



Southeast Iowa Regional Planning Commission

Full Board

July 24, 2025

Call In: (312) 626-6799 Meeting ID: 829 3363 2806

<https://us02web.zoom.us/j/82933632806>

12:00 PM

211 N. Gear Ave., Suite 100

West Burlington, IA 52655

Meeting Type

Full Board

— Agenda —

CALL TO ORDER		Schleisman
Agenda Approval		Board Action
Consent Agenda (Director's Report, Minutes, Financial Report, Claims, Correspondence)		Board Action
Membership and Executive Board Appointments		Board Action
OLD BUSINESS		
1. Department Reports	Various	Board Information
2. EDA I/II and EDA III RLF Plans	James	Board Action
3. Public Hearing: Resolution #195-2025: A Resolution to Accept and Receive the FFY2026-FFY2029 Transportation Improvement Program (TIP)	James	Board Action
4. FFY2024 Federal Aid Projects (STBG and TAP) Update	James	Board Information
NEW BUSINESS		
1. RLF: Palmer Capital, LLC	James	Board Action
MATTERS FROM THE FLOOR		
ADJOURN		

Consent Agenda

DIRECTOR'S REPORT

To: SEIRPC Board of Directors
From: Mike Norris, Executive Director
Date: July 24, 2025

BUILDING UPDATE

Parking lot construction should commence in early August. Schneider Contracting of Burlington, IA, was the low responsive bidder. The first pre-construction meeting will be this week with one more to dial in timelines for parking lot logistics before the project begins. Staff addressed a leak in the Tucker Freight space due to a faulty wax ring. Leaking water soaked some carpet, and LJ Roth Restoration was brought in to make sure all was completely dried out after the repair was completed.

MISCELLANEOUS

NOFO 9 for broadband expansion using federal BEAD money was released by the State of Iowa on July 7, with applications due July 30. There is a total of \$400 million available statewide to provide standard broadband service to unserved or underserved customers. Staff have conversed with Danville Telecom and potential IMON about expansion projects, but the short timeline could prevent many submittals.

The Mid-America Port Commission met on July 14 in a regular session. The Commission is in talks with Iowa DOT to conduct out of state input sessions on freight needs around waterways for the Iowa DOT Freight Transportation Plan update. Contacts with federal elected representatives will be made in the next quarter to continue advocating for NESP funding to implement the full NESP plan. What is NESP? A really brief summary is below and [linked here](#) for your convenience.

- What is NESP? Short for the Navigation and Ecosystem Sustainability Program. The purpose is to reduce commercial shipping delays through infrastructure improvements and restore, protect and enhance the river environment. The 2007 Water Resources Development Act authorized nearly \$4 billion in funding for navigation and ecosystem improvements to the Upper Mississippi and Illinois waterways. Since 2007, about 25% of the needed appropriations have been made by Congress.
- What are the Navigation upgrades? Basically, it would pay for new mooring cells at five locks, and upgrade seven locks to 1,200' long.
- What are the Environmental projects? Wing dam/dike restoration, island and shore protection, spillway/dam/levee modifications and fish passages and floodplain restoration.

In other news of the meeting I was elected the Vice Chair of the Commission after previously serving as Secretary/Treasurer for two years, and Chair two years before that.

OLD BUSINESS –

1. Department Reports, Board Information: Reports from Housing, Planning, and Transit.
2. EDA I / II / III Revolving Loan Fund Plans, Board Action: SEIRPC has three different revolving loan fund pools funded by the Economic Development Administration. EDA I and II are now mostly de-federalized, while EDA III is fully federalized. The plan has been reviewed by the Loan Review Committee and the SEIRPC executive board. Staff propose some small changes (consolidating three plans in to one plan – they were all essentially the same, anyway just three different documents; adding a direct microloan program which was encouraged by area banks; and modifying the per job lending requirements and portfolio standards.
3. Public Hearing: Resolution #195-2025 adopting FFY2026-2029 Transportation Improvement Plan, Board Action: Formally adopting the TIP which was presented in draft form at the May full board meeting. The TIP contains all the federal transportation spending in the region, including the regionally-allocated STBG and TAP funds.
4. FY2025 Transportation Improvement Program Project Update, Board Information: Presenting updates on projects funded by regionally-allocated STBG and TAP funds.

NEW BUSINESS –

1. Revolving Loan Fund, Palmer Capital, Board Action: Consider approval of an RLF application from Palmer Capital in Burlington, IA, for \$150,000 in working capital to support the commercial real estate firm.

**Southeast Iowa Regional Planning Commission
Full Board Minutes
211 N. Gear Avenue, West Burlington, IA 52655
May 22, 2025 Meeting**

Members Present: Jon Billups, Garry Seyb, Mark Huston, Steve Detrick, Jim Ferneau, Hans Trousil, Kevin Hardin, Kirk Miller, and Laura Liegois; Barb Smidt, and Chad Hudson via Zoom

Members Absent: Dr. Michael Ash, Jim Cary, Brent Schleisman, Brett Shafer, Cori Milan, and Ron Teater

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

Guests Present: Penny Vacek, Sen. Chuck Grassley, Michele Beck, Sen. Joni K. Ernst, John Kaufmann, Sen. Mariannette Miller-Meeks, and Jacob Nye, IBEW Local 13

Call to order at 12:03 p.m.

Agenda Approval

Motion by Seyb to approve the May 22, 2025 agenda, second by Billups. All Ayes, motion carried.

Consent Agenda Approval

Norris said that driveway bids were sent out and due back prior to the May board meeting. He reminded members that expenses over \$50,000 would have to be approved by the board of directors. He said staff has been working with Lee County Economic Development Group (LCEDG) on a large attraction project in Lee County. Road, rail, and natural gas infrastructure and local incentives are all areas of cooperative assistance provided by SEIRPC. He mentioned that Homes for Iowa has built and moved 124 homes since 2010. Southeast Iowa will have 14 HFI homes in the region by the end of 2025. Homes delivered to southeast Iowa in 2025 will include: Keokuk, Morning Sun, and rural Columbus City. Motion by Liegois to accept the May 22, 2025 consent agenda, second by Detrick. All Ayes, motion carried.

Old Business

1. Department Reports: Norris reviewed the status of housing department programs. He said SEIRPC is still looking for a home to rehab and encouraged board members to talk to staff with housing ideas for their communities. James said the Planning Department has hired Joseph Grabowski as Regional Planner and he will start on June 2, 2025. He earned his bachelor's and master's degrees from the University of Iowa and will be assisting in writing grant applications, grant administration, planning document preparation, and other duties as needed. He highlighted grant applications in development, submitted, recently funded, currently administered, and discussed upcoming grant opportunities. Inrachavongsa gave the following staff updates: Bill Kester has been hired as a Substitute Driver, Cass Lefler has been hired as part-time Scheduler, Debbie Blackledge has been promoted to Scheduler II, and Robin Pieper has been promoted to Assistant Transit Director. He mentioned potential transportation opportunities with Siemens, Cornerstone, Wal-Mart Distribution, and District 8 Correctional. No action necessary.
2. Public Hearing: Final Draft FY2026 Transportation Planning Work Program (TPWP): Resolution #190-2025: A Resolution Adopting the FY2026 Transportation Planning Work Program, Authorizing Filing of Grant Application and Execution of Grant Contracts Consistent with the Work Program; and Resolution #191-2025: A Resolution Assuring Local Match for FHWA STP, FHWA SPR and FTA5311 Funds: Huston opened the Public Hearing at 12:20 p.m. James stated that the Final Draft FY2026 TPWP contains the outline for work performed with federal transportation planning dollars for FY2026 and includes completing plans, technical assistance, grant writing, grant administration, project development, public

participation, and programmatic duties. James explained that out of the total Transportation Planning Budget of \$388,773 that the federal funding (80%) \$311,018 comes from FHWA SPR, FTA 5311, FHWA STBG C/O, and FHWA STBG; and that the total local match (20%) will be \$77,755. Some highlights of the FY2026 TPWP include: Review and maintain the region's Long Range Transportation Plan; Project assistance with regional passenger rail depots and freight rail development; Continued assistance with Southeast Iowa Regional Economic and Port Authority (SIREPA); Working with regional partners for bridge improvements and replacement; and Continue promotion of alternative transportation options and complete streets, etc. Huston asked for comments, and no further comments were made. Trousil made a motion to close the Public Hearing: Final Draft FY2026 Transportation Planning Work Program (TPWP): Resolution #190-2025: A Resolution Adopting the FY2026 Transportation Planning Work Program, Authorizing Filing of Grant Application and Execution of Grant Contracts Consistent with the Work Program; and Resolution #191-2025: A Resolution Assuring Local Match for FHWA STP, FHWA SPR and FTA5311 Funds at 12:25 p.m., second by Seyb. All Ayes, motion carried. Billups made a motion to approve both Resolution #190-2025: A Resolution Adopting the FY2026 Transportation Planning Work Program, Authorizing Filing of Grant Application and Execution of Grant Contracts Consistent with the Work Program, and Resolution #191-2025: A Resolution Assuring Local Match for FHWA STP, FHWA SPR and FTA5311 Funds, second by Liegois. A roll call vote was taken. All Ayes, motion carried.

New Business

1. Adoption of SEIRPC FY2026 Budget: Norris stated that the FY2026 Budget has been prepared and reviewed and was recommended by the Finance Committee to the SEIRPC full board for approval. He further stated that the planning assumptions include: Total FY2026 Revenues: \$3,433,798 and Total FY2026 Expenses: \$3,329,430. SEIRPC is anticipated to be in the black for FY2025 and FY2026. Staff levels are consistent with the amount of services provided. Management has worked to cross-train staff which makes SEIRPC more resilient and efficient to handle economic conditions while being responsive to the region. The budget was prepared on an aggregate 3% salary increase. The EDA grant remains at \$70,000. SEIRPC is always looking at new opportunities to serve Southeast Iowa. Some of those ideas include: Infill Housing Development, Employee transportation to work, Regional healthy living programs, Utility mapping and location, Impervious surfaces mapping, Drone photography and video, etc. Norris thanked Gilpin for her work on the budget. Miller made a motion based on the recommendation of the SEIRPC Finance Committee, to approve the SEIRPC FY2026 Budget as presented, second by Seyb. All Ayes, motion carried.
2. Draft FY2026 Transportation Improvement Program: James said the TIP includes all transportation projects that are receiving federal transportation dollars. If an entity has been awarded a federal transportation grant it must be in this document to be eligible to receive the funding. Each year SEIRPC solicits applications for STBG and TAP funding, with applications due in late January. After the deadline has passed, staff review and score the applications to determine which are most deserving of the available funds. For the objective criteria, STBG staff complete the scoring on their own. For the subjective criteria, staff are assisted by the Technical Advisory Committee (TAC). TAC holds a formal meeting at the SEIRPC office, open to the general public, where staff present the details of the individual projects. As an added measure to prevent bias, staff removes the highest and lowest scores for each project and takes an average of the remaining 7 members to get the final scores. The committee may choose to either discuss the results further and possibly make changes or recommend the final scores to the SEIRPC board. Lassiter discussed each project and their corresponding scores in detail because this was the first year after the board approved a new set of scoring criteria. He said that 5 City STBG applications were received of which City of Mediapolis – Main Street Improvements, Phase 4, ranked #1 with an anticipated award of \$1,343,643. Only one County STBG application was received from Des Moines County – Pleasant Grove Road PCC Reconstruction, which is anticipated to receive

\$1,642,230. Three TAP Projects were received of which City of Donnellson – Westview Park Trail – Phase II, is anticipated to receive \$322,000. The final draft will be presented for approval at the July Full Board meeting. No action necessary.

3. Public Hearing: SEIBUS Proposed Fare Increase: Resolution #193-2025 Approving Proposed SEIBUS Fare Increase: Huston opened the public hearing at 1:00 p.m. Inrachavongsa, SEIBUS Transit Director, stated that SEIBUS relies partially on passenger fares to pay for the cost of services. The last dated request to raise fares was in July 2006, due to escalating fuel prices at the time. More diverse funding sources and subsidy increases have meant SEIRPC has not had to increase fares in nearly 20 years. To fund the system in the face of future subsidy reductions and to address all areas of potential revenue, staff propose an increase from \$2.50/one-way ride to \$3.00 for the in-town fares starting July 1, 2025. Staff estimate a \$10,000 revenue increase. Huston asked for any comments from the public, and there were none. **Trousil made a motion to close the Public Hearing: SEIBUS Proposed Fare Increase: Resolution #193-2025 Approving Proposed SEIBUS Fare Increase from \$2.50/In-Town Ride to \$3.00/In-Town Ride at 1:08 p.m., second by Seyb.** All ayes, motion carried. **Liegeois made a motion to approve Resolution #193-2025 Approving Proposed SEIBUS Fare Increase from \$2.50/In-Town Ride to \$3.00/In-Town Ride, second by Miller.** A roll call vote was taken. All ayes, motion carried.
4. SEIRPC Member Services: Norris said SEIRPC exists to serve southeast Iowa through member services, program management, and technical assistance. Since 1973 the meaning and application of these areas has changed, and a number of direct member services have been added. He reviewed a list of direct services currently being administered to members which include: Rental inspections, Floodplain ordinance administration, Electrical inspections, Housing Trust Fund administration, Revolving Loan Fund management, and Planning, Zoning, Subdivision, and Wind/Solar Ordinance administration. He asked board members to let staff know if they can assist with any administration or management services. No action necessary.
5. RLF: Thyme & Spice: James said Ashlyn and Travis Long submitted an RLF application requesting funds for machinery and equipment, inventory, and working capital to expand their company, Thyme & Spice, Co. Inc. They opened the business in December of 2021 which is a modern version of a spice and tea shop offering over 350 spices, teas, herbs, and botanicals, along with a variety of cooking items and accessories. In addition, they offer a small lunch menu. This loan will help them relocate to 612 Jefferson Street allowing for a more visible location and twice as much space to expand their retail and eating options. The total estimated project cost of \$150,000 includes \$105,000 for building remodel, \$20,500 for machinery and equipment, \$7,000 for inventory, and \$17,500 for working capital. Two Rivers Bank and Trust will be loaning \$90,000 to be used for building renovations. The request to SEIRPC RLF is for \$45,000 to be used for machinery and equipment (\$20,500), inventory (\$7,000), and working capital (\$17,500). The applicant is contributing \$15,000 towards the cost of building renovations. Upon completion of renovations and purchases, the anticipated opening date at the new location will be February 2026. The project includes the 4 currently employed staff members and 6 new staff members. The SEIRPC Loan Review Committee met on May 21, 2025, and voted unanimously to recommend funding the request under the terms included in the motion. Trousil made a motion to approve the RLF application for Thyme & Spice, Co. Inc., in total loan amount of \$45,000 from EDA I; 5-year term; Interest Rate 4%; Collateral offered: Personal guaranty for Ashlyn and Travis Long, Corporate guaranty Thyme & Spice Co. Inc., General UCC filing, and 2nd position on the mortgage of their home located at 524 N Plane Street, Burlington, IA 52601 (Parcel #11-31-427-01), second by Seyb. All Ayes, motion carried.
6. Safe Streets 4 All Community Safety Action Plan: Resolution #194-2025: A Resolution Adopting the Comprehensive Safety Action Plan and Committing to the Goal of Eliminating Traffic Deaths and Serious Injuries by 2060 on Streets and Highways Within the Incorporated Cities in SEIRPC's Region, Comprising Lee, Des Moines, Henry, and Louisa Counties: James said staff completed a consultant selection process in December 2023, with the selected consultant of Stanley Consultants. A contract was prepared in early 2024 but has been on hold to determine how the local matching funds would be distributed through Iowa DOT. Based on the

process identified, we had to wait until the new fiscal year (FY2025) to approve the contract and start the project, which happened in July 2024. Starting in August 2024, Stanley Consultants held multiple Regional Safety Committee meetings, gathered public input via surveys and interviews, and completed a regional analysis to identify a high-injury crash network. This has led to a final Comprehensive Safety Action Plan that includes identified priority locations with proposed measures to make safety improvements. The resolution approving this plan is required for entities to be eligible to apply for implementation grants. Billups made a motion to approve Resolution #194-2025: A Resolution Adopting the Comprehensive Safety Action Plan and Committing to the Goal of Eliminating Traffic Deaths and Serious Injuries by 2060 on Streets and Highways Within the Incorporated Cities in SEIRPC's Region, Comprising Lee, Des Moines, Henry, and Louisa Counties, second by Seyb. A roll call vote was taken. All ayes, motion carried.

MATTERS FROM THE FLOOR:

None

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

Meeting adjourned at 1:18 p.m.

Submitted by Sherri Jones

Mike Norris, Executive Director

Mark Huston, Secretary

Date: _____

Date: _____

Department Reports

OB 1

Housing Dept Update, July 24 2025

Program	Place	Units	Funding Amt	Status	Role
TOTALS		239	\$ 5,381,500		
1 Federal Home Loan Bank Owner Occupied Rehabilitation	Region	22	\$ 528,000	Submitted	App/Admin/Insp
Total		22	\$ 325,000		
1 Federal Home Loan Bank Owner Occupied Rehab 2024 application	Region	20	\$ 400,000	Open	App/Admin/Insp
2 HUD Lead Hazard Reduction Grant	Region	30	\$ 1,000,000	Open	App/Admin/Insp
3 Pilot Neighborhood Rehab Grant (owner occupied, rental, vacant)	Keokuk	12	\$ 600,000	Open	App/Admin/Insp
4 Pilot Neighborhood Rehab Grant (owner occupied, rental, vacant)	Burlington	12	\$ 1,000,000	Open	App/Admin/Insp
5 Home Repair Pilot Program (through Iowa Finance Authority)	Region	35	\$ 1,225,000	Open	App/Admin/Insp
6 Great River Housing Upper Story	Keokuk	2	\$ 80,000	Open	Admin/Insp
7 Great River Housing Upper Story	Keokuk	14	\$ 160,000	Complete	Admin/Insp
8 Great River Housing Special Finance, Apollo Apts	Burlington	49	\$ 200,000	Open	Lender
9 Great River Housing Special Finance, Hershey Apts IWU	Mt Pleasant	22	\$ 250,000	Open	Lender
10 Great River Housing Upper Story	Burlington	12	\$ 160,000	Open	Admin/Insp
11 Great River Housing Development Assistance	Morning Sun	1	\$ 40,000	Open	Admin/Insp
12 Home Renewal Program 1515 35th St gut rehab/resale	Fort Madison	1	\$ 95,000	Sold	Developer
13 Great River Housing Rehabs	Region	4	\$ 39,000	Open	App/Admin/Insp
14 Homes for Iowa order	Columbus City	1	\$ 2,500	August delivery	Order intake
15 Homes for Iowa order	Morning Sun	1	\$ 2,500	Delivered	Order intake
16 Homes for Iowa order	Keokuk	1	\$ 2,500	Delivered	Order intake
Total		217	\$ 5,256,500		

*Housing, Inc. has agreement subject to board approval to Rehab a home in Fort Madison through Iowa Home Renewal Program. Anticipate starting in early 2026.

*SEIRPC will be facilitating a lead abatement contractor course and lead refresher courses as part of its HUD Lead Hazard Reduction grant

Memo

To: Mike Norris, Executive Director

From: Zach James, Assistant Director

Date: July 9, 2025

Re: Planning and Administration Department Projects Update



Below are updates on projects in the Planning Department.

- **Staff Update – Regional Planner**

Sam Avery had his last day with SEIRPC on July 3rd, 2025. He was with SEIRPC for just under 2 years, working on a variety of planning projects (comprehensive plans, city codes), grant writing, transportation planning (traffic and trail counting), drone flying, and preparing organization marketing documents such as the annual report. He is going to be moving to the Minneapolis area to work for MSA consultants.

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

Entity	Project	Grant Program	Request Amount
Fort Madison	Business 61 Reconstruction Project – Phase IV	RAISE	\$8,335,200
Burlington	Summer Street-Dankwardt Park Connector Trail	State Recreational Trails	\$706,500
West Burlington	Agency Road Trail	State Recreational Trails	\$1,763,250
Mount Pleasant	Washington-Grand Trail Connector	State Recreational Trails	\$1,235,325
Donnellson	Westview Park Trail – Phase II	State Recreational Trails	\$315,750
Burlington	Fire Station #3	DOD Community Infrastructure	\$6,765,530
West Burlington	Mount Pleasant Street Improvements	DOD Community Infrastructure	\$2,183,758
Mediapolis	Cartwright Park Improvements	T-Mobile Hometown Grant	\$50,000

Grant Applications Recently Funded

Entity	Project	Grant Program	Request Amount
Wapello	Downtown Façade Improvements	IEDA CDBG Downtown Revitalization Fund	\$650,000
Keokuk	Elkem Lots 3 and 4 Cleanup	EPA Cleanup Grant	\$1,996,900
Keokuk Waterworks	Water Tower Improvements	BIL Funding (Loan Forgiveness)	\$1,300,000

Upcoming Grant Opportunities

Grant Program	Entity	Due Date
Iowa Grid Resilience Fund	IEDA	August 15, 2025
Resource Enhancement and Protection (REAP)	Iowa DNR	August 15, 2025
Traffic Safety Improvement Program	IDOT	August 15, 2025
CDBG Water/Sewer Program	IEDA	September 1, 2025
Community Attraction and Tourism	IEDA	Ongoing

Grants Currently Administered

Entity	Project	Grant Program
Burlington	TIGER – Main and Jefferson Streets/Riverfront	USDOT TIGER
Danville	UV Disinfection of Lagoon	CDBG/SRF/WTFAP
Grandview	Sewer Improvements	CDBG/SRF/WTFAP/BIL
Morning Sun	Sewer Improvements	CDBG/EPA/SRF
Mediapolis	Wastewater Treatment Plant Improvements	CDBG/SRF/USDA (Miller Meeks)
Fort Madison	Sewer Improvements	CDBG/SRF/EPA (Miller Meeks)
Winfield	Sewer Improvements	SRF/EPA/WTFAP
Midwest Old Threshers	Campground and Transportation Development	Destination Iowa
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
West Burlington	Gear Avenue Trail Extension Phase II	IDOT/REAP
SCC	Tornado Safe Room	HMGP
Mount Pleasant	Eugene Way Improvement Project	IDOT RISE
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
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	1100 Block Main Building Stabilization	Challenge/Catalyst/IDNR
Fort Madison	732 Avenue G Building Stabilization	Catalyst/IDNR
Fort Madison	Avenue L – 20 th to 30 th Street	IDOT

Memo



To: SEIRPC Board of Directors
From: Pat Inrachavongsa, Transit Director
Date: 7/24/2025
Re: SEIBUS Updates

Start of Fiscal Year Calendar:

- July 1 State Fiscal Year Begins
- July 15 Year End Odometer Report Due
- July 16 Celebrate Rural Transit Appreciation Day
- July 16-18 IPTA Annual Meeting (Iowa City)
- July 19 IPTA Rodeo Competition

RTA Contract FY2026 (Signed):

- New Choices Inc.
- City of Fort Madison
- Midwest Old Threshers
- City of Keokuk
- Southeast Iowa Regional Medical Center
- Imagine the Possibilities

Staffing Update:

- 20 Drivers (12 FT/ PT & 8 Subs)
- 2 Dispatcher/Scheduler (1 FT & 1 PT with Robin as backup)
- Cass Lefler hired as Part-time Dispatch/Scheduler Permanently from Team Staffing

Summer Activities:

- Youth Jamboree at Big Hollow Park (Sperry)
- New London Community Child Care Center (New London)
- Learning Tree Daycare Center (Fort Madison)
- Burlington Parks & Rec Summer Camp (Burlington)



EDA I/II and EDA III RLF Plans

OB 2

Memo

To: SEIRPC Board of Directors
From: Zach James, Assistant Director
Date: July 9, 2025
Re: Draft EDA I/II and EDA III Loan Plan Updates

Background on RLF Program

Revolving loan funds (RLF) is a pool of capital used to provide financial assistance to new or expanding businesses in the form of low-interest gap financing. The gap refers difference in the amount of funds needed to complete a project and what financing could be secured through a traditional lender. SEIRPC has been successfully managing revolving loan funds (RLF) for over 30 years, currently with over \$4 million in our lending pools. These funds have come from a variety of sources, including the Economic Development Administration (EDA) and the Intermediary Relending Program.

The funds received through the EDA require us to maintain a loan plan to be updated every 5 years, with SEIRPC having received three separate loans from the EDA. Updates to these plans are due in August this year, with additional details on these separate plans outlined below.

EDA I/II Loan Plan

SEIRPC has administered the EDA I and II loan pools since 1994, under federal review and guidance. Changes in federal law in 2019 allowed recipients of EDA RLF funding to request defederalization of funding after 7 years of operating a grant, which provides additional flexibility in the use of funding and essentially removes all federal oversight as long as funds are used for an economic development purpose. In June of 2020, SEIRPC requested and was approved for defederalization of EDA I and II loan funds. Since this time, SEIRPC has continued to utilize funds for the same purpose; however, is looking for ways to be more flexible and advantageous to the region. Technically, SEIRPC is no longer required to update plans for EDA I and II; however, we maintain the loan plan to guide the board, staff, and loan review committee on priorities for use of funds, processes, and procedures.

The attached loan plan maintains the requirements for loan plans from EDA, which were required prior to defederalization of funds; however, it includes some new changes and offerings that would not be allowed without defederalization. Below is a list of changes included in the attached draft.

EDA III Loan Plan

In 2020, SEIRPC received an additional grant from EDA related to COVID. In August of this year, we will have had these funds for 5 years and are required to review and update the RLF plan before this time. We have made the same updates to the EDA III plan as we did with the EDA I/II plan, except for the items related to expanded use due to defederalization. In approximately 2 years, we will be able to request these EDA III funds to be defederalized. Below is a list of changes included in the attached draft.

Changes to Loan Plans

The attached plans have sections highlighted to show some of the minor and major changes that have been made.

General Changes for Both Loan Plans

- Updated general formatting, verbiage, and fonts
- Moved language from one section to a new section that seemed to make more sense or flow better
- Updated outdated language to meet current practices on procedures and administrative activities
- Updated the first section to reflect our newest regional Comprehensive Economic Development Strategy
- Formatted the document and headings now align more closely with the Checklist for RLF loan plans provided by EDA. Previous loan plans followed this previously; however, there is now a more distinct connection with subheadings throughout the plan.

Major Changes EDA I/II Plan

- EDA I and II previously had separate plans with the same content. Since the plans were the same, we have consolidated them both into one document.
- The plan now has a section on Microloans. Since the funds have been defederalized, it allows for more flexible uses such as this.
- EDA I and II plans now reference the ability to refinance debt in certain situations as an eligible use of funds.
- The old plan had a requirement of \$40,000 maximum per job created or retained AND \$20,000 per job created or retained of all loans. Changed this to only \$25,000 per job created or retained of all loans in our portfolio. Simplifies staff review and allows for larger loans for projects that might only create or retain a small number of jobs.
- Added to closing fee 1.5% or \$1,000, whichever is greater. Allows SEIRPC to cover some costs on closing for smaller loans.

Major Change EDA III Plan

- EDA III has been updated to the same general format as EDA plans I and II; however does not include references or allow for funds to be used for microloans or debt refinancing due to still being under federal purview.

Review and Recommendation

The loan plans have been sent and reviewed by the SEIRPC Loan Review Committee, as well as discussed at Loan Review Committee meetings. The draft plans were also presented to the Executive Board at the June Board meeting. Staff is recommending approval of the loan plans.

EDA I and II Revolving Loan Fund Administration Plan

Updated June 2025



PART I: REVOLVING LOAN FUND STRATEGY

A. Economic Adjustment Overview

The Southeast Iowa Regional Planning Commission (SEIRPC) serves Des Moines, Henry, Lee, and Louisa counties by providing consultative services and operating public programs. SEIRPC strives to operate its programs to support the vision and objectives in its updated Southeast Iowa Regional Transportation & Development Plan 2055, last updated in February 2025 (serves as the Comprehensive Economic Development Strategies or CEDS). The CEDS vision is:

“Southeast Iowa will be a growing region with safe and attractive communities offering plentiful economic, cultural, and recreational amenities that provide residents opportunities to thrive.”

A specific strategy and action items identified in the CEDS that support the RLF program include:

- Strategy L: Grow the regional economy through workforce attraction (domestic migration, immigration) and retention, and entrepreneurial development activities.
 - (L1) Encourage regular, recurring outreach to established local companies, to promote long-term job retention
 - (L2) Create an entrepreneurial pitch, idea sharing, and/or assistance programs to encourage the creation of small businesses
 - (L4) Pursue the establishment of business co-lab/co-working spaces, construction co-lab spaces, and incorporate these into downtown building rehabilitation efforts.
 - (L6) Pursue regional opportunities for cluster development, with compatible businesses in proximity (agglomeration economies).
 - (L8) Offer entrepreneurial assistance efforts to immigrant and refugee populations in the region.
 - (L9) Seek to diversify the regional economy and build capacity to attract future growth industries and emerging technology fields.
 - (L11) Maintain and expand available regional loan funds.

B. Business Development Strategy

The SEIRPC RLF Program encourages new and expanded business projects in Des Moines, Henry, Lee, and Louisa Counties in Southeast Iowa. Financing will be provided to businesses in cooperation with regional lending institutions that are unable to provide sufficient financing on their own for a project to proceed, thus making the SEIRPC RLF “gap financing.”

Objectives

The objective of the revolving loan funds operated by SEIRPC is to support the CEDS by:

1. Creating new jobs and retaining existing jobs.
2. Aiding small business development.
3. Increasing per-capita incomes.
4. Increasing tax base.
5. Overcoming hard-to-meet requirements in local capital markets that inhibit firms from obtaining suitable credit.
6. Stabilizing and diversifying the area economy by providing employers with capital for start-up and/or expansion of locally owned businesses.
7. Redeveloping and/or recycling blighted or vacant land and using facilities to put them to productive use.
8. Providing capital for manufacturing and service companies using new technologies, with an emphasis on growth industries.
9. Complementing other State and Federal economic development loan programs.
10. Leveraging the minimum amount of public dollars with the maximum amount of private dollars.
11. Identifying potential sources of additional capital for sustained growth and viability of the fund.

Targeted Businesses

The RLF will serve multiple business types. SEIRPC will work with lending institutions to offer gap financing for projects where jobs will be created or retained. Outcomes will result in adequate access to capital for expanding, newly purchased, or start-up businesses. SEIRPC anticipates loaning to the following businesses the most:

- Retail service businesses
- Financial service businesses
- Medical professions (dental, physical therapy, optometry, pain relief, chiropractic, etc.)
- Manufacturing of durable goods
- Food manufacturing, preparation, or value added
- Value-added agriculture
- Technology

Business Needs

Experience in lending has demonstrated that each business is unique in the type of assistance it requires to be successful. SEIRPC is contacted by businesses at various points during their development, from startup to expansion. SEIRPC staff must be ready to serve

as the initial navigator for entrepreneurs who just have a dream or simply be the source of additional funds needed for a company that has a well-developed business plan and has already undergone full vetting by a lending institution.

Therefore, in addition to providing direct financing for projects, SEIRPC staff will work with RLF applicants needing loan packaging and business development activities in cooperation with other organizations, including the Small Business Development Center (SBDC) network and local economic and community development. Such cooperation will help prepare and strengthen business startup and expansion prospects in the region. Outcomes will result in adequate access to capital for expanding, newly purchased, or start-up businesses. Working with these types of businesses for over twenty years of lending, it has revealed that the following types of assistance are needed to assist the types of businesses looking to access the RLF.

- Business plan development
- Marketing studies and marketing
- Cash flow analysis
- Accessing capital
- Raising equity
- Mentoring
- Location assistance
- Grant writing

SEIRPC is not always able to provide the assistance needed, however, referrals will be made to the appropriate party, such as local SBDC or economic development groups.

C. Financing Strategy

Financing Challenges and Needs

SEIRPC and regional partners will seek projects for new and existing businesses that cannot secure conventional financing by primarily identifying the following four situations:

- Institutional lending standards: Typically, loan-to-value ratios, owner equity, or unproven concepts are the largest barriers to lending.
- Lack of equity or venture capital availability: There are currently no organized venture capital groups or processes operating in the region, and only a handful operating within the State.
- Cash flow: Startup or growth situations reduce internal capital available for expansion.
- Under-collateralization: Nearly every new or growing business has collateral challenges.

The RLF will partner with regional lending institutions to satisfy the financing needs created by these challenges. All proceeds from interest payments will be returned to the RLF for additional loans and administrative purposes.

Local Capital Market

The local capital market remains strong in Southeast Iowa. Banks in Southeast Iowa generally have cash available for lending, specifically for loan requests that can be well secured. The availability of capital has nonetheless not always equated to access to that capital by all businesses. Lenders continue to follow lending policies that can be more conservative in their approaches to commercial and industrial ventures. This is where the RLF program comes into play. Additionally, the lending community in the region has been very involved in the economic development initiatives of the region. They serve on local boards and have an interest in the growth of local communities. Bankers typically serve on the CEDS committee and provide a majority of the membership of the loan review committee. For these reasons, they are typically familiar with commercial and industrial loan opportunities and reach out to SEIRPC when they see a need to make a project work.

D. Financing Policies

Eligible Lending Area and Borrowers

The RLF lending area includes the four-county region served by SEIRPC – Des Moines, Henry, Lee, and Louisa Counties. This plan may be amended in the future to add new eligible areas.

Eligible borrowers include for-profit businesses, non-profit businesses, start-up businesses, and existing businesses identified in the target businesses section above. An eligible borrower must demonstrate the creation or retention of jobs within the service area.

Allowable Lending Activities and Requirements

EDA I/II RLF funds may be used for the following activities:

- Working capital
- Land and/or building acquisition (including down payment assistance)
- Site preparation
- Building construction or remodeling
- Machinery & equipment
- Refinancing of existing debt
 - Must be an existing RLF debt that has a balloon payment
 - A recipient can demonstrate that refinancing of debt will support additional capital investment and/or the retention/creation of jobs.
- Furniture, fixtures & computers

Specific loan requirements include:

- All new loans shall include owner or business-supplied equity as part of the project.
- Require the participation of a primary lender for new loans. As loans mature and primary lenders are paid off, the RLF may eventually be the sole lender.
- Potential borrowers must demonstrate that credit is not otherwise available and must submit a letter indicating the primary lender can only finance a portion of the money the borrower needs.

EDA I/II RLF funds may ***not*** be used for the following activities:

- Acquire an equity position in a private business.
- Subsidize interest payments on an existing RLF loan.
- Provide for borrowers' required equity contributions under other Federal Agencies' loan programs;
- Enable borrowers to acquire an interest in a business either through purchase of stock or through the acquisition of assets, unless sufficient justification is provided in the loan documentation, as provided for in 13 CFR 307.17; to invest in interest-bearing accounts, certificates of deposit, or any investment unrelated to the RLF.

Loan Policies

1. Loan Size

- Loans will range in size depending on the project and the number of jobs created or preserved.
- Maximum loan amount of \$250,000 or 25 percent of the EDA II RLF capital base, whichever is less.
- Loans cannot exceed 75% of the total project cost.

2. Interest Rate

- Maximum: The maximum rate allowed by Iowa law; Should the prime interest rate exceed fourteen percent, the minimum RLF interest rate is not required to be raised above ten percent.
- Minimum: The lower of 4 percent or 75 percent of the prime interest rate listed in the Wall Street Journal.

3. Loan Terms:

- Loan terms will vary, depending on the project.
- Maximum term of 10 years, but the Committee may consider a term consisting of a "balloon" payment at the end of the term.

4. Fees:

- A loan closing fee of 1.5 percent or \$1,000, whichever is higher, of the total EDA I/II RLF loan amount will be charged to the recipient at the time of closing.

5. Special Financing Terms:

- SEIRPC may negotiate special financing terms in extenuating circumstances for new loans.
- Special terms may include, but are not limited to, interest only for a specified period or deferring payments for a specified period.
- Special terms will comply with EDA regulations, RLF terms & conditions, and the RLF Work Plan.

6. Collateral:

SEIRPC may take a variety of collateral to secure the RLF. Some or all collateral may be subordinate to other lenders or investors. Collateral secured may include, but is not limited to:

- Uniform Commercial Code (UCC) filings, including but not limited to: Inventory, accounts receivable, fixed assets.
- Patents and licenses.
- Term life insurance of business owners and/or principals, to limits suggested by staff and/or the Loan Review Committee, but not for less than half of the EDA I and II loan principal.
- Personal guaranty of business owners and/or principals.
- Real estate mortgages of business or personal property of business owners, principals, or other pledged property.
- Personal property of business owners, principals, or other pledged personal property.

E. Portfolio Standards and Targets

Private Sector Leverage

The goal of the program will be to leverage 2 non-RLF dollars for every \$1 of RLF funding loaned, for the portfolio as a whole.

Job Per Cost Target

To achieve the economic objectives of the RLF and address the problems of the area, certain portfolio standards have been adopted. This standard will be to maintain a minimum of 1 job created or retained for every \$25,000 loaned for the whole loan portfolio.

F. RLF Loan Selection Criteria

Loans made through the RLF program will be consistent with this RLF Plan. The Committee and Board will consider the following factors when evaluating loans:

- Loan consistent with this administration plan;
- Loan-to-value ratios;
- Debt service coverage ratios;
- Credit score and history
- The five C's of credit – Character, Capacity, Capital, Conditions, and Collateral;
- Supporting or advancing innovation;
- Creation or retention of jobs in the region
- Maximizing private investment
- Proposed loan capitalizes on regional assets

G. Performance Assessment Process

Performance assessments will be routinely reviewed to ensure that the RLF program is meeting the most important economic needs in the region. Flexibility in the RLF program must be maintained to ensure its viability as a strategic economic development tool. SEIRPC administrative staff, with assistance from the Loan Review Committee, will review each loan or proposed loan to make certain it meets the criteria outlined in the RLF Plan. The RLF Plan will be reviewed routinely to ensure it is meeting the economic needs of the region.

H. Emergency Loans during Presidentially Declared Disasters

Emergency loans may be needed by regional businesses during a Presidentially declared disaster. RLF loans will keep payroll, bills, and operations current. Emergency loans remain as gap financing and are coordinated with a primary lender. At no time shall emergency loans exceed 25 percent of the EDA I/II capital base in total per Presidential disaster.

1. Loan Criteria for New RLF Clients:

- Business letter stating the impacts of the disaster.
- Primary lender letter stating the need for emergency loans and the need for gap financing.
- There shall be one emergency loan per business during an individual Presidential Disaster Declaration.
- There shall be job retention recorded in the expedited application.

2. Loan Criteria for Existing RLF Clients:

- Current on payments and compliant in all aspects of the loan agreement at the time of disaster declaration.
- Paid at least the amount of principal to EDA I/II as the amount requested for an emergency loan.
- Business letter stating the impacts of the disaster.
- Primary lender letter stating the need for emergency loans and the need for gap financing.
- There shall be one emergency loan per business during an individual Presidential Disaster Declaration.
- There shall be job retention recorded in the expedited application.

3. Loan Terms and Collateral for Existing and RLF Clients:

- \$10,000 maximum loan for working capital only.
- 24-month term; initial payment deferral for up to 6 months (interest accrues);
- Interest rate minimum is the lesser of 4 percent or 75 percent of the prime rate listed in the Wall Street Journal.
- \$250 closing fee.
- No additional collateral for existing clients.
- Minimum collateral for new clients: Personal guaranty, UCC filing

4. Loan Review Process:

- The Loan Review Committee will meet in an expedited fashion for a recommendation of loan approval and terms.
- The SEIRPC Full Board or Executive Board will approve loans and be asked to meet in an expedited fashion.
- Target review and closing timeline once the completed application is received is 7-10 days.

5. Loan Documents Required for New and Existing Clients:

- Completed emergency loan application
- Loan agreement
- Promissory note
- Truth in Lending Statement
- Personal Guaranty (if new client)
- Security Agreements (e.g. UCC)
- Indemnification Agreement

I. Microloans

The primary purpose of the microloan is to provide financial access to underserved entrepreneurs in the Southeast Iowa Region. Microloans may be needed by regional businesses for a variety of reasons, including, but not limited to, the inability to access traditional financing, working capital, down payment assistance, or other startup costs. At no time shall microloans exceed 25 percent of the EDA I/II capital base.

Allowable Lending Activities and Requirements

Microloan funds may be used for the following activities:

- Working capital
- Land and/or building acquisition (including down payment assistance)
- Machinery & equipment
- Furniture, fixtures & computers

Specific loan requirements include:

- All new loans should include owner or business-supplied equity as part of the project.
- A referral or recommendation from a primary lender or SBDC is required for new loans.
- Microloans do not have to meet job or portfolio standard requirements.

Microloan Policies

7. Loan Size

- Minimum loan will be \$10,000 with a maximum loan amount of \$40,000
- Loans cannot exceed 90% of the total project cost.

8. Interest Rate

- Maximum: The maximum rate allowed by Iowa law; Should the prime interest rate exceed fourteen percent, the minimum RLF interest rate is not required to be raised above ten percent.
- Minimum: The lower of 4 percent or 75 percent of the prime interest rate listed in the Wall Street Journal.

9. Loan Terms:

- Loan terms will vary, depending on the project.
- Maximum term of 7 years.

10.Fees:

- A loan closing fee of 2% or \$500, whichever is greater, is required.

11.Special Financing Terms:

- SEIRPC may negotiate special financing terms in extenuating circumstances for new loans.
- Special terms may include, but are not limited to, interest only for a specified period or deferring payments for a specified period.

12.Collateral:

SEIRPC may take a variety of collateral to secure the microloan. Some or all collateral may be subordinate to other lenders or investors. Collateral secured may include, but is not limited to:

- Uniform Commercial Code (UCC) filings, including but not limited to: Inventory, accounts receivable, fixed assets.
- Patents and licenses.
- Term life insurance of business owners and/or principals, to limits suggested by staff and/or the Loan Review Committee, but not for less than half of the EDA I and II loan principal.
- Personal guaranty of business owners and/or principals.
- Real estate mortgages of business or personal property of business owners, principals, or other pledged property.
- Personal property of business owners, principals, or other pledged personal property.

PART II: REVOLVING LOAN FUND OPERATIONAL PROCEDURES

A. Organization Structure

Critical Operational Functions

The RLF will be administered by SEIRPC, providing the necessary staff for the operations and functions of the RLF program.

Loan Administration Board

A Loan Review Committee, consisting of appointed representatives from each county in the service area, will be responsible for reviewing all applications for viability and the Work Plan. The SEIRPC staff will be responsible for reviewing and packaging loan applications for submission and review by the Loan Review Committee. The Loan Review Committee will make recommendations to the SEIRPC Board of Directors. The current SEIRPC Board of Directors is included in Attachment A, and the Loan Review Committee members are included in Attachment B. The loan review and approval process is outlined below (Emergency Loans for Presidentially Declared Disasters and microloans will generally follow the same process):

1. Meet with applicants to learn about their project and needs.
2. Applicants determined eligible for RLF assistance are required to complete an RLF application, including all attachments. Complete applications include:
 - a. Loan application
 - b. Business plan
 - c. Insurance documentation
 - d. Balance sheets and income statements
 - e. Projected operating statements
 - f. Names of affiliates or subsidiaries
 - g. Personal financial statement
 - h. Preliminary plans or specifications related to construction,
 - i. Letter from participating lender(s),
 - j. Collateral list
 - k. Other supporting documents such as credit reports, contracts, letters of reference, leases, etc.
3. Fully completed application packages are submitted to the Loan Review Committee.
4. The Loan Review Committee reviews the application packages and makes recommendations to the SEIRPC Executive or full Board of Directors.

5. The SEIRPC Executive or full Board of Directors accepts or rejects the recommendation of the Loan Review Committee. Loan decisions will be reflected in the Board minutes.
6. Upon loan approval, SEIRPC staff sets a loan closing date with the borrower.

SEIRPC will conduct the loan closings and will handle loan servicing (administer loan collections, handling of default loans and foreclosures, etc.). SEIRPC staff will also be responsible for semi-annual reports to EDA and other required reporting/servicing functions.

Conflicts of Interest

An Interested Party of SEIRPC shall not receive – directly or indirectly – any personal or financial benefits resulting from the disbursement of RLF loans. SEIRPC shall also not lend RLF funds to an Interested Party. Conflict-of-Interest Rules:

1. An “Interested Party” is defined in 13 C.F.R. § 300.3 as “any officer, employee or member of the board of directors or other governing board of the Recipient, including any other parties that advise, approve, recommend or otherwise participate in the business decisions of the Recipient, such as agents, advisors, consultants, attorneys, accountants or shareholders.” An Interested Party also includes the Interested Party’s “Immediate Family” (defined in 13 C.F.R. § 300.3 as a person’s spouse, parents, grandparents, siblings, children and grandchildren, but does not include distant relatives, such as cousins, unless the distant relative lives in the same household as the person) and other persons directly connected to the Interested Party by law or through a business organization. In addition, “Immediate Family” includes a person’s “significant other” or partner in a domestic relationship with an “Interested Party.” The Recipient must establish safeguards to prohibit an Interested Party from using its position for a purpose that constitutes or presents the appearance of personal or organizational conflicts-of-interest or of personal gain. (See 13 C.F.R. § 302.17(a) and (b), 15 C.F.R. §§ 14.42 and 24.36(b)(3), and Forms SF-424B (Assurances – Non-Construction Projects) and SF-424D (Assurances – Construction Projects).)
2. An Interested Party must not receive any direct or indirect, financial or personal benefits in connection with this Award or its use for payment or reimbursement of costs by or to the Recipient. A financial interest may include employment, stock ownership, a creditor or debtor relationship, or prospective employment with the organization selected or to be selected for a sub-award. An appearance of impairment of objectivity could result from an organizational conflict where, because of other activities or relationships with other persons or entities, a person is unable

or potentially unable to render impartial assistance or advice. It also could result from non-financial gain to the individual, such as benefit to reputation or prestige in a professional field. (See 13 C.F.R. § 302.17(b).)

3. In addition to the rules outlined in 13 C.F.R. § 302.17(a) and (b), the Recipient must adhere to these special conflicts-of-interest rules set out in 13 C.F.R. § 302.17(c):
 - a. An Interested Party of a Recipient of an RLF Award will not receive, directly or indirectly, any personal or financial benefits resulting from the disbursement of RLF loans.
 - b. A Recipient will not lend RLF funds to an Interested Party.
 - c. Former board members of a Recipient and members of his or her Immediate Family will not receive a loan from the RLF for two (2) years from the date that the board member last served on the RLF's board of directors.

Marketing Procedures

SEIRPC staff will be responsible for publicizing and marketing the availability of the RLF program through news media, social media, flyers, and promotional brochures. Activities will include, but not be limited to:

- Preparation and periodic updating of an RLF Program brochure that provides general information on the RLF program.
- Maintenance of the SEIRPC website (which includes links to the brochure and application) and posts about the program on the SEIRPC social media pages.
- Regular consultation with area economic development officials.
- Regular consultation with area commercial lenders, including provision of RLF marketing materials and education on RLF program rules and requirements.
- Periodic presentations to area groups with possible interest in the RLF program, including civic groups, chambers of commerce, business clubs, entrepreneur groups, etc.
- Periodic development of other marketing materials such as paid testimonials, social media advertisements, radio advertisements, or promotional videos.

B. Loan Processing Procedures

Standard Loan Application Requirements (loan write-up and required attachments)

Applications for the RLF program will be available from various sources, including SEIRPC staff and the SEIRPC website. Interested parties will be directed to work closely with SEIRPC staff to help the business gain an understanding of the RLF program and application process, as well as to investigate other funding possibilities or alternatives if projects are not consistent with RLF program guidelines or targets. Applicants may be directed to other

agencies as appropriate to assist with specific requirements, such as the SBDC, for help with preparing a business plan and/or financial projections. Applications will be accepted on a rolling basis. The RLF Application details the specific items required for complete and thorough application, which includes the following information:

- General contact information for the business and the individual operating the business
- Tax ID Numbers
- Business Structure (S-Corp, LLC, etc.)
- Business status (new or existing business)
- Business Ownership Information
- Job information, including jobs retained because of the project, jobs created, jobs potentially lost if the project does not occur, and wage and benefit information
- Detailed project budget, including all sources of funds, loan terms, etc.

In addition, several exhibits are required along with the application:

- Business Plan
- Employee Benefits Information
- Balance Sheets and Income Statements for the previous three years
- Current Balance Sheet
- Projected Operating Statements for three years into the future
- Names of Affiliates or Subsidiaries
- Personal Financial Statement for owners with more than 20% ownership, two years of tax returns, and credit reports
- Preliminary Plans & Specifications for new construction
- Letter from participating lender(s) stating terms and conditions for participation and the reason why it will not finance the entire project
- List of collateral to be offered
- Other supporting documentation such as letters of intent, letters of reference, contracts, legal descriptions, title and lien search, appraisals, pending patents, copies of leases, feasibility studies, etc.

Environmental Reviews

All recipients will be required to comply with applicable environmental laws, including but not limited to 13 CFR 302 and 314, the National Environmental Policy Act of 1969, and other Federal environmental mandates. SEIRPC staff (Assistant Director/RLF Administrator) will be responsible for ensuring compliance. Loan applications for site preparation, new construction, or building renovation projects will:

- Determine whether the project will result in a significant adverse environmental impact. No activity will be financed that will result in a significant adverse environmental impact unless the impact is to be mitigated to the point of insignificance. When necessary to ensure compliance, any required mitigation will be made part of the loan conditions.
- Determine whether the project involves new above-ground development within a floodplain based on a review of the proposed development against FEMA Flood Insurance Rate Maps (FIRMs). No activity will be financed that would result in new above-ground development in a 100-year floodplain. This determination will be made by reviewing the proposed development against the FIRM.
- Determine whether the project will be located within or adjacent to any wetland area. The applicant may be required to provide wetland delineation information as necessary. No activity will be financed that would result in alteration of any wetland or any adverse impact on any wetland without consultation with the U.S. Department of the Interior Fish & Wildlife Service, and, if applicable, a Section 404 Permit from the Army Corps of Engineers will be obtained.
- Require SEIRPC to notify the State Historic Preservation Officer (SHPO) of each loan that involves significant new construction and expansion and request and receive comments on the effect of the proposed activity on historic and archeological resources before the loan closing. In cases where SHPO has recommended actions or has determined adverse impact, SEIRPC and the loan applicant must work with SHPO and EDA to address any issues before loan closing.
- Require loan applicants to provide information regarding whether or not hazardous materials such as EPA-listed hazardous substances, leaking underground storage tanks, asbestos, PCBs, or other hazardous materials are present on or adjacent to the affected property that have been improperly handled and have the potential to endanger public health. If deemed necessary, the loan applicant may be required to perform or provide evidence of performance of a Phase I Site Assessment to identify possible sources of contamination; a Phase II Site Assessment to test soil and/or groundwater samples; and a Phase III Site Remediation involving mitigation of applicable contaminants. No activity will be financed that involves unresolved site contamination issues. The loan applicant will be responsible for working with the appropriate state environmental agency office(s) to resolve any outstanding issues before loan approval.

Prevailing Wages

Davis-Bacon wage rates, if applicable. Davis-Bacon compliance will be monitored by COG staff, who will provide the borrower with wage determinations and monitor payrolls during the construction process to ensure compliance with required compensation. A site visit and employee interviews will accompany the desk review of payrolls.

Procedures for Loan Approvals

Once a fully complete application is received and reviewed by SEIRPC, staff will provide the Loan Review Committee with the full application, as well as a loan summary that includes firm/applicant information and history, proposed financing, collateral, consistency with the RLF's financing policy, and whether there are any environmental issues. Credit and financial analysis will be conducted by SEIRPC staff and the Loan Review Committee. This includes analysis of credit reports, collateral, equity, profit and loss statements, bank participation letter, and appraisal(s). The Loan Review Committee will review the entire application to ensure compliance with the Work Plan, including financing policies, targeting criteria, and loan selection criteria. The Loan Review Committee will make its recommendation to the SEIRPC Board of Directors or Executive Board for final approval. A simple majority vote of the SEIRPC Board of Directors or Executive Board is required for approval. Loan review committee and board meeting minutes will be included in the loan file.

C. Loan Closing and Disbursement Procedures

Loan Closing Documents

Required documents at loan closing include:

- Loan Agreement
- Promissory Note
- Personal and/or Corporate Guaranty
- Security Agreements (e.g., mortgage)
- Truth in Lending Statement
- Indemnification Agreement
- Other required or necessary documentation

The loan file will also include the Loan Review Committee recommending approval of the loan, Board meeting minutes approving the loan, and a letter from the participating lender regarding "turn down" or inability to fully finance the project. The Loan Agreement will state the purpose of the loan. SEIRPC staff will ensure the funds are being used as intended and will make it clear to the borrower that periodic reviews will take place in order to ensure compliance.

Loan Agreement Provisions

The Loan Agreement also provides for access to records, accounts, and requires the business to provide periodic reports such as financial statements, progress reports, and proof of insurance. In addition, there is an indemnification clause within the Loan Agreement as well as language regarding compliance with all applicable City, County, State, and Federal laws. Article IX of the Loan Agreement stipulates procedures and remedies for default. This includes material misrepresentation, non-payment, non-compliance, business changes, relocation or abandonment, misspending, insolvency or bankruptcy, insurance, and insecurity.

Loan Disbursement

SEIRPC will issue a written notice of default and will provide 30 days for the borrower to cure. Remedies stipulated include exercising any remedy provided by law and declaring the unpaid principal and interest accrued on the note due and payable immediately without presentment, demand, protest, notice of protest, notice of intention to accelerate, or other notice of any kind, all of which are expressly waived by the borrower. Funds will generally be disbursed at the time of closing. Special provisions for periodic disbursements will be arranged as needed.

D. Loan Servicing Procedures

Repayment

Loan repayments will consist of automatic withdrawals. During the closing procedure, recipients will sign an ACH Agreement, and payments will be made monthly to the SEIRPC bank account assigned to the correct EDA loan pool. In some unique cases, recipients will be allowed to pay by check upon request.

Monitoring

Loans will be monitored through periodic and annual reviews. This includes site visits, where jobs will be tracked and verified. In addition, recipients are required to provide financial statements, annual insurance renewals (with SEIRPC listed as additional loss payee), and any other provisions required. Tracking software will assist with such items as renewal of UCC filings, proof of insurance, and other documentation required.

Loan Files

Loan files will be maintained in the SEIRPC offices. Original loan closing documents – including the Loan Agreement(s), Security Agreement(s), Personal and/or Corporate Guarantee(s), and Promissory Note(s) – will be kept in a bank safe deposit box or a fireproof container. Loan files include the following documents: Original Application; Loan Summary Sheet; Loan Write-up/Minutes; Commitment Letter; Bank Participation Letter; Environmental Review; Loan amortization Schedule; ACH Agreement; Correspondences; Proof of Insurance; Site Visit Reports; Financial Statements; Promissory Note, Truth in Lending Statement; Loan Agreement; Security Agreement; Personal or Corporate Guarantee; Indemnification Agreement; Mortgage; UCC Filing, and any other documents as necessary.

Defaulted or delinquent loans and write-offs

Delinquencies in payments will be addressed by mail, telephone, or personal visits from SEIRPC staff. If more than 30 days delinquent, the recipient will receive an “Account Past Due Notice.” For delinquencies over 60 days, recipients will receive a “Notice to Cure Default,” and if, after Notice to Cure, the loan is still in default, the recipient will receive an “Acceleration of Debt” notice. Delinquencies can be resolved by loan restructuring, moratorium on payments, or other techniques upon approval of the Executive Director. Moratoriums will not exceed 12 months. Unresolved delinquencies may be declared loan defaults, and collection procedures may be initiated.

As outlined in the “Promissory Note,” notes more than 30 days in delinquency may cause the whole amount unpaid to become due. A late fee of \$25 will be applied to each late payment. Principal and interest not paid when due for three consecutive months will result in an increase in the interest rate to 7% for the life of the loan. Priority of payments on defaulted loans will be: first, toward any costs of collection; second, toward outstanding penalties and fees; third, toward any accrued interest to the extent due and payable; and fourth, toward any outstanding principal balance. After all collection remedies have been exhausted, a loan write-off may be necessary. Typically, an attorney’s opinion regarding the likelihood of recovery will be necessary to assist with the determination. All loan write-offs will be approved by the Board of Directors.

E. Administrative Procedures

Accounting

SEIRPC and the RLF program will always operate by Generally Accepted Accounting Principles. A separate bank account will be used for each RLF fund so that repayments and interest are identifiable and auditable. This account will be distinguishable from other loan programs (s).

Administrative Costs

SEIRPC staff will be paid for the administration of the RLF program. The sources of funds for these payments will be interest generated from loans and a single loan processing fee paid by the borrower equal to 1.5% of the RLF loan upon approval, or \$1,000, whichever is greater (Different for emergency and microloans). In addition, each RLF borrower will reimburse SEIRPC for any legal expenses incurred in the closing of each RLF loan. If costs exceed RLF income, SEIRPC will use organizational funds to make up the difference. RLF income that is not used for administrative costs will be made available for lending activities. Administrative costs will be tracked by the organization's timesheet and payroll system.

Capital Utilization & Reporting

The RLF Portfolio will maintain compliance with capital utilization standards and sequestration requirements as outlined in 13CFR 307.16(c). As required by EDA, SEIRPC will file semi-annual reports. Reports include an Income and Expense Statement if 50% or more of the RLF income is used for administrative costs in six months.

Audits

EDA RLF funds are subject to an annual audit.

ATTACHMENT A

SEIRPC BOARD OF DIRECTORS

SEIRPC Board of Directors

2025 Calendar Year

Existing Executive Board of Directors		
Name	Officer	Representing
Brent Schleisman schleisman@windstream.net	Chairman	City of Mount Pleasant
Dr. Michael Ash mash@scciova.edu	Vice Chairperson	SCC
Jim Cary caryj@dmcounty.com	Treasurer	Des Moines County
Mark Huston tmhustonisu@gmail.com	Secretary	Private Sector
Barb Smidt bsmidt@tworivers.bank	Member at Large	Lee County
Full Board of Directors		
Des Moines County	Henry County	Lee County
Jon Billups City of Burlington billupsj@burlingtoniowa.org	Brent Schleisman City of Mount Pleasant Schleisman@windstream.net	Laura Liegois City of Fort Madison citymanager@fortmadison-ia.com
Ron Teater City of West Burlington teaterr@westburlington.org	Steve Detrick Henry County sdetrick@henrycountyiowa.us	Garry Seyb Lee County garryseybjr@gmail.com
Jim Cary Des Moines County caryj@dmcounty.com	Kirk Miller City of New London newloncity@iowatelecom.net	Emmanuel Bellegarde City of Keokuk cityadmin@cityofkeokuk.org
Hans Trousil Private Sector, West Burlington hanstrousil@gmail.com	Chad Hudson Private Sector, Wayland State Bank chudson@waylandstbank.com	Barb Smidt Private Sector, Two Rivers Bank & Trust bsmidt@tworivers.bank
Louisa County	Education & Workforce	SEIRPC Management
Kevin Hardin Louisa County khardin@louisacountyia.gov	Vacant - Education	Mike Norris Executive Director mnorris@seirpc.com
Mark Huston City of Columbus Junction tmhustonisu@gmail.com	Dr. Michael Ash Southeastern Community College mash@scciova.edu	Zach James Assistant Director zjames@seirpc.com
Brett Shafer City of Wapello shaferconst@gmail.com	Vacant Workforce Representative	Lori Gilpin Finance Director lgilpin@seirpc.com
Cori Milan Private Sector, Louisa County camilan@iastate.edu		Pat Inrachavongsa Transit Director pinrachavongsa@seirpc.com

ATTACHMENT B

SEIRPC LOAN REVIEW COMMITTEE

Name	Organization	Appointing Entity	Term End
Des Moines County			
Jim Olson	Retired First Interstate Bank	City of Burlington	December 31, 2026
Brent Hartley	MidwestOne Bank	Greater Burlington Partnership	December 31, 2025
Jordan Springsteen	Two Rivers Bank & Trust	Des Moines County	December 31, 2027
Henry County			
Steve Brimhall	US Bank/Mayor of Mount Pleasant	City of Mount Pleasant	December 31, 2025
Chad Hudson	Danville State Savings Bank	Mount Pleasant Chamber	December 31, 2026
Klay Edwards	Pilot Grove Savings Bank	Henry County	December 31, 2027
Lee County			
Barb Smidt	Two Rivers Bank and Trust	Lee County	December 31, 2026
Nannette Griffin	Griffin Tire and Muffler	City of Fort Madison	December 31, 2027
Kerry Klepfer	LJ Insurance/KEDC	City of Keokuk/KEDC	December 31, 2025
Louisa County			
Mark Huston	Retired from Washington State Bank/Mayor of Columbus Junction	Louisa County	December 31, 2025
Brooklyn Holcomb	BANK	Louisa County	December 31, 2026
Sean Allworth	Community Bank & Trust Co.	Louisa County	December 31, 2027

EDA III

Revolving Loan Fund Administration Plan

Updated June 2025



PART I: REVOLVING LOAN FUND STRATEGY

A. Economic Adjustment Overview

The Southeast Iowa Regional Planning Commission (SEIRPC) serves Des Moines, Henry, Lee, and Louisa counties by providing consultative services and operating public programs. SEIRPC strives to operate its programs to support the vision and objectives in its updated Southeast Iowa Regional Transportation & Development Plan 2055, last updated in February 2025 (serves as the Comprehensive Economic Development Strategies or CEDS). The CEDS vision is:

“Southeast Iowa will be a growing region with safe and attractive communities offering plentiful economic, cultural, and recreational amenities that provide residents opportunities to thrive.”

A specific strategy and action items identified in the CEDS that support the RLF program include:

- Strategy L: Grow the regional economy through workforce attraction (domestic migration, immigration) and retention, and entrepreneurial development activities.
 - (L1) Encourage regular, recurring outreach to established local companies, to promote long-term job retention
 - (L2) Create an entrepreneurial pitch, idea sharing, and/or assistance programs to encourage the creation of small businesses
 - (L4) Pursue the establishment of business co-lab/co-working spaces, construction co-lab spaces, and incorporate these into downtown building rehabilitation efforts.
 - (L6) Pursue regional opportunities for cluster development, with compatible businesses in proximity (agglomeration economies).
 - (L8) Offer entrepreneurial assistance efforts to immigrant and refugee populations in the region.
 - (L9) Seek to diversify the regional economy and build capacity to attract future growth industries and emerging technology fields.
 - (L11) Maintain and expand available regional loan funds.

B. Business Development Strategy

The SEIRPC RLF Program encourages new and expanded business projects in Des Moines, Henry, Lee, and Louisa Counties in Southeast Iowa. Financing will be provided to businesses in cooperation with regional lending institutions that are unable to provide sufficient financing on their own for a project to proceed, thus making the SEIRPC RLF “gap financing.”

Objectives

The objective of the revolving loan funds operated by SEIRPC is to support the CEDS by:

1. Assist businesses in recovery from the COVID-19 pandemic
2. Creating new jobs and retaining existing jobs.
3. Aiding small business development.
4. Increasing per-capita incomes.
5. Increasing tax base.
6. Overcoming hard-to-meet requirements in local capital markets that inhibit firms from obtaining suitable credit.
7. Stabilizing and diversifying the area economy by providing employers with capital for start-up and/or expansion of locally owned businesses.
8. Redeveloping and/or recycling blighted or vacant land and using facilities to put them to productive use.
9. Providing capital for manufacturing and service companies using new technologies, with an emphasis on growth industries.
10. Complementing other State and Federal economic development loan programs.
11. Leveraging the minimum amount of public dollars with the maximum amount of private dollars.
12. Identifying potential sources of additional capital for sustained growth and viability of the fund.

Targeted Businesses

The RLF will serve multiple business types. SEIRPC will work with lending institutions to offer gap financing for projects where jobs will be created or retained. Outcomes will result in adequate access to capital for expanding, newly purchased, or start-up businesses. SEIRPC anticipates loaning to the following businesses the most:

- Retail service businesses
- Financial service businesses
- Medical professions (dental, physical therapy, optometry, pain relief, chiropractic, etc.)
- Manufacturing of durable goods
- Food manufacturing, preparation, or value added
- Value-added agriculture
- Technology

Business Needs

Experience in lending has demonstrated that each business is unique in the type of assistance it requires to be successful. SEIRPC is contacted by businesses at various points

during their development, from startup to expansion. SEIRPC staff must be ready to serve as the initial navigator for entrepreneurs who just have a dream or simply be the source of additional funds needed for a company that has a well-developed business plan and has already undergone full vetting by a lending institution.

Therefore, in addition to providing direct financing for projects, SEIRPC staff will work with RLF applicants needing loan packaging and business development activities in cooperation with other organizations, including the Small Business Development Center (SBDC) network and local economic and community development. Such cooperation will help prepare and strengthen business startup and expansion prospects in the region. Outcomes will result in adequate access to capital for expanding, newly purchased, or start-up businesses. Working with these types of businesses for over twenty years of lending, it has revealed that the following types of assistance are needed to assist the types of businesses looking to access the RLF.

- Business plan development
- Marketing studies and marketing
- Cash flow analysis
- Accessing capital
- Raising equity
- Mentoring
- Location assistance
- Grant writing

SEIRPC is not always able to provide the assistance needed, however, referrals will be made to the appropriate party, such as local SBDC or economic development groups.

C. Financing Strategy

Financing Challenges and Needs

SEIRPC and regional partners will seek projects for new and existing businesses that cannot secure conventional financing by primarily identifying the following four situations:

- Institutional lending standards: Typically, loan-to-value ratios, owner equity, or unproven concepts are the largest barriers to lending.
- Lack of equity or venture capital availability: There are currently no organized venture capital groups or processes operating in the region, and only a handful operating within the State.
- Cash flow: Startup or growth situations reduce internal capital available for expansion.
- Under-collateralization: Nearly every new or growing business has collateral challenges.

The RLF will partner with regional lending institutions to satisfy the financing needs created by these challenges. All proceeds from interest payments will be returned to the RLF for additional loans and administrative purposes. Amounts used for administrative purposes may not exceed the amount allowed under 13 C.F.R. 307.12(a)(1)(2)(3)(4)(b)(1)(2).

Local Capital Market

The local capital market remains strong in Southeast Iowa. Banks in Southeast Iowa generally have cash available for lending, specifically for loan requests that can be well secured. The availability of capital has nonetheless not always equated to access to that capital by all businesses. Lenders continue to follow lending policies that can be more conservative in their approaches to commercial and industrial ventures. This is where the RLF program comes into play. Additionally, the lending community in the region has been very involved in the economic development initiatives of the region. They serve on local boards and have an interest in the growth of local communities. Bankers typically serve on the CEDS committee and provide a majority of the membership of the loan review committee. For these reasons, they are typically familiar with commercial and industrial loan opportunities and reach out to SEIRPC when they see a need to make a project work.

D. Financing Policies

Eligible Lending Area and Borrowers

The RLF lending area includes the four-county region served by SEIRPC – Des Moines, Henry, Lee, and Louisa Counties. This plan may be amended in the future to add new eligible areas. Eligible borrowers include for-profit businesses, non-profit businesses, start-up businesses, and existing businesses identified in the target businesses section above. An eligible borrower must demonstrate the creation or retention of jobs within the service area.

Allowable Lending Activities and Requirements

EDA III RLF funds may be used for the following activities:

- Working capital
- Land and/or building acquisition (including down payment assistance)
- Site preparation
- Building construction or remodeling
- Machinery & equipment
- Furniture, fixtures & computers

Specific loan requirements include:

- All new loans shall include owner or business-supplied equity as part of the project.

- Require the participation of a primary lender for new loans. As loans mature and primary lenders are paid off, the RLF may eventually be the sole lender.
- Potential borrowers must demonstrate that credit is not otherwise available and must submit a letter indicating the primary lender can only finance a portion of the money the borrower needs.

EDA III RLF funds may ***not*** be used for the following activities:

- Acquire an equity position in a private business.
- Subsidize interest payments on an existing RLF loan.
- Provide for borrowers' required equity contributions under other Federal Agencies' loan programs;
- Enable borrowers to acquire an interest in a business either through purchase of stock or through the acquisition of assets, unless sufficient justification is provided in the loan documentation, as provided for in 13 CFR 307.17; to invest in interest-bearing accounts, certificates of deposit, or any investment unrelated to the RLF.
- Or refinancing of existing debt unless criteria outlined in 13 CFR 307.17(6)(i)(ii)(c)(d) is met.

Loan Policies

1. Loan Size

- Loans will range in size depending on the project and the number of jobs created or preserved.
- Maximum loan amount of \$250,000 or 25 percent of the EDA III RLF capital base, whichever is less.
- Loans cannot exceed 75% of the total project cost.

2. Interest Rate

- Maximum: The maximum rate allowed by Iowa law; Should the prime interest rate exceed fourteen percent, the minimum RLF interest rate is not required to be raised above ten percent.
- Minimum: The lower of 4 percent or 75 percent of the prime interest rate listed in the Wall Street Journal.

3. Loan Terms:

- Loan terms will vary, depending on the project.
- Maximum term of 10 years, but the Committee may consider a term consisting of a "balloon" payment at the end of the term.

4. Fees:

- A loan closing fee of 1.5 percent or \$1,000, whichever is higher, of the total EDA III RLF loan amount will be charged to the recipient at the time of closing.

5. Special Financing Terms:

- SEIRPC may negotiate special financing terms in extenuating circumstances for new loans.
- Special terms may include, but are not limited to, interest only for a specified period or deferring payments for a specified period.
- Special terms will comply with EDA regulations, RLF terms & conditions, and the RLF Work Plan.

6. Collateral:

SEIRPC may take a variety of collateral to secure the RLF. Some or all collateral may be subordinate to other lenders or investors. Collateral secured may include, but is not limited to:

- Uniform Commercial Code (UCC) filings, including but not limited to: Inventory, accounts receivable, fixed assets.
- Patents and licenses.
- Term life insurance of business owners and/or principals, to limits suggested by staff and/or the Loan Review Committee, but not for less than half of the EDA III loan principal.
- Personal guaranty of business owners and/or principals.
- Real estate mortgages of business or personal property of business owners, principals, or other pledged property.
- Personal property of business owners, principals, or other pledged personal property.

E. Portfolio Standards and Targets

Private Sector Leverage

The goal of the program will be to leverage 2 non-RLF dollars for every \$1 of RLF funding loaned, for the portfolio as a whole.

Job Per Cost Target

To achieve the economic objectives of the RLF and address the problems of the area, certain portfolio standards have been adopted. This standard will be to maintain a minimum of 1 job created or retained for every \$25,000 loaned for the whole loan portfolio.

F. RLF Loan Selection Criteria

Loans made through the RLF program will be consistent with this RLF Plan, as provided in 13 CFR 307.17(a). The Committee and Board will consider the following factors when evaluating loans:

- Loan consistent with this administration plan;
- Loan-to-value ratios;
- Debt service coverage ratios;
- Credit score and history
- The five C's of credit – Character, Capacity, Capital, Conditions, and Collateral;
- Supporting or advancing innovation;
- Creation or retention of jobs in the region
- Maximizing private investment
- Proposed loan capitalizes on regional assets

G. Performance Assessment Process

Performance assessments will be routinely reviewed to ensure that the RLF program is meeting the most important economic needs in the region. Flexibility in the RLF program must be maintained to ensure its viability as a strategic economic development tool. SEIRPC administrative staff, with assistance from the Loan Review Committee, will review each loan or proposed loan to make certain it meets the criteria outlined in the RLF Plan. The RLF Plan will be reviewed routinely to ensure it is meeting the economic needs of the region. As provided in 13 CFR 307.9(c)(1), the RLF Plan will be updated at least every five years.

H. Emergency Loans during Presidentially Declared Disasters

Emergency loans may be needed by regional businesses during a Presidentially declared disaster. RLF loans will keep payroll, bills, and operations current. Emergency loans remain as gap financing and are coordinated with a primary lender. At no time shall emergency loans exceed 25 percent of the EDA III capital base in total per Presidential disaster.

1. Loan Criteria for New RLF Clients:

- Business letter stating the impacts of the disaster.
- Primary lender letter stating the need for emergency loans and the need for gap financing.
- There shall be one emergency loan per business during an individual Presidential Disaster Declaration.
- There shall be job retention recorded in the expedited application.

2. Loan Criteria for Existing RLF Clients:

- Current on payments and compliant in all aspects of the loan agreement at the time of disaster declaration.
- Paid at least the amount of principal to EDA III as the amount requested for an emergency loan.
- Business letter stating the impacts of the disaster.
- Primary lender letter stating the need for emergency loans and the need for gap financing.
- There shall be one emergency loan per business during an individual Presidential Disaster Declaration.
- There shall be job retention recorded in the expedited application.

3. Loan Terms and Collateral for Existing and RLF Clients:

- \$10,000 maximum loan for working capital only.
- 24-month term; initial payment deferral for up to 6 months (interest accrues);
- Interest rate minimum is the lesser of 4 percent or 75 percent of the prime rate listed in the Wall Street Journal.
- \$250 closing fee.
- No additional collateral for existing clients.
- Minimum collateral for new clients: Personal guaranty, UCC filing

4. Loan Review Process:

- The Loan Review Committee will meet in an expedited fashion for a recommendation of loan approval and terms.
- The SEIRPC Full Board or Executive Board will approve loans and be asked to meet in an expedited fashion.
- Target review and closing timeline once the completed application is received is 7-10 days.

5. Loan Documents Required for New and Existing Clients:

- Completed emergency loan application
- Loan agreement
- Promissory note
- Truth in Lending Statement
- Personal Guaranty (if new client)
- Security Agreements (e.g. UCC)
- Indemnification Agreement

PART II: REVOLVING LOAN FUND OPERATIONAL PROCEDURES

A. Organization Structure

Critical Operational Functions

The RLF will be administered by SEIRPC, providing the necessary staff for the operations and functions of the RLF program.

Loan Administration Board

A Loan Review Committee, consisting of appointed representatives from each county in the service area, will be responsible for reviewing all applications for viability and the Work Plan. The SEIRPC staff will be responsible for reviewing and packaging loan applications for submission and review by the Loan Review Committee. The Loan Review Committee will make recommendations to the SEIRPC Board of Directors. The current SEIRPC Board of Directors is included in Attachment A, and the Loan Review Committee members are included in Attachment B. The loan review and approval process is outlined below (Emergency Loans for Presidentially Declared Disasters and microloans will generally follow the same process):

1. Meet with applicants to learn about their project and needs.
2. Applicants determined eligible for RLF assistance are required to complete an RLF application, including all attachments. Complete applications include:
 - a. Loan application
 - b. Business plan
 - c. Insurance documentation
 - d. Balance sheets and income statements
 - e. Projected operating statements
 - f. Names of affiliates or subsidiaries
 - g. Personal financial statement
 - h. Preliminary plans or specifications related to construction,
 - i. Letter from participating lender(s),
 - j. Collateral list
 - k. Other supporting documents such as credit reports, contracts, letters of reference, leases, etc.
3. Fully completed application packages are submitted to the Loan Review Committee.
4. The Loan Review Committee reviews the application packages and makes recommendations to the SEIRPC Executive or full Board of Directors.

5. The SEIRPC Executive or full Board of Directors accepts or rejects the recommendation of the Loan Review Committee. Loan decisions will be reflected in the Board minutes.
6. Upon loan approval, SEIRPC staff sets a loan closing date with the borrower.

SEIRPC will conduct the loan closings and will handle loan servicing (administer loan collections, handling of default loans and foreclosures, etc.). SEIRPC staff will also be responsible for semi-annual reports to EDA and other required reporting/servicing functions.

Conflicts of Interest

An Interested Party of SEIRPC shall not receive – directly or indirectly – any personal or financial benefits resulting from the disbursement of RLF loans. SEIRPC shall also not lend RLF funds to an Interested Party. Conflict-of-Interest Rules:

1. An “Interested Party” is defined in 13 C.F.R. § 300.3 as “any officer, employee or member of the board of directors or other governing board of the Recipient, including any other parties that advise, approve, recommend or otherwise participate in the business decisions of the Recipient, such as agents, advisors, consultants, attorneys, accountants or shareholders.” An Interested Party also includes the Interested Party’s “Immediate Family” (defined in 13 C.F.R. § 300.3 as a person’s spouse, parents, grandparents, siblings, children and grandchildren, but does not include distant relatives, such as cousins, unless the distant relative lives in the same household as the person) and other persons directly connected to the Interested Party by law or through a business organization. In addition, “Immediate Family” includes a person’s “significant other” or partner in a domestic relationship with an “Interested Party.” The Recipient must establish safeguards to prohibit an Interested Party from using its position for a purpose that constitutes or presents the appearance of personal or organizational conflicts-of-interest or of personal gain. (See 13 C.F.R. § 302.17(a) and (b), 15 C.F.R. §§ 14.42 and 24.36(b)(3), and Forms SF-424B (Assurances – Non-Construction Projects) and SF-424D (Assurances – Construction Projects).)
2. An Interested Party must not receive any direct or indirect, financial or personal benefits in connection with this Award or its use for payment or reimbursement of costs by or to the Recipient. A financial interest may include employment, stock ownership, a creditor or debtor relationship, or prospective employment with the organization selected or to be selected for a sub-award. An appearance of impairment of objectivity could result from an organizational conflict where, because of other activities or relationships with other persons or entities, a person is unable

or potentially unable to render impartial assistance or advice. It also could result from non-financial gain to the individual, such as benefit to reputation or prestige in a professional field. (See 13 C.F.R. § 302.17(b).)

3. In addition to the rules outlined in 13 C.F.R. § 302.17(a) and (b), the Recipient must adhere to these special conflicts-of-interest rules set out in 13 C.F.R. § 302.17(c):
 - a. An Interested Party of a Recipient of an RLF Award will not receive, directly or indirectly, any personal or financial benefits resulting from the disbursement of RLF loans.
 - b. A Recipient will not lend RLF funds to an Interested Party.
 - c. Former board members of a Recipient and members of his or her Immediate Family will not receive a loan from the RLF for two (2) years from the date that the board member last served on the RLF's board of directors.

Marketing Procedures

SEIRPC staff will be responsible for publicizing and marketing the availability of the RLF program through news media, social media, flyers, and promotional brochures. Activities will include, but not be limited to:

- Preparation and periodic updating of an RLF Program brochure that provides general information on the RLF program.
- Maintenance of the SEIRPC website (which includes links to the brochure and application) and posts about the program on the SEIRPC social media pages.
- Regular consultation with area economic development officials.
- Regular consultation with area commercial lenders, including provision of RLF marketing materials and education on RLF program rules and requirements.
- Periodic presentations to area groups with possible interest in the RLF program, including civic groups, chambers of commerce, business clubs, entrepreneur groups, etc.
- Periodic development of other marketing materials such as paid testimonials, social media advertisements, radio advertisements, or promotional videos.

B. Loan Processing Procedures

Standard Loan Application Requirements (loan write-up and required attachments)

Applications for the RLF program will be available from various sources, including SEIRPC staff and the SEIRPC website. Interested parties will be directed to work closely with SEIRPC staff to help the business gain an understanding of the RLF program and application process, as well as to investigate other funding possibilities or alternatives if projects are not consistent with RLF program guidelines or targets. Applicants may be directed to other

agencies as appropriate to assist with specific requirements, such as the SBDC, for help with preparing a business plan and/or financial projections. Applications will be accepted on a rolling basis. The RLF Application details the specific items required for complete and thorough application, which includes the following information:

- General contact information for the business and the individual operating the business
- Tax ID Numbers
- Business Structure (S-Corp, LLC, etc.)
- Business status (new or existing business)
- Business Ownership Information
- Job information, including jobs retained because of the project, jobs created, jobs potentially lost if the project does not occur, and wage and benefit information
- Detailed project budget, including all sources of funds, loan terms, etc.

In addition, several exhibits are required along with the application:

- Business Plan
- Employee Benefits Information
- Balance Sheets and Income Statements for the previous three years
- Current Balance Sheet
- Projected Operating Statements for three years into the future
- Names of Affiliates or Subsidiaries
- Personal Financial Statement for owners with more than 20% ownership, two years of tax returns, and credit reports
- Preliminary Plans & Specifications for new construction
- Letter from participating lender(s) stating terms and conditions for participation and the reason why it will not finance the entire project
- List of collateral to be offered
- Other supporting documentation such as letters of intent, letters of reference, contracts, legal descriptions, title and lien search, appraisals, pending patents, copies of leases, feasibility studies, etc.

Environmental Reviews

All recipients will be required to comply with applicable environmental laws, including but not limited to 13 CFR 302 and 314, the National Environmental Policy Act of 1969, and other Federal environmental mandates. SEIRPC staff (Assistant Director/RLF Administrator) will be responsible for ensuring compliance. Loan applications for site preparation, new construction, or building renovation projects will:

- Determine whether the project will result in a significant adverse environmental impact. No activity will be financed that will result in a significant adverse environmental impact unless the impact is to be mitigated to the point of insignificance. When necessary to ensure compliance, any required mitigation will be made part of the loan conditions.
- Determine whether the project involves new above-ground development within a floodplain based on a review of the proposed development against FEMA Flood Insurance Rate Maps (FIRMs). No activity will be financed that would result in new above-ground development in a 100-year floodplain. This determination will be made by reviewing the proposed development against the FIRM.
- Determine whether the project will be located within or adjacent to any wetland area. The applicant may be required to provide wetland delineation information as necessary. No activity will be financed that would result in alteration of any wetland or any adverse impact on any wetland without consultation with the U.S. Department of the Interior Fish & Wildlife Service, and, if applicable, a Section 404 Permit from the Army Corps of Engineers will be obtained.
- Require SEIRPC to notify the State Historic Preservation Officer (SHPO) of each loan that involves significant new construction and expansion and request and receive comments on the effect of the proposed activity on historic and archeological resources before the loan closing. In cases where SHPO has recommended actions or has determined adverse impact, SEIRPC and the loan applicant must work with SHPO and EDA to address any issues before loan closing.
- Require loan applicants to provide information regarding whether or not hazardous materials such as EPA-listed hazardous substances, leaking underground storage tanks, asbestos, PCBs, or other hazardous materials are present on or adjacent to the affected property that have been improperly handled and have the potential to endanger public health. If deemed necessary, the loan applicant may be required to perform or provide evidence of performance of a Phase I Site Assessment to identify possible sources of contamination; a Phase II Site Assessment to test soil and/or groundwater samples; and a Phase III Site Remediation involving mitigation of applicable contaminants. No activity will be financed that involves unresolved site contamination issues. The loan applicant will be responsible for working with the appropriate state environmental agency office(s) to resolve any outstanding issues before loan approval.

Prevailing Wages

Davis-Bacon wage rates, if applicable. Davis-Bacon compliance will be monitored by COG staff, who will provide the borrower with wage determinations and monitor payrolls during the construction process to ensure compliance with required compensation. A site visit and employee interviews will accompany the desk review of payrolls.

Procedures for Loan Approvals

Once a fully complete application is received and reviewed by SEIRPC, staff will provide the Loan Review Committee with the full application, as well as a loan summary that includes firm/applicant information and history, proposed financing, collateral, consistency with the RLF's financing policy, and whether there are any environmental issues. Credit and financial analysis will be conducted by SEIRPC staff and the Loan Review Committee. This includes analysis of credit reports, collateral, equity, profit and loss statements, bank participation letter, and appraisal(s). The Loan Review Committee will review the entire application to ensure compliance with the Work Plan, including financing policies, targeting criteria, and loan selection criteria. The Loan Review Committee will make its recommendation to the SEIRPC Board of Directors or Executive Board for final approval. A simple majority vote of the SEIRPC Board of Directors or Executive Board is required for approval. Loan review committee and board meeting minutes will be included in the loan file.

C. Loan Closing and Disbursement Procedures

Loan Closing Documents

Required documents at loan closing include:

- Loan Agreement
- Promissory Note
- Personal and/or Corporate Guaranty
- Security Agreements (e.g., mortgage)
- Truth in Lending Statement
- Indemnification Agreement
- Other required or necessary documentation

The loan file will also include the Loan Review Committee recommending approval of the loan, Board meeting minutes approving the loan, and a letter from the participating lender regarding "turn down" or inability to fully finance the project. The Loan Agreement will state the purpose of the loan. SEIRPC staff will ensure the funds are being used as intended and will make it clear to the borrower that periodic reviews will take place in order to ensure compliance.

Loan Agreement Provisions

The Loan Agreement also provides for access to records, accounts, and requires the business to provide periodic reports such as financial statements, progress reports, and proof of insurance. In addition, there is an indemnification clause within the Loan Agreement as well as language regarding compliance with all applicable City, County, State, and Federal laws. Article IX of the Loan Agreement stipulates procedures and remedies for default. This includes material misrepresentation, non-payment, non-compliance, business changes, relocation or abandonment, mispending, insolvency or bankruptcy, insurance, and insecurity.

Loan Disbursement

SEIRPC will issue a written notice of default and will provide 30 days for the borrower to cure. Remedies stipulated include exercising any remedy provided by law and declaring the unpaid principal and interest accrued on the note due and payable immediately without presentment, demand, protest, notice of protest, notice of intention to accelerate, or other notice of any kind, all of which are expressly waived by the borrower. Funds will generally be disbursed at the time of closing. Special provisions for periodic disbursements will be arranged as needed.

D. Loan Servicing Procedures

Repayment

Loan repayments will consist of automatic withdrawals. During the closing procedure, recipients will sign an ACH Agreement, and payments will be made monthly to the SEIRPC bank account assigned to the correct EDA loan pool. In some unique cases, recipients will be allowed to pay by check upon request.

Monitoring

Loans will be monitored through periodic and annual reviews. This includes site visits, where jobs will be tracked and verified. In addition, recipients are required to provide financial statements, annual insurance renewals (with SEIRPC listed as additional loss payee), and any other provisions required. Tracking software will assist with such items as renewal of UCC filings, proof of insurance, and other documentation required.

Loan Files

Loan files will be maintained in the SEIRPC offices. Original loan closing documents – including the Loan Agreement(s), Security Agreement(s), Personal and/or Corporate Guarantee(s), and Promissory Note(s) – will be kept in a bank safe deposit box or a fireproof container. Loan files include the following documents: Original Application; Loan Summary Sheet; Loan Write-up/Minutes; Commitment Letter; Bank Participation Letter; Environmental Review; Loan amortization Schedule; ACH Agreement; Correspondences; Proof of Insurance; Site Visit Reports; Financial Statements; Promissory Note, Truth in Lending Statement; Loan Agreement; Security Agreement; Personal or Corporate Guarantee; Indemnification Agreement; Mortgage; UCC Filing, and any other documents as necessary.

Defaulted or delinquent loans and write-offs

Delinquencies in payments will be addressed by mail, telephone, or personal visits from SEIRPC staff. If more than 30 days delinquent, the recipient will receive an “Account Past Due Notice.” For delinquencies over 60 days, recipients will receive a “Notice to Cure Default,” and if, after Notice to Cure, the loan is still in default, the recipient will receive an “Acceleration of Debt” notice. Delinquencies can be resolved by loan restructuring, moratorium on payments, or other techniques upon approval of the Executive Director. Moratoriums will not exceed 12 months. Unresolved delinquencies may be declared loan defaults, and collection procedures may be initiated.

As outlined in the “Promissory Note,” notes more than 30 days in delinquency may cause the whole amount unpaid to become due. A late fee of \$25 will be applied to each late payment. Principal and interest not paid when due for three consecutive months will result in an increase in the interest rate to 7% for the life of the loan. Priority of payments on defaulted loans will be: first, toward any costs of collection; second, toward outstanding penalties and fees; third, toward any accrued interest to the extent due and payable; and fourth, toward any outstanding principal balance. After all collection remedies have been exhausted, a loan write-off may be necessary. Typically, an attorney’s opinion regarding the likelihood of recovery will be necessary to assist with the determination. All loan write-offs will be approved by the Board of Directors.

E. Administrative Procedures

Accounting

SEIRPC and the RLF program will always operate by Generally Accepted Accounting Principles. A separate bank account will be used for each RLF fund so that repayments and interest are identifiable and auditable. This account will be distinguishable from other loan programs (s).

Administrative Costs

SEIRPC staff will be paid for the administration of the RLF program. The sources of funds for these payments will be interest generated from loans and a single loan processing fee paid by the borrower equal to 1.5% of the RLF loan upon approval, or \$1,000, whichever is greater (Different for emergency and microloans). In addition, each RLF borrower will reimburse SEIRPC for any legal expenses incurred in the closing of each RLF loan. If costs exceed RLF income, SEIRPC will use organizational funds to make up the difference. RLF income that is not used for administrative costs will be made available for lending activities. Administrative costs will be tracked by the organization's timesheet and payroll system.

Capital Utilization & Reporting

The RLF Portfolio will maintain compliance with capital utilization standards and sequestration requirements as outlined in 13CFR 307.16(c). As required by EDA, SEIRPC will file semi-annual reports. Reports include an Income and Expense Statement if 50% or more of the RLF income is used for administrative costs in six months.

Audits

EDA RLF funds are subject to an annual audit.

ATTACHMENT A

SEIRPC BOARD OF DIRECTORS

SEIRPC Board of Directors

2025 Calendar Year

Existing Executive Board of Directors		
Name	Officer	Representing
Brent Schleisman schleisman@windstream.net	Chairman	City of Mount Pleasant
Dr. Michael Ash mash@scciova.edu	Vice Chairperson	SCC
Jim Cary caryj@dmcounty.com	Treasurer	Des Moines County
Mark Huston tmhustonisu@gmail.com	Secretary	Private Sector
Barb Smidt bsmidt@tworivers.bank	Member at Large	Lee County
Full Board of Directors		
Des Moines County	Henry County	Lee County
Jon Billups City of Burlington billupsj@burlingtoniowa.org	Brent Schleisman City of Mount Pleasant Schleisman@windstream.net	Laura Liegois City of Fort Madison citymanager@fortmadison-ia.com
Ron Teater City of West Burlington teaterr@westburlington.org	Steve Detrick Henry County sdetrick@henrycountyiowa.us	Garry Seyb Lee County garryseybjr@gmail.com
Jim Cary Des Moines County caryj@dmcounty.com	Kirk Miller City of New London newloncity@iowatelecom.net	Emmanuel Bellegarde City of Keokuk cityadmin@cityofkeokuk.org
Hans Trousil Private Sector, West Burlington hanstrousil@gmail.com	Chad Hudson Private Sector, Wayland State Bank chudson@waylandstbank.com	Barb Smidt Private Sector, Two Rivers Bank & Trust bsmidt@tworivers.bank
Louisa County	Education & Workforce	SEIRPC Management
Kevin Hardin Louisa County khardin@louisacountyia.gov	Vacant - Education	Mike Norris Executive Director mnorris@seirpc.com
Mark Huston City of Columbus Junction tmhustonisu@gmail.com	Dr. Michael Ash Southeastern Community College mash@scciova.edu	Zach James Assistant Director zjames@seirpc.com
Brett Shafer City of Wapello shaferconst@gmail.com	Vacant Workforce Representative	Lori Gilpin Finance Director lgilpin@seirpc.com
Cori Milan Private Sector, Louisa County camilan@iastate.edu		Pat Inrachavongsa Transit Director pinrachavongsa@seirpc.com

ATTACHMENT B

SEIRPC LOAN REVIEW COMMITTEE

Name	Organization	Appointing Entity	Term End
Des Moines County			
Jim Olson	Retired First Interstate Bank	City of Burlington	December 31, 2026
Brent Hartley	MidwestOne Bank	Greater Burlington Partnership	December 31, 2025
Jordan Springsteen	Two Rivers Bank & Trust	Des Moines County	December 31, 2027
Henry County			
Steve Brimhall	US Bank/Mayor of Mount Pleasant	City of Mount Pleasant	December 31, 2025
Chad Hudson	Danville State Savings Bank	Mount Pleasant Chamber	December 31, 2026
Klay Edwards	Pilot Grove Savings Bank	Henry County	December 31, 2027
Lee County			
Barb Smidt	Two Rivers Bank and Trust	Lee County	December 31, 2026
Nannette Griffin	Griffin Tire and Muffler	City of Fort Madison	December 31, 2027
Kerry Klepfer	LJ Insurance/KEDC	City of Keokuk/KEDC	December 31, 2025
Louisa County			
Mark Huston	Retired from Washington State Bank/Mayor of Columbus Junction	Louisa County	December 31, 2025
Brooklyn Holcomb	BANK	Louisa County	December 31, 2026
Sean Allworth	Community Bank & Trust Co.	Louisa County	December 31, 2027

Public Hearing: Resolution #195-2025

FFY2026-FFY2029 TIP

OB3

MEMO



To: Mike Norris, Executive Director

From: Zach James, Assistant Director

Date: July 14, 2025

Re: Final FFY2026 – 2029 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 viewing in mid-June 2025, with a link posted on the SEIRPC website. Staff is 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 typically due in late January (though it was delayed by one month this year). 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 FFY2029:

Surface Transportation Block Grant Program (STBG) Target received from Iowa DOT	
FFY2029 Target from Iowa DOT	\$ 3,234,000
Target Programmed for SEIRPC Planning Efforts	\$ 248,126
FFY2029 Target Available to Allocate to Regional Projects	\$ 2,985,874
Total available for Counties – 55%	\$ 1,642,230
Total available for Cities – 45%	\$ 1,343,643
Transportation Alternative Program (TAP) Target received from Iowa DOT	
FFY2029 Target from Iowa DOT	\$ 322,000
Total Available for TAP Projects	\$ 322,000

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, business and agriculture professionals, elected officials, and people from smaller towns (under 5,000).

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. For each member, their total score includes their own subjective points added together with the objective points from staff.

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 FY2029). This reflects a formal vote of the TAC to recommend the scores as presented to them at the meeting on April 22. 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) – FFY2029

Rank	City STBG Projects	Score	Anticipated Funding
1	City of Mediapolis – <i>Main Street Improvements, Phase 4</i>	574	\$ 1,343,643
2	City of New London – <i>Pine Street Reconstruction, Main to Thompson</i>	518	\$ 0
3	City of Mount Pleasant – <i>West Washington Street and 235th Street 'Road Diet'</i>	493	\$ 0
4	City of Burlington – <i>Agency Street Resurfacing, Curran to Holstein</i>	457	\$ 0
5	City of Danville – <i>Main Street Reconstruction, Division to Roosevelt</i>	429	\$ 0

Rank	County STBG Project	Anticipated Funding
1	Des Moines County – <i>Pleasant Grove Road PCC Reconstruction</i>	\$ 1,642,230

Rank	TAP Projects	Score	Anticipated Funding
1	City of Donnellson – <i>Westview Park Trail – Phase II</i>	60	\$ 322,000
2	City of West Burlington – <i>Agency Road Trail</i>	50	\$ 0
3	City of Burlington – <i>Summer Street Trail Extension, Phase I</i>	41	\$ 0

Project Descriptions of STBG Projects Recommended for Funding

Sponsor: City of Mediapolis

Project Name: Mediapolis Main Street Improvements – Phase 4

Total Cost: \$1,800,000

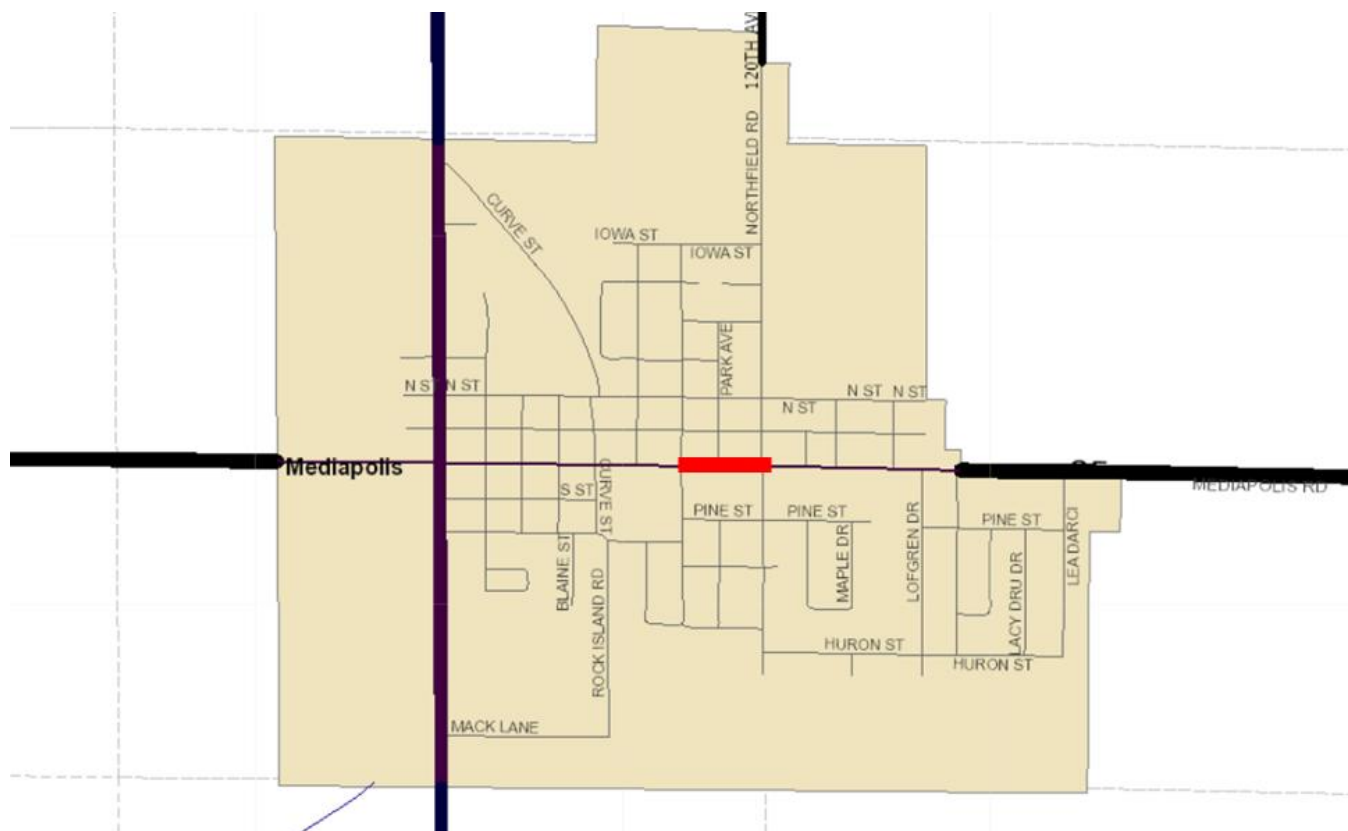
STBG Requested / Anticipated: \$1,430,000 / \$1,343,643

Local Share Offered / Anticipated: \$370,000 (21%) / \$456,357 (25%)

This represents the fourth in a multi-phase project to reconstruct and enhance the Main Street corridor through downtown Mediapolis and adjoining neighborhoods. The previous phases were completed between 2005 and 2015, and covered the entirety of Main Street between US Highway 61 and Harrison Street, near the east end of downtown.

Phase IV involves the 2-block section of Main Street between Harrison and Northfield Streets. This covers a transition area between the downtown and residential neighborhoods to the east. This section provides access to the Post Office, several businesses, an apartment complex, and several single-family homes. It also links downtown and the west side of town with the Mediapolis Schools complex, located 1/3 mile to the north on Northfield Street. Main Street also serves as part of County Road H38, the only paved collector road in northern Des Moines County that is fully paved between US Highway 61 and DMC Highway 99. It provides access to the towns of Kossuth, Kingston and Yarmouth, as well as the Meeker's Landing river terminal.

This project involves the complete reconstruction of the street and sidewalks, along with several major streetscaping enhancements. On the block between Park and Northfield Streets, the road surface will be widened by several feet on each side, along with the addition of paved parking and curb-and-gutter (to replace the existing gravel shoulders). In addition, pedestrian safety will be improved through the construction of ADA-compliant crossings with curb-extensions (bump-outs). Finally, the project will include the installation of new streetlights, landscaping, and the replacement of existing water and sewer lines.



Sponsor: Des Moines County

Project Name: Pleasant Grove Road PCC Reconstruction

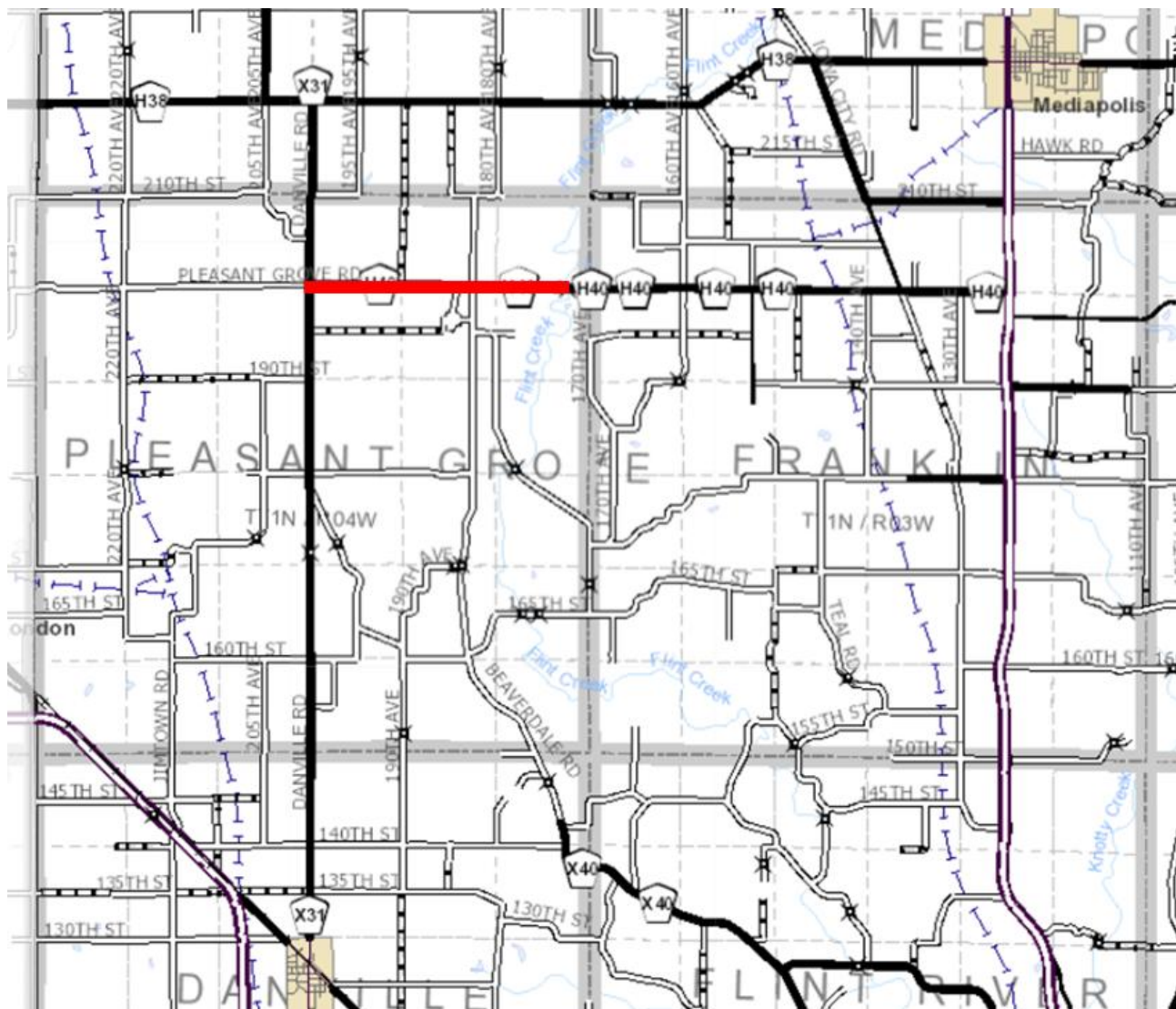
Total Cost: \$5,100,000

STBG Requested / Anticipated: \$2,500,000 / \$1,642,230

Local Share Offered / Anticipated: \$2,600,000 (51%) / \$3,457,770 (68%)

This project involves a 2.55-mile segment of County Road H40, extending west-to-east from Danville Road (X31) to a point approximately 1 mile east of Beaverdale Road (X40). The portion of H40 between X31 and US Highway 61 is paved and designated as a Farm-to-Market Road. It provides access to the unincorporated town of Pleasant Grove, a gravel quarry, and Des Moines County Conservation's Big Hollow Recreation Area. For the portion involved with this project, the existing concrete surface is now 35 years old, and is heavily cracked and deteriorated.

Through this project, the road will be resurfaced with PCC concrete. The eastern terminus of the project will be the bridge over Flint Creek, just west of the Cessford quarry. The section of H40 heading east from the quarry has already been re-surfaced more recently, so this project will ensure that the entire roadway is in good condition between X31 and Highway 61.



Project Descriptions of TAP Project Recommended for Funding

Sponsor: City of Donnellson

Project Name: Westview Park Trail – Phase II

Total Cost: \$421,000

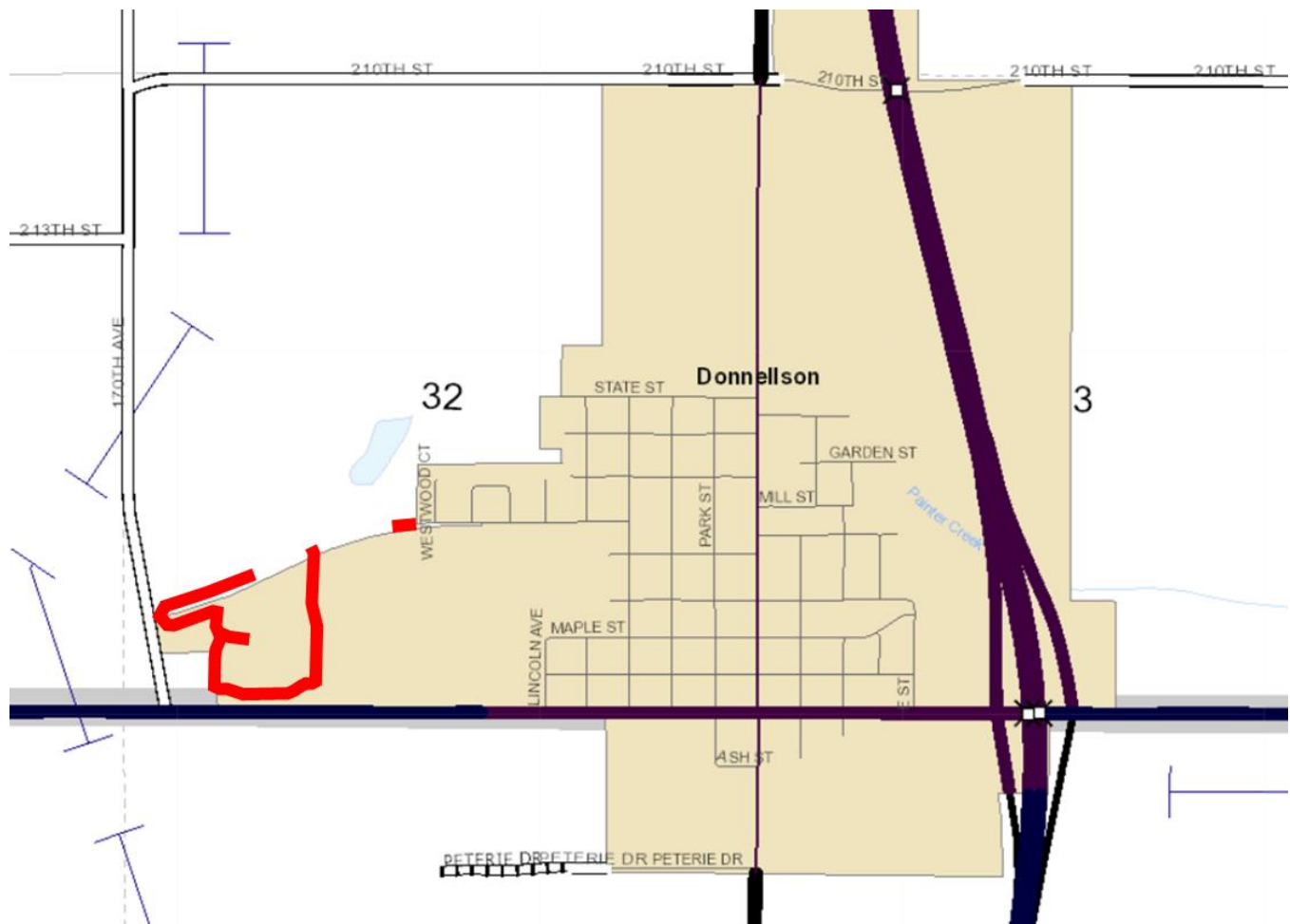
STBG Requested / Anticipated: \$336,000 / \$322,000

Local Share Offered / Anticipated: \$85,000 (20%) / \$99,000 (24%)

This project includes several components, all involving an existing trail system at the west end of Donnellson. This follows two previous trail projects – first, in 2007, a trail was built to connect Westview Park with residential neighborhoods to the east (on Burlington Street). Then in 2023, another trail segment was built through a wooded area on the northwest side of the park. The latter constituted ‘Phase I’ of a two-phase effort to establish a full mile-long trail around the perimeter of Westview Park.

The current project constitutes ‘Phase II’ of that effort. First, a new trail segment will be built to extend 0.5 miles around the south and east sides of the park, which will connect with the two existing segments. As with the trail from 2023, it will be surfaced with limestone chips. Then, both of those limestone trail segments will have a double-layer of sealcoat applied, in order to provide a more durable surface that matches the original trail from 2007.

Finally, several improvements will be made to an existing trailhead with parking at the entrance to the older trail from Burlington Street. Special stamped and colored concrete will be used to make a short section of the trail resemble railroad tracks (since this trail follows an old railroad right-of-way). Also, new signage will be installed at the trail entrance, to create a more welcoming gateway to the trail.



Amendment Request for FY2027 Project

A request for revision was submitted on June 6, 2025, for a County STBG project that was previously programmed for FY2026. The original application for this project was submitted by Louisa County Secondary Roads in December 2021, with the proposed project schedule indicating that construction would occur in FY2026, with a bid letting in October 2025.

The project involves the reconstruction of County Road X99 in southeastern Louisa County. This important arterial road was previously designated as State Highway 99, and it extends north-to-south from Wapello to Burlington, while passing through the towns of Oakville and Kingston. Within this area, it is the only continuously paved north-south road between US Highway 61 and the Mississippi River, and the portion from X61 southward to Burlington is signed as part of the Great River Road National Scenic Byway.

The original STBG application extended covered X99 from the Louisa County line northward to 40th Street (halfway between the Oakville bridge and Toolesboro), plus a section of Railroad Street in Oakville. It excluded a 0.75-mile section of X99 that was recently redone when the new bridge was built over the Iowa River. However, by the time the FY2023-2026 TIP was adopted in July 2022, the project had been modified to remove Railroad Street, as it was no longer eligible under the DOT's new federal-aid swap policy. To compensate for this, the County added the section of X99 between 40th Street and E Avenue (just past X61), extending through Toolesboro. This doubled the mileage on X99 from 3 miles to 6 miles. Also, the scope of work was changed from PCC concrete reconstruction to HMA asphalt resurfacing, to ensure that the project could be completed within the County's budget. The project has been programmed under this same description ever since.

Under the latest requested amendment, the project would be extended further to the northwest, to cover the 6-mile section of X99 between X61 and the bridge over the Iowa River at Wapello. This would double the total distance to 12 miles, thereby completing all of X99 from Wapello to the county line.

The estimated total cost of the project has increased from \$2.8 million to \$4.6 million. However, the County is not requesting any additional STBG funding, beyond the \$1.65 million that had already been awarded. The remaining costs will be covered by Farm-to-Market funds.

The proposed amendment is as follows:

- Louisa County Secondary Roads, Project #STP-S-C058()--5E-58
- Original Description: On X99, FROM COUNTY LINE TO E AVENUE
- New Description: On X99, from COUNTY LINE 12 miles to WAPELLO BRIDGE
- Original Funding Sources:
 - Total Cost – \$2,800,000
 - STBG Funds (Federal Aid) – \$1,625,073*
 - Farm-to-Market Funds – \$1,174,927
- New Funding Sources:
 - Total Cost – \$4,600,000
 - STBG Funds (Federal Aid) – \$1,658,926*
 - Farm-to-Market Funds – \$2,941,074

*The change in Federal Aid is solely the result of a change in the regional STBG funding targets for RPA 16 in FY2026. The applicant's original funding request in 2021 was \$2,000,000.

Region 16 FFY2026-2029 Transportation Improvement Program

Current Update: July 2025

Last Updated: July 2024



Prepared By:

Southeast Iowa Regional Planning Commission
211 N. Gear Ave. Suite 100
West Burlington, IA 52655
www.seirpc.com
319-753-5107



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 #195-2025

INTRODUCED BY: SEIRPC

INTENT: ACCEPT AND RECEIVE FFY2026-2029 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

WHEREAS, The TIP is a required document by the Iowa Department of Transportation, Federal Transit Administration, and Federal Highway Administration; and

WHEREAS, The TIP is a regional document listing all surface transportation projects receiving federal transportation funding, and

WHEREAS, The TIP has followed the regional public participation process; and

BE IT RESOLVED, The Southeast Iowa Regional Planning Commission Board of Directors accepts and receives the Region 16 Transportation Improvement Program on this 24th day of July, 2025.

Brent Schleisman, Chairman

Mike Norris, SEIRPC Executive Director

TABLE OF CONTENTS

1.	INTRODUCTION	1
1.1	ABOUT THE TRANSPORTATION IMPROVEMENT PROGRAM.....	1
1.2	PLANNING AREA.....	3
1.3	SEIRPC ORGANIZATIONAL STRUCTURE.....	5
1.4	PUBLIC INVOLVEMENT PROCESS.....	7
2.	REGION 16 PROJECT SELECTION PROCESS	8
2.1	STBG APPLICATION PROCESS.....	8
2.2	TAP APPLICATION PROCESS.....	9
2.3	COUNTY BRIDGE PROJECT SELECTION PROCESS.....	9
2.4	REGION 16 PROCESS FOR REVISION OF TIP.....	10
3.	STBG AND TAP PROJECT SUMMARIES, SCORES, AND RANKINGS.....	12
3.1	FFY2029 COMPETITIVE CITY STBG APPLICATION SUMMARIES.....	12
3.2	FFY2029 COMPETITIVE CITY STBG SCORES.....	16
3.3	FFY2029 COUNTY STBG APPLICATION SUMMARY.....	17
3.4	FFY2029 COMPETITIVE TAP APPLICATION SUMMARIES.....	18
3.5	FFY2029 COMPETITIVE TAP SCORES.....	21
4.	THE FEDERAL AID SWAP PROGRAM.....	22
5.	FEDERAL HIGHWAY ADMINISTRATION PROJECTS.....	24
5.1	FFY2026 – 2029 FHWA PROJECTS.....	24
5.2	FHWA PROJECT STATUS.....	37
6.	FEDERAL TRANSIT ADMINISTRATION PROJECTS	39
7.	PROJECT LOCATION MAP	41
8.	FINANCIAL INFORMATION	45
8.1	FISCAL CONSTRAINT.....	45
8.2	FEDERAL AID BY PROGRAM AND YEAR.....	46
8.3	OPERATIONS AND MAINTENANCE	47

List of Acronyms

ADA – Americans with Disabilities Act
CMAQ – Congestion Mitigation and Air Quality Program
FFY – Federal Fiscal Year
FHWA – Federal Highway Administration
FLAP – Federal Lands Access Program
FTA - Federal Transit Administration
HBP – Highway Bridge Program
HSIP - Highway Safety Improvement Program
ICAAP - Iowa’s Clean Air Attainment Program
IIJA – Infrastructure Investment and Jobs Act
IDOT - Iowa Department of Transportation
LRTP – Long Range Transportation Plan
NHFP – National Highway Freight Program
NHPP - National Highway Performance Program
NHS – National Highway System
PPP – Public Participation Plan
PRF – Primary Road Fund
RPA - Regional Planning Affiliation
SEIRPC - Southeast Iowa Regional Planning Commission
SRT – State Recreational Trails Program
STIP – State Transportation Improvement Program
STBG - Surface Transportation Block Grant Program
TAC – Technical Advisory Committee
TAP - Transportation Alternatives Set-Aside Program
TIP - Transportation Improvement Program
TPWP – Transportation Planning Work Program

1: Introduction

1.1 About the Transportation Improvement Program

The Region 16 Transportation Improvement Program (TIP) identifies projects funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in Des Moines, Henry, Lee, and Louisa Counties. Specific projects are identified based on the following funding programs:

- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Program (TAP)
- National Highway Performance Program (NHPP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Bridge Program (HBP)
- Highway Safety Improvement Program (HSIP)
- Primary Road Fund (PRF)
- Federal Transit Administration (FTA) 5311 and (FTA) 5339

The Southeast Iowa Regional Planning Commission annually prepares the Region 16 TIP based on the time schedule in the Figure 1.1 on the following page. The TIP has been developed by incorporating all city, county, and state transportation projects of regional significance considered to be eligible for federal-aid funding. As part of the TIP development process, SEIRPC receives an annual allocation of federal Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) funding to be distributed to counties and communities in the Region 16 planning area. The Region 16 Technical Advisory Committee (TAC) reviews, prioritizes, and recommends projects for STBG and TAP funding to the SEIRPC Board of Directors. Final approval of projects for inclusion into the TIP is the sole responsibility of the SEIRPC Board of Directors. The TIP is fiscally constrained by adjusting the region's recommended projects to best match the estimated target of available federal STBG and TAP funds for the next four years.

Consistent with the Infrastructure Investment and Jobs Act (IIJA) and the Region 16 Public Involvement Process, the TIP is made available for comments by stakeholders within Region 16. The comments received will be provided for submittal to the Iowa DOT for inclusion into the Statewide Transportation Improvement Program (STIP). STIP comments received from the Iowa DOT will be considered prior to submittal to the FHWA for approval. Inclusion of a project in either the TIP or STIP does not guarantee federal-aid funding for the project. However, the documents are a collection of projects that have been programmed as priorities and considered eligible for federal funding. Eligibility for federal aid will be determined by the FHWA or FTA on a case-by-case basis at the time the project authorization is required.

Figure 1.1: Regional TIP/ State TIP Development Timeline

Target Date	Task
September	Applicants are notified that STBG and TAP applications are available by mail or can be downloaded from the SEIRPC website at www.seirpc.com .
End of January	Completed STBG and TAP applications are due to SEIRPC
February	STBG and TAP application are reviewed for eligibility; objective portion of the STBG applications are scored by SEIRPC staff
February	Technical Advisory Committee (TAC) Meeting is set for March or April; Binders are delivered to TAC and Iowa DOT including all applications and score sheets
February	Projected funding targets from Iowa DOT are distributed to RPAs for STBG and TAP.
March/April	TAC meets to review, score, and recommend project applications to Transportation Policy Board.
April/May	Draft TIP prepared with projects recommended for funding by TAC
April/May	Listing of county projects provided by county engineers; Listing of NHS projects provided by Iowa DOT.
May	TAC recommendations and Draft TIP presented to SEIRPC Board of Directors.
June 15	Submission of Draft TIP to Iowa DOT
June/July	Draft TIP is available for public comment.
June/July	SEIRPC responds to Iowa DOT/FHWA/FTA comments and makes corrections on Draft TIP. Final TIP is prepared.
July	Final TIP is presented to SEIRPC Board of Directors for action. Public hearing held.
July 15	Submission of Final TIP to Iowa DOT/FHWA/FTA.

1.2 Planning Area

The Southeast Iowa Regional Planning Commission (SEIRPC) planning area consists of the four counties of Des Moines, Henry, Lee, and Louisa in the most southeastern portion of the state, as seen in Figure 1.2 on the following page. This area includes thirty-three municipalities. SEIRPC is a regional voluntary association of local governments and special purpose entities united for the purpose of promoting inter-governmental cooperation and strengthening local units of government. By working through the Regional Planning Commission, cities, counties, non-profits, and schools can share professional assistance and resources to meet the challenges of the future.

The combined population of the region is 100,778, according to 2024 Annual Estimates from the US Census Bureau. This includes 38,411 residents in Des Moines County, 32,376 in Lee County, 19,361 in Henry County, and 10,630 in Louisa County.

There are four municipalities in the region with over 5,000 residents. These are Burlington (23,637), Fort Madison (9,983), Keokuk (9,462), and Mount Pleasant (8,509). Six other municipalities fall between 1,000 and 3,500 residents – Columbus Junction, Mediapolis, New London, Wapello, West Burlington, and Winfield. Of the remaining twenty-two municipalities, six fall between 700 and 1,000 residents, and the remaining sixteen are lower than 500.

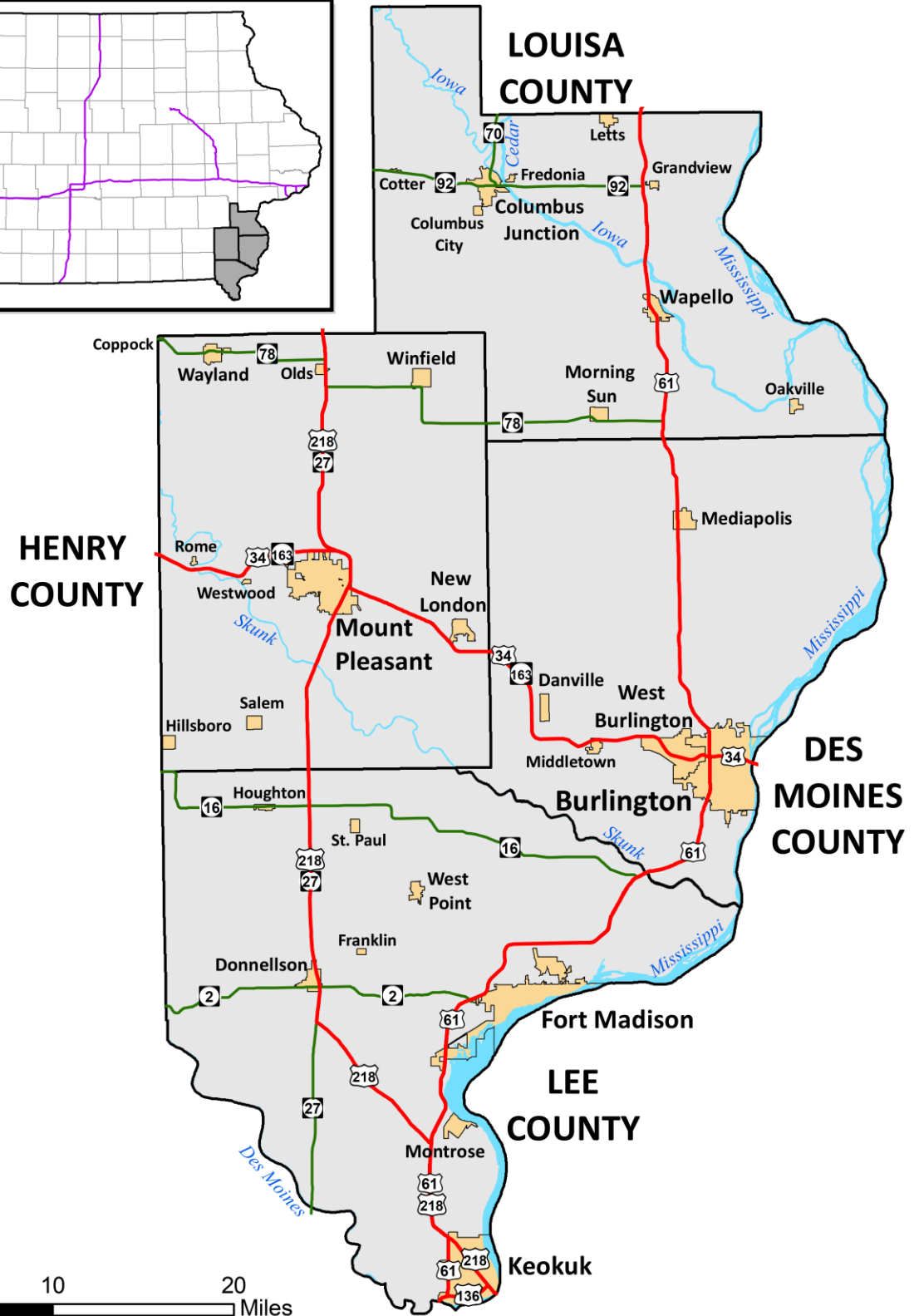
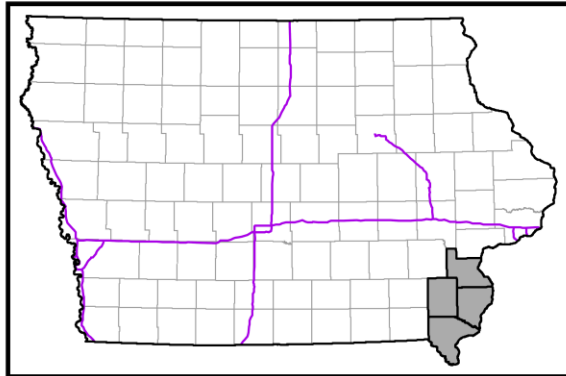
Four US highways pass through the 4-county region – US 61 and US 218 travel north to south, while US 34 and US 136 travel east to west. Of these, US 61 has the greatest length within the region, passing through three of the four counties. There are also portions of 7 Iowa state highways within the region – IA 2, IA 16, IA 27, IA 70, IA 78, IA 92, and IA 163.

Three of the region's four counties are bounded to the east by the Mississippi River, forming the state boundary between Iowa and Illinois. In southern Lee County, Keokuk is positioned at the confluence of the Mississippi and Des Moines Rivers, which forms the southeast corner of the state. The diagonal path of the Des Moines River forms the southern boundary of Lee County, which is also the boundary between Iowa and Missouri. Three other major rivers pass through the interior of the region – the Cedar, Iowa, and Skunk Rivers. The Skunk forms the boundary between Des Moines and Lee Counties, before continuing northwesterly through Henry County. The Iowa and Cedar Rivers merge together near Columbus Junction in Louisa County, with the Iowa River continuing to the east, toward its confluence with the Mississippi near Oakville.

Figure 1.2: Region 16 Planning Area

Prepared By:
seirpc

Region 16 Transportation Planning Area



1.3 SEIRPC Organizational Structure

Planning Agency Structure

The Southeast Iowa Regional Planning Commission (SEIRPC) staff includes the Executive Director, Assistant Director, Finance Director, Planning Director, Transit Director, Transit Scheduler, Transit Operations Manager, three Regional Planners, two Grant Administrators, a Housing Inspector, a Planning Assistant, a Receptionist and an Executive Assistant.

The Executive Director, Planning Director, and two Regional Planners are designated to work with the Board of Directors and Technical Advisory Committee for purposes of transportation planning and programming efforts in compliance with the IJA.

SEIRPC Board of Directors

The SEIRPC Board of Directors is made up of nineteen members. Members are appointed every four years. 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 Plan (PPP) approval, Passenger Transportation Plan (PTP) approval and assurance that multi-modal opportunities are fully considered and implemented when appropriate. A listing of the members of the SEIRPC Board can be seen in Figure 1.3 on the following page.

Technical Advisory Committee (TAC)

The purpose of the TAC is to provide recommendations to the SEIRPC Board of Directors on issues such as fiscal resource allocations, STBG and TAP project selection and TIP development. The TAC structure changed in 2004 from the previous structure it employed. 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 new structure created nine specific positions on the TAC. The nine specific positions are: County Engineer, Public Works Official, 2 Business Professionals, Agriculture Professional, SEIRPC Board Member, Economic Development Professional, City under 5,000 and one at-large SEIRPC Board appointment. The membership of the TAC is represented by 2 members each from Des Moines, Henry, Lee, and Louisa Counties and one at large SEIRPC Board Representative. The TAC is also represented by Iowa DOT, FTA and FHWA as non-voting members. Each county's representatives on the SEIRPC Board appoint two people to serve on the TAC from their county. The positions are three year terms to ensure continuity from year to year. Each member is allowed to serve up to two consecutive terms. A listing of existing TAC members can be seen in Figure 1.4 on the following page.

Figure 1.3: SEIRPC Board of Directors

Name	Title	Agency Represented	County
Executive Board			
Brent Schleisman, <i>Chairman</i>	City Administrator	City of Mount Pleasant	Henry
Dr. Michael Ash <i>Vice Chairman</i>	President	Southeastern Community College	
Jim Cary, <i>Treasurer</i>	County Supervisor	Des Moines County	Des Moines
Mark Huston, <i>Secretary</i>	Mayor	City of Columbus Junction	Louisa
Barb Smidt		Private Sector	Lee
Full Board - Remainder			
Jon Billups	Mayor	City of Burlington	Des Moines
Hans Trousil		Private Sector	Des Moines
Ron Teater	Mayor	City of West Burlington	Des Moines
Steve Detrick	County Supervisor	Henry County	Henry
Chad Hudson		Private Sector	Henry
Kirk Miller	Mayor	City of New London	Henry
Jim Ferneau	City Administrator	City of Keokuk	Lee
Larry Liegois	City Manager	City of Fort Madison	Lee
Garry Seyb	County Supervisor	Lee County	Lee
Kevin Hardin	County Supervisor	Louisa County	Louisa
Cori Milan	Economic Development Director	Louisa Development Group / Iowa State University Extension & Outreach	Louisa
Brett Shafer	Mayor	City of Wapello	Louisa

Figure 1.4: Technical Advisory Committee

Name	Category	Entity Represented	County
Darren Cady	Agricultural Professional	Nutrien Ag Solutions	Des Moines
Jason Hutcheson	Business Professional	Great River Health Foundation	Des Moines
Jack Hotchkiss	County Engineer	Henry County Secondary Roads Dept.	Henry
Ted Wiley	Business Professional	JC Wiley & Sons	Henry
Emily Benjamin	Economic Dev. Professional	Lee County Economic Development Group	Lee
Barb Smidt	SEIRPC At-Large	Two Rivers Bank, Keokuk	Lee
Todd Salazar	Public Works Professional	City of Columbus Junction	Louisa
Casey Kaska	City Under 5,000	City of Grandview	Louisa
Ron Teater	SEIRPC Board	City of West Burlington	At-Large
Chris Kukla*	Transportation Planner	Iowa DOT – District 5	
Gerri Doyle*	Transportation Planner	Federal Transit Administration	
Sean Litteral*	Transportation Planner	Federal Highway Administration	

*Indicates non-voting member

1.4 Public Participation Process

In compliance with the provisions of the IJA, SEIRPC has established the following public participation process for its transportation planning process.

Public Notices

Public notices shall be published for SEIRPC Board meetings where final TIP, TPWP, PTP, LRTP and special studies or modal plans are adopted, concurrent with DOT, FTA and FHWA regulations. Public notices shall also be published for meetings where amendments of the regional TIP shall be voted upon. Public notices shall be posted no more than twenty days and no less than 4 days before the meeting in the regional newspaper, The Hawk Eye (Burlington).

Public Hearings

Prior to approval of the final TIP, TPWP, PTP, and LRTP the SEIRPC Board shall hold a public hearing. The Board shall also hold public hearings as deemed necessary for TIP amendments. Hearings will be published no more than twenty days and no less than 4 days before the meeting in the regional newspaper, The Hawk Eye.

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. Application forms shall be available online on the SEIRPC website from October until applications are due at the end of December.

Public Comment

The general public shall be afforded the opportunity to provide comments on the annual development of the TIP, TPWP, PTP, LRTP, and the Public Participation Process through the process outlined herein. In the case of the LRTP, Public Involvement Process, and the prioritization process for the STBG and TAP funding, a minimum of fifteen (15) day comment period shall be provided.

Web

SEIRPC will post its TIP, TPWP, PTP, LRTP, PPP, and other related transportation planning activities on its website to give the public an opportunity to comment.

Newsletter

SEIRPC publishes a monthly newsletter sent to all cities, counties, chamber of commerce offices, and regional newspapers. Elements of the newsletter may include, but not limited to: upcoming grant opportunities, activities of SEIRPC transportation planning staff, useful transportation information, DOT activity in southeast Iowa and a profile of a useful transportation plan or planning activity.

Accommodation

Persons requiring special material or presentation formats will be asked for advanced notice of at least one week prior to a public hearing. Reasonable accommodations to provide documents in an accessible format, as required by the ADA, will be made when requested by the public.

2: Region 16 Project Selection Process

Region 16 allocates Surface Transportation (STBG) funding and Transportation Alternatives Program (TAP) funding through a competitive application process. The information in this section discusses the specifics for how this funding is allocated.

2.1 STBG Application Process

Region 16 allocates STBG funds through a competitive application process. STBG funds are split into two pools of funding, with cities competing for 45% of available funds and counties competing for 55% of available funds. In the competitive STBG application process, projects are rated on five different categories which include:

- **System Preservation** – Analyzes various characteristics of a roadway and how it functions on a day-to-day basis (i.e. traffic volume, surface type, pavement condition); also assesses how a proposed project may or may not improve existing conditions. **350 Points Available**
- **Integration & Connectivity** – Measures how the project will preserve and enhance connectivity for the local transportation system, as well as efficiently integrate multiple modes of transportation within that system. **100 Points Available**
- **Safety & Accessibility** – Evaluates whether a project will involve tangible improvements for the safety of its intended users, including motorists, bicyclists, pedestrians and transit users. **200 Points Available**
- **Economic Vitality** – Measures the economic impact that a project will have at the local and regional level, including all aspects of the economy that relate to transportation, from workers accessing jobs to the shipments of raw materials and finished products. **240 Points Available**
- **Local and Regional Factors** – Addresses several miscellaneous factors that relate to the project's comparative impact within the local community and the Southeast Iowa region, such as whether the project is supported by local, regional or statewide planning documents. **110 Points Available**

A total of 1,000 points are available. In addition to the 5 general categories, the points are broken down into 26 different criteria. Of these, 11 criteria are scored by SEIRPC staff using either objective, measurable data, or a simple yes/no determination based on the applicant's responses to certain questions. The remaining 15 criteria are scored by members of the Technical Advisory Committee, using subjective data that is more difficult to quantify. The total of 1,000 points is split roughly 50/50 between the objective and subjective criteria.

Once each of the 9 TAC members submit their final scores, these are entered into a spreadsheet. For each individual project, the highest and lowest scores are removed, and an average is calculated for

the remaining 7 scores. Projects are then ranked based on their average score.

2.2 TAP Application Process

Transportation Alternatives Set-Aside Program (TAP) funding is allocated through a competitive application process, administered at the regional level by SEIRPC, with an additional statewide review of eligibility by the Iowa Department of Transportation. Unlike STBG funding, TAP funds are not split into separate city and county pools. In the TAP competitive application process, projects are scored on five different criteria that determine the importance of the TAP project to the region:

- **Transportation Alternative Relationship** – Assesses how the project will function as part of the overall transportation system (including its relationship to other modes), and what improvements it will offer for the existing system. **20 Points Available**
- **Local and Regional Factors** – Addresses what a project’s comparative impact will be within the local community and the Southeast Iowa region, based on whether it is supported by local, regional or statewide planning documents. **15 Points Available**
- **Economic Development and Tourism** – Measures the economic impact that a project will have (in terms of jobs & employment, tax base generation, tourism, etc.), at both the local and regional level. **20 Points Available**
- **Project Status** – Evaluates the applicant’s progress and preparedness for completing the project, including the completion of previous phases or engineering work, and securing additional grant funding sources. **15 Points Available**
- **Facility Need** – Evaluates how much the project will satisfy existing needs that, in its absence, are not yet being fully met in the local community or the Southeast Iowa region. **30 Points Available**

A total of 100 points are available. In addition to the 5 general categories, the points are broken down into 14 different criteria. Of these, 7 criteria are scored by SEIRPC staff using either objective, measurable data, or a simple yes/no determination based on the applicant’s responses to certain questions. The remaining 7 criteria are scored by members of the Technical Advisory Committee, using subjective data that is more difficult to quantify. The total of 100 points is split roughly 50/50 between the objective and subjective criteria.

Once each of the 9 TAC members submit their final scores, these are entered into a spreadsheet. For each individual project, the highest and lowest scores are removed, and an average is calculated for the remaining 7 scores. Projects are then ranked based on their average score.

2.3 County Bridge Project Selection Process

Each county selects projects using a different method, although each county uses a similar system. In each case, the counties rate projects based on several criteria including bridge sufficiency ratings, estimated cost, benefit of replacements, remaining life, bridge posting, and available funding. Then the lowest rated bridges are either included in each of the county's five-year plan or closed to traffic.

2.4 Region 16 Process for Revision to TIP

Revisions are defined as changes to a TIP or STIP that occur between scheduled periodic updates. The same process must be followed regardless of whether a project uses Federal Aid Swap or is federalized (see pg. 18 for more information on Federal Aid Swap).

There are two types of revisions: Amendment, and Administrative Modification. In addition, there are two sub-categories of Amendments: Standard Amendment and Major Amendment.

Amendment

An Amendment involves a major change to a project included in the TIP/STIP. This includes an addition or deletion of a project, a major change in project cost, project/project phase initiation dates, or design concept/scope (e.g. changing project termini or the number of through lanes). Changes made to illustrative projects do not require an Amendment. Changes that affect fiscal constraint must take place by amendment of the TIP. The requirements of an Amendment depend on its classification into one of the following two types:

- **Standard Amendment**

A Standard Amendment is any which does not involve the components listed below for a Major Amendment. It may or may not involve regional STBG or TAP funding. A Standard Amendment requires a public comment period, proof of fiscal constraint, a public hearing, and Policy Board approval.

- **Major Amendment**

A Major Amendment is any which involves regional STBG or TAP funding, and includes a change in the amount of regional STBG/TAP funding requested, or a change in the project scope that would potentially impact the regional competitive scoring process. In the event that only one project was submitted for that year and category (City STBG, County STBG, or TAP), then this may be processed as a Standard Amendment. A Major Amendment requires TAC review and recommendation to the Policy Board, along with all of the requirements listed for a Standard Amendment.

Administrative Modification

A minor revision to the TIP is an Administrative Modification. It can include minor changes to any of the following: project phase costs, funding sources of previously-included projects, and/or the initiation dates of a project or one of its phases. An administrative modification is a revision that does not require public review and comment, or proof of fiscal constraint.

Amendment vs. Administrative Modification

There are four main components that can be used to determine whether a project change constitutes an Amendment or an Administrative Modification, as follows:

- **Project costs** - Determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30% or total federal aid increases by \$2.0 million or more will require an Amendment. Anything less can be processed with an Administrative Modification.
- **Schedule changes** - Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which are added or deleted from the TIP/STIP will be processed as amendments.
- **Funding sources** - Additional federal funding sources to a project will require an Amendment. Changes to funding from one source to another will require an Administrative Modification.
- **Scope changes** - Changing project termini or changing the amount of through traffic lanes will be processed as an Amendment. Other examples of changes that require amendment are changing the type of work from an overlay to reconstruction. Another example is changing a project to include widening of the roadway.

Procedural Requirements for Revisions

Any revisions to a project must be done by filling out a “Request for Amendment Application” and submitting it to SEIRPC. Upon receipt of an application, SEIRPC staff will make a determination of whether it is considered a Standard Amendment, Major Amendment, or Administrative Modification. If it is either type of Amendment, there must be an opportunity for public input, along with the approval of the Policy Board. In addition, Major Amendments also require review by the TAC, prior to being presented to the Policy board. All Amendments require a local government resolution stating the change in the project, along with a confirmation of their support. They also require an updated time schedule for project development, and an up-to-date itemized breakdown of project costs.

An Administrative Application has simplified procedures which allow more flexibility in the processing of changes. SEIRPC staff is allowed to process minor changes by approval of the SEIRPC Board. Each type of revision is processed in TPMS and the date of approval by SEIRPC is included in the revision submittal.

3: STBG and TAP Project Summaries, Scores and Rankings

3.1 FFY2029 Competitive City STBG Application Summaries

Below is a summary of the five applications received for the competitive city pool of STBG funding, which constitutes 45% of all STBG funding allocated to the region for FFY2029. The information below reflects what each community requested and may not reflect the actual amount awarded, based on the regional STBG funding target.

Sponsor: City of Burlington

Project Name: Agency Street Resurfacing, Curran to Holstein

Total Cost: \$1,325,698

STBG Requested: \$1,104,748

Local Share: \$220,950 (17%)

This project involves an HMA asphalt overlay on Agency Street from Curran Street to Holstein Avenue, immediately west of where the road curves southward to connect with Washington Street (and, by extension, Central Avenue). In addition to resurfacing the roadway, there will be upgrades to ADA accessibility for existing sidewalks, and the left turn lane at Curran will be extended, in order to improve traffic flow and safety at this especially crash-prone intersection.

Agency is part of an important east-west arterial corridor comprised of Agency and Washington, extending from the Burlington riverfront to the hospital and community college in West Burlington. Along the way, it provides access to a major commercial retail district, the Hy-Vee supermarket, and the new Des Moines County Public Health building, along with numerous destinations in downtown Burlington.

This project will complement two other projects that were recently awarded STBG funding. This includes the reconstruction of Agency from Melrose Court to Curran in 2024, and the planned reconstruction of Washington Street between Central and Front Street, to be constructed in 2025. It also follows an earlier project to reconstruct Agency from Melrose Court westward to West Burlington Avenue. Collectively, this will result in a fully modernized and accessible arterial corridor across the City of Burlington.

Sponsor: City of Danville

Project Name: Main Street Reconstruction, Division to Roosevelt

Total Cost: \$2,129,000

STBG Requested: \$1,703,200

Local Share: \$425,800 (20%)

This project will involve the reconstruction of Main Street, starting at the south end of downtown Danville at Division Street, and extending 0.6 miles southward to Roosevelt Road. Main Street is the only north-south collector street in Danville, and serves to connect the downtown area with south-side neighborhoods and rural areas south of the city. It also provides direct access to the Danville School District complex, which contains all of the District's K-12 facilities. School traffic from east and west of Danville typically uses Roosevelt to access Main Street at the south end of town. The existing sidewalks are poorly suited to handle the heavy pedestrian traffic from the schools, as they are narrow and have substantial elevation changes.

The existing roadway surface is asphalt, dating to 1994. The road was seal-coated several times since then, in order to extend its lifespan. However, its base has heavily deteriorated, resulting in the need for complete reconstruction. The new roadway will be surfaced with PCC concrete, consistent with the previously reconstructed intersection with Seymour Street in 2023. In addition, the existing sidewalks will be replaced and upgraded for ADA accessibility, with a wider surface and detectable warnings at crosswalk entrances.

Sponsor: City of Mediapolis

Project Name: Mediapolis Main Street Improvements – Phase 4

Total Cost: \$1,800,000

STBG Requested: \$1,430,000

Local Share: \$370,000 (21%)

This represents the fourth in a multi-phase project to reconstruct and enhance the Main Street corridor through downtown Mediapolis and adjoining neighborhoods. The previous phases were completed between 2005 and 2015, and covered the entirety of Main Street between US Highway 61 and Harrison Street, near the east end of downtown.

Phase IV involves the 2-block section of Main Street between Harrison and Northfield Streets. This covers a transition area between the downtown and residential neighborhoods to the east. This section provides access to the Post Office, several businesses, an apartment complex, and several single-family homes. It also links downtown and the west side of town with the Mediapolis Schools complex, located 1/3 mile to the north on Northfield Street. Main Street also serves as part of County

Road H38, the only paved collector road in northern Des Moines County that is fully paved between US Highway 61 and DMC Highway 99. It provides access to the towns of Kossuth, Kingston and Yarmouth, as well as the Meeker's Landing river terminal.

This project involves the complete reconstruction of the street and sidewalks, along with several major streetscaping enhancements. On the block between Park and Northfield Streets, the road surface will be widened by several feet on each side, along with the addition of paved parking and curb-and-gutter (to replace the existing gravel shoulders). In addition, pedestrian safety will be improved through the construction of ADA-compliant crossings with curb-extensions (bump-outs). Finally, the project will include the installation of new streetlights, landscaping, and the replacement of existing water and sewer lines.

Sponsor: City of Mount Pleasant

Project Name: West Washington Street and 235th Street 'Road Diet'

Total Cost: \$3,094,700

STBG Requested: \$1,356,606

Local Share: \$1,738,094 (56%)

This project involves the resurfacing of Washington Street on the west side of Mount Pleasant, along with a portion of the same roadway immediately west of city limits, called 235th Street in that area. This was part of the original alignment of US Highway 34, prior to the construction of a 4-lane bypass in the early 2000s (with the old road becoming Business 34).

The existing roadway is 2 lanes wide to the west of Goodyear Road (coinciding with city limits), and it widens to 4 lanes for the remainder of the corridor within city limits. The traffic volume for Washington on the west side of town is only about half the volume of the same street in the downtown area and further to the east. However, this area does provide access to several major employers, such as Hearth & Home Technologies, Midwest Precast Concrete and Conti-Tech. There is also a planned industrial park near the Goodyear Road intersection and a residential area just west of city limits (Blackhawk Ln).

Through this project, the road will undergo a 'road diet' for the portion within city limits. From Goodyear to just east of Saunders Avenue, the road will have two through lanes (1 in each direction), plus a reversible middle turn lane. The portion outside city limits will be widened to add a middle turn lane. This will result in a gradual transition from 2 lanes to 4, with the dedicated turn lane improving safety conditions in an area where the speed limit changes. In addition, several private entrances will be consolidated in order to improve safety and traffic flow where vehicles are accessing adjoining businesses.

Sponsor: City of New London

Project Name: Pine Street Reconstruction, Main to Thompson

Total Cost: \$1,533,000

STBG Requested: \$915,000

Local Share: \$618,000 (40%)

This project involves the reconstruction of Pine Street on the south side of New London, from Main Street to Thompson Street. Pine Street is a major north-south collector, providing the city's primary access to US Highway 34, and connecting it with rural areas to the south, including Lowell, West Point and Geode State Park. Within town, it provides access to the New London Schools complex, the downtown business district, City Park, and the Dollar General and Casey's stores. There is also a large new residential subdivision along Pine Street, immediately south and west of the project area.

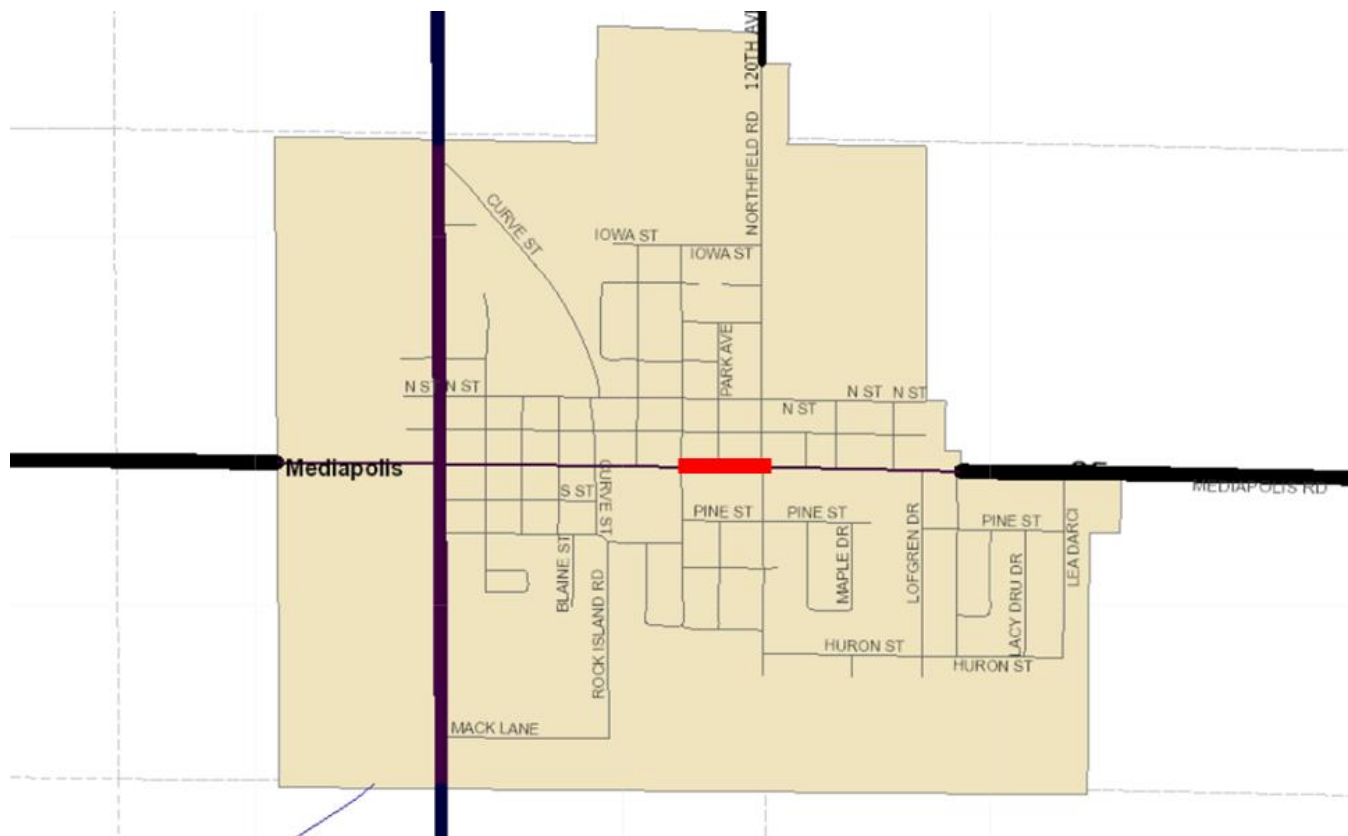
The existing roadway was last resurfaced with an asphalt overlay in 2003, around the time the US 34 bypass opened. Since then, traffic has increased as many residents now use it to access the highway. As a result, the road has reached the end of its design life, and through this project, it will be fully reconstructed with PCC concrete paving. In addition, sidewalk entrances will be upgraded to achieve ADA compliance, and a sanitary sewer line will be replaced. This will also complement a separate 2025 project to construct a sidewalk along Pine Street from Adams to Thompson, and between Pine and Maple Streets to connect the two sections of Adams (thereby providing a safer connection to the nearby schools).

3.2 FFY2029 Competitive City STBG Application Scores

The table below lists the final scores as of the City STBG applications as scored by the Technical Advisory Committee. A single asterisk (*) indicates that the applicant has been selected for funding.

Figure 3.1: Competitive City STBG Application Scores

Rank	City STBG Project	Sponsor	Score
1	Main Street Improvements, Phase 4 (*)	City of Mediapolis	574
2	Pine Street Reconstruction, Main to Thompson	City of New London	518
3	West Washington Street and 235th Street 'Road Diet'	City of Mount Pleasant	493
4	Agency Street Resurfacing, Curran to Holstein	City of Burlington	457
5	Main Street Reconstruction, Division to Roosevelt	City of Danville	429



Location of the City STBG project to be funded in FY2029, City of Mediapolis

3.3 FFY2029 County STBG Application Summary

Below is a summary of the application received for the county pool of STBG funding, which constitutes the remaining 55% of all STBG funding allocated to the region for FFY2029. Following a Policy Board amendment in 2019, the County STBG process is no longer competitive at the regional level. Instead, the four counties collectively determine which eligible county project to apply for each year. Accordingly, these applications are not scored by SEIRPC staff or the Technical Advisory Committee (TAC). As with the City pool of STBG funding, the information below reflects what the county requested and may not reflect the actual funding amount awarded, based on the regional STBG funding target.

Sponsor: Des Moines County

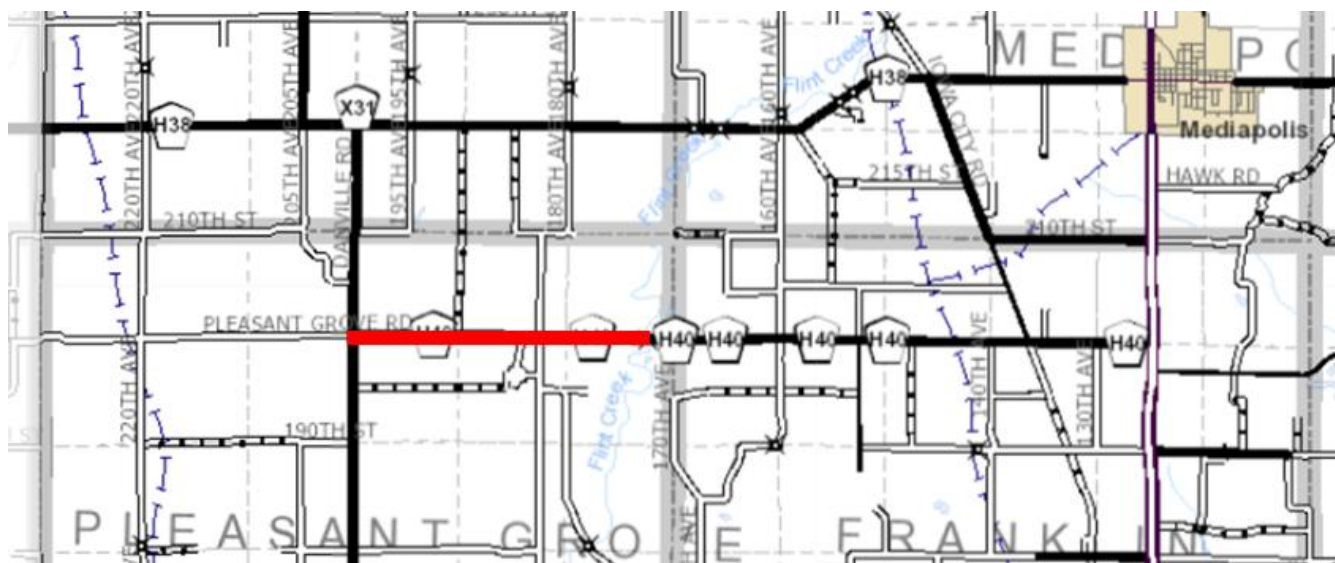
Project Name: Pleasant Grove Road PCC Reconstruction

Total Cost: \$5,100,000

STBG Requested: \$2,500,000

Local Share Offered : \$2,600,000 (51%)

This project involves a 2.55-mile segment of County Road H40, extending west-to-east from Danville Road (X31) to a point approximately 1 mile east of Beaverdale Road (X40). The portion of H40 between X31 and US Highway 61 is paved and designated as a Farm-to-Market Road. It provides access to the unincorporated town of Pleasant Grove, a gravel quarry, and Des Moines County Conservation's Big Hollow Recreation Area. For the portion involved with this project, the existing concrete surface is now 35 years old, and is heavily cracked and deteriorated. Through this project, the road will be resurfaced with PCC concrete. The eastern terminus of the project will be the bridge over Flint Creek, just west of the Cessford quarry. The section of H40 east of the quarry has already been re-surfaced more recently, so this project will ensure that the entire roadway is in good condition from X31 to US 61.



Location of the County STBG project to be funded in FY2029, Des Moines County

3.4 FFY2029 Competitive Transportation Alternatives Program Summaries

Below is a summary of the three applications received for the Transportation Alternatives Program for FFY2029. The information below reflects what each community requested and may not reflect the actual amount awarded, based on the regional TAP funding targets.

Sponsor: City of Burlington

Project Name: Summer Street Trail Extension Project – Phase I

Total Cost: \$441,422

TAP Requested: \$353,137

Local Share: \$88,285 (20%)

This project involves the construction of a 1/4-mile multi-use trail between Summer and 14th Streets, on the far south side of Burlington. The trail will run behind a row of residential properties on the north side of Lynnwood Drive, with the city currently in the process of acquiring land for the future trail project.

This constitutes Phase I of a 2-phase project to build a multi-use trail connection between Summer Street and Madison Avenue. These 2 phases were both conceived as part of a larger project to reconstruct Summer Street between Harrison Avenue and Koestner Street, with a multi-use trail built alongside Summer in the process. That project is planned for completion in 2025/2026, along with a trail extension between Summer Street and an existing trail on Mason Road, which currently terminates at Haskell Street. It will utilize STBG funds (for the road portion), along with congressional earmark funding for the trail and several other paving improvements at the airport terminal and fire station nearby.

The ultimate goal of this project (in conjunction with the Summer Street project and Phase II) is to connect Dankwardt and Crapo Parks with the existing 4-mile trail that wraps around the southwest side of Burlington and West Burlington, and provides access to a middle school, business park, RecPlex, hospital, community college and shopping mall.

(cont'd on next page)

Sponsor: City of Donnellson

Project Name: Westview Park Trail – Phase II

Total Cost: \$421,000

TAP Requested: \$336,000

Local Share: \$85,000 (20%)

This project includes several components, all involving an existing trail system at the west end of Donnellson. This follows two previous trail projects – first, in 2007, a trail was built to connect Westview Park with residential neighborhoods to the east (on Burlington Street). Then in 2023, another trail segment was built through a wooded area on the northwest side of the park. The latter constituted ‘Phase I’ of a two-phase effort to establish a full mile-long trail around the perimeter of Westview Park.

The current project constitutes ‘Phase II’ of that effort. First, a new trail segment will be built to extend 0.5 miles around the south and east sides of the park, which will connect with the two existing segments. As with the trail from 2023, it will be surfaced with limestone chips. Then, both of those limestone trail segments will have a double-layer of sealcoat applied, in order to provide a more durable surface that matches the original trail from 2007.

Finally, several improvements will be made to an existing trailhead with parking at the entrance to the older trail from Burlington Street. Special stamped and colored concrete will be used to make a short section of the trail resemble railroad tracks (since this trail follows an old railroad right-of-way). Also, new signage will be installed at the trail entrance, to create a more welcoming gateway to the trail.

Sponsor: City of West Burlington

Project Name: Agency Road Trail

Total Cost: \$2,351,000

TAP Requested: \$500,000

Local Share: \$1,851,000 (79%)

This project involves the construction of a 1-mile multi-use trail along the north side of Agency Road from Gear Avenue to West Burlington Avenue at the east end of the city. 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 feed into 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, Kohl's, Lowe'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.

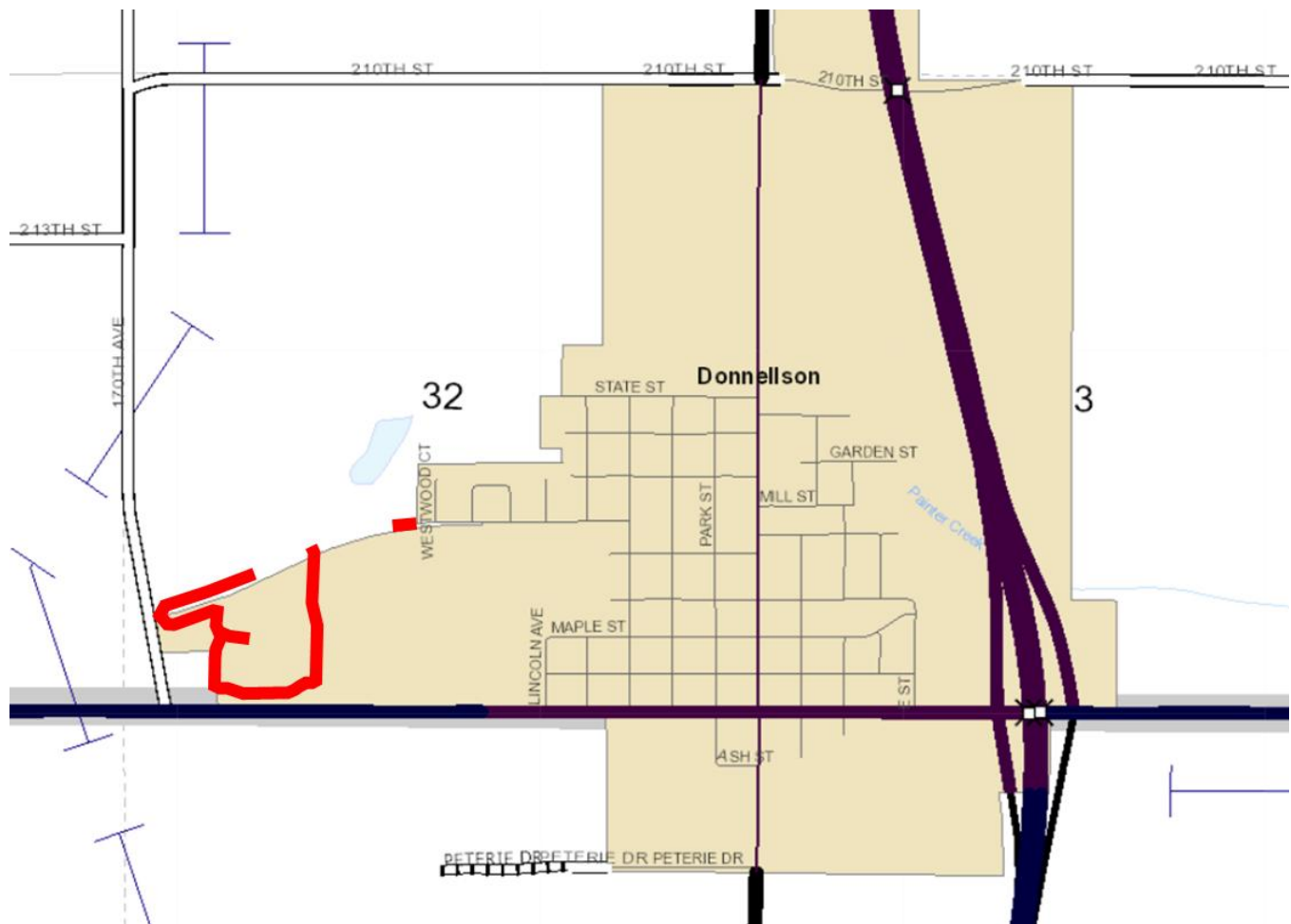
The trail will be separated from the roadway by a safety buffer of green space, though the width will vary, in order to limit impacts to existing trees and private property. It will primarily be built within the existing road right-of-way, though some acquisition and easements will be necessary for several properties. ADA-accessible crossings will be provided at intersections, along with modifications to existing traffic signals to accommodate the crossing of pedestrians and bicyclists.

3.5 FFY2029 Competitive Transportation Alternative Program Scores

The table below lists the final scores of the Transportation Alternatives Program applications as scored by the Technical Advisory Committee. A single asterisk (*) indicates that the applicant has since accepted an award of federal funding for the project.

Figure 3.2: Competitive Transportation Alternatives Program Application Scores

Rank	TAP Project	Sponsor	Score
1	Westview Park Trail – Phase II (*)	City of Donnellson	60
2	Agency Road Trail	City of West Burlington	50
3	Summer Street Trail Extension, Phase I	City of Burlington	41



Location of the TAP project to be funded in FY2029, City of Donnellson

4: The Federal Aid Swap Program

SEIRPC Participation in Swap

Region 16 participates in the Federal Aid Swap Program, in accordance with the Federal-Aid Swap Policy of the Iowa Department of Transportation. The term ‘swap’ refers to the exchange of Federal funds for State funds (specifically, the Primary Road Fund), for use in individual road and bridge projects. In order to participate, all eligible projects in the region must be swapped. The term ‘federalized’ refers to all projects that continue to use Federal funds that have not been swapped.

Some Federal laws apply to all projects, regardless of whether the funding is swapped. However, there are other Federal laws that only apply to those projects receiving Federal Aid. The use of swap can help accelerate project implementation, through bypassing these specific Federal regulations.

Eligibility for Federal Aid Swap

Funding is eligible to be swapped for the following programs:

- Surface Transportation Block Grant program (STBG)
- Highway Bridge Program (HBP)
- Highway Safety Improvement Program (HSIP)

However, there are substantial limitations for the use of Federal Aid Swap for certain projects, based on the program and the type of sponsor. In general, for the STBG program, City-sponsored projects are eligible to use Federal Aid Swap, while County-sponsored projects are not. City projects can use Swap for up to 100% of the total project cost, depending on the amount of regional STBG funding available in a given year.

Some projects that are eligible for the STBG program are not eligible for Federal Aid Swap. This includes those that are not directly road or bridge-related, such as transit capital purchases and recreational trail construction. In addition, some projects may have a mix of Swap-eligible components (such as roadway reconstruction), and those that are not Swap-eligible (such as a trail that extends outside the right-of-way of the reconstructed road). In those cases, the project could only have funds swapped if the non-eligible components were funded by a local match. In addition, if an STBG project is also receiving additional federal funds from a program that is not eligible for Swap, then it must remain federalized.

Also, regardless of whether they are sponsored by a City or County, only certain HBP projects are eligible to use swap – those where the bridge is an ‘on-system bridge’ (located on a road classified as an Arterial or Major Collector). In such cases, using the 80/20 local match requirement for federal aid projects, only 20% of the project cost can be swapped, while the remaining 80% must be federalized.

Previously, HBP projects and County-sponsored STBG projects were eligible to use Federal Aid Swap for up to 100% of the project cost. However, the DOT altered its policy in 2022, due to the amount of available State funds being insufficient to cover all Federal Aid projects through the state.

The DOT's Federal-Aid Swap Policy prohibits the reimbursement of Swap funds for preliminary and construction engineering activities. Therefore, if these components are included as part of a project's total cost, Swap funds cannot be used to cover that portion of the total.

Match Requirement for STBG Projects

In contrast to federalized STBG projects, which require a local match of at least 20%, no local match is required for STBG projects using Federal Aid Swap.

The SEIRPC policy eliminating the local match requirement took effect in May 2018, and is applicable for all new regionally competitive STBG applications from FY2020-2023 onward. At the same time, STBG Swap projects first programmed prior to FY2023 must still provide, at minimum, whatever match amount was included in the original applications.

Planning and Programming Swap Projects

All Federal Aid Swap projects must be included in the regional TIP. STBG and TAP projects are programmed based on yearly funding targets for each respective program, and the use of Swap does not alter the amount of funding available for any individual project. Federal funds are swapped with Primary Road Funds (State money) on a dollar-for-dollar basis.

Revisions to Swap Projects

When a revision to an already programmed project has been requested, regionally competitive STBG projects utilizing Federal Aid Swap are subject to the same requirements as those that are federalized. This refers to both amendments and administrative modifications, as outlined on pgs. 10-11.

5: Federal Highway Administration Projects

5.1 FHWA FFY2026-2029 FHWA Projects

Continuing from pg. 24 through pg. 36, Figure 5.1 lists all of the projects receiving federal transportation funding through Federal Highway Administration programs from FY2026 through FY2029. These correspond to all of the projects shown in the map in Figure 7.2.

For each project, the total amount of funding is listed, along with the amount of that total that is accounted by federal aid funding and/or federal aid swap funding. In addition, all funding identified as 'Regional' is that which is sourced from the regionally competitive STBG or TAP programs, whether such funding is standard federal aid or swap.

Funding is split between each of the four fiscal years from 2026 through 2029. Most projects are programmed to receive funding in one of the four respective years, while others are programmed to receive funding in multiple years, as different elements of the project will be authorized at different times within the 4-year period. In addition, some of the listed projects may have had additional funding authorized prior to FY2026, while others may have additional funding authorized after FY2029.

Estimates for project funding are based on year-of-expenditure costs as determined by the project sponsors.

Figure 5.1: FHWA Projects

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
Grant Application								
57165	DGA-0977()-XT-29	TIP Approved	Total	\$15,115,798				\$15,115,798
Burlington	In the city of Burlington, on S MAIN ST, from Angular St S to approx. 450 ft south of Cascade Blvd		Federal Aid					
	Grade and Pave, Outside Services Engineering, Ped/Bike Grade & Pave		Regional					
			Swap	\$12,092,638				\$12,092,638
			Grant App					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52923	DGA-2697()-XT-56	TIP Approved	Total	\$10,419,000				\$10,419,000
Fort Madison	In the city of Fort Madison, On AVE H and AVE L from 18TH ST to 20TH ST, and on 18TH ST and 20TH ST from AVE H to AVE L		Federal Aid					
	Grade and Pave, Outside Services Engineering, Ped/Bike Grade & Pave		Regional Swap Grant App	\$8,335,200				\$8,335,200
47049	DGA-C029(99)--XT-29	TIP Approved	Total	\$1,200,000				\$1,200,000
Des Moines County	On X 40, Over FLINT RIVER, S01, R70, R04	5/19/2026	Federal Aid					
	Bridge Replacement		Regional Swap Grant App	\$960,000				\$960,000
3508	DGA-C056()-XT-56	TIP Approved	Total	\$1,551,000				\$1,551,000
Lee County	On Chalk Ridge Rd, Over Devil's Creek, from 265th Ave east approx. 220 Feet; NW1/4 S26 T68 R5	1/19/2028	Federal Aid					
	Bridge Replacement		Regional Swap Grant App	\$1,240,000				\$1,240,000
51021	DGA-C056()-XT-56	TIP Approved	Total	\$901,000				\$901,000
Lee County	On J 56, Over BONNELL CREEK, from 200th St N approx. 0.8 miles; S24 T68 R06		Federal Aid					
	Bridge Replacement		Regional Swap Grant App	\$720,000				\$720,000
57358	DGA-C058()-XT-58	TIP Approved	Total		\$400,000			\$400,000
Louisa County	On M AVE, Over SMALL STREAM, S7 T73N R03W		Federal Aid					
			Regional Swap Grant App		\$200,000			\$200,000

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

Grant Application

58077	DGA-5292()-XT-44	TIP Approved	Total			\$775,000		\$775,000
Mount Pleasant	In the city of Mount Pleasant, On S WALNUT ST north of Harvest Dr, Over Heather Branch		Federal Aid					
	RCB Culvert New - Twin Box		Regional					
			Swap			\$620,000		\$620,000
			Grant App					
55107	DGA-C044(99)--XT-44	TIP Approved	Total			\$1,500,000		\$1,500,000
Henry County	On IOWA AVE, Over BIG CREEK, S28 T72 R06	11/17/2026	Federal Aid					
	Bridge Replacement-PPCB		Regional					
			Swap			\$1,200,000		\$1,200,000
			Grant App					

HBP

48654	BRM-0977(657)--8N-29	TIP Approved	Total	\$11,000,000				\$11,000,000
Burlington	In the city of Burlington, on S MAIN ST, over DRAINAGE	9/15/2026	Federal Aid	\$800,000				\$800,000
	Bridge Replacement, Outside Services Engineering		Regional	\$200,000				\$200,000
			Swap	\$8,000,000				\$8,000,000
			Grant App					

PA Note: Previously authorized \$1,071,780 in Scenic Byways funds for PE; Project is candidate for \$8 million in Earmark funds{MsoNormal}

55182	BRM-2697(640)--8N-56	TIP Approved	Total	\$1,500,000				\$1,500,000
Fort Madison	In the city of Fort Madison, On RICHARDS DR, Over DRY CREEK, S5 T67 R04		Federal Aid	\$1,200,000				\$1,200,000
	Bridge Replacement		Regional	\$300,000				\$300,000
			Swap					
54759	BROS-2697(637)--8J-56	TIP Approved	Total	\$650,000				\$650,000
Fort Madison	In the city of Fort Madison, On 3RD ST, Over FORK CREEK, S3 T67 R04		Federal Aid	\$650,000				\$650,000
	Bridge Replacement		Regional					
			Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

51036	BROS-C044(100)--8J-44	TIP Approved	Total	\$600,000				\$600,000
Henry County	On LEXINGTON AVE, Over small creek, S12 T73 R06	11/18/2025	Federal Aid	\$600,000				\$600,000
	Bridge Replacement		Regional Swap					
37155	BROS-C056(113)--8J-56	TIP Approved	Total	\$401,000				\$401,000
Lee County	On 265TH AVE, Over tributary to Devil's Creek, from Chalk Ridge Rd N approx. 500 Feet; NW1/4 S26 T68 R05	11/18/2025	Federal Aid	\$400,000				\$400,000
	Bridge Replacement		Regional Swap					
37154	BROS-C056(117)--5F-56	TIP Approved	Total	\$601,000				\$601,000
Lee County	On BELFAST RD, Over MONK CREEK, from 140th Ave east approx.0.8 miles; NE1/4 S2 T66 R07	11/18/2025	Federal Aid	\$600,000				\$600,000
	Bridge Replacement		Regional Swap					
45123	BROS-C056(120)--8J-56	TIP Approved	Total	\$401,000				\$401,000
Lee County	On 145TH ST, Over West Branch Sugar Creek, from 175th Ave W approx. 0.3 miles; S29 T69 R06	11/18/2025	Federal Aid	\$400,000				\$400,000
	Bridge Replacement		Regional Swap					
45122	BROS-C056(121)--8J-56	TIP Approved	Total	\$701,000				\$701,000
Lee County	On 115TH ST, Over HELL HOLLOW CREEK, from 280th Ave W approx. 0.7 miles; S12 T69 R05	11/17/2026	Federal Aid	\$700,000				\$700,000
	Bridge Replacement		Regional Swap					
58040	BRM-2697(641)--8N-56	TIP Approved	Total		\$4,000,000			\$4,000,000
Fort Madison	In the city of Fort Madison, On AVE L, Over DRY CREEK, S5 T67N R04W		Federal Aid		\$1,200,000			\$1,200,000
	Bridge Replacement		Regional Swap		\$300,000			\$300,000
			Grant App		\$1,700,000			\$1,700,000
55109	BROS-C044(104)--8J-44	TIP Approved	Total		\$710,000			\$710,000
Henry County	On 200TH ST, Over LYNN CREEK, S29 T72 R06	10/20/2026	Federal Aid		\$700,000			\$700,000
	Bridge Replacement-CCS		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

53315	BROS-C056()--8J-56	TIP Approved	Total		\$401,000			\$401,000
Lee County	On 270TH AVE, Over LAMALEES CREEK, from J82 N approx. 0.6 miles; S35 T66 R05		Federal Aid		\$400,000			\$400,000
	Bridge Replacement		Regional Swap					
44932	BRS-C029()--60-29	TIP Approved	Total		\$800,000			\$800,000
Des Moines County	On GOLDEN RD, Over BIG HOLLOW CREEK, S30 T71 R03		Federal Aid		\$640,000			\$640,000
	Bridge Replacement		Regional Swap		\$160,000			\$160,000
57398	BROS-C044(37)--8J-44	TIP Approved	Total			\$800,000		\$800,000
Henry County	On NASHUA AVE, Over Phillips Creek, S8 T73N R05W		Federal Aid			\$800,000		\$800,000
	Bridge Replacement		Regional Swap					
53316	BROS-C056()--5F-56	TIP Approved	Total			\$351,000		\$351,000
Lee County	On 165TH ST, Over PITMAN CREEK, from J40 NE approx. 0.2 miles; S3 T68 R05		Federal Aid			\$350,000		\$350,000
	Bridge Replacement		Regional Swap					
55229	BROS-C056()--8J-56	TIP Approved	Total			\$381,000		\$381,000
Lee County	On 165TH AVE, Over SUGAR CREEK, from 110th St. N Approx. 0.4 miles, S6 T69 R06		Federal Aid			\$380,000		\$380,000
	Bridge Replacement		Regional Swap					
47052	BRS-C029()--60-29	TIP Approved	Total			\$1,000,000		\$1,000,000
Des Moines County	On BEAVERDALE RD, Over FLINT RIVER, S23 T71 R04		Federal Aid			\$800,000		\$800,000
	Bridge Replacement		Regional Swap			\$200,000		\$200,000
53174	BROS-C029()--8J-29	TIP Approved	Total				\$300,000	\$300,000
Des Moines County	On SKUNK RIV RD, Over SMALL STREAM, S7 T69 R04		Federal Aid				\$300,000	\$300,000
	Culvert Replacement		Aid					
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

55231	BROS-C056()--5F-56	TIP Approved	Total				\$1,601,000	\$1,601,000
Lee County	On 180TH ST, Over SUGAR CREEK, from 150TH AVE E Approx. 800 feet, S12 T68 R07		Federal Aid				\$1,600,000	\$1,600,000
	Bridge Replacement		Regional Swap					
50940	BROS-C058()--8J-58	TIP Approved	Total				\$700,000	\$700,000
Louisa County	On K AVE, Over OTTER CR, S3 T73 R03		Federal Aid				\$700,000	\$700,000
	Bridge Replacement-CCS		Regional Swap					

HSIP

57889	HSIPX-034()--3L-44	TIP Approved	Total	\$3,480,000				\$3,480,000
Iowa Department of Transportation	US 34: Jefferson Co Line to Iowa Ave (EB)		Federal Aid	\$3,132,000				\$3,132,000
	Pavement Widening		Regional Swap					

ILL

53123	ILL-C044(W55)--92-44	TIP Approved	Total	\$3,180,000				\$3,180,000
Henry County	On W55, Skunk River bridge to Old Hwy 34		Federal Aid					
	PCC Pavement - Replace		Regional Swap					
52926	ILL-3942()--93-56	TIP Approved	Total		\$30,000,000			\$30,000,000
Keokuk	In the city of Keokuk, Keokuk Rail Bridge over Mississippi River		Federal Aid					
	Bridge Repair, Pier Repair, Bridge Painting		Regional Swap					
58047	ILL-3942()--93-56	TIP Approved	Total		\$846,000			\$846,000
Keokuk	In the city of Keokuk, On RIVER RD, from Athens Ave N approx. 0.2 mi.		Federal Aid					
	Grade and Pave, Bridge Deck Overlay		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

ILL

44833	ILL-C029(91)--92-29	TIP Approved	Total				\$2,500,000	\$2,500,000
Des Moines County	On 40TH AVE, Over HAWKEYE DOLBEE CHANNEL, S20 T72 R01	3/17/2026	Federal Aid					
			Regional Swap					
53136	ILL-C044(J20)--92-44	TIP Approved	Total				\$4,500,000	\$4,500,000
Henry County	On Salem Rd (J20), from W55 E to HWY 218		Federal Aid					
	PCC Pavement - Replace		Regional Swap					
53143	ILL-C044(X23)--92-44	TIP Approved	Total				\$4,600,000	\$4,600,000
Henry County	On Racine Avenue (X23), from the intersection of X23 & H28 S to intersection of X23 & 260th St.		Federal Aid					
	PCC Pavement - Replace		Regional Swap					

NHPP

55716	NHSX-034()--3H-44	TIP Approved	Total	\$2,250,000				\$2,250,000
Iowa Department of Transportation	US 34: E US 218 Interchange to E of Nebraska Ave (WB)		Federal Aid	\$1,800,000				\$1,800,000
	Pavement Rehab		Regional Swap					
39230	NHSX-061()--3H-29	TIP Approved	Total	\$32,077,000	\$2,386,000			\$34,463,000
Iowa Department of Transportation	US 61: N of Mediapolis to 0.5 mi N of IA 78		Federal Aid	\$25,661,600				\$25,661,600
	Grade and Pave, Pavement Rehab, Erosion Control		Regional Swap					
48607	NHSX-061()--3H-58	TIP Approved	Total	\$7,400,000	\$62,961,000		\$80,795,000	\$151,156,000
Iowa Department of Transportation	US 61: 0.5 mi N of IA 78 to 2.0 mi S of IA 92		Federal Aid		\$48,608,800		\$64,636,000	\$113,244,800
	Grade and Pave, Bridge New, Grading		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

NHPP

57890	NHSX-061()--3H-56	TIP Approved	Total				\$12,911,000	\$12,911,000
Iowa Department of Transportation	US 61: In Keokuk, Des Moines River Bridge to US 218		Federal Aid				\$10,328,800	\$10,328,800
	Grade and Pave		Regional Swap					

PRF

52701	BRFN-016()--39-56	TIP Approved	Total	\$596,000				\$596,000
Iowa Department of Transportation	IA 16: Little Cedar Creek 1.7 mi E of Co Rd W46		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
52639	BRFN-019()--39-56	TIP Approved	Total	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
Iowa Department of Transportation	IA 136: Mississippi River in Keokuk (State Share)		Federal Aid					
	Bridge Cleaning		Regional Swap					
37924	BRFN-034()--39-29	TIP Approved	Total	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
Iowa Department of Transportation	US 34: Mississippi River in Burlington (State Share)		Federal Aid					
	Bridge Cleaning		Regional Swap					
55590	BRFN-034()--39-29	TIP Approved	Total	\$1,233,000				\$1,233,000
Iowa Department of Transportation	US 34: Broadway Ave 1.0 mi W of US 61 in West Burlington (EB)		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
55593	BRFN-034()--39-29	TIP Approved	Total	\$1,599,000				\$1,599,000
Iowa Department of Transportation	US 34: Gear Ave 1.6 mi W of US 61 in West Burlington		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
52702	BRFN-061()--39-58	TIP Approved	Total	\$418,000				\$418,000
Iowa Department of Transportation	US 61: DME RR 3.4 mi N of W Jct IA 92 (NB)		Federal Aid					
	Bridge Deck Overlay		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PRF

52646	BRFN-092()--39-58	TIP Approved	Total	\$614,000				\$614,000
Iowa Department of Transportation	IA 92: Main St and Collins Rd 0.3 mi W of IA 70 in Columbus Jct		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
52647	BRFN-218()--39-56	TIP Approved	Total	\$807,000				\$807,000
Iowa Department of Transportation	US 218: BNSF RR 4.4 mi S of US 61		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
38226	STPN-061()--2J-29	TIP Approved	Total	\$1,461,000				\$1,461,000
Iowa Department of Transportation	US 61: S of 210th St to N of Mediapolis		Federal Aid					
	Pavement Rehab, Erosion Control		Regional Swap					
55718	BRFN-061()--39-58	TIP Approved	Total		\$1,190,000			\$1,190,000
Iowa Department of Transportation	US 61: Iowa River 4.2 mi S of IA 92		Federal Aid					
	Bridge Painting		Regional Swap					
55591	BRFN-092()--39-58	TIP Approved	Total		\$660,000			\$660,000
Iowa Department of Transportation	IA 92: Monkey Run Creek 0.6 mi W of IA 70 in Columbus Jct		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
55592	BRFN-019()--39-56	TIP Approved	Total			\$50,000		\$50,000
Iowa Department of Transportation	IA 136: Mississippi River in Keokuk		Federal Aid					
	Bridge Rehabilitation		Regional Swap					
55719	BRFN-034()--39-29	TIP Approved	Total			\$437,000		\$437,000
Iowa Department of Transportation	US 34: 4th St 2.1 mi E of US 61 in Burlington		Federal Aid					
	Bridge Rehabilitation		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PRF

55717	BRFN-034()--39-29	TIP Approved	Total			\$3,051,000		\$3,051,000
Iowa Department of Transportation	US 34: BNSF RR 0.3 mi W of US 61 in West Burlington (EB/WB)		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
55720	BRFN-034()--39-29	TIP Approved	Total			\$481,000		\$481,000
Iowa Department of Transportation	US 34: 5th St 2.0 mi E of US 61 in Burlington		Federal Aid					
	Bridge Rehabilitation		Regional Swap					
57927	BRFN-034()--39-29	TIP Approved	Total				\$1,000,000	\$1,000,000
Iowa Department of Transportation	US 34: Mississippi River in Burlington		Federal Aid					
	Bridge Painting		Regional Swap					

STBG

52699	BRF-002()--38-56	TIP Approved	Total	\$1,028,000				\$1,028,000
Iowa Department of Transportation	IA 2: Big Sugar Creek 3.4 mi W of W Jct US 61		Federal Aid	\$822,400				\$822,400
	Bridge Deck Overlay		Regional Swap					
48606	BRF-061()--38-29	TIP Approved	Total	\$1,309,000				\$1,309,000
Iowa Department of Transportation	US 61: Branch Smith Creek 1.0 mi S of Louisa Co		Federal Aid	\$1,047,200				\$1,047,200
	Culvert Replacement		Regional Swap					
55772	BRF-092()--38-58	TIP Approved	Total	\$2,440,000				\$2,440,000
Iowa Department of Transportation	IA 92: Iowa River 0.5 mi E of IA 70		Federal Aid	\$1,952,000				\$1,952,000
	Bridge Deck Overlay		Regional Swap					
949	RGPL-PA16(RTP)--ST-00	TIP Approved	Total	\$310,158	\$310,158	\$310,158	\$310,158	\$1,240,632
RPA 16	SEIRPC: RPA 16 TRANSPORTATION PLANNING		Federal Aid	\$248,126	\$248,126	\$248,126	\$248,126	\$992,504
	Trans Planning		Regional Swap	\$248,126	\$248,126	\$248,126	\$248,126	\$992,504

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

52723	STP-U-5292(629)--70-44	TIP Approved	Total	\$3,260,440				\$3,260,440
Mount Pleasant	In the city of Mount Pleasant, On Winfield Ave from Broadway St to Grand Ave; Trail on Grand Ave from Winfield to Baker	2/17/2026	Federal Aid	\$1,925,555				\$1,925,555
	Grade and Pave, Outside Services Engineering, Ped/Bike Grade & Pave		Regional Swap	\$1,925,555				\$1,925,555
PA Note: Project includes TAP funding for a trail, along both Winfield Ave and Grand Ave.								
54667	BRF-034()--38-29	TIP Approved	Total		\$1,080,000			\$1,080,000
Iowa Department of Transportation	US 34: Broadway Ave 1.0 mi W of US 61 in Burlington (WB)		Federal Aid		\$864,000			\$864,000
	Bridge Deck Overlay		Regional Swap					
54679	BRF-034()--38-29	TIP Approved	Total		\$2,109,000			\$2,109,000
Iowa Department of Transportation	US 34: BNSF RR and City Streets 1.4 mi E of US 61 in Burlington		Federal Aid		\$1,687,200			\$1,687,200
	Bridge Rehabilitation		Regional Swap					
54579	BRF-034()--38-29	TIP Approved	Total		\$4,970,000			\$4,970,000
Iowa Department of Transportation	US 34: BNSF RR and City Streets 1.5 mi E of US 61 in Burlington		Federal Aid		\$3,976,000			\$3,976,000
	Bridge Rehabilitation		Regional Swap					
52645	BRF-061()--38-29	TIP Approved	Total		\$1,588,000			\$1,588,000
Iowa Department of Transportation	US 61: Skunk River 0.5 mi N of IA 16 (SB)		Federal Aid		\$1,270,400			\$1,270,400
	Bridge Deck Overlay		Regional Swap					
45883	STP-S-C056(124)--5E-56	TIP Approved	Total		\$4,125,029			\$4,125,029
Lee County	On W 62, from Hwy 27 E approx. 9.5 miles to Hwy 61	11/17/2026	Federal Aid		\$1,642,231			\$1,642,231
	Pavement Rehab		Regional Swap		\$1,642,231			\$1,642,231
50896	STP-S-C058()--5E-58	TIP Approved	Total		\$4,600,000			\$4,600,000
Louisa County	On X99, from COUNTY LINE 12 miles to WAPELLO BRIDGE		Federal Aid		\$1,658,926			\$1,658,926
	HMA Resurfacing with Milling		Regional Swap		\$1,658,926			\$1,658,926

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

55598	BRF-078()--38-44	TIP Approved	Total			\$1,260,000		\$1,260,000
Iowa Department of Transportation	IA 78: Stream 2.0 mi W of W Jct Co Rd W66		Federal Aid			\$1,000,000		\$1,000,000
	Bridge New, Right of Way		Regional Swap					
55721	BRF-218()--38-44	TIP Approved	Total			\$670,000		\$670,000
Iowa Department of Transportation	US 218: US 218 Ramp G 3.3 mi N of S Jct US 34		Federal Aid			\$536,000		\$536,000
	Bridge Deck Overlay		Regional Swap					
37505	STP-S-C044(170th)--5E-44	TIP Approved	Total			\$2,930,000		\$2,930,000
Henry County	On H-28 from Hwy 218 E 5.5 miles to Oasis Ave		Federal Aid			\$1,642,231		\$1,642,231
	PCC Overlay		Regional Swap			\$1,642,231		\$1,642,231
54541	BRF-016()--38-56	TIP Approved	Total				\$3,416,000	\$3,416,000
Iowa Department of Transportation	IA 16: Sugar Creek 0.3 mi W of US 218		Federal Aid				\$2,722,400	\$2,722,400
	Bridge Replacement, Right of Way		Regional Swap					
57891	BRF-061()--38-58	TIP Approved	Total				\$3,900,000	\$3,900,000
Iowa Department of Transportation	US 61: Iowa River 4.2 mi S of IA 92		Federal Aid				\$3,120,000	\$3,120,000
	Bridge Deck Overlay		Regional Swap					
57926	BRF-218()--38-44	TIP Approved	Total				\$2,600,000	\$2,600,000
Iowa Department of Transportation	US 218: US 34 Interchange (NB/SB)		Federal Aid				\$2,080,000	\$2,080,000
	Bridge Deck Overlay		Regional Swap					
55128	STP-S-C029()--5E-29	TIP Approved	Total				\$5,100,000	\$5,100,000
Des Moines County	On H 40, Approx. 2.7 Miles East of Danville Road		Federal Aid				\$1,642,230	\$1,642,230
	PCC Pavement - Replace		Regional Swap				\$1,642,230	\$1,642,230

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

SWAP-STBG

48640	STBG-SWAP-2697())--SG-56	TIP Approved	Total	\$1,998,000				\$1,998,000
Fort Madison	In the city of Fort Madison, On AVE L, from 30th St W to 35th St, and on AVE O from 36th St W to 41st St		Federal Aid	\$1,387,932				\$1,387,932
	Pavement Rehab, Outside Services Engineering, Ped/Bike Grade & Pave		Regional Swap	\$1,387,932				\$1,387,932
54737	STBG-SWAP-0977(678)--SG-29	TIP Approved	Total		\$2,230,000			\$2,230,000
Burlington	In the city of Burlington, on SUNNYSIDE AVE, from Roosevelt Ave to Osborn St	12/15/2026	Federal Aid		\$1,343,644			\$1,343,644
	Grade and Pave, HMA Resurfacing, Outside Services Engineering		Regional Swap		\$1,343,644			\$1,343,644
55866	STBG-SWAP-8255())--SG-29	TIP Approved	Total			\$2,708,758		\$2,708,758
West Burlington	In the city of West Burlington, On MT PLEASANT ST, from approx. 550 ft east of US 34 Ramp E west to City Limits		Federal Aid			\$1,343,643		\$1,343,643
	Pavement Rehab, Outside Services Engineering, Ped/Bike Paving		Regional Swap			\$1,343,643		\$1,343,643
55133	STBG-SWAP-4930())--SG-29	TIP Approved	Total				\$1,800,000	\$1,800,000
Mediapolis	In the city of Mediapolis, On MAIN ST from Harrison St E to Northfield St		Federal Aid				\$1,343,643	\$1,343,643
	PCC Pavement - Grade and Replace, Outside Services Engineering, Ped/Bike Grade & Pave		Regional Swap				\$1,343,643	\$1,343,643

TAP

58046	TAP-R-2040())--8T-56	TIP Approved	Total		\$421,000			\$421,000
Donnellson	In the city of Donnellson, loop trail connection within Westview Park, and entrance signage at Burlington St trailhead		Federal Aid		\$322,000			\$322,000
	Outside Services Engineering, Ped/Bike Grade & Pave		Regional Swap		\$322,000			\$322,000

5.2 FHWA Project Status

The table below (continued on pg. 38) provides an update on the letting status of FHWA Projects programmed in FFY2024.

Figure 5.2: FFY 2024 FHWA Project Status

PROGRAM	SPONSOR	PROJECT NUMBER	LOCATION	STATUS
Earmark	Burlington	HDP-0977(659)--71-29	In the city of Burlington, on SUMMER ST, from Harrison Ave S to Koestner St; Trail along Mason Rd and Hedge Ave	To Be Let: 08/19/2025
SWAP-STBG	Burlington	STBG-SWAP-0977(671)--SG-29	In the city of Burlington, On WASHINGTON ST, from Front Street W to approximately 100 feet east of Hawkeye Street	To Be Let: 08/19/2025
HBP	Des Moines County	BHS-C029(93)--63-29	On Danville Road Bridge, Over Flint Creek, S22 T71 R4	Let
HBP	Des Moines County	BHOS-C029(94)--5N-29	On North Gear Avenue, Over Flint Creek, S23 T70 R3	Let
STBG	Des Moines County	STP-S-C029(98)--5E-29	On X 99, from Pond Street to Meeker's Landing Road	Let
HBP	Fort Madison	BROS-2697(637)--8J-56	In the city of Fort Madison, On 3RD ST, Over FORK CREEK, S3 T67 R04	Rolled into Next Year
HBP	Fort Madison	BRM-2697(640)--8N-56	In the city of Fort Madison, On RICHARDS DR, Over DRY CREEK, S5 T67 R04	Rolled into Next Year
ILL	Fort Madison	ILL-2697()--93-56	In the city of Fort Madison, On AVE H and AVE L from 18TH ST to 20TH ST, and on 18TH ST and 20TH ST from AVE H to AVE L	Rolled into Next Year
SWAP-STBG	Fort Madison	STBG-SWAP-2697(638)--SG-56	In the city of Fort Madison, On AVE L, from 20th St. W to approx. 82 ft W of 29th St	Let
ILL	Henry County	ILL-C044(W55)--92-44	On W55, Skunk River bridge to Old Hwy 34	Rolled into Next Year
HSIP	Iowa DOT - RPA 16	HSIPX-218()--3L-56	US 218: Approx 0.3 mi S of Co Rd J38 to Big Creek Bridge (SB)	Let
NHPP	Iowa DOT - RPA 16	NHSX-034()--3H-44	US 34: E US 218 Interchange to E of Nebraska Ave (WB)	Rolled into Next Year
NHPP	Iowa DOT - RPA 16	NHSX-061()--3H-29	US 61: N of Mediapolis to 0.5 mi N of IA 78	Rolled into Next Year
NHPP	Iowa DOT - RPA 16	NHSX-061()--3H-29	US 61: S of 210th St to N of Mediapolis	Let
PRF	Iowa DOT - RPA 16	STPN-078()--2J-44	IA 78: Stream 0.3 mi W of E Jct Co Rd W66	Let
PRF	Iowa DOT - RPA 16	BRFN-034()--39-29	US 34: Mississippi River in Burlington (State Share)	Let
PRF	Iowa DOT - RPA 16	BRFN-034()--39-29	US 34: W Burlington Ave 0.5 mi W of US 61 (EB)	Let
PRF	Iowa DOT - RPA 16	BRFN-034()--39-29	US 34: W Burlington Ave 0.5 mi W of US 61 (WB)	Let
PRF	Iowa DOT - RPA 16	BRFN-034()--39-29	US 34: WB Ramp to US 34 0.4 mi W of IL in Burlington	Let

PROGRAM	SPONSOR	PROJECT NUMBER	LOCATION	STATUS
PRF	Iowa DOT - RPA 16	BRFN-061()-39-29	US 61: US 34 in Burlington	Let
PRF	Iowa DOT - RPA 16	BRFN-019()-39-56	US 136: Mississippi River in Keokuk (State Share)	Rolled into Next Year
PRF	Iowa DOT - RPA 16	BRFN-218()-39-44	US 218: North Fish Creek 1.1 mi N of Co Rd J20 (NB)	Let
STBG	Iowa DOT - RPA 16	BRF-061()-38-29	US 61: Branch Smith Creek 1.0 mi S of Louisa Co	Rolled into Next Year
STBG	Iowa DOT - RPA 16	BRF-218()-38-44	US 218: South Fish Creek 0.7 mi N of Co Rd J20 (NB)	Let
TAP	Keokuk	TAP-U-3942(618)-8I-56	In the city of Keokuk, trail along Mississippi River from Victory Park S 1.0 mi. to boat launch	Let
SWAP-HSIP	Lee County	HSIP-SWAP-C056(119)-FJ-56	On W62, from HWY 27 SE 3.9 miles to 340th St	Let
HBP	Lee County	BROS-C056(113)-8J-56	On 265TH AVE, Over tributary to Devil's Creek, from Chalk Ridge Rd N approx. 500 Feet; NW1/4 S26 T68 R05	Rolled into Next Year
HBP	Lee County	BROS-C056(117)-5F-56	On BELFAST RD, Over MONK CREEK, from 140th Ave east approx.0.8 miles; NE1/4 S2 T66 R07	Rolled into Next Year

6: Federal Transit Administration (FTA) Projects

This page provides information on projects for the Burlington Urban Service (BUS) and Southeast Iowa BUS (SEIBUS) that will be receiving federal transportation funding from FFY2026 to FFY2029.

Figure 6.1: FTA Projects

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11688 SEIBUS	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 111	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11689 SEIBUS	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 112	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11730 Burlington Urban Service	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 732	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11732 Burlington Urban Service	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 731	Total	\$240,600				\$240,600
				FA	\$204,510				\$204,510
				DOT					
11734 Burlington Urban Service	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 730	Total	\$240,600				\$240,600
				FA	\$204,510				\$204,510
				DOT					
11736 Burlington Urban Service	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 724	Total	\$240,600				\$240,600
				FA	\$204,510				\$204,510
				DOT					
11738 Burlington Urban Service	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 736	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
1670 Burlington Urban Service	5311,STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,058,650	\$1,058,650	\$1,058,650	\$1,058,650	\$4,234,600
				FA	\$484,379	\$484,379	\$484,379	\$484,379	\$1,937,516
				DOT	\$224,271	\$224,271	\$224,271	\$224,271	\$897,084
1675 SEIBUS	5311,STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,494,064	\$1,494,064	\$1,494,064	\$1,494,064	\$5,976,256
				FA	\$530,218	\$530,218	\$530,218	\$530,218	\$2,120,872
				DOT	\$463,846	\$463,846	\$463,846	\$463,846	\$1,855,384
1694 RPA 16	5311 TIP Approved	Planning	RPA Transportation Planning	Total	\$39,308	\$39,308	\$39,308	\$39,308	\$157,232
				FA	\$31,446	\$31,446	\$31,446	\$31,446	\$125,784
				DOT					

7: Project Location Map

Below is a listing of all of the projects receiving federal transportation funds in Region 16, followed by a map showing their precise location, with the numbers in the table corresponding to those on the map.

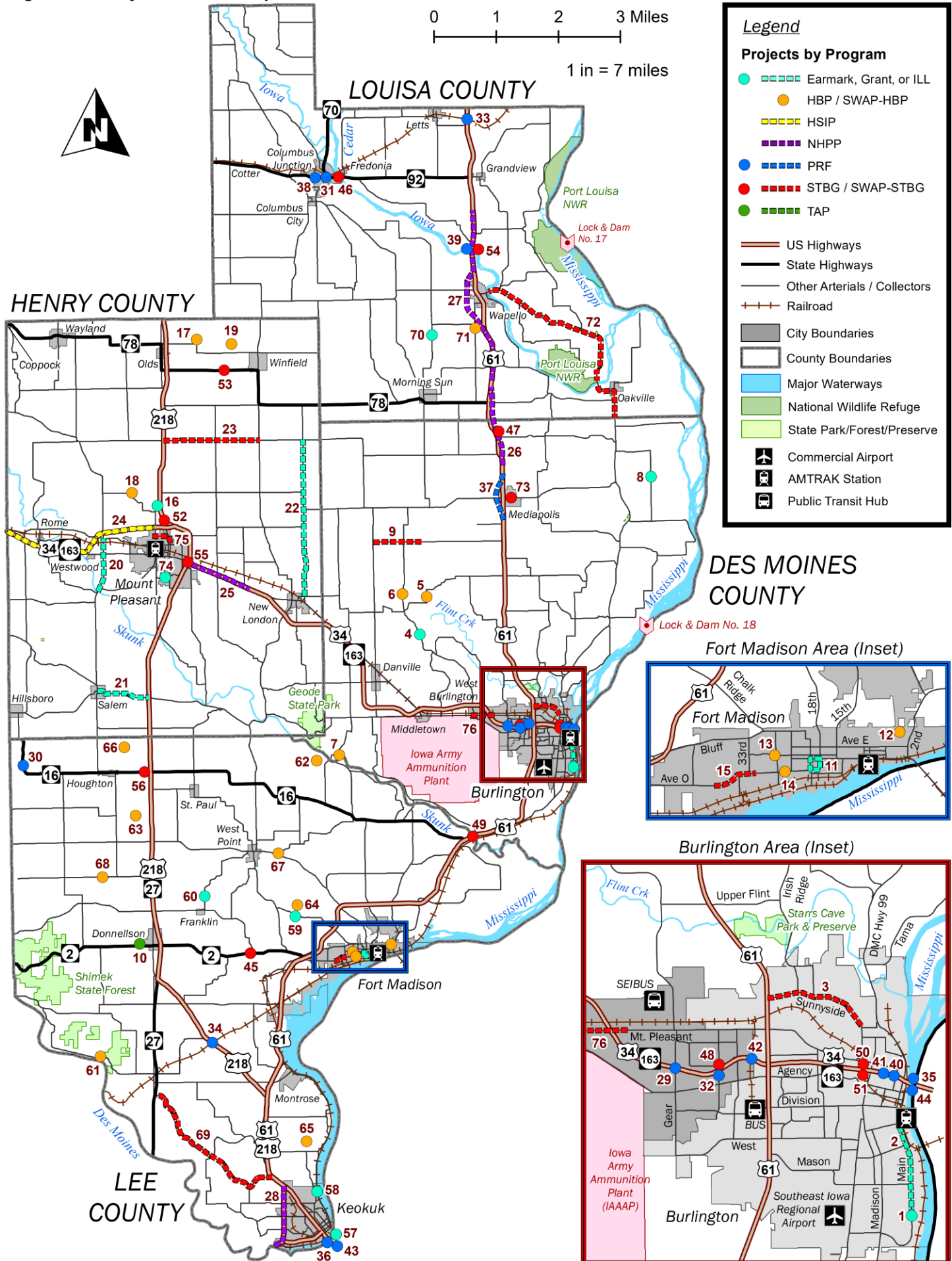
Figure 7.1: Key to Project Location Map

Map #	Sponsor	Project Description	Funding Source	Fiscal Year
1	City of Burlington	Bridge Replacement: South Main Street over Cascade Ravine	HBP	2026
2	City of Burlington	South Main Street Reconstruction - Angular Street to Cascade Bridge	Grant Application	2026
3	City of Burlington	Sunnyside Avenue Reconstruction - Roosevelt to Osborn	SWAP-STBG	2027
4	Des Moines County Secondary Roads	Bridge Replacement: X40 over Flint Creek	Grant Application	2026
5	Des Moines County Secondary Roads	Bridge Replacement: Golden Road over Big Hollow Creek	HBP	2027
6	Des Moines County Secondary Roads	Bridge Replacement: Beaverdale Road over Flint Creek	HBP	2028
7	Des Moines County Secondary Roads	Bridge Replacement: Skunk River Road over small stream	HBP	2029
8	Des Moines County Secondary Roads	Bridge Replacement: 40th Avenue over Hawkeye-Dolbee Channel	ILL	2029
9	Des Moines County Secondary Roads	H40 Reconstruction, East of Danville Road	STBG	2029
10	City of Donnellson	Westview Park Trail Loop	TAP	2027
11	City of Fort Madison	Business 61 Reconstruction - Portions of 18th St, 20th St, Avenue H, and Avenue L	Grant Application	2026
12	City of Fort Madison	Bridge Replacement: 3rd Street over Fork Creek	HBP	2026
13	City of Fort Madison	Bridge Replacement: Richards Drive over Dry Creek	HBP	2026
14	City of Fort Madison	Bridge Replacement: Avenue L over Dry Creek	HBP	2027
15	City of Fort Madison	Avenue L and O Rehab, 30th Street to 41st Street	SWAP-STBG	2026
16	Henry County Secondary Roads	Bridge Replacement: Iowa Avenue over Big Creek	Grant Application	2028
17	Henry County Secondary Roads	Bridge Replacement: Lexington Avenue over small creek	HBP	2026
18	Henry County Secondary Roads	Bridge Rehab: 200th Street over Lynn Creek	HBP	2027
19	Henry County Secondary Roads	Bridge Replacement: Nashua Avenue over Phillips Creek	HBP	2028
20	Henry County Secondary Roads	W55 Resurfacing, 235th St to Skunk River bridge	ILL	2026
21	Henry County Secondary Roads	J20 Resurfacing, from W55 to Hwy 218	ILL	2029
22	Henry County Secondary Roads	X23 Resurfacing, from H28 to 260th St	ILL	2029
23	Henry County Secondary Roads	H28 Resurfacing, from Hwy 218 to Oasis Ave	STBG	2028

Map #	Sponsor	Project Description	Funding Source	Fiscal Year
24	Iowa Department of Transportation	Pavement Widening: Hwy 218 from Jefferson County line to Iowa Avenue	HSIP	2026
25	Iowa Department of Transportation	US 34 Resurfacing, US 218 to east of Nebraska Ave	NHPP	2026
26	Iowa Department of Transportation	Pave, Grading, ROW: US 61 from north of Mediapolis to north of IA 78	NHPP	2026-2027
27	Iowa Department of Transportation	Grade and Pave: US 61, north of IA 78 to south of IA 92	NHPP	2026-2029
28	Iowa Department of Transportation	Grade and Pave: US 61, Des Moines River bridge to US 218	NHPP	2029
29	Iowa Department of Transportation	Bridge Deck Overlay: Gear Avenue over US 34	PRF	2026
30	Iowa Department of Transportation	Bridge Deck Overlay: IA 16 over Little Cedar Creek	PRF	2026
31	Iowa Department of Transportation	Bridge Deck Overlay: IA 92 over Main Street	PRF	2026
32	Iowa Department of Transportation	Bridge Deck Overlay: US 34 over Broadway St. (eastbound)	PRF	2026
33	Iowa Department of Transportation	Bridge Deck Overlay: US 61 over Canadian Pacific Railroad	PRF	2026
34	Iowa Department of Transportation	Bridge Deck Overlay: US 218 over BNSF Railroad	PRF	2026
35	Iowa Department of Transportation	Bridge Cleaning: US 34 over Mississippi River	PRF	2025-2028
36	Iowa Department of Transportation	Bridge Cleaning: US 136 over Mississippi River	PRF	2025-2028
37	Iowa Department of Transportation	Pavement Rehab and Erosion Control: US 61 Mediapolis bypass	PRF	2025-2026
38	Iowa Department of Transportation	Bridge Deck Overlay: IA 92 over Monkey Run Creek	PRF	2027
39	Iowa Department of Transportation	Bridge Painting: US 61 over Iowa River	PRF	2027
40	Iowa Department of Transportation	Bridge Rehab: 4th Street over US 34	PRF	2028
41	Iowa Department of Transportation	Bridge Rehab: 5th Street over US 34	PRF	2028
42	Iowa Department of Transportation	Bridge Rehab: US 34 over BNSF Railroad	PRF	2028
43	Iowa Department of Transportation	Bridge Rehab: US 136 over Mississippi River	PRF	2028
44	Iowa Department of Transportation	Bridge Painting: US 34 over Mississippi River	PRF	2029
45	Iowa Department of Transportation	Bridge Deck Overlay: IA 2 over Big Sugar Creek	STBG	2026
46	Iowa Department of Transportation	Bridge Deck Overlay: IA 92 over Iowa River	STBG	2026
47	Iowa Department of Transportation	Culvert: US 61 over Branch Smith Creek	STBG	2026
48	Iowa Department of Transportation	Bridge Deck Overlay: US 34 over Broadway Street (westbound)	STBG	2027
49	Iowa Department of Transportation	Bridge Deck Overlay: US 61 over Skunk River	STBG	2027
50	Iowa Department of Transportation	Bridge Rehab: US 34 over Osborn Street and BNSF Railroad	STBG	2027

Map #	Sponsor	Project Description	Funding Source	Fiscal Year
51	Iowa Department of Transportation	Bridge Rehab: US 34 EB ramp at Central Ave	STBG	2027
52	Iowa Department of Transportation	Bridge Deck Overlay: IA 438 Northbound Ramp over US 218	STBG	2028
53	Iowa Department of Transportation	Bridge Replacement: IA 78 over Stream	STBG	2028
54	Iowa Department of Transportation	Bridge Deck Overlay: US 61 over Iowa River	STBG	2029
55	Iowa Department of Transportation	Bridge Deck Overlay: US 218 over US 61	STBG	2029
56	Iowa Department of Transportation	Bridge Deck Overlay: IA 16 over Sugar Creek	STBG	2029
57	Keokuk	Bridge Rehab: Railroad Bridge over Mississippi River	ILL	2027
58	Keokuk	River Road Resurfacing and Bridge replacement over Prices Creek	ILL	2027
59	Lee County Secondary Roads	Bridge Replacement: Chalk Ridge Road over Devil's Creek	Grant Application	2026
60	Lee County Secondary Roads	Bridge Replacement: J56 over Bonnell Creek	Grant Application	2026
61	Lee County Secondary Roads	Bridge Replacement: Belfast Road over Monk Creek	HBP	2026
62	Lee County Secondary Roads	Bridge Replacement: 115th St over Hell Hollow Creek	HBP	2026
63	Lee County Secondary Roads	Bridge Replacement: 145th St over West Branch Sugar Creek	HBP	2026
64	Lee County Secondary Roads	Bridge Replacement: 265th Avenue over Devil's Creek tributary	HBP	2026
65	Lee County Secondary Roads	Bridge Replacement: 270th Avenue over Lamalees Creek	HBP	2027
66	Lee County Secondary Roads	Bridge Replacement: 165th Avenue over Sugar Creek	HBP	2028
67	Lee County Secondary Roads	Bridge Replacement: 165th St over Pitman Creek	HBP	2028
68	Lee County Secondary Roads	Bridge Replacement: 180th St over Sugar Creek	HBP	2029
69	Lee County Secondary Roads	W62 Resurfacing, from IA 27 to US 61	STBG	2027
70	Louisa County Secondary Roads	Bridge Replacement: M Avenue over small stream	Grant Application	2027
71	Louisa County Secondary Roads	Bridge Replacement: K Avenue over Otter Creek	HBP	2029
72	Louisa County Secondary Roads	X99 Resurfacing, Wapello Bridge to County Line	STBG	2027
73	Mediapolis	Main Street Reconstruction, Harrison St to Northfield St	STBG	2029
74	Mount Pleasant	Bridge Replacement: Walnut Street over Heather Branch	Grant Application	2028
75	Mount Pleasant	Winfield Ave Reconstruction, Broadway to Grand; Trail along Grand from Winfield to Baker	STBG; TAP	2026
76	West Burlington	Mount Pleasant Street Resurfacing, from US 34 interchange to west City Limits	STBG	2028

Figure 6.2: Project Location Map



8: Financial Information

8.1 Fiscal Constraint

Under the IIJA, RPAs are required to fiscally constrain their Transportation Improvement Program. The figure below documents the funding targets, programmed funds, and balance for Region 16's STBG and TAP funds. All estimates for project funding are based on year of expenditure (YOE) costs determined by the project sponsors. Based on applications received, sponsors have used a YOE of between 2% and 4% per year.

The TAP program includes negative balances for the first three years, as projects are eligible to be programmed prior to the official funding award year. The program is fiscally constrained over the full four-year period, however, as no projects are programmed for the final two years.

Figure 8.1: FFY2026 – FFY2029 STBG Fiscal Constraint – SEIRPC STBG Program

FFY2025 3rd Quarter Report Balance (July 2025)			\$1,940,173
FFY	STBG Target	Programmed	Projected Balance
2026	\$3,175,992	\$3,078,428	\$2,037,737
2027	\$3,234,000	\$4,892,927	\$378,810
2028	\$3,234,000	\$3,234,000	\$378,810
2029	\$3,234,000	\$3,233,999	\$378,811
Total Amount Programmed		\$14,439,354	

Figure 8.2: FFY2026 – FFY2029 TAP Fiscal Constraint – SEIRPC TAP Program

FFY2025 3rd Quarter Report Balance (July 2025)			-\$305,597
FFY	TAP Target	Programmed	Projected Balance
2026	\$311,906	\$483,185	-\$476,876
2027	\$322,000	\$322,000	-\$476,876
2028	\$322,000	\$0	-\$154,876
2029	\$322,000	\$0	\$167,124
Total Amount Programmed		\$805,185	

8.2 Federal Aid by Program and Year

The table below provides a summary of all federal funding allocated for each funding program by year. For the STBG, STBG-HBP, and HSIP programs, projects utilizing SWAP funds are included in a separate category. Unspent funds authorized prior to FFY 2026 are not included in the table.

Figure 8.3: FFY2026 – FFY2029 Funding by Program and Year (in Thousands)

Program		FFY 2026	FFY 2027	FFY 2028	FFY 2029
Grant Applications	<i>Total Project Costs</i>	\$29,187	\$2,900	\$2,275	\$0
Highway Bridge Program (HBP)	Federal Aid	\$5,350	\$2,940	\$2,330	\$2,600
	SWAP	\$500	\$460	\$200	\$0
	<i>Total Project Costs</i>	\$15,854	\$3,411	\$2,532	\$2,601
Highway Safety Improvement Program (HSIP)	Federal Aid	\$3,132	\$0	\$0	\$0
	<i>Total Project Costs</i>	\$3,480	\$0	\$0	\$0
Illustrative Projects (ILL)	<i>Total Project Costs</i>	\$3,180	\$30,846	\$0	\$11,600
National Highway Performance Program (NHPP)	Federal Aid	\$27,462	\$48,609	\$0	\$74,965
	<i>Total Project Costs</i>	\$41,727	\$65,347	\$0	\$93,706
Surface Transportation Block Grant Program (STBG)	Federal Aid	\$5,512	\$11,347	\$3,426	\$9,813
	<i>Total Project Costs</i>	\$7,511	\$18,782	\$5,170	\$15,326
Swap – Surface Transportation Block Grant Program (SWAP-STBG)	SWAP	\$1,388	\$1,344	\$1,344	\$1,344
	<i>Total Project Costs</i>	\$1,998	\$2,230	\$2,709	\$1,800
Transportation Alternatives Program (TAP)	Federal Aid	\$483	\$322	\$0	\$0
	<i>Total Project Costs</i>	\$837	\$421	\$0	\$0
FTA 5311 (Formula Grants for other than Urbanized Areas)	Federal Aid	\$1,046	\$1,046	\$1,046	\$1,046
	<i>Total Project Costs</i>	\$2,592	\$2,592	\$2,592	\$2,592
FTA 5339 (Bus and Bus Facilities)	Federal Aid	\$1,186	\$0	\$0	\$0
	<i>Total Project Costs</i>	\$1,395	\$0	\$0	\$0
Total	Federal Aid	\$44,171	\$64,264	\$6,802	\$88,424
	SWAP	\$1,888	\$1,804	\$1,544	\$1,344
	Federal Aid + SWAP	\$46,059	\$66,067	\$8,346	\$89,767
	<i>Total Project Costs</i>	\$107,761	\$126,529	\$15,278	\$127,625

8.3 Operation and Maintenance

A requirement in the IJA is for RPAs to demonstrate the amount of funding spent on operation and maintenance of the Federal-Aid system. This includes non-federal aid revenues to illustrate that there are adequate revenues to operate and maintain the Federal-Aid system. The Iowa DOT has compiled information for each RPA that provides the revenues, operation costs, and maintenance costs. The two tables below show the expenses for operations and maintenance in Region 16 and the revenues for Region 16 spent by cities and counties on the federal aid system.

Figure 7.4: Region 16 Operations and Maintenance Costs

Fiscal Year	2024	2025	2026	2027	2028	2029
City Operation Costs	\$2,552,571	\$2,629,148	\$2,708,023	\$2,789,263	\$2,872,941	\$2,959,129
City Maintenance Costs	\$397,682	\$409,612	\$421,901	\$434,558	\$447,595	\$461,022
County Operation Costs	\$3,335,960	\$3,436,039	\$3,539,120	\$3,645,294	\$3,754,652	\$3,867,292
County Maintenance Costs	\$6,302,338	\$6,491,408	\$6,686,150	\$6,886,735	\$7,093,337	\$7,306,137
Total Region 16 O and M Costs	\$12,588,551	\$12,966,208	\$13,355,194	\$13,755,850	\$14,168,525	\$14,593,581

Figure 7.5: Region 16 Non-Federal Aid Revenues

Fiscal Year	2024	2025	2026	2027	2028	2029
City Receipts	\$22,484,166	\$23,158,691	\$23,853,452	\$24,569,055	\$25,306,127	\$26,065,311
Farm to Market Receipts	\$4,660,931	\$4,800,759	\$4,944,782	\$5,093,125	\$5,245,919	\$5,403,296
Secondary Road Fund Receipts	\$24,863,519	\$25,609,425	\$26,377,707	\$27,169,039	\$27,984,110	\$28,823,633
Total Region 16 Revenues	\$52,008,616	\$53,568,874	\$55,175,941	\$56,831,219	\$58,536,156	\$60,292,240

*The values for 2025 through 2029 in Figures 7.4 and 7.5 are estimated assuming a 3% annual increase from the 2024 values reported by the Iowa DOT.

FFY 2024 Federal Aid Projects (STBG and TAP) Update

OB 4

Projects Receiving Federal Aid – Fiscal Year 2024 Update

Regional STBG and TAP Projects

Projects Receiving Federal Aid – First Programmed Prior to FY2024

PROJECTS FINISHED OVER THE PAST YEAR

- STBG – City of Burlington (FY2022) Madison Avenue Reconstruction Project
- STBG – City of Burlington (FY2023) Agency Road Reconstruction, Melrose to Curran

PROJECTS CURRENTLY IN PROGRESS

- STBG – City of Fort Madison (FY2022) Business 61 (Avenue L), 20th Street to 30th Street
- TAP – City of Keokuk (FY2021) Riverfront Trail System

PROJECTS STARTING SOON

- STBG – City of Burlington (FY2021) Washington Street HMA Resurfacing Project

Projects Receiving Federal Aid – First Programmed for FY2024

City STBG Projects

- City of Burlington Summer Street Reconstruction, Harrison to Koestner

County STBG Projects

- Lee County J40 Resurfacing, West Point to US 218

TAP Projects

- City of Fort Madison 48th Street Trail Connector – River Valley Road to Avenue L

City of Burlington – Summer St Reconstruction, Harrison to Koestner

- Highest ranked City STBG project for FY2024
- Total cost of \$8.1 million
- \$1,415,169 in STBG funding (17%)
- When STBG funds were awarded, the project constituted the reconstruction of 1 mile of Summer Street at the south end of Burlington
- Upon receipt of \$4 million in congressional earmark funding, the project was expanded to include a 10-foot wide trail along Summer, plus another trail extending westward from Summer to an existing trail on Mason Road
- Road will be widened, with sidewalk/trail added, and curb & gutter to replace ditches

Status: Planned to be let for bids August 2025;
Construction likely to start in fall 2025,
with most of the roadway work in
spring/summer 2026

Engineering: McClure Engineering, Cedar Rapids



Lee County – J40 Resurfacing, West Point to US 218

- Total cost of \$2.7 million
- \$1,700,299 in STBG funding (63%)
- Resurfacing of 6-mile segment of J40 in Central Lee County.
- Previously served as State Highway 103
- Provides access from West Point to US 218 (Avenue of the Saints)
- Complements a 2021 project to resurface J40 between West Point and Fort Madison



Status: Let for bids in November 2023;
Construction in spring/summer 2024
Engineering: Lee County Secondary Roads
Contractor: Norris Asphalt Paving, Ottumwa

City of Fort Madison – 48th Street Trail Corridor

- Highest ranked TAP project for FY2026
- Funds initially awarded in 2022, and programmed for FY2024
- Total cost of \$625,000
- \$375,000 in TAP funding (60%)
- Received additional funds through the Federal Recreational Trails program (Iowa DOT)
- Construction of a 0.4-mile trail along the west side of 48th Street
- Provides access to the Baxter Sports Complex
- Feeds into two existing trails at either end, which connect with the hospital, middle school and Ivanhoe Park nearby
- New signalized bike/ped crossing by the school

Status: Let for bids in February 2024

Construction ran from April through August

Engineering: French-Reneker-Associates, Fairfield

Contractor: Blue Top Excavating, Wever



RLF: Palmer Capital, LLC

NB 1

Memo

To: SEIRPC Board of Directors
From: Zach James, Assistant Director
Date: July 23, 2025
Re: Palmer Capital, LLC

SUMMARY OF APPLICATION

Chad and Deena Palmer have submitted an RLF application for funds for working capital as part of plans to grow and expand their company, Palmer Capital, LLC. Chad and Deena started Palmer Capital, LLC in September of 2024 as part of a long-term plan to get into commercial real estate. The first project was to purchase the building located at 409 N 4th Street in Downtown Burlington. The purchase of this specific property was a strategic decision, as another company they are part owners (40%) and which Chad is the CEO, is a tenant of this building. The entire project for which they are requesting funds is for building improvements and working capital that will provide the ability to improve the structure and long-term operations of the organization. Specifically, bank loan funds will be used for the replacement of the roof and installation of rooftop solar, improving long-term stabilization of the building and reducing long-term utility costs. RLF funding would be for working capital to assist in the long-term cash flow of the property as they hire staff to assist in operations and maintenance, purchase equipment and office furniture for empty office space, and other day-to-day operations of the facility. Ultimately, this will provide them with stability for Palmer Capital LLC in the near term and allow them for future growth in commercial real estate as they may expand with purchases of other commercial real estate in the future.

The total estimated project cost of \$925,000 includes \$575,000 to purchase the building (which happened in October 2024), \$200,000 for roof replacement and solar panels, and \$150,000 for working capital. BANK loaned Palmer Capital, LLC \$517,500 to purchase the building in October 2024 and would be loaning an additional \$150,000 as part of this application to go towards the roof replacement and solar panel installation. The request to SEIRPC RLF is for \$150,000 to be used for working capital. The applicant will be contributing \$107,500 towards the project (~12% with \$57,500 into building purchase and \$50,000 to solar and roof replacement). The project is expected to create 3 new jobs through Palmer Capital, LLC, with the hiring of a property manager, maintenance staff, and housekeeper. Additionally, through the investment being made, existing tenants will also be maintaining and adding positions through Energyefficient Systems and Family Therapy.

The SEIRPC Loan Review Committee met on the afternoon of July 23, 2025, to review, discuss, and consider the application. The Committee voted unanimously to recommend funding the request under the following terms:

- Total Loan Amount: \$150,000 from EDA I
- Term: 10-year term
- Interest Rate: 4%
- Collateral offered:
 - personal guaranty from Chad and Deena Palmer;
 - general UCC filing; and
 - 2nd position on the mortgage of the building and associated property located at 409 N 4th Street, Burlington, IA 52601 (11-32-486-005, 11-32-486-004, and 11-33-361-002).

This memo is being submitted for the approval of the loan request by the SEIRPC Board of Directors.