



Southeast Iowa Regional Planning Commission

Full Board

May 28, 2026

Call In: (312) 626-6799 Meeting ID: 840 7112 9097

<https://us02web.zoom.us/j/84071129097>

12:00 PM

211 N. Gear Ave., Suite 100

West Burlington, IA 52655

Meeting Type

Full Board

— Agenda —

CALL TO ORDER	Ash	
Agenda Approval		Board Action
Consent Agenda (Director's Report, Minutes, Financial Report, Claims, Correspondence)		Board Action
OLD BUSINESS		
1. Department Reports	Various	Board Information
2. Public Hearing: Final Draft FY2027 Transportation Planning Work Program (TPWP): Resolution #201-2026: A Resolution Adopting the FY2027 Transportation Planning Work Program, Authorizing Filing of Grant Application and Execution of Grant Contracts Consistent with the Work Program; and Resolution #202-2026: A Resolution Assuring Local Match for FHWA STP, FHWA SPR and FTA5311 Funds	James	Board Action
3. Public Hearing: Final FY2026 Passenger Transportation Plan: Resolution #203-2026: A Resolution Adopting the FY2026 Passenger Transportation Plan	James	Board Action
4. Public Hearing: Authorizing SEIBUS Fare Increases: Resolution #204-2026 A Resolution Authorizing SEIBUS Fare Increases	Inrachavongsa	Board Action
NEW BUSINESS		
1. Adoption of SEIRPC FY2027 Budget	Norris	Board Action
2. Draft FY2027-2030 Transportation Improvement Program (TIP)	James	Board Information
3. Transit Vehicle Disposition Plan	Inrachavongsa	Board Action
MATTERS FROM THE FLOOR		
ADJOURN		

Consent Agenda



DIRECTOR'S REPORT

To: SEIRPC Board of Directors
From: Mike Norris, Executive Director
Date: April 23, 2026

BUILDING UPDATE

Final grading and seeding of the settling pond is complete, and all aspects of the bid scope for Grow Greater Burlington and SEIRPC were implemented according to the contractor. So far, the settling pond is working much better with no overflows and consistent levels.

A new A/C unit was be installed after the seasonal HVAC check by Millard's. The A/C unit serves the lower level conf room and main floor atrium.

Big River Resources has leased the lower-level east wing for five years after Trinity Consultants vacated the space in January. Tucker Freight Lines have moved out and have paid up through May. A realtor will list the space for SEIRPC.

MISCELLANEOUS

Mid-America Port Commission is holding its annual conference Thursday, July 30, 2026, at Culver-Stockton University in Canton, MO. The one-day event will provide updates, examples, and discussion of river issues, trends, and opportunities. Registration is \$35 and sponsors will be contacted to defray costs.

The Iowa Legislature has removed COG Assistance from the economic development appropriations bill for the first time in 37 years. FY2026 appropriation was \$350,000. Value to SEIRPC from FY2026 appropriation is \$20,588. This amount was not budgeted for in the FY2027 budget due to signals from the Senate it would not be approved, and the Governor did not include in her budget. SEIRPC used these funds for local match on DOT Planning and EDA Planning Grants. Now, other local funds will be used for this purpose.

COGs have wide support at the Legislature but unfortunately were caught up in negotiations where the Home Renewal Program (which SEIRPC helped design and implement) was made a "permanent program" at \$500,000, which left COGs holding the short straw. Efforts will be made next year to re-include the appropriation, which is valuable to SEIRPC to provide services to Southeast Iowa.

Consent Agenda: Financials are available through March, and show regular business and no outstanding trends to report. Staff are working to reduce the accounts receivable balance, currently \$168,000 past 90 days. Medicaid reimbursement through private Medicaid insurance companies continues to be a struggle. Medicaid revenues through March are trending down by 25% due to waiver transportation dropping off.

OLD BUSINESS –

1. Department Reports – Housing, Planning, SEIBUS.
2. Public Hearing: Final Draft FY2027 Transportation Planning Work Program (TPWP), Board Action and Public Hearing: TPWP lays out spending per planning categories which staff reports on annually. The TPWP supports the Planning Dept in their transportation planning work both for the region and for meeting and exceeding regional requirements for Long Range Transportation Plan, Public Participation Plan, Passenger Transportation Plan, in addition to programming federal funds per SEIRPC, state and federal processes.
3. Public Hearing: Final FY2026 Passenger Transportation Plan, Action: Adopting the Passenger Transportation Plan for regional transit services, public and private.
4. Public Hearing: Authorize SEIBUS Fare Increase, Action: Staff are following up on the In-Town fare increase from last year. During that increase process, the board asked staff to review the other fares. That review is complete and was reviewed by the SEIRPC Executive Board, which recommends the increases presented to the Full Board. Fares are proposed to be based on the In-Town and scaled via multipliers to recognize their cost above the In-Town fare.

NEW BUSINESS –

1. SEIRPC FY2027 Budget, Action: The FY2027 SEIRPC Budget is presented for approval. Staff worked through seven versions and two budget meetings with the Finance Committee. Overall the budget is in shape and ready for implementation.
2. Draft FY2027 – 2030 Transportation Improvement Program (TIP): Presenting scoring results from the STBG and TAP applications, from the Transportation Advisory Committee.
3. Transit Vehicle Disposition Plan, Board Action: Review plan to dispose of several transit vehicles past their useful life and no longer needed by SEIBUS.

**Southeast Iowa Regional Planning Commission
Full Board Minutes
211 N. Gear Avenue, West Burlington, IA 52655
March 26, 2026 Meeting**

Members Present: Dr. Michael Ash, Jim Cary, Jon Billups, Emily Benjamin, Garry Seyb, Kevin Hardin, Steve Detrick, Steven Brimhall, Kirk Miller, Chad Hudson, Ron Teater, and Laura Liegois; Kenan Todd, Cori Milan, and Hans Trousil via Zoom

Members Absent: Jim Ferneau, and Brett Shafer

Staff Present: Mike Norris, Zach James, Lori Gilpin, Pat Inrachavongsa, Jarred Lassiter, and Sherri Jones

Guests Present: Barb and Myles Asay

Call to order at 12:05 p.m.

Agenda Approval

Motion by Liegois to approve the March 26, 2026 agenda, second by Billups. All Ayes, motion carried.

Presentation of LeRoy Meyer Award

The 2025 LeRoy Meyer Award was presented to Barb and Myles Asay of Fort Madison, IA. They were nominated by Emily Benjamin, Lee County Economic Development Group President and CEO.

Over the past decade, the Asay's have renovated more than 30 blighted homes, many on the verge of demolition, returning them to the tax rolls and transforming them into safe, welcoming residences for local families. Their work is fueled not by profit, but by passion; Barb speaks with tangible pride about seeing a Christmas tree glowing in a home that had sat dark for 40 years, knowing a family now thrives there. Together, the Asay's have invested sweat equity, creativity, and personal resources into revitalizing neighborhoods, often living in the very homes they restore, sometimes selling their own house to meet a family's needs, and even salvaging and replanting flowers, fixtures, and architectural details to preserve the community's character. Their latest project, the renovation of beloved teacher Joyce Lake's home, illustrates their dedication to honoring the past while cultivating new life in Fort Madison's housing stock. Beyond rebuilding structures, they build community, hosting open houses, collaborating with local artists and businesses, offering seller-financing to help families achieve homeownership, and elevating the city's vibrancy and pride. Already recognized as the 2023 Community Developers of the Year, Barb and Myles continue to serve as true economic and community champions whose work reflects exceptional volunteerism, deep love for Fort Madison, and a profound belief in its people and future.

The LeRoy Meyer Award is presented each year in memory of LeRoy Meyer of Wayland, IA. The award recognizes outstanding volunteer community development contributions by a non-elected individual to citizens of his/her community, county, and the greater area of Southeast Iowa. LeRoy Meyer was a longtime member of SEIRPC, and supporter of economic development within both the Henry County and Wayland areas.

Recipients from the past five years are: The Volunteers Involved with the Restoration of the Keokuk Union Depot, Mallory Smith, Dick Keith, the late Allen Schillie, and Robert Ritson.

SEIRPC is one of 17 councils of governments (COGs) in Iowa and recognized in Chapter 28H of Iowa Code. SEIRPC is a local government member-supported entity and serves Des Moines, Henry, Lee, and Louisa counties and provides planning, grant writing, technical services and program management for the region. SEIRPC is governed by a 17-member board of directors and manages SEIBUS, Great River Housing Trust Fund, Mediapolis Housing Trust Fund, Southeast Iowa Housing, Inc., Southeast Iowa Regional and Economic Port Authority, Region 16 Regional Planning Affiliate, Southeast Iowa Economic Development District.

Presentation and Resolution #199-2026: Naming the SEIRPC Brent Schleisman Board Room

Norris read the In Memoriam from the SEIRPC FY2025 Annual Report. In part, he said that Schleisman was a longtime board member serving from 1993 until his death on December 12, 2025. He embodied the very essence of a servant leader and gave generously of his time and talent to many organizations across Southeast Iowa. His tireless efforts on behalf of Mount Pleasant and the region led to lasting improvements that will continue to shape Southeast Iowa for generations. Norris thanked Schleisman for all he accomplished, the people he helped, and for the positivity and purpose he brought every day. Broomhall made a motion to approve Resolution #199-2026: A Resolution Naming the SEIRPC Brent Schleisman Board Room, second by Billups. A roll call vote was taken. All Ayes, motion carried.

Consent Agenda Approval

Norris said excavation work is complete on the settling pond next to the SEIRPC office building and final grading and seeding along the pond bank will take place as weather permits. The former Trinity lease space is still available, and Tucker Freight Lines will vacate their space in late May. Exterior building cracking is a concern due to moisture infiltration and efflorescence. Building panels will also require re-caulking soon. Norris is spearheading a statewide roundtable with Iowa Economic Development Authority (IEDA) and COGs to enhance communication around CDBG and disaster grant administration. Motion by Hudson to accept the March 26, 2026 consent agenda, second by Miller. All Ayes, motion carried.

Old Business

1. Department Reports: Norris gave a brief Housing Department update discussing applications, grants currently under administration, and project funding. James said staff in the Planning Department worked with several communities to put together applications to submit requests for important regional projects. He highlighted some of the grants under administration and upcoming grant opportunities. Inrachavongsa gave 2nd Quarter ride statistics and talked about new scheduling software that is expected to go live on April 15th. He mentioned that substitute driver, Dan Winn, retired and Jason Shoop was recently hired as a substitute driver. No action necessary.

New Business

1. Teamster 238 Agreement FY2026-FY2027: Norris said SEIRPC requested a one-year contract extension expiring 06/30/2027. All provisions in the current contract will remain in effect with a 3% wage increase effective 07/01/2026. Article 5, Section 10 was removed because it no longer pertains to the Louisa County route. Seyb made a motion to approve the Teamster 238 Agreement FY2026-FY2027 as presented, second by Liegois. All Ayes, motion carried.
2. Public Hearing: FY2027 Consolidated Transit Application: Resolution #200-2026 Authorizing FY2027 Consolidated Transit Application: Ash opened the public hearing at 12:45 p.m. Inrachavongsa, SEIBUS Transit Director, stated that the Consolidated Transit Fund Application process is an annual event through which SEIRPC applies for state and federal public transit subsidy and allows SEIRPC to provide public transportation to southeast Iowa. He further stated that this application shows the Iowa Department of Transportation how we anticipate spending the money they will be giving to us. Inrachavongsa reported that we are applying for \$440,404 of State Transit Assistance funds for operating assistance; \$461,826 of FTA Section 5311 funds for operating assistance; and request funds for total capital project cost of \$1,013,900 for replacement of four 176" light duty buses, #111, #121, #132 and #122, for a total project cost of \$875,200 with 85% (\$743,920) coming from FTA Section 5339 funds and 15% (\$131,280) from local funding; and one light duty van, #131, for a total project cost of \$138,700 with 80% (\$110,960) coming from FTA Section 5339 funds and 20% (\$27,740) from local funding. Ash asked for any comments from the public, and there were none. **Hudson made a motion to close the Public Hearing: FY2027 Consolidated Transit Application: Resolution #200-2026 Authorizing FY2027 Consolidated Transit Application at 12:50 p.m., second by Seyb. A roll call vote was taken. All ayes, motion carried. Miller made a motion to approve Resolution #200-2026 Authorizing FY2027 Consolidated Transit Application, second by Seyb. A roll call vote was taken. All ayes, motion carried.**
3. Draft FY2027 Transportation Planning Work Program (TPWP): James stated that the Draft FY2027 Transportation Planning Work Program (TPWP) contains the outline for work performed with federal transportation planning dollars for FY2027. The work will be performed by SEIRPC planning department staff and includes a wide range of projects. The TPWP is funded through a combination of regional STBG dollars and additional federal funds sourced from Iowa DOT. The federal funds pay 80% of costs associated with the work program and require a 20% local match, totaling \$348,005 for the Transportation Planning Budget. Some highlights of the FY2027 TPWP include: Review and maintain the region's Long Range Transportation Plan; Assist with passenger rail depots and freight rail development; Assistance and leadership with regional trail projects; Technical assistance (grant writing, GIS mapping, data collection), Continued assistance with Southeast Iowa Regional Economic and Port Authority (SIREPA); Public participation and programmatic duties; and Working with regional partners for bridge improvements and replacement. The final draft will be presented for approval at the May full board meeting. No action necessary.
4. Draft Passenger Transportation Plan: James said the Passenger Transportation Plan (PTP) is a required planning document developed in coordination with the Iowa Department of Transportation's Office of Public Transit. The PTPs are an Iowa creation,

providing needs-based justification for passenger transportation projects, as well as incorporating federal requirements for coordinated planning. The purpose of the Region 16 PTP is to strengthen collaboration between human service agencies and public transportation providers to support effective and efficient passenger transportation services throughout Southeast Iowa. The last PTP was adopted in March 2021, with an update required every 5 years. Planning staff developed an updated document modeled after the 2021 update. The full draft PTP will be available on the SEIRPC website and is open for public comment. A final draft will be presented to the SEIRPC Board of Directors for approval at the May 2026 Full Board meeting. The final approved PTP is due to Iowa DOT no later than June 1, 2026. No action necessary.

MATTERS FROM THE FLOOR: None.

Motion to adjourn meeting by Billups, second by Miller. All Ayes

Meeting adjourned at 12:58 p.m.

Submitted by Sherri Jones

Mike Norris, Executive Director

Chad Hudson, Secretary

Date: _____

Date: _____

Financial Report ***March 2026***



Dear SEIRPC Board:

The accompanying Balance Sheet of Southeast Iowa Regional Planning Commission, as of **March 31, 2026**, and the related Statements of Income and Changes in Financial Position for the nine months ended **March 31, 2026**.

A compilation is limited to presenting, in the form of financial statements, information that is the representation of management. The statements have not been audited.

Lori Gilpin
Finance Director
Completed May 5, 2026

TO: SEIRPC Board
FROM: Finance Department
DATE: 5/5/2026
RE: Financial Summary
 for the month of March 2026



PROFIT & LOSS ALL CLASSES		
	Mar-2026	YTD
TOTAL REVENUES :	549,534	3,485,537
TOTAL EXPENSES :	334,878	3,263,034
Excess of revenues over expenditures	214,655	222,503

PROFIT & LOSS REGIONAL TRANSIT AUTHORITY		
	Mar-2026	YTD
TOTAL REVENUES :	168,040	1,294,399
TOTAL EXPENSES :	100,681	1,150,030
Excess of revenues over expenditures	67,359	144,369

CASH BALANCE	UNRESTRICTED	RESTRICTED	TOTAL
General Government Checking	729,215	-	
IRP Checking		295,241	
Henry County RLF Checking		198,641	
Keokuk RLF Checking		150,745	
EDA RLF Checking		1,070,420	
Mediapolis HTF Checking		49,250	
GRHTF Checking		229,038	
IPAIT Investment	326,636		
Money Market	1,204,097		
GRHTF CD		416,202	
TOTAL	2,259,948	2,409,537	4,669,485

CUSTOMER ACCOUNTS RECEIVABLE BALANCE				
Current	1-45	46-90	>90	TOTAL
253,074	33,658	78,948	168,716	534,397

VENDOR ACCOUNTS PAYABLE BALANCE				
Current	1-45	46-90	>90	TOTAL
32,889	0	0	0	32,889

**Southeast Iowa Regional Planning Commission
Balance Sheet
March 31, 2026**

ASSETS

Current Assets

Checking/Savings

General Government Checking	729,214.93
IRP Government Checking	295,240.56
Henry County RLF Checking	198,641.36
Keokuk RLF Checking	150,744.82
EDA RLF Government Checking	1,070,419.92
Mediapolis HTF Checking	49,250.23
GRHTF Checking	229,037.99
Total Checking/Savings	2,722,549.81

Accounts Receivable

Accounts Receivable	534,396.77
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Other Current Assets

FLEX Account	2,260.18
Petty Cash Account	302.00
IPAIT Investment	326,635.91
Money Market Two Rivers Bank	1,204,096.98
Great River Housing Two Rivers CD	416,202.04
SE Iowa Regional Economic Port Authority	2,333.98
SE Iowa Housing Inc. Receivable	3,900.89
EDA RLF I Receivable	522,896.88
EDA RLF II Receivable	355,782.76
EDA RLF III Receivable	831,524.34
GRHTF Receivable	445,999.00
IRP I Loan Receivable	276,285.67
IRP II Loan Receivable	332,767.74
Keokuk RLF Receivable	20,195.62
Mediapolis HTF Receivable	60,701.98
Our Home Rehab Receivable	13,250.05
Prepaid Rent	1,400.00
Prepaid Expenses	16.03
Prepaid Insurance	43,274.85
Total Other Current Assets	4,859,826.90

Total Current Assets	8,116,773.48
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Other Assets

Agency Vehicles	101,200.00
A/D Agency Vehicles	(20,466.34)
Transit Vehicles	1,845,888.22
A/D Transit Vehicles	(1,423,373.23)
Equipment	117,208.62
A/D Equipment	(106,234.58)
Building/Bldg. Improvements	3,727,655.85
A/D Building/Bldg. Improvements	(406,526.98)
Land	103,440.00
Pension Related Deferred Outflow	225,201.00
Lease Receivable	468,312.55
Total Other Assets	4,632,305.11

TOTAL ASSETS	12,749,078.59
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**Southeast Iowa Regional Planning Commission
Balance Sheet
March 31, 2026**

LIABILITIES & EQUITY

Liabilities

Current Liabilities

Accounts Payable	32,889.20
Payroll Liabilities	16,569.45
Custodial Fund Liability	209.55
Accrued Vacation	29,929.17
Total Current Liabilities	<u>79,597.37</u>

Long Term Liabilities

Long Term Notes Payable	412,881.87
Pension Related Deferred Inflow	12,022.00
Net Pension Liability	554,485.00
Deferred Inflows - Lease Liability	468,312.55
Total Long Term Liabilities	<u>1,447,701.42</u>

Total Liabilities	<u>1,527,298.79</u>
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Equity

Unreserved Local Net Assets	5,347,308.18
Non-spendable Reserve for Loans	2,493,861.87
Assigned to Revolving loan	2,017,662.48
Pension Net Asset	(734,065.00)
Investment in Property & Equipment	1,192,497.27
GRHTF Net Assets	682,012.25
Net Income (Loss) to date	222,502.75
Total Equity	<u>11,221,779.80</u>

TOTAL LIABILITIES & EQUITY	<u><u>12,749,078.59</u></u>
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Southeast Iowa Regional Planning Commission
Statement of Revenues, Expenditures and Changes in Fund Balance
For the One Month and Year-to-Date March 31, 2026

	Mar-2026	Year-to-Date	FY26 Budget	FY25 Actual	FY24 Actual
Revenues:					
4100 · Bus Fare Revenues					
410.00 · General Public	3,330.00	37,755.83	60,000		61,216
411.00 · Local Contracts	11,286.00	50,405.75	60,000		97,556
Total 4100 · Bus Fare Revenues	14,616.00	88,161.58	120,000		158,772
4500 · Federal/State Revenues					
450.00 · EDA Planning Grant	-	52,500.00	70,000		70,000
451.00 · IDED COG Assistance	-	20,588.23	20,588		14,706
452.98 · Lead Grant - HUD	11,388.15	76,904.31	-		-
455.00 · IDOT Planning	50,160.00	152,720.00	311,019		244,036
456.00 · State Transit Assistance	-	-	-		406,955
456.20 · State Transit Assistance - PTIG	-	46,285.00	463,846		402,370
456.50 · State Transit Assistance - non RTA	36,956.27	346,291.54	-		-
457.10 · Federal Transit Assistance - Operating	93,624.00	492,122.00	703,745		466,045
457.50 · Federal Transit Assistance - Capital	-	-	-		2,171
457.80 · Federal Transit Assistance - ARPA Operating	-	-	-		43,883
457.85 · Federal Transit Assistance - CRRSAA Oper.	-	-	-		49,499
458.00 · Housing Draws	161,074.00	595,520.00	-		665,469
459.00 · State Medicaid	20,000.00	223,339.70	415,000		409,695
Total 4500 · Federal/State Revenues	373,202.42	2,006,270.78	1,984,198		2,774,829
4600 · Principal on Loans					
461.00 · Principal on Loans	24,227.71	236,046.05	-		374,744
4700 · Local Revenues					
470.00 · Per Capita Revenue	-	195,190.00	195,842		190,216
471.00 · Cities/Counties	57,280.00	123,126.29	438,838		93,114
472.00 · Other Contracts	8,305.00	103,867.50	-		123,750
473.00 · Grant Administration	-	46,905.00	-		84,750
475.00 · Other Contributions	-	81,324.80	-		32,406
478.00 · SIREPA Administration	-	-	-		37,680
479.00 · RLF Administration	-	-	14,380		27,322
487.00 · MHTF Administration	-	-	7,175		-
481.00 · Housing Soft Costs	-	-	-		-
482.00 · Lead Abatement	-	-	-		-
484.00 · Housing Inspections	-	-	-		1,796
488.00 · Vehicle Reimbursements	625.68	4,782.47	8,000		9,330
489.00 · Housing Administration	18,080.00	132,196.00	119,740		228,922
Total 4700 · Local Revenues	84,290.68	687,392.06	783,975		829,285
4900 · Miscellaneous Revenues					
492.00 · Lease Income	11,305.67	96,471.72	125,026		123,491
494.00 · Vehicle Cost Recovery	-	-	-		709
495.00 · Insurance Proceeds	12,880.61	12,880.61	-		-
495.50 · Lien Release Revenue	73.00	529.00	-		714
495.75 · Downpayment Recaptured	7,500.00	22,000.00	-		71,300
496.00 · Interest Income	14,336.06	108,733.86	81,200		75,383
497.00 · Miscellaneous Revenues-Other	49.21	12,535.39	-		12,255
498.00 · Matching Funds	-	147,898.00	260,850		200,408
Total 4900 · Miscellaneous Revenues	46,144.55	401,048.58	467,076		484,260
5000-52 RLF Income					
507.00 · Late Payment Fees	-	-	-		500
508.00 · Loan Closing Fees	700.00	4,110.00	-		12,800
510.00 · Henry Co. RLF Interest Income	-	-	-		-
511.01 · EDA RLF I Interest Income	1,622.21	14,618.95	78,550		17,475
512.00 · Mediapolis HTF Interest Income	6.89	116.36	-		484
513.00 · EDA RLF II Interest Income	1,104.01	11,358.45	-		15,984
514.00 · EDA RLF III Interest Income	1,690.52	16,820.66	-		13,887
515.00 · IRP I Loan Interest Income	854.12	8,730.70	-		16,940
516.00 · IRP II Loan Interest Income	1,028.38	10,302.16	-		15,278
518.00 · Keokuk RLF Loan Interest Income	46.44	560.83	-		2,624
520.00 · GRHTF-Loan Interest	-	-	-		-
Total 5000-52 RLF Income	7,052.57	66,618.11	78,550		95,971
Total Income	549,533.93	3,485,537.16	3,433,799.00	-	4,717,862

Southeast Iowa Regional Planning Commission
Statement of Revenues, Expenditures and Changes in Fund Balance
For the One Month and Year-to-Date March 31, 2026

	Mar-2026	Year-to-Date	FY26 Budget	FY25 Actual	FY24 Actual
Expenditures:					
701.00 · Salaries	108,141.12	1,035,052.12	1,438,658		1,426,125
702.00 · FICA - Employer's Share	7,813.42	75,345.14	104,634		104,182
703.00 · IPERS - Employer's Share	10,146.24	95,118.75	133,842		132,523
704.00 · Unemployment	-	2,235.00	-		4,408
705.00 · Employee Benefits	15,949.15	146,928.98	211,331		177,430
706.00 · Physicals	380.00	880.00	1,500		1,810
707.00 · Uniform Expense	-	794.80	3,500		4,444
708.00 · Drug Testing	94.00	1,247.00	2,000		1,400
709.00 · Personnel Expenses-Other	253.30	631.80	400		508
710.00 · Payroll Services	526.47	6,073.08	8,000		7,140
712.00 · Advertising	601.75	2,904.70	6,000		12,504
717.00 · Audit	500.00	25,500.00	18,500		23,115
726.00 · Contractual Expenses-Other	5,472.30	56,637.81	30,500		34,910
728.00 · Information Technology	2,714.35	41,870.42	38,700		58,325
729.00 · Copier Expense	305.85	2,736.71	5,500		5,997
730.00 · Legal Expense	1,495.00	3,197.00	2,500		6,043
738.00 · Depreciation Expense	-	-	-		5,375
740.00 · Dues & Subscriptions	1,204.80	16,204.11	19,360		17,499
741.00 · Public Notices	257.21	1,557.87	1,550		2,352
746.00 · Leased Equipment	334.48	1,930.50	2,520		2,754
747.00 · Equipment under \$5000	28.54	9,840.85	4,192		5,013
748.00 · Capital Equipment/Improvements	-	176,786.14	328,968		453,355
749.00 · Principal Expense	-	37,927.32	37,175		37,175
750.00 · Lead/Radon Testing	48.00	48.00	1,000		666
751.00 · Housing	40,450.00	751,648.70	-		490,573
752.00 · Admin. Expense	39,293.00	83,003.00	-		159,309
754.00 · Insurance	13,712.35	129,046.84	174,700		139,854
756.00 · Mortgage Filing Fees	111.83	1,158.49	500		1,335
757.00 · Interest Expense	-	191.18	4,782		4,426
766.00 · Bldg. Maintenance & Repair	229.96	16,437.58	8,500		28,203
767.00 · Vehicle Maintenance & Repair	14,948.57	109,940.90	140,000		143,701
768.00 · Marketing	-	6,386.86	15,500		15,053
769.00 · Meeting Expense	162.32	1,688.23	3,600		2,780
782.00 · Printing/Postage	665.54	3,685.26	6,400		6,863
791.00 · Rent	1,400.00	4,900.00	-		3,000
806.00 · Supplies	1,092.43	10,636.47	24,940		18,064
807.00 · Bank & Finance Charges	76.30	501.10	674		55
808.00 · Fuel/Oil	6,178.06	64,232.58	112,500		125,635
810.00 · Telecommunications	1,669.03	16,039.30	30,660		30,287
811.00 · Utilities Expense	6,001.86	36,604.23	55,000		41,000
813.00 · Real Estate Taxes	13,252.00	26,504.00	30,000		20,318
815.00 · Mileage Expense	-	25.00	500		1,425
816.00 · Travel	159.83	4,276.87	22,750		10,357
818.00 · Conferences & Training	1,083.71	15,089.25	26,750		7,943
820.00 · Use Allowance	625.68	4,590.47	10,496		9,330
825.00 · Bad Debt Expense	-	-	-		-
829.00 · Down Payment Assistance	37,500.00	45,000.00	-		135,000
830.00 · Participant Loans & Grants	-	190,000.00	-		480,000
850.00 · Grant Expenditures	-	-	-		16,900
890.00 · Matching Expenditures	-	-	260,850		132,908
900.00 · Indirect Costs	-	-	-		-
Total Expenditures	334,878.45	3,263,034.41	3,329,432		4,549,375
Excess (deficiency) of revenues over (under) expenditures	214,655.48	222,502.75	104,368		168,487

Southeast Iowa Regional Planning Commission - Regional Transit Authority
Statement of Revenues, Expenditures and Changes in Fund Balance
For the One Month and Year-to-Date March 31, 2026



	Mar-2026	Year-to-Date	FY26 Budget	FY25 Actual	FY24 Actual
Revenues:					
4100 · Bus Fare Revenues					
410.00 · General Public	3,330.00	37,755.83	60,000	52,692	61,216
411.00 · Local Contracts	11,286.00	50,405.75	60,000	77,897	97,556
Total 4100 · Bus Fare Revenues	14,616.00	88,161.58	120,000	130,589	158,772
4500 · Federal/State Revenues					
456.00 · State Transit Assistance	36,956.27	392,576.54	463,846	412,817	809,325
457.00 · Federal Transit Assistance	93,624.00	492,122.00	703,745	576,541	561,598
459.00 · State Medicaid	20,000.00	223,339.70	415,000	411,106	409,695
Total 4500 · Federal/State Revenues	150,580.27	1,108,038.24	1,582,591	1,400,464	1,780,618
4700 · Local Revenues					
470.00 · Per Capita Revenue	-	94,055.00	94,454	92,210	92,210
472.00 · Other Contracts	-	-	-	-	-
Total 4700 · Local Revenues	-	94,055.00	94,454	92,210	92,210
4900 · Miscellaneous Revenues					
492.00 · Lease Income	625.00	1,905.00	-	-	-
494.00 · Vehicle Cost Recovery	-	-	-	2,000	709
495.00 · Insurance Proceeds	2,169.08	2,169.08	-	-	-
496.00 · Interest Income (Bank)	-	-	-	-	-
497.00 · Miscellaneous Revenues	49.21	70.39	38,095	310	13
498.00 · Matching Funds	-	-	-	-	-
Total 4900 · Miscellaneous Revenues	2,843.29	4,144.47	38,095	2,310	722
Total Revenues	168,039.56	1,294,399.29	1,835,140	1,625,573	2,032,322
Expenditures:					
701.00 · Salaries	41,877.53	441,857.17	622,881	661,258	652,659
702.00 · FICA - Employer's Share	3,035.44	32,784.42	46,222	49,038	49,066
703.00 · IPERS - Employer's Share	3,941.95	40,786.67	58,909	61,436	61,287
704.00 · Unemployment	-	2,235.00	-	4,023	-
705.00 · Employee Benefits	5,904.85	59,712.87	77,672	72,831	60,567
706.00 · Physicals	380.00	880.00	1,500	1,615	1,810
707.00 · Uniform Expense	-	794.80	2,500	1,765	4,444
708.00 · Drug Testing	94.00	1,247.00	2,000	1,208	1,400
709.00 · Personnel Expenses-Other	173.30	551.80	200	525	151
710.00 · Payroll Services	-	79.34	-	-	-
712.00 · Advertising	-	-	1,500	150	4,177
726.00 · Contractual Expenses	2,935.30	25,373.62	3,000	14,347	12,743
728.00 · Information Technology	1,470.35	22,535.65	15,000	19,923	31,637
730.00 · Legal Expense	-	1,591.00	2,000	3,614	1,377
738.00 · Depreciation Expense	-	-	-	-	-
740.00 · Dues & Subscriptions	-	3,260.00	5,000	4,830	2,664
741.00 · Public Notices	88.27	98.27	-	180	111
747.00 · Equipment Under \$5000	-	787.17	-	4,709	4,804
748.00 · Capital Equipment	-	-	-	-	133,277
748.50 · Capital Improvements	-	64,594.86	253,968	4,933	320,078
754.00 · Insurance	8,788.67	79,098.03	109,000	100,425	72,000
756.00 · Mortgage Filing Expenses	-	-	-	255	-
757.00 · Interest Expense	-	-	-	-	-
766.00 · Bldg. Maintenance & Repairs	26.82	5,468.61	1,500	2,096	7,676
767.00 · Vehicle Maintenance & Repairs	5,086.93	99,407.93	140,000	118,228	142,295
768.00 · Marketing	-	215.24	7,500	6,101	8,390
769.00 · Meeting Expense	-	246.68	1,500	766	1,074
782.00 · Printing/Postage	-	245.96	500	265	1,362
791.00 · Rent	1,400.00	4,900.00	-	-	3,000
806.00 · Supplies	614.55	3,190.80	8,500	4,119	4,345
807.00 · Bank Charges	-	-	-	10	30
808.00 · Fuel/Oil	6,034.80	63,096.83	110,000	105,674	122,526
810.00 · Telecommunications	539.64	5,193.73	15,000	10,545	16,200
811.00 · Utilities	1,046.80	9,822.45	10,000	11,309	7,544
813.00 · Real Estate Taxes	-	-	-	-	-
815.00 · Mileage Expense	-	25.00	500	425	1,425
816.00 · Travel	-	0.92	2,000	946	697
818.00 · Conferences & Training	-	30.34	3,000	1,902	1,024
820.00 · Use Allowance	-	(192.00)	2,000	1,033	1,141
825.00 · Bad Debt Expense	-	-	-	-	-
890.00 · Matching Expenditures	-	-	-	-	-
900.00 · Indirect Costs	17,241.79	180,110.12	273,932	265,561	243,615
Total Expenditures	100,680.99	1,150,030.28	1,777,284	1,536,045	1,976,595
Fund Balance	67,358.57	144,369.01	57,856	89,528	55,728

Southeast Iowa Regional Planning Commission
Statement of Revenues and Expenses by Class
For the Nine Months Ending March 31, 2026

	10 Company Vehicles	20 EDA PG	22 Facility	47 Housing	48 Great River Housing Trust
Ordinary Income/Expense					
Income					
4100 · Bus Fare Revenues	0.00	0.00	0.00	0.00	0.00
4500 · Federal/State Revenues	0.00	52,500.00	0.00	34,775.00	560,745.00
461.00 · Principal on Loans	0.00	0.00	0.00	2,177.25	0.00
4700-48 · Local Revenues	4,782.47	0.00	0.00	3,477.00	210,043.80
4900 · Miscellaneous Revenues	10,711.53	0.00	94,566.72	71,490.97	126,225.47
5000-52 · RLF Income	0.00	0.00	0.00	116.36	1,060.00
	<u>15,494.00</u>	<u>52,500.00</u>	<u>94,566.72</u>	<u>112,036.58</u>	<u>898,074.27</u>
Expense					
700.00 · Personnel Expenses	0.00	67,783.52	22,037.49	32,594.38	54,697.91
704.00 · Unemployment	0.00	0.00	0.00	0.00	0.00
706.00 · Physicals	0.00	0.00	0.00	0.00	0.00
707.00 · Uniform Expense	0.00	0.00	0.00	0.00	0.00
708.00 · Drug Testing	0.00	0.00	0.00	0.00	0.00
709.00 · Personnel Expenses	0.00	0.00	0.00	0.00	0.00
710.00 · Payroll Services	0.00	0.00	0.00	0.00	0.00
712.00 · Advertising	0.00	0.00	0.00	0.00	0.00
717.00 · Audit	0.00	0.00	0.00	0.00	5,000.00
726.00 · Contractual Expenses	0.00	0.00	23,212.04	0.00	0.00
728.00 · Information Technology	0.00	0.00	0.00	0.00	0.00
729.00 · Copier Expense	0.00	0.00	0.00	0.00	0.00
730.00 · Legal Expense	0.00	0.00	270.83	1,224.17	0.00
738.00 · Depreciation Expense	0.00	0.00	0.00	0.00	0.00
740.00 · Dues & Subscriptions	0.00	0.00	0.00	330.73	27.82
741.00 · Public Notices	0.00	0.00	0.00	198.90	26.38
746.00 · Leased Equipment	0.00	0.00	0.00	0.00	0.00
747.00 · Equipment under \$5000	0.00	0.00	1,856.42	0.00	0.00
748.00 · Capital Equipment/Improvements	0.00	0.00	90,861.28	0.00	0.00
749.00 · Principal Expense	0.00	0.00	0.00	0.00	0.00
750.00 · Lead/Radon Testing	0.00	0.00	0.00	0.00	0.00
751.00 · Housing	0.00	0.00	0.00	55,275.00	696,373.70
752.00 · Admin. Expense	0.00	0.00	0.00	0.00	83,003.00
754.00 · Insurance	1,444.50	0.00	11,028.78	0.00	2,495.72
756.00 · Mortgage Filing Expenses	0.00	0.00	0.00	238.87	757.03
757.00 · Interest Expense	0.00	0.00	0.00	0.00	0.00
766.00 · Bldg. Maintenance & Repairs	0.00	0.00	10,968.97	0.00	0.00
767.00 · Vehicle Maintenance & Repairs	682.33	0.00	0.00	0.00	0.00
768.00 · Marketing	165.00	0.00	0.00	0.00	0.00
769.00 · Meeting Expense	0.00	0.00	0.00	0.00	313.65
782.00 · Printing/Postage	0.00	0.00	0.00	3.15	111.00
791.00 · Rent	0.00	0.00	0.00	0.00	0.00
806.00 · Supplies	11.76	20.12	1,271.13	545.66	0.00
807.00 · Bank & Finance Charges	0.00	0.00	0.00	0.00	0.00
808.00 · Fuel/Oil	1,135.75	0.00	0.00	0.00	0.00
810.00 · Telecommunications	0.00	0.00	0.00	459.15	0.00
811.00 · Utilities Expense	0.00	0.00	26,781.78	0.00	0.00
812.00 · Bldg Operation Allocation	0.00	0.00	(59,737.00)	0.00	0.00
813.00 · Real Estate Taxes	0.00	0.00	26,504.00	0.00	0.00
815.00 · Mileage Expense	0.00	0.00	0.00	0.00	0.00
816.00 · Travel	0.00	0.00	0.00	451.73	0.00
818.00 · Conferences & Training	0.00	0.00	0.00	877.92	150.00
820.00 · Use Allowance	31.00	936.38	17.44	532.80	510.55
829.00 · Down Payment Assistance	0.00	0.00	0.00	0.00	45,000.00
830.00 · Participant Loans	0.00	0.00	0.00	0.00	0.00
825.00 · Bad Debt Expense	0.00	0.00	0.00	0.00	0.00
850.00 · Grant Expenditure	0.00	0.00	0.00	0.00	0.00
890.00 · Matching Expenditures	0.00	0.00	0.00	0.00	0.00
900.00 · Indirect Costs	0.00	21,512.64	7,011.82	10,294.43	17,494.62
	<u>3,470.34</u>	<u>90,252.66</u>	<u>162,084.98</u>	<u>103,026.89</u>	<u>905,961.38</u>
Excess (deficiency) of revenues over (under) expenditures	<u>12,023.66</u>	<u>(37,752.66)</u>	<u>(67,518.26)</u>	<u>9,009.69</u>	<u>(7,887.11)</u>
SEIRPC Adjusted Balance	<u>-</u>	<u>-</u>	<u>(67,518.26)</u>	<u>27,332.44</u>	<u>-</u>

Southeast Iowa Regional Planning Commission
Statement of Revenues and Expenses by Class
For the Nine Months Ending March 31, 2026

	<u>60 IDOT</u>	<u>71 EDA RLF</u>	<u>72 IRP-I</u>	<u>73.00 KK/HC RLF</u>	<u>76 IRP-II</u>
Ordinary Income/Expense					
Income					
4100 · Bus Fare Revenues	0.00	0.00	0.00	0.00	0.00
4500 · Federal/State Revenues	152,720.00	0.00	0.00	0.00	0.00
461.00 · Principal on Loans	0.00	175,440.48	29,325.87	8,816.94	20,285.51
4700-48 · Local Revenues	0.00	0.00	0.00	0.00	0.00
4900 · Miscellaneous Revenues	0.00	22,298.83	3,803.74	7,737.48	1,988.69
5000-52 · RLF Income	0.00	45,848.06	8,730.70	560.83	10,302.16
	<u>152,720.00</u>	<u>243,587.37</u>	<u>41,860.31</u>	<u>17,115.25</u>	<u>32,576.36</u>
Expense					
700.00 · Personnel Expenses	134,157.27	20,432.97	0.00	2,879.44	0.00
704.00 · Unemployment	0.00	0.00	0.00	0.00	0.00
706.00 · Physicals	0.00	0.00	0.00	0.00	0.00
707.00 · Uniform Expense	0.00	0.00	0.00	0.00	0.00
708.00 · Drug Testing	0.00	0.00	0.00	0.00	0.00
709.00 · Personnel Expenses	0.00	0.00	0.00	0.00	0.00
710.00 · Payroll Services	0.00	0.00	0.00	0.00	0.00
712.00 · Advertising	1,054.95	0.00	0.00	0.00	0.00
717.00 · Audit	0.00	0.00	0.00	0.00	0.00
726.00 · Contractual Expenses	0.00	0.00	0.00	0.00	0.00
728.00 · Information Technology	766.20	0.00	0.00	0.00	0.00
729.00 · Copier Expense	0.00	0.00	0.00	0.00	0.00
730.00 · Legal Expense	0.00	0.00	0.00	0.00	0.00
738.00 · Depreciation Expense	0.00	0.00	0.00	0.00	0.00
740.00 · Dues & Subscriptions	2,084.23	25.00	5.00	5.00	0.00
741.00 · Public Notices	172.48	0.00	0.00	0.00	0.00
746.00 · Leased Equipment	1,390.59	0.00	0.00	0.00	0.00
747.00 · Equipment under \$5000	5,985.00	0.00	0.00	0.00	0.00
748.00 · Capital Equipment/Improvements	0.00	0.00	0.00	0.00	0.00
749.00 · Principal Expense	0.00	0.00	23,291.88	0.00	14,635.44
750.00 · Lead/Radon Testing	0.00	0.00	0.00	0.00	0.00
751.00 · Housing	0.00	0.00	0.00	0.00	0.00
752.00 · Admin. Expense	0.00	0.00	0.00	0.00	0.00
754.00 · Insurance	264.78	0.00	0.00	0.00	0.00
756.00 · Mortgage Filing Expenses	0.00	152.46	10.13	0.00	0.00
757.00 · Interest Expense	0.00	0.00	51.12	0.00	140.06
766.00 · Bldg. Maintenance & Repairs	0.00	0.00	0.00	0.00	0.00
767.00 · Vehicle Maintenance & Repairs	0.00	0.00	0.00	0.00	0.00
768.00 · Marketing	0.00	573.31	96.22	192.44	96.22
769.00 · Meeting Expense	0.00	0.00	0.00	0.00	0.00
782.00 · Printing/Postage	78.60	0.00	0.00	12.16	0.00
791.00 · Rent	0.00	0.00	0.00	0.00	0.00
806.00 · Supplies	1,154.48	0.00	0.00	0.00	0.00
807.00 · Bank & Finance Charges	26.00	0.00	0.00	0.00	0.00
808.00 · Fuel/Oil	0.00	0.00	0.00	0.00	0.00
810.00 · Telecommunications	0.00	0.00	0.00	0.00	0.00
811.00 · Utilities Expense	0.00	0.00	0.00	0.00	0.00
812.00 · Bldg Operation Allocation	0.00	0.00	0.00	0.00	0.00
813.00 · Real Estate Taxes	0.00	0.00	0.00	0.00	0.00
815.00 · Mileage Expense	0.00	0.00	0.00	0.00	0.00
816.00 · Travel	740.35	0.00	0.00	0.00	0.00
818.00 · Conferences & Training	0.00	0.00	0.00	0.00	0.00
820.00 · Use Allowance	841.43	0.00	0.00	0.00	0.00
829.00 · Down Payment Assistance	0.00	0.00	0.00	0.00	0.00
830.00 · Participant Loans	0.00	190,000.00	0.00	0.00	0.00
825.00 · Bad Debt Expense	0.00	0.00	0.00	0.00	0.00
850.00 · Grant Expenditure	0.00	0.00	0.00	0.00	0.00
890.00 · Matching Expenditures	0.00	0.00	0.00	0.00	0.00
900.00 · Indirect Costs	42,272.87	6,483.20	0.00	914.74	0.00
	<u>190,989.23</u>	<u>217,666.94</u>	<u>23,454.35</u>	<u>4,003.78</u>	<u>14,871.72</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(38,269.23)</u>	<u>25,920.43</u>	<u>18,405.96</u>	<u>13,111.47</u>	<u>17,704.64</u>
SEIRPC Adjusted Balance	<u>(38,269.23)</u>	<u>40,479.95</u>	<u>12,371.97</u>	<u>-</u>	<u>12,054.57</u>

Southeast Iowa Regional Planning Commission
Statement of Revenues and Expenses by Class
For the Nine Months Ending March 31, 2026

	85 RTA	90 LOCAL	80 Indirect Cost Center	TOTAL
Ordinary Income/Expense				
Income				
4100 · Bus Fare Revenues	88,161.58	0.00	0.00	88,161.58
4500 · Federal/State Revenues	1,108,038.24	97,492.54	0.00	2,006,270.78
461.00 · Principal on Loans	0.00	0.00	0.00	236,046.05
4700-48 · Local Revenues	94,055.00	375,033.79	0.00	687,392.06
4900 · Miscellaneous Revenues	4,144.47	58,080.68	0.00	401,048.58
5000-52 · RLF Income	0.00	0.00	0.00	66,618.11
	<u>1,294,399.29</u>	<u>530,607.01</u>	<u>0.00</u>	<u>3,485,537.16</u>
Expense				
700.00 · Personnel Expenses	575,141.13	215,799.92	226,920.96	1,352,444.99
704.00 · Unemployment	2,235.00	0.00	0.00	2,235.00
706.00 · Physicals	880.00	0.00	0.00	880.00
707.00 · Uniform Expense	794.80	0.00	0.00	794.80
708.00 · Drug Testing	1,247.00	0.00	0.00	1,247.00
709.00 · Personnel Expenses	551.80	0.00	80.00	631.80
710.00 · Payroll Services	79.34	0.00	5,993.74	6,073.08
712.00 · Advertising	0.00	1,771.13	78.62	2,904.70
717.00 · Audit	0.00	0.00	20,500.00	25,500.00
726.00 · Contractual Expenses	25,373.62	8,052.15	0.00	56,637.81
728.00 · Information Technology	22,535.65	1,430.24	17,138.33	41,870.42
729.00 · Copier Expense	0.00	0.00	2,736.71	2,736.71
730.00 · Legal Expense	1,591.00	0.00	111.00	3,197.00
738.00 · Depreciation Expense	0.00	0.00	0.00	0.00
740.00 · Dues & Subscriptions	3,260.00	4,450.00	6,016.33	16,204.11
741.00 · Public Notices	98.27	371.24	690.60	1,557.87
746.00 · Leased Equipment	0.00	0.00	539.91	1,930.50
747.00 · Equipment under \$5000	787.17	927.78	284.48	9,840.85
748.00 · Capital Equipment/Improvements	64,594.86	21,330.00	0.00	176,786.14
749.00 · Principal Expense	0.00	0.00	0.00	37,927.32
750.00 · Lead/Radon Testing	0.00	48.00	0.00	48.00
751.00 · Housing	0.00	0.00	0.00	751,648.70
752.00 · Admin. Expense	0.00	0.00	0.00	83,003.00
754.00 · Insurance	79,098.03	0.00	34,715.03	129,046.84
756.00 · Mortgage Filing Expenses	0.00	0.00	0.00	1,158.49
757.00 · Interest Expense	0.00	0.00	0.00	191.18
766.00 · Bldg. Maintenance & Repairs	5,468.61	0.00	0.00	16,437.58
767.00 · Vehicle Maintenance & Repairs	99,407.93	0.00	9,850.64	109,940.90
768.00 · Marketing	215.24	612.76	4,435.67	6,386.86
769.00 · Meeting Expense	246.68	37.63	1,090.27	1,688.23
782.00 · Printing/Postage	245.96	132.77	3,101.62	3,685.26
791.00 · Rent	4,900.00	0.00	0.00	4,900.00
806.00 · Supplies	3,190.80	226.99	4,215.53	10,636.47
807.00 · Bank & Finance Charges	0.00	106.30	368.80	501.10
808.00 · Fuel/Oil	63,096.83	0.00	0.00	64,232.58
810.00 · Telecommunications	5,193.73	0.00	10,386.42	16,039.30
811.00 · Utilities Expense	9,822.45	0.00	0.00	36,604.23
812.00 · Bldg Operation Allocation	0.00	0.00	59,737.00	0.00
813.00 · Real Estate Taxes	0.00	0.00	0.00	26,504.00
815.00 · Mileage Expense	25.00	0.00	0.00	25.00
816.00 · Travel	0.92	1,363.50	1,720.37	4,276.87
818.00 · Conferences & Training	30.34	12,396.68	1,634.31	15,089.25
820.00 · Use Allowance	-192.00	1,107.28	805.59	4,590.47
829.00 · Down Payment Assistance	0.00	0.00	0.00	45,000.00
830.00 · Participant Loans	0.00	0.00	0.00	190,000.00
825.00 · Bad Debt Expense	0.00	0.00	0.00	0.00
850.00 · Grant Expenditure	0.00	0.00	0.00	0.00
890.00 · Matching Expenditures	0.00	0.00	0.00	0.00
900.00 · Indirect Costs	180,110.12	68,429.08	(354,523.52)	0.00
	<u>1,150,030.28</u>	<u>338,593.45</u>	<u>58,628.41</u>	<u>3,263,034.41</u>
Excess (deficiency) of revenues over (under) expenditures	<u>144,369.01</u>	<u>192,013.56</u>	<u>(58,628.41)</u>	<u>222,502.75</u>
SEIRPC Adjusted Balance	<u>144,369.01</u>	<u>192,013.56</u>	<u>(58,628.41)</u>	<u>264,205.60</u>

Southeast Iowa Regional Planning Commission

Check Register

March 31, 2026

Type	Date	Num	Name	Amount
Bill Pmt -Check	03/03/2026	277212	ABC Fire Extinguisher Sales & Service Inc	695.10
Bill Pmt -Check	03/03/2026	277213	City of Burlington, Iowa	2,477.52
Bill Pmt -Check	03/03/2026	277214	City of West Burlington.	451.82
Bill Pmt -Check	03/03/2026	277215	Deery Brothers	355.34
Bill Pmt -Check	03/03/2026	277216	Department of Administrative Services	50.00
Bill Pmt -Check	03/03/2026	277217	Des Moines County Treasurer	13,252.00
Bill Pmt -Check	03/03/2026	277218	Frank Millard and Company Inc.	2,650.00
Bill Pmt -Check	03/03/2026	277219	Great River Janitorial, LLC	1,400.00
Bill Pmt -Check	03/03/2026	277220	i connect you.	261.96
Bill Pmt -Check	03/03/2026	277221	Jim Baier Inc.	93.35
Bill Pmt -Check	03/03/2026	277222	Kaya Motors	466.16
Bill Pmt -Check	03/03/2026	277223	Mediapolis News	50.00
Bill Pmt -Check	03/03/2026	277224	Mohrfeld Electric, Inc	105.00
Bill Pmt -Check	03/03/2026	277225	Mohrfeld Manufacturing & Design	215.00
Bill Pmt -Check	03/03/2026	277226	Sara Hecox	189.17
Bill Pmt -Check	03/03/2026	277227	Secretary of State	30.00
Bill Pmt -Check	03/03/2026	277228	Team Staffing Solutions, Inc	590.75
Bill Pmt -Check	03/03/2026	277229	The Beacon	60.00
Bill Pmt -Check	03/03/2026	277230	Verizon Wireless	632.35
Bill Pmt -Check	03/03/2026	277231	Xpert Automotive & Sales	100.00
Bill Pmt -Check	03/09/2026	277232	Passio Tech LLC	884.10
Bill Pmt -Check	03/09/2026	277233	Verizon Wireless	458.92
Bill Pmt -Check	03/09/2026	277234	VISA	2,490.75
Bill Pmt -Check	03/09/2026	277235	Wex Bank	557.39
Bill Pmt -Check	03/18/2026	277236	Access Energy Cooperative	317.55
Bill Pmt -Check	03/18/2026	277237	Access Systems	305.85
Bill Pmt -Check	03/18/2026	277238	Allan Ruggles	20.00
Bill Pmt -Check	03/18/2026	277239	Bauer Built Tire	36.25
Bill Pmt -Check	03/18/2026	277240	Brad Holtkamp Automotive, Inc.	319.48
Bill Pmt -Check	03/18/2026	277241	Burlington Multimedia LLC	351.64
Bill Pmt -Check	03/18/2026	277242	City of Burlington, Iowa	2,829.53
Bill Pmt -Check	03/18/2026	277243	City of Keokuk.	1,100.20
Bill Pmt -Check	03/18/2026	277244	City of Mount Pleasant	315.21
Bill Pmt -Check	03/18/2026	277245	Cray Law Firm PLC	682.50
Bill Pmt -Check	03/18/2026	277246	Culligan	56.95
Bill Pmt -Check	03/18/2026	277247	Dingus Transport Services, Inc. (DTS)	486.21
Bill Pmt -Check	03/18/2026	277248	DSI Medical Services, Inc.	94.00
Bill Pmt -Check	03/18/2026	277249	Fedex	55.32
Bill Pmt -Check	03/18/2026	277250	Frank Millard and Company Inc.	830.50
Bill Pmt -Check	03/18/2026	277251	Kaya Motors	78.24
Bill Pmt -Check	03/18/2026	277252	L.J. Roth Reconstruction, Inc.	829.04
Bill Pmt -Check	03/18/2026	277253	LaVeine Sanitation Service Inc.	75.00
Bill Pmt -Check	03/18/2026	277254	Lee County Economic Development Group Inc	1,400.00
Bill Pmt -Check	03/18/2026	277255	Louisa Development Group	0.00
Bill Pmt -Check	03/18/2026	277256	Masters Telecom LLC	103.53
Bill Pmt -Check	03/18/2026	277257	Mediacom	254.90
Bill Pmt -Check	03/18/2026	277258	Midwest Alarm Services	362.00
Bill Pmt -Check	03/18/2026	277259	Midwest Group Benefits	94.80
Bill Pmt -Check	03/18/2026	277260	Passio Tech LLC	884.10

Schedule 3

Southeast Iowa Regional Planning Commission

Check Register

March 31, 2026

Type	Date	Num	Name	Amount
Bill Pmt -Check	03/18/2026	277261	Pauwels Lawn Care & Maintenance	305.00
Bill Pmt -Check	03/18/2026	277262	Shottenkirk Superstore	968.08
Bill Pmt -Check	03/18/2026	277263	Southeast Iowa Regional Medical Center WB	25.00
Bill Pmt -Check	03/18/2026	277264	Swailes Auto Supply Inc.	75.60
Bill Pmt -Check	03/18/2026	277265	Team Staffing Solutions, Inc	1,181.50
Bill Pmt -Check	03/18/2026	277266	Waterworks Car Wash	41.00
Bill Pmt -Check	03/18/2026	277267	Winners Circle	229.70
Bill Pmt -Check	03/18/2026	277268	Xpert Automotive & Sales	193.50
Bill Pmt -Check	03/31/2026	277269	Alliant Energy	182.25
Bill Pmt -Check	03/31/2026	277270	Verizon Wireless	590.55
Bill Pmt -Check	03/31/2026	277271	Access Systems Leasing	154.51
Bill Pmt -Check	03/31/2026	277272	Alliant Energy	447.67
Bill Pmt -Check	03/31/2026	277273	Dingus Transport Services, Inc. (DTS)	2,053.09
Bill Pmt -Check	03/31/2026	277274	Drake Hardware & Software	1,508.79
Bill Pmt -Check	03/31/2026	277275	Jim Baier Inc.	33.45
Bill Pmt -Check	03/31/2026	277276	Kinney & Sons Excavating & Grading, Inc.	300.00
Bill Pmt -Check	03/31/2026	277277	Louisa Development Group	500.00
Bill Pmt -Check	03/31/2026	277278	Mount Pleasant Utilities	39.80
Bill Pmt -Check	03/31/2026	277279	Ronald Stigge	20.00
Bill Pmt -Check	03/31/2026	277280	Team Staffing Solutions, Inc	1,098.80
Bill Pmt -Check	03/31/2026	277281	TK Elevator Corporation	203.14
Bill Pmt -Check	03/31/2026	277282	Verizon Wireless	458.09
Bill Pmt -Check	03/31/2026	277283	West Burlington Collision Center	375.00
				51,384.00
Electronic Payment	03/05/2026		Alliant	3,223.97
Electronic Payment	03/05/2026		IPERS	16,723.29
Electronic Payment	03/31/2026		Payroll	80,560.68
Electronic Payment	03/31/2026		Payroll Processing Fees	526.47
Electronic Payment	03/31/2026		Payroll Taxes	26,876.62
Electronic Payment	03/01/2026		Principal Financial	3,132.46
Electronic Payment	03/06/2026		Two Rivers Bank	63.80
Electronic Payment	03/01/2026		Wellmark	14,529.23
				145,636.52
			TOTAL EXPENDITURES	197,020.52

VISA Credit Card Statement

STATEMENT DATE: 04/01/2026 - March 2026 Activity

PAYMENT DUE DATE: 4/26/2026

CHECK# 277324

DATE PAID 4/16/2026



Expense				Class		Amount
Date	Transaction Description	Account#	Type	Class#	Class Name	
MIKE NORRIS						
05-Mar-26	DSM Parking	816	Travel	80	Indirect	10.00
05-Mar-26	DSM Parking Meters	816	Travel	80	Indirect	2.25
05-Mar-26	Staybridge Suites	816	Travel	80	Indirect	142.58
12-Mar-26	Facebook	712	Advertising	80	Indirect	50.00
11-Mar-26	IA SOS - J&M Displays	740	Dues & Subscriptions	71.03	EDA III	5.00
12-Mar-26	Facebook	712	Advertising	80	Indirect	2.00
12-Mar-26	Facebook	712	Advertising	80	Indirect	2.00
12-Mar-26	Facebook	712	Advertising	80	Indirect	2.00
12-Mar-26	Facebook	712	Advertising	80	Indirect	2.00
12-Mar-26	Facebook	712	Advertising	80	Indirect	2.00
12-Mar-26	Facebook	712	Advertising	80	Indirect	2.00
12-Mar-26	Facebook	712	Advertising	80	Indirect	2.00
13-Mar-26	Facebook	712	Advertising	80	Indirect	2.00
13-Mar-26	Facebook	712	Advertising	80	Indirect	3.00
13-Mar-26	Facebook	712	Advertising	80	Indirect	2.10
13-Mar-26	Facebook	712	Advertising	80	Indirect	2.29
13-Mar-26	Facebook	712	Advertising	80	Indirect	2.10
13-Mar-26	Facebook	712	Advertising	80	Indirect	2.13
13-Mar-26	Facebook	712	Advertising	80	Indirect	3.00
13-Mar-26	DSM Parking	816	Travel	80	Indirect	5.00
TOTAL						243.45
SHERRI JONES						
06-Mar-26	DocuSign	740	Dues & Subscriptions	80	Indirect	480.00
06-Mar-26	DocuSign - Overage Fee	740	Dues & Subscriptions	80	Indirect	34.80
09-Mar-26	Des Moines Register - monthly charge	740	Dues & Subscriptions	80	Indirect	45.00
10-Mar-26	Beancounter	769	Meeting Expense	90.7	SIREPA	37.63
12-Mar-26	Pryor Learning	818	Conferences & Training	80	Indirect	316.94
12-Mar-26	Occuscreen - (JS) 3/12/2026	709	Personnel Expenses	85	RTA	55.30
16-Mar-26	Occuscreen - (JS) 3/12/2026	709	Personnel Expenses	85	RTA	12.00
16-Mar-26	Occuscreen - (JS) 3/12/2026	709	Personnel Expenses	85	RTA	16.00
16-Mar-26	Occuscreen - (JS) 3/12/2026	709	Personnel Expenses	85	RTA	40.00
18-Mar-26	Indeed	712	Advertising	90	Local	500.01
25-Mar-26	Happy Joes Pizza	806	Supplies	80	Indirect	60.13
25-Mar-26	Happy Joes Pizza	769	Meeting Expense	80	Indirect	124.69
TOTAL						1,722.50
ZACH JAMES						
24-Mar-26	United.com - HUD Conference - Washington D.C. (JS)	818	Conferences & Training	90.85	Lead Grant Direct	747.43
24-Mar-26	United.com - HUD Conference - Washington D.C. (JS)	818	Conferences & Training	90.85	Lead Grant Direct	19.34
TOTAL						766.77
LORI GILPIN						
01-Mar-26	Amazon	806	Supplies	80	Indirect	35.14
03-Mar-26	Electronic Services - Bowdre	756	Mortgage Filing	48.02	GRHTF	30.50
04-Mar-26	Menards	806	Supplies	90.85	Lead Grant Direct	97.46
07-Mar-26	Amazon	806	Supplies	80	Indirect	12.28
07-Mar-26	Amazon	806	Supplies	85	RTA	12.27
05-Mar-26	Hy-Vee	806	Supplies	80	Indirect	60.65
06-Mar-26	Amazon	806	Supplies	80	Indirect	45.14
06-Mar-26	Amazon	806	Supplies	80	Indirect	9.33
06-Mar-26	Amazon	806	Supplies	85	RTA	44.99
09-Mar-26	Auditor of State - FY24 Audit - Filing Fee	717	Audit	80	Indirect	250.00
09-Mar-26	Auditor of State - FY24 Audit - Service Fee	807	Bank & Finance Charges	80	Indirect	6.25
09-Mar-26	Auditor of State - FY25 Audit - Filing Fee	717	Audit	80	Indirect	250.00
09-Mar-26	Auditor of State - FY25 Audit - Service Fee	807	Bank & Finance Charges	80	Indirect	6.25
11-Mar-26	Amazon	806	Supplies	85	RTA	49.99
13-Mar-26	Amazon	806	Supplies	80	Indirect	18.55
13-Mar-26	Amazon	806	Supplies	80	Indirect	55.34
18-Mar-26	Accurate Analytical - (R. Wells) - 509 South 6th, Bur	750	Lead/Radon Testing	90.85	Lead Grant Direct	48.00
17-Mar-26	Electronic Services - Grumadas	756	Mortgage Filing	48.02	GRHTF	35.60
19-Mar-26	Electronic Services - Hartman	756	Mortgage Filing	48.02	GRHTF	10.13
23-Mar-26	USPS - Letter to Schleisman Family & FY25 Report	782	Printing & Postage	80	Indirect	8.85
24-Mar-26	Facebook	712	Advertising	90.80	Lead Grant Admin	23.12
24-Mar-26	Electronic Services - Wrieden	756	Mortgage Filing	47.0822	HRPBG - Kcokuk - O	35.60
29-Mar-26	Amazon	806	Supplies	22	Facility	33.41
29-Mar-26	Amazon	806	Supplies	85	RTA	119.98
TOTAL						1,298.83
PAT INRACHAVONGSA						
02-Mar-26	Google	172	Prepaid Expenses	85	RTA	10.69
03-Mar-26	Google	172	Prepaid Expenses	85	RTA	5.34
02-Mar-26	Jet Stop	767	Vehicle Maintenance & Repair	10	Company Vehicles	11.00
04-Mar-26	Farm King	767	Vehicle Maintenance & Repair	85	RTA	3.09
12-Mar-26	Mobilityworks	767	Vehicle Maintenance & Repair	85	RTA	300.12
18-Mar-26	Farm King	766	Bldg. Maintenance & Repairs	85.9	Montrose Facility	14.45
18-Mar-26	Menards	806	Supplies	85	RTA	136.44
23-Mar-26	Farm King	766	Bldg. Maintenance & Repairs	85.9	Montrose Facility	12.37
26-Mar-26	Fleetio.com	728	Information & Technology	85	RTA	350.00
26-Mar-26	Menards	806	Supplies	85	RTA	32.64
26-Mar-26	Menards	806	Supplies	85	RTA	29.14
TOTAL						905.28
FRANK MASON						
TOTAL						0.00
TOTAL						4,936.83

Southeast Iowa Regional Planning Commission
Accounts Receivable Aging Summary
March 31, 2026

	Current	1 - 45	46 - 90	> 90	TOTAL
Local:					
Capitol Theater	570.00	-	-	225.00	795.00
City of Columbus City	-	-	-	597.00	597.00
City of Danville	9,325.00	13,405.00	-	-	22,730.00
City of Fort Madison	2,500.00	-	-	-	2,500.00
City of Keokuk	17,705.00	-	2,080.00	-	19,785.00
City of Letts	-	-	-	579.00	579.00
Des Moines County Emergency Mgmt	15,000.00	-	-	-	15,000.00
Henry County Auditor	-	-	-	2,500.00	2,500.00
HUD Lead	11,388.15	-	-	-	11,388.15
IDOT	50,160.00	-	52,059.00	-	102,219.00
Iowa Economic Development Authority	3,500.00	-	1,960.00	-	5,460.00
Lee County Auditor	11,000.00	-	-	-	11,000.00
Lee County Economic Development Group	1,750.00	-	-	-	1,750.00
Mount Pleasant Municipal Utilities	4,235.00	-	-	-	4,235.00
	<u>127,133.15</u>	<u>13,405.00</u>	<u>56,099.00</u>	<u>3,901.00</u>	<u>200,538.15</u>
Housing:					
City of Burlington	-	-	-	5,804.00	5,804.00
	<u>-</u>	<u>-</u>	<u>-</u>	<u>5,804.00</u>	<u>5,804.00</u>
Great River Housing Trust Fund:					
Federal Home Loan Bank	-	-	-	24,152.00	24,152.00
IFA	-	(800.00)	-	11,235.00	10,435.00
	<u>-</u>	<u>(800.00)</u>	<u>-</u>	<u>35,387.00</u>	<u>34,587.00</u>
RTA:					
A2C	20,000.00	20,000.00	20,000.00	125,482.82	185,482.82
Alexander Catlett	-	-	-	25.00	25.00
Azria Health Prairie Ridge	-	-	-	70.00	70.00
Bickford Senior Living	-	-	-	90.00	90.00
Birkwood Nursing Home	126.00	219.00	225.00	-	570.00
BUS	-	49.21	-	-	49.21
Cheryl Gabaur	-	-	-	5.00	5.00
Christina Warner	-	-	-	(100.00)	(100.00)
Christy McAllister	-	-	-	(100.00)	(100.00)
City of Fort Madison	2,125.00	-	-	(2,000.00)	125.00
City of Keokuk	2,125.00	-	-	-	2,125.00
City of Morning Sun	-	-	-	(979.00)	(979.00)
Cynthia Schmell	-	-	-	15.00	15.00
Debra McCoin	-	-	(225.00)	-	(225.00)
Gary Wilson	-	-	-	20.00	20.00
Imagine the Possibilities fka Hope Haven	1,010.00	1,147.00	1,160.00	-	3,317.00
Jeff Edwards	-	-	-	25.00	25.00
Jeff Letts	25.00	25.00	25.00	-	75.00
Jennifer Smith	-	-	-	57.50	57.50
Jill DeRonde	-	-	-	(25.00)	(25.00)
Juliana Alvis	-	-	-	40.00	40.00
Lisa Griswold	-	-	-	(25.00)	(25.00)
Logisticare	-	-	-	364.90	364.90
Milestones Area Agency on Aging	1,026.00	(1,026.00)	1,026.00	475.69	1,501.69
Mississippi Valley Nursing Home	50.00	50.00	50.00	-	150.00
New Choices	224.00	-	-	-	224.00
New London Specialty Care	540.00	495.00	540.00	-	1,575.00
Oakview - Blair House	66.00	69.00	48.00	100.00	283.00
Ridgeview Assisted Living	-	-	-	7.50	7.50
Sandra Carson	-	-	-	25.00	25.00
Shirley Self	-	25.00	-	-	25.00
Southeast Iowa Regional Medical Center	5,000.00	-	-	-	5,000.00
State of Iowa	93,624.00	-	-	-	93,624.00
Tosha Rhoades	-	-	-	(25.00)	(25.00)
Tyson Riles	-	-	-	75.00	75.00
	<u>125,941.00</u>	<u>21,053.21</u>	<u>22,849.00</u>	<u>123,624.41</u>	<u>293,467.62</u>
Total	<u>253,074.15</u>	<u>33,658.21</u>	<u>78,948.00</u>	<u>168,716.41</u>	<u>534,396.77</u>

**Southeast Iowa Regional Planning Commission
Accounts Payable Aging Summary
March 31, 2026**

	Current	1 - 45	46 - 90	> 90	TOTAL
Bauer Built Tire	373.90	-	-	-	373.90
Burlington Multimedia LLC	257.21	-	-	-	257.21
City of Burlington, Iowa	3,961.96	-	-	-	3,961.96
City of Keokuk.	996.88	-	-	-	996.88
City of Mount Pleasant	273.29	-	-	-	273.29
City of West Burlington.	412.81	-	-	-	412.81
Cray Law Firm PLC	812.50	-	-	-	812.50
Culligan	50.45	-	-	-	50.45
Detrick's Truck & Trailer Service LLC	567.65	-	-	-	567.65
DSI Medical Services, Inc.	94.00	-	-	-	94.00
Great River Janitorial, LLC	1,400.00	-	-	-	1,400.00
Great Western Supply Company	189.10	-	-	-	189.10
Iowa Dept. of Inspections, Appeals, & Lic	175.00	-	-	-	175.00
LaVeine Sanitation Service Inc.	75.00	-	-	-	75.00
Mike Campbell's Body Shop & Towing Inc	9,850.64	-	-	-	9,850.64
Mike. Norris	500.00	-	-	-	500.00
Mobil 1 Lube Express Prolube Burlington	385.80	-	-	-	385.80
Pauwels Lawn Care & Maintenance	880.00	-	-	-	880.00
Pitney Bowes Bank Inc - Purchase Power	601.37	-	-	-	601.37
Pitney Bowes Global Financial Svcs. LLC	179.97	-	-	-	179.97
Plaza Tire Service	160.81	-	-	-	160.81
Southeast Iowa Regional Medical Center WB	380.00	-	-	-	380.00
Sunshine Power LLC	3,813.89	-	-	-	3,813.89
Team Staffing Solutions, Inc	590.75	-	-	-	590.75
VISA	4,936.83	-	-	-	4,936.83
Waterworks Car Wash	52.00	-	-	-	52.00
Wex Bank	905.93	-	-	-	905.93
Winners Circle	11.46	-	-	-	11.46
	32,889.20	-	-	-	32,889.20

**Southeast Iowa Regional Economic and Port Authority
Financial Summary
March 31, 2026**

PROFIT & LOSS ALL CLASSES		3/31/2026
TOTAL REVENUES :		41,002
TOTAL EXPENSES :		19,662
Excess of revenues over expenditures- note this is accrual basis		21,340

BALANCE SHEET	
Connection Bank as of 03/31/2026	253,663
Building	1,000,000
Note Payable	(751,534)

ACCOUNTS RECEIVABLE BALANCE				
	1-45	46-90	>90	TOTAL
none	-	-	-	-

ACCOUNTS PAYABLE BALANCE				
	1-45	46-90	>90	TOTAL
none	-	-	-	-

CASH RECEIPTS - life to date (accrual basis)				
Alliant Energy	12/2/2013	FY14		5,000
State of Iowa	7/24/2014	FY15		2,500
Lee County Auditor	4/25/2016	FY16		1,000
City of Keokuk	8/29/2016	FY16		1,000
Connection Bank -refund service fees	10/31/2017	FY18		39
Lee County Auditor	9/26/2019	FY19		2,000
City of Fort Madison	9/26/2019	FY19		2,000
City of Fort Madison	10/24/2019	FY13/FY16		3,000
City of Keokuk	10/10/2019	FY19		2,000
Alliant Energy	10/28/2019	FY20		2,000
Lee County Auditor	2/21/2020	FY20		2,000
City of Keokuk	6/19/2020	FY20		2,000
City of Fort Madison	8/13/2020	FY20		2,000
City of Keokuk	10/30/2020	FY21		2,000
City of Fort Madison	10/30/2020	FY21		2,000
Lee County Auditor	10/22/2020	FY21		2,000
Connections Bank	8/2/2021	FY22		24,701
Lee County Economic Group	8/4/2021	FY22		9,984
City of Fort Madison	8/31/2021	FY22		2,000
City of Keokuk	9/22/2021	FY22		2,000
Lee County Auditor	9/29/2021	FY22		2,000
Lee County Auditor	6/22/2022	FY22		704,013
Transfer In	7/13/2022	FY23		11,775
Lee County Auditor	12/14/2022	FY23		2,000
City of Keokuk	12/21/2022	FY23		2,000
City of Fort Madison	12/30/2022	FY23		2,000
Transfer In	7/20/2023	FY24		13,512
City of Keokuk	7/12/2023	FY24		3,500
City of Fort Madison	8/10/2023	FY24		2,000
Lee County Auditor	8/16/2023	FY24		2,000
Lee County Auditor	12/13/2023	FY24		1,245,987
City of Keokuk	7/25/2024	FY25		3,500
Danville Telecom	11/19/2024	FY25		425,100
Connections Bank	4/30/2025	FY25		680
Lee County Auditor	5/2/2025	FY25		2,000
Lee County Economic Group	5/6/2025	FY25		19,108
Connections Bank	5/31/2025	FY25		1,479
City of Fort Madison	7/31/2025	FY25		2,000
Connections Bank	6/30/2025	FY25		1,528
City of Keokuk	7/1/2025	FY26		3,500
City of Fort Madison	receivable	FY26		3,500
Lee County Auditor	receivable	FY26		3,500
Lee County Economic Group	receivable	FY26		19,662
Connections Bank interest	9/30/2025	FY26		4,491
Connections Bank interest	10/31/2025	FY26		1,401
Connections Bank interest	11/30/2025	FY26		1,179
Connections Bank interest	12/31/2025	FY26		1,468
Connections Bank interest	1/31/2026	FY26		1,053
Connections Bank interest	2/28/2026	FY26		582
Connections Bank interest	3/31/2026	FY26		666

CASH DISBURSEMENTS - life to date (accrual basis)				
SEIRPC	7/25/2014	#1001		5,000
University of Iowa	7/25/2014	#1002		2,500
Deluxe	8/6/2014	electronic		131
SEIRPC	6/30/2015	#1003		2,694
service fee	10/31/2016	electronic		4
service fee	11/30/2016	electronic		4
service fee	12/31/2016	electronic		4
SEIRPC	4/12/2017	#1004		5,080
service fees	Jan - June 2017	electronic		26
service fees	July - Sept 2017	electronic		12
SEIRPC	12/4/2019	#1005		7,662
Closing costs	8/2/2021	-		1,534
ICAP	8/4/2021	#1006		9,984
Lee County Treasurer	11/1/2021	#1007		11,601
SEIRPC - admin (net of expenses)	12/17/2021	#1100		5,790
Lee County Treasurer	3/24/2022	#1101		11,601
Brown Winick Law	5/5/2022	#1102		1,425
James F. Dennis Law Firm	5/19/2022	#1103		1,075
Danville Telephone Company	6/29/2022	#1104		700,000
ICAP	7/18/2022	#1105		11,775
void		#1106		-
ICAP	7/19/2023	#1107		13,512
SEIRPC - admin	8/2/2023	#1108		8,242
Danville Telephone Company	12/14/2023	#1109		1,212,750
SEIRPC - public notices/subscriptions	6/30/2024	#1111		551
SEIRPC - admin	6/30/2024	#1111		6,240
SEIRPC - public notices/subscriptions	7/31/2024	#1111		240
ICAP	8/15/2024	#1110		19,108
UMIMRA - conference registration	4/2/2025	#1112		250
James F. Dennis Law Firm	4/30/2025	#1113		280
SEIRPC -staff time thru 5/1/25	5/28/2025	#1114		6,755
ICAP	7/28/2025	#1115		19,662

Department Reports

OB 1



Memo

To: SEIRPC Board of Directors
 From: Mike Norris, Executive Director
 Date: March 26, 2026
 Re: SEIRPC Housing update

HOUSING DEPARTMENT UPDATE, March, 2026									
	GRH = Great River Housing	SIHI = Southeast Iowa Housing, Inc.							
Program			Place	Units	Funding Amt	Status	Role		
TOTALS				378	\$29,809,500				
APPLICATIONS									
1 Federal Home Loan Bank (FHLB) Owner Occupied Rehabilitation			Region	22	\$528,000	In Review	GRH App/Admin/Insp		
2 Southeast Iowa Workforce Housing Initiative (CPF)			Region-	64	\$2,900,000	NOT FUNDED	App/Admin/Insp		
3 Lincoln School Apt Conversion			Fort Madison	30	\$10,000,000	In Review	Co-Developer, SIHI		
4 HOME down payment assistance / wrap around rehab			Region	12	\$420,000	In Review	App/Admin/Insp		
5 CDBG Roof Rehab applications			Burlington	6	\$210,000	In Review	App/Admin/Insp		
GRANTS UNDER ADMINISTRATION									
6 Federal Home Loan Bank Owner Occupied Rehab 2024 application			Region	20	\$400,000	Est. April	App/Admin/Insp		
7 HUD Lead Hazard Reduction Grant			Region	30	\$1,000,000	Open	App/Admin/Insp		
8 Pilot Neighborhood Rehab Grant (owner occupied, rental, vacant)			Keokuk	12	\$600,000	CLOSING OUT	App/Admin/Insp		
9 Pilot Neighborhood Rehab Grant (owner occupied, rental, vacant)			Burlington	12	\$1,000,000	CLOSING OUT	App/Admin/Insp		
10 2024, 2025 State Housing Trust Fund grants			Region	20	\$920,000	Open	App/Admin/Insp		
PROJECT FUNDING									
11 Great River Housing Special Finance, Apollo Apts			Burlington	49	\$200,000	Est. Jan 2027	GRH Lender		
12 Great River Housing Special Finance, Hershey Apts IWU			Mt Pleasant	22	\$250,000	Est. Jan 2027	GRH Lender		
13 Great River Housing Upper Story			Burlington	12	\$160,000	Complete	Admin/Insp		
14 Great River Housing Upper Story			Keokuk	2	\$80,000	Open	Admin/Insp		
15 Great River Housing Rehabs			Region	4	\$39,000	Open	App/Admin/Insp		
INTERNAL HOUSING DEVELOPMENT (HOUSING, INC.)									
16 Home Renewal Program 3013 Ave O rehab/resale			Fort Madison	1	\$95,000	Est. June	Developer		
HOMES FOR IOWA									
17 Volunteer board president									
MEDIAPOLIS HOUSING TRUST FUND									
18 Fund administration			Mediapolis	1	\$7,500	Open	Administration		
STRATEGY/ASSISTANCE									
19 West Burlington Housing Readiness Assessment			West Burlington		\$20,000	COMPLETE	Application/Committee		
20 Greater Burlington Housing Committee			Des Moines Co.			Chair	Committee		
21 Lee County Housing Needs Assessment			Lee County		\$30,000	In process	Admin/Procurement		
22 Development Center Adaptive Reuse Consulting			Keokuk	44	\$7,000,000	In process	Strategy		
23 James Block Building Adaptive Reuse			Fort Madison			In process	Strategy/Procurement		
24 Trinity Church lot redevelopment			Burlington	3	\$650,000	In process	Strategy		
25 Infill lot redevelopment James Madison MS			Burlington	12	\$3,300,000	In process	Strategy/funding		
26 Donnellson subdivision platting			Donnellson	12	\$3,300,000	In process	Strategy/funding		
27 Donnellson TIF consulting			Donnellson			In process	Strategy		
23 Workforce Housing Tax Credit Consulting			Mt Pleasant	13	\$3,380,000	In process	Strategy		
UPCOMING									
24 CDBG Upper Story Applications						September			

Memo



To: Mike Norris, Executive Director

From: Zach James, Assistant Director

Date: May 22, 2026

Re: Planning and Administration Department Projects Update

Below are updates on Planning Department projects.

- **Staff Update – Grant Administrator**

We have hired Kacie Westphalen to fill a part-time Grant Administration position to take over for Jordan Amerman, whose last day was at the end of March. Susan Coffey, former Grant Administration Director, will be assisting other staff in helping get Kacie trained on grant administration duties and requirements on a limited part-time basis.

- **Mediapolis – Former Highway 61 (Wapello Street) Visioning**

Planning staff is finalizing an agreement to assist the City of Mediapolis with a visioning process for the former Highway 61 (Wapello Street) through the community. With the recently completed Highway 61 bypass, jurisdiction of the former highway corridor is expected to transfer to the City within the next year, creating an opportunity to reimagine the corridor to better reflect local needs.

This project will focus on engaging community members and stakeholders to gather input on the desired character, function, and design of the corridor. The visioning process will explore opportunities to transition the former highway into a more community-oriented street with concepts that may include elements such as improved pedestrian accommodations, streetscaping, boulevard-style design treatments, and enhanced access management and safety features.

The outcome will be a conceptual plan that establishes a long-term vision and provides a framework to guide future engineering design, funding applications, and phased implementation of improvements along Wapello Street.

Grant Applications in Development, Submitted, and/or Under Review

Entity	Project	Grant Program	Request Amount
Burlington	Division Street and West Burlington Avenue Roundabout	Iowa DOT RISE	\$900,000
Henry County and Mount Pleasant	Goodyear Road and Washington Street Intersection Improvements	Iowa DOT RISE	\$651,406
Burlington	Burlington Multipurpose Grant	EPA Multipurpose Grant	\$1,000,000
SEIRPC	Lee County Coalition Assessment	EPA Coalition Assessment Grant	\$1,000,000
Wapello	308 N 2 nd Street Renovation	Community Catalyst	\$100,000
Morning Sun	Wastewater Treatment Plant	Wastewater Treatment Financial Assistance Program	\$500,000
Fort Madison	10 th Street CSO	Wastewater Treatment Financial Assistance Program	\$500,000
Mediapolis	Wastewater and Stormwater Improvements	Wastewater Treatment Financial Assistance Program	\$250,000
Fort Madison	Business 61 Reconstruction Project	BUILD	\$8,765,000

Grant Applications Recently Funded

Entity	Project	Grant Program	Request Amount
Burlington	Summer Street-Dankwardt Park Connector Trail	REAP	\$125,000
Burlington	Summer Street-Dankwardt Park Connector Trail	Iowa DOT RISE	\$706,500
Fort Madison	9 th Street Combined Sewer Separation	Community Funded Project	\$4,000,000
West Burlington	Industrial Park Road Extension	Iowa DOT RISE	\$1,064,254

Grants currently under administration

Entity	Project	Grant Program
Burlington	TIGER – Main and Jefferson Streets/Riverfront	USDOT TIGER
Danville	UV Disinfection of Lagoon	CDBG/SRF/WTFAP
Morning Sun	Sewer Improvements	CDBG/EPA/SRF (Miller Meeks)
Mediapolis	Wastewater Treatment Plant Improvements	CDBG/SRF/USDA (Miller Meeks)
Fort Madison	Sewer Improvements	CDBG/SRF/EPA (Miller Meeks)
Lee County	EMS/County Health Building	CDBG/USDA
Keokuk	Riverfront Trail	IDOT/Wellmark/REAP
Fort Madison	Phase IV 48 th Street Trail Connector	IDOT/REAP
Keokuk	Elkem – Plat 1 Cleanup	EPA
Keokuk	Elkem – Auditor’s Parcel D Cleanup	EPA
Keokuk	Elkem – Southern Parcel	EPA
Keokuk Waterworks	Water Tower Improvements	SRF/BIL
Danville	Grid Resiliency Improvements	Iowa GRID Resilience Fund
Mount Pleasant Municipal Utilities	Hoaglin Road Undergrounding	Iowa GRID Resilience Fund
Wapello	Downtown Façade Improvements	CDBG
Keokuk	1000 Block Main Street Revitalization	Community Catalyst
Keokuk	1100 Block Main Building Stabilization	Challenge/Catalyst/IDNR/WFHTC
Fort Madison	Avenue L – 20 th to 30 th Street	IDOT - STBG
Des Moines County	Solar Trailer Purchase	IEDA/DOE – State Energy Program
Mount Pleasant	Winfield Avenue Reconstruction	IDOT - STBG
Burlington Low Rent Housing	Security Camera Installation	HUD
Burlington Low Rent Housing	Roof Replacement	HUD
Burlington Low Rent Housing	Electrical Upgrades	HUD
Head Start – Fort Madison	Building Remodel	HHS

Upcoming Grant Opportunities

Grant Program	Entity	Due Date
Community Attraction and Tourism/Destination Iowa	IEDA	Ongoing
State Recreational Trails Program	IDOT	July 1, 2026
Resource Enhancement and Protection (REAP)	Iowa DNR	August 15, 2025
Traffic Safety Improvement Program	IDOT	August 15, 2025
CDBG – Water, Sewer, and Stormwater	IEDA	September 1, 2026
CDBG – Community Facilities	IEDA	September 1, 2026

Memo



To: Mike Norris, Executive Director
From: Pat Inrachavongsa, Transit Director
Date: March 26, 2026
Re: SEIBUS Dept. Updates

3rd Quarter Statistical Report (January-March):

Contract/Service	Rides	Miles	Hours
City of Ft Madison	793	6,627	486
City of Keokuk	951	6,184	635
General Public	4,325	27,184	2,165
Medicaid	2,885	20,483	1,421
Old Threshers	NA	NA	NA
Deadhead	NA	13,779	NA
Total	8,954	74,257	4,165

New Scheduling/Routing Software TripMasters:

- Due to current software (Paraplan) no longer being supported
- We went live the week of April 15th
- Positive Driver feedback
- Overall, a smooth transition for department

Events:

- HeartSong Adult Day Center Ribbon Cutting April 2, 2026
- 11/12 Grade Career Expo April 30, 2026 (Lee County Economic Development Building)

Upcoming Events:

- Iowa Public Transit Association (IPTA) Annual Meeting & Training Conference
 - June 17-19
- Driver of the Year Awards Dinner & Rodeo Competition
 - June 19-20
 - SEIBUS nominated Ron Stigge

Ron Stigge has consistently gone above and beyond in his role as a driver, demonstrating not only exceptional skill behind the wheel but also an unwavering commitment to safety, reliability, and customer service. What sets Ron apart is his dedication to helping others in need, especially in the community he lives in. No matter who, the rider always remembers who Ron is.



Public Hearing: FY27 TPWP

Resolutions #201-2026 and #202-2026

OB 2



Memo

To: Mike Norris, Executive Director
 From: Zach James, Planning Director
 Date: May 15, 2025
 Re: Final Draft FY2027 Transportation Planning Work Program

The Final Draft FY2027 Transportation Planning Work Program (TPWP) contains the outline for work performed with federal transportation planning dollars for FY2027. These efforts will be carried out by SEIRPC’s planning staff and encompass a wide range of regional transportation planning responsibilities. Key activities include:

- Programmatic duties such as updating Long Range Transportation Plan, Passenger Transportation Plan, Transportation Improvement Program, Transportation Planning Work Program;
- Project assistance with regional passenger rail depots and freight rail development;
- Project assistance and leadership with regional trail and alternative transportation options;
- Providing transportation planning assistance to regional economic development efforts;
- Technical assistance, data collection, and transportation planning documents or studies;
- GIS mapping for transportation-related needs or projects;
- Technical assistance with traffic/trail data collection and traffic speed indicators;
- Continued assistance with the Southeast Iowa Regional Economic and Port Authority;
- Working with regional partners for bridge improvements and replacement;
- Technical assistance with grant writing and other state and federal funding requests; and
- Special planning activities such as safety studies and parking studies.

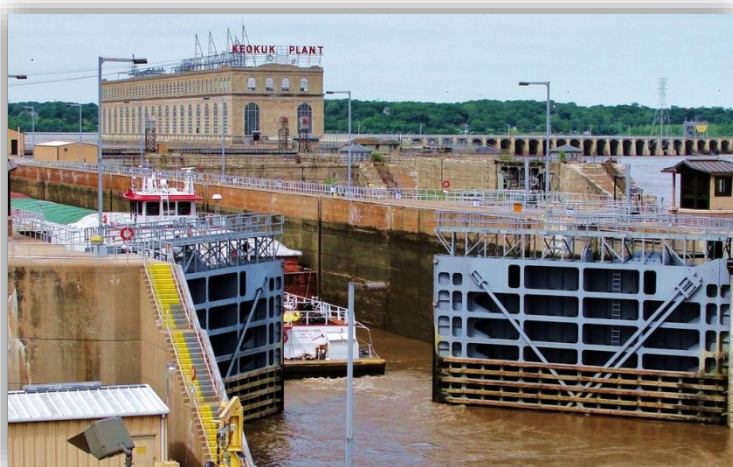
The TPWP is funded through a combination of federal funds administered by the Iowa DOT and regional Surface Transportation Block Grant (STBG) funds. Federal transportation planning funds cover 80% of the total TPWP cost, with the remaining 20% provided through a required local match. The table below summarizes the draft FY2027 transportation planning budget and its funding sources:

Funding Sources		Funding Amount
Total Transportation Planning Budget		\$352,204
Total Federal Funding (80%)		\$281,763
	FHWA SPR	\$31,663
	FHWA STBG C/O	\$57,677
	FHWA STBG	\$129,978
	FTA 5311	\$31,663
	FTA 5311 C/O	\$30,782
Total Local (20%)		\$70,441

The final draft TPWP document is due to Iowa DOT by June 1, 2025, and staff will ensure that this gets submitted prior to the due date. The final copy of the TPWP will be available on the SEIRPC website.

Final Draft FY2027 Region 16 Transportation Planning Work Program

Last Approved: May 28, 2026



Prepared By:

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The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

RESOLUTION #201-2026

INTRODUCED BY: SEIRPC

INTENT: A RESOLUTION ADOPTING THE FY2027 TRANSPORTATION PLANNING WORK PROGRAM, AUTHORIZING FILING OF GRANT APPLICATION AND EXECUTION OF GRANT CONTRACTS CONSISTENT WITH THE WORK PROGRAM.

WHEREAS, the Southeast Iowa Regional Planning Commission serves local government within Des Moines, Henry, Lee, and Louisa Counties, Iowa; and

WHEREAS, the mission of the Southeast Iowa Regional Planning Commission is to provide quality direct and technical services, to promote intergovernmental cooperation, and to effect a strengthening of the governmental units of the region; and

WHEREAS, the Southeast Iowa Regional Planning Commission annually develops a regional transportation planning work program which describes all major transportation planning work tasks to be performed by its staff during the coming fiscal year in Region 16; and

WHEREAS, the Federal and State agencies, which provide funding for the activities described in the work program, require submittal of grant applications and execution of the contract;

BE IT RESOLVED by the Southeast Iowa Regional Planning Commission on this 28th day of May, 2026 as follows;

- 1 That the FY2027 Region 16 Transportation Planning Work Program contains major transportation work activities that are consistent with the purpose and objectives of the Commission;
- 2 That the Commission Chairperson and Executive Director, as appropriate, are hereby authorized to submit the necessary applications to the State of Iowa, Department of Transportation;
- 3 That the appropriate Commission officials are authorized to execute the planning grants resulting from the above-stated applications; and
- 4 That the appropriate Commission officials are authorized to furnish all assurances and additional information as may be required in connection with all grant applications and contracts.

Dr. Michael Ash, Chairman

Mike Norris, SEIRPC Executive Director

RESOLUTION #202-2026

INTRODUCED BY: SEIRPC

INTENT: A RESOLUTION ASSURING THE REQUIRED LOCAL MATCH FOR FHWA STBG, SS4A, FHWA SPR, AND FTA 5311 FUNDS

WHEREAS, the Southeast Iowa Regional Planning Commission serves local government within Des Moines, Henry, Lee, and Louisa Counties, Iowa; and

WHEREAS, the mission of the Southeast Iowa Regional Planning Commission is to provide quality direct and technical services, to promote intergovernmental cooperation, and to effect a strengthening of the governmental units of the region; and

WHEREAS, the Southeast Iowa Regional Planning Commission annually develops a regional transportation planning work program which describes all major transportation planning work tasks to be performed by its staff during the coming fiscal year in Region 16; and

WHEREAS, the Federal and State agencies, which provide funding for the activities described in the work program, require submittal of grant applications and execution of the contract;

BE IT RESOLVED, SEIRPC assures that the required local match has been committed by the SEIRPC for FTA 5311, FHWA STBG, and SPR funding received to implement the TPWP. The funding and local match are committed as follows:

Funding Source	Amount Allocated	Local Match Requirement
FHWA SPR	\$ 31,663	\$ 7,916
FTA 5311	\$ 31,663	\$ 7,916
FTA 5311 C/O	\$ 30,782	\$ 7,696
FHWA STBG C/O	\$ 57,677	\$ 14,419
FHWA STBG	\$ 129,978	\$ 32,494
Total	\$ 281,763	\$ 70,441

Dr. Michael Ash, Chairman

Mike Norris, SEIRPC Executive Director

Introduction

Purpose

The Region 16 Transportation Planning Work Program (TPWP) is intended to describe the local, state, and federal transportation planning activities SEIRPC works on annually. SEIRPC assists member governments with short and long-term planning needs, project development, grant writing, grant administration, technical assistance, mapping services, transit planning, and other services as needed related to transportation. Regionally, the work program serves to:

- Provide a forum for coordination among the many local units of government cooperating in the regional transportation planning effort.
- Establish continuing, comprehensive and cooperative region-wide planning within the four-county area, which includes the development of the Regional Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), Passenger Transportation Plan (PTP) and ongoing planning activities (grant applications, transportation or corridor studies and plans, traffic data analysis, project, etc.) in support of regional transportation issues and priorities.
- Assist in the development of budgets for transportation planning activities and in the preparation of requests for planning funds.
- Establish the products, purposes, and general methods to be initiated for specific transportation planning work elements.
- Conduct a comprehensive, coordinated, and continuing Public Participation Process that involves the public in transportation-related decision-making.

Federal and state agencies use the TPWP for monitoring and evaluating:

- The progress of the regional transportation planning process.
- The effectiveness of the regional planning program in addressing key issues and problems.
- As an aid in allocating federal transportation planning funds.

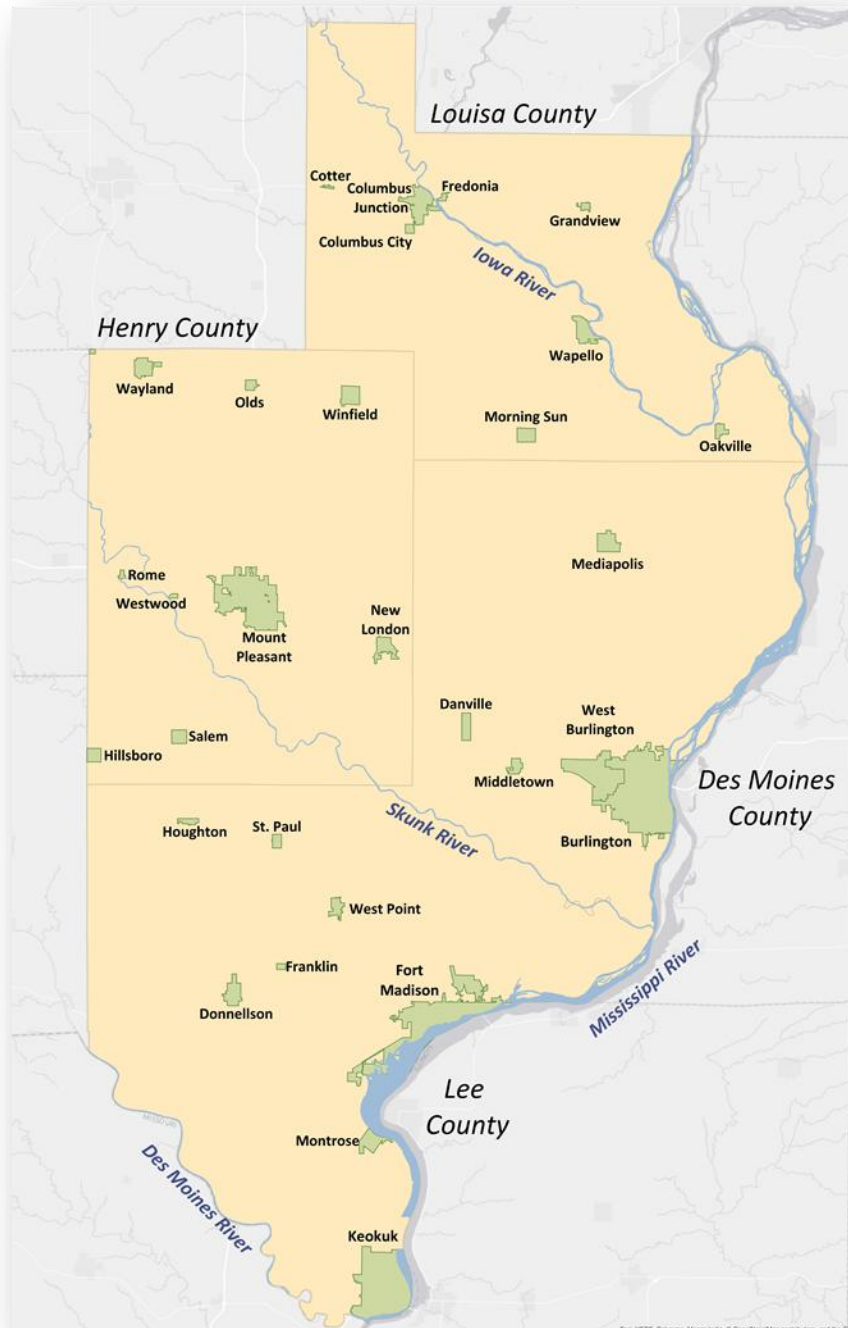
Planning Factor Consideration

The transportation planning process shall be continuous, cooperative, and comprehensive. Consideration and implementation of regional projects, strategies, and services will address the following planning factors and be considered through the planning process of transportation planning activities:

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

Description of Region 16 Planning Area

The SEIRPC planning area consists of the four counties of Des Moines, Henry, Lee, and Louisa, thirty-two municipalities, and fifteen school districts located in the southeastern portion of the state. The SEIRPC is a regional voluntary association of local governments and special-purpose entities united for the purpose of promoting intergovernmental cooperation and strengthening local units of government. By working through SEIRPC, cities, counties, utilities, and schools can share professional assistance and resources to meet the challenges of the future.



Description of Planning Priorities

SEIRPC's transportation planning activities for SFY 2027 are guided primarily by the 2045 Long-Range Transportation Plan (LRTP), originally adopted in July 2023 and updated in February 2026 to include Regionally Significant Projects. The LRTP, in coordination with the Comprehensive Economic Development Strategy (CEDS), establishes a framework for prioritizing transportation investments that support regional economic vitality, infrastructure preservation, and improved mobility across the planning area. Below is a list of specific challenges and priorities from our most recent long-range transportation planning effort that provide the foundation for work listed within this program for SEIRPC to work on in FY2027.

Challenges

- Road systems are in dire need of repair and/or replacement.
- The streets and sidewalks are in poor condition.
- Better strategy for road work needed – communities pay to repair the same roads every year.
- Not enough safe biking areas.
- Bike trails need better connectivity in towns and between towns and recreational destinations.
- Expanded Bus routes and schedules are needed.
- More public transportation is needed.
- Insufficient bike and hiking trails.
- Bridges need better maintenance.
- Antiquated Mississippi River Rail Bridge.
- Antiquated lock and dam system.
- Make communities multimodal and walkable; build streets designed for people.
- Many lower-traffic local roads are in very poor condition.
- The timeframe for upgrading Highway 34 to four lanes in neighboring Illinois is still unclear.
- While funding is allocated, gaps remain in upgrading Highway 61 to four lanes throughout the region.
- Despite multiple options available, most freight movement in Southeast Iowa is accounted for by trucks.
- Traveling from one community to another or within communities by walking and biking is a challenge, as there are few dedicated trails or routes for pedestrian transportation.
- The plentiful presence of wetlands, floodplains, and archaeological/historical sites creates regulatory challenges for transportation and economic development projects.
- The region is home to several of the most crash-prone intersections in the State.
- Two of the three locks on the Mississippi River are over 20 years past their design life and tend to cause significant delays in barge movement.

Priorities

- Highway and local road maintenance - Four lane highways – Highway 61 North and Highway 34 East.
- Bridge maintenance and replacement - Lobby for more money for bridge replacement and road maintenance grants
- Utilize the Mississippi River for tourism and recreational services.
- Maintain Amtrak services and improve depots.
- Mississippi River bridges provide connections to adjacent states.
- On-demand ride services.
- Uber and taxi services with a reliable time schedule and technology assistance.
- Need more ADA compliant vehicles that are patient friendly.
- Employee busing system for smaller communities.
- Secure additional funding for trail connectivity.
- Develop a regionally connected trails system connecting communities and regional amenities, such as Big Hollow and Lake Geode.
- Work with communities to create local trail systems connecting residential areas with amenities and employment.
- Assist with local communities in applying for transportation funding.

The planning work elements included in this Transportation Planning Work Program (TPWP) are directly tied to implementing the CEDS and advancing the above-identified challenges, priorities, and transportation-related goals identified in the CEDS. These work elements include ongoing technical assistance to local jurisdictions (via grant writing/admin, GIS assistance, and data collection), programming and prioritization of federal funds, specialized planning efforts, and coordination with state and local partners. Collectively, these activities will ultimately support a safe, efficient, and multimodal transportation system that enhances access to jobs, services, and markets throughout the region. However, several ongoing and emerging challenges influence SEIRPC's transportation planning priorities and the activities outlined in this TPWP:

- **Local Fiscal Constraints and Policy Changes**
Changes to state property tax policy and broader fiscal pressures may impact local governments' ability to fund transportation improvements and planning activities. While overall revenues have remained relatively stable in recent years, continued monitoring is needed to understand long-term impacts on project implementation.
- **Uncertainty in Transportation Funding**
Fluctuations in traditional revenue sources (e.g., fuel taxes) and evolving federal and state funding programs create uncertainty for long-term planning. At the same time, while the Bipartisan Infrastructure Law (BIL) has expanded funding opportunities and increased the importance of grant writing, project development, and data-supported justification for transportation investments, it is expiring, which may present new funding challenges for our Southeast Iowa communities.
- **Corridor and Land Use Changes**
Improvements to major corridors, particularly U.S. Highway 61, have created new planning needs related to bypassed communities. These include local street network redesign of roads inherited through the transfer of jurisdiction, land use planning, annexation, and evaluation of development patterns. To address this, SEIRPC anticipates technical assistance to communities such as Grandview, Wapello, and Mediapolis.
- **Evolving Public Engagement Practices**
Changes in communication and public participation methods since the COVID pandemic continue to influence how SEIRPC conducts outreach. Expanding virtual engagement tools and hybrid meeting formats will remain a priority to ensure inclusive and effective public involvement in planning processes.
- **Increased Demand for Planning Support Activities**
As communities pursue competitive funding opportunities and respond to development pressures, there is growing demand for planning studies, GIS mapping, data analysis, and project development assistance. These activities are essential to advancing LRTP and CEDS priorities.

While the LRTP and CEDS establish a clear framework for transportation planning priorities, SEIRPC maintains flexibility to respond to emerging issues, funding opportunities, and local needs. The agency will continue to monitor economic, legislative, and infrastructure trends and adjust planning activities as necessary to best serve the region. Overall, the SFY 2027 TPWP reflects a continued focus on implementing long-range plans, supporting local communities, and advancing transportation investments that improve system performance and contribute to the region's economic resilience and quality of life.

Transportation Work Program Development Process

The TPWP development process involves information sharing and discussions with SEIRPC Board members, regional public and private entities, the general public, state/federal agencies, and through reviews of literature. Through these discussions, SEIRPC staff develop the TPWP from the previous year's document in the spring of the calendar year based on priorities identified in the regional LRTP, emerging regional transportation needs, and input from our regional members. SEIRPC is constantly looking to improve its service to members, and this is reflected annually in its TPWP.

The public has an opportunity to comment on the TPWP during the evaluation period with the SEIRPC Board and throughout the entire year. Public notices and copies of the TPWP are made available throughout to encourage public participation in the process. Staff submits a draft copy of the TPWP for Iowa DOT, FHWA, and FTA review in preparation for its final draft of the TPWP for Board review. Staff will also post the draft document on the SEIRPC website for public comment and review, with the final approved document posted once approved.

SEIRPC has established the following public involvement process for its transportation planning process, which is also used in the TPWP development process.

Public Notices

Public notices shall be published for Board meetings where final TIP, LRTP, TPWP, PTP, and special studies or modal plans are adopted, concurrent with DOT, FTA, and FHWA regulations. Public notices shall also be published when deemed necessary for meetings where amendments to the regional TIP shall be voted upon. Public notices shall be posted no less than four days before the hearing in the regional newspaper, the Burlington Hawkeye. Notices will also be posted on the SEIRPC website.

Annual TIP Project Request Notifications

Individual jurisdictions and the media shall be informed as to when Region 16 is seeking projects for inclusion in the annual TIP, and application forms shall be available online on the SEIRPC website from the last week of October until applications are due in December.

Public Comment

The public shall be allowed to provide comments on the annual development of the TIP, LRTP, PTP, TPWP, and the Public Participation Process (PPP) through the process outlined herein. In the case of the TIP, LRTP, TPWP, and PTP, and the prioritization process for the Surface Transportation Block Program (STBG) and the Transportation Alternative Program (TAP) Program, a minimum of a fifteen (15) day comment period shall be provided. For the PPP, a minimum 45-day public comment period shall be provided.

Public Hearings

Before approval of the final TIP, TPWP, PTP, LRTP, and PPP, the Board shall hold a public hearing. Notices will be published no more than 20 days and no fewer than four days before the hearing. Requests for information from sight or hearing-impaired persons, non-English speakers, or persons with disabilities will be handled on a case-by-case basis to transmit information in the best method possible.

Newsletter

SEIRPC publishes an agency-wide newsletter every month, which includes transportation planning activities.

Web

SEIRPC posts its TIP, TPWP, LRTP, PTP, and PPP, long-range studies, and other related activities on its website to allow the public to comment and for informational purposes.

Transportation Work Program Revision Process

2 CFR 200 describes the uniform administrative rules for Federal grants and cooperative agreements and subawards to State, local, and Indian tribal governments. These requirements apply to metropolitan planning (PL) and State Planning and Research (SPR) grants. FTA has similar requirements documented in FTA Circular 5010.1C, which apply to FTA metropolitan planning grants. Iowa uses a Consolidated Planning Grant where FHWA and FTA planning funds are combined into a single fund managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs.

Waiver of Approvals

All work program changes require prior written Federal approval, unless waived by the awarding agency. 2 CFR 200.308 outlines different types of revisions for budget and program plans, and this FHWA memo summarizes revisions that require prior Federal approval, as well as other miscellaneous actions and allowable costs that require prior Federal approval.

Types of TPWP revisions that require Federal approval include, but are not limited to, the following:

- Request for additional Federal funding.
- Transfers of funds between categories, projects, functions, or activities that exceed 10% of the total work program budget when the Federal share of the budget exceeds \$150,000.
- Revision of the scope or objectives of activities.
- Transferring substantive programmatic work to a third party (consultant).
- Capital expenditures, including the purchase of equipment.
- Transfer of funds allotted for training allowances.

Types of revisions that require Iowa DOT approval include:

- Transfers of funds between categories, projects, functions, or activities that do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than \$150,000.

Types of revisions that require MPO/RPA approval include:

- Revisions related to work that does not involve federal funding.

Revision and Approval Procedures

All revision requests from MPOs and RPAs should be submitted electronically to the Iowa DOT Systems Planning Bureau and the agency's District Planner. If all necessary information is provided, the request will then be forwarded to the FHWA and FTA for review and any necessary approvals.

Revision requests shall, at a minimum, include:

- A resolution or meeting minutes showing the revision's approval.
- Budget summary table with changes highlighted/noted.
- Modified section(s) of the plan's work elements with changes highlighted/noted.

Revisions where **FHWA/FTA** is the designated approving agency shall require written approval by FHWA/FTA before commencement of activity, purchasing of equipment, or request for reimbursement.

Revisions where the **Systems Planning Bureau** is the designated approving agency shall require written approval by the Iowa DOT Office of Systems Planning before commencement of activity or request for reimbursement.

Revisions where the **MPO or RPA** is the approving agency shall be approved by the Policy Board. Notification by the approving agency will be in writing.

*NOTE: All necessary TPWP approvals shall be in place before the commencement of activity, purchasing of equipment, or request for reimbursement. More specifically, about the procurement of equipment and services, there should be no notifications of award, signed contract, placement of an order, or agreement with a contractor before receiving the necessary TPWP approvals.

Regional Planning Commission Board and Committee Membership

Board of Directors

The SEIRPC Board of Directors is representative of the four counties and thirty-two incorporated communities within the region. The Board is a seventeen-member policy-making body consisting of sixteen representatives from member governments or private industry and one other representing post-secondary learning institutions. Representatives with the Iowa DOT, FTA, and FHWA serve as non-voting members of the board as well. At least 51 percent of the board must consist of elected officials. Each county appoints four officials: one each from the two largest cities, one from the county board of supervisors, and one private sector representative. The other member is from Southeastern Community College.

The Board provides direction and final approval on projects, planning, and programming decisions, such as: fiscal resource allocations, project selection, Transportation Improvement Program (TIP) approval, Transportation Planning Work Program (TPWP) approval, Long Range Transportation Plan (LRTP) approval, Public Participation Process approval, Passenger Transportation Plan approval and assurance that multi-modal opportunities are fully considered and implemented when appropriate.

Figure 1: Board of Directors Membership

Name	Professional Title	Agency Represented
Cori Milan	Louisa Development Group	Louisa County - Private Sector
Jim Cary, Treasurer	County Supervisor	Des Moines County
Emily Benjamin	Lee County Economic Development Group	Lee County – Private Sector
Jon Billups	Mayor	City of Burlington
Chad Hudson, Secretary	Executive VP	Henry County – Private Sector
Gary Seyb, Vice Chair	County Supervisor	Lee County
Kirk Miller	Mayor	City of New London
Hans Trousil	Retired CNH	Des Moines County – Private Sector
Kevin Hardin, Executive Board	County Supervisor	Louisa County
Kenan Todd	City Council Member	City of Columbus Junction
Jim Ferneau	City Administrator	City of Keokuk
Steve Brimhall	Mayor	City of Mount Pleasant
Laura Liegois	City Manager	City of Fort Madison
Dr. Michael Ash, Chairman	President	Southeastern Community College
Brett Shafer	Mayor	City of Wapello
Ron Teater	Mayor	City of West Burlington
Steve Detrick	County Supervisor	Henry County

Technical Advisory Committee

The purpose of the TAC is to provide recommendations to the SEIRPC Board for programming decisions, such as fiscal resource allocations, project selection, and TIP development. The membership of the TAC is represented by Des Moines, Henry, Lee, and Louisa Counties. Each county’s representatives on the SEIRPC Board appoint two people to serve on the TAC. There are nine specific positions on the TAC, and each county’s representation picks two positions as needed in the positional rotation.

The nine positions hold three-year terms to ensure continuity from year to year. All members participate equally in the scoring process and meetings, with no specific officers for the committee. As positions expire, each position moves down the alphabetical county list. The TAC reviews both Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) applications. The TAC structure has changed from the previous structure it employed between 1995 and 2004. The SEIRPC Policy Board voted to change the makeup of the TAC to employ a more regional and diverse perspective when reviewing STBG and TAP applications.

The nine specific positions are: County Engineer, Public Works Official, Business Professional (2), Ag Professional, SEIRPC Board Member, Economic Development Professional, City under 5,000, and one at-large SEIRPC Board Member representative.

Figure 2: Technical Advisory Committee Membership

Name	Position	Agency Represented
Ben Hull (Voting)	County Engineer	Lee County
Jason Hutcheson (Voting)	Business Professional	Great River Health
Cori Milan (Voting)	Economic Development Professional	Louisa Development Group/Iowa State Extension
Ron Teater (Voting)	SEIRPC Board Member	City of West Burlington
Nick MacGregor (Voting)	Public Works Official	City of Burlington
Amie Herrick (Voting)	City Under 5,000	City of Grandview
Ryan Lauer (Voting)	Agriculture Professional	Prairie Ag Commodities
Ted Wiley (Voting)	Business Professional	Wiley and Sons
Garry Seyb (Voting)	At-large SEIRPC Board Member	Lee County Board of Supervisors
Chris Kukla (Non Voting)	Transportation Planner	Iowa DOT – District 5
Gerri Doyle (Non Voting)	Community Planner	Federal Transit Administration
Sean Litteral (Non Voting)	Planning and Development Team Leader	Federal Highway Administration

Description of Transportation Planning Activities

The Transportation Planning Work Program (TPWP) documents anticipated planning activities during fiscal year 2027 (July 1, 2026–June 30, 2027). These activities may be ongoing or newly initiated during the fiscal year. The following pages briefly describe the proposed planning activities to be accomplished over the course of the one-year program period, which include:

- Transportation Planning Work Program (TPWP)
- Transportation Improvement Program (TIP)
- Public Participation Process (PPP)
- Long Range Transportation Plan (LRTP)
- Passenger Transportation Plan (PTP)
- Special Planning Activities (SPA)
- Technical Assistance (TA)

These identified planning activities, projects, and strategies are intended to fulfill the objectives identified under the Infrastructure Investment and Jobs (IIJA), also known as the Bipartisan Infrastructure Law (BIL). Specifically, these projects are intended to align with the BIL goals, including:

- Improving the condition, resilience, and safety of road and bridge assets consistent with asset management plans;
- Promoting and improving safety for all road users, particularly vulnerable users, and supporting major actions and goals consistent with the U.S. Department of Transportation's January 2022 National Roadway Safety Strategy for safer people, safer roads, safer vehicles, safer speeds, and enhanced post-crash care;
- Supporting accelerated project delivery and an efficient review process, and by continuing to coordinate with other Federal partners to ensure that the benefits of projects are realized as soon as possible;
- Making streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act;
- Prioritizing infrastructure that is less vulnerable and more resilient;
- Future-proofing our transportation infrastructure by accommodating new and emerging technologies like electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way; and
- Reconnecting communities and reflecting the inclusion of disadvantaged and underrepresented groups in the planning, project selection, and design process.

Transportation Planning Work Program

Staff Time Allocation:	10%
Staff Hours Allocation:	512
Total Funding Allocation:	\$ 35,220

Task Objective

The preparation of the TPWP is a yearlong development process, evaluating current-year projects and future transportation planning projects. Elements that are included in the TPWP are continually discussed and developed through meetings, discussions with SEIRPC staff, regional member cities and counties, Iowa DOT, FHWA, other stakeholders, and literature reviews. SEIRPC utilizes input from these meetings to continually evaluate what services are being provided to the region, what projects are a priority, and how it could improve its transportation planning program for the Southeast Iowa Region.

The TPWP is a working document that reflects what the RPA intends to do, what it has accomplished, and what projects are planned. While it provides the framework for the work to be completed during the year, projects continually change as new opportunities and priorities arise across the region. Time allocated to developing the TPWP is spread throughout the year, as meetings and discussions happen every week, which ultimately dictates the transportation planning work throughout the year. The time dedicated to the TPWP may spill over into other work element areas throughout the year.

The main objective for the TPWP task is to develop a framework that best serves the current needs of Region 16 and provides for future development, decision making, and the ability to adapt to emerging needs. The work program also must be fiscally constrained and relate to goals, objectives, and priorities outlined in the LRTP. The development of the TPWP may include guidance and input from other work areas in the overall TPWP, including:

- Public Participation Process
- Transportation Improvement Program
- Long Range Transportation Plan
- Passenger Transportation Plan (PTP)
- Other (special planning studies, technical assistance, administration, etc.)

SEIRPC staff will evaluate these areas during the year and note any perceived deficiencies in any of the main work elements. Any deficiencies or duplicative efforts will be discussed with the Board and Executive Director to help shape transportation planning activities at SEIRPC.

Previous Work

SEIRPC has used the TPWP to identify regional priorities, such as:

- Regional trails planning and development
- Southeast Iowa Regional Economic and Port Authority administration
- Fort Madison, Burlington, and Keokuk Depot Planning and Development
- Fort Madison and Keokuk Mississippi River Bridge Planning and Development
- Regional Traffic and Trail Data Collection and Traffic Speed Indicator Programs
- Technical Assistance, including data collection and analysis, targeted or specialized studies (traffic impacts, corridor traffic counting, etc.), mapping, and grant writing
- Complete Streets and other active transportation efforts to improve community health
- Planning activities, including parking studies, safety studies, and wayfinding signage studies

Project Description

In FY2027, SEIRPC will continue to utilize the TPWP to develop effective transportation planning activities. The TPWP task will evaluate the effectiveness of each activity in the work program and identify new activities. The specific work items will be identified and evaluated throughout the year. General categories that will be included in the TPWP are listed below.

- TPWP
- TIP
- PPP
- PTP
- LRTP
- Special Projects
- Technical Assistance

Staff working on the TPWP will be Zach James, Mike Norris, Jarred Lassiter, Kansha Tiwari, Joey Grabowski, and a summer intern. Zach James directs the Planning Department daily. He manages staff and projects, provides project leadership, and gives policy input to the Executive Director and Board of Directors. He also includes information about various needs around the region for services and the status of several projects currently in the work plan. Mike Norris is the Executive Director of the Planning Commission. He works closely with Mr. James on transportation planning activities for the planning commission and will work with him on the development and execution of projects listed in the TPWP. Jarred Lassiter, Kansha Tiwari, Joey Grabowski, and a summer intern will provide input and guidance on the development of the TPWP and continual updates on the status of projects listed in the TPWP during weekly meetings. They all work closely with Mr. James and Mr. Norris in implementing projects listed in the agency's transportation work program. The chart below outlines the amount of transportation planning staff time allocated towards evaluation and development of the TPWP.

Name, Title	Time Allocation	Hours Allocation
Mike Norris, Executive Director	15%	16
Zach James, Assistant Director	10%	125
Jarred Lassiter, Senior Planner	6%	75
Kansha Tiwari, Senior Planner	10%	62
Joey Grabowski, Regional Planner	9%	187
Summer Planning Intern	10%	48

Product

The TPWP work element should be an effective plan for annual regional transportation planning projects. The annual TPWP process will begin in February, with the document finalized in May. The TPWP will constantly be evaluated for accomplishments through the year (through staff meetings, quarterly reports, and other means as necessary) and for the next year's program. Specific deliverables throughout the year will include an approved TPWP document, biweekly timesheets, Quarterly Reports, Reimbursement requests, and weekly/monthly meetings amongst staff and with regional members to discuss projects within the work program or identify emerging transportation priorities in the region. The end product by the end of the fiscal year will be a fiscally constrained TPWP that implements required documents and regional priorities, including continuous evaluation for additional work items, progress of included items, and planning for the future year's work program.

Transportation Improvement Program (TIP)

Staff Time Allocation:	8%
Staff Hours Allocation:	434
Total Funding Allocation:	\$ 28,176

Task Objective

TIP development is a yearlong process. Project sponsors often develop their projects throughout the year in anticipation of applying for an STBG or TAP grant. Staff work with project sponsors to make sure submitted applications are eligible for funding, projects meet minimum requirements, and may provide guidance in completing applications.

The main objective is to develop and maintain a TIP that meets Iowa DOT, FTA, and FHWA requirements, is an efficient use of regional transportation funding, and supports regional priority projects. During the TIP development period, SEIRPC staff are communicating with Iowa DOT staff, local project sponsors, and the SEIRPC Board. Staff also use TPMS to track and organize all programmed projects. The list below provides a more detailed description of the main TIP objectives:

- Meet all Iowa DOT and FHWA requirements.
- Develop a fiscally constrained program.
- Assist project sponsors in application development, project development, and programming guidance in TPMS.
- Evaluate STBG and TAP applications with the assistance of the Technical Advisory Committee.
- Evaluation of and make changes to the application and scoring process of STBG and TAP funding.
- Monitor existing programmed projects to ensure completion.
- Monitor quarterly balance sheets for regional STBG and TAP funding.
- Working through the transition of swapping federal funds with state funds for STBG projects.

Previous Work

SEIRPC staff has successfully prepared a fiscally constrained TIP, meeting all DOT, FHWA, and FTA requirements since 1995. A revised STBG and TAP application process starting in 2005, most recently adapted in 2025 (digital applications and changes to scoring criteria), has been beneficial for SEIRPC in meeting these objectives, along with recent changes in the TAP program process. Staff have annually:

- Maintained a competitive application process for TAP and STBG funds
- Coordinated all TAC Review Committee meetings
- Provided information to the SEIRPC Board about the STBG and TAP projects
- Assisted SEIRPC Board in evaluating STBG and TAP application and funding process
- Work with local governments to develop and program projects with federal dollars
- Working with local governments on TIP project amendments and modifications in TPMS

Project Description

SEIRPC will continue to work towards achieving objectives regarding the TIP, as in previous years listed above. Additionally, staff will continue to provide education on Surface Transportation Block Program funding and Transportation Alternatives funding due to some additional changes in how these funds are distributed or programmed. In 2025, staff started a digital application and updated the scoring process and will continue to evaluate this in FY2027.

Zach James and Jarred Lassiter will serve as the lead staff in the TIP project category, while all other staff will also help as needed. Zach James directs the Planning Department daily, leading staff, managing projects, and giving policy input to the Executive Director and Board of Directors. Mr. James provides daily project leadership on the TIP, works with regional members, TIP policy development and implementation. Jarred Lassiter will be involved daily in TIP education, assisting regional members with applications, organizing TAC meetings, document development, and implementation, as well as working with the TAC and TPMS maintenance. Kansha Tiwari will help Mr. James and Mr. Lassiter in TIP development throughout the year as needed. Mike Norris serves as the Executive Director of the planning commission and will assist Mr. James in policy and process input provided to the Board of Directors and guidance to planning department staff. The chart below outlines the amount of transportation planning time allocated towards TIP development for transportation planning staff.

Name, Title	Time Allocation	Hours Allocation
Mike Norris, Executive Director	10%	10
Zach James, Assistant Director	10%	125
Jarred Lassiter, Senior Planner	20%	250
Kansha Tiwari, Senior Planner	8%	50
Joey Grabowski, Regional Planner	0%	0
Summer Planning Intern	0%	0

Product

The final TIP will be a document developed through an inclusive regional process containing regionally significant projects that advance local, regional, and state priorities. This product will involve utilizing TPMS as a project management and tracking tool. A notification that applications for STBG and TAP funding can be submitted for funding will go out to members in September or October each year. Applications for regional STBG and TAP funds are due each year at the end of January to SEIRPC staff. SEIRPC staff will begin scoring projects using objective criteria in February each year, with a Technical Advisory Committee meeting held in April each year to score the subjective portions of the applications. A draft of the TIP will be submitted in May, with the final TIP completed in July, with ongoing TPMS maintenance, project development, and project amendments throughout the year. In FY2027, SEIRPC will continue evaluating the transition to digital applications and updates to the scoring process to identify further ways to improve and simplify this process.

Public Participation Process

Staff Time Allocation:	5%
Staff Hours Allocation:	307
Total Funding Allocation:	\$ 17,610

Task Objective

Public participation is an important element in any planning document or process. SEIRPC holds public meetings and meets the requirements of FHWA, FTA, and Iowa DOT for all its planning and programming documents. In FY2027, SEIRPC will continue its public outreach and hopes for increased content and quality of public comments, ensuring compliance with Title VI.

The main objective is to facilitate public input before, during, and after planning and programming decisions have been made. Facilitating public input at all stages in the planning process is ideal and is ultimately what SEIRPC strives to do with its public participation program.

Previous Work

SEIRPC has held all required public meetings, notices, and hearings during the last year for its planning, programming, and reporting documents, in addition to posting all transportation plans and required state and federal documents on the SEIRPC website. Other activities include presenting for regional community groups (Kiwanis, Rotary, Lions Club, etc.), facilitating input on regional transportation issues, and gathering information on transportation-related topics for the SEIRPC newsletter and social media pages. Other project-specific outreach included developing and maintaining an informational website for the Flint River Trail and Snake Alley Criterium.

Project Description

SEIRPC will strive to educate and notify the region on transportation planning and activities, while making efforts to increase the public input received. SEIRPC plans the following activities throughout the year for gathering public input and educating the public:

- Follow the objectives outlined in the regional PPP updated in 2023, and will update the document, if needed, to meet new guidelines
- Travel to local government and regional interest meetings and provide information on planning, programming, funding, and transportation information;
- Updating and utilizing the SEIRPC website and Facebook page for news, public notices, and informational purposes;
- Assisting with public notices and public meetings regarding urban area boundary adjustments regionally;
- Prepare monthly newsletters and press releases (as needed);
- Conduct general outreach on regional transportation planning activities;
- Maintaining and updating the Flint River Trail and Snake Alley Criterium websites;
- Writing articles and columns for reports, news releases, newsletters, and websites;
- Utilizing technology such as cameras, video recordings, or other technology to provide opportunities to educate and/or gather public feedback regarding planning documents or regional transportation projects.
- Ensuring and reviewing FTA/FHWA Title VI documentation to ensure it is current, including Title VI (for FTA), Title VI plans (for FHWA), and Title VI assurances.

All transportation planning staff will play an important role in the Public Participation Process. Zach James directs the Planning Department daily, leading staff, managing projects, and giving policy input to the Executive Director and Board of Directors. Mr. James will be engaged in public outreach efforts, including public education meetings, outreach meetings, newsletter development, website and social media development, update of the PPP document, public notices, and other efforts as needed. Mr. Norris is engaged in all public participation efforts regarding transportation, including public meetings and public relations, including newsletter, website, and social media development. Kansha Tiwari will lead the efforts in implementing a variety of public participation projects that will involve website updates, Facebook posts or development, newsletter preparation, public meetings, and general regional outreach. Jarred Lassiter and Joey Grabowski will assist as needed. The chart below outlines the amount of transportation planning time allocated towards the public participation process for transportation planning staff.

Name, Title	Time Allocation	Hours Allocation
Mike Norris, Executive Director	7%	7
Zach James, Assistant Director	7%	87
Jarred Lassiter, Senior Planner	4%	50
Kansha Tiwari, Senior Planner	6%	37
Joey Grabowski, Regional Planner	6%	125
Summer Planning Intern	0%	0

Product

The product of the public participation process will be creating awareness of and involving public participation within transportation planning efforts and programming of federal transportation dollars. Additionally, we will ensure that all public participation follows Title VI requirements of FHWA and FTA. A new Public Participation Plan was completed in March 2023, but it will be evaluated this year to identify opportunities to improve our public participation process, adapt to new technologies, or meet any new requirements, as SEIRPC begins the effort to update its L RTP in early calendar year 2027.

Long Range Transportation Plan (LRTP)

Task Objective

SEIRPC plans to maintain and review performance measures identified in the most recent update of the Great River Region Transportation and Development Plan (serves as the LRTP and Comprehensive Economic Development Strategy for EDA), update regional priority projects, and lay the foundation for an update in FY2028.

Staff Time Allocation:	7%
Staff Hours Allocation:	501
Total Funding Allocation:	\$ 24,654

Previous Work

SEIRPC adopted the Great River Region Transportation and Development Plan in July 2023, with subsequent updates in February 2025 and 2026 to incorporate Regionally Significant Projects. This document, which serves as the region's LRTP and CEDs, contains regionally significant projects to be completed not only in transportation, but also in economic and community development. Also, included in this plan is detailed information on the existing transportation system, demographics, housing, and economics of the region. In the past year, staff have reviewed the LRTP for priority projects, utilized the document to assist in the preparation/support of submitted grant applications, and presented an update on how SEIRPC is utilizing the LRTP to guide their priorities to the SEIRPC Board of Directors.

Project Description

SEIRPC will update the LRTP to include regionally significant projects, a process that, as of 2025, happens annually. In addition, staff will continue work towards implementing specific projects and strategies outlined in the LRTP, as well as start the process to prepare for a full update of the LRTP in FY2028. All transportation planning staff will play a role in the LRTP. Zach James directs the Planning Department daily, leading staff, managing projects, and giving policy input to the Executive Director and Board of Directors. Mr. James will be engaged in a review of the LRTP, RSP process, and overall project oversight. Mr. Norris and Mr. James will perform general management of the process. Jared Lassiter, Kansha Tiwari, and Joey Grabowski will be engaged in LRTP update preparation and input, implementation of tasks identified in the LRTP, and ongoing review of priorities and performance measures. The chart below outlines the amount of transportation planning time allocated towards the LRTP for transportation planning staff.

Name, Title	Time Allocation	Hours Allocation
Mike Norris, Executive Director	8%	8
Zach James, Assistant Director	10%	125
Jarred Lassiter, Senior Planner	7%	87
Kansha Tiwari, Senior Planner	5%	31
Joey Grabowski, Regional Planner	12%	250
Summer Planning Intern	0%	0

Product

A final product will include an updated LRTP with regionally significant projects. Throughout the year, a review of the plan will be conducted to ensure focus on regional priorities, review of potential projects for grant applications, and preparation for a full update in FY2028.

Staff Time Allocation:	5%
Staff Hours Allocation:	329
Total Funding Allocation:	\$ 17,610

Passenger Transportation Plan (PTP)

Task Objective

The PTP is currently used to help public transportation agencies improve transportation services, to prioritize needs and funding requests to federal, state, and local agencies, and to identify opportunities for coordination amongst multiple transportation providers. The PTP will guide regional private and public passenger transportation service, based on stakeholder, general public, and decision-maker input.

The objective within this planning activity is to assist with regional passenger transportation issues and to prepare any needed updates of the PTP to reflect current conditions, future needs, and implementation steps. Specific efforts throughout the year for this work item may include:

- Holding TRAC meetings
- Assisting Burlington Urban Service and SEIBUS with planning efforts and evaluation of their system performance, as needed
- Review and assistance of priorities from the recent PTP document update in FY2022
- Gathering and analyzing transit data to evaluate trends in services and evaluating possible improvements for public transit services in Southeast Iowa
- Analyzing public comments and service logs to further understand service gaps and discussing the service needs with the Transit Advisory Committee (TRAC), and how to address them
- Working to perform education, outreach, and promote/market known passenger transportation services in Southeast Iowa to community groups and businesses, including input gathering on system performance
- Providing guidance and assistance in the implementation of projects that can improve regional passenger transportation services, specifically investigating the feasibility of a Southeast Iowa one-call transit system framework
- Meeting with regional transportation providers, passengers, and businesses to determine how current services are meeting regional needs

Previous Work

In FY2026, SEIRPC developed a full PTP update, which was adopted by the SEIRPC board in May 2026. Public comment was solicited, and comments received were addressed in the final plan. Precursors to the most recent PTP were the Mobility Action Plan workshops, first held in May 2006, in Burlington, and past PTPs in 2007, 2008, 2009, 2010, 2011, 2012, and 2013. In January 2014, SEIRPC held a regional Passenger Transportation Coordination Workshop, with an additional update to the PTP in FY2022. Transit Advisory Committee meetings are also held throughout the year to solicit input, identify steps to meet identified needs, and implement priorities identified as outlined in the final PTP. In the spring of 2025, SEIRPC planning staff started work on an updated PTP, which was completed in the spring of 2026. Staff have been assisting SEIBUS with some evaluation of transit facility upgrades related to location, size, general needs, cost analysis, and grant writing.

Project Description

SEIRPC will hold quarterly TRAC meetings and assist in efforts to improve regional passenger transportation. Staff will specifically work with the TRAC to focus on discussions of emerging passenger transportation needs/issues and foster discussions on implementing priorities as identified in the most recently completed PTP document (spring 2026) and as identified through the PTP update process. Staff will also assist the organization through information sharing, data analysis, or other assistance that is requested, related to passenger transportation.

Zach James directs the Planning Department daily, leading staff, managing projects, and giving policy input to the Executive Director and Board of Directors. Mr. James will be engaged in overseeing the PTP work program. Joey Grabowski will lead the process to update the PTP in FY2027. Kansha Tiwari, Jarred Lassiter, and a summer planning intern on staff will assist as needed in direct communication and organization of TRAC meetings, regional services providers, assist with data collection and analysis, regional surveys, project implementation, and PTP document updates. Mike Norris will provide assistance and direction to PTP-related activities as necessary. The chart below outlines the amount of transportation planning time allocated towards PTP development for transportation planning staff.

Name, Title	Time Allocation	Hours Allocation
Mike Norris, Executive Director	5%	5
Zach James, Assistant Director	8%	100
Jarred Lassiter, Senior Planner	5%	62
Kansha Tiwari, Senior Planner	6%	37
Joey Grabowski, Regional Planner	6%	125
Summer Planning Intern	0%	0

Product

The focus of this work element will be holding quarterly TRAC meetings, with a focus on diving deeper into and possibly implementing projects identified in the most recent PTP update. TRAC meeting minutes will be submitted to Iowa DOT at the end of the Fiscal Year. Additionally, SEIRPC staff will continue to assist Burlington Urban Service with evaluation of their transit system, as needed, on route evaluation and Consolidated Transit Application assistance. Staff will also continue to assist SEIBUS staff as needed with data collection and analysis requests.

Staff Time Allocation:	35%
Staff Hours Allocation:	2,055
Total Funding Allocation:	\$ 123,271

Special Planning Activities

Task Objective

SEIRPC has identified a host of planning activities that deserve their own TPWP category. Regional members are periodically involved in projects, studies, or other activities that require SEIRPC participation. SEIRPC has also identified some regionally significant issues that deserve transportation planning resources, including improving health through active transportation (development of bicycle and pedestrian facilities, 4 to 3 lane conversions, traffic safety, complete streets, etc.), maintaining historic rail transportation facilities, parking in developing downtown districts, movements of regional freight, airport zoning ordinance development as well as other issues that arise during the year.

SEIRPC is in a unique position to perform many kinds of transportation planning, given the flexibility of federal planning funds. SEIRPC in the past year has participated in various planning efforts of all modes of transportation, including rail, bike and pedestrian, air, highway, and water.

The main objective for this work element is to provide comprehensive transportation planning services that provide a positive impact for regional members, apart from the conventional TIP, PTP, and LRTP roles. SEIRPC can be flexible in its transportation planning activities due to the flexibility of STBG planning dollars. By utilizing a portion of regional STBG funds, we can maximize our services to the region, including performing duties relating to various modes of transportation apart from highway and street planning. This work may include safety studies, traffic impact studies, parking studies, and other similar activities; it may also include developing multimodal projects, such as passenger rail or air assistance, recreational trails, bike and pedestrian facilities, airport facilities, and port facilities.

Previous Work

During the past year, SEIRPC has worked with a wide range of special transportation planning projects, including, but not limited to, the following projects:

Completed in FY2026

- Assistance to the City of Keokuk on opportunities for improvements to the Mississippi River Rail Bridge;
- Staff time dedicated to completing a Safe Streets 4 All Community Safety Action Plan
- Started work on an update of the Downtown Burlington Parking Study
- Complete transportation-related components of the Danville Comprehensive Plan

Worked on it in FY2026 and will continue in FY2027, or new in FY2-27

- SEIRPC maintained contact with local bicycle/pedestrian interest groups and helped with planning facilities/documents, fundraising/grants, and promoting trails in Fort Madison, Burlington, West Burlington, Des Moines County, New London, Mount Pleasant, West Point, Keokuk, Donnellson, Louisa County, and Columbus Junction;
- Start work on transportation sections of a comp plan for the City of Wayland.
- Continue work on Downtown Burlington Parking Study; and
- Assist the City of Mediapolis with a vision plan for Former US Highway 61 (Wapello Street).

Project Description

SEIRPC will likely take on new projects that are currently unknown but are deemed regional priorities. Region 16 consistently has projects arise with all transportation modes in which regional members come to SEIRPC for assistance.

Zach James directs the Planning Department daily, leading staff, managing projects, and giving policy input to the Executive Director and Board of Directors. He will be involved in identifying potential special planning projects and providing leadership with all special planning activities, being directly engaged in projects as needed. Mike Norris is the Executive Director and will assist in providing development of new projects and guidance on special transportation planning projects. Mr. Norris will also be engaged in specific projects as needed. Jarred Lassiter, Kansha Tiwari, Joey Grabowski, and a summer intern on staff will be engaged in preparing special planning activities, including regional trail development and promotion, multi-modal transportation development, transportation safety planning, complete streets, parking studies, freight planning, and other projects as needed. Below is a chart outlining specific time allocations for each staff member:

Name, Title	Time Allocation	Hours Allocation
Mike Norris, Executive Director	25%	26
Zach James, Assistant Director	31%	387
Jarred Lassiter, Senior Planner	30%	374
Kansha Tiwari, Senior Planner	35%	217
Joey Grabowski, Regional Planner	39%	811
Summer Planning Intern	50%	240

Product

The final product will provide the best possible transportation planning service to regional members. This will include completing projects currently in the works, initiating new projects, and maintaining the potential to provide responsive service to regional members' requests. Since this element includes multiple planning activities, there is no set time for completion. This work element is ongoing throughout the year.

Technical Assistance

Staff Time Allocation:	30%
Staff Hours Allocation:	1,641
Total Funding Allocation:	\$105,661

Task Objective

Technical Assistance will be related to tasks that do not fit into the programmatic categories (TPWP, TIP, PTP, PPP) and are not planning activities, but provide needed assistance to our regional members. This includes items such as grant writing, grant administration, research, data collection, project development, GIS mapping assistance, involvement with regional/state/federal transportation groups, attending transportation conferences or training, traffic and trail counting, speed indicator sharing program, staff support, or other 'technical' types of assistance. The main objective is to allow regional members to utilize SEIRPC's staff for technical support for transportation projects and efforts that their staff does not have time to complete or do not have the expertise in. The transportation planning staff at SEIRPC has a wide range of experience working with federal, state, and local governments and private entities. The objective will be complete if regional members know about, utilize, and see a benefit from the services offered by SEIRPC.

Previous Work

During the past year, SEIRPC has performed various technical assistance projects for regional members, including:

- Staff have continued in an administrative role for the Southeast Iowa Regional Economic and Port Authority (SIREPA).
- SEIRPC has a traffic and trail data collection program. The program is free to regional governments and provides a valuable information collection and analysis service.
- SEIRPC has continued the regional traffic speed indicator sharing program.
- Researched and applied for many new federal transportation grant programs formed from the BIL or other federal agencies.
- Performed grant writing through Iowa DOT RISE, State and Federal Recreational Trails program, Iowa Statewide TAP, Iowa DNR LAWCON and REAP programs (trail-related), Rural STBG, Thriving Communities, RAISE, DOD Defense Community Infrastructure Program, and a variety of other state or federal grants, such as CDBG, EDA, FEMA, and private foundations for projects related to transportation.
- Technical assistance, research, education, and data collection regarding sidewalks, trails, on-road bike facilities, Complete Streets policy and implementation; and
- General transportation-related data collection and mapping requests, including those related to economic development in the region.

SEIRPC staff have also participated in or provided technical assistance to several regional, state, and federal transportation groups and committees, including but not limited to:

- Iowa DOT Freight Advisory Committee
- Iowa DOT Bicycle and Pedestrian Long-Range Plan Policy Committee
- Highway 34 and 61 Coalitions
- Lee County Economic Development Group
- Great River Region Partnership
- Iowa Association of Regional Councils
- Flint River Trail Advisory Committee
- Friends of the Burlington Depot Committee
- Louisa County Trails Council
- Greater Burlington Partnership
- Promoting Outdoor Recreational Trails of Fort Madison
- Healthy Henry County Communities

Project Description

SEIRPC intends to continue providing the same services (data collection, grant writing, grant administration, traffic, and trail counting) and participating in the same regional, state, and federal organizations worked on in the previous year, as listed above. New projects may include those in the categories listed above, but will likely take on new projects that are currently unknown. Region 16 consistently has new issues arise related to all transportation modes, and often regional members contact SEIRPC for assistance. Staff will also attend transportation planning conferences and trainings, as in past years, such as the NADO transportation planning conference, Iowa Trails Summit, Iowa Bike Summit, Iowa APA Planning Conference, and other similar conferences or training courses.

Zach James directs the Planning Department daily, leading staff, managing projects, and giving policy input to the Executive Director and Board of Directors. He will be involved in identifying technical assistance projects, engaged in working with local, state, and federal committees, SIREPA assistance, grant writing, grant administration, federal fund requests, communicating with regional members, and other duties as needed. Mike Norris is the Executive Director and will be directly involved in identifying technical assistance projects and providing technical assistance to regional members. Mr. Norris will specifically be engaged in activities with the SIREPA, working with local, state, and federal committees, and other duties as needed. Jarred Lassiter, Kansha Tiwari, Joey Grabowski, and a summer intern will be engaged in all aspects of technical assistance, including grant writing, grant administration, trail assistance, data collection, GIS Mapping, and assisting staff with management of projects as needed. The chart below outlines the amount of transportation planning time allocated towards technical assistance for transportation planning staff.

Name, Title	Time Allocation	Hours Allocation
Mike Norris, Executive Director	30%	31
Zach James, Assistant Director	24%	300
Jarred Lassiter, Senior Planner	28%	349
Kansha Tiwari, Senior Planner	30%	186
Joey Grabowski, Regional Planner	28%	582
Summer Planning Intern	40%	192

Product

The end product will again be providing the best possible transportation technical assistance to regional members. This will include completing projects currently in the works, initiating new projects, and maintaining the potential to provide responsive service to regional members' requests. There is no estimated completion date, as this is an ongoing work element throughout the entire year.

Planning, Budget, and Funding Sources

Work Element	FTA 5311	FTA 5311 C/O	FHWA STBG	FHWA STBG C/O	FHWA SPR	Local Match	Total
TPWP (10% = 512 hours)	\$3,166	\$3,078	\$12,998	\$5,768	\$3,166	\$7,044	\$35,220
TIP (8% = 434 hours)	\$2,533	\$2,463	\$10,398	\$4,614	\$2,533	\$5,635	\$28,176
PPP (5% = 307 hours)	\$1,583	\$1,539	\$6,499	\$2,884	\$1,583	\$3,522	\$17,610
L RTP (7% = 501 hours)	\$2,216	\$2,155	\$9,098	\$4,037	\$2,216	\$4,931	\$24,654
PTP (5% = 329 hours)	\$1,583	\$1,539	\$6,499	\$2,884	\$1,583	\$3,522	\$17,610
Special Activities (35% = 2,055 hours)	\$11,082	\$10,774	\$45,492	\$20,187	\$11,082	\$24,654	\$123,271
Technical Assistance (30% = 1,641 hours)	\$9,499	\$9,235	\$38,993	\$17,303	\$9,499	\$21,132	\$105,661
Totals	\$31,663	\$30,782	\$129,978	\$57,677	\$31,663	\$70,441	\$352,204

Funding Sources	
Total Transportation Planning Budget	\$ 352,204
Total Federal Funding (80%)	\$ 281,763
	FHWA SPR \$31,663
	FTA 5311 \$31,663
	FHWA STBG C/O \$57,677
	FTA 5311 C/O \$30,782
	FHWA STBG \$129,978
Total Local (20%)	\$ 70,441

Federal Funding Notes

FHWA Statewide Planning & Research (SPR) program funding is transferred to FTA 5305e funding in a consolidated planning grant application. FHWA Surface Transportation Block Grant (STBG) program funding is transferred to FTA 5311 program funding in a separate FTA transfer grant application.

Direct Salary and Fringe Benefit Costs

Direct salary and fringe benefits are programmed for each category listed in the TPWP. Staff time is allocated in increments of person-hours based on experience, reflecting the time required to perform the same or similar tasks.

Indirect Costs

The SEIRPC allocates indirect costs to projects, grants, and contracts based on direct labor dollars using a percentage allocation rate. This indirect cost allocation rate is set and approved by SEIRPC's approving federal agency, the U.S Department of Commerce (DOC). The current letter approving an indirect cost allocation rate from the DOC for FY2026 is included in Appendix A. An updated indirect cost proposal for FY2027 will be submitted to DOC before the end of FY2026, with approval likely in early FY2027.

The SEIRPC treats all costs as direct costs except general administration and general expenses. Indirect costs (shared costs) are charged to a cost center identified as the Indirect Cost Pool. The Indirect Cost Pool includes the indirect costs for administrative services. The costs are distributed to the various program activities based on direct labor and benefits, with each program. Direct labor includes salaries, paid time off (PTO), and fringe benefits.

SEIRPC has created an Indirect Cost Pool consisting of salaries, fringe benefits, and non-salary costs for administrative services. The commission allocates indirect costs (shared costs) to each of the cost centers (direct programs). This cost pool is allocated to the other cost centers based on the proportion of direct labor and benefits using a percentage allocation rate.

Direct Other Costs

The transportation program budget includes an estimate of direct other costs. Direct other costs consist of travel, printing, copying, and supplies, which can be identified with a given project. Such items as consultants, computer services, and membership and subscription fees are also directly identified with a project. In addition, knowledge of future substantial printing and consultant costs is considered.

Annual Audit

The SEIRPC fiscal year audit will be conducted by a certified public accountant. The SEIRPC has a fiscal year from July 1 through June 30, which should provide for a clear audit for the transportation program.

DBE

While SEIRPC at this time does not plan to spend any or a limited amount of federal funds on DBE enterprises, SEIRPC staff will make a good faith effort to identify and utilize DBEs where possible. SEIRPC completes two DBE forms biannually, one for the Office of Public Transit and one for the Office of Systems Planning. The latest report may be obtained by contacting SEIRPC.

Appendix A – Indirect Cost Allocation Approved by the Department of Commerce



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240

August 13, 2024

Mike Norris, Executive Director
Southeast Iowa Regional Planning Commission
211 N Gear Avenue, Suite 100
West Burlington, IA 52655

Re: Indirect Cost Rate Certificate

Mike Norris:

With this letter, the Interior Business Center (IBC), on behalf of the Economic Development Administration (EDA), a component of the Department of Commerce and your cognizant agency, acknowledges receipt of your Certificate of Indirect Costs for FY 2025 dated August 13, 2024. As a unit of state or local government that receives less than \$35 million in annual cumulative direct Federal funding, you are not required to submit an indirect cost rate proposal to EDA and, consequently, EDA will not review your submission at this time. For more information on this requirement, see 2 C.F.R. part 200, App. VII §D.1.b.

Your organization is required to develop an indirect cost rate proposal or cost allocation plan in accordance with 2 C.F.R. part 200 and retain it with related supporting documentation for audit. For more information on this requirement, see 2 C.F.R. part 200, App. VII §D.1.b. and 2 C.F.R. §200.333. EDA reserves the right to review this or future indirect cost rate proposals at a later time to ensure conformity with the requirements of 2 C.F.R. part 200. Typically, EDA will exercise this right if there is a relevant audit finding, a concern is raised by another government agency concerning a particular indirect cost rate, and/or if EDA finds an anomaly in an indirect cost rate proposal. In such circumstances EDA may review such an indirect cost rate proposal itself or through another Federal agency.

IBC is a shared service provider operating under the Department of the Interior. EDA has entered into an agreement with IBC to review and process Certificates of Indirect Costs on their behalf. EDA remains your cognizant agency and this letter, although issued from IBC, is EDA's acknowledgment of receipt.

Please contact IBC if you have any questions or concerns.

Sincerely,

Craig A. Wills
Indirect Cost & Contract Audit Division Chief

Enclosure: Certificate of Indirect Costs

U.S. Department of Commerce, Economic Development Administration
1401 Constitution Avenue, NW
Washington, DC 20230

CERTIFICATE OF INDIRECT COSTS

This is to certify that I have reviewed the indirect cost rate proposal prepared and maintained herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal dated 06/15/2024 [identify date indirect cost rate proposal was finalized] to establish indirect costs rate(s) for 7/1/2024-6/30/2025 [identify start/end dates for the fiscal year covered by the indirect cost rate] are allowable in accordance with the requirements of the Federal award(s) to which they apply and OMB Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (codified at 2 C.F.R. Part 200) Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

(3) The indirect cost rate calculated within the proposal is 32% [identify rate(s)], which was calculated using a direct cost base type of salary & benefits [identify type of direct cost base – Salary & Fringe, MTDC, etc.]. The calculations were based on actual costs from fiscal year 23 to obtain a federal indirect cost billing rate for fiscal year 6/30/2025.

(4) All documentation supporting the indirect cost rate identified above must be retained by the Recipient. This rate should be reviewed and validated as part of the Recipient's annual financial audit.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seq.), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

Organization Name: Southeast Iowa Regional Planning Commission

Signature: 

Name of Authorized Official: Mike Norris

Title: Executive Director

Email Address and Phone: mnorris@seirpc.com 319-753-4310

Date of Execution: 8/13/2024

BUDGET

TOTAL
FY25
BUDGET

INDIRECT
FY25
BUDGET

draft 7

Expense

700.00 · Personnel Expenses		
701.00 · Salaries	1,446,373	214,217
702.00 · FICA - Employer's Share	105,649	15,211
703.00 · IPERS - Employer's Share	135,631	20,222
704.00 · Unemployment	-	-
705.00 · Employee Benefits	207,421	42,133
Total 700.00 · Personnel Expenses	<u>1,895,074</u>	<u>291,783</u>
706.00 · Physicals	1,500	
707.00 · Uniform Expense	5,500	1,000
708.00 · Drug Testing	2,000	
709.00 · Personnel Expenses - Other	300	
710.00 · Payroll Services	8,000	8,000
712.00 · Advertising	1,500	
717.00 · Audit	18,500	18,500
725.00 · Consulting	-	
726.00 · Contractual Expenses-Other	78,500	
728.00 · Information Technology	48,700	20,000
729.00 · Copier Expense	6,000	6,000
730.00 · Legal Expense	2,000	
738.00 · Depreciation Expense	-	
740.00 · Dues/Subscriptions/Conferences	15,860	2,500
741.00 · Public Notices	1,300	500
745.00 · Land, Structures, Rights-of-way, etc.	-	
746.00 · Leased Equipment	2,800	1,000
747.00 · Equipment under \$5000	119,552	12,616
748.00 · Capital Equipment	423,940	
749.00 · Principle Expense	37,175	
750.00 · Lead Testing Expense	1,000	
751.00 · Housing Expense	-	
752.00 · Grant Adm. Expense	-	
753.00 · HUD Inspections	-	
754.00 · Insurance	189,600	90,000
755.00 · HUD Housing Asst. Payments	-	
756.00 · Mortgage Filing Expenses	500	
757.00 · Interest Expense	4,782	
758.00 · Loan Closing Expenses	-	
759.00 · Credit Report Expense	-	
760.00 · Hsng Relocation Expense	-	
766.00 · Bldg. Maintenance & Repairs	32,500	
767.00 · Vehicle Maintenance & Repair	140,000	
768.00 · Marketing	11,000	500
769.00 · Meeting Expense	2,600	1,000
782.00 · Printing/Postage	8,850	6,000
791.00 · Rent	-	
806.00 · Supplies	21,840	7,500
807.00 · Bank Charges	-	
808.00 · Fuel/Oil	143,750	
810.00 · Telecommunications	35,000	15,000
811.00 · Utilities	30,000	
812.00 · Bldg Operation Allocation	-	106,782
813.00 · Real Estate Taxes	20,000	
814.00 · Architectural & Engineering Fees	-	
815.00 · Mileage	750	
816.00 · Travel	12,224	100
817.00 · Conferences/Training	24,100	1,500
820.00 · Use Allowance	10,250	1,000
829.00 · Down Payment Assistance		
830.00 · Participant Loans & Grants		
890.00 · Matching Expenditures	150,004	(4,950)
900.00 · Indirect Costs		
PY over allocated indirect expenses (audited #)	-	23,853
Total Expense	<u>3,506,951</u>	<u>610,184</u>
Total FY25 Budget Indirect Expenses		610,184
Total FY25 Budget Salaries & Benefits		1,895,074
FY25 ICR %		32%

Appendix B – RPA Self-Certification of Procurement and Consultant Selection Procedures

MPO/RPA Self-Certification of Procurement and Consultant Selection Procedures

This is to certify that I have reviewed the [Iowa DOT Purchasing Rules](#) (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds \$5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Office of Systems Planning, through email or hard copy, invoices documenting the expenditure(s) at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.



(Signature)

Mike Norris

(Please Print Name)

Exec Dir

(Title)

SEURPC

(Name of Organization)

6-7-21

(Date Signed)

Public Hearing: FY26 PTP Resolution #203-2026

OB 3

Memo



To: Mike Norris, Executive Director

From: Zach James, Planning Director

Date: March 25, 2021

Re: Final Draft FY2026 Passenger Transportation Plan (PTP) Update

What is the Passenger Transportation Development Plan?

The Passenger Transportation Plan (PTP) is a required planning document developed in coordination with the Iowa Department of Transportation's Office of Public Transit. The PTPs are an Iowa creation, providing needs-based justification for passenger transportation projects, as well as incorporating federal requirements for coordinated planning. The purpose of the Region 16 PTP is to strengthen collaboration between human service agencies and public transportation providers to support effective and efficient passenger transportation services throughout Southeast Iowa, with goals to:

1. Improve transportation services to Iowans
2. Increase passenger transportation coordination
3. Create awareness of unmet needs
4. Develop new working partnerships
5. Assist decision-makers, advocates, and consumers in understanding the range of transportation options available
6. Develop justification for future passenger transportation investments
7. Save dollars and eliminate overlapping of services

Updates Made from Last Year's PTP

The last PTP was adopted in March 2021, with the plan to be updated every 5 years. The document incorporates a similar visual format with engaging graphics from the last plan, clearly highlights key information, includes extensive data analysis, and public input to that combined create a more accessible and reader-friendly plan. Below is a list of highlights of the updated plan include:

Introduction and Plan Development

This section provides some background on the purpose of the PTP, the planning area, and the process for development of the document, including data collection and public input.

Transportation Provider Inventory

This section provides a listing of all private and non-profit agencies, private intercity/charter services, commercial airline services, for-profit door-to-door transportation/taxi services, public transit providers, and passenger rail services in Southeast Iowa that provide passenger transportation services. This transportation provider inventory was created based on planning staff's research, transportation provider survey responses, and input from the Transportation Advisory Committee.

Regional Profile

This profile provides some unique demographic information about region 16, including population density, population below poverty level, individuals with no vehicle, population 65 and older, Limited English Proficient population (LEP), people with disabilities, population by race, major employers, and medical and grocery stores. The section also includes an update on recent developments, such as new funding for facility/ fleet/ service improvements, staff changes, and recent local and state plans that address coordination issues among various entities throughout the state, or particularly for Southeast Iowa.

Regional Unmet Needs

This section highlights some of the public input that SEIRPC staff has completed to identify regional unmet needs, including what we learned from several public input efforts, such as one-on-one interviews with transportation providers in the region, Transportation Advisory Committee meetings, and surveys/interviews with regional transportation providers.

Priorities and Strategies

This section provides several priorities with several strategies that will be used to meet the needs identified for the region. The priorities focus on improving public awareness/marketing of existing services, improving coordination of information and services, improving efficiency/effectiveness of existing services, continuing to adapt to Medicaid and state legislation changes, and identifying opportunities for expanding services.

Approval

The plan has been sent to IDOT, SEIRPC Board, Transit Advisory Committee members, and been available for public comments since the last full board meeting. There were some comments from IDOT and TRAC members that have been addressed. With these updates being made, staff is presenting the final FY2026 PTP is today for approval by the SEIRPC full board.



May 28th, 2026

Region 16 FY2026 Passenger Transportation Plan



Prepared by:
Southeast Iowa Regional
Planning Commission

RESOLUTION #203-2026

INTRODUCED BY: SEIRPC

INTENT: A RESOLUTION ADOPTING THE FY2026 PASSENGER TRANSPORTATION PLAN (PTP) AND AUTHORIZING SUBMISSION TO IOWA DEPARTMENT OF TRANSPORTATION (DOT), FEDERAL HIGHWAY ADMINISTRATION (FHWA), AND FEDERAL TRANSIT ADMINISTRATION (FTA)

WHEREAS, the Passenger Transportation Plan is a regional passenger transportation plan that facilitates transportation coordination and efficient use of public transportation funding; and

WHEREAS, the Passenger Transportation Plan is a required plan by the Iowa Department of Transportation Office of Public Transit to maintain eligibility for public transit funding and to justify applications for public transit funding; and

WHEREAS, the planning process of the Passenger Transportation Plan included a wide array of regional representatives, including representatives of human service agencies, public transportation officials, elected officials, members of the general public, and non-profit representatives; and

WHEREAS, the Passenger Transportation Plan is an ongoing plan to be updated regularly by Southeast Iowa Regional Planning Commission staff; and

BE IT RESOLVED, The Southeast Iowa Regional Planning Commission Board of Directors adopts the Region 16 Passenger Transportation Plan update on this 28th Day of May 2026 and authorizes staff to submit to Iowa DOT, FHWA, and FTA.

Dr. Michael Ash, Chairman

Mike Norris, SEIRPC Executive Director

Acknowledgements

In addition to the many community members who provided invaluable knowledge to assist us in the development of this plan, we would like to thank the following individuals for their added input:

Transportation Advisory Committee and Passenger Transportation Coordination Workshop participants

Linda Harwood, *Services Director, Milestones AAA*

Steve Detrick, *Board of Supervisors, Henry County*

Laura Liegois, *City Manager, City of Fort Madison*

Nick MacGregor, *Assistant City Manager to Public Works, City of Burlington/BUS*

Dan Eberhardt, *Director, Autumn Heights Apartments*

Cyndi Mears, *General Assistance Director,, Louisa County Community Services*

Bobbie Wulf, *Coordinator of Disability Services, Louisa County Community Services*

Pat Inrachavongsa, *Transit Director, SEIRPC*

Robin Peiper, *Assistant Transit Director, SEIRPC*

Ken Hyndman, *MHDS Director/Coordinator of Disability Services, Des Moines County*

Eva Castillo, *Director of Services, Hope Haven a Division of Imagine the Possibilities*

Megan Brincks, *Executive Director, United Way of Southeast Iowa*

Sarah Terwilliger, *Office Administrator, United Way of Southeast Iowa*

Shawn Maine, *Supervisor, Louisa County*

Michael Dear, *Executive Director, Fort Madison Housing Authority*

Spencer Thompson, *Passenger Planner, Iowa Department of Transportation*

Emma Borchers, *Statewide Mobility Coordinator, Iowa Department of Transportation*

Kristin Haar, *Compliance and Training Officer, Iowa Department of Transportation*

Chris Kukla, *District 5 Transportation Planner, Iowa Department of Transportation*

Acknowledgements

SEIRPC Board

Jon Billups, *City of Burlington*

Ron Teater, *City of West Burlington*

Jim Cary, *Des Moines County*

Hans Trousil, *Private Sector Representative*

Keenan Todd, *City of Columbus Junction*

Brett Shafer, *City of Wapello*

Kevin Hardin, *Louisa County*

Cori Milan, *Private Sector Representative*

Steve Brimhall, *City of Mount Pleasant*

Kirk Miller, *City of New London*

Steve Detrick, *Henry County*

Chad Hudson, *Private Sector Representative*

Laura Leigois, *City of Fort Madison*

Jim Ferneau, *City of Keokuk*

Garry Seyb, *Lee County*

Emily Benjamin, *Private Sector Representative*

Dr. Michael Ash, *Southeastern Community College*

SEIRPC Staff

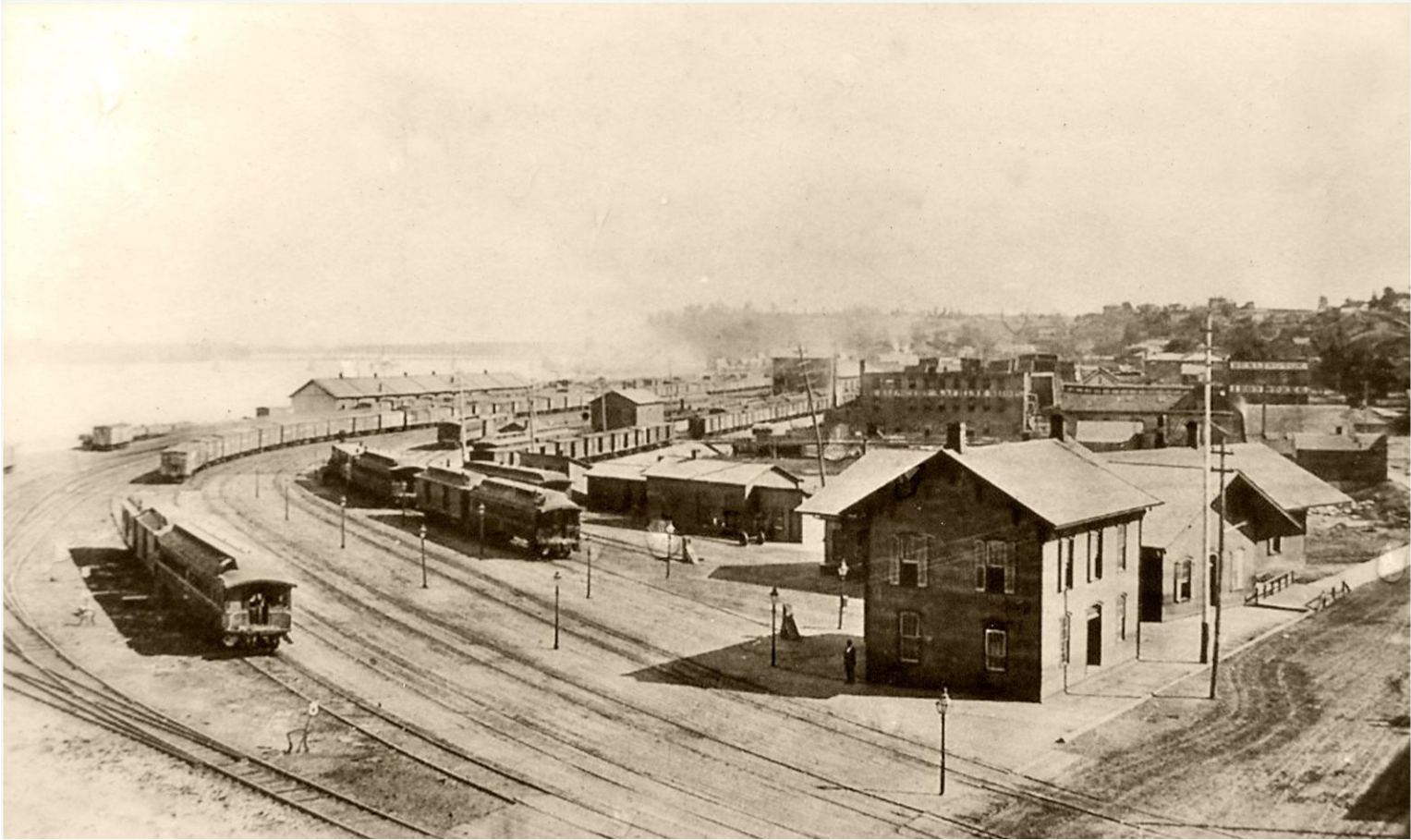
Zach James, *Assistant Director*

Joseph Grabowski, *Regional Planner*

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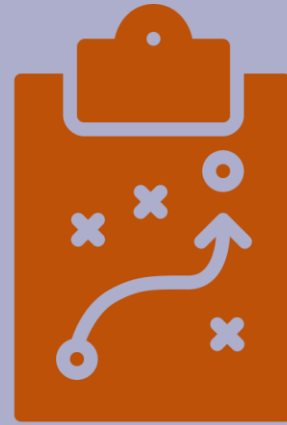
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- 3. Regional Profile: Southeast Iowa 28
- 4. Regional Unmet Needs 40
- 5. Priorities and Strategies 50
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- Appendix A – Transportation Provider Survey Results
- Appendix B – Transportation Provider Inventory (Private/ Non-Profit Providers)
- Appendix C – Transit Advisory Committee Meeting Agendas, Presentations, and Notes
- Appendix D – Public Notices



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1 Introduction and Plan Development



Region 16 Transportation Planning Area

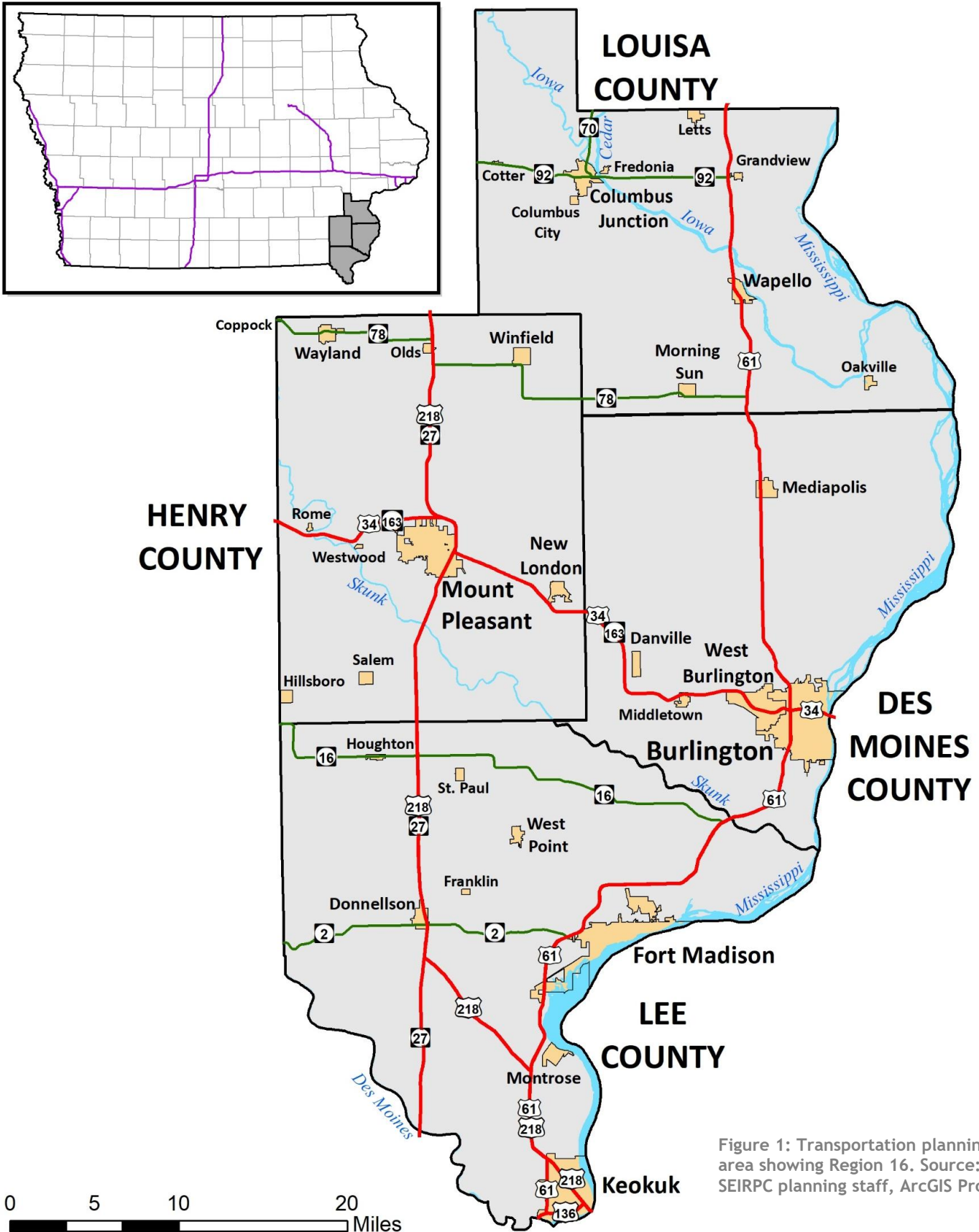
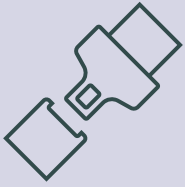


Figure 1: Transportation planning area showing Region 16. Source: SEIRPC planning staff, ArcGIS Pro

What is the purpose of this plan?



Improve transportation services to lowans



Increase passenger transportation coordination



Create awareness of unmet needs



Develop new working partnerships



Assist decision-makers, advocates, and consumers in understanding the range of transportation options available



Develop justification for future passenger transportation investments



Save dollars and eliminate overlapping of services

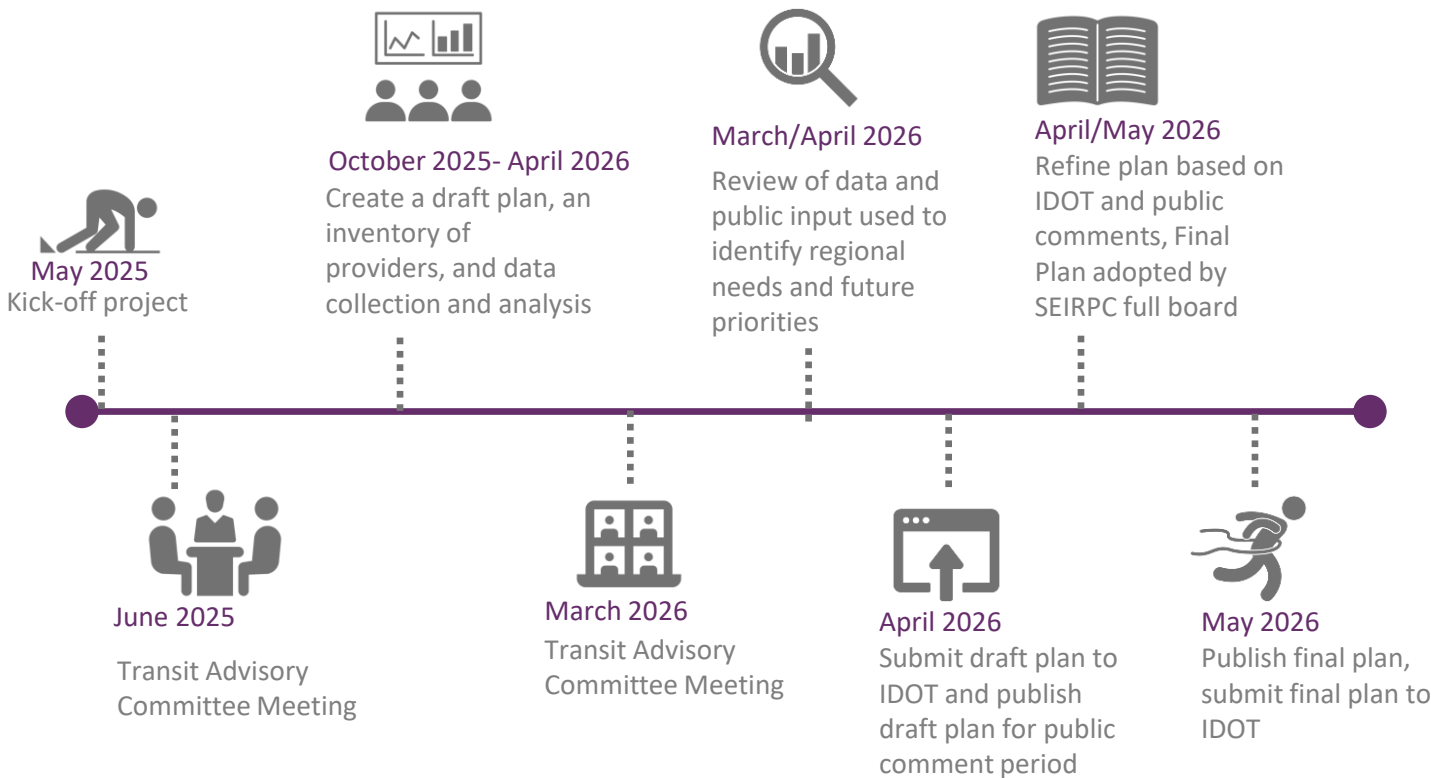
What is the Passenger Transportation Plan (PTP)?

Southeast Iowa's transportation planning body, the Southeast Iowa Regional Planning Commission (SEIRPC), is responsible for the creation of the Region 16 Passenger Transportation Plan (PTP), which is updated every five years. Created by the Iowa Department of Transportation's (IDOT) Public Transit Bureau, the PTP is intended to coordinate and promote joint transportation planning programs that help further develop both local and regional public transportation systems. The purpose of the Region 16 PTP is to strengthen collaboration between human service agencies and public transportation providers to support effective and efficient passenger transportation services throughout Southeast Iowa, with goals to:

1. Improve transportation services to lowans
2. Increase passenger transportation coordination
3. Create awareness of unmet needs
4. Develop new working partnerships
5. Assist decision-makers, advocates, and consumers in understanding the range of transportation options available
6. Develop justification for future passenger transportation investments
7. Save dollars and eliminate overlapping of services.

Plan Development Schedule

The development of the Passenger Transportation Plan FY21 was a 12-month process, which began in the spring of 2025 and concluded in the spring of 2026. Key project milestones have been identified in the timeline below.



Public Engagement Process

The Passenger Transportation Plan was developed through a comprehensive data collection process and public involvement process. A variety of techniques were used to gather input from regional transportation providers and other stakeholders. Major engagement techniques included regional surveys, interviews with transit providers, and Transit Advisory Committee meetings. See Appendix D for public notices.

Upon completion of the draft plan, it was made available for public comments. Specifically, the document was sent to Iowa DOT, the Transit Advisory Committee members, and SEIRPC Board Members for review. The final step of the process was the approval and adoption of the plan by the SEIRPC Full Board.



Regional Transportation Provider Survey and Interviews



To understand the perspective of regional transportation providers, a survey was developed through SurveyMonkey. The purpose of the transportation providers' survey was to identify all agencies that provide transportation service in the Southeast Iowa region, their current vehicle fleet and facility inventory, identify fleet and facility needs, identify service needs, and gather input on regional coordination priorities.

To complete the survey and get the most valuable information, SEIRPC staff held one-on-one interviews with transportation providers to go through the survey. This allows for the ability to ensure the information being requested is filled out in full and accurately.

A total of **XX** interviews were completed for this survey. See Appendix A and B for survey results and a detailed inventory of regional transportation providers.



Transit Advisory Committee (TRAC)

SEIRPC held four Transit Advisory Committee (TRAC) meetings to provide input and review the development of PTP.

- The first meeting was held on May 20, 2025
- The second meeting was held on June 30, 2025
- The third meeting was held on March 4, 2026
- The fourth meeting was held on May 20, 2026

All TRAC members (listed in the Acknowledgements) were invited to the meetings, which were held via Zoom.

The following page provides more details on the purpose and makeup of the Transit Advisory Committee. Appendix C includes meeting agendas, presentations, and meeting notes from the three TRAC meetings in which the PTP was discussed.

What is THE TRAC?

WHAT IS TRAC'S ROLE IN THE PTP?

The TRAC played a vital role in the development of the Region 16 Passenger Transportation Plan (PTP). They provided input and review for its development and implementation. The PTP provides information on transportation services and needs, gathers input and ideas from regional transportation partners on regional passenger transportation needs, identifies regional passenger transportation priorities, and provides justification for any state or federal transit funding in Southeast Iowa. The PTP is required to be prepared by SEIRPC for Region 16 with regular, scheduled input from stakeholders forming the TRAC.

The TRAC monitors the progress of the PTP throughout the year, offers general guidance, and recommends the final version of the PTP to the SEIRPC Board of Directors for approval. The main tasks performed by the Transit Advisory Committee are to identify passenger transportation needs, identify projects to address these needs, prioritize projects, and work to implement priority projects/improve coordination amongst different agencies.

WHO ARE TRAC MEMBERS?

The Transit Advisory Committee (TRAC) is made up of representatives of the following agencies. Input from other stakeholder groups is encouraged and are invited to TRAC meetings as opportunities are presented.

- Burlington Urban Service
- United Way of Southeast Iowa
- Community Action of Southeast Iowa
- Des Moines County Supervisor
- Des Moines County Community Services
- Fort Madison United Way
- Milestones Area Agency on Aging
- Low Rent Housing Agency of Burlington
- Henry County Supervisor
- Henry County Community Services
- Hope Haven by Imagine the Possibilities
- Louisa County Supervisor
- Louisa County Community Services
- Lee County Supervisor
- Lee County Community Services
- Keokuk City Manager
- Fort Madison City Manager
- Fort Madison Housing Authority
- Great River Medical Center
- Southeast Iowa Regional Housing Authority
- SEIBUS
- Iowa Workforce Development
- Iowa DOT District 5
- Iowa DOT Transit Planning
- SEIRPC Planning and Transit Staff

Transit Advisory Committee Meeting Monday, June 30, 2025 - 2:00 PM

Microsoft Teams call

[Join the meeting now](#)

Meeting ID: 210 860 804 197 6

Passcode: vs6kw2Zc



1. Welcome and Introductions

2. Passenger Transportation Plan (PTP)

Points to accomplish: Provide an overview of PTP and the upcoming process to update the document.

3. Roundtable Discussion

Point to Accomplish: - Updates from BUS, SEIBUS, or other agencies
- Any other topics of interest that our TRAC members would like to discuss
- Discuss next meeting date

4. Adjournment

2.1 Transportation Provider Inventory



Southeast Iowa Transportation Providers

To build a better transit system...

We must first understand the current transit system and its functioning. Southeast Iowa is served by several transportation providers, ranging from public transit providers, intercity transit providers, private/non-profit transportation providers to rail and air passenger transportation services. This section will provide an overview of the agencies that provide transportation service and a description of the services that they provide to the residents of Southeast Iowa.

What services are available?



Private Intercity/Charter Services



For-Profit Door-to-Door Transportation/ Taxi Services



Private/ Non-Profit Providers



Public Transit Providers (Fixed Route & Demand Response)



Commercial Airline Service



Passenger Rail Service

Where do Southeast Iowans work?

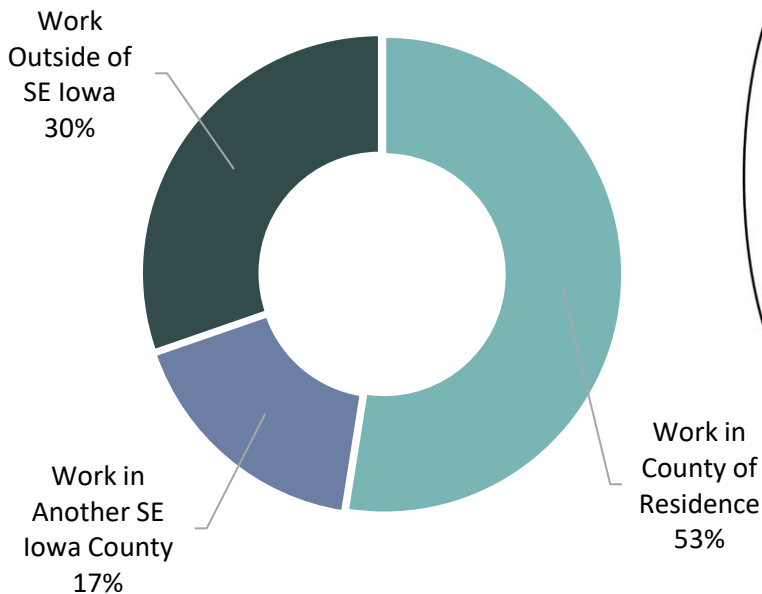


Figure 2 shows a majority of Southeast Iowa's working residents are employed in their county of residence, while 14% work in one of the region's other three counties. Source: US Census Bureau, Longitudinal Employer Household Dynamics (2024)

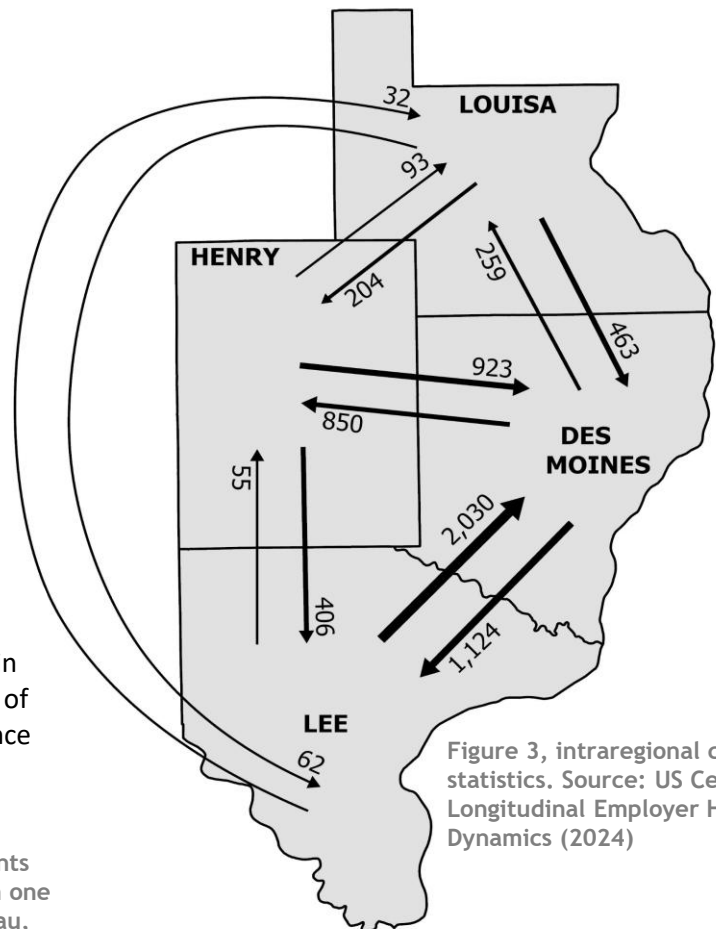


Figure 3, intraregional commuting statistics. Source: US Census Bureau, Longitudinal Employer Household Dynamics (2024)

Transportation Provider Inventory

IOWA PASSENGER TRANSPORTATION SERVICES

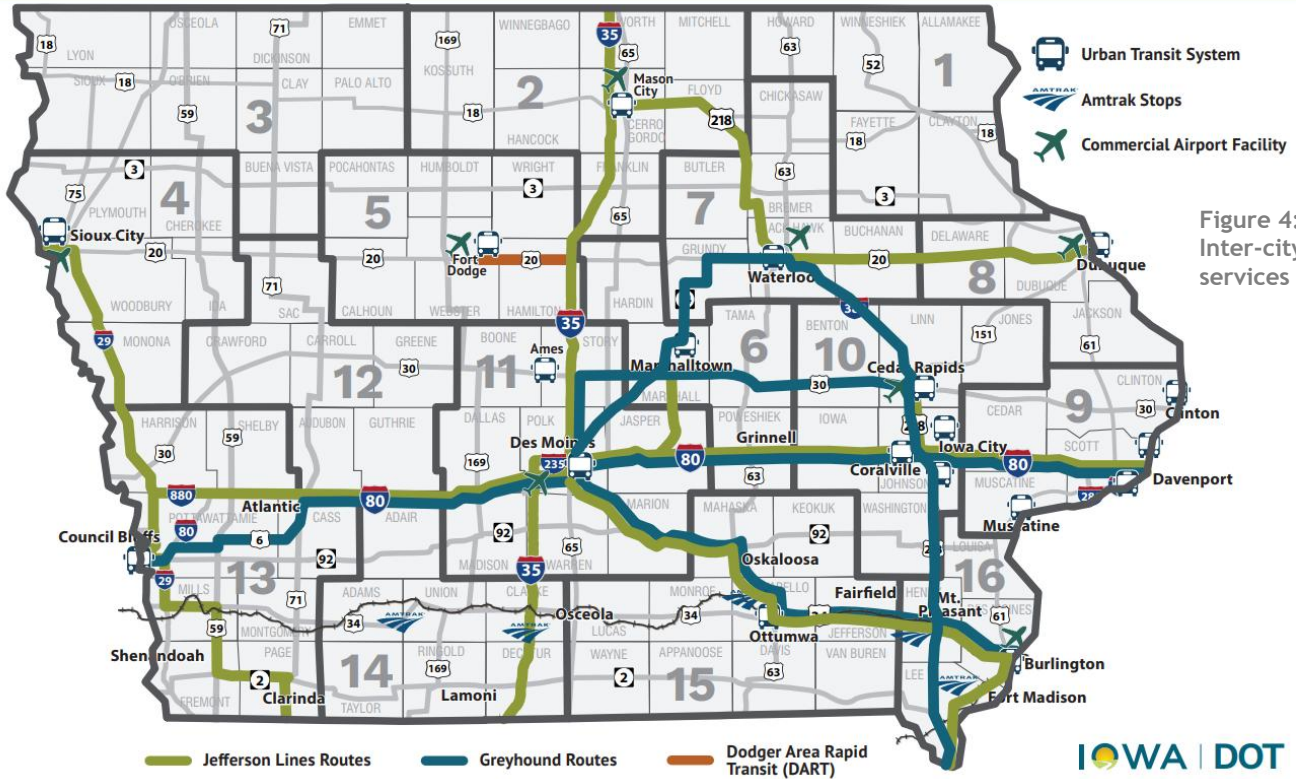


Figure 4: Map of Inter-city transit services in Iowa

Private Intercity/Charter Services

In a significant change for Southeast Iowa, Burlington Trailways has discontinued its operations, and Jefferson Lines now serves as the region's primary provider of intercity and charter bus services. It is important to note, however, that Jefferson Lines is not establishing a permanent operating base or depot in Southeast Iowa. Jefferson Lines provides service on a contractual or route-based basis as part of its larger multi-state network. The company specializes in scheduled intercity service across a 17-state region and facilitates long-distance travel through coordinated connections with other national carriers, rather than through locally based operations. As required of all over-the-road bus operators, Jefferson Lines operates a fully ADA-compliant fleet; since 2012, federal regulations have required that all over-the-road buses include wheelchair lifts and securement areas for mobility devices. Below is updated information about the services now provided by Jefferson Lines.

Scheduled Intercity Service

Jefferson Lines operates scheduled intercity bus service for the general public along fixed routes with limited stops, primarily linking major urban centers. The service spans Iowa and extends into neighboring states, including Minnesota, Missouri, Illinois, Nebraska, and South Dakota, while also providing connections to other national intercity bus operators. In Southeast Iowa, Jefferson Lines offers boarding locations in multiple communities, including West Burlington (906 Broadway Street), Fort Madison (5002 Avenue O), Keokuk (3530 Main Street), and Mount Pleasant (2005 East Washington Street).

Chartered Bus Service and Escorted Tours

Jefferson Lines also offers charter bus services for groups requiring transportation. These services are provided on an as-needed basis and do not involve permanent local facilities. Charter transportation may support special events, organizational travel, sporting events, regional tours, and other short-term or irregular travel needs.

Transportation Services



Figure 5 Dan Ross, one of the registered drivers in the area to provide Lyft rides in Henry County and Southeast Iowa. Source: Southeast Iowa Union, January 30, 2020

Within the Region 16 Planning Area, multiple public, private, and nonprofit transportation providers operate throughout the region. To support effective coordination and maximize mobility options, SEIRPC continuously identifies, inventories, and updates information on emerging and existing transportation providers. Planning staff began with the provider list included in the FY20 Passenger Transportation Plan and expanded it through updated research, direct outreach to local organizations, and input from the Transportation Advisory Committee (TRAC).

These providers were then asked to complete a brief survey, which shed light on the transportation service issues that have been observed directly by those working in the field. In turn helping inform the priorities and strategies section of this plan.

For- Profit Door-to-Door Transportation Services

- United American Cab Company
 - a taxi/limo service based in Keokuk that provides services regionally and in some parts of Illinois.
- Port Louisa Transport Inc
 - based in Louisa County, serving eastern Iowa with non-emergency rides.
- Yellow Cab Company
 - a private taxi company based in Burlington.
- Rideshares
 - Service such as Uber and Lyft are becoming more common throughout Southeast Iowa since 2017. However, these services are not as available as they are in larger urban centers.

DIRECT SERVICES

- Advanced Home Health Care
- Bickford Senior Living
- West Point Care Center
- RidgeView Assisted Living
- Oakview Ridge Assisted Living
- Home Caring Services
- Addington Place Assisted Living
- Insight Partnership Group
- River Hills Village
- The Kensington
- Great Beginnings
- Play Time Day Care & Pre School
- Low Rent Housing Agency of Burlington
- Washington County Ambulance

PRIVATE SERVICES

- United American Cab Company
- Port Louisa Transport Inc
- Yellow Cab Company
- Lyft
- Uber

VOLUNTEER SERVICES

- Des Moines County RSVP/Elder Services, Inc.
- Henry County RSVP/The Fellowship Cup
- American Cancer Society

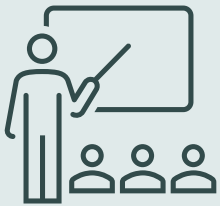
INDIRECT OR SUBCONTRACTED SERVICES

- Des Moines County Mental Health and Disability Services
- Henry County CPC
- Lee County Community Services
- City of Fort Madison
- City of Keokuk
- Milestones Area Agency on Aging
- Great River Health Systems
- Optimae LifeServices
- Henry County Health Center
- Louisa County Public Health

Transportation Provider Inventory

Regional Public Schools

ANNUAL TRANSPORTATION DATA



Larger, more urban school districts, such as Burlington, Fort Madison, Keokuk, and Mount Pleasant, typically have higher student enrollment than rural districts. To meet the transportation needs of their larger student populations, these districts operate more vehicles, which contributes to higher total route and non-route mileage, as well as increased operating costs.

In contrast, rural districts cover larger geographic areas but serve fewer students. As a result, they operate fewer vehicles and transport fewer students overall. However, because their routes often span long distances between sparsely located residences, rural districts may accumulate significant mileage per vehicle. Districts such as Central Lee, Columbus, Louisa-Muscatine, Mediapolis, and Waco (Wayland) own fewer vehicles but often travel longer distances through rural areas, compared to urban districts whose routes are concentrated within city limits.

School	Enrollment (cert less share time)	Route	Non- Route	Net Operating	Ave. Cost Per Mile (\$)	Approx. District Sq. Miles
Des Moines County						
Burlington	3,793	212,041	135,210	\$1,026,899.67	4.84	70
West Burlington Ind	384	2,761	16,287	\$15,112.48	5.47	2
Mediapolis	886	125,049	28,871	\$526,547.02	4.50	220
Danville	442	50,154	15,583	\$267,730.82	5.34	71
Henry County						
Waco	460	32,546	10,361	\$200,577.71	6.16	128
Winfield-Mt Union	317	27,376	11,027	\$118,485.82	4.33	93
New London	533	44,191	4,102	\$168,437.74	3.81	67
Mount Pleasant	1,733	169,302	52,318	\$730,676.82	4.32	303
Lee County						
Fort Madison	2,061	170,604	52,478	\$903,434.04	5.30	240
Central Lee	812	170,389	28,868	\$630,053.43	3.70	190
Keokuk	1,824	65,866	57,044	\$361,902.40	5.49	47
Louisa County						
Columbus	757	46,876	15,591	\$259,254.54	5.53	142
Louisa-Muscatine	676	94,820	23,259	\$468,308.85	4.94	110
Wapello	507	46,306	21,415	\$227,609.94	4.92	122
Morning Sun	199	16,227	0	\$57,286.45	3.53	50

Source: Iowa Department of Education

Transportation Provider Inventory

Regional Public Schools

TRANSPORTATION INVENTORY

Region 16 school districts own and maintain a fleet of vehicles to transport students to and from school and district-sponsored events. The fleet includes passenger cars, vans, and 84-seat buses. The table below categorizes these assets into two groups: 'Buses' and 'Type III Vehicles.' Type III Vehicles include any student transport vehicles that are not buses and do not have traffic control devices such as flashing lights or stop arms.

School	Buses	Type III Vehicles	Location
Des Moines County			
Burlington Notre Dame	3	2	Notre Dame School
West Burlington Independent School	5	5	408 W. Van Weiss West Burlington
Mediapolis CS	17	10	430 S Blaine St - Mediapolis
Burlington CS	34	19	3100 Johanson Dr - Burlington
Danville CS	9	7	Danville
Lee County			
Fort Madison CS	24	16	1903 19th Ave M Hwy 2-6TH Light FT Madison
Central Lee	22	10	Bus Lot - Central Lee HS
Keokuk CS	13	14	Bus Garage
Holy Trinity HS	2	0	1903 Ave M FT Madison
Henry County			
Waco CS	8	9	706 N Pearl St - Wayland
Winfield-Mt Union CS	4	5	208 S Olive St - Winfield
New London CS	5	5	New London
CASEIA Headstart	1	0	Ball field - Mount Pleasant
Mount Pleasant CS	25	10	Ball field - Mount Pleasant
Louisa County			
Columbus CS	12	6	1004 Colton St COLUMBUS JCT Hwy 61 South Of Grandview High School
Louisa Muscatine CS	9	14	
Wapello CS	5	9	933 Pleasant St - Wapello
Morning Sun CS	2	3	311 Division St - Morning Sun

Source: Iowa Department of Education

Transportation Provider Inventory

Passenger Rail Service

Currently there are two Amtrak routes that serve Region 16 including the California Zephyr and the Southwest Chief. The California Zephyr has stations in Burlington and Mount Pleasant, while the Southwest Chief has a station in Fort Madison. The Zephyr travels from Chicago to San Francisco, with connections to Omaha, Denver, and Salt Lake City. The Chief travels from Chicago to Los Angeles, passing through Kansas City and Albuquerque.



Currently, transit service to and from these stations is very limited. The only location with regular service to an Amtrak Station is in Burlington. Burlington Urban Service (BUS) currently has their main transfer point at the Amtrak Depot. Other transportation service to Amtrak Stations are provided on a demand response basis.



Figure 6: Mount Pleasant's Amtrak Station, a stop on the California Zephyr Route.

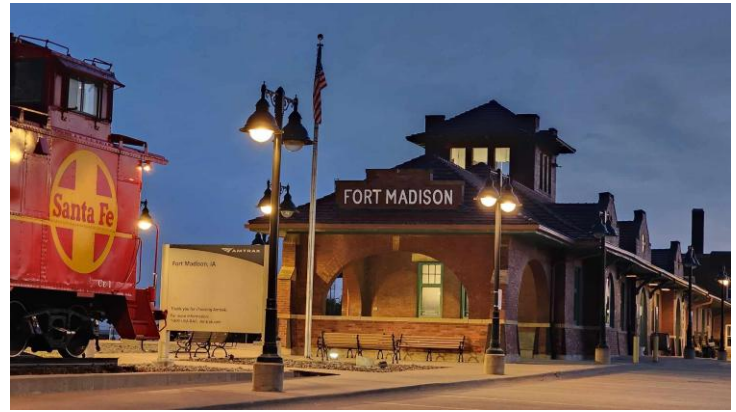


Figure 7: Fort Madison's Amtrak Station, a stop on the Southwest Chief Route.

Amtrak Ridership by Station

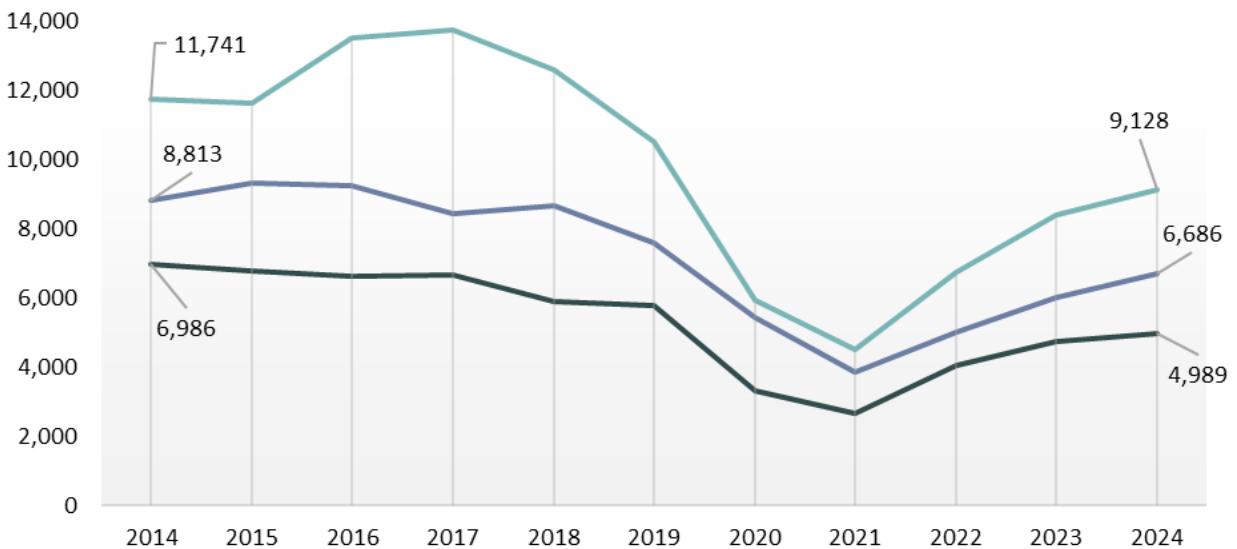


Figure 8: Amtrak Ridership by Station. Source: Bureau of Transportation Statistics - Amtrak Ridership

— Burlington — Mount Pleasant — Fort Madison

Transportation Provider Inventory

Commercial Airline Service



Burlington is home to the Southeast Iowa Regional Airport (BRL), the region's only commercial service airport. The facility is owned and operated by the Southeast Iowa Regional Airport Authority (SIRAA), an independent entity supported by a coalition of local governments, including the City of Burlington, City of West Burlington, and Des Moines County.

The airport recently completed a major runway upgrade and now offers daily flights to Chicago O'Hare International Airport through Contour Airlines. Commercial service operations are funded through the federal Essential Air Service (EAS) program, which ensures air connectivity for smaller communities with limited passenger volumes.

After experiencing a prolonged decline in usage between 2006 and 2011, the airport rebounded to a peak in 2019. Like many airports nationwide, BRL saw a sharp decline during the COVID-19 pandemic in 2020. However, recent infrastructure improvements and the addition of Contour Airlines signal a positive outlook for future growth and regional connectivity.

Southeast Iowa Regional Airport Annual Enplanements

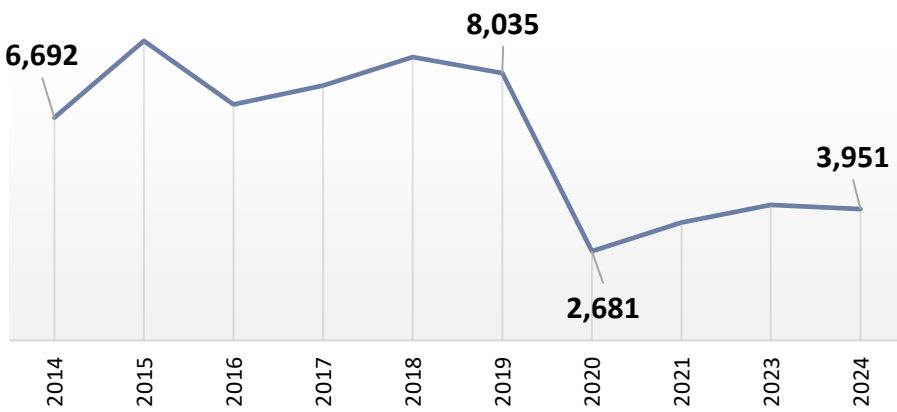


Figure 9 Southeast Iowa Regional Airport - annual enplanements. Source: Federal Aviation Administration

Figure 10 (below) map of airports in Southeast Iowa

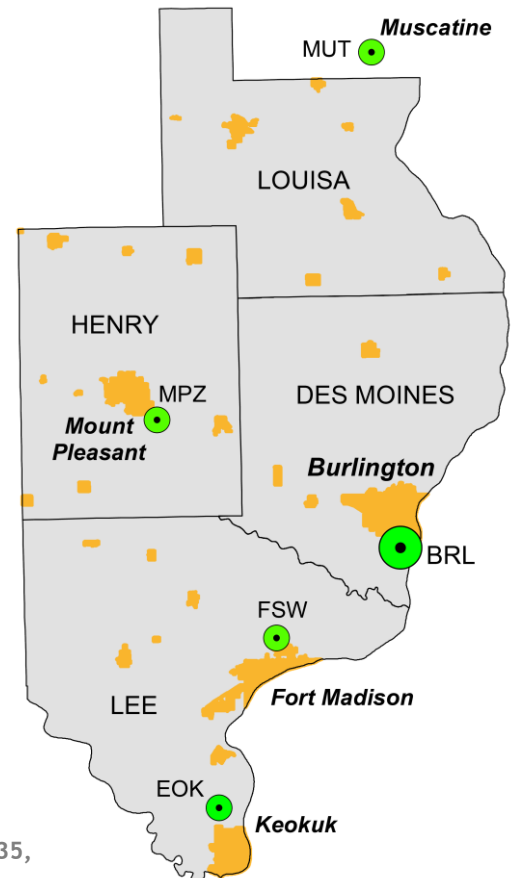


Figure 11 (left) Photo of an Embraer ERJ-135, regional jet owned by Contour Airlines.

Transportation Provider Inventory

Public Transit Providers



Southeast Iowa Bus & Burlington Urban Service

Region 16 has two public transit providers in SEIBUS and BUS. SEIBUS (Southeast Iowa Bus) is the regional transit provider for southeastern Iowa, providing service for Des Moines, Henry, Lee, and Louisa Counties, Monday through Friday. SEIBUS is managed and operated out of West Burlington at the SEIRPC offices.

BUS (Burlington Urban Service) on the other hand serves Burlington and West Burlington, offering deviated fixed routes, demand response, and paratransit. While both are based out of the greater Burlington area, SEIBUS does not operate within the BUS service area unless a previous agreement has been reached between the two.

The regular hours of service from SEIBUS vary among communities. Fort Madison and Keokuk services run from 11:00am to 3:00pm on Mondays, Wednesdays, and Fridays. Mount Pleasant service runs from 9:00am to 3:00pm Monday to Friday. On Mondays, Wednesdays, and Fridays, SEIBUS also operates a route from Mediapolis to Burlington at 9:30am and from Burlington to Mediapolis at 1:00pm. Columbus Junction, Grandview, Wapello, and Morning Sun riders are directed to call SEIBUS to check bus availability.

City	Day	Start Time	End Time
Fort Madison	Monday	11:00 AM	3:00 PM
	Wednesday	11:00 AM	3:00 PM
	Friday	11:00 AM	3:00 PM
Keokuk	Monday	11:00 AM	3:00 PM
	Wednesday	11:00 AM	3:00 PM
	Friday	11:00 AM	3:00 PM
Mount Pleasant	Monday to Friday	9:00 AM	3:00 PM

City (to and from Burlington)	Day	Start Time	End Time
Mediapolis	Monday	9:30 AM	1:00 PM
	Wednesday	9:30 AM	1:00 PM
	Friday	9:30 AM	1:00 PM
		(Departure from home)	(Arrival back home)
Columbus Junction, Grandview, Wapello, Morning Sun	Passengers can call SEIBUS for bus availability		

Transportation Provider Inventory

Southeast Iowa Bus (SEIBUS)



Some of the general services that SEIBUS provides are a medical shuttle to Iowa City area hospitals. These medical shuttles travel to the University Hospitals and Clinics, the Veterans Hospital, and those at the Iowa River Landing on Tuesdays, Wednesdays, and Thursdays, excluding Holidays. Typically, the pick ups for these medical shuttles are at the passenger's home, but alternate locations can be arranged.

SEIBUS also offers trips to the Cedar Rapids Airport as well, arriving at approximately 9:30am, and departing from the airport at 1:30pm on Tuesdays and Thursdays; and 12:30pm on Wednesdays.

SEIBUS also works with other private transportation providers to offer transportation services to the public. These private providers include Imagine the Possibilities and Milestones AAA, and others that focus on elder care or assisted living. Below is a list of community and private partnerships maintained by SEIBUS.

- City of Fort Madison
- City of Keokuk
- Henry County
- Des Moines County
- Louisa County
- Midwest Old Threshers Reunion
- Imagine The Possibilities
- Southeast Iowa Regional Medical Center
- Milestones AAA
- New Choices, Incorporated

County/City	Pick Up From Your Home On Tuesday & Thursday	Arrive In Iowa City	Leave Iowa City On Tuesday & Thursday	Arrival Back Home On Tuesday & Thursday (Approximate Time)
Keokuk	5:30 - 6:00 AM	Drop off in Iowa City at 9:00 AM (approximate time)	Depart VA hospital promptly at 2:30 PM	5:15 PM
Fort Madison	6:15 - 6:30 AM		4:30 PM	
Henry County	7:00 - 7:30 AM			3:45 PM
Des Moines County	6:00 - 6:30 AM		Depart UI hospital promptly at 2:45 PM	4:30 PM
Louisa County	7:00 - 7:15 AM			3:45 PM

SEIBUS - Past Trends

This page provides an overview of the past trends of SEIBUS and studies the change in ridership, vehicles miles traveled and hours of operation in the past 6 years.

Key Service Measures

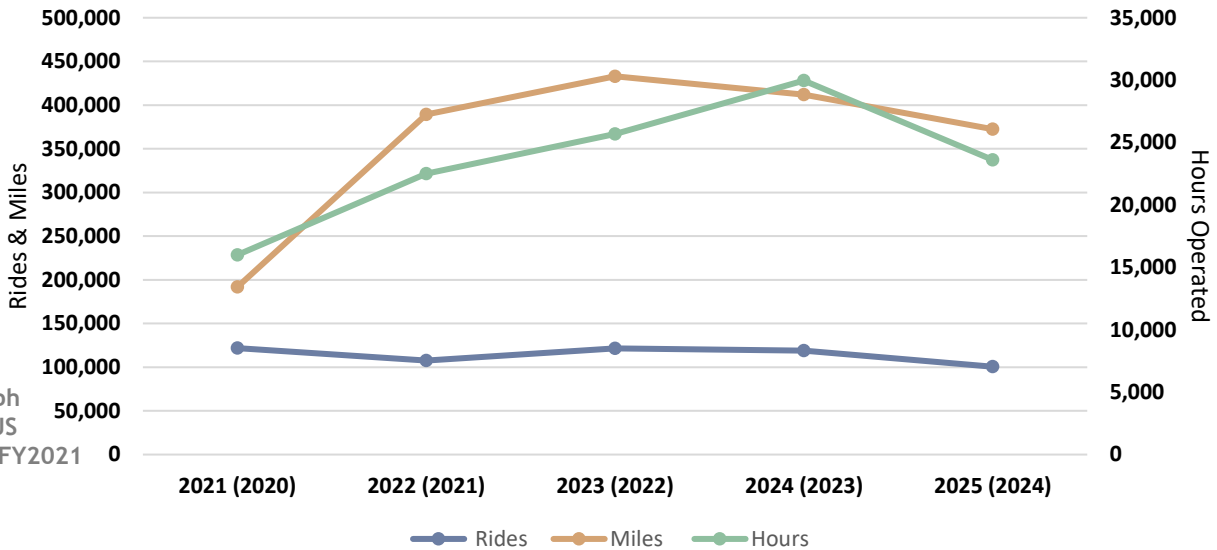


Figure 12: Graph depicting SEIBUS statistics from FY2021 to FY2025.

Generally, ridership over the 2020 - 2024 period was consistent, while miles and hours increased alongside each other and began tapering off after FY2023. From FY2021 to FY2025, rides saw a decline of 17% (121,846 to 100,559), while miles and hours both saw a substantial increase of 94% and 48%, respectively. The decline in ridership can be attributed to the limited travel needs of riders, while the increase in hours and miles can be attributed to more frequent long-distance trips being completed.

Ridership FY21 to FY25

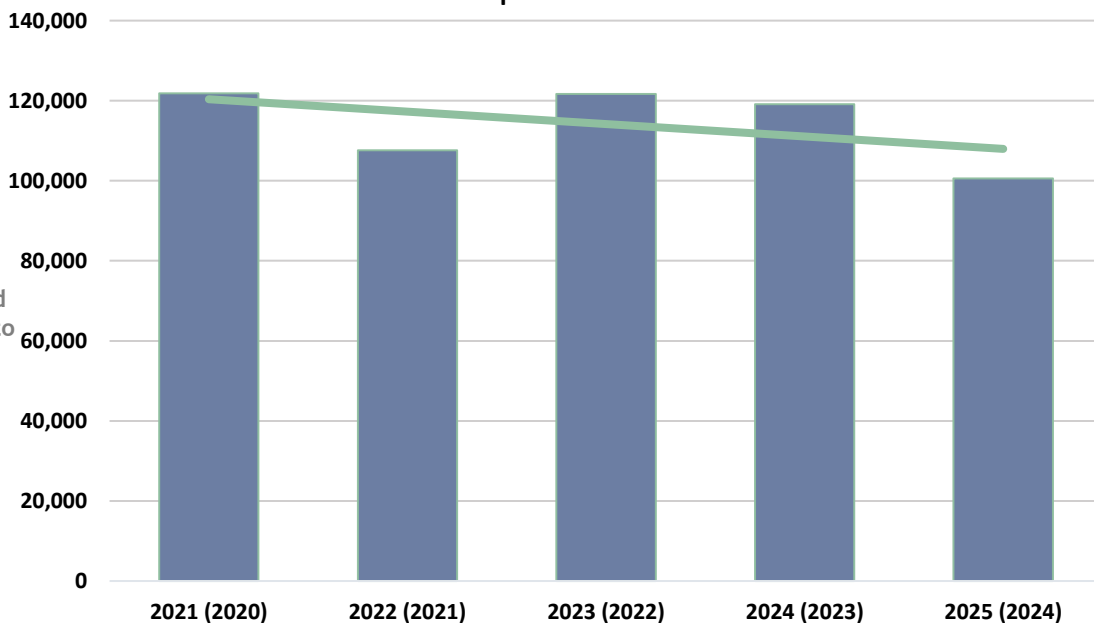
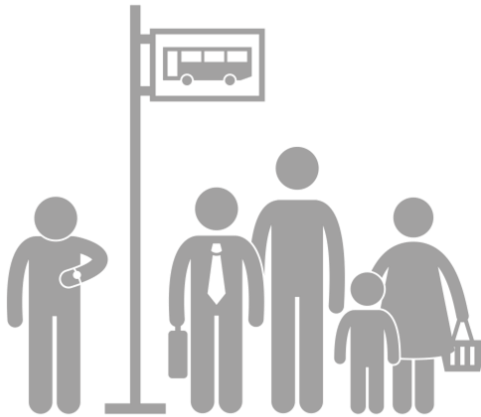


Figure 12: Graph depicting SEIBUS ridership values and trend from FY2021 to FY2025.

Transportation Provider Inventory

SEIBUS - Today

FY 2025 BY THE NUMBERS



System Ridership

- Total Rides – 100,559



Annual Hours of
Operation
23,616



Employees
21 total employees



Fleet
35 Buses
(all ADA compliant)



Bus Service
Operation
Days
Monday through
Friday



Annual Miles
Traveled
372,468

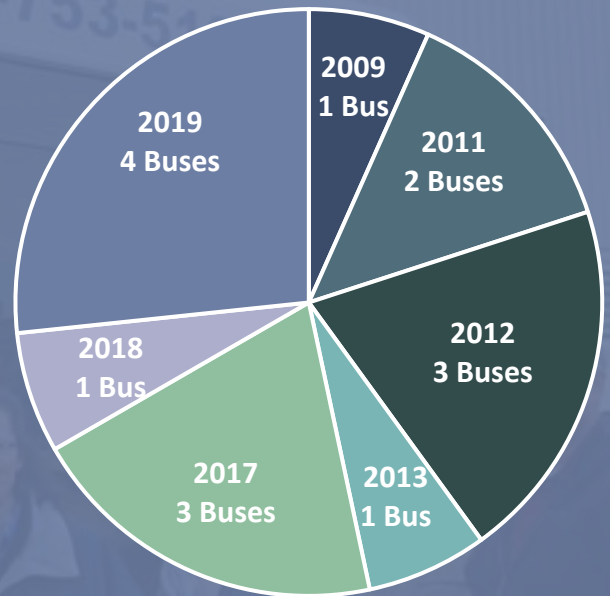


Transportation Provider Inventory

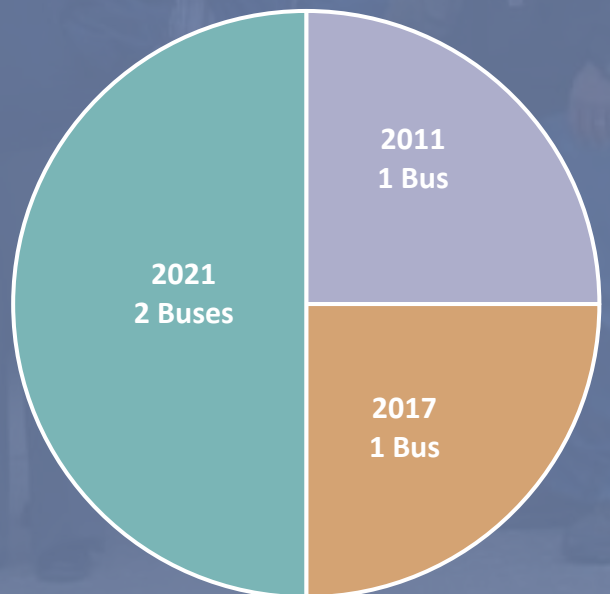
Southeast Iowa Bus (SEIBUS) – Fleet Characteristics

As of 2026, the SEIBUS fleet consists of 15 light-duty buses (13 ADA-compliant), 4 medium-duty buses (3 ADA-compliant), 13 light-duty vans (5 ADA-compliant), 2 minivans (1 ADA-compliant), and 2 heavy-duty school buses that are not ADA-compliant. The fleet has an average age of 11.5 years. SEIBUS most recently expanded its fleet with two light-duty vans purchased in 2022 and an additional light-duty van acquired in 2024.

Light Duty Buses



Medium Duty Buses



Transportation Provider Inventory

Burlington Urban Service (BUS)

Burlington Urban Service (BUS) is the transit provider for the Burlington urban area, which includes the cities of Burlington and West Burlington. It is operated by the City of Burlington Public Works Department. Services are available to the public 6 days a week during the morning and afternoon, with Saturday rides required to be scheduled in advance. Fares are calculated on a per-ride basis or with monthly, 6-month, and annual passes.

BUS provides several different services based on deviated fixed routes, demand response and paratransit. BUS has a series of ten fixed routes, operating at certain times of day, along with two shuttles and a para transit vehicle, for on-demand response. Although BUS has fixed routes, they can be modified as needed to pick up passengers. The deviated fixed routes radiate outward from the main transfer hub at the Amtrak depot. Major destinations include medical facilities, schools, major employers, and shopping areas.

BUS and SEIBUS have an operating relationship that is governed by the BUS service area. SEIBUS does not provide service that originates in the BUS area unless a previous agreement has been reached allowing SEIBUS to provide service.

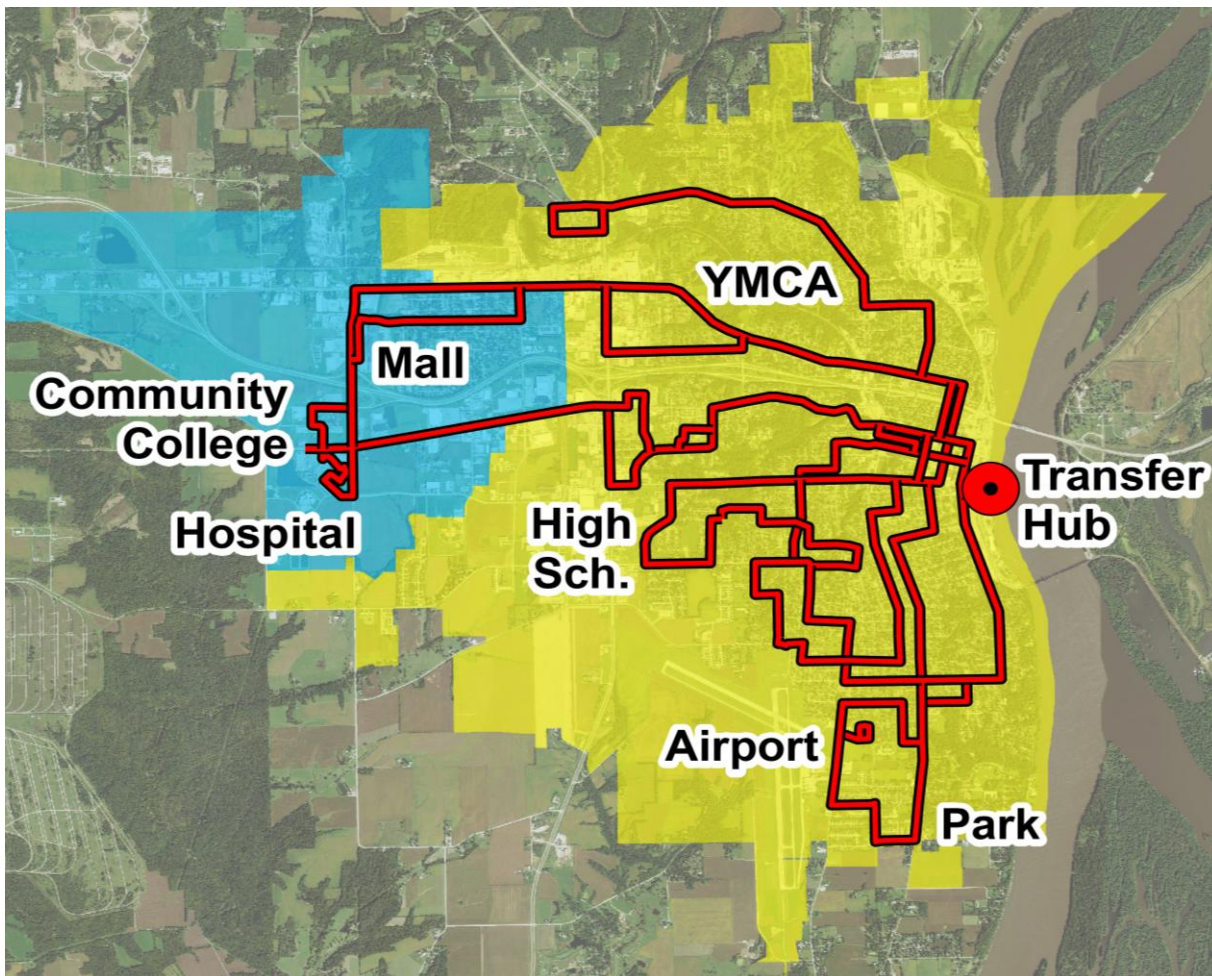


Figure 13 Map showing Burlington Urban Service fixed routes and transfer hub

Transportation Provider Inventory

Burlington Urban Service (BUS)

Hours of operation start at 6:40 AM and run until 9:00 AM Monday through Friday for most deviated fixed route-based services. Demand response buses provide service from 9:00 AM to 5:40 PM, with para transit service available from 6:30 AM to 5:40 PM. Saturday service is provided via one bus on a fixed route from 8:10 AM to 3:00 PM.

Route	Route Type	Start Time	End Time
Crapo Park	Deviated Fixed Route	6:45 am	9:00 am
South hill	Deviated Fixed Route	6:45 am	9:00 am
Sunnyside	Deviated Fixed Route	6:43 am	9:00 am
West Avenue	Demand Response	6:50 am	6:40 am
Flint Hills	Deviated Fixed Route	6:35 am	3:10 pm
Westland Mall	Demand Response	4:30 am	6:00 am
Shuttle 1	Demand Response	9:00 am	5:40 pm
Shuttle 2	Demand Response	9:00 am	5:40 pm
Para Transit	Demand Response	6:30 am	5:40 pm
Saturday Service (must be scheduled during weekdays)	Deviated Fixed Route	8:00 am	3:00 pm

School children that do not qualify for busing in the Burlington Community School District tend to be heavy users of BUS. The school district does not provide busing service to students located within 3 miles of the high school, 2 miles of the junior high schools, or 1 mile of the elementary schools. BUS does not, however, offer any exclusive service for student transportation.



Transportation Provider Inventory

Burlington Urban Service (BUS)



Outside of the regular fixed, deviated, demand-response, and paratransit routes offered by BUS they also have offered a successful Kids Ride Free program for the past several years. This program allowed children and teens 17 and younger to safely and easily get out of their homes and into the community by waiving the standard \$1.25 fare for children.

Throughout the City flyers had been distributed with information about the program. Without being bound to certain locations or neighborhoods, children and teens were able travel freely and safely throughout the community.

BUS provided a total of **7,233** free rides to kids during summer 2024 and **8,447** free rides to kids during summer 2025

Let Burlington Urban Service take you where you need to go.



Kids Ride Free Summer 2026



June 4th—August 22nd

Transportation Provider Inventory

Burlington Urban Service (BUS) – Past Trends

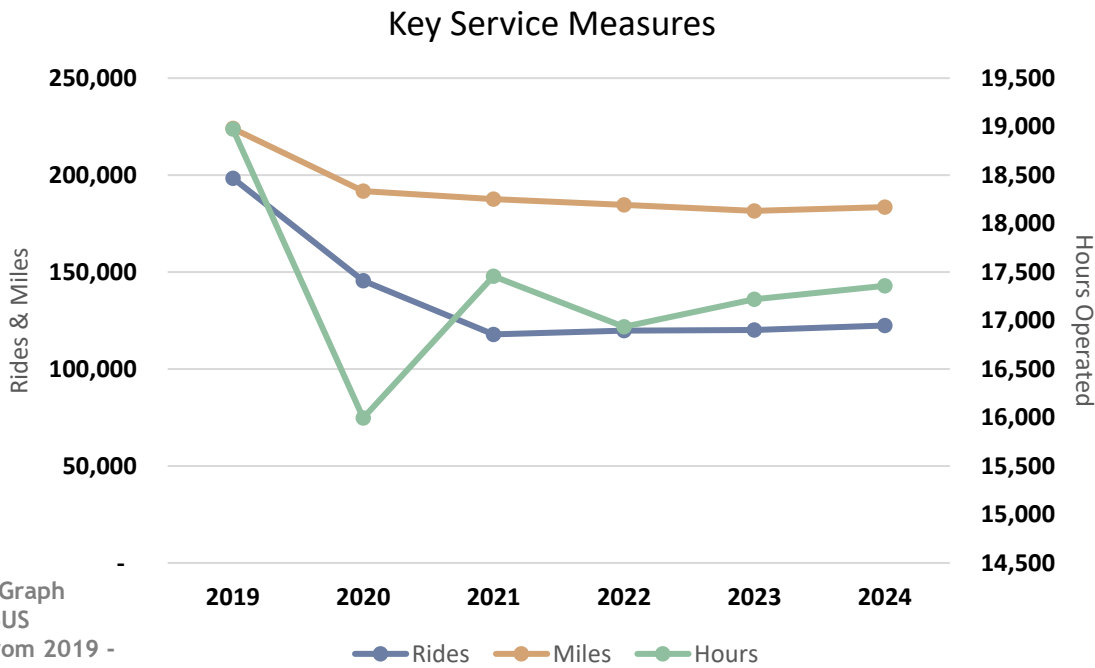


Figure 13: Graph depicting BUS statistics from 2019 - 2024.

From 2020 to 2024, BUS ridership gradually declined before leveling off. Ridership did not experience a significant pandemic-related drop outside of reduced service hours. Vehicle miles traveled also decreased slightly over this period, but began to rise again in 2024.

Overall, during this four-year span, BUS ridership fell by 38%, miles driven decreased by 18%, and hours of operation declined by only 8%. The sharpest ridership decrease occurred between 2020 and 2021, when ridership dropped by 19%. In comparison, miles driven decreased by 2% and hours of operation increased by 9% during that same period.

Ridership FY21 to FY 25

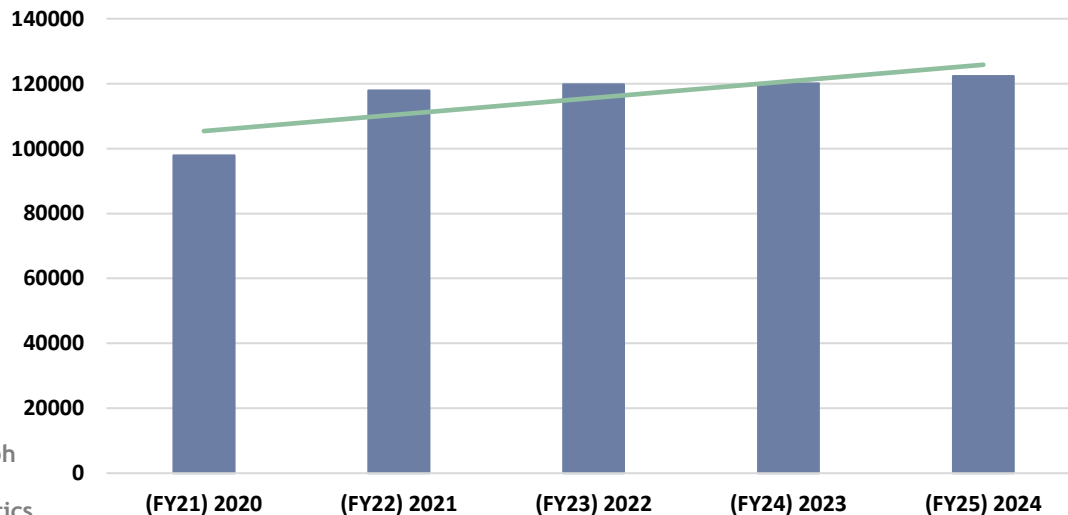
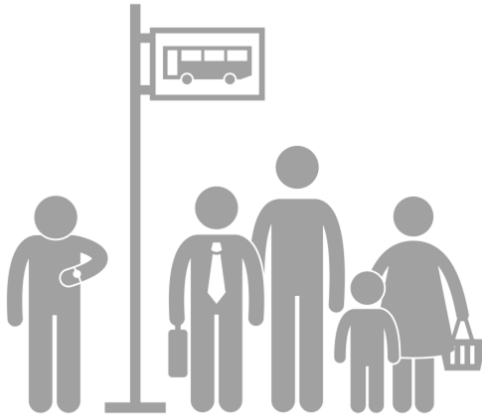


Figure 14: Graph depicting BUS ridership statistics from 2019 - 2024.

Transportation Provider Inventory

Burlington Urban Service (BUS) - Today

FY 2025 BY THE NUMBERS



System Ridership

- Total Rides – 122,382
- Elderly Rides – 18,008
- Disabled Rides – 3,954



Annual Hours of Operation

17,356



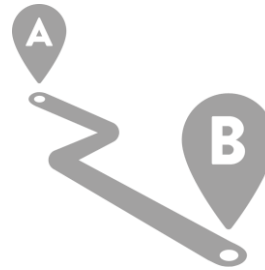
Employees

14 total employees



Fleet

14 Buses
(all ADA compliant)



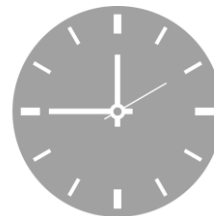
BUS Routes

10 Deviated Fixed Routes



BUS Mileage

Annual Miles Traveled –
183,441



Bus Service Operation Days

Monday through Friday
(Saturday service to be
scheduled during
weekdays)

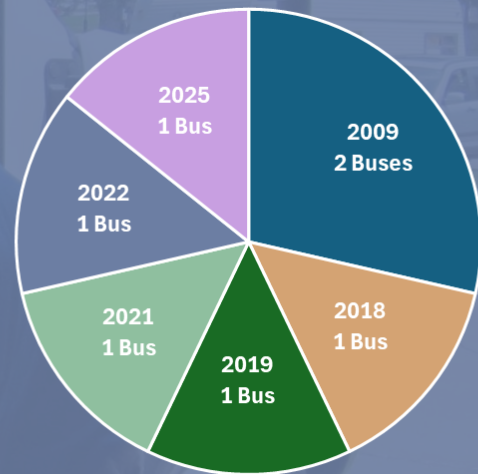


Transportation Provider Inventory

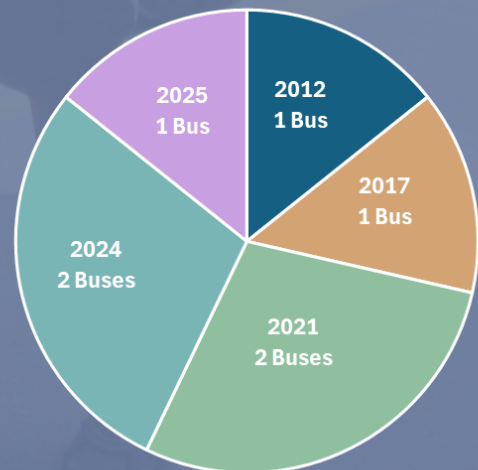
Burlington Urban Service (BUS) – Fleet Characteristics

As of 2026, the BUS fleet includes 14 fully ADA-compliant buses.

The fleet is evenly divided between 7 light-duty buses and 7 medium-duty buses. Of the light-duty vehicles, five were purchased after 2018 and two date to 2009. The medium-duty fleet includes five vehicles acquired since 2021 and two that were manufactured in 2017 or earlier.



Medium duty



Light duty

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2.2 Regional Profile: Southeast Iowa



Regional Profile – Southeast Iowa

Demographic Characteristics

Region 16 is a largely rural area with a few small urban areas mixed in, that is home to a population that tends to heavily rely on private automobiles for transportation. *82% of residents 16 and older in the region commute alone utilizing their own vehicles.* Although, many residents tend to rely on the few public transit services available to reach medical services, utilize social services, take part in the workforce, and just to meet other basic needs as well.

The elderly, those with disabilities, and those with lower incomes tend to rely most heavily on public transit services. This section presents a socioeconomic profile of the region, offering context for the passenger transportation plan and identifying the specific transportation needs of each county.

POPULATION DENSITY

Visualizing the population density of the region provides a more intuitive understanding of the size and scope that is necessary to offer adequate service. The four largest cities in Region 16, Burlington, Fort Madison, Keokuk, and Mount Pleasant, are also the largest hubs of activity. The map to the right displays the population density of Region 16, which is comprised of Des Moines, Henry, Lee, and Louisa Counties.

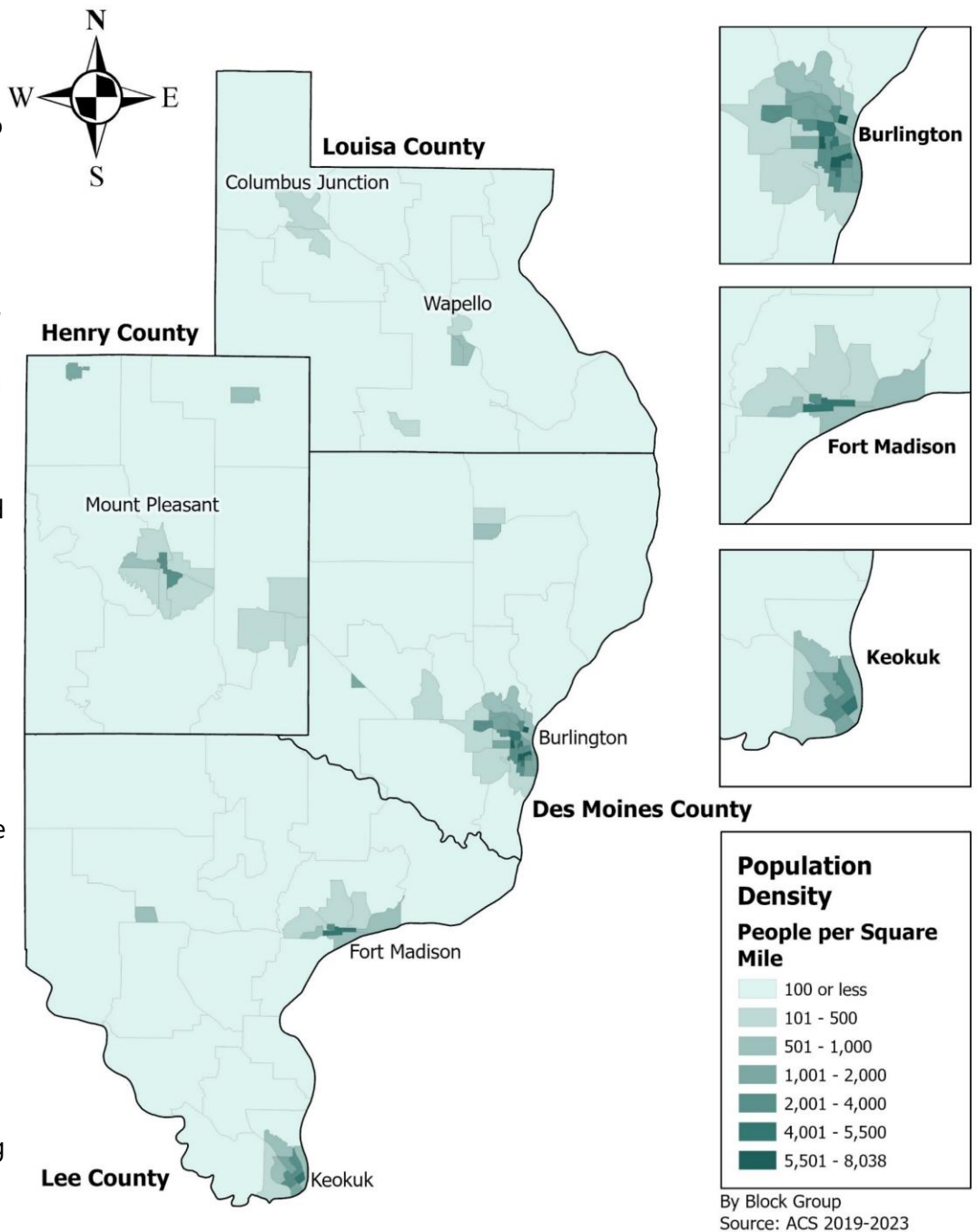


Figure 15 Region 16 map showing population density by Block Group

Regional Profile – Southeast Iowa

Population that relies on public transit has grown since 2014...



Population aged 65+ **:+24%**



Population below poverty level: **+13.5% of households**



Households with no cars:

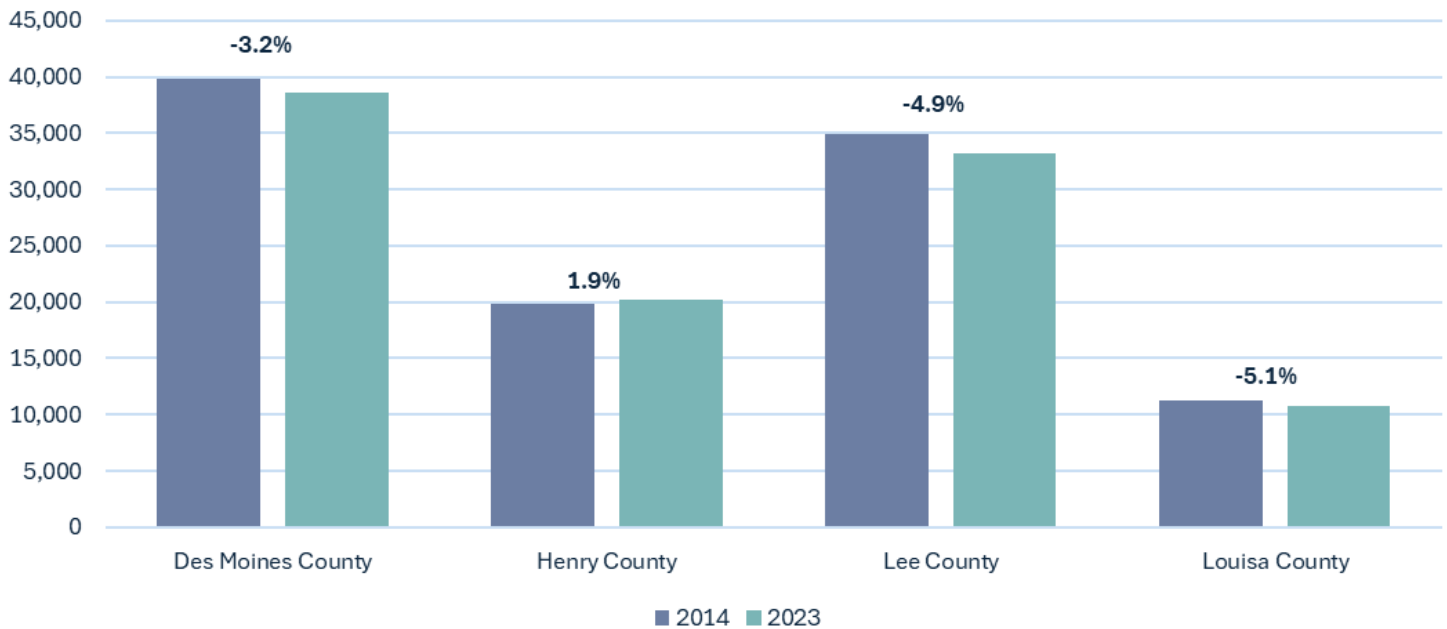
Des Moines County: **+7%**

Henry County: **+7%**



Population with disability **:+10%**

County Population Change 2014 - 2023



POPULATION CHANGE

Over the past decade, the region-wide population has declined by 3.3%. Henry County was the only county to experience growth, with an increase of just under 2%. In contrast, Des Moines, Lee, and Louisa counties saw an average population decline of 4.4%. Yet, despite the overall population decrease in Southeastern Iowa, the number of individuals who rely on public transit services has continued to grow.

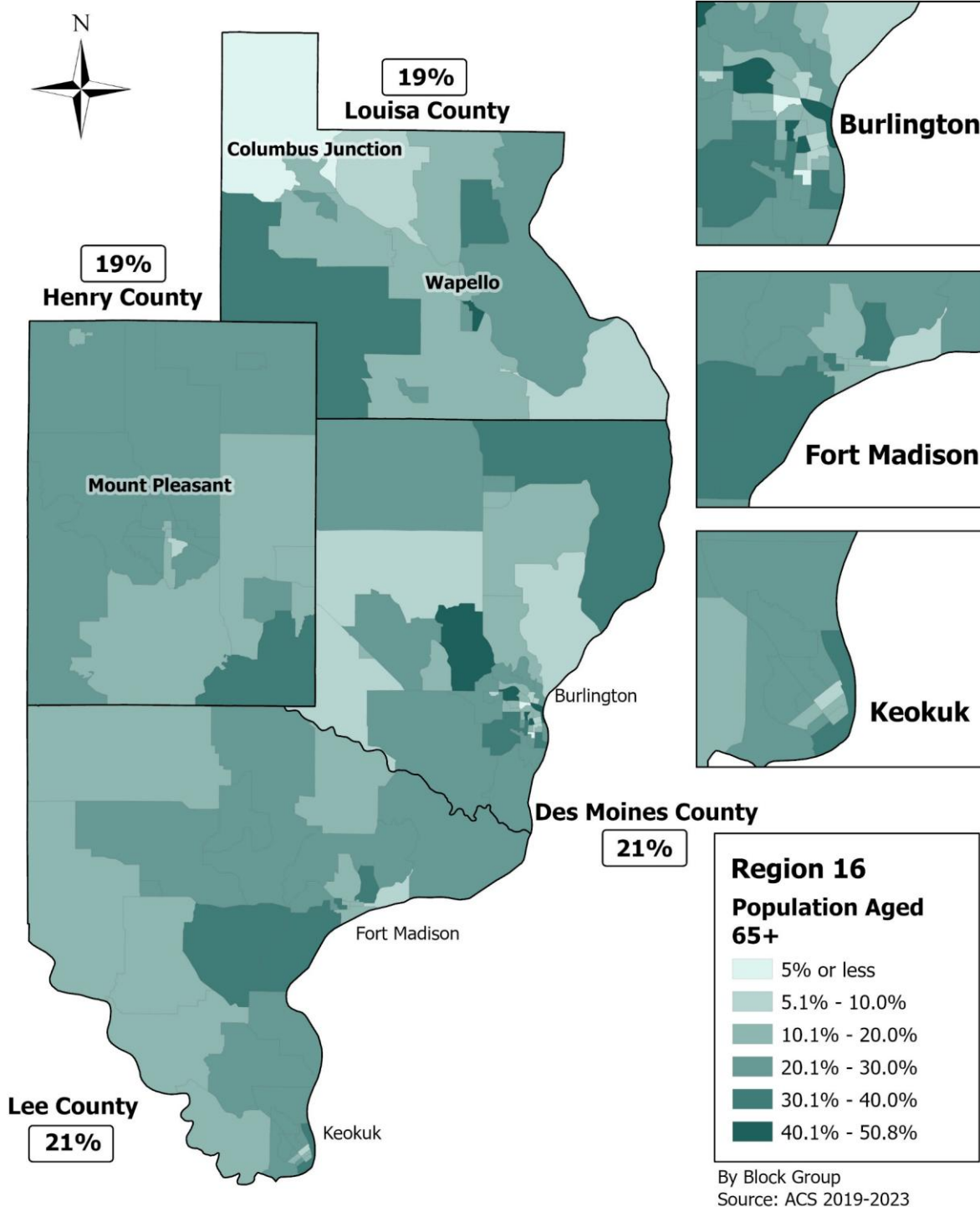
The chart below illustrates changes from 2014 to 2023 in key population groups that tend to rely more heavily on public transit, including older adults, individuals living below the poverty level, and those without access to a personal vehicle. Over this period, the region has seen substantial growth in its elderly population, along with a noticeable increase in households experiencing poverty. Additionally, the number of residents without access to a vehicle has grown modestly.

Regional Profile – Southeast Iowa

POPULATION AGED OVER 65

The map below shows how residents aged 65 and older are distributed across Region 16. Over the past decade, this population has grown significantly and is evenly dispersed throughout the region. As mobility and driving ability often decline with age, access to public transit becomes increasingly vital for older adults. Public transportation provides a reliable and accessible means for reaching healthcare facilities both within and beyond the region's four counties.

Figure 16 Region 16 map showing population aged 65 and over by Block Group

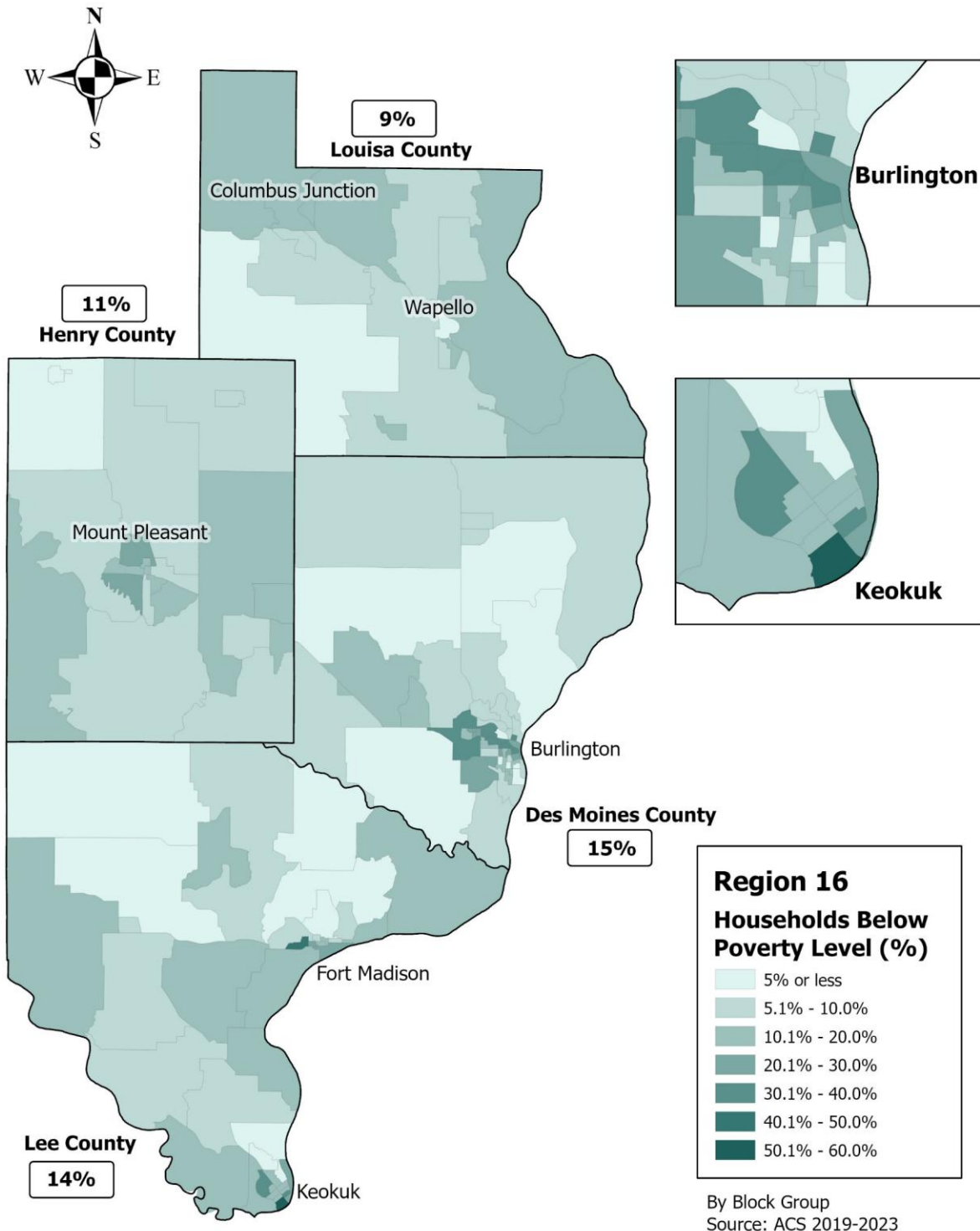


Regional Profile – Southeast Iowa

HOUSEHOLDS WITH INCOME BELOW POVERTY LEVEL

The map below highlights areas within Region 16 where households below the poverty level are most concentrated. More urbanized communities tend to have higher shares of poverty, with the greatest concentrations found in Burlington, Keokuk, and Fort Madison.

Figure 17 Region 16 map showing percentage of household below poverty level by Block Group



Regional Profile – Southeast Iowa

HOUSEHOLDS WITHOUT VEHICLE

The map below illustrates the distribution of households without access to a private vehicle. Similar to the household poverty map, these households concentrate in the region's more urbanized areas. This pattern indicates that block groups with lower income levels generally experience reduced access to private vehicles. The spatial distribution closely aligns with areas below the poverty threshold, with additional but less pronounced concentrations in both Mount Pleasant and Wapello (See figure 9 below).

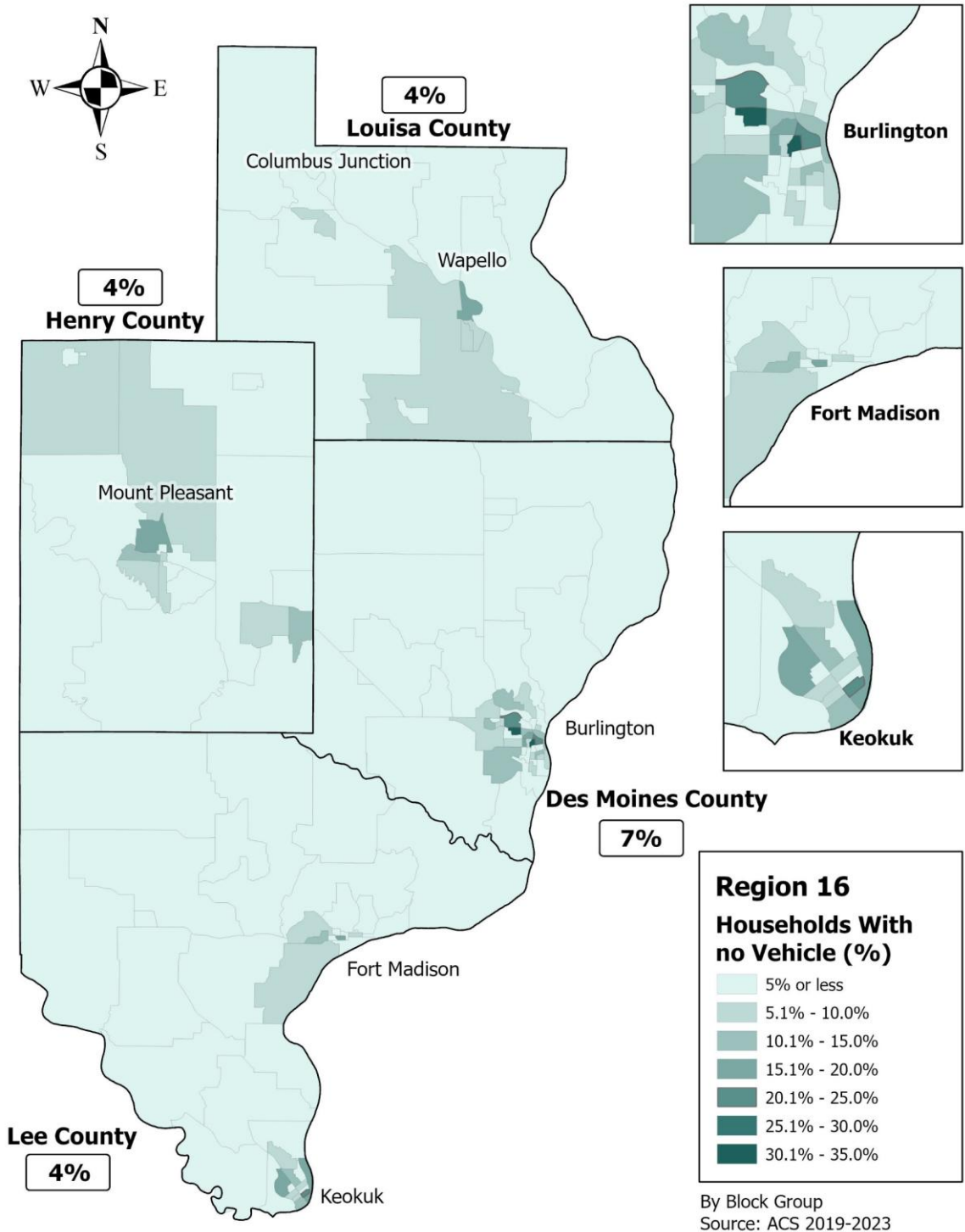


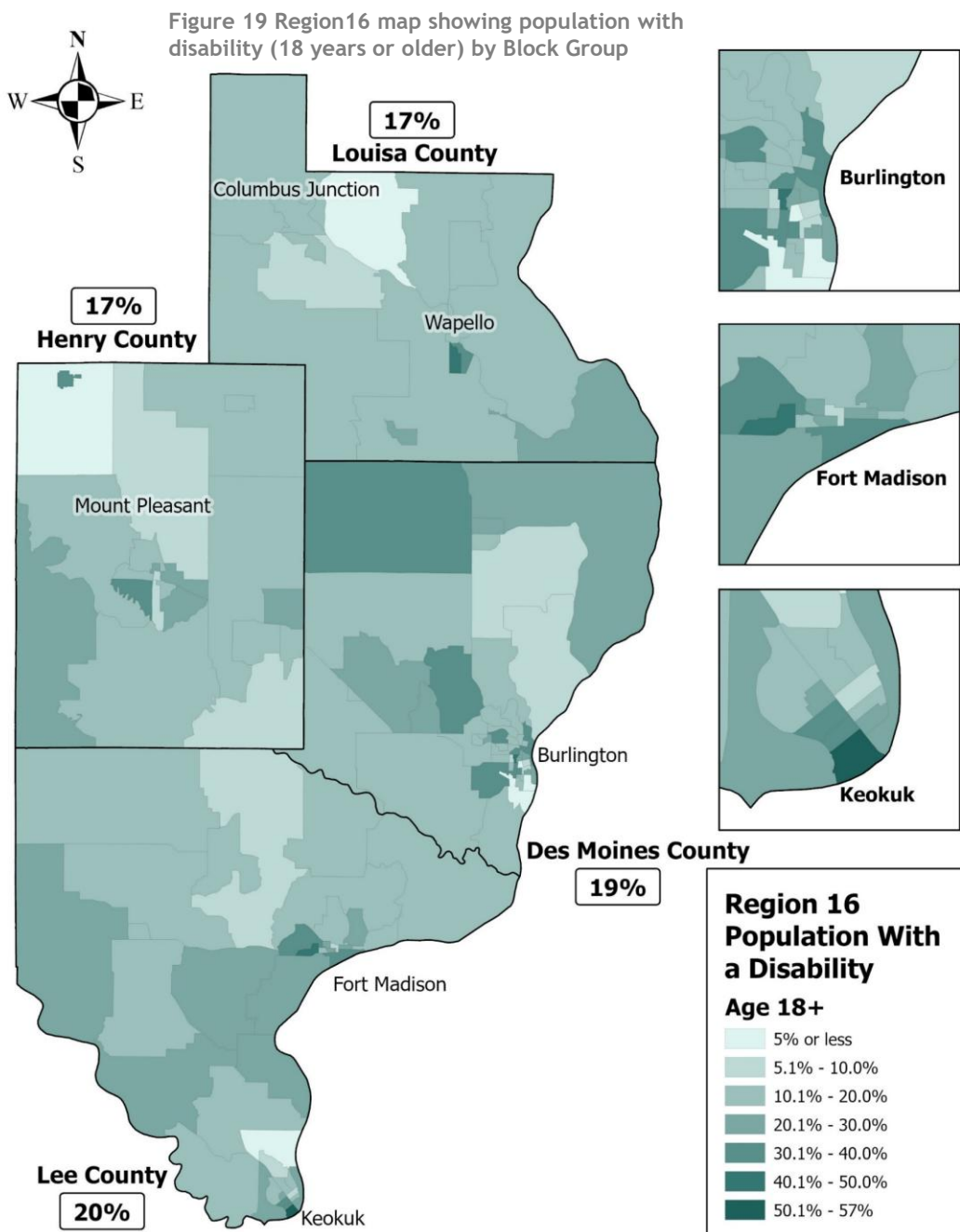
Figure 18
Region 16
map showing
percentage
of household
with no
vehicle by
Block Group

Regional Profile – Southeast Iowa

POPULATION WITH A DISABILITY

The accompanying map illustrates where adults with disabilities reside across the region. These individuals are relatively evenly distributed throughout all four counties. However, the population is lowest in the sparsely populated areas of northwest Henry County and north-central Louisa County. This spatial pattern closely mirrors the distribution of residents aged 65 and older, highlighting the strong correlation between aging and the prevalence of disability.

Effective coordination among public, private, and non-profit transportation providers plays a vital role in supporting adults with disabilities and older residents. Non-profit and private organizations enhance regional mobility by expanding transportation options for these populations. Services that offer origin-to-destination trips or ADA-accessible vehicles improve access to healthcare and other essential services, ultimately contributing to a higher quality of life for all residents.



By Block Group
Source: ACS 2019-2023

Regional Profile – Southeast Iowa

RACE AND ETHNICITY

Recent population trends reveal notable shifts across racial and ethnic groups in the region. The total population declined by 4%, driven primarily by decreases among White and African American residents. In contrast, the Hispanic population grew by 7%, and the Asian population saw a modest increase of 1%. The most significant growth occurred among individuals identifying as multiracial or belonging to other racial groups, which increased by 109%. These changes highlight evolving demographic dynamics that may influence future planning priorities, particularly in areas related to equity, service delivery, and community engagement.

Columbus Junction remains Region 16's most diverse community, with large Hispanic and Southeast Asian populations. This contributes to Louisa County being the most demographically varied in the region. Burlington, Mount Pleasant, and Fort Madison have also seen steady growth in Hispanic and Asian populations.

As overall population declines, minority communities increasingly support the region's workforce and economy. Some residents have limited English proficiency, emphasizing the need for inclusive workforce strategies and accessible services.

2014 - 2023 % Change in Population by Race in Region 16

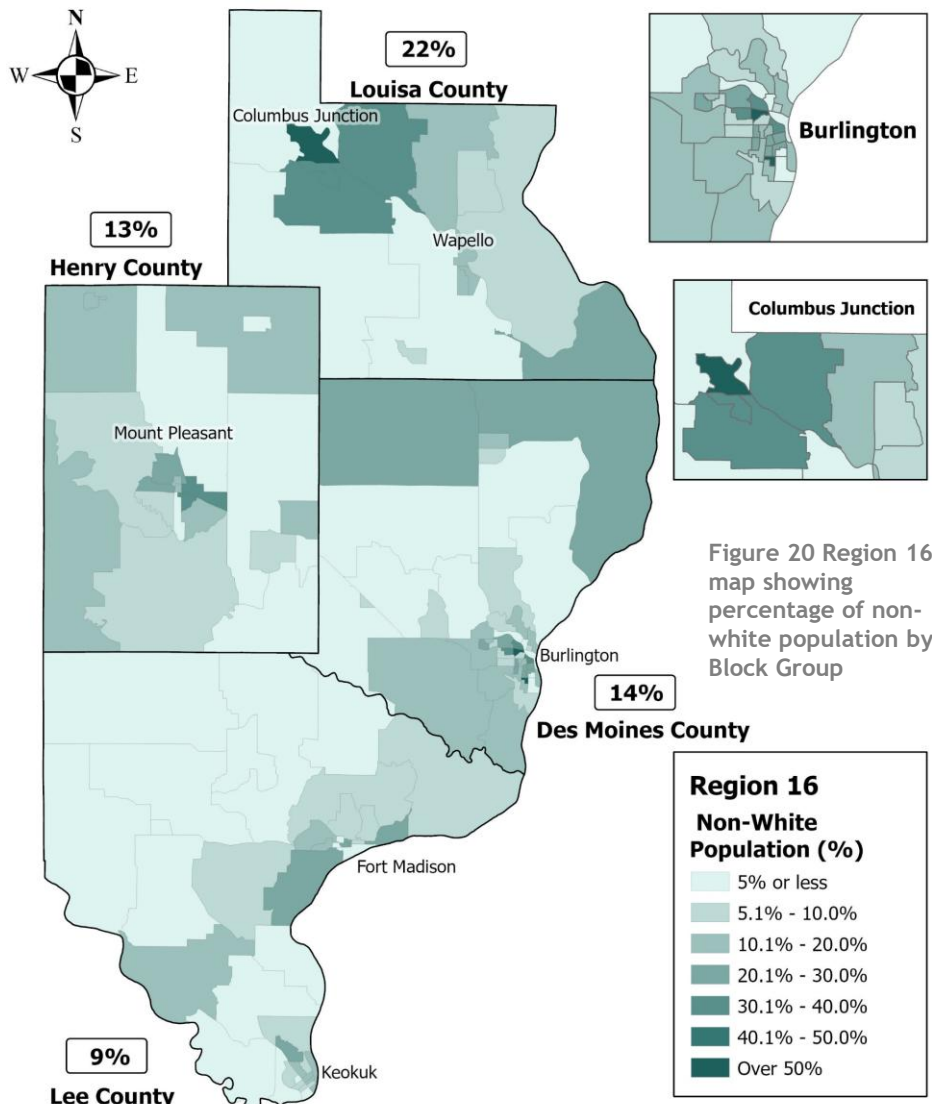
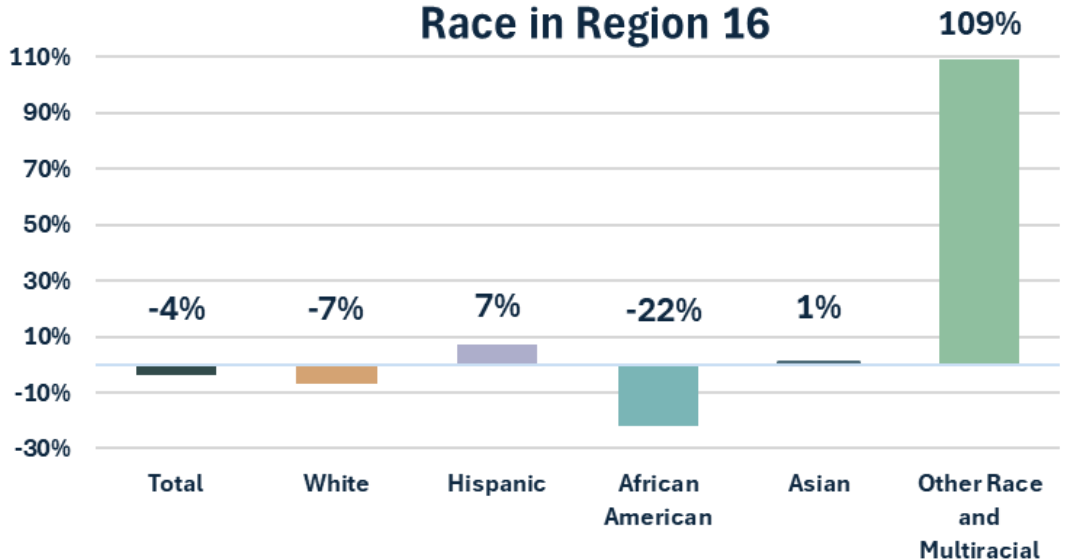


Figure 20 Region 16 map showing percentage of non-white population by Block Group

By Block Group
Source: ACS 2019-2023

Regional Profile – Southeast Iowa

LIMITED ENGLISH PROFICIENCY (LEP)

Regionally, English proficiency is not a concern, except for a few specific areas in Columbus Junction, Burlington, and Mount Pleasant.

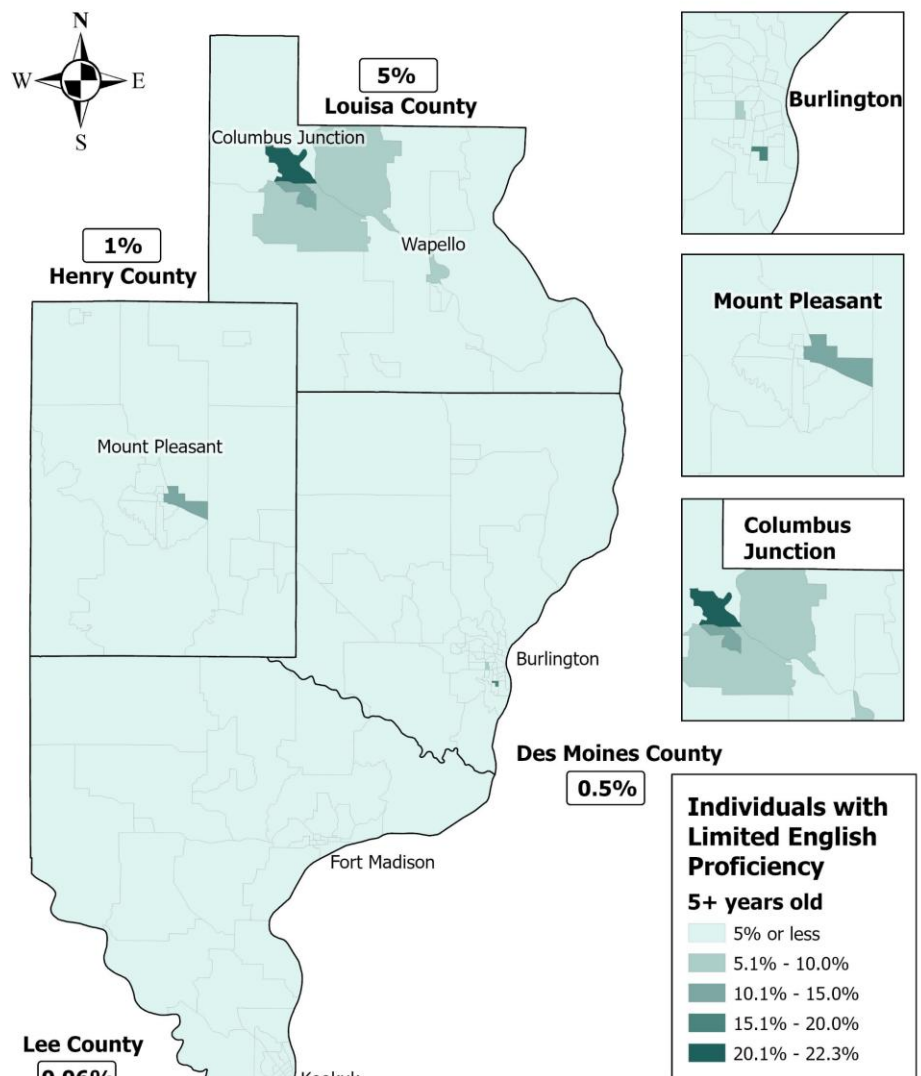
While Southeast Iowa is becoming more diverse, the region is not seeing overall growth in its Limited English Proficiency (LEP) population. Des Moines County is the exception, with a 109% increase, while all other counties have experienced declines.

The map to the right highlights the cultural diversity of Columbus Junction and north-central Louisa County. It also shows a notable concentration of residents with limited English proficiency (LEP). Louisa County has welcomed a significant number of immigrants from Latin America, many drawn by employment opportunities at the Tyson Foods plant. In addition, a large community of Burmese refugees has settled in the area.

Some members of immigrant families in Louisa County face challenges due to limited English-speaking abilities. To meet their cultural needs, these families sometimes travel outside the county and region to shop. Staff at Lutheran Services in Iowa report that many individuals in this demographic depend on their local networks of friends, family, and human service agencies to access necessities.

Rural communities often face serious challenges and missed opportunities when they lack sufficient bilingual resources. LEP individuals require focused attention in transportation planning to ensure they have meaningful access to public passenger transportation services.

County	2014 (Individuals that speak English less than 'very well')	2023 (Individuals that speak English less than 'very well')	% change
Des Moines	215	493	129.3%
Henry	507	402	-20.7%
Lee	212	40	-81.1%
Louisa	944	713	-24.5%
Region Total	1,878	1,648	-12.2%



By Block Group
Source: ACS 2019-2023

Figure 21: Region16 map showing population with limited English proficiency by Block Group

Regional Profile – Southeast Iowa

The tables below identify the number of individuals in Region 16 who speak languages other than English and assess their English proficiency. They present raw counts and show how these populations have changed over the past decade. Additionally, the graph below depicts English proficiency by language spoken in 2023 and the percent change since 2014.

A significant portion of non-English-speaking residents primarily speak Spanish, a trend that has remained consistent over the past decade. In contrast, individuals who speak languages outside of the major reported groups represent the smallest population, totaling just 147 speakers. However, this group experienced the largest percent increase since 2014, growing by 47%. Speakers of Asian and Pacific Island languages followed with a 24% increase, while Spanish speakers grew by 13%. Notably, speakers of other Indo-European languages declined by 55%, making it the only group to experience an overall decrease.

2014	Spanish	Other Indo-European	Asian and Pacific Island	Other Language
Very Well	1,415	691	243	52
Less than Very Well	1,293	171	356	48
Total	2,708	862	599	100

Figure 13 Region16 non-English speaking population and English proficiency by language spoken-2012

2023	Spanish	Other Indo-European	Asian and Pacific Island	Other Language
Very Well	1,981	296	292	118
Less than Very Well	1,080	90	449	29
Total	3,061	386	741	147

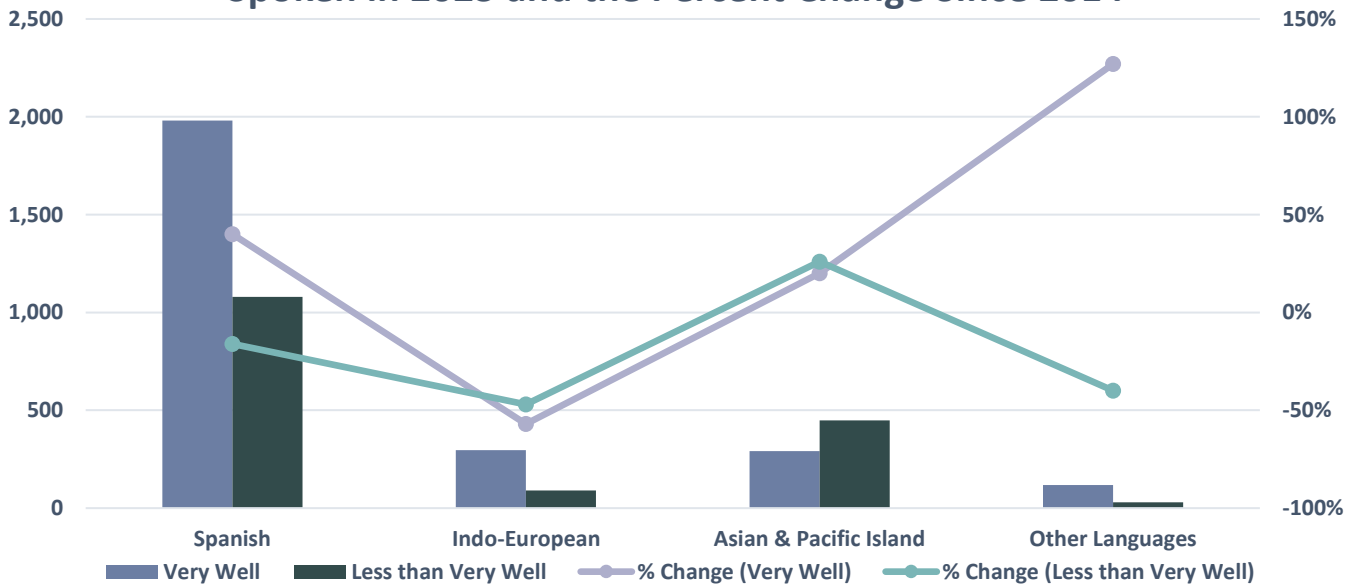
Figure 14 Region16 non-English speaking population and English proficiency by language spoken-2018

2014-2023 (% change)	Spanish	Other Indo-European	Asian and Pacific Island	Other Language
Very Well	40%	-57%	20%	127%
Less than Very Well	-16%	-47%	26%	-40%
Total	13%	-55%	24%	47%

Figure 15 Region16 the percent change from 2012 to 2018 by language spoken and English proficiency

Figure 22: Region16 English proficiency by language spoken in 2018 and % change since 2012.

Region 16 English Proficiency by Language Spoken in 2023 and the Percent Change Since 2014



Regional Profile – Southeast Iowa

ACTIVITY CENTERS - MAJOR EMPLOYERS

The map on the right shows major employers in southeast Iowa, categorized based on types of industries. Dotted circles indicate the concentration of the industry with numbers of existing employers in the area.

Across the region, manufacturing companies are commonly seen. Hospitals are seen in major cities like Mt. Pleasant, Burlington, Fort Madison, and Keokuk except Columbus Junction. Depending on employee's place of residence and the ability to transport themselves to workplaces, establishing a transportation coordination can be very important.

In Lee County, some employers identified that employees lacking a reliable means of transportation to and from work is a very noticeable issue. This affects more than 10 employers (Lee County Employer Transportation Survey, 2016). The employees reside primarily in the larger communities such as City of Burlington, City of Keokuk, and City of Fort Madison. These employers were interested in coordination with SEIBUS to provide expanded services and vanpool arrangement.

One employer from Lee County shared that many employees do not have a valid driver's license and have to carpool to work. In cases when the driver of a carpool is absent, a whole group of employees have to miss work.

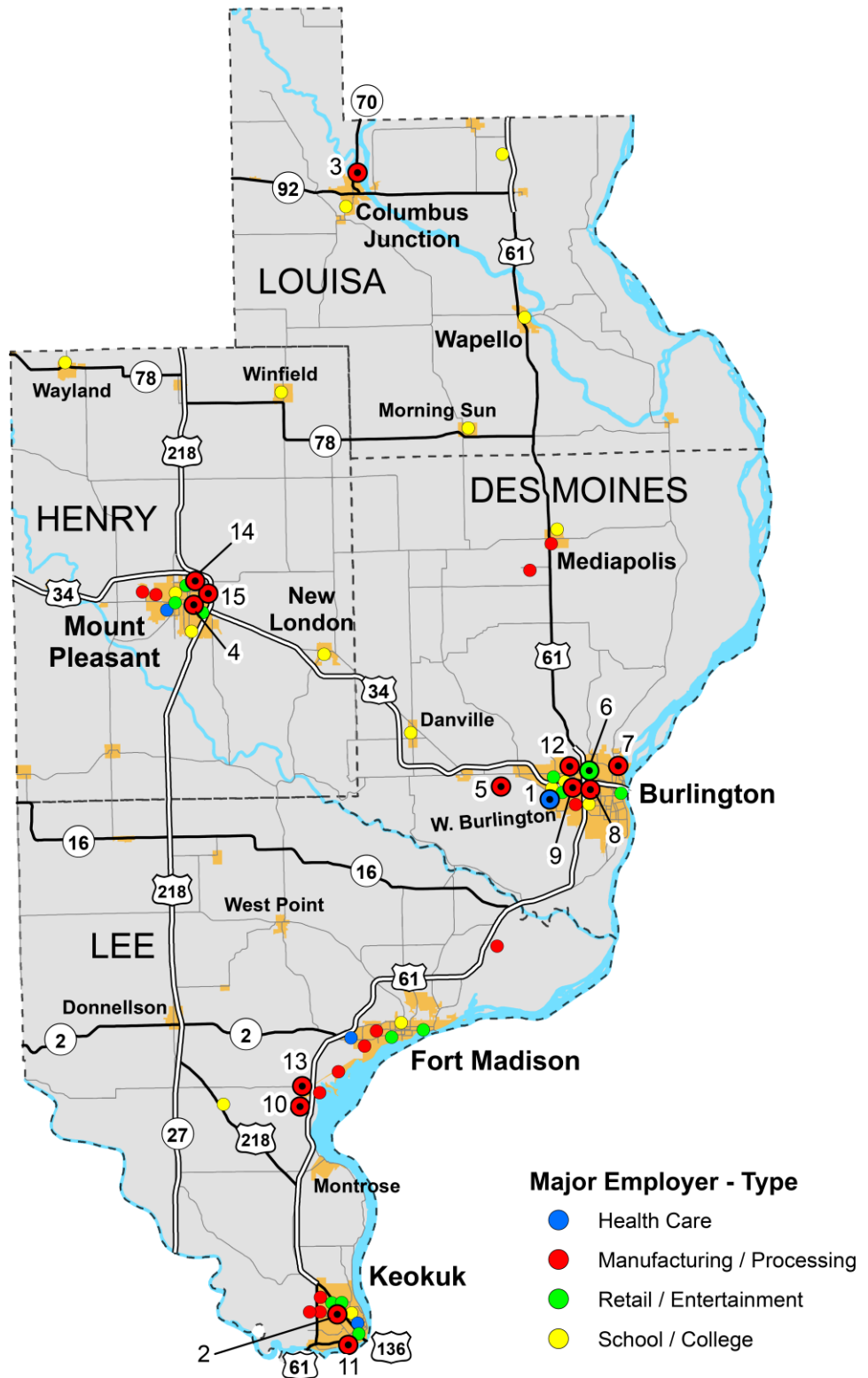


Figure 23: Map showing major employers - Region 16. Source: Iowa Workforce Development, Employer database

Regional Profile – Southeast Iowa

ACTIVITY CENTERS – HEALTHCARE FACILITIES AND GROCERIES

Identifying where the medical facilities and grocery stores are located in the region is important to ensure that residents have access to healthy and fresh produce. Access to essentials such as groceries, pharmacies or getting to medical appointments require transportation, which might not be available for everyone at all times.

The map on the right clearly shows that larger cities in the region such as Mt. Pleasant, Burlington, Fort Madison, and Keokuk have goods and services such as hospitals and supermarkets. Smaller rural communities do not have large hospitals or even small clinic in their community.

Moreover, smaller communities like Wapello, New London, Donnellson and Montrose only have limited goods and services options with mostly dollar stores or convenience stores available for groceries. In some case, these residents have to travel outside of their cities to fulfill their needs. Therefore, having access to reliable transportation means are the key to ensure citizens' health and welfare.

Health and Grocery Access

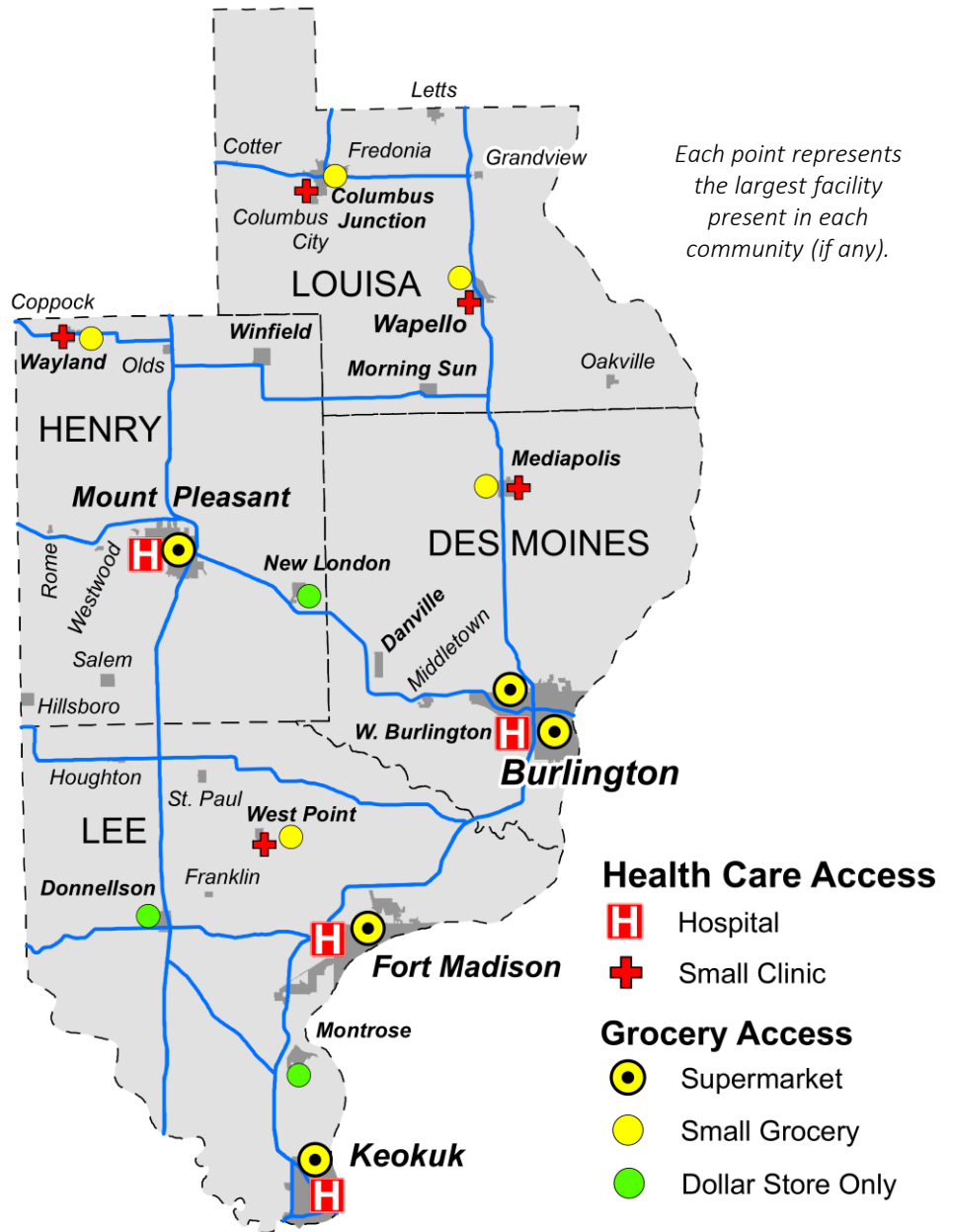
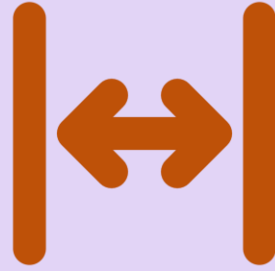


Figure 24: Map showing healthcare and grocery access - Region 16. Source: Google Maps. Map created by SEIRPC planning staff.

3 Regional Unmet Needs



Regional Unmet Needs

Assessment of service, fleet, and facility needs

Through public input (transportation provider surveys, transportation provider interviews and Transit Advisory Committee meetings) and researched data (regional profile, transportation inventory), the planning staff identified several unmet provider needs that need to be addressed. These are categorized into service needs, fleet needs, and facility needs.

These unmet needs will be used to determine regional priorities and strategies for passenger transportation services in Southeast Iowa.



SERVICE NEEDS

- 1) Extended hours of operation
- 2) Extended days of service
- 3) Employment Transportation
- 4) Overcoming barriers to accessing services (Easier scheduling, Layovers, Lengthy ride on buses)
- 5) Expanded medical transportation services including appointment coordination with hospitals (UIHC/VA)
- 6) Central dispatch and transportation information center with non-English language (Burmese, Spanish, Vietnamese, French)

Transit and transportation providers that responded to the survey were asked to identify unmet needs in the region. Transportation providers have similar needs and provided consensus on region's priorities including extended hours and days of service, job access reverse commute, and expanded medical service. 80% of transportation providers see employment transportation/extended hours of operation as the greatest service need in southeast Iowa. Many transportation providers also identified other unmet needs such as barriers to accessing services, scheduling issues, layovers, lengthy ride on buses.

What do you see as the greatest needs of public transportation riders/ providers in southeast Iowa?



Transit Provider Priorities:

- 1) Extended hours of operation
- 2) Expanded medical service, Scheduling issues, Layover etc.
- 3) Extended days of service, Job access reverse commute (Providing trips for employees to get to work), Expanded medical services, Obtaining new and replacing services

Regional Unmet Needs

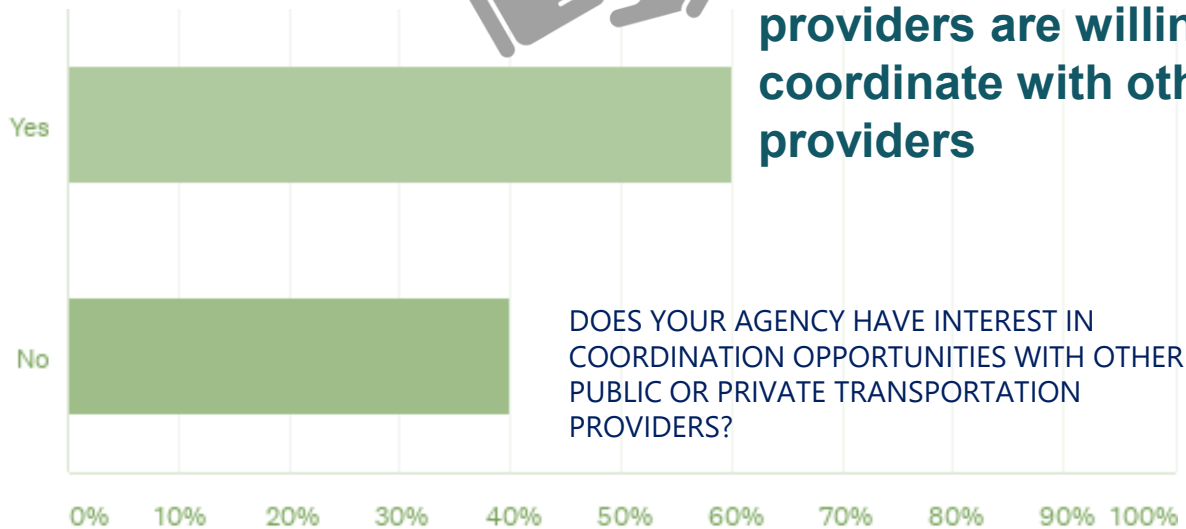
Comments heard from transportation providers



More coordination, please?



60% transportation providers are willing to coordinate with other providers



60% of the transit providers (survey respondents) said that they are interested in coordination opportunities with other public or private transit providers. The coordination effort among the regional providers might be the key to regional improvements on passenger transportation services.

Recent Developments

This section covers recent changes since the FY2020 PTP. This includes updated planning documents, facility and fleet improvements, staffing changes, and changes to Medicaid. All of which impact both statewide transit operations, and those here in Southeast Iowa.

In summary, Southeast Iowa public transit providers have had success in the past 5 years with receiving grant funding to implement transportation services, upgrade fleet vehicles, conduct surveys and technical studies.

IOWA | DOT
PUBLIC TRANSIT
LONG RANGE PLAN



Iowa Public Transit Long Range Plan Draft 2025

The Iowa Department of Transportation has published a draft of their 2025 Public Transit Long-Range Plan. This plan provides an overview of the past and current trends, statistics, needs, and gaps that exist within Iowa's public transit infrastructure network, while offering some potential solutions and ways to alleviate these current issues.

One key goal of this plan is to 'establish partnerships with other public and private entities, so that a more diverse array of resources can be leveraged across a much wider area.' A few of the strategies to achieve this goal include:

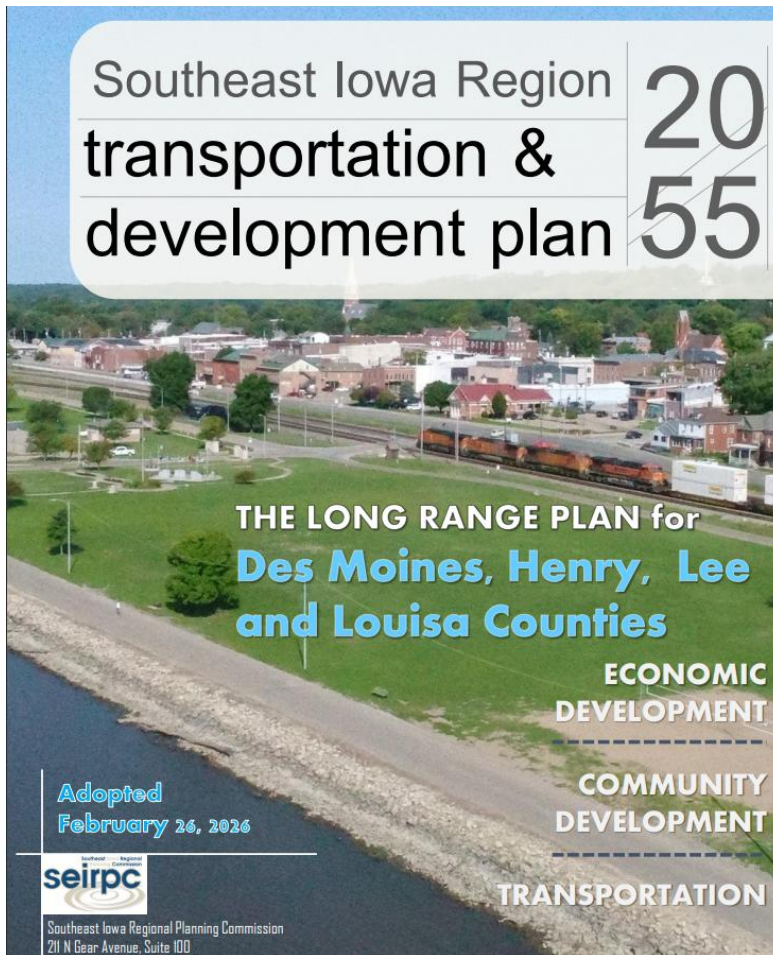
- Improve bus transfers between regions and counties to support longer and more efficient trips across the state.
- Work with businesses to create transportation options for their employees by offering subsidies, bus passes, or incentives such as tax breaks.
- Improve sidewalks and connecting infrastructure by working with state agencies, local government, and private organizations to improve access to bus stops and transit services.

A common theme amongst these goals, and others, is the need for different agencies, businesses, and organizations to work together to strengthen the transit network statewide, and here in Southeast Iowa.

Burlington Urban Service (BUS) Studies

The Southeast Iowa Regional Planning Commission (SEIRPC) has worked with the City of Burlington in past years to prepare the City's annual transit report. SEIRPC and BUS have also recently discussed an updated service study to reassess the Burlington Urban System (BUS) and identify potential cost-saving strategies for the City's transit budget. This study is anticipated to begin in late 2026 or 2027. Its findings will guide recommendations for improvements to BUS operating routes, transfer locations, service adjustments, and data collection practices.

Recent Developments



Southeast Iowa Region Transportation & Development Plan

In 2026, the Southeast Iowa Regional Transportation and Development Plan 2055 (Long-Range Transportation Plan) was completed and formally adopted. This long-range plan establishes a comprehensive framework to guide Southeast Iowa's growth and investment in community development, economic development, and multimodal transportation over the coming decades. The plan identifies the availability of local transit service, such as SEIBUS and Burlington Urban Service (BUS), as a key regional strength that supports mobility, accessibility, and quality of life. Among its primary strategies, the plan emphasizes the need to "maintain, improve, and expand the regional transportation system for the efficient movement of people, goods, and services," reinforcing the region's commitment to a safe, reliable, and well-connected transportation network.

Staff Update

Since the launch of SEIBUS, they have always had a transit manager. SEIBUS saw the retirement of Roger Keller in 2024 and added his replacement Pat Inrachavongsa later that year. Additional dispatching staff due to Medicaid changes in 2018 has been maintained due to increased compliance requirements. SEIBUS transitioned out a maintenance manager positions, but added an assistant transit director position, hiring Robin Pieper in May of 2025.

For several years, the City of Burlington had their public works director serve as BUS transit manager. Not having a full-time dedicated transit manager on board, BUS was unable to conduct many of the much-needed tasks such as re-evaluating routes, recording data more efficiently, advertising different route information better etc. In the Fall of 2020, the City of Burlington created a new position for a transit manager. However, due to budget cuts, this position was again cut in 2025, and the public works director continues to server as the BUS transit manager.



Recent Developments

SEIBUS Public Transit Infrastructure Grant

SEIBUS was awarded \$400,000 by the Iowa Transportation Commission through the Public Infrastructure Improvement Grant (PTIG) program in August 2020 to construct a new vehicle storage facility adjacent to the SEIRPC/SEIBUS offices in West Burlington. This investment significantly strengthened SEIBUS's operational capacity by providing secure, enclosed storage for the fleet. By protecting vehicles from weather-related exposure such as extreme temperatures, precipitation, and sun damage, the facility has helped reduce wear and tear, minimize maintenance issues, and extend the overall service life of transit vehicles. The improved storage conditions have also allowed staff to perform inspections and light maintenance more efficiently, reducing downtime and improving service reliability.



Figure 25: View of the outside of the SEIBUS vehicle storage facility, built with the help of PTIG funding.

Building on this success, SEIBUS received an additional \$480,000 in 2022 to renovate an existing vehicle storage facility in Mount Pleasant. These renovations included the installation of a new roof and siding, upgraded insulation, improved heating systems, and the addition of a modern security system. Together, these improvements transformed the Mount Pleasant facility into a safer, more functional, and climate-controlled environment that better supports year-round transit operations and protects public investment in rolling stock.

The combined impact of these two infrastructure projects has already delivered measurable benefits to the SEIBUS fleet. Enhanced vehicle protection and improved facility conditions have helped reduce maintenance and repair costs, increased operational efficiency, and contributed to a more reliable transit system overall. Ultimately, these investments support a better rider experience by ensuring vehicles remain in good condition, operate more consistently, and provide safe, dependable transportation to the communities SEIBUS serves.

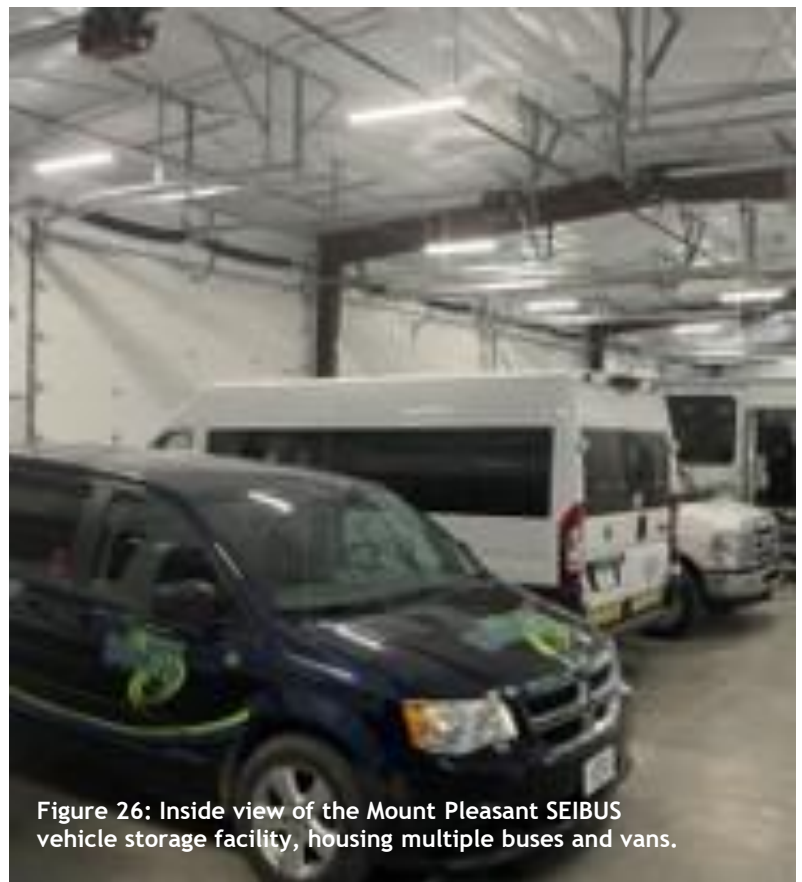


Figure 26: Inside view of the Mount Pleasant SEIBUS vehicle storage facility, housing multiple buses and vans.

SEIBUS and Contractual Service Changes

A notable recent change in the landscape of assisted living and transportation services in Southeast Iowa is the acquisition of Hope Haven by Imagine the Possibilities, Inc. This organization provides a comprehensive range of supports for individuals with disabilities, including employment services, skill development, residential care, and assistance with daily living needs. The integration of Hope Haven into Imagine the Possibilities is expected to enhance service coordination and expand resources available to residents throughout the region.

HOPE HAVEN

A DIVISION OF  imagine the
POSSIBILITIES INC



This transition has also resulted in a significant shift in transportation operations. Historically, Hope Haven contracted with SEIBUS to provide transportation for clients, providing a stable revenue source for SEIBUS. Following the acquisition, Imagine the Possibilities elected to procure and operate its own transportation fleet, allowing them to operate fully in house. With this internal capacity now in place, the organization no longer requires contracted service from SEIBUS. While Imagine the Possibilities fleet will be able to more adequately serve their clients and allow SEIBUS to have a greater degree of flexibility in their operations and service, the loss of revenue will need to be addressed in the future (anticipated loss of ~\$50,000 in state and federal subsidies). This change represents the need for both an operational realignment, but an opportunity to reassess regional mobility needs for individuals with disabilities, particularly regarding service coverage, fleet coordination, and long-term transportation planning.

Iowa HHS Adopts District Mapping

On July 1, 2025, the Iowa Department of Health and Human Services (HHS) implemented a new statewide district mapping initiative designed to support the Behavioral Health and Disabilities Services system and to promote more equitable access to mental health and substance use services across Iowa. The map below illustrates the newly established HHS districts.



Disability Access Points

District 2

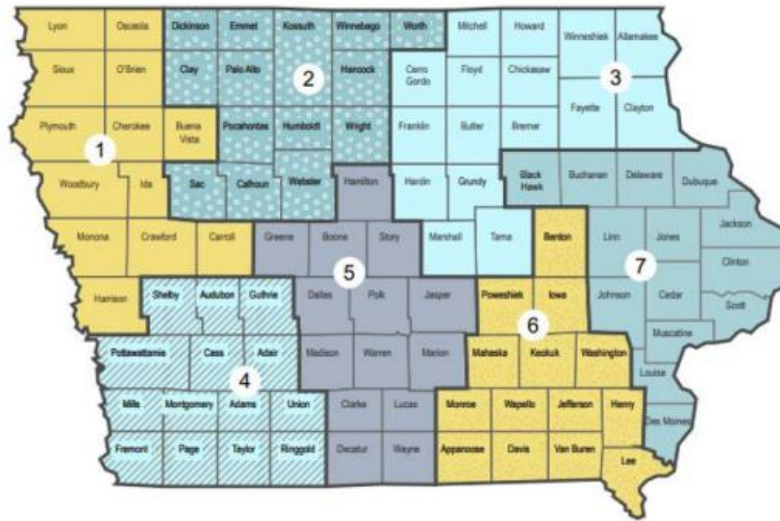
Dickinson, Emmet, Kossuth, Winnebago, Worth, Clay, Palo Alto, Hancock, Pocahontas, Humboldt, Wright, Sac, Calhoun, Webster

District 1

Lyon, Osceola, Sioux, O'Brien, Plymouth, Cherokee, Buena Vista, Woodbury, Ida, Monona, Crawford, Carroll, Harrison

District 3

Mitchell, Howard, Winneshiek, Allamakee, Cerro Gordo, Floyd, Chickasaw, Fayette, Clayton, Franklin, Butler, Bremer, Hardin, Grundy, Marshall, Tama



District 5

Hamilton, Greene, Boone, Story, Dallas, Polk, Jasper, Madison, Warren, Marion, Clarke, Lucas, Decatur, Wayne

District 6

Benton, Poweshiek, Iowa, Mahaska, Keokuk, Washington, Monroe, Wapello, Jefferson, Henry, Appanoose, Davis, Van Buren, Lee

Figure 27: Iowa HHS map of the newly created service districts.

While this transition is expected to improve service availability and coordination at the state level, it introduces a minor logistical challenge for the Southeast Iowa region. Under the new structure, the region is divided between District 6 (Henry and Lee Counties) and District 7 (Des Moines and Louisa Counties). This division has the potential to create communication and coordination barriers among neighboring agencies, increase confusion for residents seeking information about service jurisdictions or points of contact, and affect long-standing inter-county relationships that previously operated within shared service boundaries.

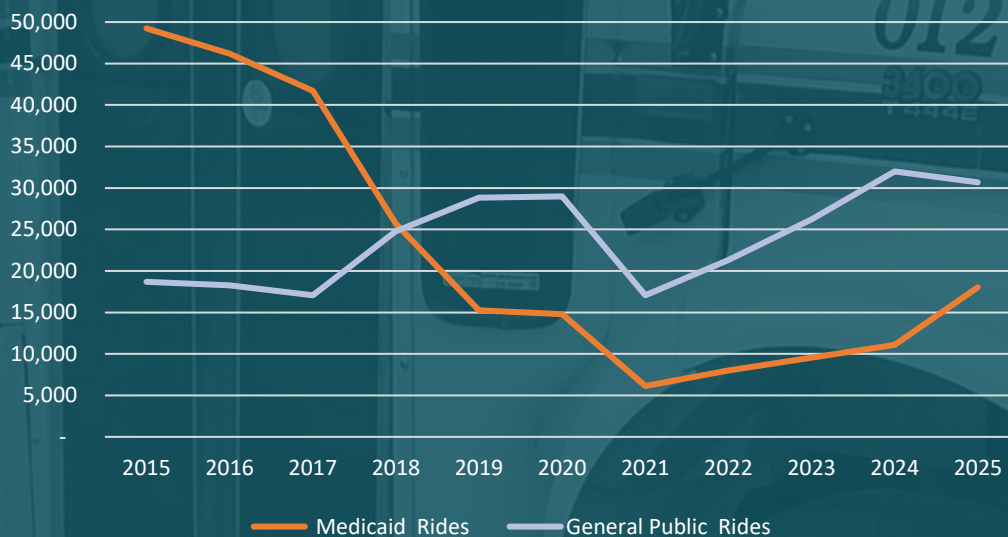
Recent Developments

Southeast Iowa Bus (SEIBUS) – Medicaid Impact

Since 2015, Iowa Medicaid has changed substantially in its operation, such as privatization, policy change, and reimbursement process. These changes impacted transportation services and Medicaid riders. After Iowa Medicaid was privatized, managed care organizations (MCOs) run Medicaid brokerage. This changed the standardized reimbursement set by the State of Iowa to inconsistent reimbursement policies set individually by MCOs. SEIBUS needed to add an additional staff member to deal with the adjustment. SEIBUS continued to navigate through Medicaid reimbursement changes made by the Iowa Private Managed Care reimbursement process for Medicaid rides provided by SEIBUS. These changes resulted in 31,202 fewer Medicaid rides in FY2025 compared to those in FY2015. While the Medicaid ridership has decreased, there has been a need for additional staff to deal with the increased oversight of Medicaid rides. It is not economically feasible to increase management costs when the overall number of Medicaid recipients is decreasing.

SEIBUS has made up for these lost rides by increasing general public rides over the same period of time. SEIBUS made robust efforts to capture Medicaid rides again, with all the recent changes. SEIBUS's web-based system has helped keep track of all Medicaid claims and has reduced chaos by a third.

SEIBUS Medicaid and General Public rides 2015 - 2020



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4 Priorities and Strategies



Priorities, Goals & Strategies

This section outlines the priorities and strategies identified to strengthen and enhance existing passenger transportation services in Southeast Iowa. These priorities were developed through a comprehensive review of the FY21 Passenger Transportation Plan (PTP), the 2026 Transportation Provider Surveys, input from the Transportation Advisory Committee (TRAC), and an analysis of regional data trends.

Regional partners and the TRAC reviewed these priorities to establish a shared, regionwide understanding of how best to address the current and future needs of passenger transportation services. A draft of this plan was also circulated among regional partners to support a holistic understanding of the existing passenger transportation network and to ensure alignment across jurisdictions and providers.

The following pages present a series of tables summarizing the priorities and strategies originally recommended in the FY20 PTP, along with their current implementation status. Each strategy is categorized as follows:

- Ongoing – Strategies that require continued implementation or have been partially achieved. These efforts focus on increasing public awareness and marketing of transportation services, improving service efficiency, and identifying opportunities for system expansion.
- Pending – Strategies that have not seen measurable progress since the FY20 PTP and are carried forward for implementation as part of the FY26 PTP.
- Not Relevant – Strategies that are no longer applicable to the FY26 PTP. These have been identified based on regional data trends and the absence of supporting input from TRAC members and surveyed transportation providers.



Priority 1: Increase the public awareness and marketing of transportation services in Southeast Iowa.

Goal 1: Create a comprehensive inventory of regional transportation services.

Strategies	Status
Compile all existing service information on regional transportation provider services from SEIBUS, BUS, Burlington Trailways, non-profits, health agencies, and human service agencies.	Pending
Conduct surveys and interviews to identify detailed information on services offered by different providers.	Ongoing

Priorities, Goals & Strategies

Priority 1: Increase the public awareness and marketing of transportation services in Southeast Iowa.

Goal 2: To develop public relations and marketing strategy for existing transportation services in Southeast Iowa.

Strategies	Status
Create a regional transit marketing committee to research existing regional transit marketing models.	Ongoing
Evaluate all existing public relations and marketing methods used by transportation providers.	
Evaluate need for special marketing materials to groups such as low income, LEP, students, etc.	
Identify funding source and hire a consultant to develop a public relations and marketing plan.	Pending

Priority 2: Improve the efficiency and effectiveness of existing transportation services including the promotion of sustainable practices

Goal 1: To enhance regional fleets through expansion and replacement of vehicles.	
Strategies	Status
Continue to seek funding for replacement of vehicles including STP funding, AMOCO Loans, and participating in PTMS through Iowa DOT.	Ongoing
Identify opportunities to fund vehicle expansion including STP funding or local partnerships.	
Look for opportunities to incorporate sustainable practices into fleet upgrades such as flex fuel, alternative fuel, electric, or adding bike racks.	

Priority 2: Improve the efficiency and effectiveness of existing transportation services including the promotion of sustainable practices

Goal 2: Enhance or build new facilities for storage, maintenance, transit stops & transfers.

Strategies	Status
Continue to seek funding for replacement of vehicles including STP funding, AMOCO Loans, and participating in PTMS through Iowa DOT.	Ongoing
Identify opportunities to fund vehicle expansion including STP funding or local partnerships.	
Look for opportunities to incorporate sustainable practices into fleet upgrades such as flex fuel, alternative fuel, electric, or adding bike racks.	

Priority 2: Improve the efficiency and effectiveness of existing transportation services including the promotion of sustainable practices (Continued)

Goal 3: Modernize data collection, analysis, and service delivery through new technology and software.

Strategies

Status

Evaluate existing data collection, technology, and software utilized for transportation services.

Research existing best practices utilized by similar transit systems.

Ongoing

Create and implement a plan for changes in data collection, technology, and software.

Priorities, Goals & Strategies

Priority 3: Identify new services such as expanded days of service, expanded hours of service, assisted transportation, medical transportation, employee transportation, volunteer transportation, and public.

Goal 1: Identify the actual “need” for assisted transportation and medical service.	
Strategies	Status
Conduct user surveys to gauge and understand rider needs.	Ongoing
Create data collection methods for transit agencies, human service agencies, etc. to document the need for assisted or medical transportation trips.	

Priority 3: Identify new services such as expanded days of service, expanded hours of service, assisted transportation, medical transportation, employee transportation, volunteer transportation, and public.

Goal 2: Evaluate and propose coordination opportunities between human service providers, public transit agencies, non-profits, and other transportation providers.

Strategies	Status
Analyze all existing transportation services for potential overlap and coordination opportunities.	<h2>Ongoing</h2>
Collect and compile data, times, and destinations of riders to determine future coordination opportunities.	
Review past surveys and conduct new surveys to identify possible coordination opportunities.	
Organize meetings between regional agencies to discuss specific transportation coordination opportunities.	

Priority 3: Identify new services such as expanded days of service, expanded hours of service, assisted transportation, medical transportation, employee transportation, volunteer transportation, and public. (Continued)

Goal 3: Identify opportunities for additional employee transportation services.

Strategies	Status
Meet with the largest area employers to determine which companies have an interests in employee transportation programs.	Ongoing
Develop specific services for companies that have identified the need and funding for employee transportation.	Pending

Priority 3: Identify new services such as expanded days of service, expanded hours of service, assisted transportation, medical transportation, employee transportation, volunteer transportation, and public. (Continued)

Goal 4: Identify the need for expanding hours and days of service for passenger transportation.

Strategies	Status
Gather information on existing services including time, ridership, operation costs, hours of operation, etc.	Ongoing
Create rider surveys for area transit agencies and human service agencies to document the needs of riders during hours and days that are not currently offered.	
Use collected information to determine the financial feasibility of expanding service.	Pending
Identify potential funding sources for the expansion of service days and hours.	
Evaluate opportunities for pilot transportation programs that expand hours and days of service.	Pending

Priority 3: Identify new services such as expanded days of service, expanded hours of service, assisted transportation, medical transportation, employee transportation, volunteer transportation, and public. (Continued)

Goal 5: Research existing regional volunteer transportation models to determine the feasibility of and framework for volunteer transportation services in Southeast Iowa.

Strategies

Status

Research, study, and prepare a report on existing volunteer transportation services around the region

Create a plan to determine the participation needed from each organization and any potential funding needed for creating and operating a volunteer transportation service

Pending

Priorities, Goals & Strategies

Priority 4: Identify Medicaid changes and its impact.

Goal 1: Adapt to Medicaid changes to ensure steady transportation services.

Strategies	Status
Stay updated and analyze any Medicaid changes to ensure that services to Medicaid recipients remains available.	Ongoing

Priority 5: Analyze and being aware of transportation needs of diverse population.

Goal 1: Making transportation services more accessible to the LEP population.

Strategies	Status
Promote and advertise transportation schedules and updates into a variety of other languages besides English.	Pending

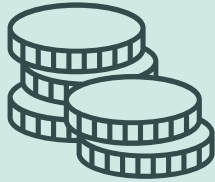
Goal 2: Improving transportation services for riders with mental and physical disabilities.

Strategies	Status
Evaluate opportunities through all services on ways to provide door to door services for riders with disabilities.	Pending

5 Funding Opportunities

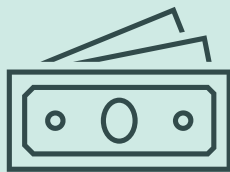


Municipal Transit Levy



Human service agencies, local communities, and private businesses often subsidize certain rides offered through public transit services. These subsidies, classified as contract revenues, can be applied toward the required local match for federal funding projects. BUS and SEIBUS utilize these contracts to provide targeted services throughout the region, improving access to transportation.

GENERAL FUND LEVY



The cost of supporting transit services is an eligible use of general fund revenues for all Iowa governments and is the primary source of funding to support transit for counties who don't have the option of a transit levy, as well as for cities that choose not to use the transit levy.

CONTRACT REVENUE



Businesses, communities, and human service agencies often subsidize certain public transit rides. These subsidies, classified as contract revenues, can count toward the local match for federal projects. BUS and SEIBUS use contracts to deliver specific regional services.

PASSENGER REVENUE

Passenger revenue comes from fares paid by users of transportation services. This is one of the most common sources of local financial support.

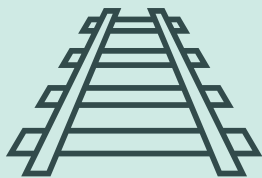


ADVERTISING REVENUES

Sale of on-board advertising or advertising space in brochures, etc., can provide some additional revenues to the transit program.

STATE TRANSIT ASSISTANCE (STA)

STA funds are distributed to individual transit systems based on a formula using performance statistics from the most recent available year. STA funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation. Both SEIBUS and BUS utilize this funding to annually replace their older buses and upgrade their fleet.



STATE TRANSIT ASSISTANCE (STA) SPECIAL PROJECTS

Iowa DOT provides a \$300,000 set-aside of STA funding each year for special projects to improve transit in the state of Iowa. Individual special projects for the purpose of supporting start-up of new coordination activities. The special projects will be to help transit systems respond to needs identified by human service agencies, with preference given to projects involving match coming from the human services side. Projects must involve open-to-the-public services. Projects would allow start-up funding until the services are reflected in the STA formula

PUBLIC TRANSIT INFRASTRUCTURE GRANTS

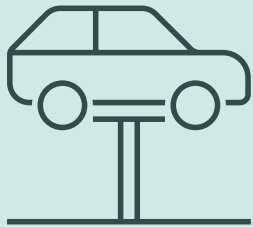
In 2006, the Iowa Legislature created a program to fund vertical infrastructure for transit systems, including construction, reconstruction, or remodeling with a vertical component. Projects are evaluated on transit benefits and timely completion. The program covers up to 80% of transit-related facility costs, including federal funds, and no single system can receive more than 40% of available funds annually.



MEDICAID

SEIBUS gets reimbursed for its contracted rides with human services organizations. Due to the substantial changes with Medicaid policies and reimbursement process, SEIBUS experienced dramatic decrease in rides by Medicaid riders in 2020. SEIBUS continued to navigate through Medicaid reimbursement changes made by the Iowa Private Manage Care reimbursement process. However, it anticipates being partially funded by Medicaid through the continuous services contracted with human services organizations in the region.

VOLKSWAGEN SETTLEMENT ENVIRONMENTAL MITIGATION TRUST FUNDING PROGRAMS



This Trust funding program was created from Volkswagen's settlement after the EPA alleged violations of the federal Clean Air Act. Iowa received about \$21 million in environmental mitigation funds for projects that reduce nitrogen oxide (NOx) emissions. The 2021 application closed on March 5, with the next round yet to be announced. In 2020, SEIBUS used this funding to help purchase two clean diesel buses, replacing older, high-mileage buses that were far less fuel-efficient.

MTM NON-EMERGENCY MEDICAL TRANSPORTATION

Medical Transportation Management (MTM) provides transportation coordination for individuals covered by Medicaid insurance for non-emergency medical transportation rides in Iowa. SEIBUS contracts with MTM to provide rides to those who are covered by Medicaid.



CAPITAL MATCH REVOLVING LOAN (AMOCO LOAN)



The Capital Match Revolving Loan Fund was established by the Iowa Legislature using funds from Iowa's share of the federal petroleum overcharge settlement with AMOCO. Managed under an agreement between the Iowa DOT and DNR, the program offers interest-free loans to public transit systems to cover local match requirements for federally funded capital projects. Loans can temporarily fund the entire local match for equipment projects or up to 50% of the non-federal match for facility projects, with repayment scheduled as local funds become available.

FORMULA GRANTS FOR OTHER THAN URBANIZED AREAS (SECTION 5311)



This program provides federal funding for transit in rural areas and urban areas under 50,000 population. Funds can be used for operating, capital, planning, and job access/reverse commute assistance. Section 5311 allocations use prior-year performance: 75% goes to regional systems and 25% to small urban systems. Regional allocations are based on 40% ridership and 60% revenue miles; small urban allocations split 50% ridership and 50% revenue miles.

STATEWIDE AND NONMETROPOLITAN TRANSPORTATION PLANNING (SECTION 5304)

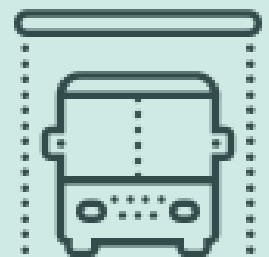
Section 5311 provides federal funds for rural and small urban transit, covering operating, capital, planning, and job access. Allocations use prior-year performance: 75% to regional systems, 25% to small urban, based on ridership and revenue miles.

INTERCITY BUS PROGRAM (SECTION 5311(F))

This program intends to support for the existing intercity bus routes to increase the connectivity of Iowa to the rest of the county, especially connecting smaller communities not served by existing routes and stops along those routes. It also helps providers to improve equipment and facilities, including adding accessibility features required by Americans with Disabilities Act of 1990 (ADA).

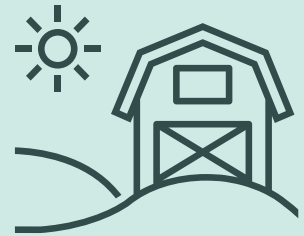
BUS AND BUS FACILITIES FORMULA GRANTS (SECTION 5339)

Section 5339, authorized under MAP-21, provides capital funding for bus and facility projects. Iowa receives about \$1.25 million annually for small urban and regional transit systems, allocated through vehicle rankings in the Public Transit Management System. BUS and SEIBUS rely on these funds to replace aging vehicles. In FY2020, SEIBUS combined Section 5339 and Volkswagen Settlement funds to purchase two buses and support construction of a bus storage facility planned for FY2021.



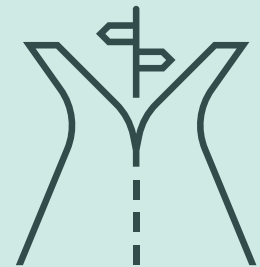
RURAL TRANSIT ASSISTANCE PROGRAM (RTAP) (SECTION 5311(B)(3))

This federal program funds training, technical assistance, and support services for transit operators in non-urbanized areas (populations under 50,000). By law, the state is the direct recipient; in Iowa, the DOT's Office of Public Transit administers these funds. Iowa's RTAP funds primarily provide training fellowships, covering about 80% of costs for regional transit systems and planners to attend Iowa DOT seminars or other transit-related courses and conferences. Transit systems may also be reimbursed for in-house training.



SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

The Surface Transportation Block Grant (STBG) program, formerly STP, provides MAP-21 funds for roadway or transit capital projects on an 80% federal/20% local match basis. In Iowa, local governments allocate a portion through metropolitan or regional planning agencies. In Region 16, SEIRPC administers STBG funds via a competitive process. Since adopting this in 2005, two transit vehicles have been purchased, and SEIBUS received \$126,400 in FY2023 to buy two light-duty buses.

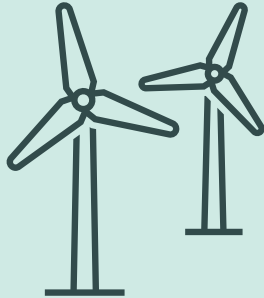


COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) CAREER LINK PROGRAM –EMPLOYMENT TRANSPORTATION

The Iowa Economic Development Authority (IEDA) offers grants to support employment-related transportation services in all incorporated cities and counties, excluding HUD entitlement areas. The program funds transportation for individuals traveling to jobs or adult students attending education or training, helping remove employment barriers. Applicants can receive up to \$150,000 per project with a dollar-for-dollar local cash match. In January 2021, SEIRPC assisted Burlington in applying for Hope Haven Development Center under this program.



IOWA'S CLEAN AIR ATTAINMENT PROGRAM (ICAAP)



This program provides funding that can be used for any purpose for which Surface Transportation Block Grant program (STBG) can be used and on the same 80 percent federal and 20 percent nonfederal basis. The applications are selected based on their anticipated air quality or congestion relief benefits

CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM



This program provides funding for projects that need vehicle replacement. Urban and regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible to apply for this funding. Transit systems may be organized as public bodies or as private, not-for-profit corporations. SEIBUS utilized this funding to purchase one of four new replacement buses in FY2019. This funding was also awarded to BUS to purchase two light-duty buses in FY2020

DIESEL EMISSION REDUCTION ACT (DERA) GRANT PROGRAM



This grant program is administered by Iowa DOT. IDOT receives funding from Environmental Protection Agency (EPA) to achieve significant reductions in diesel emissions. A broad range of diesel emission reduction solutions are eligible for DERA grant funding. In fiscal 2020, funding was available for profit, nonprofit, and public entities that own or operate diesel fleets and equipment in any of the 99 counties in the state of Iowa. Application details for FY2021 are to be determined.

CTAA - COMMUNITY DEVELOPMENT TRANSPORTATION LENDING SERVICES



CDTLS provides capital and expertise to help borrowers create sustainable, profitable transportation businesses. The program promotes cost-effective movement of people and freight using environmentally sound technology. CDTLS makes this possible by being a source of capital and expertise in transportation.

EASTER SEALS PROJECT ACTION - ACCESSIBLE TRANSPORTATION TECHNICAL SUPPORT PROJECT



The ATTS technical assistance project specifically supports community's unique goals. Efforts that may be well-served by participation in ATTS could include but are not limited to:

- Forming a local coalition to improve accessible transportation
- Transforming high-level planning efforts into actionable steps
- Improving accessibility in communities to be consistent with the Americans with Disabilities Act
- Exploring ways to meet accessibility needs above and beyond the ADA
- Maximizing the effectiveness of existing transportation resources
- Increasing ridership through marketing and outreach

AREA AGENCY ON AGING

Area Agencies on Aging (AAAs), created under the Older Americans Act, serve Iowans aged 60+. Iowa has six AAAs covering all counties. Milestones AAA in Southeast Iowa provides services such as congregate meals and funds SEIBUS to offer rides for residents 60 and older.

UNITED WAY

United Way agencies across Iowa fund community programs, including transportation assistance. Four agencies in Southeast Iowa: Big River, Burlington & West Burlington, Fort Madison, and Mount Pleasant offer potential transportation funding for the region.

Appendix A

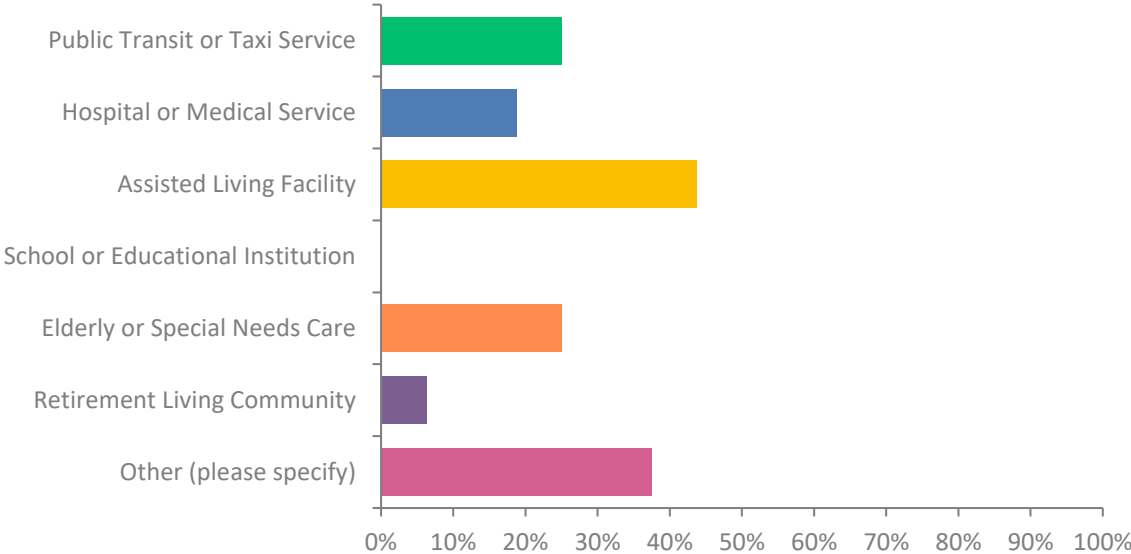
Transportation Provider Survey Results

FY2026 Passenger Transportation Plan - Transportation Service Provider

Tuesday, May 19, 2026

Q4: What type of organization is this?

Answered: 16 Skipped: 0



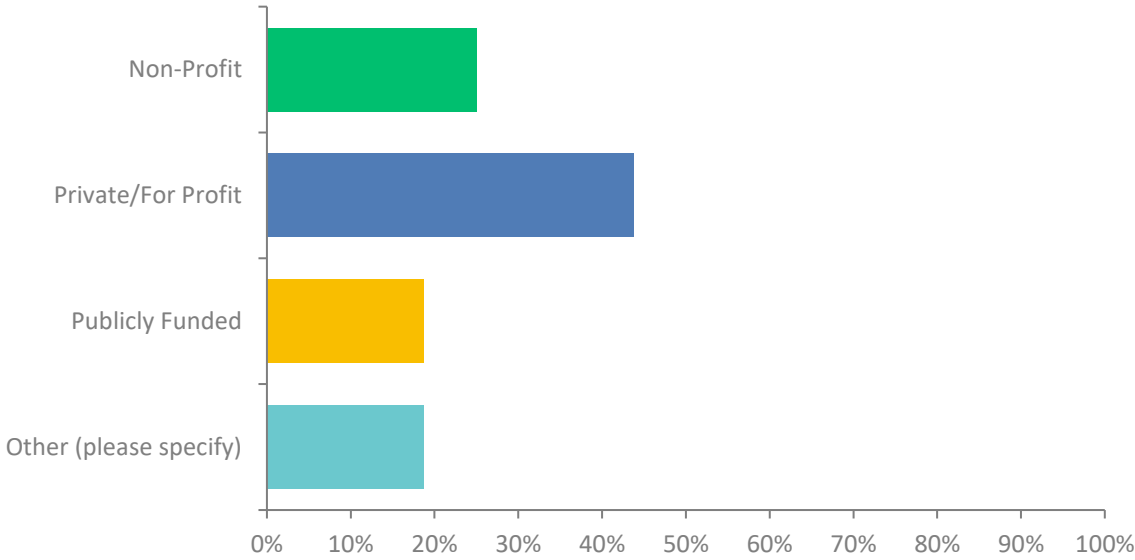
Q4: What type of organization is this?

Answered: 16 Skipped: 0

ANSWER CHOICES	RESPONSES	
Public Transit or Taxi Service	25.00%	4
Hospital or Medical Service	18.75%	3
Assisted Living Facility	43.75%	7
School or Educational Institution	0.00%	0
Elderly or Special Needs Care	25.00%	4
Retirement Living Community	6.25%	1
Other (please specify)	37.50%	6
TOTAL		25

Q5: Is this agency?

Answered: 16 Skipped: 0



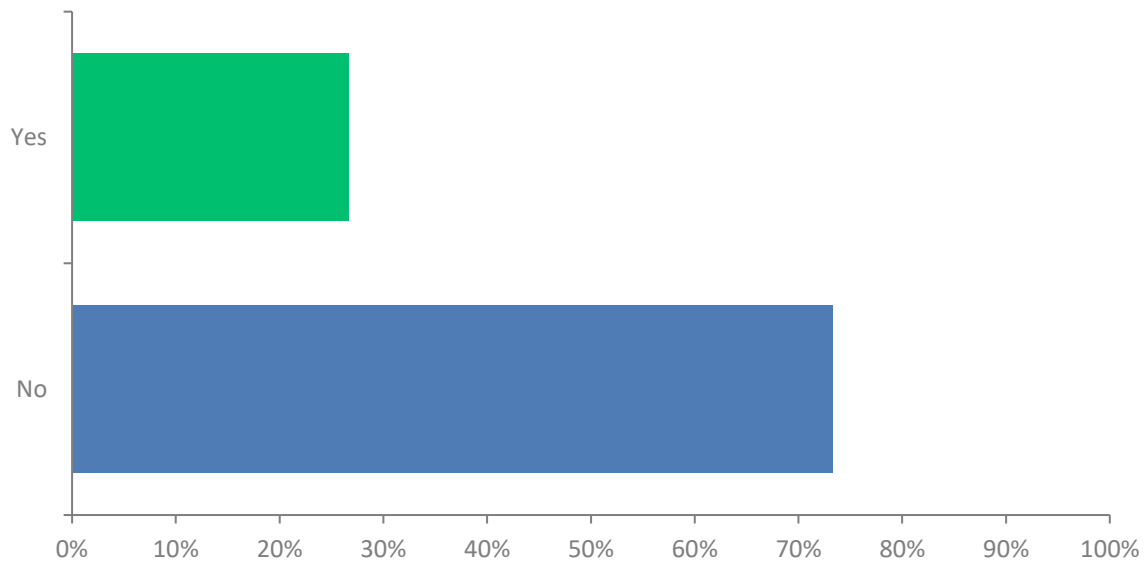
Q5: Is this agency?

Answered: 16 Skipped: 0

ANSWER CHOICES	RESPONSES	
Non-Profit	25.00%	4
Private/For Profit	43.75%	7
Publicly Funded	18.75%	3
Other (please specify)	18.75%	3
TOTAL		17

Q6: Does your agency receive/use funding to provide passenger transportation service?

Answered: 15 Skipped: 1



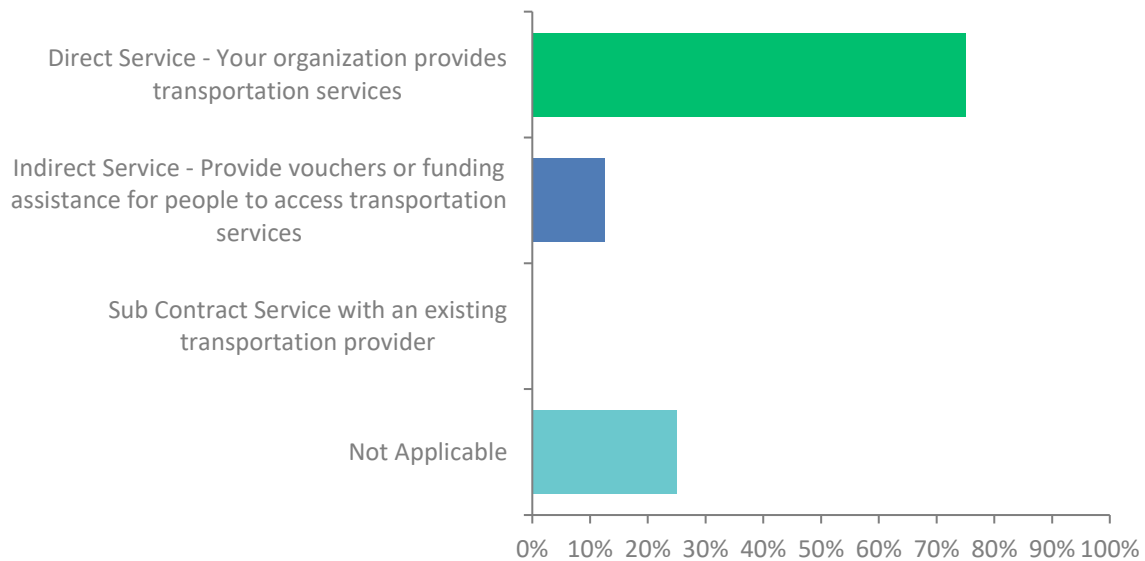
Q6: Does your agency receive/use funding to provide passenger transportation service?

Answered: 15 Skipped: 1

ANSWER CHOICES	RESPONSES	
Yes	26.67%	4
No	73.33%	11
TOTAL		15

Q7: If you provide service, what type of service do you provide?

Answered: 16 Skipped: 0



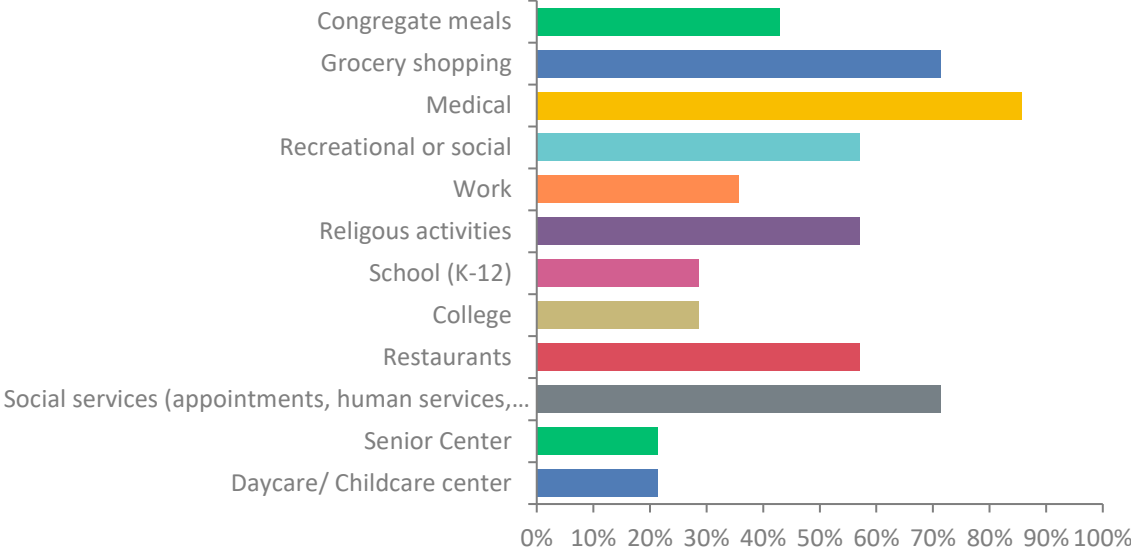
Q7: If you provide service, what type of service do you provide?

Answered: 16 Skipped: 0

ANSWER CHOICES	RESPONSES	
Direct Service - Your organization provides transportation services	75.00%	12
Indirect Service - Provide vouchers or funding assistance for people to access transportation services	12.50%	2
Sub Contract Service with an existing transportation provider	0.00%	0
Not Applicable	25.00%	4
TOTAL		18

Q10: What types of trips does your agency provide? (Click all that apply)

Answered: 14 Skipped: 2



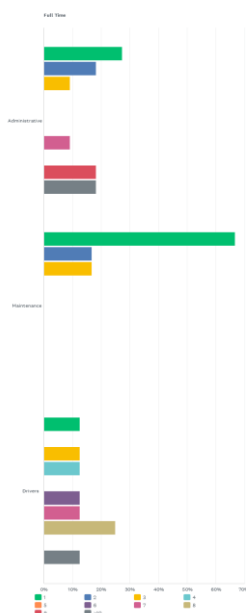
Q10: What types of trips does your agency provide? (Click all that apply)

Answered: 14 Skipped: 2

ANSWER CHOICES	RESPONSES	
Congregate meals	42.86%	6
Grocery shopping	71.43%	10
Medical	85.71%	12
Recreational or social	57.14%	8
Work	35.71%	5
Religious activities	57.14%	8
School (K-12)	28.57%	4
College	28.57%	4
Restaurants	57.14%	8
Social services (appointments, human services, general assistance etc.)	71.43%	10
Senior Center	21.43%	3
Daycare/ Childcare center	21.43%	3
TOTAL		81

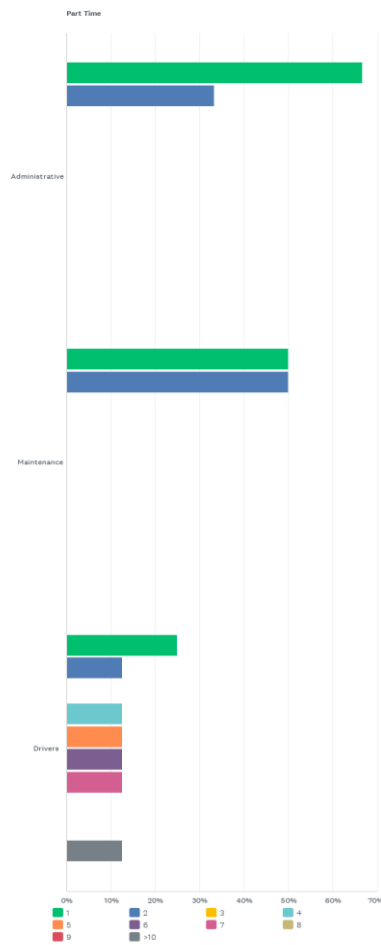
Q11: Number of employees involved in passenger transportation:

Answered: 13 Skipped: 3



Q11: Number of employees involved in passenger transportation:

Answered: 13 Skipped: 3



Q11: Number of employees involved in passenger transportation:

Answered: 13 Skipped: 3



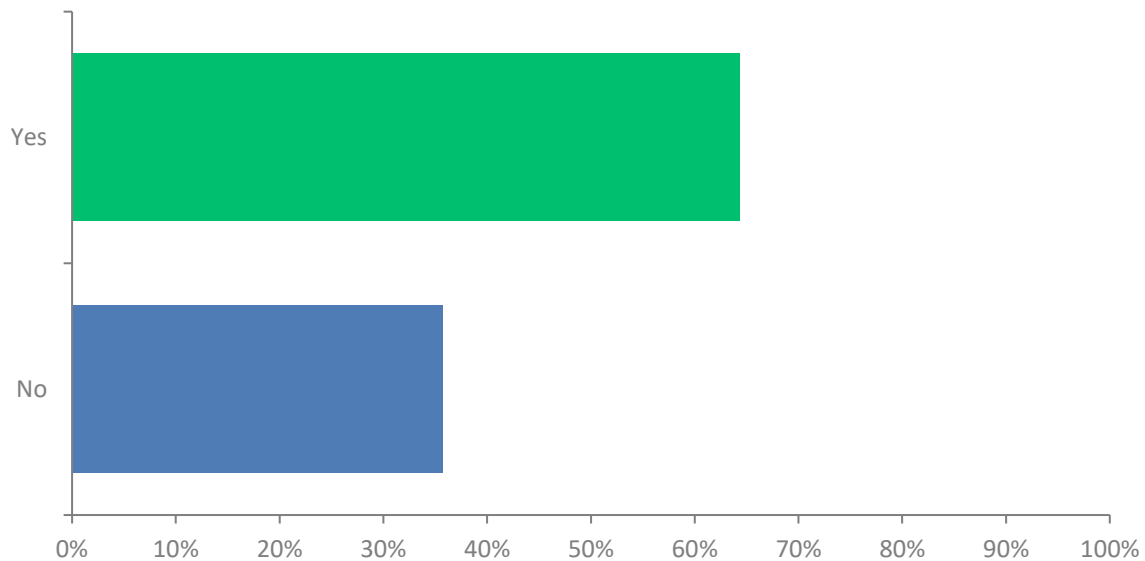
Q11: Number of employees involved in passenger transportation:

Answered: 13 Skipped: 3

Full Time											
	1	2	3	4	5	6	7	8	9	>10	TOTAL
Administrative	27.27% 3	18.18% 2	9.09% 1	0.00% 0	0.00% 0	0.00% 0	9.09% 1	0.00% 0	18.18% 2	18.18% 2	11
Maintenance	66.67% 4	16.67% 1	16.67% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	6
Drivers	12.50% 1	0.00% 0	12.50% 1	12.50% 1	0.00% 0	12.50% 1	12.50% 1	25.00% 2	0.00% 0	12.50% 1	8
Part Time											
	1	2	3	4	5	6	7	8	9	>10	TOTAL
Administrative	66.67% 2	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3
Maintenance	50.00% 1	50.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2
Drivers	25.00% 2	12.50% 1	0.00% 0	12.50% 1	12.50% 1	12.50% 1	12.50% 1	0.00% 0	0.00% 0	12.50% 1	8
Volunteers											
	1	2	3	4	5	6	7	8	9	>10	TOTAL
Administrative	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Maintenance	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Drivers	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1

Q12: Does your agency keep statistics on ridership or number of trips provided?

Answered: 14 Skipped: 2



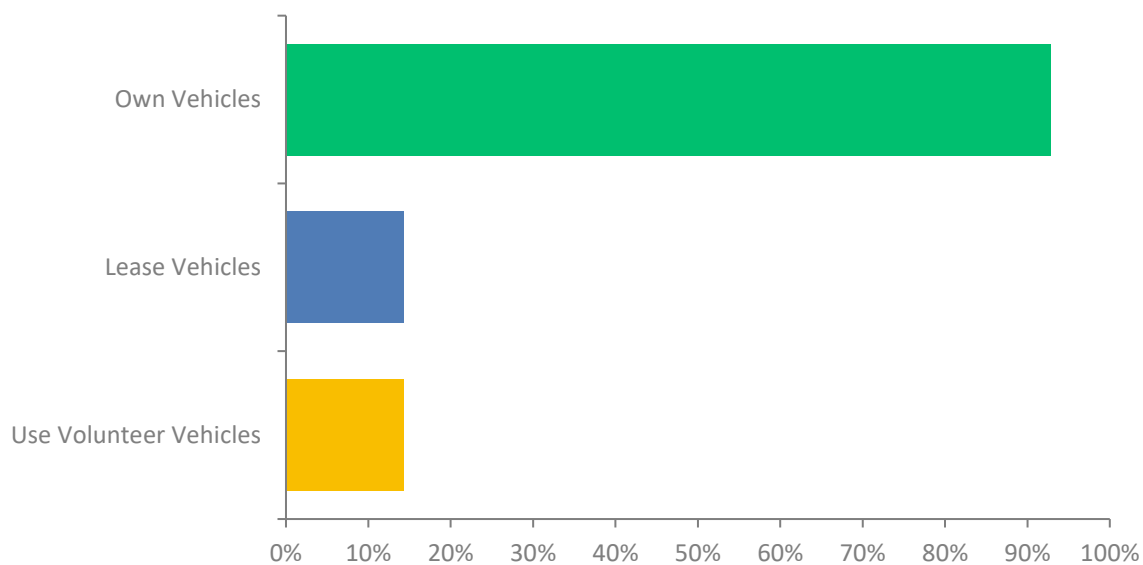
Q12: Does your agency keep statistics on ridership or number of trips provided?

Answered: 14 Skipped: 2

ANSWER CHOICES	RESPONSES	
Yes	64.29%	9
No	35.71%	5
TOTAL		14

Q13: Does your agency

Answered: 14 Skipped: 2



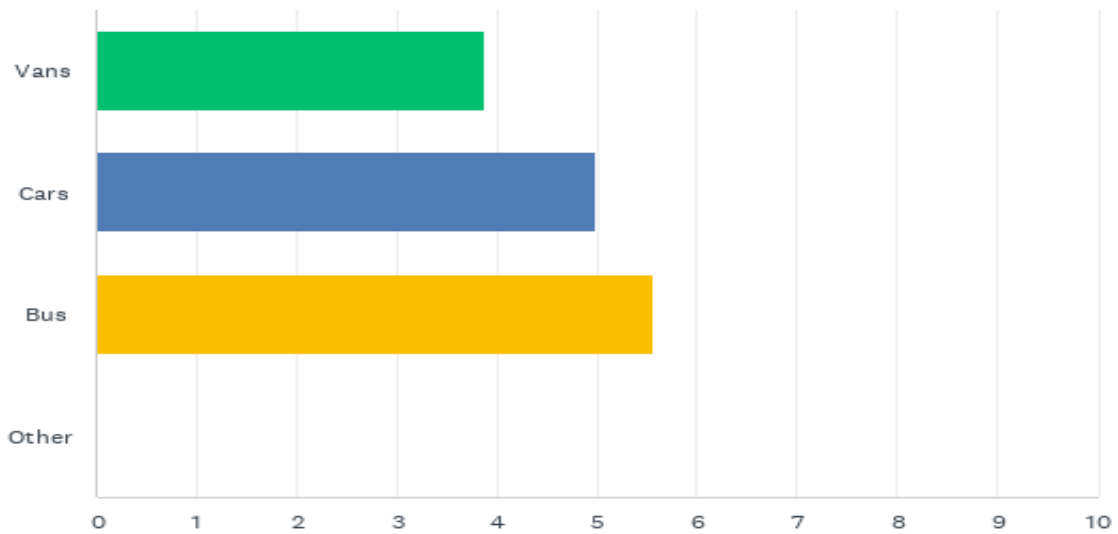
Q13: Does your agency

Answered: 14 Skipped: 2

ANSWER CHOICES	RESPONSES	
Own Vehicles	92.86%	13
Lease Vehicles	14.29%	2
Use Volunteer Vehicles	14.29%	2
TOTAL		17

Q14: What kind of vehicles do you have and how many of each?

Answered: 13 Skipped: 3



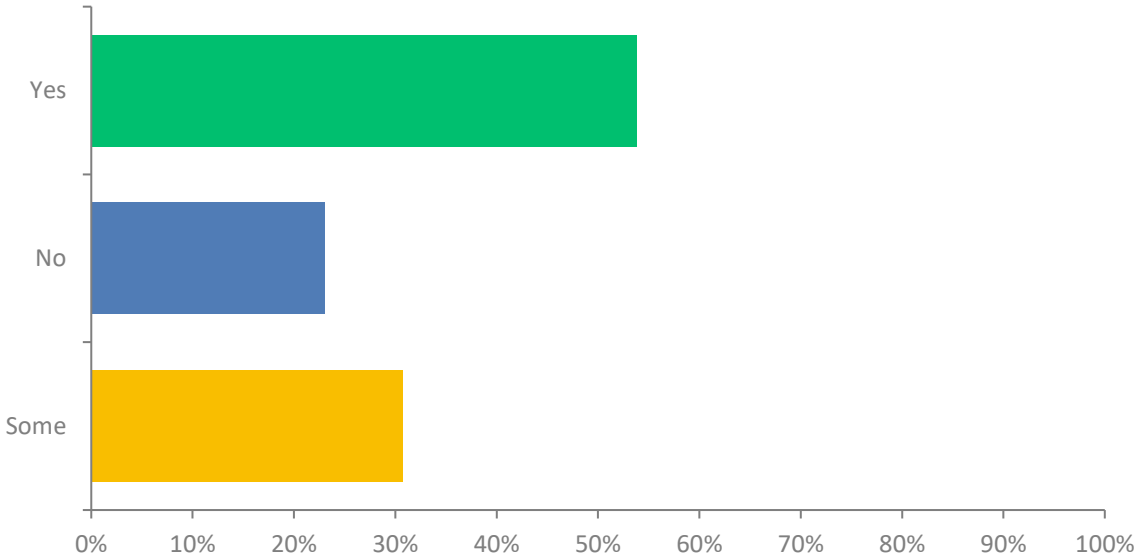
Q14: What kind of vehicles do you have and how many of each?

Answered: 13 Skipped: 3

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Vans	4	35	9
Cars	5	25	5
Bus	6	39	7
Other	0	0	0
Total Respondents: 13			

Q15: Are your vehicles ADA Accessible?

Answered: 13 Skipped: 3



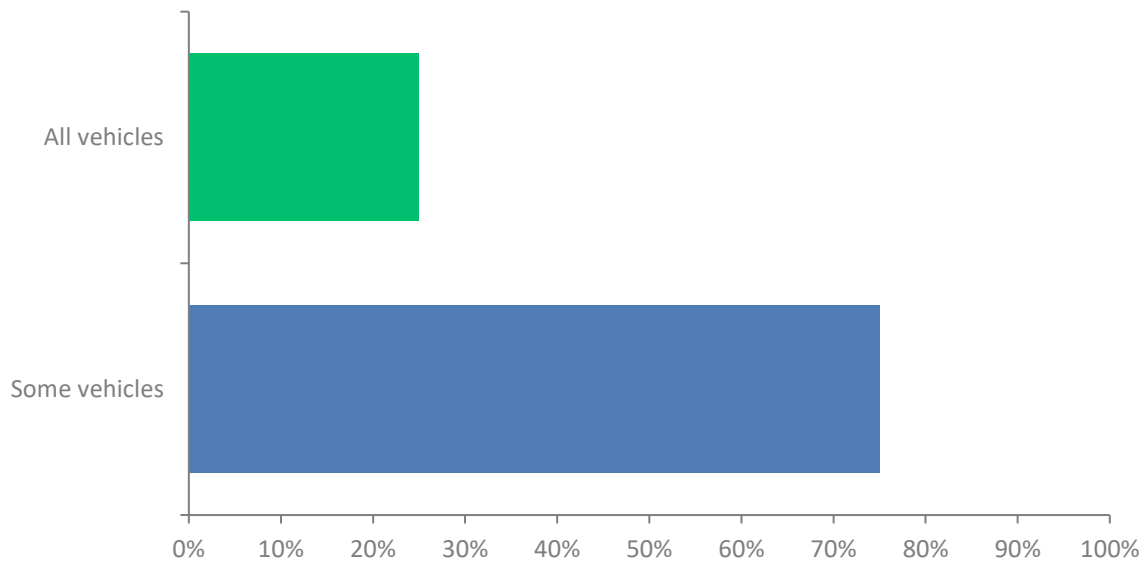
Q15: Are your vehicles ADA Accessible?

Answered: 13 Skipped: 3

ANSWER CHOICES	RESPONSES	
Yes	53.85%	7
No	23.08%	3
Some	30.77%	4
TOTAL		14

Q17: Does your agency have a facility for storing vehicles for:

Answered: 8 Skipped: 8



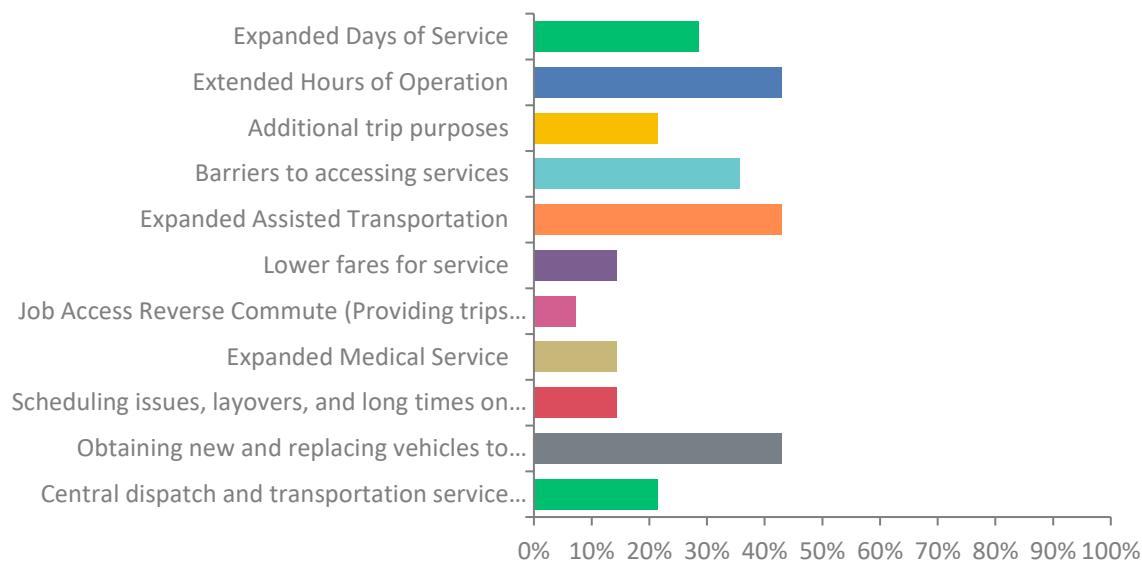
Q17: Does your agency have a facility for storing vehicles for:

Answered: 8 Skipped: 8

ANSWER CHOICES	RESPONSES	
All vehicles	25.00%	2
Some vehicles	75.00%	6
TOTAL		8

Q19: What do you see as the greatest service needs in southeast Iowa?

Answered: 14 Skipped: 2



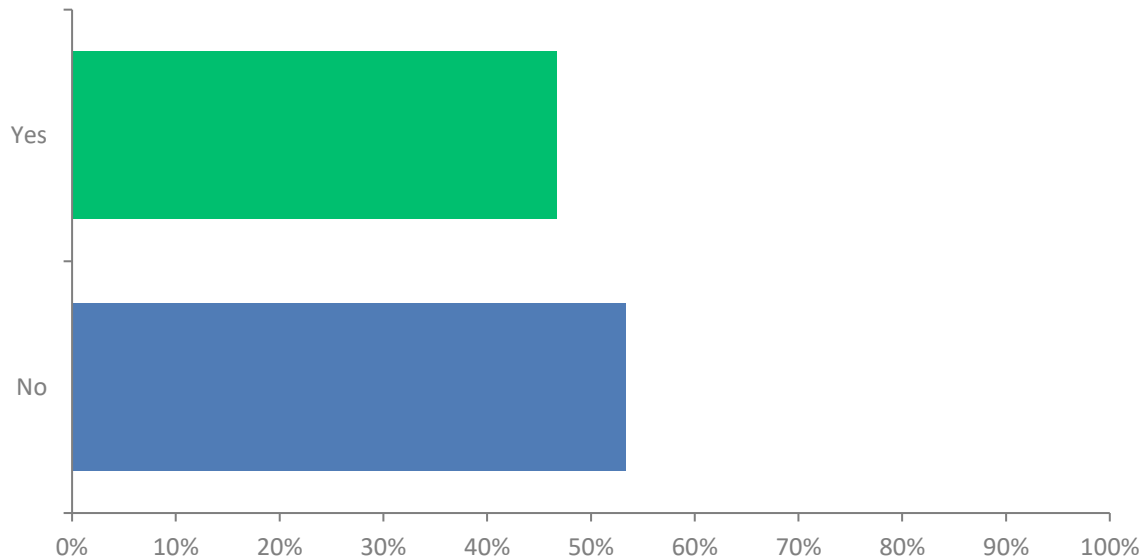
Q19: What do you see as the greatest service needs in southeast Iowa?

Answered: 14 Skipped: 2

ANSWER CHOICES	RESPONSES	
Expanded Days of Service	28.57%	4
Extended Hours of Operation	42.86%	6
Additional trip purposes	21.43%	3
Barriers to accessing services	35.71%	5
Expanded Assisted Transportation	42.86%	6
Lower fares for service	14.29%	2
Job Access Reverse Commute (Providing trips for employees to get to work)	7.14%	1
Expanded Medical Service	14.29%	2
Scheduling issues, layovers, and long times on bus	14.29%	2
Obtaining new and replacing vehicles to provide efficient service	42.86%	6
Central dispatch and transportation service information center	21.43%	3
TOTAL		40

Q21: Does your agency have interest in coordination opportunities with other public or private transportation providers?

Answered: 15 Skipped: 1



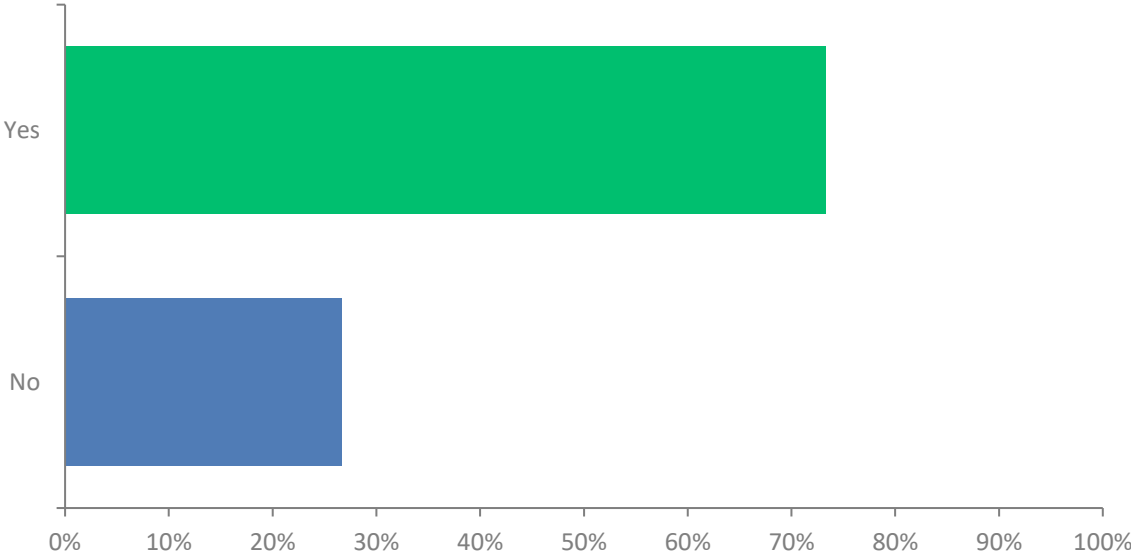
Q21: Does your agency have interest in coordination opportunities with other public or private transportation providers?

Answered: 15 Skipped: 1

ANSWER CHOICES	RESPONSES	
Yes	46.67%	7
No	53.33%	8
TOTAL		15

Q22: Would you be interested in participating in the FY2021 Passenger Transportation Plan creation?

Answered: 15 Skipped: 1



Q22: Would you be interested in participating in the FY2021 Passenger Transportation Plan creation?

Answered: 15 Skipped: 1

ANSWER CHOICES	RESPONSES	
Yes	73.33%	11
No	26.67%	4
TOTAL		15

Appendix B

Transportation Inventory

Appendix C

Transit Advisory Committee Meeting Agendas, Presentations, and Notes

Transit Advisory Committee Meeting

Tuesday, May 20, 2025 - 11:00 AM



Microsoft Teams call

[Join the meeting now](#)

Meeting ID: 261 900 342 608 8

Passcode: Mg2Nn9ig

1. Welcome and Introductions

2. SEIBUS updates

- Point to Accomplish: - Updates on SEIBUS ridership and statistics.
- Staffing Updates
 - Any other topics of interest that our TRAC members would like to discuss or ask SEIBUS.

3. Passenger Transportation Plan (PTP)

Points to accomplish: Provide an overview of PTP and the upcoming process to update the document.


4. Roundtable Discussion

- Point to Accomplish: - Updates from BUS or other agencies
- Discuss any legislation updates that may impact regional transportation
 - Any other topics of interest that our TRAC members would like to discuss
 - Discuss next meeting date

5. Adjournment


What is Passenger Transportation Plan (PTP)?

- Requirement by the Iowa Department of Transportation
- To be updated every 5 years – last updated in 2021
- Designed to promote coordinated transportation planning programs and further local and regional transportation systems
- Outcomes are to improve service, increase coordination, build awareness of needs, develop new partnerships, justify future investments, and save money and/or eliminate duplication of services.



March 25th, 2021

Region 16
FY2021
Passenger
Transportation
Plan



Prepared by:
Southeast Iowa Regional
Planning Commission

Plan Elements

1. Introduction
2. Area Profile - Socioeconomic Trends in SE Iowa
3. Inventory of existing services
4. Discussion of coordination issues
5. Priorities and strategies for the next 5 years
6. Funding opportunities

Public Input

Transit Advisory Committee

- Generally, serve as guiding committee on plan development
- Any additional human service agencies/organizations, private transportation providers to include?
- Helping identify
 - passenger transportation needs,
 - projects to address these needs,
 - prioritize projects, and
 - work to implement priority projects/improve coordination amongst different agencies.

Interviews with transit providers

- SEIBUS transit director and staff
- BUS transit manager and staff
- Provide insight into the existing transportation system, what improvements should be considered etc.

Other Input

- Surveys and interviews
- Transportation Providers
- Riders
- Non-provider agencies
- Employers
- Provide insight into the existing transportation system, what improvements should be considered etc.

General Timeline

June 2025

Start the planning process

Summer 2025

Area Profile - Socioeconomic Trends in SE Iowa
Inventory of existing services

Summer/Fall 2025

Public Input
Discussion of coordination issues

Fall/Winter 2025

Identify priorities and strategies for the next 5 years
Develop list of funding opportunities

February 2026

Submit draft to IDOT
Public comment period

Transit Advisory Committee Meeting Notes

Tuesday, May 20, 2025

Location:

Teams call

Participants:

Zach James, SEIRPC

Pat Inrachavognsa, SEIBUS

Robin Pieper, SEIBUS

Nick MacGregor, City of Burlington/Burlington Urban Service

Lisa Harwood, Milestones Area Agency on Aging

Chris Kukla, Iowa Department of Transportation

Laura Liegois, City of Fort Madison

Michael Dear, Fort Madison Housing Authority

Nicole Fritz, Burlington Trailways

Cyndi Mears, Louisa County Mental Health and Disability Services

Steve Detrick, Henry County Board of Supervisors

Sarah Terwilliger, United Way of Southeast Iowa/RSVP

CALL TO ORDER

- The meeting was called to order by Zach James at 11:03 AM.

WELCOME AND INTRODUCTIONS

- Since this was the first meeting in nearly a year and there were several new members, Zach James provided a quick overview of the meeting, the purpose of the TRAC, and then went around the virtual room to have each person introduce themselves, where they work, and generally what they do.

SEIBUS UPDATES

- Pat Inrachavognsa, SEIBUS director, started by giving some updates on SEIBUS. He outlined specific items he wanted to give updates on, including a proposed bus fare increase, recent consolidated transit application, work to try to establish van pools, and then would give an update on some statistics.
- Regarding the bus fare increase, Pat provided some background on the history of fare changes (last one was in 2006), reasoning for the need for an increase (inflation, fuel price increases, staff costs, Medicaid changes, costs compared to other services, etc.), and the proposed increase from \$2.50 to \$3. If approved by the SEIRPC board, it would go into effect on July 1, 2025.
- Pat then provided an overview of the FY2026 Consolidated Application that was submitted to Iowa DOT. This application is a request for federal transit service subsidies

and for funding to replace capital equipment, specifically bus replacements. He highlighted that the application this year included a request for two light-duty bus replacements #111 and #112.

- Next, Pat provided an update on van pools. He mentioned that this is a service that other transit agencies across the state provide successfully. He stated that it is similar to a carpool in that you have a driver who picks up other people as needed. However, the difference is it is typically on a larger scale, utilizing fuel and vehicles from a transit service.
- He noted that he has met with a variety of contacts in the region and is looking to try to get one started sometime this year.
- There was some discussion on electric vehicles, which also came up later in the meeting during general discussion (see notes there).
- While not in the presentation, Pat provided a staffing update, mentioning the current number of regular and sub drivers. He also noted Debbie Blackledge's upgrade as a scheduler and Robin Pieper to Assistant Transit Director.
- Pat then introduced Robin to provide updates on SEIBUS statistics. He started with statistics on dispatch and service calls, highlighting the high volume of calls and the growing number of Medicaid special rides.
- She finished by giving a historical look at SEIBUS rides over the past 10 years. Specifically highlighting the major dip in ridership during COVID-19 and how rides have increased back up, but not completely to pre-COVID levels.

PASSENGER TRANSPORTATION PLAN UPDATES

- Zach James gave a short presentation to give an overview of the Passenger Transportation Plan. He started by explaining its purpose and the process of updating it every five years as part of Iowa DOT planning requirements.
- He further stated that the plan aims to improve service, increase coordination, and identify future services and funding opportunities.
- He further outlined the steps involved in updating the plan, including a profile of socioeconomic trends, an inventory of existing services, and the identification of priority strategies and funding opportunities.
- The overview concluded with the next steps for updating the plan and the potential for new partnerships and initiatives to address transportation needs in the region.
- He stated that he would consider another meeting in June as a “kickoff” for the process of updating the PTP document.

DISCUSSION

- Michael Dear asked a question during the SEIBUS update regarding electric vehicles, which was discussed again during the general discussion time. He was wondering if that had been considered as a way to possibly reduce the cost of services.

- Zach and Robin mentioned past efforts to explore electric vehicles through SEIBUS, as a possible grant being offered by Iowa DOT, along with other transit agencies. At the time, it was decided not to pursue this due to the challenges associated with their high upfront costs of charging equipment, only having a couple of electric vehicles in the fleet, and suitability for using this for the longer routes SEIBUS provides.
- Nick MacGregor mentioned that Burlington Urban Service has looked into electric transit vans/buses but found the capital costs prohibitive.
- Zach asked Sarah Terwilliger to provide an update on RSVP, since this was a new service now being provided through RSVP. She stated that it is a service where 55+ individuals provide rides, typically for medical trips. The drivers get reimbursed \$.45 per mile. Around 20 to 30 rides are provided per week.
- Zach James concluded that we would look at a meeting date in June or July, where the focus would be on the PTP update.

ADJOURNMENT

- The meeting was officially adjourned at 11:44 AM.

Transit Advisory Committee Meeting

Monday, June 30, 2025 - 2:00 PM



Microsoft Teams call

[Join the meeting now](#)

Meeting ID: 210 860 804 197 6

Passcode: vs6kw2Zc

1. Welcome and Introductions

2. Passenger Transportation Plan (PTP)

Points to accomplish: Provide an overview of PTP and the upcoming process to update the document.


3. Roundtable Discussion

- Point to Accomplish:
- Updates from BUS, SEIBUS, or other agencies
 - Any other topics of interest that our TRAC members would like to discuss
 - Discuss next meeting date

4. Adjournment


What is Passenger Transportation Plan (PTP)?

- Requirement by the Iowa Department of Transportation
- To be updated every 5 years – last updated in 2021
- Designed to promote coordinated transportation planning programs and further local and regional transportation systems
- Outcomes are to improve service, increase coordination, build awareness of needs, develop new partnerships, justify future investments, and save money and/or eliminate duplication of services.



March 25th, 2021

Region 16
FY2021
Passenger
Transportation
Plan



Prepared by:
Southeast Iowa Regional
Planning Commission

Plan Elements

1. Introduction

2. Area Profile - Socioeconomic Trends in SE Iowa

3. Inventory of existing services

4. Discussion of coordination issues

5. Priorities and strategies for the next 5 years

6. Funding opportunities

Area Profile

Discuss the demographic (socio/economic) characteristics within your area, and specifically how these characteristics directly impact your passenger transportation needs assessment.

Describe the layout of the study area, including activity centers such as employers, banks, health care facilities, groceries, etc., and the population's access to services and how this impacts transportation needs.

Area Profile

- All shown geographically by Census Block Group
 - Population Density
 - Population Change
 - Population 65+
 - Households with income below the poverty level
 - Households without a vehicle
 - Population with a disability
 - Race and ethnicity of the population
 - Limited English Proficiency (LEP)
- Map of major employers and health/grocery areas

Inventory of Existing Services

Include a discussion of the existing passenger transportation operations (human service providers, private providers, school districts, and public transit systems) within the planning area.

- Private Intercity/Charter Services
 - Burlington Trailways
- Public Transit Providers
 - SEIBUS
 - Burlington Urban Service (BUS)
- Regional Public/Private Schools
 - Include SCC?
- For-profit Door-to-Door Transportation Services
 - United American Cab
 - Port Louisa Transport, Inc.
 - Yellow Cab Company
 - Rideshare Services – Uber/Lyft??

Inventory of Existing Services

- Other Private/Non-Profit Transportation Providers
 - Direct Service
 - Sunnybrook Assisted Living
 - Hope Haven
 - Insight Partnership Group
 - River Hills Village
 - Advanced Home Health Care
 - Bickford Senior Living
 - West Point Care Center
 - RidgeView Assisted Living
 - Oakview Ridge Assisted Living
 - Home Caring Services
 - The Kensington
 - Great Beginnings
 - Play Time Day Care & Pre School
 - Low Rent Housing Agency of Burlington
 - Washington County Ambulance

Inventory of Existing Services

Other Private/Non-Profit Transportation Providers

- Volunteer Services
 - Des Moines County RSVP/Elder Services, Inc.
 - Henry County RSVP/The Fellowship Cup
 - American Cancer Society
- Indirect or Subcontracted Services
 - Des Moines County Mental Health and Disability Services
 - Henry County CPC
 - Lee County Community Services
 - City of Fort Madison
 - City of Keokuk
 - IMPROPCO
 - Milestones Area Agency on Aging
 - Great River Health Systems
 - Optima LifeServices
 - Henry County Health Center
 - Louisa County Public Health

Public Input

Transit Advisory Committee

- Generally, serve as guiding committee on plan development
- Any additional human service agencies/organizations, private transportation providers to include?
- Helping identify
 - passenger transportation needs,
 - projects to address these needs,
 - prioritize projects, and
 - work to implement priority projects/improve coordination amongst different agencies.

Interviews with transit providers

- SEIBUS transit director and staff
- BUS transit manager and staff
- Provide insight into the existing transportation system, what improvements should be considered etc.

Other Input

- Surveys and interviews
- Transportation Providers
- Riders
- Non-provider agencies
- Employers
- Provide insight into the existing transportation system, what improvements should be considered etc.

Public Input

Interview with transportation providers with specific questions about service, fleet, needs, and ideas for improvements.

Other organizations, employers, and entities to hold interviews with?

Next Steps

Summer 2025

Area Profile - Socioeconomic Trends in SE Iowa
Inventory of existing services
Plan for and start public input

Summer/Fall 2025

Next TRAC Meeting – Review area profile, inventory of services, public input, start discussion of coordination issues
Continue public input

Fall/Winter 2025

TRAC Meeting – Finalize discussion of coordination issues and identify priorities/strategies for the next 5 years
Develop a list of funding opportunities

January/February 2026

TRAC Meeting – Final plan review and recommendation to SEIRPC board
Submit draft to IDOT
Public comment period

Transit Advisory Committee Meeting Notes

Monday, June 30, 2025

Location:

Teams call

Participants:

Zach James, SEIRPC

Pat Inrachavognsa, SEIBUS

Robin Pieper, SEIBUS

Nick MacGregor, City of Burlington/Burlington Urban Service

Sarah Terwilliger, United Way of Southeast Iowa/RSVP

Laura Liegois, City of Fort Madison

Megan Brinks, United Way of Southeast Iowa/RSVP

Lisa Harwood, Milestones Area Agency on Aging

Michael Dear, Fort Madison Housing Authority

CALL TO ORDER

- The meeting was called to order by Zach James at 2:04 PM.

WELCOME AND INTRODUCTIONS

- Zach James provided a quick overview of the meeting and then went around the virtual room to have each person introduce themselves, where they work, and what they do.

PASSENGER TRANSPORTATION PLAN UPDATES

- Zach James provided an overview of the Passenger Transportation Plan and what is to be included in the document.
- James continued with specifics on the guidance from Iowa DOT on the demographic data that should be included in the plan, covering specifics on the Census Data that was included in the previous plan.
- Megan Brinks commented that we may want to include data on the ALICE population (asset-limited, income-constrained, but employed). Megan can pull county reports and share with SEIRPC staff, as well as share the location where to gather this data.
- Mike Dear asked if there would be a value in getting some information out to people about services in the area and/or to get their feedback? He mentioned his agency just reimplemented a tenant advisory board that may be helpful with this.

- James continued to mention that the previous plan had maps of major employers and health services/and grocery stores. He asked if there is anything else that could be included that may add value.
 - Laura mentioned including a map of services such as schools, parks/recreation, social service providers (who or what to include may be difficult), but may be valuable when thinking about quality of life in the area and ways to highlight this.
 - Megan Brinks suggested that you don't want to get too much stuff to clutter the maps and should keep it to essential services. She made an additional comment with health centers stating ~ 60/70% of rides they provide go out to the hospital, with the other 30/40% going to basic services such as the dentist, eye doctor, etc.
 - Megan further suggested that it might be a good idea to include close-ups of communities on the maps where there are clusters of services, so it is easier to see.
-
- James continued asking about transportation service providers in the region, going through the list from the previous plan.
 - Nick MacGregor mentioned A to Z Transportation and Non-Emergency Medical Transportation as other providers. Mentioned there are several more in town or in the area for non-emergency medical transportation. Suggested reaching out to Molina and Iowa Total Care to get a list of providers. Also mentioned DAV – Disabled American Veterans, and that he could provide a contact. He also stated that they have a contract for services with the City of West Burlington.
 - Megan Brinks suggested adding Burlington Cab Company and confirmed Lyft is still available in the area, but was not sure about Uber. Others she mentioned to add to the list included Self-Reliance Center, REM Iowa, and Optimae. Also mentioned, Elder Services Inc. does not exist anymore, and the American Cancer Society provides gift cards for gas, but not actual transportation.
 - Robin said to remove IMPROPCO, which no longer provides service via SEIBUS. She also noted that The Madison has no contract with SEIBUS, but has their vehicles.
 - Megan Brinks asked how DMCMH and DS, Henry County CPC, and MHASEI have been impacted by state changes to regions for mental health and disability services.
 - Laura Liegous stated that she has some other entities that she thinks provide services and will go over these with Mike and send them over to Zach.
-
- James asked the groups about ideas for gathering public input. Specifically noting that SEIRPC would do interviews with public transit agencies and as many transportation providers as they are aware of.
 - Megan suggested going to the interagency groups in each county to get good feedback directly or to spread the word about getting feedback.

- Mike Dear asked about hosting a resource meeting, where partners with organizations to develop a meeting to educate the public on services available and develop a consistent go-to source for where information is available.
- Megan Brinks noted that locations in other communities to hold meetings could include the Bell Center in Mount Pleasant and a variety of options in Burlington, including the library or auditorium.
- Megan asked if we could gather information from other transportation providers on data such as Rides per day or month, where riders are going, or similar data
- Zach summarized the next steps, which included updating the area profile data, refining the inventory of services, planning outreach strategies, and reconvening later (**summer/fall**) to share collected information and data analysis.

DISCUSSION

- Zach James asked Megan Brinks to provide an overview of the LYFT grant she had mentioned earlier in the meeting.
 - Currently, provide a program called Project Dash to deliver food from food pantries to those facing food insecurity.
- Mike Dear thanked SEIRPC staff and committee members for the input and time/energy into these discussions.
- Megan Brinks mentioned that she would have a meeting with the United Way of the Great River Region Director to discuss their Interest in adding RSVP services to their portfolio of services in the FM/Keokuk area.

ADJOURNMENT

- The meeting was officially adjourned at 3:10 PM.

Transit Advisory Committee Meeting

Wednesday, March 4, 2026 - 11:00 AM



Microsoft Teams call

[Join the meeting now](#)

Meeting ID: 276 749 125 323 50

Passcode: zt9WN2A2

1. Welcome and Introductions

2. Passenger Transportation Plan (PTP)

Points to accomplish: Provide a PTP update including an area profile overview, an update on the inventory of services, and a discussion of coordination issues


3. Roundtable Discussion

- Point to Accomplish:
- Updates from BUS, SEIBUS, or other agencies
 - Any other topics of interest that our TRAC members would like to discuss
 - Discuss next meeting date

4. Adjournment


What is Passenger Transportation Plan (PTP)?

- Requirement by the Iowa Department of Transportation
- To be updated every 5 years – last updated in 2021
- Designed to promote coordinated transportation planning programs and further local and regional transportation systems
- Outcomes are to improve service, increase coordination, build awareness of needs, develop new partnerships, justify future investments, and save money and/or eliminate duplication of services.



March 25th, 2021

Region 16
FY2021
Passenger
Transportation
Plan



Prepared by:
Southeast Iowa Regional
Planning Commission

Plan Elements

1. Introduction

2. Area Profile - Socioeconomic Trends in SE Iowa

3. Inventory of existing services

4. Discussion of coordination issues

5. Priorities and strategies for the next 5 years

6. Funding opportunities

Area Profile

- All shown geographically by Census Block Group
 - Population Density
 - Population Change
 - Population 65+
 - Households with income below the poverty level
 - Households without a vehicle
 - Population with a disability
 - Race and ethnicity of the population
 - Limited English Proficiency (LEP)
- Map of major employers and health/grocery areas

Area Profile: Population Change

- Region-wide population has declined by 3.3% (-3,186) over the past decade.
 - Des Moines County: -3.2% (-1,277)
 - Henry County: +1.9% (+385)
 - Lee County: -4.9% (-1,719)
 - Louisa County: -5.1% (-575)
- However, the population relying on public transit has grown
 - Elderly residents: +24%
 - Below poverty level: +14%
 - With a disability: +10%

Area Profile: Race & Ethnicity

- With the overall decline in population, there has been a noted decline in most races and ethnic groups in the region as well.
 - White: -7%
 - African American: -22%
 - Asian: +1%
 - Hispanic: +7%
 - Other race/multiracial: +109%

Area Profile: English Proficiency

- While Southeast Iowa has become more diverse over the past few years, English proficiency is still not an issue of concern.
 - Des Moines: +129%
 - Henry: -20%
 - Lee: -81%
 - Louisa: -24%
 - Region Wide: -12%

Inventory of Existing Services

- The plan will include a discussion of the existing passenger transportation operations within the planning area.
- Currently surveying the region's existing transportation services, beginning with direct service providers.
- The survey is being conducted over the phone and takes about 10-15 minutes to go through, depending on how in-depth the respondents' answers are.
- Aiming to have surveyed all listed service providers by March 20th.

Inventory of Existing Services

- Private/Non-Profit Transportation Providers
 - Direct Service
 - Sunnybrook Assisted Living
 - Hope Haven
 - Insight Partnership Group
 - River Hills Village
 - Advanced Home Health Care
 - Bickford Senior Living
 - West Point Care Center
 - RidgeView Assisted Living
 - Oakview Ridge Assisted Living
 - Home Caring Services
 - The Kensington
 - Great Beginnings
 - Play Time Day Care & Pre School
 - Low Rent Housing Agency of Burlington
 - Washington County Ambulance

Inventory of Existing Services

- Private Intercity/Charter Services
 - Jefferson Lines
- Public Transit Providers
 - SEIBUS
 - Burlington Urban Service (BUS)
- Regional Public/Private Schools
- For-profit Door-to-Door Transportation Services
 - United American Cab
 - Port Louisa Transport, Inc.
 - Yellow Cab Company
 - A2Z Taxi

Regional Needs and Coordination Issues

Other Private/Non-Profit Transportation Providers

- Volunteer Services
 - Des Moines County RSVP/Elder Services, Inc.
 - Henry County RSVP/The Fellowship Cup
 - American Cancer Society
- Indirect or Subcontracted Services
 - Des Moines County Mental Health and Disability Services
 - Henry County CPC
 - Lee County Community Services
 - City of Fort Madison
 - City of Keokuk
 - Milestones Area Agency on Aging
 - Great River Health Systems
 - Optima LifeServices
 - Henry County Health Center
 - Louisa County Public Health

Regional Needs and Coordination Issues

Issues identified in 2021 PTP



SERVICE NEEDS

- 1) Extended hours of operation
- 2) Extended days of service
- 3) Employment Transportation
- 4) Overcoming barriers to accessing services (Easier scheduling, Layovers, Lengthy ride on buses)
- 5) Expanded medical transportation services including appointment coordination with hospitals (UIHC/VA)
- 6) Central dispatch and transportation information center with non-English language (Burmese, Spanish, Vietnamese, French)



FLEET NEEDS

- 1) Extra cars, vans, and drivers
- 2) Providing assistance getting in and out of the vehicle
- 3) Accommodation for mobility device (wheelchair accessible vehicles)



FACILITY NEEDS

- 1) More bus stops and shelters
- 2) New building with an indoor shop for maintenance and a more private office setting

Regional Needs and Coordination Issues

- Any recent developments affecting coordination issues?
- General thoughts on service, management, fleet, and facility needs regionally?
- Which medical trips are the most difficult to coordinate if any? Are there any specific challenges when coordinating NEMT trips?
- What do you see as future travel needs over the next 5 years?
- Do you see any coordination opportunities that could improve services or make regional trip planning easier for both riders and staff?

Priorities and Strategies

Priority 1 : Increase the public awareness and marketing of transportation services in Southeast Iowa

Priority 2: Improve the efficiency and effectiveness of existing transportation services including the promotion of sustainable practices

Priority 3: Identify new services such as expanded days of service, expanded hours of service, assisted transportation, medical transportation, employee transportation, volunteer transportation, and general public.

Priority 4 : Provide safe transportation services in Southeast Iowa during COVID-19 times and beyond

Priority 5: Identify Medicaid changes and its impact

Priority 6: Analyze and being aware of transportation needs of diverse population

Priorities and Strategies

- Based on your expertise, experiences, and information we have presented, what are your initial thoughts on priorities for regional passenger transportation over the next 5 years?

Next Steps

March 2026

- TRAC Meeting – Review area profile, update on inventory of service providers, discussion of coordination issues, priorities discussion
- Develop Draft Passenger Transportation Plan Document
- Present Draft PTP to SEIRPC Board
- Send out public notice of public comment period for the draft plan available for review
- Submit draft to IDOT for review

April 2026

- TRAC review draft plan
- Gather comments from the public, IDOT, and TRAC members, and make updates to the document
- Hold TRAC Meeting –Final plan review (discussion on priorities and strategies) and recommendation to SEIRPC board

May 2026

- Make final plan edits
- Present final PTP to SEIRPC Board for approval

Transit Advisory Committee Meeting Notes

Wednesday, March 4, 2026

Location:

Teams call

Participants:

Zach James, SEIRPC

Joey Grabowski, SIEPC

Pat Inrachavognsa, SEIBUS

Robin Pieper, SEIBUS

Sarah Terwilliger, United Way of Southeast Iowa/RSVP

Laura Liegois, City of Fort Madison

Lisa Harwood, Milestones Area Agency on Aging

Cyndi Mears, Louisa County Community Services

CALL TO ORDER

- The meeting was called to order by Zach James at 11:05 AM.

WELCOME AND INTRODUCTIONS

- Zach James provided a quick overview of the meeting and then went around the virtual room to have each person introduce themselves, where they work, and what they do.

PASSENGER TRANSPORTATION PLAN UPDATES

- Zach James provided an overview of the Passenger Transportation Plan and what is to be included in the document, outlined specific document sections, and provided the timeline for completion. He then noted that Joey Grabowski was working on data collection, map making, and completing service inventory, and that he would go through some of this information.
- Grabowski first went through a high-level data summary and demographics overview that will be included in the plan. Some highlights of this included the overall regional population has declined by approximately 3,000 people since 2010, while at the same time, the population that relies mostly on public and private transportation (older adults, people in poverty, and people with disabilities) has grown.
- James and Grabowski continued the presentation highlighting a part of the plan will include an inventory of existing services. They stated that they are conducting

phone interviews with all providers identified in the region. They then asked members at the meeting to review the updated list of transportation service providers in the region. The list was updated from the previous plan and input from members at the previous TRAC meeting. No changes were identified.

- James then went over a slide highlighting the issues identified in the 2021 PTP update. He continued by going through a series of questions to generate a conversation about needs moving forward.
- Lisa Harwood noted the complexity of the Disability Access Points and the shift from MHDS regional to the new statewide districts. Cyndi Mears clarified that as of July 1, the regional system had ended, and there are now 7 districts statewide that is confusing for both providers and clients. Lisa noted that DAP's will need to have strong connections with service providers and emphasized the need for shared resources/communications. James noted how changes like this can drastically complicate communication between organizations and disrupt long-standing partnerships. He further stated that improved communication and coordination regarding services should be an identified need in the PTP.
- Robin Pieper noted that SEIBUS is seeing a higher volume of town-to-town requests for rides, noting a lot of it seems to be tied to medical transportation. Cyndi Mears noted issues with people who need last-minute rides for doctor's visits or other services. Sarah Terwilliger noted that RSVP has seen a sharp increase in rides since United Way took over, with a lot of these rides for medical trips to Iowa City or Davenport. She also noted that since they aren't directly affiliated with RSVP, their drivers have become younger in general.
- Laura Liegois noted that there may be a need to explore more consistent and regularly timed routes in the region, which may be beneficial for people to have reliable services.
- Pat Inrachavogonsa brought up that he is aware of other agencies using technology platforms for scheduling rides and payment, removing the need for cash.
- Zach James went over a slide highlighting 6 priorities identified in the previous plan. He followed up on this by asking the group if any of these still apply, if any should be removed, or if there were new priorities that should be added to the list.
- Lisa Harwood noted that she thought the first two priorities were good and still relevant. Specifically, she highlighted an issue with clients getting bounced around between providers and the need to better share resources and information among groups. James noted that there is not a great centralized point of information or coordinator for transportation services, but noted that the interagency meeting in Des Moines County (and possibly others), is a good way to share information about resources. Cyndi and Lisa reinforced the value of the interagency meetings and noted that as an opportunity for improved communication. Pat noted he was at the Thrive Initiative meeting in Lee County the day prior. This is a new program in Iowa

to create a network of navigators to help individuals find support from community organizations. He noted that it is currently only in certain counties in Southeast Iowa, but there may be an opportunity for regional replication.

- The group generally concurred that communication and better coordination between providers should be a high priority.

DISCUSSION

- Rovin and Pat with SEIBUS noted that they are seeking to replace five vehicles through their next Consolidated Transit Application being submitted to Iowa DOT. This would help in replacing older vehicles that are at the end of their useful life.
- Zach James noted that the draft PTP will be ready by the end of March and that it would be distributed to TRAC members at that time. There would be a discussion on the draft plan at the next TRAC meeting towards the end of April.

ADJOURNMENT

- The meeting was officially adjourned at 11:59 AM.

Transit Advisory Committee Meeting

Wednesday, May 20, 2026 - 11:00 AM



Microsoft Teams call

[Join the meeting now](#)

Meeting ID: 272 555 243 260 503

Passcode: 4HD6Gm6i

1. Welcome and Introductions

2. Passenger Transportation Plan (PTP) Review and Discussion

Points to accomplish: Provide a review of the final PTP update and have a discussion around future priorities and strategies.

3. Roundtable Discussion

- Point to Accomplish:
- Updates from BUS, SEIBUS, or other agencies
 - Any other topics of interest that our TRAC members would like to discuss
 - Discuss next meeting date

4. Adjournment

Appendix D

Public Notices

Affidavit of Publication in THE HAWK EYE, Burlington, Iowa

State of Iowa, Des Moines County,

I, Melinda Poulter

being duly sworn, dispose and say

That I am a representative of

THE HAWK EYE

a daily newspaper published and
circulated in said

County, and that the notice, of

which the annexed is

a true copy, was published in said

newspaper for the

full period of times to wit:

May 12, 2026

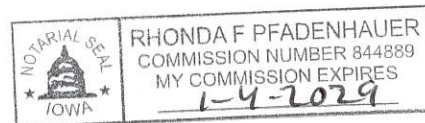
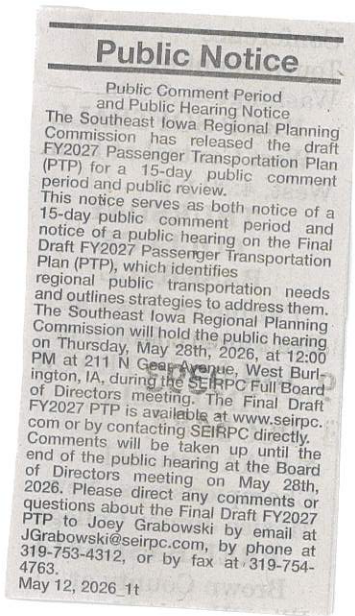


Subscribed and sworn to before me
this 12th day of May, 2026



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Public Hearing: SEIBUS Fare

Increases Resolution #204-2026

OB 4

Memo



To: Mike Norris, Executive Director
From: Pat Inrachavongsa, Transit Director
Date: May 28, 2026
Re: Transit Fare Increase Proposal

BACKGROUND

SEIBUS relies partially on passenger fares to pay for the cost of services. There are different fares for one-way rides. A one-way ride includes one onboarding and one offboarding. The different fares offered are:

- In-town;
- Town to town;
- County to county;
- Medical Shuttle to Iowa City;
- Monthly pass (town to town)

Last year, staff brought an in-town fare increase proposal to the board. In-town fares had not been adjusted since 2011 which had lost a lot of buying power over 14 years. A \$0.50 increase from \$2.50 to \$3.00 was proposed by staff and approved by the board.

Part of staff's proposal was to come back in one year to the board with results of the fare increase to see if rides were affected either way by the increase.

Staff has found last year's fare increase of 20% (\$0.50) did not decrease general public rides (see Figure 1). Also fair to say is not all general public rides pay a fare (consider Midwest Old Threshers services). Now, staff will approach the rest of the fares and present a set of proposed changes to the board.

Table 1

General Public	Q1	Q2	Q3	Total Rides
FY26	10,367	11,088	4,325	25,780
FY25	9,144	9,196	4,528	22,868

Besides the in-town daily fare increase last year, the last dated action to raise fares was in July 2006 (includes Medical Shuttle, monthly pass, town to town and county to county).

Fares represent a valuable part of the public transit operating budget. Fares also grant passengers “skin in the game” so they are all on equal footing; they are also a way to price access and match demand with supply. SEIBUS typically runs on slim <5% margins, which means the budget is sensitive to incremental trends over time.

TABLE 2

	Fare as % of total revenues	Avg Fare Amt	Avg total revenue
FY2011-2018	4.7%	\$ 53,174	\$ 1,124,977
FY2019-2025	3.7%	\$ 49,638	\$ 1,414,220

Table 1 above shows the 15-year trend of fares as a percentage of revenues. The percentage is down in the second time period FY19-25 compared to the first time period, about 22% lower in percent of total revenues and nearly 8% lower in real cash terms.

TABLE 3

	STA, FTA, M/C as % of total revenues	Avg Total Amt	Avg total revenue
FY2011-2018	79.8%	\$ 900,529	\$ 1,124,977
FY2019-2025	82.3%	\$ 1,158,954	\$ 1,414,220

Average of state subsidy, federal subsidy, and Medicaid against total revenues is presented in Table 2. The second time period FY19-25 sees an increasing proportion of major subsidies and Medicaid contractual income versus the first time period.

Table 1 and Table 2 show decreasing fare revenue proportion to revenues and increasing subsidy and Medicaid per revenues. Maintaining balance among funding sources is important for a durable budget which can withstand decreases in individual funding categories (*Which staff is seeing right now for FY2027, and expecting a 10% decrease in subsidy and Medicaid contractual earnings). Becoming over-reliant on certain categories makes the budget less durable and less balanced.

FARE STRUCTURE

SEIRPC priced services years ago based on the nature of services at that time. In the early 2000s, SEIBUS was not serving rural Lee County or Lee County Medicaid, but it was serving Keokuk and Fort Madison. SEIBUS was awarded Lee County Medicaid and general public services in FY2013. This is the first year the Southeast Iowa Region as we know it was unified for transit services under SEIBUS.

Staff propose a new way to price its general public services based on the in-town one-way fare. This fare is the most-used general public fare and makes sense to base other rates off of one rate to create a clear system for setting fares.

Factors are set to roughly match the magnitude of other fares in comparison to the in-town fare. For example, the Medical Shuttle utilizes a 6.67 factor multiplied by the in-town rate which results in the newly proposed rate.

FARE PROPOSAL

SUMMARY: Increase the Town-to-Town fare; Increase the Medical Shuttle fare; eliminate the county-to-county fare (town to town will serve both in county and county to county).

FY2026 in-town fares increased 20% from FY2025. Other rates are proposed to be much higher due to a variety of factors, which will be explained. Table 3 below contains proposed fares.

TABLE 3

Fare Proposal				
	CURRENT FARE	FACTOR	PROPOSED FARE	INCREASE
IN TOWN	\$3	1	\$3	0%
TOWN TO TOWN	\$5	3	\$9	80%
MED SHUTTLE ONE-WAY	\$15	6.67	\$20	33%
MONTHLY PASS IN TOWN ONLY	\$25	12	\$36	44%

- Town to Town
 - Includes town to town and county to county.
 - Will not be covered by a monthly pass due to much higher mileages than in-town.

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- Is difficult to schedule and are low-volume rides sometimes at the expense of in-town riders.
- Medical Shuttle One-Way
 - The most expensive ride in the SEIBUS system, and the fare hasn't been increased in 20 years. This is a critical service for those that need it yet fares should be adjusted upward.
- Monthly pass, in-town only
 - Pass holders would have to ride 12 times, or 6 round trips, to make the pass pay for itself. Currently pass holders must ride 8 times plus one, or 4 round trips plus a one-way ride to pay for the pass. The higher fare provides a better balance of cost/benefit than presently.
- The system eliminates two fares to add simplicity: The town-to-town monthly pass and the county-to-county rate.

Using last year's statistics, staff anticipate an increase of around 28% in general public fare revenues, or approximately \$14,000 - \$17,000 (not budgeted for). The FY2026 budget with this increase would result in about a 4.2% ratio of GP fares to total revenue, still below the FY2011-2018 average figure of 4.7% but higher than the FY2019-2025 figure of 2.7%. Either way, it is a move in the right direction.

A larger upfront increase can sit for a couple years until another review which smooths the increase over time. Staff suggest reviewing fares with the board every three years to avoid another extended period of no changes or reviews.

*Note: Staff are looking into cashless payment through the existing transit software. This option could add convenience for the customer, and reduce pressure on SEIBUS drivers to make change, carry cash, and track rides against passes. More to come.

FARE INCREASE IMPLEMENTATION

Staff ask the executive board to make a recommendation to the Full Board for consideration at the May meeting. Upon the executive board recommending some kind of a change, public notices of the proposed changes will be made, which consists of a public hearing at the May Full Board meeting. Notifications will include: regional media release, posting on SEIBUS website, vehicles, and email notification sent to interested parties or organizations, including those represented on transit advisory committees.

A public hearing is required to raise public transit fares. The hearing will be held on Thursday May 28, 2026, at 12:00 (Noon) during SEIRPC Full Board meeting.

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If the fare increases are approved by the board of directors, the changes will have an effective date of July 1, 2026. A notification of the fare increases will be posted on SEIBUS website, vehicles, and SEIBUS locations. Communications via email will also be sent to interested parties or organizations, including those represented on transit advisory committees.

Operationally, management will update the scheduling and routing software to take in account the new fare increases changes to line up with each rider's profile. Then prior to the effective date of July 1st, the last full week in June, a separate reminder will be sent out to SEIBUS schedulers and drivers of the fare increases.

Management will follow up with schedulers and driver for any questions. At the end of the week of June 22nd, management will follow up with a brief team meeting to prepare schedulers and drivers with potential inquiries schedulers will hear from callers and questions drivers will receive from riders.

At the end of Tuesday June 30, notifications of the new fare increase will be taken down, and a new fare structure chart will be posted on all vehicles. In scheduling and routing software, there will be specific notes to each rider for drivers to begin collecting the new fare on Wednesday July 1, 2026. Schedulers and drivers will continue to report any feedback to management.

Staff will monitor ridership for any meaningful changes that may be due to the fare increases.

RESOLUTION #204-2026

INTRODUCED BY: SEIRPC

INTENT: ADJUSTING TRANSIT FARES FOR OUT-OF-TOWN ONE-WAY RIDES TO \$9.00/RIDE; MEDICAL SHUTTLE TRANSIT FARE ONE-WAY RIDES TO \$20.00/RIDE; MONTHLY PASS FARE (IN-TOWN ONLY) TO \$36/MONTH; OUT OF TOWN MONTHLY PASS TO \$108/MONTH.

WHEREAS, SEIRPC has been designated to operate regional transit services for Region 16 (Des Moines, Henry, Lee, Louisa counties) and does so under the name SEIBUS; and

WHEREAS, the Southeast Iowa Regional Planning Commission (SEIRPC) charges fares to the general public for transit rides; and

WHEREAS, fares charged to the general public help to pay for the total costs of providing said rides; and

WHEREAS, fares have remained constant, some since 2006, and others for at least 10 years, and SEIRPC has absorbed increased costs of providing transit services since that time through means other than increasing fares; and

WHEREAS, SEIRPC has followed Iowa DOT and public participation rules by advance notice in writing and of the public hearing to consider the proposal, and the fare increase will take effect July 1, 2026.

BE IT RESOLVED, on this 28th day of May 2026, one-way public transit fares charged by SEIRPC are \$3.00 for in-town rides; \$9.00 for out-of-town rides; \$20 for medical shuttle rides and monthly passes are \$36 for in-town rides and \$108 for out-of-town rides effective July 1, 2026.

Dr. Michael Ash, Chairman

Mike Norris, SEIRPC Executive Director

Adoption of SEIRPC FY2027 Budget

NB 1

Memo



To: SEIRPC Finance Committee
From: Mike Norris, Executive Director
Date: May 28, 2026
Re: FY2027 Draft Budget

The FY2027 budget is presented in narrative form as a way to explain the budget, conditions affecting the budget, and to further explain SEIRPC departments and services that generate the numbers. The detailed budget is provided as well.

OVERVIEW

The high-level figures for FY2026 and FY2027 are below.

	FY2026 Y/E	FY2027
Revenues	\$2,848,827	\$ 3,727,248
Expenses	\$2,913,890	\$ 3,706,205
Ending balance	\$ (60,435)	\$ 89,395

FY2026 year end is projected negative for two reasons: Facility spending on parking lot repairs and trending Medicaid waiver ride decreases for SEIBUS.

GENERAL OUTLOOKS FOR YEAR END FY2026, FY2027 BUDGET

Year End FY2026

Overall, a stable year for SEIRPC is projected to the end of FY2026. Housing and Local departments look to be slightly positive, while Transit and Facility trend negative. Transit trends negative because of uncertainty around Medicaid waiver transportation services. Far fewer waiver rides have been provided in FY2026. Staff feel the trend is due to sheltered workshop models changing. This involves some workshops shutting down and some organizations providing more transportation on their own. This trend is expected to continue into FY2027 and staff are budgeting accordingly for slightly lower service levels.

The facility negative balance is due to the cost of the parking lot improvements, which were about \$15,000 over budget (\$90k versus \$75k) due to unexpectedly thicker concrete. The overrun is satisfied through reserve operating funds.

Staffing:

SEIRPC looks to have a mostly stable staffing outlook ending FY2026 and heading into FY2027. FY2026 saw a transition in SEIBUS to reduce staff by 1.5 FTE in SEIBUS administration which is

working well. The total change was from 5 FTE to 3.5 FTE.

SEIRPC DEPARTMENTAL STABILITY END FY2026, FY2027 OUTLOOK

	Funding	Staff	Services
SEIBUS		SUB DRIVERS	
HOUSING	PROGRAM TRANSITION		
PLANNING		NEED FTE CAN'T PAY FOR IT	
MGMT			

Green = good, Yellow = need, Red = threat

The color-coded table shows the relative stability of SEIRPC departments for funding, staff, and services. SEIBUS funding is trending down with declining subsidy (9%) Medicaid (25%). Privatized Medicaid has been a disaster for SEIRPC for the following reasons: Increased bureaucracy requiring an additional 0.5 FTE to handle Medicaid administration; non-payment for services; poor client service and case management leading to errors in eligibility and billing; increased cost for fewer clients. And now in the last year, fewer rides are being provided due to cuts.

SEIBUS has decreased general public services over the last year to right-size its resources to services. After COVID, general public services increased due to increased subsidy available to pay for the increased hours. Now subsidy is down and inflation has caught up to increases of several years ago.

Housing department will need new project funding, has good inspection staff, and should continue developing new/expanded services (regional inspection services, troubled housing acquisition/development, housing tax credits). Housing is historically the most difficult department to fund, based on limited grant sources/admin levels. A break-even year in housing is a positive. A HUD Lead Hazard Reduction grant will bring needed services to the region, and staff continue to pursue single family rehab funds through Federal Home Loan Bank and HOME as a way to leverage the Great River Housing Trust Fund program. Housing staff successfully navigated rehabilitations from ARRA/ARPA funds which yielded over 50 rehabilitated single-family units, and 20 rental units, totaling over \$3 million in contracting.

Housing is diversifying into inspections. New London has signed up for building/nuisance inspection services for FY2026 and will continue into FY2027, which kicked off with a code review. Columbus Junction is the next possible opportunity.

Planning is now close to fully staffed with a new planner, but stable in funding and services. Gaps are filled with a part time planner and a contractual relationship. Area members are using the planning staff well, with comprehensive plans, code reviews, ordinance and incentive development, subdivision and TIF development, transportation plans, and grant writing. The largest brownfield grant in southeast Iowa history in Keokuk for the former Elkem site is also under administration. Grant administration is a huge service with around 20 grants under administration

at any one time, many for consequential community projects like water/sewer improvements, and vertical infrastructure.

Management tenures:

- Executive Director, Mike Norris (16 years in current position, 23 with organization)
- Assistant Director, Zach James (8 years in current position, 21 with organization)
- Finance Director, Lori Gilpin (14 years in current position and with organization)
- Transit Director, Pat Inrachavongsa, (2nd year in current position and with organization)
- Executive Assistant, Sherri Jones (5 years in current position, 18 with organization)

Federal and State Outlook:

Federal funding looks to be stable for the time being. Threatened cuts to EDA funding have disappeared. Transportation funding for projects, planning, and transit operating and capital seem to be stable. Housing, brownfields, and water/sewer also look to be relatively stable.

The overall trend, at least for the next four years, or at least until midterm elections, seems to be trimming federal spending and driving towards a smaller overall federal government.

State conditions remain fairly stable for state-funded initiatives (Housing Trust Fund, derelict buildings, nuisance remediation, community catalyst, housing renewal, etc.), but SEIRPC does not access many “state-originated” funds. State COG assistance funding worth at least \$20,588 is supported in the House but not as much in the Senate. Federal funds are a much more plentiful and more-often used funding source at SEIRPC.

Staff are concerned about the continual pressure on Iowa cities and counties to reduce or restrict revenue via property tax reform proposals. Since SEIRPC serves cities and counties, the situation could result in some more opportunities for SEIRPC to implement efficiencies and secure outside funds, or it could also reduce opportunities for service due to lower available funds for grant match, seed capital, or ability to contract with SEIRPC. Or a combination of both scenarios.

Selected Regional Conditions:

Population decline has come up in many conversations over the last few years. Debi Durham, director of Iowa Economic Development Authority and Iowa Finance Authority, makes similar comments about *Iowa's population*, not just one region. It's imperative southeast Iowa stabilize its population through in-migration, as natural population change is unlikely given typical birth rates and aging population. Southeast Iowa comparisons with Iowa see deficits in population change, working age population, population over 65 and labor force change. School enrollments are also down over the past 10 years.

The dominating narrative for area businesses is lack of available workforce with housing as a primary contributing factor. The statistics support the narrative through population loss, working age population decline, labor force decline, and labor force participation decline. Decreasing density/housing unit and older housing units are also key housing issues.

Many homes are obsolete in condition, size and amenities, and need substantial investment or demolition. Household size has decreased steadily and thus fewer people are taking up more housing units despite population loss. Some units have descended into an obsolete condition. Cost of construction is a major issue, as costs are just as high, if not higher in some respects as in major metro areas due to labor force, economies of scale, and supply chain development.

Greater control of immediate surrounds, good roads, potable water distribution, and advantageous financing, has pushed much new housing investment out of incorporated areas and to unincorporated areas. The value and resulting revenue transfer thus affects communities' ability to maintain critical infrastructure due to lower revenue and users. The irony is the residents living in newer homes in unincorporated areas still utilize the incorporated areas' infrastructure that requires revenue to complete needed investments. Future opportunities to redevelop, improve and otherwise reinvest in older neighborhoods presents perhaps the largest housing challenge and opportunity in the region.

Selected Internal Items:

Health insurance increased around 7.5% for the 2026 renewal period. This is possible because SEIRPC uses partial self-funding and offers high-deductible plans combined with HSAs to level out the premium. SEIRPC continues to offer multiple plan options to its staff. Additional plan options allow staff to choose the plan that best fits them. SEIRPC is contributing the value of about 75% of the 2026 Silver deductible plan (single or family) to each staff member taking insurance; if staff chooses a cheaper high-deductible plan and accompanying Health Savings Account, they realize a large premium savings as compared to a standard deductible plan. Most staff choose the Health Savings Account option with high-deductible plan. SEIRPC benefit costs have stabilized due to this change.

This contribution method enables SEIRPC to better manage budgets and allows staff to select a plan that best fits their needs.

DEPARTMENT OUTLOOKS

10 Vehicles -

FY2027 Revenues \$7,000
FY2027 Expenses \$7,000

SEIRPC purchased newer staff vehicles in 2025 as authorized by the FY2025 budget

- 2021, 2022, 2022 Toyota RAV4s.
- 2001 Ford Van, Traffic counting
- 2012 Ford Truck, former SEIBUS maintenance truck, spare vehicle

The staff vehicles are ready for hopefully a decade-long tenure of service. Staff vehicles have saved SEIRPC from paying IRS mileage rates, while offering the convenience and security of company-issued vehicles.

20 EDA Planning -

FY2027 Revenues \$140,000
FY2027 Expenses \$140,010

SEIRPC will receive \$70,000 in normal EDA planning grant, and match has decreased from 50% to 40%. To keep things simple, it is still accounted for as a 50/50 program. Demand for services paid for by the EDA planning grant outpace resources available. Dept 20 EDA is SEIRPC's most flexible programmatic department and at the core of SEIRPC member services. Activities include planning, grant writing, consultation/facilitation, special projects, economic development planning, RLF and other duties. Matching funds come from per capita dues and local SEIRPC funds.

22 Facility -

FY2027 Revenues \$113,202
FY2027 Expenses \$94,526

EDA 's lien on the building has now expired (\$750,000) from 2010. Solar results show savings of around 15-20% annual basis on electric bills (\$5,000-\$7,000)

Tenants are in flux. Trinity Consultants has moved out, but still paying rent through June. Big River Resources is taking that space. Tucker Freight Lines will leave in May. Big River Resources executed their lease renewal last fall through 2030 for the entire second floor. Next renewals coming up are:

- Big River Resources, October, 2030 (renewal lease rate is a 5.8% increase)

Staff anticipate half of the lease revenue from Tucker spaces in FY2027 due to soft market.

Summary three-year building capital improvement plan:

Summary 5-year Capital Improvement Plan		
FY2025	Complete landscaping c/o from FY2024	\$ 36,000
FY2025/2026	Parking lot repairs	\$ 90,000
FY2028	Building walls caulking/sealing	\$ 100,000
FY2029	Roof	\$ 100,000
FY2030	Carpet throughout 1st Floor	\$ 31,500
TOTAL		\$ 357,500
TOTAL REMAINING		\$ 231,500

Parking lot repairs were completed in FY2026, about \$15,000 over budget due to very thick concrete. Staff plan to delay the capital improvement program due to the need to save funds and do the work. Recent roof inspection showed the membrane in very good condition. The building caulking/sealing is the next critical repair, with estimates around \$100,000 for concrete joint recaulking and crack sealing. The building will be 2/3 leased with Big River Resources taking the old Trinity space. Tucker leaves at the end of May, and will be up for lease again.

47 Housing -

FY2027 Revenues: \$182,192
FY2027 Expenses: \$175,953

SEIRPC must keep taking advantage of housing grant opportunities for members, including multi-family grants, USDA options, housing trust fund, CDBG neighborhood pilot, Federal Home Loan Bank, entrepreneurial ventures, Federal tax credits, community-financed rehabs or new construction, Southeast Iowa Housing, Inc. (SIHI) and options from IFA or other setups.

SEIRPC has created new service offerings based on new staff to support housing initiatives. The office has the same staff levels now, but are cross training at a higher level and developing new expertise. The housing department structure:

- Grant administration
 - 1.25 FTE
- Inspection
 - FTE as needed and shared with Planning Dept.
- Grant writing/ proposals
 - FTE as needed with administrator and Exec Dir.

Although it is a separate corporation and budget, staff does support and administer Southeast Iowa Housing, Inc (SIHI). SEIRPC incorporated the non-profit 501c3 housing development organization in 2015, and continues to acquire experience with affordable housing development. Projects since 2015 include:

1. Mount Pleasant single family spec home (sold)
2. Burlington single family rehab/resale (sold)

3. Donnellson new home spec building partnership with Central Lee trades class #1 (sold)
4. Burlington new home spec building partnership with SCC Trades (sold)
5. Keokuk new home spec build (sold)
6. Donnellson new home spec building partnership with Central Lee #2 (sold)
7. West Burlington new home spec build (Homes for Iowa), sold
8. Keokuk new home spec build #1 (Homes for Iowa), sold
9. Keokuk new home spec build #2 (Homes for Iowa), sold
 - a. #7-9 are under a Workforce Housing Tax Credit award
10. Mount Pleasant donated home resale for Housing Trust Fund local match – private sector rehab/resale.
11. Fort Madison acquisition/rehab through state Housing Renewal pilot program (sold)
12. Fort Madison acquisition/rehab through state Housing Renewal pilot program (in progress)

SIHI looks to get more private sector involvement and use staff time to connect resources and encourage projects. Pollinating new projects for other groups can multiply housing efforts instead of SEIRPC staff doing all of the work in house. Modular options, like Homes for Iowa, reduce staff time as well.

Each SIHI project has utilized a vacant lot, demo lot, or dilapidated home. The purpose of neighborhood redevelopment will continue with regional support. SIHI looks to get more into affordable multi-family development for infill or building reuse projects using LIHTC or FHLB funding products.

Great River Housing Trust Fund is the most versatile and consequential housing program in the region. Offerings include down payment assistance, owner-occupied rehabilitation, upper story redevelopment, infill development with non-profits and financing for income-qualified projects.

71 EDA RLF I, II, III/Local RLFs/ IRP RLF –

FY2027 Revenues \$96,085
FY2027 Expenses \$113,317

SEIRPC has a total capital base of nearly \$4 million and around a \$1 million to lend, or 25% of the total. SEIRPC also staffs Henry Co and Keokuk revolving loan funds (Local RLFs).

Staff feel keeping a rolling 10-15% balance available to lend is an appropriate and efficient use of the loan pools with greater potential benefit to the region. More lending also supports more interest and fee income which helps staffing and loan pool capital base. Average loan size of current loan portfolio is around \$100,000. Loan volume is currently slow and likely due to higher overall interest rates, even though SEIRPC rates are low in comparison.

“De-federalization” of EDA funds in EDA I and II pools will free up some staff time from federal reporting duties. SEIRPC now has more freedom in projects it can lend to, with some residual restrictions from EDA.

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IRP funds, borrowed from the USDA can now be used for housing development if new rules are adopted by SEIRPC. Staff are looking into this opportunity.

Principal and interest repayments continue for IRP pools. SEIRPC will continue paying USDA through loan interest and revolved principal. Which, unfortunately, comes at the cost of the overall capital base.

Deficit due to principal/interest payments for IRP I and II funds – SEIRPC charges no staff time to IRP I and II, to minimize loss of capital due to payments to USDA.

85 SEIBUS –

FY2027 Revenues \$2,264,068

FY2027 Expenses \$2,225,830

SEIBUS will lose about \$54,000 in subsidy in FY2027 due to the cancellation of the Hope Haven vehicle lease contract in FY2025 (about 9% decrease from FY2026). SEIBUS is also losing Medicaid funding due to decreased waiver rides. Staff are not sure how much Medicaid will decline, but current estimates are 25%, or about \$100,000. Services will be evaluated and adjusted based on resources. Doing roughly \$150,000 less in services equates to around 2,260 hours or 43 hours/week.

SEIBUS has a chance to receive five new buses through federal replacement grants, requiring a local match of about \$152,000. Staff will seek authorization from SEIRPC board to apply for an Amoco loan (0%, 5 years) to retain cash and spread expenses over time.

SEIBUS staff have worked hard to provide more rides through the Non-Emergency Medical Transportation (NEMT) portal linked to the state Medicaid program. These rides are for regional residents who qualify for Medicaid and require transportation to/from medical appointments. The rides help increase the quality of life for residents and make the care or recovery process more effective if people get to their scheduled appointments. The privatized online ride portal and case management leave much to be desired.

The three-year agreement with Teamsters Local 238 was renegotiated at a one-year 3% increase. A starting driver in FY2026 will earn \$16.98, and the highest paid driver earns \$19.21. As a reminder, SEIRPC cannot remove permissive items mentioned in Chapter 20, Iowa Code because removing permissive items may be contrary to Federal Transit Administration section of federal code based on federal funding received by SEIRPC. This means the SEIBUS bargaining unit is also exempt from the mandatory re-certification votes.

Future budget forecasts show a decrease in vehicle maintenance and fuel with newer buses coming online, when they are available, which make the budget stronger. However, facility maintenance and operation costs will increase over time with West Burlington and Mount Pleasant facilities.

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The Mount Pleasant bus facility construction is over complete and functional, and should serve SEIRPC well for many years. New transportation to work opportunities with Mount Pleasant Correctional Facility and area businesses are being pursued. A garage in Lee County, owned by SIREPA, is leased at \$1,400/mo including utilities. The garage centralized operations in Lee County and reduced 50 deadhead miles daily, or about 10,000/year (saves over \$2,000 in gas annually, \$3,400 in staff time, + maintenance).

90 Local –

FY2027 Revenues \$566,972

FY2027 Expenses \$545,937

Grant administration and contractual services contracts anchor department revenues. SEIRPC has seen all-time highs in State Revolving Fund and new infrastructure grant program like WTFAP administration as municipalities strive to meet Clean Water Act/Iowa DNR requirements through new sewer and treatment projects.

Des Moines County Planning and Zoning, IEDA Certified Site Mapping, Pre-Disaster Mitigation Plans, comprehensive plans, urban revitalization plans, urban renewal plans, parking studies, park plans, housing needs assessments and planning and zoning service are all examples of local contracts SEIRPC secures and executes. Local is the most sensitive since the funding is the most unpredictable.

90 Local also funds grant match needs for 60 DOT and 20 EDA. This means all non-transit per capita dues flow into the department then flow out year end to match our federal planning grants. SEIRPC funds about \$50,000-60,000 annually from local funds towards matching these grants beyond what is generated by per capita dues.

New Service Opportunities for SEIRPC:

Work on new/recent areas include:

- Homes for Iowa housing development for infill projects or greenfield
- Increased medical transportation with GRHS
- Derelict/nuisance building assistance (both repurposing and quicker demolition) including Land Redevelopment Trust setup/management if enabling legislation is ever passed by the state.
- Inspection services for nuisance, rental, and dangerous buildings (Serving New London currently, may include Columbus Junction in the near future).
- Lead-based paint mitigation programs (secured first region-wide lead-based paint reduction grant in FY2025)
- Down payment assistance through CDBG or HOME
- Developer recruiting and adaptive reuse planning/modeling for derelict or underused buildings in partnership with members.



Budget FY27

Draft #7

Prepared by Lori Gilpin
May 14, 2026

FY27 Budget

				NET INCOME/LOSS	
		FY27 REVENUES	FY27 EXPENSES	NON-RESTRICTED	RESTRICTED
10	Company Vehicle	7,000	7,000	0	
20	EDA Planning Grant	140,000	140,010	(10)	
22	Facility	113,202	94,526	18,676	
47	Housing	182,192	175,953	6,239	
60	Iowa Dept of Transportation	352,204	352,204	0	
71.01	EDA Revolving Loan Fund I	20,000	19,984		16
71.02	EDA Revolving Loan Fund II	13,500	13,360		140
72.03	EDA Revolving Loan Fund III	22,000	21,920		80
72	IRP-I	11,000	25,470		(14,470)
76	IRP-II	13,400	16,487		(3,087)
73	HC/KK RLF	16,185	16,096		89
80	Indirect Cost Pool	-	51,120	0	
85	Regional Transit Authority	2,264,068	2,226,138	37,930	
90	Local	572,497	545,937	26,560	
TOTAL		3,727,248	3,706,205	89,395	(17,232)

SEIRPC NON-RESTRICTED CASH

FY26 Projected Cash Ending Balance	1,949,140
FY27 Projected Cash Decrease @ 80%	71,516
	<u>2,020,656</u>

FY26 12 Month Estimate

				NET INCOME/LOSS	
				NON-RESTRICTED	RESTRICTED
		FY26 REVENUES	FY26 EXPENSES		
10	Company Vehicle	6,519	6,519	(0)	
20	EDA Planning Grant	140,000	140,019	(19)	
22	Facility	125,049	175,746	(50,696)	
47	Housing	82,344	57,619	24,725	
60	Iowa Dept of Transportation	253,316	253,316	-	
71.01	EDA Revolving Loan Fund I	21,859	15,131		6,727
71.02	EDA Revolving Loan Fund II	15,769	10,457		5,312
72.03	EDA Revolving Loan Fund III	22,959	8,121		14,838
72	IRP-I	12,053	25,605		(13,553)
76	IRP-II	14,094	16,680		(2,585)
73	HC/KK RLF	16,397	5,417		10,981
80	Indirect Cost Pool	-	26,347	-	
85	Regional Transit Authority	1,502,573	1,551,862	(49,289)	
90	Local	635,895	621,049	14,846	
TOTAL		2,848,827	2,913,890	(60,435)	21,719

SEIRPC NON-RESTRICTED CASH

Jul-25	Beginning Cash	2,009,575
	FY26 Decrease	(60,435)
	FY26 Projected Ending Cash Balance	<u>1,949,140</u>

BUDGET FY27

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
Ordinary Income/Expense						
Income						
4100 - Bus Fares						
410.00 - General Public	28,180	56,360	60,000	60,000	60,000	50,000
411.00 - Local Contracts	34,942	69,884	60,000	60,000	85,000	85,000
Total 4100 - Bus Fares	63,122	126,244	120,000	120,000	145,000	135,000
4500 - Federal/State Income						
450.00 - EDA Planning Grant	35,000	70,000	70,000	70,000	70,000	70,000
451.00 - IDED COG Assistance	20,588	20,588	-	20,588	15,000	15,000
452.98 - Lead Grant	65,516	98,274	-	-	-	-
455.00 - IDOT Planning	102,560	202,653	281,763	311,019	320,016	236,921
456.00 - State Transit Assistance (STA)	237,720	463,846	440,404	463,846	441,288	348,740
456.00 - State Transit Assistance (PTIG)	46,285	46,285	-	-	64,000	480,000
457.00 - Federal Transit Assistance (RTA)	398,498	492,122	1,292,729	703,745	936,310	901,901
457.90 - Cares Act Revenue	-	-	-	-	-	441,229
459.00 - Medicaid	163,340	280,000	315,000	415,000	415,000	330,000
Total 4500 - Federal/State Income	1,135,023	1,673,768	2,399,896	1,984,198	2,261,614	2,823,791
4700 - Local Income						
470.00 - Per Capita Revenue	195,190	195,190	199,478	195,842	191,658	191,658
472.00 - Other Contracts	161,409	322,818	468,954	438,838	407,094	280,934
473.00 - Grant Administration	46,905	75,000	-	-	-	-
479.00 - RLF Administration	-	31,160	15,580	14,380	9,750	9,750
487.00 - Mediapolis Housing Trust Fund	-	7,175	7,175	7,175	7,175	-
488.00 - Vehicle Reimbursements	3,259	6,519	7,000	8,000	10,250	8,150
489.00 - Housing Administration	3,477	75,000	174,654	119,740	149,360	162,375
Total 4700 - Local Income	410,240	712,862	872,841	783,975	775,287	692,867
4900 - Miscellaneous Income						
492.00 - Lease Income	62,525	125,049	113,202	125,026	122,696	122,696
496.00 - Interest Income (Bank)	-	-	-	81,200	950	9,750
497.00 - Miscellaneous Revenues	2,521	2,521	-	-	-	-
498.00 - Matching Funds	35,000	120,663	140,441	260,850	150,004	129,230
Total 4900 - Miscellaneous Income	100,046	248,234	253,643	467,076	273,650	261,676
Other Income						
507.00 - Late Payment Fees	-	-	-	-	-	-
508.00 - Loan Closing Fees	2,250	2,250	-	-	-	-
516.00 - Loan Interest Income	42,735	85,470	80,868	78,550	75,700	78,200
Total Income	1,753,416	2,848,827	3,727,248	3,433,798	3,531,251	3,991,534

BUDGET FY27

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
Expense						
700.00 - Personnel Expenses						
701.00 - Salaries	705,793	1,371,586	1,449,289	1,438,658	1,446,373	1,333,095
702.00 - FICA - Employer's Share	51,676	102,292	105,763	104,634	105,649	98,591
703.00 - IPERS - Employer's Share	64,166	127,518	135,869	133,842	135,631	124,409
704.00 - Unemployment	2,235	2,235	-	-	-	-
705.00 - Employee Benefits	96,402	192,805	198,922	211,331	207,421	159,437
Total 700.00 - Personnel Expenses	920,273	1,796,437	1,889,843	1,888,464	1,895,074	1,715,532
706.00 - Physicals	500	1,000	1,500	1,500	1,500	2,500
707.00 - Uniform Expense	195	390	2,200	3,500	5,500	3,000
708.00 - Drug Testing	794	1,588	2,000	2,000	2,000	2,000
709.00 - Personnel Expenses - Other	379	757	1,000	400	300	600
710.00 - Payroll Services	4,350	8,701	9,000	8,000	8,000	7,750
712.00 - Advertising	2,303	5,496	5,000	6,000	1,500	5,000
717.00 - Audit	10,000	18,000	18,500	18,500	18,500	18,000
725.00 - Consulting	-	-	-	-	-	-
726.00 - Contractual Expenses-Other	41,026	80,194	44,500	30,500	78,500	63,500
728.00 - Information Technology	28,789	48,925	53,700	38,700	48,700	34,200
729.00 - Copier Expense	1,819	3,638	5,500	5,500	6,000	4,000
730.00 - Legal Expense	1,702	2,222	2,000	2,500	2,000	4,800
740.00 - Dues/Subscriptions/Conferences	13,197	18,040	17,360	19,360	15,860	12,600
741.00 - Public Notices	922	1,494	1,400	1,550	1,300	2,000
746.00 - Leased Equipment	1,287	2,574	2,520	2,520	2,800	2,500
747.00 - Equipment under \$5000	9,813	12,785	35,000	4,192	119,552	8,500
748.00 - Capital Equipment	176,786	177,191	861,815	328,968	423,940	1,193,769
749.00 - Principal Expense	37,927	37,927	38,302	37,175	37,175	68,735
750.00 - Lead Testing Expense	-	-	1,000	1,000	1,000	1,500
752.00 - Administration Expense	-	-	-	-	-	-
754.00 - Insurance	85,321	170,994	176,900	174,700	189,600	123,550
756.00 - Mortgage Filing Expenses	305	312	650	500	500	600
757.00 - Interest Expense	4,030	4,030	3,655	4,782	4,782	4,782
766.00 - Bldg. Maintenance & Repairs	9,981	19,961	22,500	8,500	32,500	30,000
767.00 - Vehicle Maintenance & Repairs	86,213	125,778	96,000	140,000	140,000	130,500
768.00 - Marketing	6,031	11,319	3,625	15,500	11,000	3,500
769.00 - Meeting Expense	1,014	2,028	2,600	3,600	2,600	3,350
782.00 - Printing/Postage	2,223	4,434	5,850	6,400	8,850	9,750
791.00 - Rent	700	9,100	16,800	-	-	6,630
806.00 - Supplies	5,662	11,593	14,750	24,940	21,840	18,700
807.00 - Bank Charges	168	336	674	674	-	-
808.00 - Fuel/Oil	44,982	91,611	97,000	112,500	143,750	111,500
810.00 - Telecommunications	10,936	21,871	23,100	30,660	35,000	30,000
811.00 - Utilities	20,650	41,301	47,000	55,000	30,000	35,000
812.00 - Bldg Operation Allocation	-	-	-	-	-	-
813.00 - Real Estate Taxes	13,252	26,504	30,000	30,000	20,000	26,900
815.00 - Mileage	25	25	-	500	750	1,100
816.00 - Travel	3,769	12,329	10,520	22,750	12,224	6,100
817.00 - Conferences/Training	13,856	16,441	13,100	26,750	24,100	13,000
820.00 - Use Allowance	3,052	5,899	8,900	10,496	10,250	8,150
850.00 - Grant Expenditures	-	-	-	-	-	-
890.00 - Matching Expenditures	35,000	120,663	140,441	260,850	150,004	129,230
900.00 - Indirect Costs	-	0	-	-	-	0
Total Expense	1,599,232	2,913,890	3,706,205	3,329,430	3,506,951	3,842,828
Increase (Decrease) in Net Assets	154,184	(65,063)	21,043	104,368	24,300	148,706
		(65,063)	21,043	104,368	24,300	

FY27 Budget		Contracts				
##	Entity	\$\$	Fund	Project	Amount	
14-438	Henry County	\$ 7,563	HC RLF	RLF	7,790	
14-439	City of Keokuk	\$ 7,563	Keokuk RLF	RLF	7,790	
HC/KK RLF Total					15,580	
20-560	City of Burlington	\$ 51,300	local	TIGER Grant	5,700	
22-603	City of Keokuk	\$ 6,500	local	Riverfront Trail Grant Administration	3,250	
23-315	City of Fort Madison	\$ 6,000	local	Ave H 10th to 18th	6,000	
23-619	Henry County	\$ 2,000	local	Rec Trails Map	1,000	
24-630	City of Keokuk	\$ 20,000	local	Zoning and Subdivision Ordinance Update	5,000	
24-632	City of Keokuk	\$ 20,000	local	1100 Block Building Assistance	5,000	
24-636	City of Keokuk	\$ 89,000	local	Brownfield Cleanup - Plat 1	15,000	
24-638	City of Fort Madison	\$ 5,000	local	James Block Grant Admin	5,000	
24-644	Lee County	\$ 21,000	local	Floodplain Admin	7,000	
24-646	City of Danville	\$ 18,000	local	Comp Plan Update	6,000	
24-652/25-652	City of Danville	\$ 45,000	local	Sewer Improvements (CFP/CDBG/SRF/WTFAP)	16,595	
24-654	City of Danville	\$ 45,000	local	GRID	10,000	
24-655	City of Mount Pleasant	\$ 45,000	local	GRID	15,000	
24-657	City of Salem	\$ 3,500	local	City Code Update	1,750	
24-668	City of Keokuk	\$ 160,900	local	Brownfield Cleanup - Auditors Parcel D	15,000	
25-660	City of Morning Sun	\$ 40,000	local	Sewer Improvements (CFP/CDBG/SRF)	30,000	
25-663	City of Fort Madison	\$ 7,500	local	3rd Street Bridge Replacement	3,750	
25-664	City of Fort Madison	\$ 7,500	local	Richers Drive Bridge Replacement	3,750	
25-665	City of Danville	Hourly Fee	local	Inspection Fees	500	
25-666	City of New London	\$ 41,500	local	Inspection Fees	5,000	
25-669	Des Moines County	\$ 188,000	local	Land Use	62,666	
25-672	City of Burlington	\$ 25,000	local	Parking Study	18,750	
25-674/25-675	City of Fort Madison	\$ 40,000	local	10th Street Combined Sewer (CDBG/SRF)	15,000	
25-676/25-677	City of Mediapolis	\$ 40,000	local	Sewer Improvements (CDBG/SRF)	15,000	
25-678	City of Danville	\$ 2,500	local	Urban Revitalization Ordinance	1,250	
25-682	Lee County EDA	\$ 3,500	local	Housing Needs	1,750	
26-685	City of Keokuk	\$ 35,000	local	Waterworks	12,500	
26-686	City of Wapello	\$ 45,000	local	DTR	29,000	
26-687	Community Action Head Start	\$ 10,000	local	Davis Bacon	7,500	
26-688	Town of Rome	\$ 3,000	local	City Code Update	3,000	
26-689	Louisa County	\$ 26,000	local	HMGP	19,500	
26-690	City of Keokuk	\$ 64,000	local	Brownfield Cleanup - Southern Parcel	15,000	
	HUD	\$ 50,000	local - lead	Lead Hazard	50,000	
	Lee County	\$ 5,000	local	Ordinance	5,000	
applied	City of Donnellson	\$ 40,000	local	Sewer	15,000	
applied	Keokuk Waterworks	\$ 40,000	local	Waterworks	15,000	
applied	City of Keokuk	\$ 40,000	local	Sewer Separation/Reconstruction	15,000	
applied	City of Montrose	\$ 40,000	local	Lagoon	15,000	
applied	City of Wapello	\$ 3,500	local	Generator for Fire Station	3,500	
applied	City of Wayland	\$ 22,000	local	Comp Plan	22,000	
applied	City of West Point	\$ 45,000	local	GRID/BRIC	17,500	
	Grow Greater Burlington	\$ 7,500	local	Certified Site	7,500	
	SIREPA	\$ 35,000	local	CFP	17,500	
no contract	IEDA Mapping	\$ 40,000	local	IEDA Mapping	7,500	
Local Total					551,711	
not assigned	CDBG Upper Story	\$ 25,000	housing	Admin	10,000	
not assigned	FHLB	\$ 44,700	housing	FHLB 2024 Grant	7,800	
not assigned	Great River Housing Trust Fund	\$ 75,000	housing	Admin	75,000	
not assigned	Great River Housing Trust Fund	\$ 61,000	housing	Admin	61,000	
not assigned	FHLB	\$ 55,000	housing	FHLB 2025 Grant	25,000	
not assigned	HOME Down Payment	\$ 30,000	housing	Admin	12,000	
not assigned	Housing Inc.	\$ 50,000	housing	Admin	7,500	
not assigned	MHTF RLF Admin	\$ 7,175	housing	Admin	7,175	
Housing Total					205,475	
Contracts FY27 Total					772,786	

SEIRPC FY26 BUDGET SUMMARY

INCOME	COMBINED
SEIRPC	
Revenues	
Per Capita	\$ 103,543
Projects/Contracts	\$ 666,363
Loan Interest/Closing Fees	\$ 80,868
Matching Funds	\$ 140,441
Vehicle Reimbursements	\$ 7,000
Lease Income	\$ 113,202
Interest Income	\$ -
<i>Subtotal SEIRPC Local Revenues</i>	\$ 1,111,417
SEIRPC Federal / State Income	\$ 351,763
TOTAL SEIRPC REVENUES	\$ 1,463,180

SEIBUS	
Revenues	
Per Capita	\$ 95,935
Contracts	\$ 60,000
Fares	\$ 60,000
Miscellaneous Revenues	\$ -
<i>Subtotal SEIBUS Local Revenues</i>	\$ 215,935
SEIBUS Federal / State Revenues	
State Transit Assistance	\$ 440,404
Federal Transit Assistance	\$ 1,292,729
State Medicaid Revenues	\$ 315,000
<i>Subtotal Federal/State Revenues</i>	\$ 2,048,133
TOTAL SEIBUS REVENUES	\$ 2,264,068

TOTAL INCOME	\$ 3,727,248
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EXPENSES	COMBINED
Personnel (Salary/Benefits/IPERS)	\$ 1,889,843
Advertising	\$ 5,000
Audit	\$ 18,500
Building Maintenance/Repairs	\$ 22,500
Capital Equipment	\$ 861,815
Conferences & Training	\$ 13,100
Contractual	\$ 44,500
Copier Expense	\$ 5,500
Drug Testing	\$ 2,000
Dues & Subscriptions	\$ 17,360
Equipment under \$5000	\$ 35,000
Fuel/Oil	\$ 97,000
Information Technology	\$ 53,700
Administration Expense	\$ -
Insurance	\$ 176,900
Interest Expense	\$ 3,655
Land, Structures, Rights-of-way, etc.	\$ -
Lead Testing	\$ 1,000
Leased Equipment	\$ 2,520
Legal Expense	\$ 2,000
Marketing	\$ 3,625
Matching Expenditures	\$ 140,441
Meeting Expense	\$ 2,600
Mileage	\$ -
Mortgage Filing Expenses	\$ 650
Payroll Services	\$ 9,000
Personnel Expense-Other	\$ 1,000
Physicals	\$ 1,500
Principal Expense	\$ 38,302
Printing/Postage	\$ 5,850
Public Notices	\$ 1,400
Real Estate Taxes	\$ 30,000
Rent	\$ 16,800
Supplies	\$ 14,750
Bank/Finance Charges	\$ 674
Telecommunications	\$ 23,100
Travel	\$ 10,520
Uniform Expense	\$ 2,200
Use Allowance	\$ 8,900
Utilities	\$ 47,000
Vehicle Maintenance & Repairs	\$ 96,000
TOTAL EXPENDITURES	\$ 3,706,205

Decrease in Net Assets	\$ 21,043
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FY27 Budget **Company Vehicle**

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
10 Company Vehicle						
Income						
4700.00 Local Income						
Loan Proceed	-	-				
498.00 Matching - reallocate from local			-	-		-
488.00 Vehicle Reimbursement	3,259	6,519	7,000	8,000	10,250	8,150
Total Income	3,259	6,519	7,000	8,000	10,250	8,150
Expense						
710.00 Payroll Services	-	-				
712.00 Advertising	-	-				
717.00 Audit	-	-				
725.00 Consulting	-	-				
726.00 Contractual Expenses	-	-				
728.00 Information Technology	-	-				
729.00 Copier Expense	-	-				
730.00 Legal Expense	-	-				
738.00 Depreciation Expense	-	-				
740.00 Dues & Subscriptions	-	-				
741.00 Public Notices	-	-				
745.00 Land, Structures, Rights-of-way, etc.	-	-				
746.00 Leased Equipment	-	-				
747.00 Equipment under \$5000	-	-				
748.00 Capital Equipment	-	-				
749.00 Principal Expense	-	-				
750.00 Lead Testing	-	-				
754.00 Insurance	963	1,926	2,000	1,700	1,500	1,250
757.00 Interest Expense	-	-				
758.00 Loan Closing Expense	-	-				
766.00 Bldg. Maintenance & Repairs	-	-				
767.00 Vehicle Maintenance & Repairs	316	778	1,000	-		500
768.00 Marketing	165	165				
769.00 Meeting Expense	-	-				
782.00 Printing/Postage	-	-				
791.00 Rent	-	-				
806.00 Supplies	12	20				
807.00 Bank Charges	-	-				
808.00 Fuel/Oil	806	1,611	2,000	2,500	3,750	3,500
810.00 Telecommunications	-	-				
815.00 Mileage Expenses	-	-				
816.00 Travel	-	-				
817.00 Conferences & Training	-	-				
820.00 Use Allowance	10	20	50	50	50	50
890.00 Matching - reallocate from RPC	988	1,999	1,950	3,750	4,950	2,850
900.00 Indirect Costs	-	-				
Total Expense	3,259	6,519	7,000	8,000	10,250	8,150
10 Company Vehicle						
NET INCOME (LOSS)	0	(0)	0	0	0	0

FY27 Budget **ECONOMIC DEVELOPMENT ADMINISTRATION**

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
20 EDA PG						
Income						
4500.00 Federal/State Income						
450.00 EDA Planning Grant	35,000	70,000	70,000	70,000	70,000	70,000
4900.00 Miscellaneous Income						
498.00 Matching Revenues	35,000	70,000	70,000	70,000	70,000	70,000
Total Income	70,000	140,000	140,000	140,000	140,000	140,000
Expense						
700.00 Personnel Expenses						
701.00 Salaries	34,678	81,856	76,822	77,247	71,326	76,312
702.00 FICA	2,443	4,886	5,445	5,412	4,979	5,564
703.00 IPERS	3,251	6,502	7,252	7,292	6,733	7,204
704.00 Unemployment	-	-	-	-	-	-
705.00 Employee Benefits	5,961	11,922	14,451	12,775	14,209	12,623
Total Personnel Expenses	46,333	105,166	103,970	102,727	97,247	101,703
709.00 Payroll Services	-	-	-	-	-	-
712.00 Advertising	-	-	-	-	-	-
717.00 Audit	-	-	-	-	-	-
725.00 Consulting	-	-	-	-	-	-
726.00 Contractual Expenses	-	-	-	-	-	-
728.00 Information Technology	-	-	-	-	-	-
729.00 Copier Expense	-	-	-	-	-	-
730.00 Legal Expense	-	-	-	-	-	-
738.00 Depreciation Expense	-	-	-	-	-	-
740.00 Dues & Subscriptions	-	-	-	-	-	1,000
741.00 Public Notices	-	-	-	-	-	500
745.00 Land, Structures, Rights-of-way, etc.	-	-	-	-	-	-
746.00 Leased Equipment	-	-	-	-	-	-
747.00 Equipment under \$5000	-	-	-	-	-	-
748.00 Capital Equipment/Improvements	-	-	-	-	-	-
750.00 Lead Testing	-	-	-	-	-	-
754.00 Insurance	-	-	-	-	-	-
756.00 Mortgage Filing Expense	-	-	-	-	-	-
757.00 Interest Expense	-	-	-	-	-	-
758.00 Loan Closing Expense	-	-	-	-	-	-
766.00 Bldg. Maintenance & Repairs	-	-	-	-	-	-
767.00 Vehicle Maintenance & Repairs	-	-	-	-	-	-
768.00 Marketing	-	-	-	-	-	-
769.00 Meeting Expense	-	-	-	-	-	100
782.00 Printing/Postage	-	-	-	-	-	-
791.00 Rent	-	-	-	-	-	-
806.00 Supplies	-	-	-	-	-	100
807.00 Bank Charges	-	-	-	-	-	-
808.00 Fuel/Oil	-	-	-	-	-	-
810.00 Telecommunications	-	-	-	-	-	-
815.00 Mileage	-	-	-	-	-	-
816.00 Travel	-	-	520	750	7,500	1,100
817.00 Conferences & Training	-	-	1,000	750	-	1,500
820.00 Use Allowance	544	1,200	1,250	846	3,200	1,500
900.00 Indirect Costs	14,707	33,653	33,270	34,927	31,119	32,545
Total Expense	61,584	140,019	140,010	140,000	139,066	140,047
20 EDA PG						
NET INCOME (LOSS)	8,416	(19)	(10)	0	934	(47)

FY27 Budget FACILITY

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
22 Facility						
Income						
4900.00 Miscellaneous Income						
491.00 Leased Utility Payments	-	-				
492.00 Lease Income	62,525	125,049	113,202	125,026	122,696	122,696
498.00 Matching - reallocate from local		-	-	75,000		
Total Income	62,525	125,049	113,202	200,026	122,696	122,696
Expense						
700.00 Personnel Expenses						
701.00 Salaries	12,231	24,462	27,531	26,777	2,599	13,589
702.00 FICA	908	1,815	2,017	1,941	2,133	1,036
703.00 IPERS	1,145	2,290	2,599	2,528	2,017	1,283
705.00 Employee Benefits	957	1,914	2,291	2,090	34,597	164
Total Personnel Expenses	15,240	30,480	34,439	33,336	41,346	16,072
710.00 Payroll Services	-	-	-	-	-	-
712.00 Advertising	-	-	-	-	-	-
717.00 Audit	-	-	-	-	-	-
725.00 Consulting	-	-	-	-	-	-
726.00 Contractual Expenses	16,295	32,590	30,000	27,000	75,000	50,000
728.00 Information Technology	-	-	-	-	-	-
729.00 Copier Expense	-	-	-	-	-	-
730.00 Legal Expense	-	-	-	-	-	-
738.00 Depreciation Expense	-	-	-	-	-	-
740.00 Dues & Subscriptions	-	-	-	-	-	-
741.00 Public Notices	-	-	-	-	-	-
745.00 Land, Structures, Rights-of-way, etc.	-	-	-	-	-	-
746.00 Leased Equipment	-	-	-	-	-	-
747.00 Equipment under \$5000	1,856	4,500	5,000	-	-	1,000
748.00 Capital Equipment/Improvements	90,861	90,861	-	75,000	-	-
749.00 Principal Expense	-	-	-	-	-	-
750.00 Lead Testing	-	-	-	-	-	-
754.00 Insurance	7,353	14,705	17,000	21,500	17,100	12,000
757.00 Interest Expense	-	-	-	-	-	-
758.00 Loan Closing Expense	-	-	-	-	-	-
766.00 Bldg. Maintenance & Repairs	5,949	11,897	15,000	7,000	27,500	25,000
767.00 Vehicle Maintenance & Repairs	-	-	-	-	-	-
768.00 Marketing	-	-	-	-	-	-
769.00 Meeting Expense	-	-	-	-	-	-
782.00 Printing/Postage	-	-	-	-	-	-
791.00 Rent	-	-	-	-	-	-
806.00 Supplies	874	2,000	2,500	3,500	4,000	3,500
807.00 Bank Charges	-	-	-	-	-	-
808.00 Fuel/Oil	-	-	-	-	-	-
810.00 Telecommunications	-	-	-	-	-	-
811.00 Utilities	14,896	29,793	35,000	45,000	20,000	25,000
812.00 Bldg. Operation Allocation	(38,376)	(77,389)	(85,534)	(84,799)	(105,419)	(78,498)
813.00 Real Estate Taxes	13,252	26,504	30,000	30,000	20,000	22,500
814.00 Architectural & Engineering Fees	-	-	-	-	-	-
815.00 Mileage	-	-	-	-	-	-
816.00 Travel	-	-	-	-	-	-
817.00 Conferences & Training	-	-	-	-	-	-
820.00 Use Allowance	17	50	100	100	-	-
900.00 Indirect Costs	4,846	9,754	11,020	11,334	-	5,143
Total Expense	133,063	175,746	94,526	168,971	99,527	81,718
22 Facility NET INCOME (LOSS)	(70,539)	(50,696)	18,676	31,055	23,169	40,978

FY27 Budget HOUSING		12/31/2025	12 Month	FY27	FY26	FY25	FY24
47 Housing		YTD	Estimate	BUDGET	BUDGET	BUDGET	BUDGET
4500.00	Federal/State Revenues						
452.00	USDA Grant Revenues	-	-	-	-	-	-
458.00	Housing Draws	-	-	-	-	-	-
458.01	IFA Tax Credit Revenues	-	-	-	-	-	-
4700.00	Local Income						
461.00	Principal on Loans	-	-	-	-	-	-
472.00	Other Contracts	-	-	-	-	-	-
473.00	Grant Administration	-	-	-	-	-	-
474.00	CDBG Housing Administration	-	-	-	-	-	-
475.01	Homeowner Contributions	-	-	-	-	-	-
481.00	Soft Costs	-	-	-	-	-	40,000
482.00	Lead Abatement Revenue	-	-	-	-	-	-
484.00	Housing Inspection Fees	-	-	-	-	-	-
487.00	Mepo HTF Admin.	-	7,175	7,175	7,175	7,175	-
489.00	Housing Administration	3,477	75,000	174,654	119,740	149,360	162,375
4900	Miscellaneous Income						
496.00	Interest Income (Bank)	-	-	-	1,200	50	-
495.00	Miscellaneous Revenues-Other	-	-	-	-	-	-
	Other Income						
507.00	Late Payment Fees	-	-	-	-	-	-
508.00	Loan Closing Fees	-	-	-	-	-	-
516.00	Loan Interest Income	85	169	363	350	500	400
Total Income		3,562	82,344	182,192	128,465	157,085	202,775
Expense							
700.00	Personnel Expenses						
701.00	Salaries	15,031	30,061	92,561	73,521	87,215	78,194
702.00	FICA	1,028	2,057	6,585	5,262	6,070	5,747
703.00	IPERS	1,411	2,821	8,738	6,940	8,233	7,382
705.00	Employee Benefits	2,849	5,698	20,678	15,833	21,001	16,302
	Total Personnel Expenses	20,319	40,637	128,563	101,557	122,519	107,625
704.00	Unemployment	-	-	-	-	-	-
707.00	Uniform Expense	-	-	-	-	-	-
709.00	Personnel Expenses	-	-	-	-	-	-
710.00	Payroll Services	-	-	-	-	-	-
712.00	Advertising	-	-	-	-	-	-
717.00	Audit	-	-	-	-	-	-
725.00	Consulting	-	-	-	-	-	-
726.00	Contractual Expenses	-	-	500	500	500	500
728.00	Information Technology	-	-	200	200	200	200
729.00	Copier Expense	-	-	-	-	-	-
730.00	Legal Expense	-	-	-	-	-	-
738.00	Depreciation Expense	-	-	-	-	-	-
740.00	Dues & Subscriptions	-	-	-	-	-	-
741.00	Public Notices	199	398	250	250	250	250
746.00	Leased Equipment	-	-	-	-	-	-
747.00	Equipment under \$5000	-	-	-	-	2,692	-
748.00	Capital Equipment	-	-	-	-	-	-
750.00	Lead Testing Expense	-	-	1,000	1,000	1,000	1,500
751.00	Housing Expense	-	-	-	-	-	-
752.00	Admin. Expense	-	-	-	-	-	-
754.00	Insurance	-	-	-	-	-	-
756.00	Mortgage Filing Expenses	193	200	500	500	500	500
757.00	Interest Expense	-	-	-	-	-	-
758.00	Loan Closing Expense	-	-	-	-	-	-
759.00	Credit Report Expense	-	-	-	-	-	-
768.00	Marketing	-	-	-	-	-	-
769.00	Meeting Expense	-	-	500	500	500	500
782.00	Printing/Postage	3	6	100	750	750	750
791.00	Rent	-	-	-	-	-	-
806.00	Supplies	-	550	100	100	100	100
807.00	Bank Charges	-	-	-	-	-	-
810.00	Telecommunications	305	611	600	-	-	-
815.00	Mileage	-	-	-	-	-	-
816.00	Travel	263	526	500	500	500	-
817.00	Conferences and Training	878	880	500	500	500	500
820.00	Use Allowance	403	807	1,500	1,500	500	500
900.00	Indirect Costs	6,409	13,004	41,140	34,529	39,206	34,440
Total Expense		28,972	57,619	175,953	142,386	169,717	147,364
47 Housing	NET INCOME (LOSS)	(25,411)	24,725	6,239	(13,921)	(12,632)	55,411

FY27 Budget IOWA DEPARTMENT OF TRANSPORTATION

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET
60 IDOT					
Income					
4500.00 Federal/State Income					
455.00 IDOT Planning	102,560	202,653	281,763	311,019	320,016
4700.00 Local Income					
471.00 Cities/Counties/School Dist.	-	-	-	-	-
472.00 Contracts	-	-	-	-	-
473.00 Grant administration	-	-	-	-	-
4900.00 Miscellaneous Income					
498.00 Matching Revenues		50,663	70,441	77,755	80,004
Total Income	102,560	253,316	352,204	388,773	400,020
Expense					
700.00 Personnel Expenses					
701.00 Salaries	68,118	136,237	191,190	200,401	202,787
702.00 FICA	4,884	9,769	14,011	14,527	14,716
703.00 IPERS	6,388	12,775	18,048	16,841	18,237
705.00 Employee Benefits	8,353	16,705	25,761	25,972	27,836
Total Personnel Expenses	87,743	175,486	249,010	257,741	263,576
709.00 Personnel Expenses Other	-	-	-	-	100
710.00 Payroll Services	-	-	-	-	-
712.00 Advertising	1,055	3,000	3,000	3,000	-
717.00 Audit	-	-	-	-	-
725.00 Consulting	-	-	-	-	-
726.00 Contractual Expenses	-	-	-	-	-
728.00 Information Technology	716	1,500	1,500	2,500	6,500
729.00 Copier Expense	-	-	-	-	-
730.00 Legal Expense	-	-	-	500	500
738.00 Depreciation Expense	-	-	-	-	-
740.00 Dues & Subscriptions	1,648	2,500	2,860	3,360	3,360
741.00 Public Notices	125	125	150	300	300
745.00 Land, Structures, Rights-of-way, etc.	-	-	-	-	-
746.00 Leased Equipment	927	1,854	1,800	1,800	1,800
747.00 Equipment under \$5000	5,985	5,985	-	1,500	8,476
748.00 Capital Equipment	-	-	-	-	-
750.00 Lead Testing Expense	-	-	-	-	-
754.00 Insurance	177	353	400	500	2,000
757.00 Interest Expense	-	-	-	-	-
758.00 Loan Closing Expense	-	-	-	-	-
766.00 Bldg. Maintenance & Repairs	-	-	-	-	-
767.00 Vehicle Maintenance & Repairs	-	-	-	-	-
768.00 Marketing	-	-	-	-	-
769.00 Meeting Expense	-	-	100	100	100
782.00 Printing/Postage	79	157	200	100	100
791.00 Rent	-	-	-	-	-
806.00 Supplies	702	1,200	2,000	5,240	5,240
807.00 Bank Charges	-	-	-	-	-
808.00 Fuel/Oil	-	-	-	-	-
810.00 Telecommunications	-	-	-	-	-
815.00 Mileage Expense	-	-	-	-	-
816.00 Travel	740	1,500	1,500	3,500	2,624
817.00 Conferences and Training	-	2,000	8,000	19,000	19,000
820.00 Use Allowance	740	1,500	2,000	2,000	2,000
900.00 Indirect Costs	27,652	56,156	79,683	87,632	84,344
Total Expense	128,289	253,316	352,204	388,773	400,020
60 IDOT	NET INCOME (LOSS)				
	(25,729)	0	0	0	0

FY27 Budget

EDA REVOLVING LOAN FUND I

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
71.01 EDA RLF I						
Income						
461.00 Principal on Loans	-	-	-	-		
496.00 Interest Income (Bank)	-	-	-	-	300	500
507.00 Late Fees	-	-	-	-		
508.00 Loan Closing Fees	2,250	2,250	-	-		
516.00 Loan Interest Inc.	9,804	19,609	20,000	14,000	16,500	17,000
Total Income	12,054	21,859	20,000	14,000	16,800	17,500
Expense						
700.00 Personnel Expenses						
701.00 Salaries	4,226	8,451	10,928	8,015	8,839	9,718
702.00 FICA	298	597	777	563	623	691
703.00 IPERS	394	787	1,032	757	834	917
705.00 Employee Benefits	688	1,376	2,081	1,311	1,707	1,973
Total Personnel Expenses	5,605	11,211	14,817	10,645	12,003	13,299
709.00 Personnel Expenses-Other	-	-	-	-		
710.00 Payroll Services	-	-	-	-		
712.00 Advertising	-	-	-	-		
717.00 Audit	-	-	-	-		
725.00 Consulting	-	-	-	-		
726.00 Contractual Expenses	-	-	-	-		
728.00 Information Technology	-	-	-	-		
729.00 Copier Expense	-	-	-	-		
730.00 Legal Expense	-	-	-	-		
738.00 Depreciation Expense	-	-	-	-		
740.00 Dues & Subscriptions	10	10	-	-		
741.00 Public Notices	-	-	-	-		
745.00 Land, Structures, Rights-of-way, etc.	-	-	-	-		
746.00 Leased Equipment	-	-	-	-		
747.00 Equipment under \$5000	-	-	-	-		
748.00 Capital Equipment	-	-	-	-		
750.00 Lead Testing	-	-	-	-		
752.00 Administration Expense	-	-	-	-		
754.00 Insurance	-	-	-	-		
756.00 Mortgage Filing Expense	61	61	50	-		
757.00 Interest Expense	-	-	-	-		
758.00 Loan Closing Expense	-	-	-	-		
759.00 Credit Report Expense	-	-	-	-		
766.00 Bldg. Maintenance & Repairs	-	-	-	-		
767.00 Vehicle Maintenance & Repairs	-	-	-	-		
768.00 Marketing	131	262	375	-		
769.00 Meeting Expense	-	-	-	-		
782.00 Printing/Postage	-	-	-	-		
791.00 Rent	-	-	-	-		
806.00 Supplies	-	-	-	-		
807.00 Bank Charges	-	-	-	-		
808.00 Fuel/Oil	-	-	-	-		
810.00 Telecommunications	-	-	-	-		
815.00 Mileage	-	-	-	-		
816.00 Travel	-	-	-	-		
817.00 Conferences and Training	-	-	-	-		
820.00 Use Allowance	-	-	-	-		
900.00 Indirect Costs	1,778	3,588	4,742	3,619	3,841	4,256
Total Expense	7,586	15,131	19,984	14,264	15,844	17,554
71.01 EDA RLF I	4,468	6,727	16	(264)	956	(54)

FY27 Budget

EDA REVOLVING LOAN FUND II

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
71.02 EDA RLF II						
Income						
461.00 Principal on Loans	-	-	-	-	-	-
472.00 Other Contracts	-	-	-	-	-	-
496.00 Interest Income (Bank)	-	-	-	-	200	400
507.00 Late Payment Fees	-	-	-	-	-	-
508.00 Loan Closing Fees	-	-	-	-	-	-
516.00 Loan Interest Inc.	7,884	15,769	13,500	17,000	12,000	17,000
Total Income	7,884	15,769	13,500	17,000	12,200	17,400
Expense						
700.00 Personnel Expenses						
701.00 Salaries	2,889	5,777	7,327	9,483	6,579	9,718
702.00 FICA	204	409	524	667	464	691
703.00 IPERS	269	538	692	895	621	917
705.00 Employee Benefits	468	935	1,201	1,844	1,317	1,973
Total Personnel Expenses	3,830	7,660	9,743	12,888	8,981	13,299
709.00 Personnel Expenses-Other	-	-	-	-	-	-
710.00 Payroll Services	-	-	-	-	-	-
712.00 Advertising	-	-	-	-	-	-
717.00 Audit	-	-	-	-	-	-
725.00 Consulting	-	-	-	-	-	-
726.00 Contractual Expenses	-	-	-	-	-	-
728.00 Information Technology	-	-	-	-	-	-
729.00 Copier Expense	-	-	-	-	-	-
730.00 Legal Expense	-	-	-	-	-	-
738.00 Depreciation Expense	-	-	-	-	-	-
740.00 Dues & Subscriptions	-	-	-	-	-	-
741.00 Public Notices	-	-	-	-	-	-
745.00 Land, Structures, Rights-of-way, etc.	-	-	-	-	-	-
746.00 Leased Equipment	-	-	-	-	-	-
747.00 Equipment under \$5000	-	-	-	-	-	-
748.00 Capital Equipment	-	-	-	-	-	-
750.00 Lead Testing	-	-	-	-	-	-
752.00 Administration Expense	-	-	-	-	-	-
754.00 Insurance	-	-	-	-	-	-
756.00 Mortgage Filing Expense	-	-	-	-	-	-
757.00 Interest Expense	-	-	-	-	-	-
758.00 Loan Closing Expense	-	-	-	-	-	-
759.00 Credit Report Expense	-	-	-	-	-	-
766.00 Bldg. Maintenance & Repairs	-	-	-	-	-	-
767.00 Vehicle Maintenance & Repairs	-	-	-	-	-	-
768.00 Marketing	346	346	500	-	-	-
769.00 Meeting Expense	-	-	-	-	-	-
782.00 Printing/Postage	-	-	-	-	-	-
791.00 Rent	-	-	-	-	-	-
806.00 Supplies	-	-	-	-	-	-
807.00 Bank Charges	-	-	-	-	-	-
808.00 Fuel/Oil	-	-	-	-	-	-
810.00 Telecommunications	-	-	-	-	-	-
815.00 Mileage	-	-	-	-	-	-
816.00 Travel	-	-	-	-	-	-
817.00 Conferences and Training	-	-	-	-	-	-
820.00 Use Allowance	-	-	-	-	-	-
900.00 Indirect Costs	1,215	2,451	3,118	4,382	2,874	4,256
Total Expense	5,391	10,457	13,360	17,270	11,855	17,554
71.02 EDA RLF II NET INCOME (LOSS)	2,493	5,312	140	(270)	345	(154)

FY27 Budget **EDA REVOLVING LOAN FUND III**

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
71.03 EDA RLF III						
Income						
461.00 Principal on Loans	-	-	-	-	-	-
472.00 Other Contracts	-	-	-	-	-	-
496.00 Interest Income (Bank)	-	-	-	-	100	200
507.00 Late Payment Fees	-	-	-	-	-	-
508.00 Loan Closing Fees	-	-	-	-	-	-
516.00 Loan Interest Inc.	11,480	22,959	22,000	20,000	13,000	24,000
Total Income	11,480	22,959	22,000	20,000	13,100	24,200
Expense						
700.00 Personnel Expenses						
701.00 Salaries	2,265	4,530	12,189	11,055	6,579	5,274
702.00 FICA	161	322	867	777	464	379
703.00 IPERS	211	422	1,151	1,044	621	498
705.00 Employee Benefits	351	702	2,248	2,168	1,317	999
Total Personnel Expenses	2,988	5,976	16,454	15,044	8,981	7,150
709.00 Personnel Expenses-Other	-	-	-	-	-	-
710.00 Payroll Services	-	-	-	-	-	-
712.00 Advertising	-	-	-	-	-	-
717.00 Audit	-	-	-	-	-	-
725.00 Consulting	-	-	-	-	-	-
726.00 Contractual Expenses	-	-	-	-	-	-
728.00 Information Technology	-	-	-	-	-	-
729.00 Copier Expense	-	-	-	-	-	-
730.00 Legal Expense	-	-	-	-	-	-
738.00 Depreciation Expense	-	-	-	-	-	-
740.00 Dues & Subscriptions	-	-	-	-	-	-
741.00 Public Notices	-	-	-	-	-	-
745.00 Land, Structures, Rights-of-way, etc.	-	-	-	-	-	-
746.00 Leased Equipment	-	-	-	-	-	-
747.00 Equipment under \$5000	-	-	-	-	-	-
748.00 Capital Equipment	-	-	-	-	-	-
750.00 Lead Testing	-	-	-	-	-	-
752.00 Administration Expense	-	-	-	-	-	-
754.00 Insurance	-	-	-	-	-	-
756.00 Mortgage Filing Expense	41	41	100	-	-	-
757.00 Interest Expense	-	-	-	-	-	-
758.00 Loan Closing Expense	-	-	-	-	-	-
759.00 Credit Report Expense	-	-	-	-	-	-
766.00 Bldg. Maintenance & Repairs	-	-	-	-	-	-
767.00 Vehicle Maintenance & Repairs	-	-	-	-	-	-
768.00 Marketing	96	192	100	-	-	-
769.00 Meeting Expense	-	-	-	-	-	-
782.00 Printing/Postage	-	-	-	-	-	-
791.00 Rent	-	-	-	-	-	-
806.00 Supplies	-	-	-	-	-	-
807.00 Bank Charges	-	-	-	-	-	-
808.00 Fuel/Oil	-	-	-	-	-	-
810.00 Telecommunications	-	-	-	-	-	-
815.00 Mileage	-	-	-	-	-	-
816.00 Travel	-	-	-	-	-	-
817.00 Conferences and Training	-	-	-	-	-	-
820.00 Use Allowance	-	-	-	-	-	-
900.00 Indirect Costs	948	1,912	5,265	5,115	2,874	2,288
Total Expense	4,073	8,121	21,920	20,159	11,855	9,438
71.03 EDA RLF III	7,406	14,838	80	(159)	1,245	14,762

FY27 Budget INTERMEDIARY RELENDING PROGRAM I

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
72 IRP I						
Income						
461.00 Principal on Loans	-	-	-	-	-	-
507.00 Late Payment Fees	-	-	-	-	-	-
508.00 Loan Closing Fees	-	-	-	-	-	-
516.00 IRP I Loan Interest Inc.	6,026	12,053	11,000	12,000	16,500	10,500
4900.00 Miscellaneous Revenues	-	-	-	-	-	-
496.00 Interest Income (Bank)	-	-	-	-	50	200
Total Income	6,026	12,053	11,000	12,000	16,550	10,700
Expense						
700.00 Personnel Expenses						
701.00 Salaries	-	-	-	-	-	-
702.00 FICA	-	-	-	-	-	-
703.00 IPERS	-	-	-	-	-	-
705.00 Employee Benefits	-	-	-	-	-	-
Total Personnel Expenses	-	-	-	-	-	-
710.00 Payroll Services	-	-	-	-	-	-
712.00 Advertising	-	-	-	-	-	-
717.00 Audit	-	-	-	-	-	-
725.00 Consulting	-	-	-	-	-	-
726.00 Contractual Expenses	-	-	-	-	-	-
728.00 Information Technology	-	-	-	-	-	-
729.00 Copier Expense	-	-	-	-	-	-
730.00 Legal Expense	-	-	-	-	-	-
738.00 Depreciation Expense	-	-	-	-	-	-
740.00 Dues & Subscriptions	5	10	-	-	-	-
741.00 Public Notices	-	-	-	-	-	-
745.00 Land, Structures, Rights-of-way, etc.	-	-	-	-	-	-
746.00 Leased Equipment	-	-	-	-	-	-
747.00 Equipment under \$5000	-	-	-	-	-	-
748.00 Capital Equipment	-	-	-	-	-	-
749.00 Principal Expense	23,292	23,292	23,522	22,830	22,830	22,830
750.00 Lead Testing Expense	-	-	-	-	-	-
754.00 Insurance	-	-	-	-	-	-
756.00 Mortgage Filing Expense	10	10	-	-	-	-
757.00 Interest Expense	2,178	2,178	1,948	2,640	2,640	2,640
758.00 Loan Closing Expense	-	-	-	-	-	-
759.00 Credit Report Expense	-	-	-	-	-	-
766.00 Bldg. Maintenance & Repairs	-	-	-	-	-	-
767.00 Vehicle Maintenance & Repairs	-	-	-	-	-	-
768.00 Marketing	96	115	-	-	-	-
769.00 Meeting Expense	-	-	-	-	-	-
782.00 Printing/Postage	-	-	-	-	-	-
791.00 Rent	-	-	-	-	-	-
806.00 Supplies	-	-	-	-	-	-
807.00 Bank Charges	-	-	-	-	-	-
808.00 Fuel/Oil	-	-	-	-	-	-
810.00 Telecommunications	-	-	-	-	-	-
815.00 Mileage	-	-	-	-	-	-
816.00 Travel	-	-	-	-	-	-
817.00 Conferences and Training	-	-	-	-	-	-
820.00 Use Allowance	-	-	-	-	-	-
825.00 Bad Debt Expense IRP	-	-	-	-	-	-
900.00 Indirect Costs	-	-	-	-	-	-
Total Expense	25,581	25,605	25,470	25,470	25,470	25,470
72 IRP I NET INCOME (LOSS)	(19,555)	(13,553)	(14,470)	(13,470)	(8,920)	(14,770)

FY27 Budget INTERMEDIARY RELENDING PROGRAM II

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
76 IRP II						
Income						
461.00 Principal on Loans	-	-	-	-	-	-
508.00 Loan Closing Fees	-	-	-	-	-	-
496.00 Interest Income (Bank)	-	-	-	-	50	200
516.00 IRP II Loan Interest Inc.	7,047	14,094	13,400	14,000	15,400	7,300
Total Income	7,047	14,094	13,400	14,000	15,450	7,500
Expense						
700.00 Personnel Expenses						
701.00 Salaries	-	-	-	-	-	-
702.00 FICA	-	-	-	-	-	-
703.00 IPERS	-	-	-	-	-	-
705.00 Employee Benefits	-	-	-	-	-	-
Total Personnel Expenses	-	-	-	-	-	-
710.00 Payroll Services	-	-	-	-	-	-
712.00 Advertising	-	-	-	-	-	-
717.00 Audit	-	-	-	-	-	-
725.00 Consulting	-	-	-	-	-	-
726.00 Contractual Expenses	-	-	-	-	-	-
728.00 Information Technology	-	-	-	-	-	-
729.00 Copier Expense	-	-	-	-	-	-
730.00 Legal Expense	-	-	-	-	-	-
738.00 Depreciation Expense	-	-	-	-	-	-
740.00 Dues & Subscriptions	-	-	-	-	-	-
741.00 Public Notices	-	-	-	-	-	-
745.00 Land, Structures, Rights-of-way, etc.	-	-	-	-	-	-
746.00 Leased Equipment	-	-	-	-	-	-
747.00 Equipment under \$5000	-	-	-	-	-	-
748.00 Capital Equipment	-	-	-	-	-	-
749.00 Principal Expense	14,635	14,635	14,780	14,345	14,345	14,345
750.00 Lead Testing	-	-	-	-	-	-
752.00 Administration Expense	-	-	-	-	-	-
754.00 Insurance	-	-	-	-	-	-
756.00 Mortgage Filing Expense	-	-	-	-	-	-
757.00 Interest Expense	1,852	1,852	1,707	2,142	2,142	2,142
758.00 Loan Closing Expense	-	-	-	-	-	-
759.00 Credit Report Expense	-	-	-	-	-	-
766.00 Bldg. Maintenance & Repairs	-	-	-	-	-	-
767.00 Vehicle Maintenance & Repairs	-	-	-	-	-	-
768.00 Marketing	96	192	-	-	-	-
769.00 Meeting Expense	-	-	-	-	-	-
782.00 Printing/Postage	-	-	-	-	-	-
791.00 Rent	-	-	-	-	-	-
806.00 Supplies	-	-	-	-	-	-
807.00 Bank Charges	-	-	-	-	-	-
808.00 Fuel/Oil	-	-	-	-	-	-
810.00 Telecommunications	-	-	-	-	-	-
815.00 Mileage	-	-	-	-	-	-
816.00 Travel	-	-	-	-	-	-
817.00 Conferences and Training	-	-	-	-	-	-
820.00 Use Allowance	-	-	-	-	-	-
825.00 Bad Debt	-	-	-	-	-	-
900.00 Indirect Costs	-	-	-	-	-	-
Total Expense	16,584	16,680	16,487	16,487	16,487	16,487
76 IRP II NET INCOME (LOSS)	(9,536)	(2,585)	(3,087)	(2,487)	(1,037)	(8,987)

FY27 Budget

Henry Co/Keokuk RLF (prior years included Ft Madison RLF)

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
73 HC/KK RLF						
Income						
461.00 Principal on Loans	-	-				
479.00 RLF Administration	-	15,580	15,580	14,380	9,750	9,750
507.00 Late Payment Fees	-	-	-	-		
508.00 Loan Closing Fees	-	-	-	-		
509.00 RLF Loan Interest Inc.	409	817	605	1,200	1,800	2,000
4900.00 Miscellaneous Revenues	-	-	-	-		
496.00 Interest Income (Bank)	-	-	-	-	200	250
Total Income	409	16,397	16,185	15,580	11,750	12,000
Expense						
700.00 Personnel Expenses						
701.00 Salaries	1,501	3,002	9,402	6,166	6,248	7,088
702.00 FICA	108	216	686	433	440	512
703.00 IPERS	140	280	888	582	590	669
705.00 Employee Benefits	210	421	1,105	1,044	1,150	1,163
Total Personnel Expenses	1,959	3,919	12,080	8,226	8,428	9,432
710.00 Payroll Services	-	-				
712.00 Advertising	-	-				
717.00 Audit	-	-				
725.00 Consulting	-	-				
726.00 Contractual Expenses	-	-				
728.00 Information Technology	-	-				
729.00 Copier Expense	-	-				
730.00 Legal Expense	-	-				1,300
738.00 Depreciation Expense	-	-				
740.00 Dues & Subscriptions	5	10				
741.00 Public Notices	-	-				
745.00 Land, Structures, Rights-of-way, etc.	-	-				
746.00 Leased Equipment	-	-				
747.00 Equipment under \$5000	-	-				
748.00 Capital Equipment	-	-				
749.00 Principal Expense	-	-				
750.00 Lead Testing Expense	-	-				
752.00 Administration Expense	-	-				
756.00 Mortgage Filing Expense	-	-				
757.00 Interest Expense	-	-				
758.00 Loan Closing Expense	-	-				
759.00 Credit Report Expense	-	-				
766.00 Bldg. Maintenance & Repairs	-	-				
767.00 Vehicle Maintenance & Repairs	-	-				
768.00 Marketing	192	231	150			
769.00 Meeting Expense	-	-				
782.00 Printing/Postage	12	12				
791.00 Rent	-	-				
806.00 Supplies	-	-				
807.00 Bank Charges	-	-				
808.00 Fuel/Oil	-	-				
810.00 Telecommunications	-	-				
815.00 Mileage	-	-				600
816.00 Travel	-	-				
817.00 Conferences and Training	-	-				
820.00 Use Allowance	-	-				
825.00 Bad Debt Expense IRP	-	-				
890.00 Matching Expenditures	-	-				
900.00 Indirect Costs	622	1,245	3,866	2,797	2,697	3,018
Total Expense	2,791	5,417	16,096	11,022	11,125	14,351
73 HC/KK RLF NET INCOME (LOSS)	(2,383)	10,981	89	4,558	625	(2,351)

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
85 RTA						
Income						
4100.00 Bus Fares						
410.00 General Public	28,180	56,360	60,000	60,000	60,000	50,000
411.00 Local Contracts	34,942	69,884	60,000	60,000	85,000	85,000
Total Bus Fares	63,122	126,244	120,000	120,000	145,000	135,000
4500.00 Federal/State Income						
456.00 State Assistance (STA)	237,720	463,846	440,404	463,846	441,288	348,740
State Assistance (PTIG)	46,285	46,285	-	-	64,000	480,000
457.00 FTA - Operating	398,498	492,122	430,914	492,122	503,711	466,045
457.50 FTA - Capital	-	-	861,815	211,623	432,599	435,856
457.90 Cares Act Revenue/ARPA/CARISSA	-	-	-	-	-	441,229
459.00 Medicaid	163,340	280,000	315,000	415,000	415,000	330,000
Total Federal/State Income	845,843	1,282,253	2,048,133	1,582,591	1,856,598	2,501,870
4700.00 Local Income						
470.00 Per Capita	94,055	94,055	95,935	94,454	92,210	92,210
4900.00 Miscellaneous Income						
495.00 Miscellaneous Revenues	21	21	-	-	-	-
496.00 Interest Income (Bank)	-	-	-	-	-	-
498.00 Matching Funds	-	-	-	38,095	-	-
Total Income	1,003,041	1,502,573	2,264,068	1,835,140	2,093,808	2,729,080
Expense						
700.00 Personnel Expenses						
701.00 Salaries	317,213	606,925	567,340	622,881	650,331	602,312
702.00 FICA	23,744	46,430	41,660	46,222	48,791	45,184
703.00 IPERS	29,054	57,294	53,557	58,909	61,391	56,858
704.00 Unemployment	2,235	2,235	-	-	-	-
705.00 Employee Benefits	44,035	88,070	65,795	77,672	69,211	51,786
Total Personnel Expenses	416,281	800,954	728,351	805,684	829,724	756,140
706.00 Physicals	500	1,000	1,500	1,500	1,500	2,500
707.00 Uniform Expense	195	390	500	2,500	4,500	2,000
708.00 Drug Testing	794	1,588	2,000	2,000	2,000	2,000
709.00 Personnel Expenses-Other	379	757	1,000	200	-	500
710.00 Payroll Services	-	-	-	-	-	-
712.00 Advertising	-	-	500	1,500	1,500	5,000
725.00 Consulting	-	-	-	-	-	-
726.00 Contractual Expenses	16,678	31,500	14,000	3,000	3,000	13,000
728.00 Information Technology	18,361	28,000	30,000	15,000	20,000	10,000
729.00 Copier Expense	-	-	-	-	-	-
730.00 Legal Expense	1,591	2,000	2,000	2,000	1,500	1,500
738.00 Depreciation Expense	-	-	-	-	-	-
740.00 Dues & Subscriptions	3,250	3,250	3,500	5,000	5,000	2,600
741.00 Public Notices	10	20	-	-	100	50
746.00 Leased Equipment	-	-	-	-	-	-
747.00 Equipment under \$5000	787	1,000	2,500	-	90,384	2,500
748.00 Capital Equipment & Improvements	64,595	65,000	861,815	253,968	423,940	1,179,469
749.00 Principal Expense	-	-	-	-	-	31,560
754.00 Insurance	52,732	105,464	107,500	109,000	79,000	65,000
757.00 Interest Expense	-	-	-	-	-	-
766.00 Bldg. Maintenance & Repairs	4,032	8,064	7,500	1,500	5,000	5,000
767.00 Vehicle Maintenance & Repairs	85,897	125,000	95,000	140,000	140,000	130,000
768.00 Marketing	215	430	500	7,500	10,000	3,000
769.00 Meeting Expense	247	493	500	1,500	1,000	1,000
782.00 Printing/Postage	246	492	500	500	2,000	500
791.00 Rent	700	9,100	16,800	-	-	6,600
806.00 Supplies	1,358	2,500	2,500	8,500	5,000	8,000
807.00 Bank Charges	-	-	-	-	-	-
808.00 Fuel/Oil	44,177	90,000	95,000	110,000	140,000	108,000
810.00 Telecommunications	3,480	6,960	7,500	15,000	20,000	15,000
811.00 Utilities	5,754	11,508	12,000	10,000	10,000	10,000
813.00 Real Estate Taxes	-	-	-	-	-	4,400
815.00 Mileage	25	25	-	500	750	1,000
816.00 Travel	-	-	-	2,000	-	-
817.00 Conferences and Training	30	61	100	3,000	100	2,500
820.00 Use Allowance	-	-	-	2,000	1,000	1,000
890.00 Matching Expenditures	-	-	-	-	-	-
900.00 Indirect Costs	129,231	256,305	233,072	273,932	265,512	241,965
Total Expense	851,545	1,551,862	2,226,138	1,777,284	2,062,510	2,611,784
85 RTA	151,495	(49,289)	37,930	57,856	31,298	117,296
NET INCOME (LOSS)						

FY27 Budget LOCAL

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
90 LOCAL						
4500.00 Federal/State Income						
450.03 EDA Technical Assistance	-	-	-	-	-	-
451.00 IARC Funding	20,588	20,588	-	20,588	15,000	15,000
452.98 Lead Grant	65,516	98,274	-	-	-	-
456.00 State Assistance	-	-	-	-	-	-
458.00 Housing Draws	-	-	-	-	-	-
4700.00 Local Income						
470.00 Per Capita	101,135	101,135	103,543	101,388	99,448	99,448
472.00 Local Contracts	161,409	322,818	468,954	438,838	407,094	280,934
473.00 Grant Administration	46,905	75,000	-	-	-	-
479.00 RLF Admin	-	15,580	-	-	-	-
4900.00 Miscellaneous Income						
492.00 Lease Income	-	-	-	-	-	-
495.00 Insurance Proceeds	-	-	-	-	-	-
496.00 Interest Income (Bank)	-	-	-	80,000	-	8,000
497.00 Miscellaneous Revenues	2,500	2,500	-	-	-	-
Total Income	398,053	635,895	572,497	640,814	521,542	403,382
Expense						
700.00 Personnel Expenses						
701.00 Salaries	135,693	261,386	233,639	175,483	165,623	149,241
702.00 FICA	9,928	19,856	17,429	13,036	11,943	11,142
703.00 IPERS	11,534	23,068	21,112	16,566	15,635	14,088
704.00 Unemployment	-	-	-	-	-	-
705.00 Employee Benefits	10,510	21,020	20,091	23,402	25,497	12,896
Total Personnel Expenses	167,665	325,330	292,270	228,486	218,698	187,368
707.00 Uniform Expense	-	-	-	-	-	-
709.00 Personnel Expenses-Other	-	-	-	200	200	-
710.00 Payroll Services	-	-	-	-	-	-
712.00 Advertising	1,248	2,496	1,500	1,500	-	-
725.00 Consulting	-	-	-	-	-	-
726.00 Contractual Expenses	8,052	16,104	-	-	-	-
728.00 Information Technology	1,295	2,590	2,000	1,000	2,000	500
729.00 Copier Expense	-	-	-	-	-	-
730.00 Legal Expense	-	-	-	-	-	2,000
738.00 Depreciation Expense	-	-	-	-	-	-
740.00 Dues & Subscriptions	4,400	4,500	4,500	4,500	5,000	6,000
741.00 Public Notices	313	400	500	500	150	150
746.00 Leased Equipment	-	-	-	-	-	-
747.00 Equipment under \$5000	928	1,000	-	-	5,384	-
748.00 Capital Equipment	21,330	21,330	-	-	-	-
749.00 Principal Expense	-	-	-	-	-	-
750.00 Lead Testing Expense	-	-	-	-	-	-
751.00 Housing Expense	-	-	-	-	-	-
752.00 Admin Expense	-	-	-	-	-	-
754.00 Insurance	-	-	-	-	-	-
756.00 Mortgage Filing Expense	-	-	-	-	-	100
757.00 Interest Expense	-	-	-	-	-	-
758.00 Loan Closing Expense	-	-	-	-	-	-
768.00 Marketing	613	1,226	1,500	7,500	500	500
769.00 Meeting Expense	-	-	500	500	-	500
782.00 Printing/Postage	77	154	50	50	-	1,000
791.00 Rent	-	-	-	-	-	-
806.00 Supplies	130	150	150	100	-	500
807.00 Bank Charges	-	-	-	-	-	-
808.00 Fuel/Oil	-	-	-	-	-	-
810.00 Telecommunications	-	-	-	660	-	-
811.00 Utilities	-	-	-	-	-	-
812.00 Real Estate Taxes	-	-	-	-	-	-
815.00 Mileage Expense	-	-	-	-	-	100
816.00 Travel	1,364	7,500	5,000	15,000	1,500	500
817.00 Conferences and Training	11,630	12,000	2,000	2,000	3,000	2,500
820.00 Use Allowance	926	1,500	2,000	2,000	2,500	2,500
890.00 Matching Expenditures	35,000	120,663	140,441	260,850	150,004	129,230
900.00 Indirect Costs	53,141	104,106	93,526	77,685	69,983	59,958
Total Expense	308,112	621,049	545,937	602,531	458,919	393,406
90 LOCAL NET INCOME (LOSS)	89,941	14,846	26,560	38,282	62,623	9,976

FY27 Budget REGIONAL PLANNING COMMISSION

	12/31/2025 YTD	12 Month Estimate	FY27 BUDGET	FY26 BUDGET	FY25 BUDGET	FY24 BUDGET
80 INDIRECT COST POOL (RPC)						
Indirect Expense						
700.00 Personnel Expenses						
701.00 Salaries	111,949	208,898	220,360	227,629	214,217	215,326
702.00 FICA	7,968	15,937	15,763	15,794	15,211	15,421
703.00 IPERS	10,370	20,740	20,802	21,488	20,222	20,327
704.00 Unemployment	-	-	-	-	-	-
705.00 Employee Benefits	22,021	44,043	43,221	47,219	42,133	38,393
Total Personnel Expenses	152,309	289,618	300,145	312,131	291,783	289,467
707.00 Uniform Expense	-	-	1,700	1,000	1,000	1,000
709.00 Personnel Exp. Other	-	-	-	-	-	-
710.00 Payroll Services	4,350	8,701	9,000	8,000	8,000	7,750
712.00 Advertising	-	-	-	-	-	-
717.00 Audit	10,000	18,000	18,500	18,500	18,500	18,000
725.00 Consulting	-	-	-	-	-	-
726.00 Contractual Expenses	-	-	-	-	-	-
728.00 Information Technology	8,418	16,835	20,000	20,000	20,000	20,000
729.00 Copier Expense	1,819	3,638	5,500	5,500	6,000	4,000
730.00 Legal Expense	111	222	-	-	-	-
738.00 Depreciation Expense	-	-	-	-	-	-
740.00 Dues & Subscriptions	3,880	7,760	6,500	6,500	2,500	3,000
741.00 Public Notices	276	551	500	500	500	1,000
745.00 Land, Structures, Rights-of-way, etc.	-	-	-	-	-	-
746.00 Leased Equipment	360	720	720	720	1,000	1,000
747.00 Equipment under \$5000	256	300	27,500	2,692	12,616	5,000
748.00 Capital Equipment	-	-	-	-	-	14,300
749.00 Principal Expense	-	-	-	-	-	-
750.00 Lead Testing	-	-	-	-	-	-
754.00 Insurance	24,273	48,546	50,000	42,000	90,000	45,000
757.00 Interest Expense	-	-	-	-	-	-
758.00 Loan Closing Expense	-	-	-	-	-	-
766.00 Bldg. Maintenance & Repairs	-	-	-	-	-	-
767.00 Vehicle Maintenance & Repairs	-	-	-	-	-	-
768.00 Marketing	4,080	8,159	500	500	500	-
769.00 Meeting Expense	768	1,535	1,000	1,000	1,000	1,000
782.00 Printing/Postage	1,806	3,613	5,000	5,000	6,000	7,500
791.00 Rent	-	-	-	-	-	30
806.00 Supplies	2,586	5,173	7,500	7,500	7,500	5,000
807.00 Bank Charges	168	336	674	674	-	-
808.00 Fuel/Oil	-	-	-	-	-	-
810.00 Telecommunications	7,150	14,300	15,000	15,000	15,000	15,000
811.00 Utilities	-	-	-	-	-	-
812.00 Bldg. Operation Allocation	38,376	77,389	85,534	84,799	-	78,498
815.00 Mileage	-	-	-	-	-	-
816.00 Travel	1,402	2,803	3,000	1,000	100	3,500
817.00 Conferences and Training	1,317	1,500	1,500	1,500	1,500	1,500
820.00 Use Allowance	411	822	2,000	2,000	1,000	1,000
890.00 Matching Expense - to Co Vehicles	(988)	(1,999)	(1,950)	(3,750)	(4,950)	(2,850)
900.00 Indirect Costs	(245,992)	(482,173)	(508,703)	(535,953)	(513,053)	(456,341)
Total Expense	17,134	26,347	51,120	(3,188)	(33,504)	63,354
80 RPC TOTAL INDIRECT EXPENSE	17,134	26,347	51,120	(3,188)	(33,504)	63,354

Draft FY2027-2030 TIP

NB 2

MEMO



To: Mike Norris, Executive Director

From: Zach James, Assistant Director

Date: May 22, 2026

Re: Draft FFY2027 – 2030 Transportation Improvement Program (TIP)

Transportation Improvement Program (TIP) - Background

The TIP includes all transportation projects that are receiving federal transportation dollars. This means that if an entity has been awarded a federal transportation grant, it must be in this document in order to be eligible to receive the funding. The full Draft TIP document will be made available for public viewing in mid-June 2026, with a link posted on the SEIRPC website. Staff are currently finalizing this document, which includes projects receiving federal transportation money through numerous different funding programs.

For two of those programs, the funds are distributed and administered by SEIRPC through a regionally competitive process. These are the Surface Transportation Block Grant program (STBG) and Transportation Alternatives Program (TAP).

Each year, SEIRPC solicits applications for STBG and TAP funding, with applications due in late January. Each round involves a projected funding target from the DOT, for the fiscal year that those funds will become available. For STBG, a certain amount of the funding is reserved for SEIRPC staff time administering the two programs, while the remainder is split into two separate competitive pools of funding for Counties (55%) and Cities (45%). Below is a table showing the projected targets for FFY2030:

Surface Transportation Block Grant Program (STBG) Target received from Iowa DOT	
FFY2030 Target from Iowa DOT	\$ 3,299,000
Target Programmed for SEIRPC Planning Efforts	\$ 129,978
FFY2030 Target Available to Allocate to Regional Projects	\$ 3,169,022
Total available for Counties – 55%	\$ 1,742,962
Total available for Cities – 45%	\$ 1,426,059
Transportation Alternative Program (TAP) Target received from Iowa DOT	
FFY2030 Target from Iowa DOT	\$ 331,000
Carryover from FFY2029	\$ 73,033
Total Available for TAP Projects	\$ 404,033

Review and Scoring of Applications

After the deadline for STBG and TAP applications has passed, staff begins the process of reviewing and scoring the applications, to determine which ones are most deserving of the available funds. The resulting score includes a set of criteria for each of the two programs, which are used to measure the expected impact of the proposed project from several different perspectives, such as community need, safety, economic development, and benefits to multiple types of users (i.e. car, bicycle, transit).

In addition, the scores are split between two separate sets of criteria, where the points are awarded in a different way. For the objective criteria, STBG staff completes the scoring on their own, using a set of specific measurable data points, and several formulas used to calculate each project’s relative impact.

For the subjective criteria, staff are assisted by the Technical Advisory Committee (TAC), whose primary task is to review STBG and TAP applications and provide scores for items that are less easily measurable with quantitative data. The TAC is comprised of 9 members, all appointed by the SEIRPC Board, to evenly represent each of the 4 counties, as well as the perspectives of multiple different stakeholder groups, such as engineers, economic development professionals, and business and agriculture professionals.

Once staff completes the objective portion of the scoring, each member of the TAC is provided with a packet of information to review, including copies of the original TAP and STBG applications, a guide which explains the overall scoring process and the individual funding programs, and a set of score sheets to fill out. Then, several weeks later, the TAC holds a formal meeting at the SEIRPC office, open to the general public, where staff presents on the details of the individual projects, and the members provide any comments or questions they may have regarding that year’s application projects. Finally, each member submits their scores, and staff enters them into a spreadsheet.

As an added measure to prevent bias (since some committee members may be directly associated with a project being applied for), staff removes the highest and lowest scores for each project, and takes an average of the remaining 7 members to get the final scores. Once the results are reported to the committee, they may choose to either discuss the results further (and possibly make changes), or go ahead and recommend the final scores to the SEIRPC Board.

Below are the results for this year’s STBG and TAP applications (for FY2030). This reflects a formal vote of the TAC to recommend the scores as presented to them at the meeting on April 16. It should be noted that as a matter of formal policy, the County STBG projects are non-competitive, so each year’s application is simply reviewed by staff to confirm eligibility, but not reviewed or scored by the TAC.

Regional STBG and TAP Project Rankings by Technical Advisory Committee (TAC) – FFY2030

Rank	City STBG Projects	Score	Anticipated Funding
1	City of Burlington – <i>Mount Pleasant Street, Roosevelt Avenue to Curran Street</i>	620	\$ 1,426,059
2	City of Fort Madison – <i>Avenue H and 20th Street Reconstruction Project</i>	618	\$ 0
3	City of Mount Pleasant – <i>West Washington and 235th Street ‘Road Diet’</i>	587	\$ 0
4	City of Mediapolis – <i>Main Street Improvements, Phase 5</i>	573	\$ 0
5	City of Keokuk – <i>Palean Street Reconstruction, 7th to 18th Street</i>	553	\$ 0
6	City of New London – <i>Pine Street Reconstruction, Main to Thompson</i>	552	\$ 0

Rank	County STBG Project	Anticipated Funding
1	Lee County – <i>303rd Avenue (X32) Resurfacing</i>	\$ 1,742,962

Rank	TAP Projects	Score	Anticipated Funding
1	City of West Burlington – <i>Agency Road Trail</i>	57	\$ 404,033
2	City of Burlington – <i>Madison Avenue Trail Extension Project</i>	49	\$ 0

What follows is a description of each of the projects with anticipated STBG or TAP funding. However, because this is only the second year after the Board approved a new set of scoring criteria, staff have provided a more detailed breakdown of the scoring for your consideration, to show how the ultimate results were arrived at. Please see [Appendix A](#).

Project Descriptions of STBG Projects Recommended for Funding

Sponsor: City of Burlington

Project Name: Mount Pleasant Street, Roosevelt Avenue to Curran Street

Total Cost: \$2,021,547

STBG Requested / Anticipated: \$1,684,622 / \$1,426,059

Local Share Offered / Anticipated: \$336,925 (17%) / \$595,488 (29%)

This project involves Mount Pleasant Street from Roosevelt Avenue (US Highway 61) to Curran Street. Mount Pleasant is an arterial that originally served as US Highway 34, prior to the construction of the freeway 1/5 mile to the south. It connects residential neighborhoods to the east with a commercial area along Highway 61, and several large industries to the west. It also provides direct access to the Community Field baseball stadium, the YMCA, Catfish Bend Casino, and several multi-family housing complexes including the Autumn Heights low-income senior apartments.

Through this project, the roadway will be resurfaced with HMA asphalt, and it will also be reconfigured from 4 lanes to 3. It currently carries 2 lanes of through traffic in each direction. Once completed, it will have one lane in each direction, plus a reversible middle turn lane. This will allow it to match the two segments of Mount Pleasant immediately to the west and east, which were previously reconfigured the same way.

Similar to the segment to the west, this section of Mount Pleasant will also include bike lanes in each direction. Also, the existing sidewalk on the north side of the street will be upgraded and expanded wherever necessary, to replace deteriorated sections, provide ADA-compliant crossings, and fill strategic gaps. Two such gaps currently exist – a larger one between the Jet Stop convenience store and Lunning Funeral Chapel, and a shorter one just east of the YMCA.



Sponsor: Lee County

Project Name: 303rd Avenue (X32) Resurfacing

Total Cost: \$2,397,050

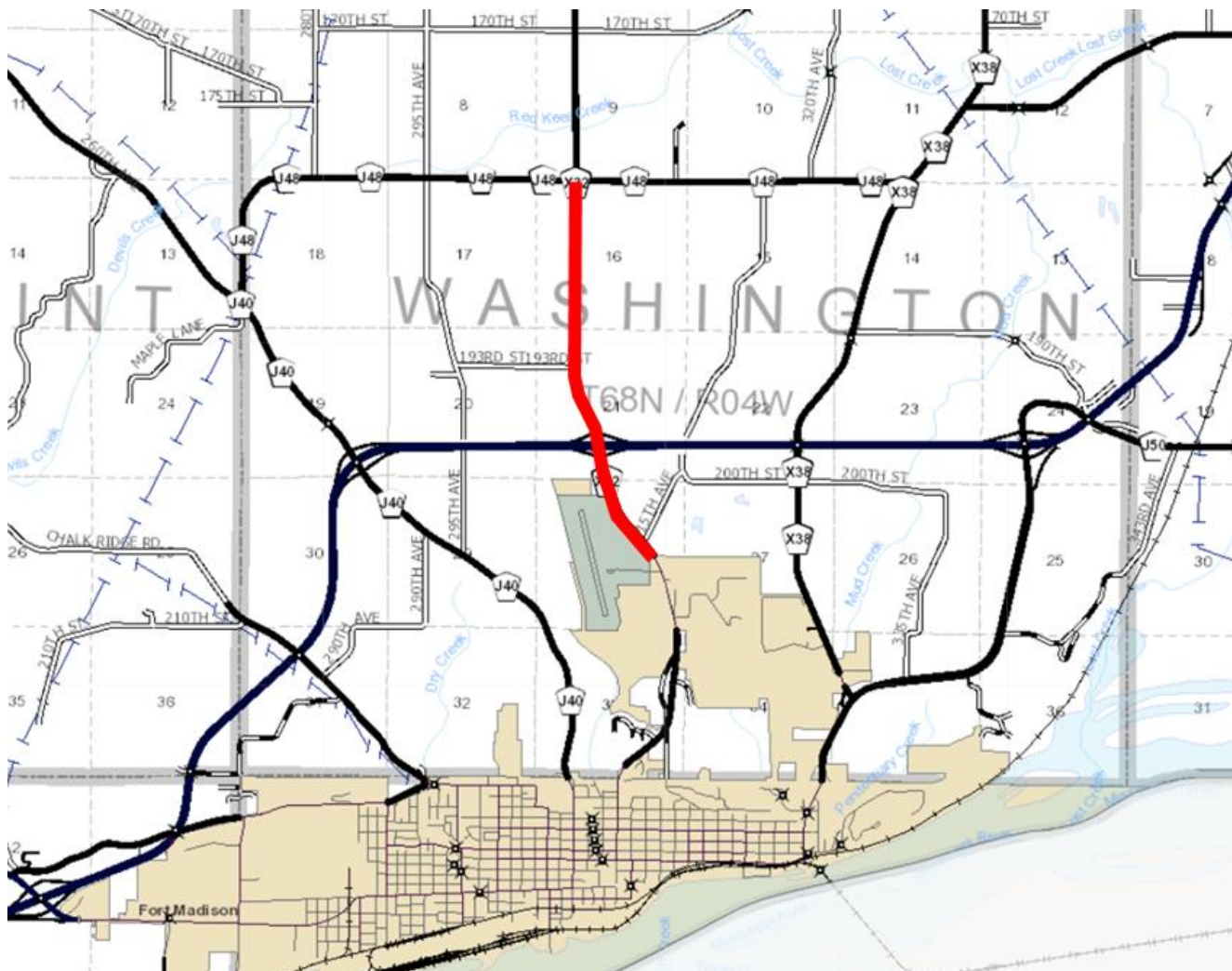
STBG Requested / Anticipated: \$1,642,231* / \$1,742,962

Local Share Offered / Anticipated: \$754,819 (31%) / \$654,088 (27%)

*Applicant's initial request reflected an earlier estimate of available funds. However, the anticipated funding is still less than 80% of the project cost, so the applicant has agreed to accept the higher award of \$1,742,962.

This project includes a 2.7-mile section of 303rd Avenue (X32), extending northward from the north Fort Madison corporate limits to J48. 303rd is a northward extension of 15th Street within Fort Madison, and it connects that city with the unincorporated town of Denmark, about 8 miles to the north. It also includes an interchange with US Highway 61, and provides access to Rodeo Park and the GRRWA landfill at the north end of Fort Madison. Accordingly, the section south of the 61 interchange has one of the highest traffic counts of any Secondary Road in Lee County, at over 3,000 vehicles per day.

The existing surface consists of a 6-inch concrete overlay from 1997, over two separate 3-inch layers of asphalt, from 1952 and 1976. The roadway has deteriorated at a rapid pace and is now in need of repairs. This project will consist of installing subdrains, restoring the concrete base, and placing an interlayer of crushed stone, topped with a new surface course, of either concrete or asphalt (TBD during final design). When combined, these measures will increase the lifespan of the roadway. In addition, 4-foot paved shoulders will be installed, along with sinusoidal rumble strips and 6-inch pavement markings along the shoulder.



Project Descriptions of TAP Project Recommended for Funding

Sponsor: City of West Burlington

Project Name: Agency Road Trail

Total Cost: \$1,825,000

STBG Requested / Anticipated: \$500,000 / \$404,033

Local Share Offered / Anticipated: \$1,325,000 (73%) / \$1,420,967 (78%)

This project involves the construction of a 0.7-mile multi-use trail along the north side of Agency Road from Gear Avenue to Broadway Street. At the west end, it will connect to an existing trail that extends north-south between Westland Mall and Division Street, before turning eastward and extending past the Burlington RecPlex, Flint Ridge Business Park, and Edward Stone Middle School. At the east end, it will terminate just east of the crossing at Broadway Street. However, the City intends to eventually build a trail from Broadway to West Burlington Avenue, as part of a separate, future project. That second phase would connect the trail with an existing sidewalk in the City of Burlington, which follows along Agency past Highway 61 (Roosevelt Avenue) and the Hy-Vee supermarket.

There are currently no sidewalks along this entire stretch of 5-lane roadway, which is a major regional commercial area, with Walmart, Menard's and numerous smaller businesses. It will also provide access to these commercial areas from both the Southeastern Community College and the Southeast Iowa Regional Medical Center, on the west side of Gear.

The trail will be separated from the roadway by a safety buffer of green space, though the width will vary, in order to limit impacts to existing trees and private property. It will primarily be built within the existing road right-of-way, though some acquisition and easements will be necessary for several properties. ADA-accessible crossings will be provided at intersections, along with modifications to the existing traffic signals at Gear and Broadway, to accommodate the crossing of pedestrians and bicyclists.



Appendix A – Detailed Score Breakdown

1. STBG – Project Descriptions and Maps.....	1
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3. TAP – Project Descriptions and Maps.....	11
4. TAP – Score Breakdown.....	13

STBG – Project Descriptions and Maps

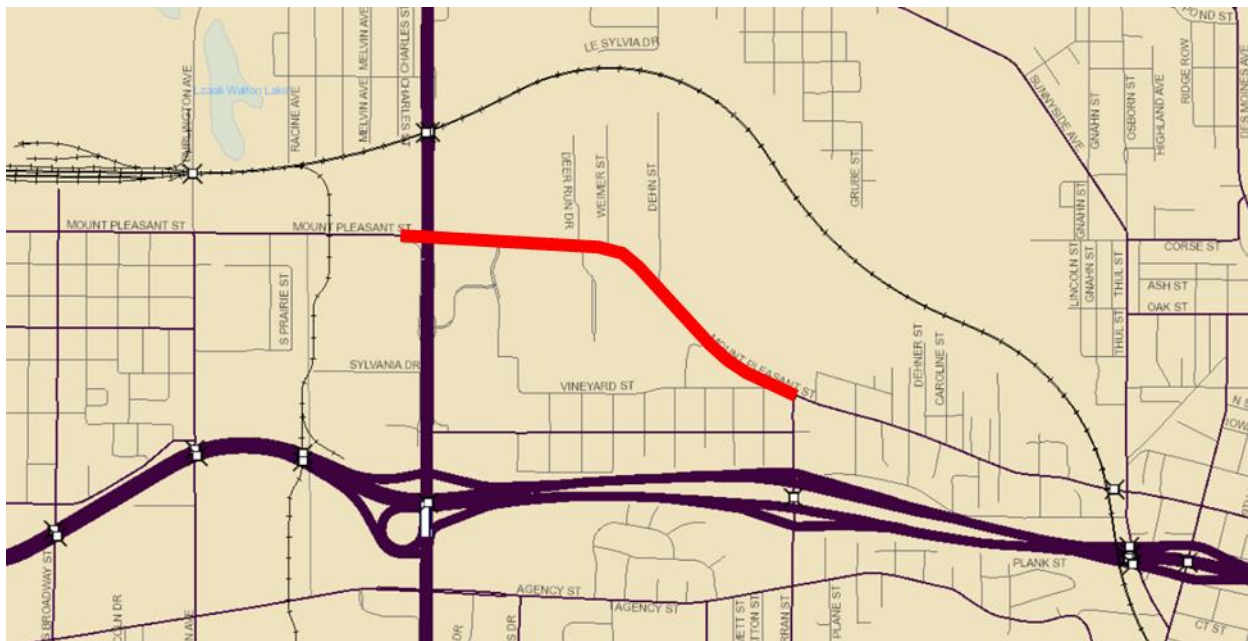
City of Burlington

Mount Pleasant Street, Roosevelt Avenue to Curran Street

Total Cost – \$2,021,547

Funding Request – \$1,684,622

- HMA asphalt resurfacing of Mount Pleasant Street, extending 0.9 miles eastward from Roosevelt Avenue (US Highway 61) to Curran Street
- Part of an east-west arterial extending across Burlington and West Burlington, connecting residential areas, major industries and retail districts
- Will include a ‘4-to-3 lane conversion’, where the existing 4-lane roadway is converted to a 2-lane roadway with a reversible middle turn lane
- The 3-lane arrangement will match with the existing segments of Mount Pleasant Street on either side
- Bike lanes will be added on both sides, connecting with the existing bike lanes on the segment from Roosevelt to Gear Avenue
- The north side sidewalk will be extended to fill 2 strategic gaps by Community Field and the YMCA



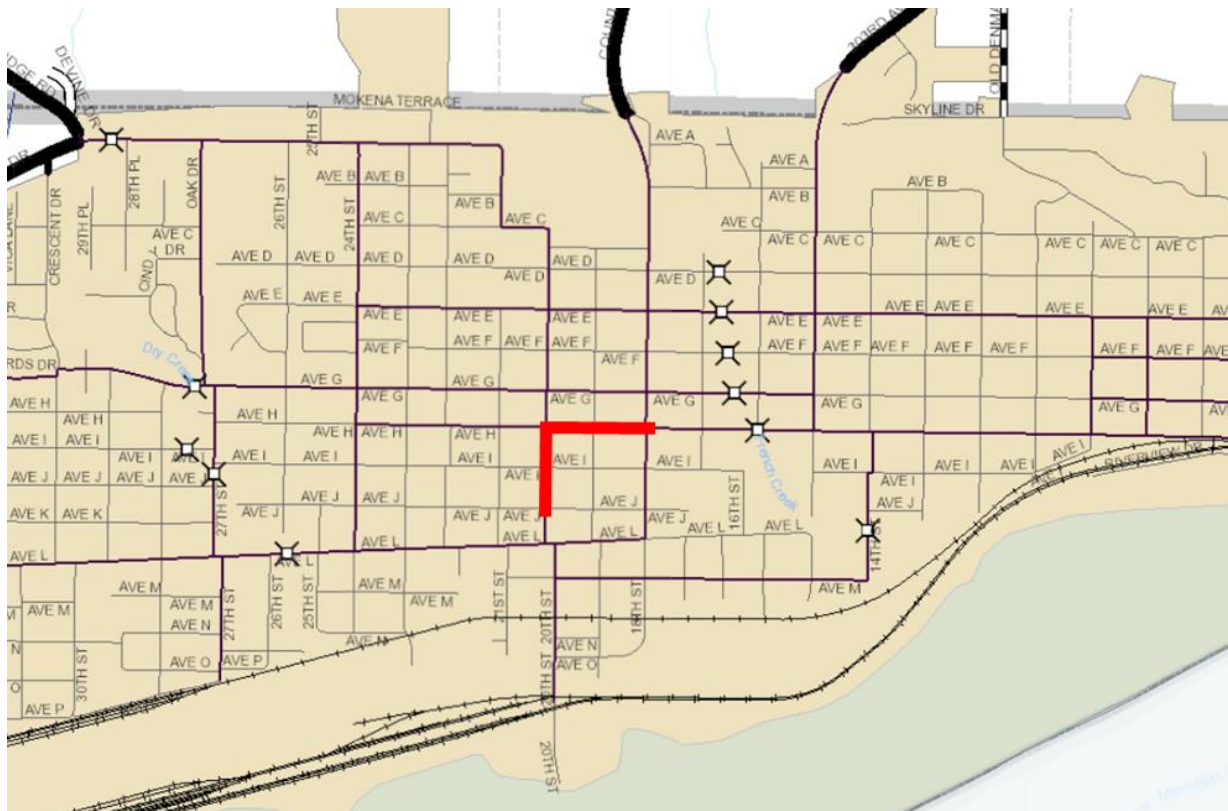
City of Fort Madison

Avenue H and 20th Street Reconstruction Project

Total Cost – \$7,639,200

Funding Request – \$6,111,360

- Replace HMA asphalt with PCC concrete for two blocks of Avenue H (east-west) and two blocks of 20th Street (north-south)
- Includes the westbound lanes of a 'one-way pair' which carried US Highway 61 through town prior to the opening of a 4-lane bypass in 2011
- 20th Street currently has two lanes of southbound traffic, while Avenue H has four lanes – two in each direction
- Continues to be an important crosstown arterial, and also connects Highway 61 with the bridge over the Mississippi River
- Part of a 2-phase project to reconstruct both sections of the 'one-way-pair' and convert them both to two-way traffic
- Avenue H will have a '4-to-3 lane conversion', while 20th will be widened to add a middle turn lane
- The other half of the 'one-way pair' involves Avenue L and 18th Street between Avenues L and H – that part will carry the 'Business 61' designation, while this half will primarily serve local traffic
- Complements several recent STBG-funded projects to reconstruct sections of Avenue H and Avenue L across town



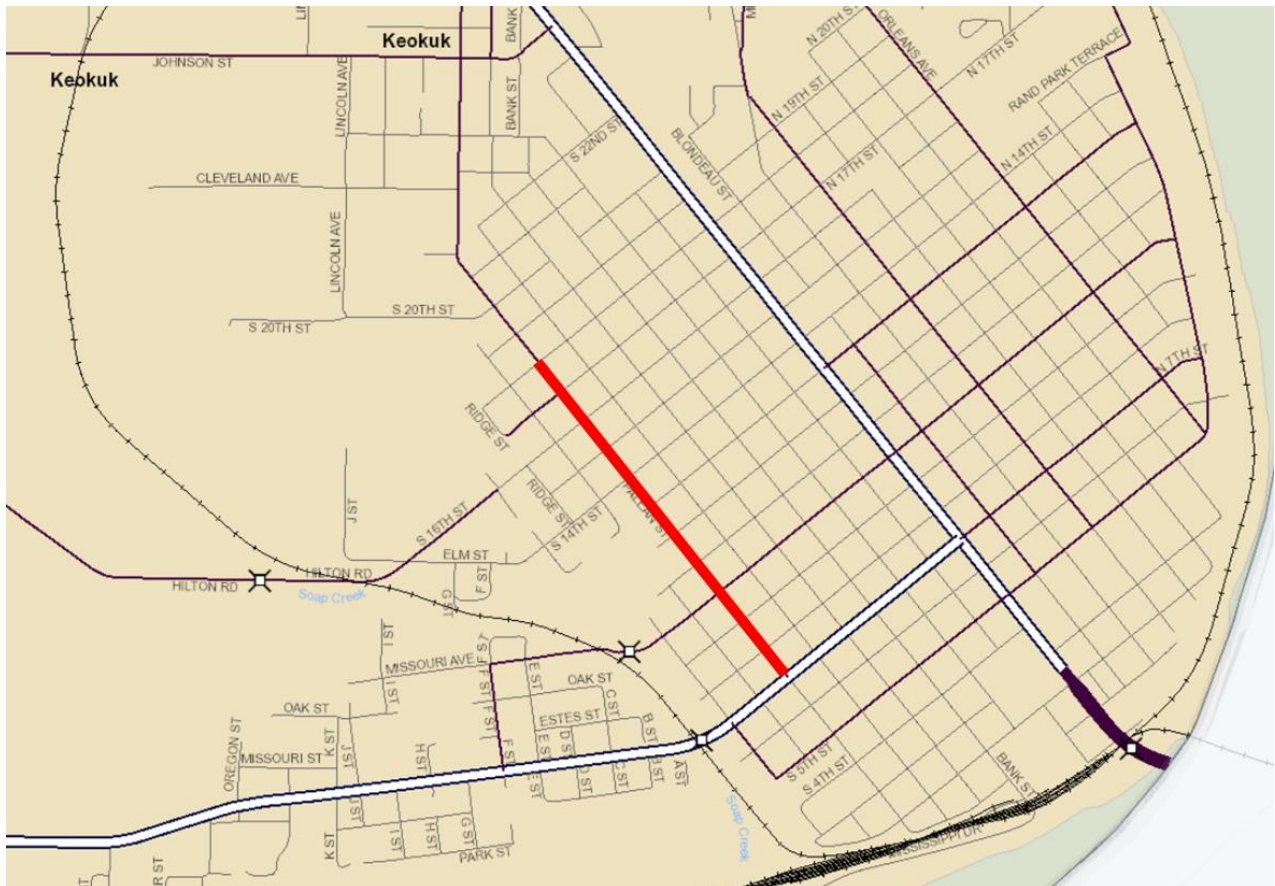
City of Keokuk

Palean Street Reconstruction, 7th to 18th Street

Total Cost – \$4,029,228

Funding Request – \$1,500,000

- Replace HMA asphalt with PCC concrete for a 0.75-section of Palean Street, extending 11 blocks from 7th Street (US Highway 136) to 18th Street
- Arterial roadway on the southwest side of Keokuk, which connects to both US 136 and US 218 (Main Street), through a northern extension signed as McKinley Avenue
- Provides access to Keokuk National Cemetery, Oakland Cemetery and Kiser Park
- Existing asphalt surface is heavily deteriorated, with an uneven surface that causes surface drainage issues
- Several intersections have previously been reconstructed as part of both a sewer separation project, and the recent 'Road of Honor' project for 18th Street between Main Street and the National Cemetery



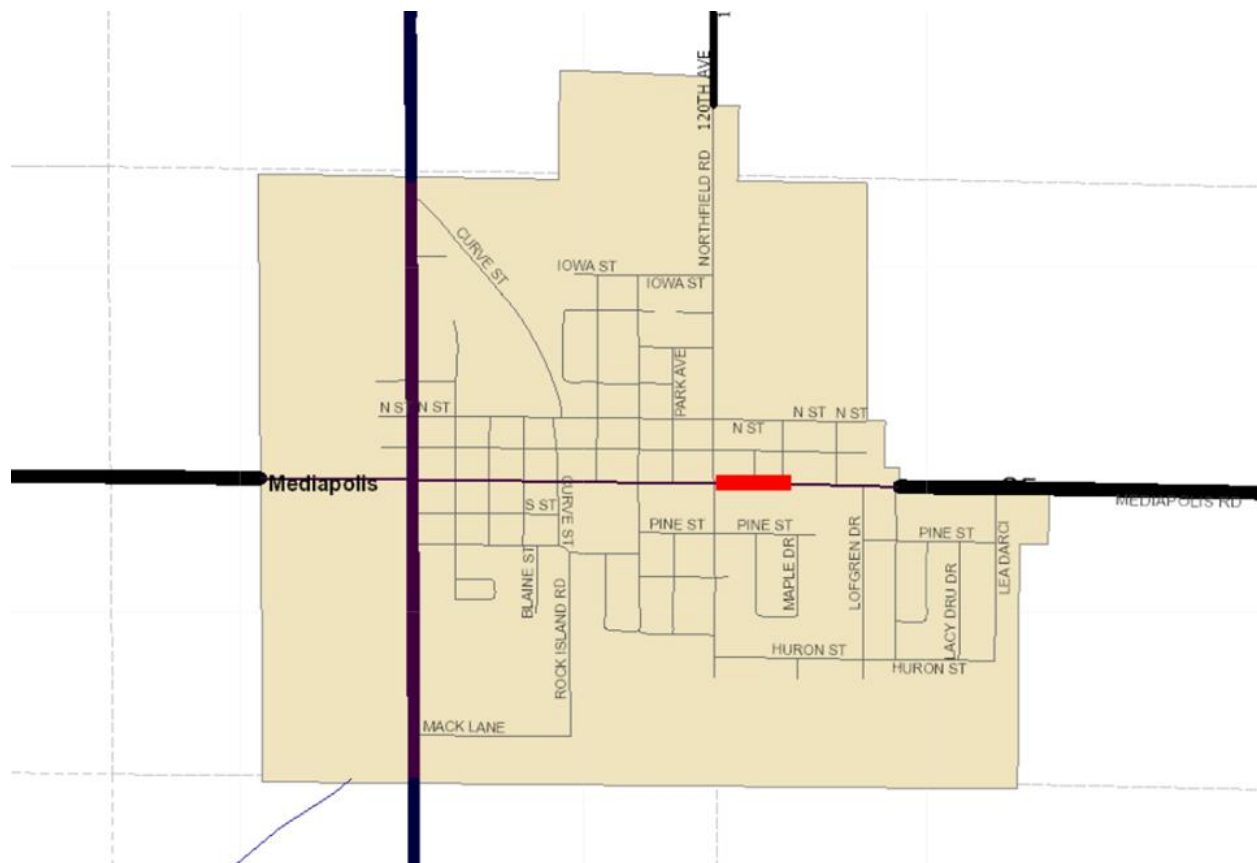
City of Mediapolis

Mediapolis Main Street Improvements – Phase 5

Total Cost – \$1,781,650

Funding Request – \$1,358,000

- Reconstruct a 2-block section of Main Street, through a residential neighborhood on the east side of town
- Part of an important east-west collector road in northern Des Moines County – H38 between US Highway 61 and DMC Highway 99
- Provides access to the Mediapolis Schools complex from east side neighborhoods and rural areas east of Mediapolis
- Nearly 100-year old concrete pavement will be replaced with new PCC concrete with a wider surface
- Gravel shoulders to be replaced with curb-and-gutter, plus on-street parking
- Project includes streetscaping improvements, which will match those previously completed further west, from downtown to US 61– curb-and-gutter, on-street parking, streetlights, landscaping, bump-outs
- Also includes replacement of sewer and water lines



City of New London

Pine Street Reconstruction, Main to Thompson

Total Cost – \$1,575,000

Funding Request – \$920,000

- Replace HMA asphalt with PCC concrete for 0.4 miles of Pine Street on the south side of New London
- Pine offers New London's primary access to US 34, and connects the downtown area to south side neighborhoods, plus Casey's and Dollar General
- Part of a collector road connecting New London with southern Henry County and Geode State Park
- Existing asphalt surface is in poor condition, and will be reconstructed with PCC concrete
- Will complement a recent project to add sidewalks in the south part of the project area, to connect with a new residential subdivision



STBG – Score Breakdown

	Highest Score
	Second Highest Score
	Third Highest Score
	Third Lowest Score
	Second Lowest Score
	Lowest Score

*If a tie occurs, one or more of the middle colors are not used.

	Available Points	Burlington	Fort Madison	Keokuk	Mediapolis	Mount Pleasant	New London
Total Points	1,000	620	618	553	573	587	552
Objective Points	495	297	296	270	226	221	218
Subjective Points	505	323	322	283	347	366	334

Scoring Categories							
Category	Available Points	Burlington	Fort Madison	Keokuk	Mediapolis	Mount Pleasant	New London
System Performance	350	247	233	174	235	243	205
Integration and Connectivity	100	52	60	42	71	64	69
Safety and Accessibility	200	124	122	101	94	84	92
Economic Vitality	240	147	154	149	132	165	133
Other/Miscellaneous	110	50	50	80	20	30	45

Category 1: System Performance								
Type	Criteria	Available Points	Burlington	Fort Madison	Keokuk	Mediapolis	Mount Pleasant	New London
Obj	Pavement Condition Index	100	90	100	90	80	90	100
Obj	Surface Quality	25	12	20	20	16	12	20
Obj	Age of Pavement	20	10	16	20	20	14	8
Obj	Federal Functional Class	20	20	10	20	10	20	10
Obj	Traffic Volume (AADT)	50	40	25	5	20	25	5
Obj	Community Importance (AADT Rank)	20	0	0	0	20	0	15
Sub	Likely Future Traffic Increase	40	12	13	12	27	36	30
Obj	Future Traffic Capacity	50	45	35	5	30	30	5
Sub	Reduction in Congestion or Speeding	25	18	14	8	17	19	14

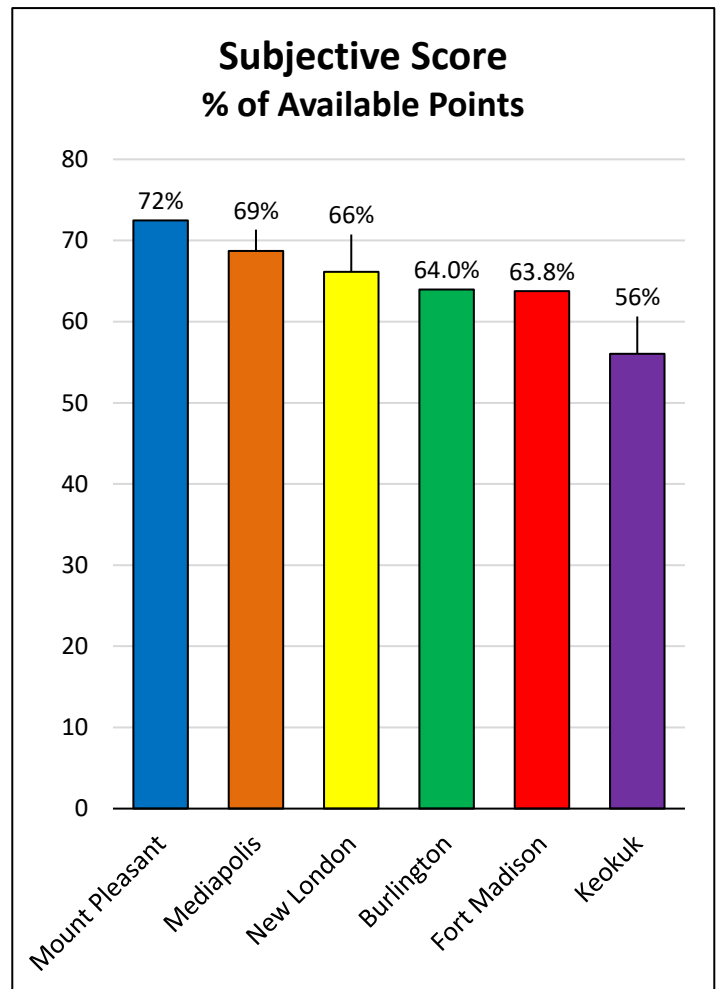
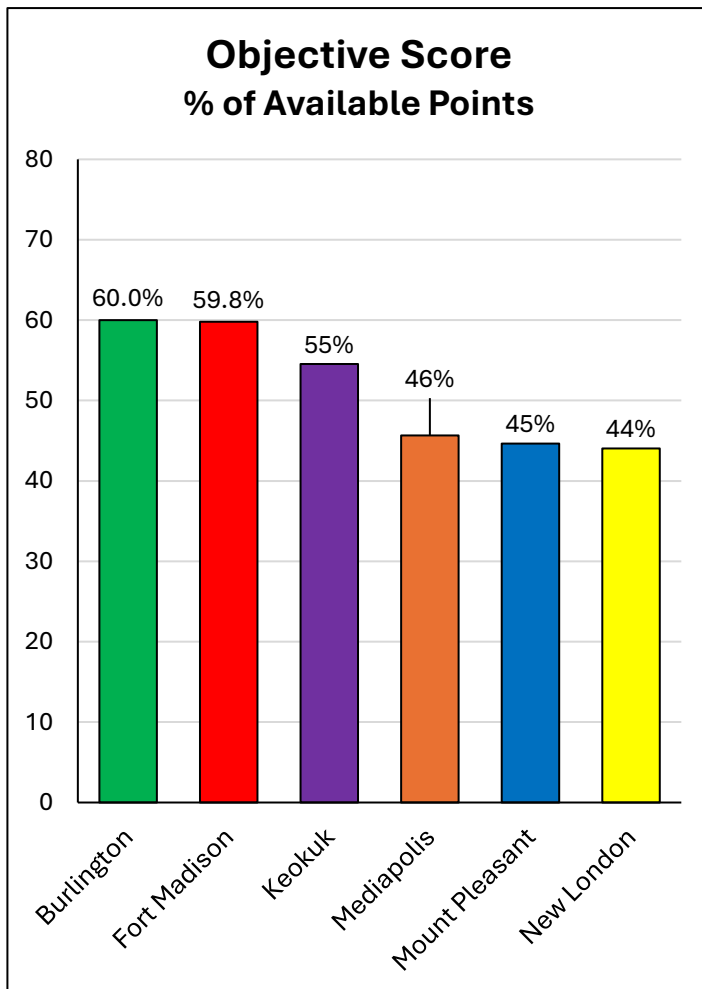
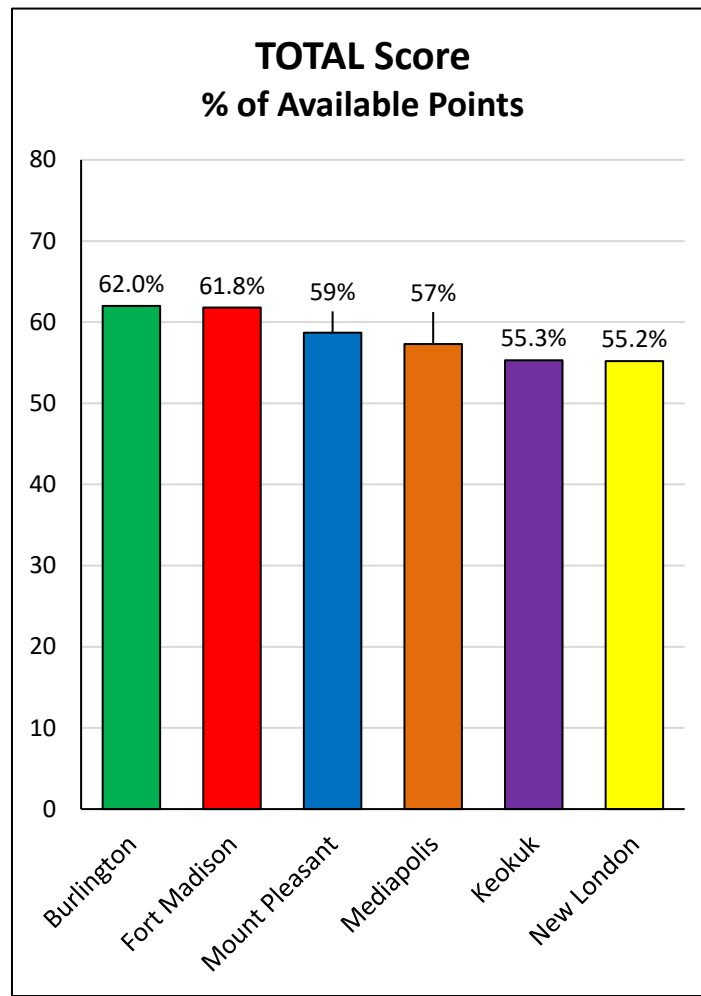
Category 2: Integration and Connectivity								
Type	Criteria	Available Points	Burlington	Fort Madison	Keokuk	Mediapolis	Mount Pleasant	New London
Sub	Integration of Multiple Modes	25	21	20	13	18	19	19
Sub	Freight Connectivity	25	14	19	10	18	19	16
Sub	Connectivity to Major Highways	25	16	17	14	18	16	17
Sub	Connectivity for Cities under 2,500	25	1	4	7	23	10	23

Category 3: Safety and Accessibility								
Type	Criteria	Available Points	Burlington	Fort Madison	Keokuk	Mediapolis	Mount Pleasant	New London
Obj	Accident Rate	100	30	40	30	10	0	10
Sub	Motorist Safety Improvements	40	37	32	30	32	34	32
Sub	Pedestrian/Bicyclist Safety Improvements	40	39	35	25	33	28	31
Sub	Safety Near a School, Hospital, Factory, etc.	20	18	15	13	18	16	17

Category 4: Economic Vitality								
Type	Criteria	Available Points	Burlington	Fort Madison	Keokuk	Mediapolis	Mount Pleasant	New London
Sub	General Economic Development	40	27	24	26	27	33	26
Sub	Impact on Tourism	40	27	28	26	18	18	17
Sub	Movement of Freight and Services	40	29	26	26	27	33	26
Sub	Movement of Workers	40	28	25	27	23	32	26
Sub	Access to Jobs and Businesses	40	28	25	20	23	33	24
Sub	Non-Vehicular Facility Access	40	9	25	25	25	21	16

Category 5: Other/Miscellaneous								
Type	Criteria	Available Points	Burlington	Fort Madison	Keokuk	Mediapolis	Mount Pleasant	New London
Obj	Support from Planning Documents	50	20	20	20	20	0	0
Obj	Low Income Population	30	30	30	30	0	30	15
Obj	No Recent STBG Funding	30	0	0	30	0	0	30

STBG Projects



TAP – Project Descriptions and Maps

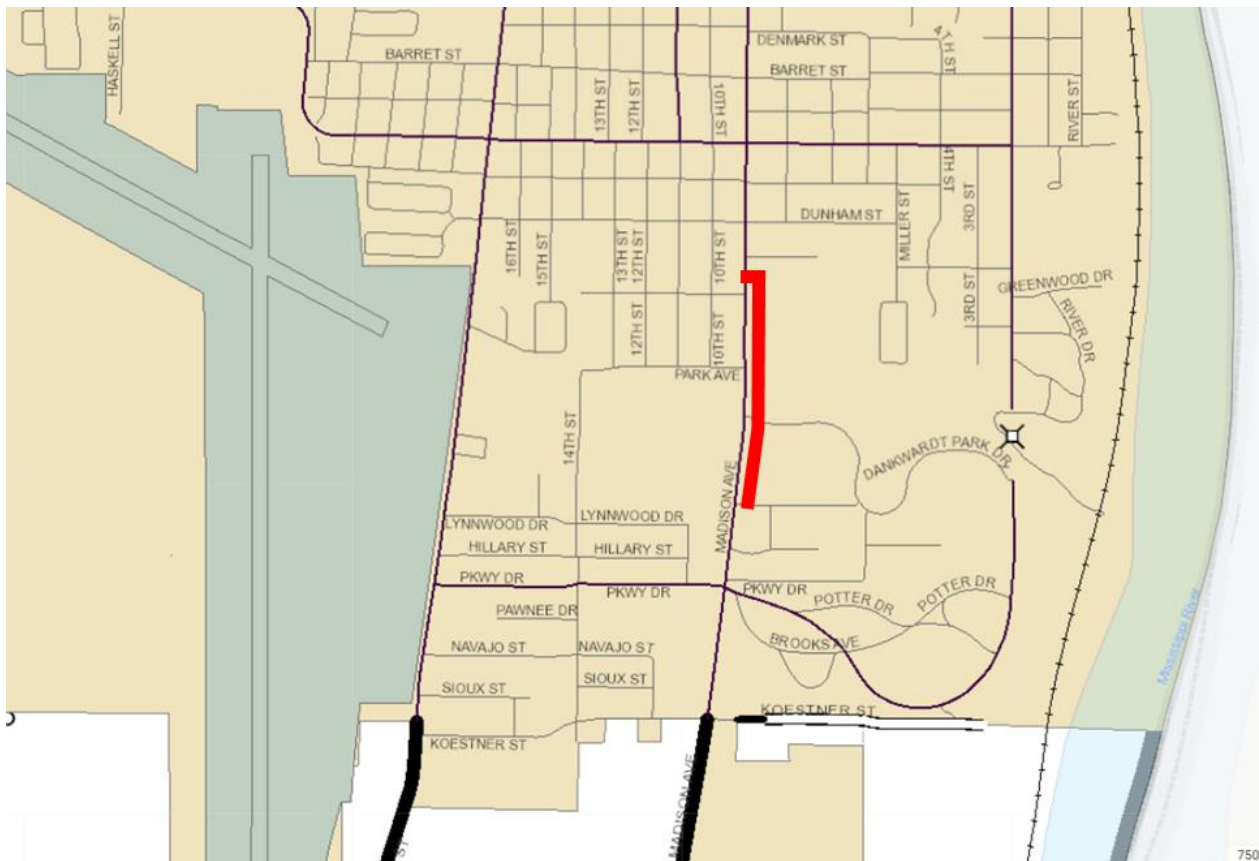
City of Burlington

Madison Avenue Trail Extension Project

Total Cost – \$745,756

Funding Request – \$596,604

- Construct 0.4-mile trail along the east side of Madison Avenue from Shoquoquon Drive to just north of Sunset Avenue
- Will replace an existing narrow sidewalk along the western edge of Dankwardt Park
- At the south end, it will connect with a planned trail extending westward from Madison to Summer Street (which recently secured funding through a DOT grant)
- At the north end, it will connect with on-road bike lanes along Madison, established through a recent STBG grant to reconstruct the road
- Will include a signalized mid-block crossing between Sunset and Whitewood Streets, for bicyclists to transition from the trail to the bike lanes



TAP – Score Breakdown

	Highest Score
	Lowest Score

*If a tie occurs, they are both shown in the same color.

	Available Points	Burlington	West Burlington
Total Points	100	49	57

Objective Points	45	10	13
Subjective Points	55	39	44

Scoring Categories			
Category	Available Points	Burlington	West Burlington
Transportation Alternative Relationship	20	16	16
Local and Regional Factors	15	0	5
Economic Development and Tourism	20	13	13
Project Status	15	0	0
Facility Need	30	21	22

Category 1: Transportation Alternative Relationship				
Type	Criteria	Available Points	Burlington	West Burlington
Objective	TAP Eligible Project Types	5	5	3
Subjective	Relationship to Other Transportation Modes	10	7	9
Subjective	Enhancement to Regional Transportation System	5	4	4

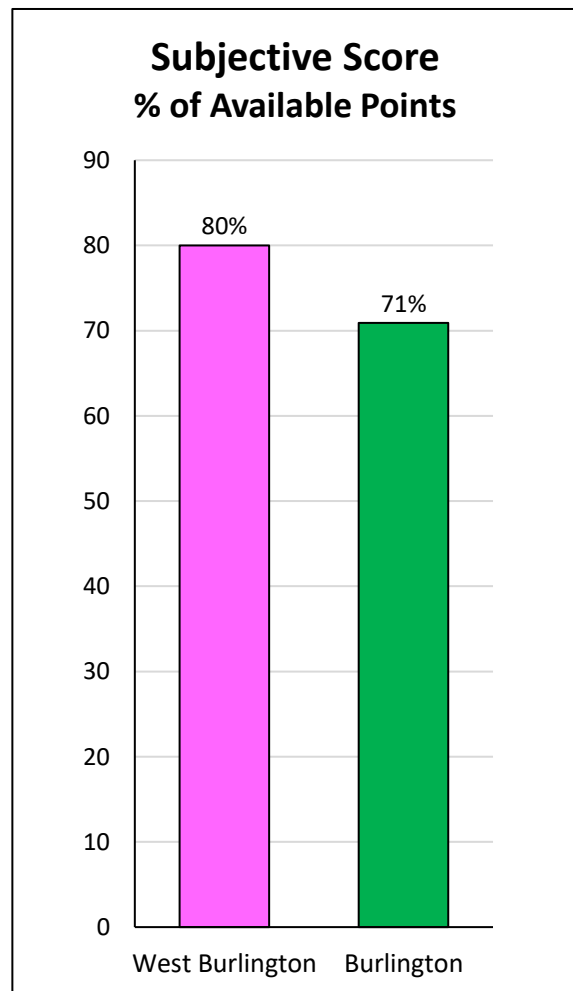
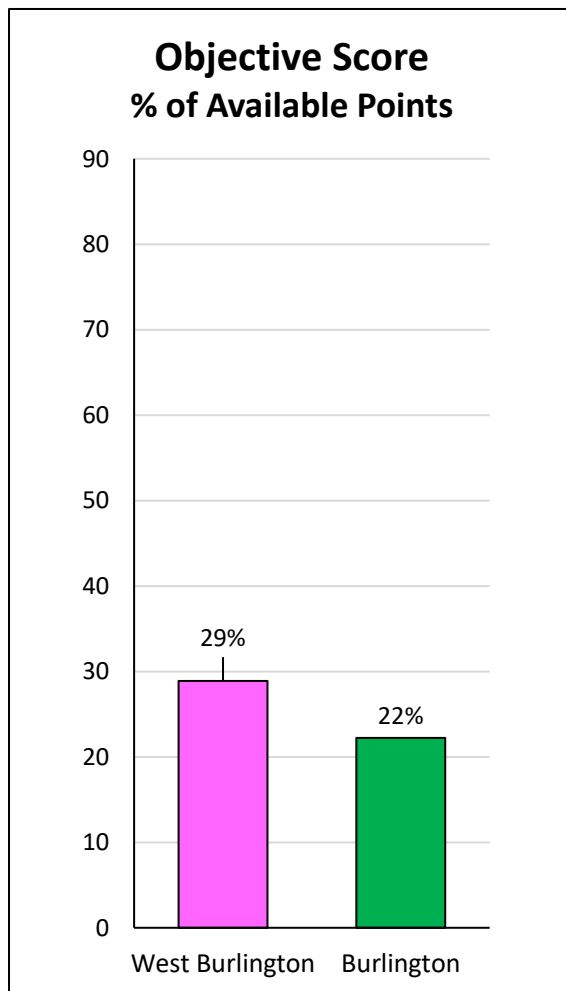
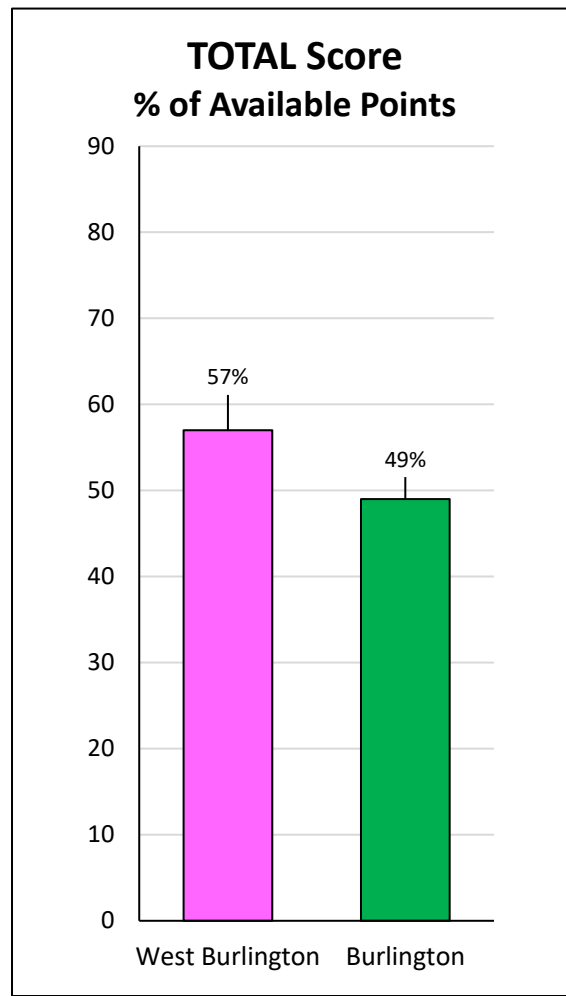
Category 2: Local and Regional Factors				
Type	Criteria	Available Points	Burlington	West Burlington
Objective	Support from Planning Documents	15	0	5

Category 3: Economic Development and Tourism				
Type	Criteria	Available Points	Burlington	West Burlington
Subjective	Economic Development Impact	10	5	6
Subjective	Tourism Impact	10	7	7

Category 4: Project Status				
Type	Criteria	Available Points	Burlington	West Burlington
Objective	Other Grant Funding Secured	5	0	0
Objective	Preliminary Engineering Completed	5	0	0
Objective	Part of a Larger, Multi-Phase Project, with 1 or more Phases Completed	5	0	0

Category 5: Facility Need				
Type	Criteria	Available Points	Burlington	West Burlington
Subjective	Overall Need for Project - Local/Regional	10	8	9
Subjective	Complement to Other Efforts in Community/Region	5	4	4
Objective	Rural Area Impact	5	0	0
Objective	Low Income Population	5	5	5
Subjective	Impact to 'High-Need' Areas	5	4	4

TAP Projects



Transit Vehicle Disposition Plan

NB 3

Memo



To: Mike Norris, Executive Director
From: Pat Inrachavongsa, Transit Director
Date: May 28, 2026
Re: Fleet Disposition

BACKGROUND/SUMMARY

Staff seeks permission to dispose of the following vehicles that are no longer needed for support of the public transit program. The reasons are varied, including: Vehicle condition, use case, and cost/ability to maintain. Total savings from insurance estimated at \$9,000 and auction proceeds estimated between \$28,000 - \$40,000.

Vehicles in each service and storage area (West Burlington, Mt Pleasant, Montrose) are sufficient for service and backup on existing services.

DISPOSITION LIST

064 (School Bus) does not have a compelling use case and is difficult to maintain. It was purchased for a commuting program in the 2000s. Now it assists during Midwest Old Threshers (MWOT). However, light duty buses were a better fit for MWOT and 064 was staged as a backup. Since 064 was not used as intended, staff utilized 064 during the summer months for day care trips. However, repeated mechanical problems prevented regular use. To add, vendors were hesitant to work 064 due to parts not in stock and therefore cost to maintain 064 is costly.

083, 096, 133, and 134 (Full size vans) were used during our contract with Hope Haven/Imagine The Possibilities. Once the contract ended, these vehicles could not be used in rotation within our current routes because most of our routes consist of disabled riders that required a wheelchair lift. It was not efficient to have a driver begin a route with these vans then have the driver switch into a light duty bus that is already equipped to accommodate all riders. SEIRPC has kept the better condition vans to attempt new van pool services.

135 is a minivan that is equipped with a wheelchair ramp; however, space becomes limited to only the wheelchair rider. Using 135 is not efficient for public transit that typically requires serving more than one passenger at a time. The poor use case makes it a prime candidate for disposition.

Vehicle Description	Replacement Vehicle Ranking (RVR)	Mileage	Condition	Insurance Cost	Resale Value
064 School Bus	33.14	116,864	Marginal	\$1,770	\$3,000-5,000
083 LDV (modified van)	83.94	252,135	Poor	\$1,740	\$5,000-6,000
096 LDV (modified van)	114.71	256,120	Poor	\$1,774	\$5,000-7,000
133 LDV (modified van)	96.00	169,652	Poor	\$1,794	\$6,000-8,000
134 LDV (modified van)	96.90	211,700	Marginal	\$1,767	\$6,000-8,000
135 LDV (minivan)	68.47	123,953	Adequate	\$331	\$3,000-6,000
				\$9,176	\$28,000-\$40,000

DISPOSITION PROCESS

If authorized, Staff will list the vehicles for sale with Purple Wave, an online auction company that specializes in equipment liquidation through internet auctions. They offer sellers a full-service experience that reduces the headache of selling and provide the easiest and most straightforward way to buy and sell used equipment and vehicles. They will handle the marketing and leveraging to a vast network of qualified buyers-sending targeted emails, postcards, and doing personal outreach to the right buyers and bidders. Staff will also share via public notice the vehicles are available on the Purple Wave site and offer a link to the auction from the SEIRPC website and Facebook.

The service includes an appraisal by a specialist who will catalog and list our vehicles-taking quality, in-depth images and video to showcase our vehicles. Once vehicles are listed, we are in control of how much we invest in it before selling. The auction begins when the vehicle goes live online for sale. After Auction Close, that's where the competition begins and the bids start rolling in. Once the vehicle sells to the highest bidder, the buyer is responsible for transporting it at their expense. Then payment (checks) is sent within 15 days of Auction Close.

RE: Vehicle disposition
Date: May 28, 2026
Page 2

CONCLUSION

Due to the use case, maintenance liability, or condition, and low use, the 6 listed vehicles and confirmation that all services provided by SEIBUS will continue to be maintained without them, the Iowa DOT has approved the reduction in fleet request and the disposal of vehicles 064, 083, 096, 133, 134, and 135. The fleet will now consist of 14 Light Duty Buses, 4 Medium Duty Buses, 3 Full-size Vans, 4 Sprinter Vans, and 1 Minivan.