\$120,000	
Y-31 (Bernard Rd) 150th St to Crabtown	Pav't Rehab	2026 (4QR)	2026	FM	\$1,000,000	
IA-3320 (17th St)	Bridge	2026 (4QR)	2026	BRS-8J	\$400,000	
MON-1331 (74th St) Morehead Bridge	Bridge	2026 (4QR)	2027	BRS	\$2,124,000	
PS-1699 (248th Ave)	Bridge	2026 (2QR)	2025	Local	\$120,000	
RIC-0806 (216th Ave)	Bridge	2026 (2QR)	2025	Local	\$120,000	
MON-1984 (12th Ave/West St)	Bridge	2026 (2QR)	2025	Local	\$120,000	
MA-2515 (24th St)	Bridge	2026 (2QR)	2025	Local	\$120,000	
IA-3561 (578th Ave)	Bridge	2026 (2QR)	2025	Local	\$120,000	
Y-31 (Bernard Rd) Crabtown to 234th St	Pav't Rehab	2027 (4QR)	2027	FM	\$2,093,000	
VB-2253 (525th Ave)	Bridge	2027 (2QR)	2026	Local	\$120,000	
OC-0699 (287th ST)	Bridge	2027 (2QR)	2026	Local	\$120,000	
IA-2053 (525th Ave)	Bridge	2027 (2QR)	2026	Local	\$120,000	
WASH-0725 (374th Ave)	Bridge	2027 (2QR)	2026	Local	\$120,000	
E-17 (150th St) US 61 to IA 62	Pav't Rehab	2028 (4QR)	2028	FM	\$1,575,000	
PE-2963 (234th Ave)	Bridge	2028 (2QR)	2027	Local	\$120,000	
UN-1900 (50th Ave)	Bridge	2028 (2QR)	2027	Local	\$120,000	
WASH-0575 (193rd St)	Bridge	2028 (2QR)	2027	Local	\$120,000	
<b>Total</b>					<b>\$14,732,000</b>	

**FIVE YEAR CONSTRUCTION PROGRAM**

**FY 2025 TO FY 2028**  
**JACKSON COUNTY, IOWA**



Jackson County 5 Year Construction Program

Figure 6.14 Jackson County Engineer’s 5-Year Construction Program

Source: <https://jacksoncounty.iowa.gov/engineer/>