

Southeast Iowa Region transportation & development plan

20 55

THE LONG RANGE PLAN for **Des Moines, Henry, Lee and Louisa Counties**

**ECONOMIC
DEVELOPMENT**

**COMMUNITY
DEVELOPMENT**

TRANSPORTATION

**Adopted
February 26, 2026**



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

RESOLUTION OF APPROVAL

RESOLUTION #198-2026

INTRODUCED BY: SEIRPC

INTENT: ADOPT THE SOUTHEAST IOWA REGION TRANSPORTATION AND DEVELOPMENT PLAN - 2055 SERVING AS REGIONAL COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGIES (CEDs) AND LONG-RANGE TRANSPORTATION PLAN (LRTP)

WHEREAS, the Southeast Iowa Region Transportation and Development Plan 2055 is a regional long-range plan to move the Southeast Iowa Region forward on shared strategies regarding economic development, community development, and transportation; and

WHEREAS, the Southeast Iowa Region Transportation and Development Plan 2055 serves as the regional LRTP, is required to be updated every 5 years to qualify for Iowa Department of Transportation (Iowa DOT) planning funds, and has been developed in compliance with Iowa DOT guidelines; and

WHEREAS, the Southeast Iowa Region Transportation and Development Plan 2055 serves as the regional CEDs, is required to be updated every 5 years for SEIRPC to qualify for US Economic Development Administration (EDA) planning assistance, and has been developed in compliance with EDA guidelines; and

WHEREAS, the Southeast Iowa Region Transportation and Development Plan 2055 was developed in accordance with the approved Public Participation plan and included input of Southeast Iowa residents expressed through surveys, interviews, public meetings, and a public hearing; and

WHEREAS, the Southeast Iowa Region Transportation and Development Plan 2055 has been updated to include a list of Regionally Significant Projects; and

NOW, THEREFORE, BE IT RESOLVED, The Southeast Iowa Regional Planning Commission Board of Directors accepts and receives the Southeast Iowa Region Transportation and Development Plan 2055 update on this 26th day of February 2026.


Dr. Michael Ash, Chairman


Mike Norris, SEIRPC Executive Director

ACKNOWLEDGEMENTS

CEDS STEERING COMMITTEE

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Committee Chair

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A special thank you to our regional stakeholder interviewees, the near 400 individuals that participated in the CEDS-LRTP public survey, and those that attended our public meetings!!

FROM THE EXECUTIVE DIRECTOR



Dear Southeast Iowans –

The Southeast Iowa Comprehensive Economic Development Strategy or CEDS is Southeast Iowa's regional development plan. It includes the topics of transportation, community development, and economic development priorities. The CEDS also guides and helps prioritize SEIRPC's work in the region.

Since 1978 SEIRPC has brought the region together via a regional plan to discuss the future and how to improve it. The plan most typically identifies trends, priorities and implementation strategies.

Some highlights of the impact from 2017-2022 the CEDS has helped bring to Southeast Iowa via SEIRPC activities:

- \$18 million in federal transportation funds programmed
- 600,000+ public transit rides
- \$78 million in water and sewer grants and loans secured and administered
- 200 jobs created or retained with assistance from revolving loan funds
- \$1.8 million loaned from revolving loan funds for businesses
- 97 housing down payment assistance projects
- \$9.7 million secured in housing grants
- 111 housing units rehabilitated
- \$5.7 million secured in transportation grants for trails, roads, transload facilities, etc.
- 10 plans completed for regional communities
- \$104,000,000 total financial impact to Southeast Iowa 2017-2022

The Southeast Iowa CEDS is the product of many interviews, surveys, committee meetings, and hundreds of comments from residents, workers, businesses, and government leaders. The Plan sets a clear vision and strategies and reinforces the themes within a form that is highly accessible and engaging.

The CEDS will be used to focus local and regional efforts, clearly state the region's priorities, and help secure outside funds from state, federal, and private organizations.

Our region deserves the ambitious vision and aggressive strategies in the plan. SEIRPC is committed to help regional governments, businesses, non-profits, and individuals realize the vision.

Mike Norris
Executive Director, SEIRPC

"The Southeast CEDS plan is a regional effort to identify strengths, weaknesses and priorities to move the region forward on shared strategies regarding economic development, community development and transportation."



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FUTURE

Your Southeast Iowa CEDs Plan

The Southeast Iowa Region Transportation and Development 2055 Plan is a long-range planning document that expresses the community vision, goals, objectives, policies, and strategies for the future.

SEIRPC is required by the Economic Development Administration (EDA) to create a Comprehensive Economic Development Strategy (CEDS) for Southeast Iowa every five years. The regional Long Range Transportation Plan (LRTP) is also required to be updated every 5 years, by the Iowa Department of Transportation (DOT). Both plans are regional efforts to identify strengths, weaknesses and trends; both require the development of community-based priorities and preferred outcomes for the Southeast Iowa Region.

The 2055 Plan represents the integration of those plans and other regular assessments in Southeast Iowa. It includes recommended strategies and specific action items to pursue, as well as a series of performance measures to track progress over time. This comprehensive approach has proven to be an effective way to document the overall goals and objectives of the community. It will consider and support the 10 federal planning factors outlined to the right.



Federal Planning Factors

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



“The best way to predict the future is to create it.”

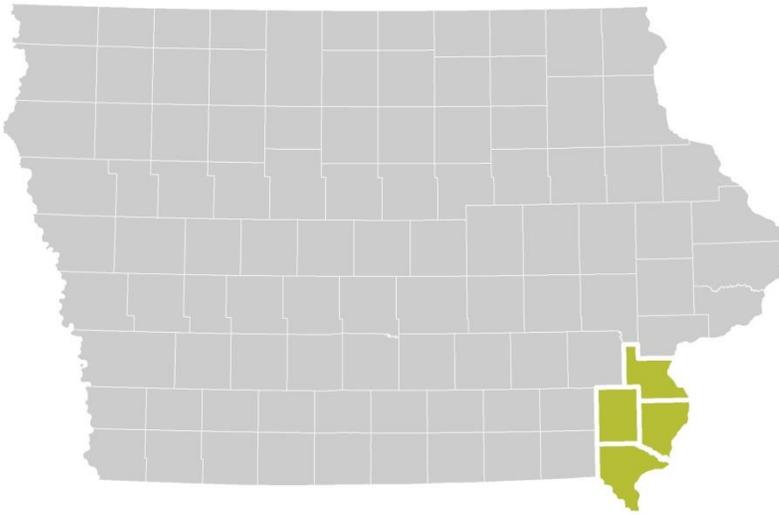
- Abraham Lincoln

introduction

1



REGIONAL OVERVIEW



Lee
Louisa
Henry
Des Moines

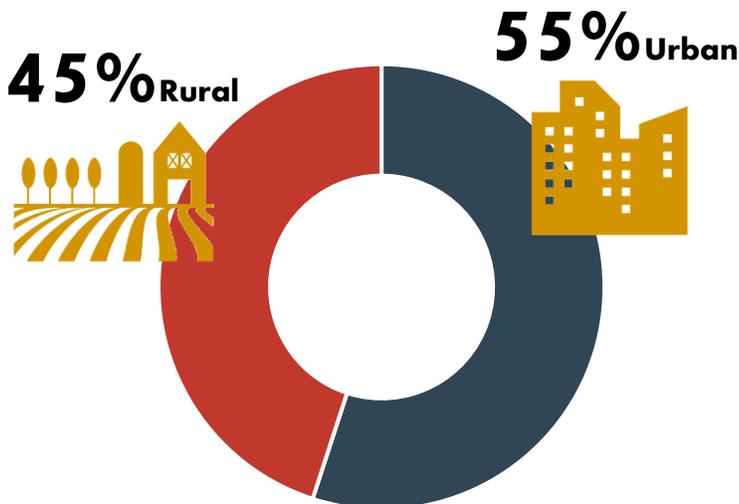
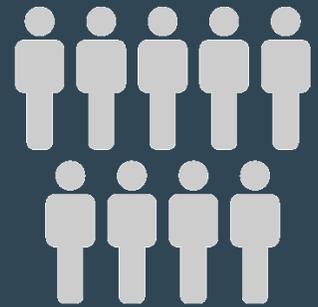
4 Counties

31 Municipalities

104,000 Population of 4 counties

24,000 Population of the largest city (Burlington)

< 4,000 Population of all but four municipalities (Fort Madison, Mount Pleasant, Keokuk, Burlington)



55%
of population
classified as Urban

45%
of population
classified as Rural

REGIONAL OVERVIEW

The Southeast Iowa region comprises the four Iowa counties of Des Moines, Henry, Lee, and Louisa. Data from the 2020 Census shows that of a total of 103,784 residents, 55% live in 'Urban Areas', as defined by the US Census Bureau. This includes areas in and around Burlington/West Burlington, Fort Madison, Keokuk, and Mount Pleasant. The remaining 45% of the population lives in rural areas.

HENRY COUNTY

45% Urban



55% Rural

LOUISA COUNTY

100% Rural



DES MOINES COUNTY

73% Urban



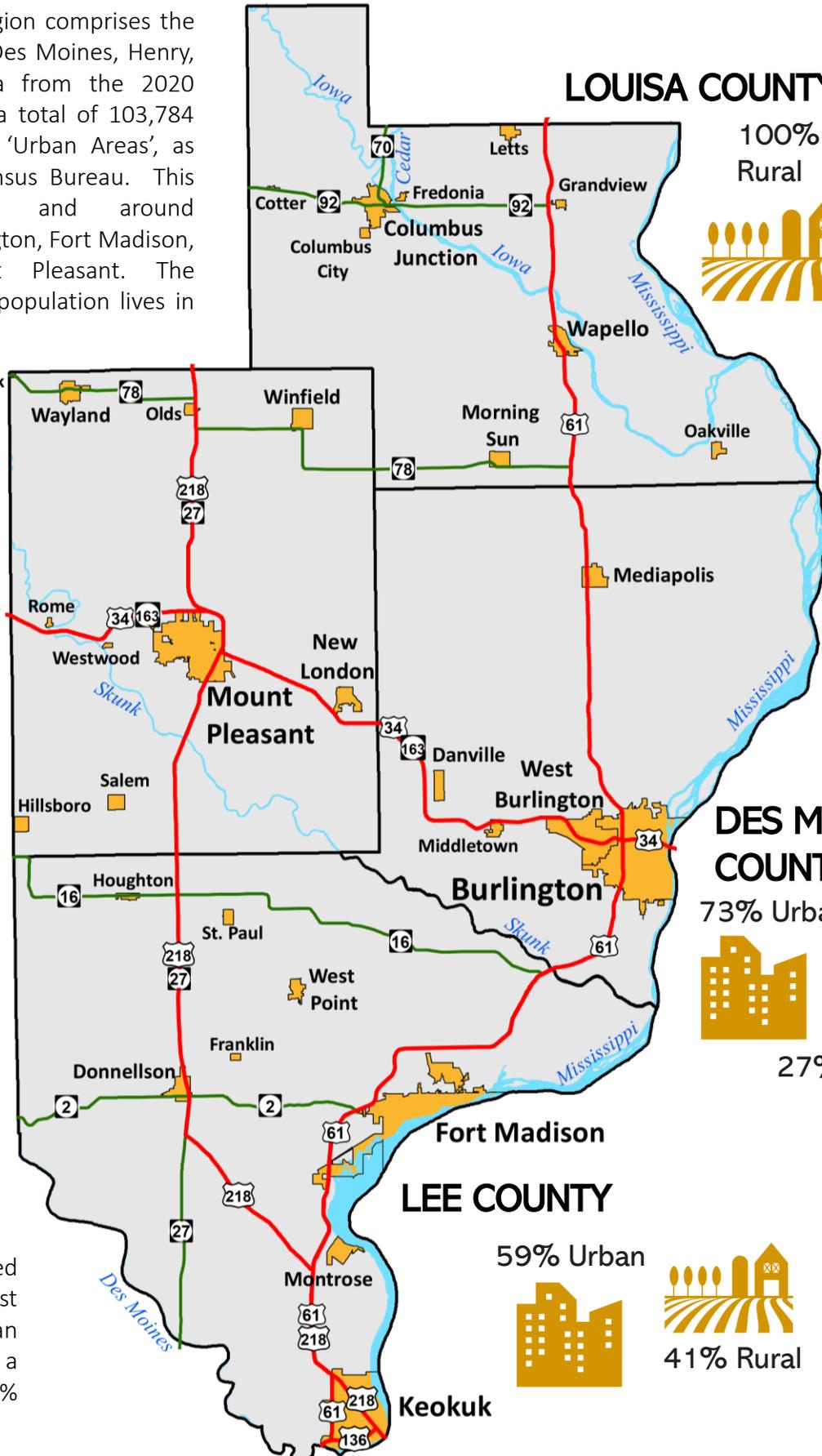
27% Rural

LEE COUNTY

59% Urban



41% Rural



Using the Census-defined 'Urban Areas', Southeast Iowa is more rural than the State of Iowa as a whole, which is 63% Urban and 37% Rural.

THIS IS YOUR PLAN



The Southeast Iowa Region Transportation and Development 2055 Plan is a long-range planning document that expresses the community vision, goals, objectives, policies, and strategies for the future.

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A successful regional plan must involve the input and participation of regional stakeholders including public entities, private companies, citizens, civic and philanthropic organizations, educational institutions, and others. Reaching out to as many stakeholders as possible, such participation creates a broad sense of ownership in the plan and fosters commitment to the implementation of the plan.

The Southeast Iowa Region 2055 Plan applied a multi-pronged outreach approach to garner as much public input and consensus as possible. When we say that “this plan is your plan” we mean it literally, as the 2055 Plan strategies come directly from our previous plans, partners’ planning documents, and citizen input.

The process started with the formation of the CEDS steering committee that is geographically balanced among the region’s four counties and includes participation from the public sector, private sector, education institutions, labor groups, and other community leaders. This group established the foundation for the diverse public input process that included public meetings, a region wide online survey, approximately 20 interviews with local government, private businesses, manufacturers, economic development groups, schools and education, and healthcare entities throughout Southeast Iowa.

PUBLIC ENGAGEMENT PROCESS

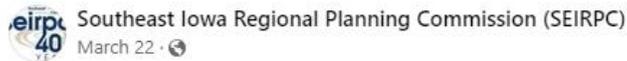


In today's busy world, SEIRPC looks for new ways to engage the public and generate interest. Public input details and results are included in Appendix A. In the end, a large, diverse, and wide-ranging stakeholders participated in the Southeast Iowa Region Transportation and Development Plan process, expressing their thoughts, values, goals, and visions for Southeast Iowa.

1.

Social Media

In this age of technology, SEIRPC used web-based tools to reach out to many constituents. The SEIRPC Facebook page provides a live forum for updates, discussions, and opportunities to get involved in the process. Other tools such as SEIRPC monthly newsletter continued to reach a broad audience.



We are updating the Great River Region Comprehensive Economic Development Strategy (CEDS), a regional long-range planning effort conducted every 5 years to identify the strengths, weaknesses, opportunities, and threats to the future progress of the Southeast Iowa region. We are looking for your input! Please take the short survey to help us with development of this plan!



SURVEYMONKEY.COM
Great River Region Comprehensive Economic Development Strategies Update 2023

2 5

Like Comment Share

2.

CEDS Steering Committee

Four steering committee meetings were held throughout plan development to determine the process, review public input, highlight the key data, discuss public input, and provide feedback on key strategies and action items. The first meeting was to provide a background on the Transportation and Development Plan, its purpose, how the plan is used and how it is developed. The role of the Steering Committee was also described during this meeting. Subsequent meetings were used to review data and trends, public input and to develop strategies that will prepare the region to meet the vision outlined within.



“If we want to grow our population and fill jobs, we are going to have to be more creative in our recruitment from other areas of the US and consider immigration more strategically.”

- Private Sector Rep

“Perception of our region is good. Reality is better!”

- Human Resource Professional

“We need to education towards regional job opportunities and make improvements to our communities that will keep the talent here after students graduate.”

- School Reps

“Demand for quality recreation such as parks and trails and other cultural amenities is there and necessary to attract workforce.”

- Healthcare

“Housing is still an issue. Availability and options are low, cost to build new is high, still have aging neighborhoods to rehab!!”

- ALL Sectors



3.

Stakeholder Interviews

SEIRPC staff conducted interviews in person, over the phone, and over Zoom from March through May 2023. Contacts, selected in advance by SEIRPC identifying stakeholders that represent a variety of sectors including city government, private sector, manufacturers, education, transportation, utilities, or health care, with an effort made to identify one or more stakeholders from each of the four counties.

In addition to new interviews, recent interview responses from other planning projects, such as comprehensive plan updates and COVID-19 Long Term Economic Recovery Plan were analyzed for key input that was valuable to this planning effort.



"A good plan is only as good as the ideas, input, and data that we use to develop it. This is why we have worked hard to set up interviews with key stakeholders in Southeast Iowa and create a survey that allows people to provide us with key needs in the region and their ideas to fix these needs."

Mike Norris,
SEIRPC Executive Director

Questions pertained to 3 topics –



Transportation



Community Development



Economic Development

Interview Organization	County	Type
Southeast Iowa Medical Center	Regional	Healthcare
Fusion Tech Integrated	Des Moines	Private Sector
City of Burlington/West Burlington	Des Moines	Local Government
Burlington and Danville Community School Districts	Des Moines	Schools
Lee County Public Health	Lee	Healthcare
Lee County Economic Development Group	Lee	Economic Development
City of Fort Madison	Lee	Local Government
Roquette, Kempker’s True Value, Steffensmeier Welding, and Climax Molybdenum	Lee	Private Sector
Tyson Foods	Louisa	Private Sector
Columbus Community and Wapello School Districts	Louisa	Schools
City of Wapello/Columbus Junction	Louisa	Local Government
Mount Pleasant Area Chamber of Commerce	Henry	Economic Development
Mount Pleasant and WACO Community Schools	Henry	Schools
Wal-Mart Distribution Center	Henry	Private Sector
Iowa DOT District 5	Regional	Transportation
County Engineers – Des Moines, Henry, Lee, and Louisa	Regional	Transportation
CDM Commercial Real Estate	Regional	Private Sector
Labor Unions – Local 150 IUOE and Local 2003 IUPAT	Regional	Labor

4.

Regional Survey

The regional survey was used to identify strengths, weaknesses, priority projects in the Southeast Iowa related to transportation, economic development, and community development. The 9-question survey was made available to the public through SurveyMonkey.com in March and April 2023.

Surveys were open for any input from the general public, with advertisements made via local newspaper, Facebook, regional newsletters, and websites. Direct e-mails were also sent to regional leaders. The survey questions and statistics are in Appendix B.

392 Total Responses



- Des Moines County – 157 responses (41%)
- Lee County – 121 responses (32%)
- Henry County – 49 responses (13%)
- Louisa County – 53 responses (14%)
- Outside SEIRPC region – 12 responses (3%)

30% Increased Response Rate



From 2017 CEDs/ LRTP update



Southeast Iowa low cost living services Close knit know raise family Burlington School system
 big city easy around schools culture love offers home taken close access
 small town feel activities needed small town atmosphere work Generally
 parks Keokuk feel grow area opportunities living life
 people friendly community close family
 good rural safe short river used size care city church
 great affordable lot Fort Madison easy SE Iowa nice Mississippi River amenities clean town
 Enjoy Iowa nice many place raise family friends

understanding Southeast Iowa



HISTORY OF SOUTHEAST IOWA, 1800 TO 2018

UNDERSTANDING OUR PAST, PLANNING FOR OUR FUTURE

Sociocultural



1812

The military post, Fort Madison, established on the site of the future city; It is soon destroyed and abandoned

1832

Black Hawk Purchase opens land west of the Mississippi River for European settlement.

1837

Burlington becomes the first incorporated City in Southeast Iowa; also serves briefly as capital of the Iowa Territory



1842

The college now known as Iowa Wesleyan University (IWU) is established in the recently settled town of Mount Pleasant



1846

Mormon exodus from Nauvoo, Illinois begins, with many camping temporarily near Montrose; Iowa gains statehood that same year



1865

Mount Pleasant native James Harlan, then US Senator from Iowa, appointed as US Secretary of the Interior by President Lincoln, father-in-law to Harlan's daughter

1869

Burlington-born Arabella Mansfield becomes the first woman in America with a license to practice law, sworn in at Mount Pleasant's Union Block building.



1887

Renowned conservationist Aldo Leopold born in Burlington; Grandfather Charles Starker serves as a landscape architect for Snake Alley, built 7 years later

1920

One of the first Junior Colleges in Iowa is established at the new Burlington High School building.

Transportation

1805

Zebulon Pike explores the upper Mississippi River, with a group of Natives helping him cross the Des Moines Rapids (near present day Keokuk)



1829

John Jacob Astor established fur trading posts at present-day Burlington and Keokuk



1855

Chicago, Burlington & Quincy (CB&Q) Railroad completed through Des Moines and Henry Counties; the company is headed for many years by Charles Perkins of Burlington

1858

Chicago, Rock Island and Pacific Railroad completed through northern Louisa County; influences the later establishment of Columbus Junction, where this line met a branch of the CB&Q

1868-1871

Burlington and Keokuk Rail Bridges completed across the Mississippi River, bringing about an era of economic prosperity



1883

CB&Q Railroad Shops completed in 1883; City of West Burlington founded for CB&Q workers' housing

1887

Fort Madison Rail Bridge completed across Mississippi River, with Santa Fe Railroad establishing a new route through Lee County, along with repair shops in Fort Madison



1913

Mississippi River Lock and Dam No. 19 completed at Keokuk, eliminating the obstacle of the Des Moines Rapids



1914

'Convict Highway', early prototype paved roadway completed using State prison labor at Fredonia

Sociocultural



1940
Iowa Army Ammunition Plant (IAAAP) established by Middletown, on 20,000 acres acquired by the US government for producing war munitions



1950
The first Midwest Old Threshers Reunion is held in Mount Pleasant, the beginning of a yearly tradition that continues to this day

1961

The Rath meat packing plant (now Tyson Foods) is opened at Columbus Junction, and has since attracted a large number of immigrants from Latin America and Southeast Asia

1967

Southeastern Community College established, consolidating two junior colleges in Burlington and Keokuk.

1973

Southeast Iowa Regional Planning Commission initially established, encompassing the same 4-county region it represents today. SEIBUS is later established as the regional transit provider.



1980

Southeast Iowa reaches its peak population of 120,000. The subsequent Farm Crisis causes a decrease statewide.



1986

Burlington, Keokuk, and Fort Madison are among the first 5 cities in Iowa to establish a Main Street program. Mount Pleasant starts its own soon after.



1999

Former Mount Pleasant Mayor Tom Vilsack elected Governor of Iowa; later appointed US Secretary of Agriculture

2008

Serious flooding impacts the region's low-lying river communities, particularly Oakville, where SEIRPC assists with buyouts of many flood-damaged properties



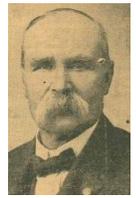
2013-2015

Iowa Fertilizer Plant established near Wever in Lee County – one of the largest economic development projects in Iowa in recent years

Transportation

1928

90-year old Alex Coleman – who personally hated to drive – donates \$300,000 to the public for construction of a 10-mile paved road east of Hillsboro, to improve transportation for area farmers.



1943

First established in 1929, the Burlington Municipal Airport is expanded for commercial service, with newly paved runways. Keokuk's first airport opens 3 years later.

1967

Passenger train service eliminated in Keokuk, signaling an end to the heyday of American rail transportation; Numerous low-traffic freight lines in the region are closed by 1990

1970

Construction begins on the future US 34 freeway through Burlington, the region's first limited access highway

1989

The region's first paved multi-use trail segment is completed in Mount Pleasant, near the Old Threshers Grounds



1993

Great River Bridge opens at Burlington, replacing the 2-lane MacArthur Bridge from 1917 – just months after the devastating Great Flood of 1993



2004

East-west 4-lane highway completed from Burlington to Des Moines (US 34 and Iowa 163).

2006

Completion of the Avenue of the Saints, a 4-lane highway from St. Paul to St. Louis, first envisioned 20 years earlier by Mount Pleasant businessman Ernie Hayes.



2017

First segment of 4-lane highway completed for Highway 61 between Burlington and Muscatine County

RECENT EVENTS (2019 TO 2023) SINCE THE LAST PLAN UPDATE

THAT WILL IMPACT THE FUTURE OF SOUTHEAST IOWA

Tourism

River Boats Cruise Stops

Viking Cruise Lines is now making stops in Burlington and Fort Madison, with other Mississippi Cruise ships increasing the number of stops already committed



Indoor Sports Facilities and Sports Tourism

The Turf indoor sports "bubble" opened in 2019 for indoor soccer, baseball, and softball events increasing tourism opportunities in winter months in Southeast Iowa. In 2022, a groundbreaking for The Courts was completed to create space for indoor volleyball, basketball, and pickleball events. It is anticipated that this facility will open in fall 2023, offering additional indoor sports in Southeast Iowa.



Transportation

Merger of Canadian Pacific and KC Southern

CP completed its acquisition of the KCS in late 2021. This merger will generate significantly more traffic through Louisa County due to the expanded rail network that was created by the merger.



Natural Gas Shortage, Pipeline Expansions

A recent study has shown that the existing natural gas pipeline network has reached its peak levels, limiting potential growth for businesses that need additional or new capacity. Additionally, CO2 and Ammonia pipelines will be built or expanded in the coming years through Southeast Iowa.

Highway 61 Expansion Continues

Highway 61 expansion through Des Moines County has continued with the recent completion of new highway between Burlington and Mediapolis. Continued expansion is planned from south of Mediapolis north to Iowa Highway 92.



RECENT EVENTS (2019 TO 2023) CONTINUED

Impactful Transportation and Infrastructure Projects

Transportation Projects

Large scale transportation projects have been completed throughout the region making a huge impact including Burlington TIGER Grant, Fort Madison Marina, new trails being built (Burlington, West Burlington, Keokuk, Mount Pleasant, Fort Madison, Columbus Junction), Highway 61 four-lane expansion, Fort Madison Amtrak depot location, Burlington Amtrak depot renovations, and many other projects regionally.



Broadband Projects

Efforts are being made between public entities and private providers to expand broadband in rural areas of Southeast Iowa, in Henry and Lee Counties



Water and Sewer Projects

Water and sewer projects are critical infrastructure projects that support community development and the health of residents. Examples of recent projects in Southeast Iowa include: upgrades to wastewater treatment systems in Houghton, Mt. Pleasant, and Columbus Junction; sewer improvements in Burlington, Grandview, and Winfield; improvements to the drinking water distribution system in West Burlington; and the New Jordan Well, also in Mt. Pleasant.



RECENT EVENTS (2019 TO 2023) CONTINUED

Education

Iowa Wesleyan to close after 181 years



Iowa Wesleyan Closes Campus

Iowa Wesleyan University (IWU) was the only four-year post-secondary institution located in Southeast Iowa having been founded in 1842, four years prior to statehood. It was the oldest private post-secondary institution in Iowa prior to its announced closing in March 2023. The economic impact of its closing will be felt most directly within the Mount Pleasant and Henry County area but will have a significant impact across all Southeast Iowa.



SCC Increases Enrollment

SCC has continued to invest heavily over the past 5 years in upgrades to campus facilities, add new academic programs, add new athletic programs, and create new partnerships to the benefit of students. This investment has led to enrollment growth for 5 straight semesters into Fall 2022.

Housing

Homes of Iowa

Homes for Iowa, Inc. is a new 501(c)(3) organization which exists to address Iowa's housing shortage, train offenders in skilled trades and reduce recidivism by partnering with the Iowa Department of Corrections to build homes that can be delivered across the state of Iowa. SEIRPC was heavily involved in the creation of the organization and has seen several Homes for Iowa houses brought to Southeast Iowa.



Housing Studies Completed

Housing studies have been completed for Lee and Des Moines Counties in recent years. These studies have shown a need for new housing in a variety of types, value ranges, and locations throughout each county. Ultimately, it shows the continued need to invest in housing to replace existing dilapidated housing and the need for new types of housing that are not currently on the market today.

Downtown Residential Development

A variety of grants, tax credits, local incentives, and federal opportunity zones, have generated a resurgence of downtown housing options in Southeast Iowa including historic rehab of structures and new buildings on infill lots. Projects have happened in Wapello, Burlington, Fort Madison, Keokuk, and Mount Pleasant.



RECENT EVENTS (2019 TO 2023) CONTINUED

Economic Development

Regional Business Closures

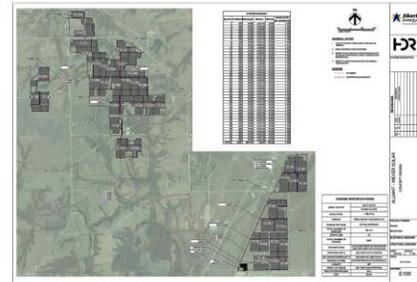
In the past 5 years, several business closures have greatly impacted employment in the region and have caused a secondary impact on the local economy including closures of ADM and the hospital in Keokuk, West Liberty Foods and Iowa Wesleyan in Mount Pleasant, and GE and Dresser Rand, in Burlington.



Green Energy Development

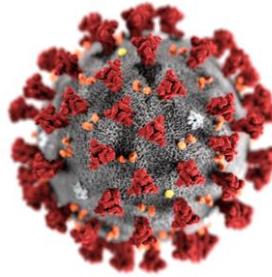
Green energy development is slowly taking shape in Southeast Iowa, with a significant number of projects to come on board over the next 5 years.

In 2021, Clenera completed a solar farm project over 800 acres of land. In September 2022, Alliant Energy announced a 900-acre solar field in northern Lee County. There have been inquiries from private companies in Henry and Des Moines Country regarding wind farms, leading the development of ordinances to regulate these types of developments in Des Moines County.



Regional Business Expansions/New Businesses

While there have been several business closures in recent years, there have been many exciting announcements for expansions or new business as well, including Western Smokehouse Partners, Iowa Army Ammunition Plant, and Conagra Foods.



COVID-19 Pandemic

Much like the rest of Iowa and the US, Southeast Iowa was impacted greatly by the COVID-19 pandemic. Lingering effects are still felt throughout the region, primarily in workforce shortages. Other impacts have included supply chain shortage leading to inflationary pressures, limited number of contractors for construction project, retirement of baby boomer workforce, and more focus on working from home.

Childcare Expansions

Regional employers continually mention need for childcare facilities for employees. In recent years, Keokuk and Mount Pleasant have made efforts to add new childcare facilities within their communities to help in solving this problem.



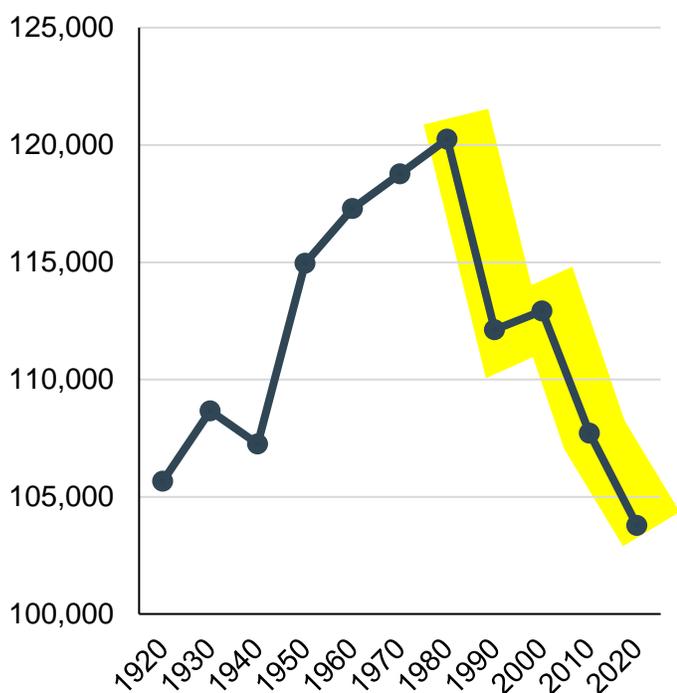
TAKE A LOOK AT SOUTHEAST IOWA!



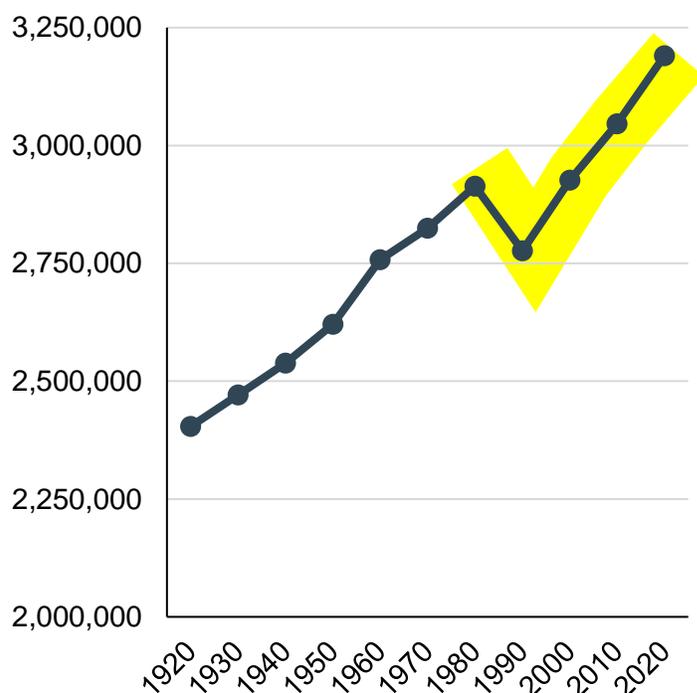
... A LOOK AT THE DATA

This chapter presents Demographic, Transportation, Housing, Economic and Community Development data. These facts help clarify assets and challenges in the 4-County Region and establish a basis for long range planning.

DEMOGRAPHIC INSIGHTS



Southeast Iowa Region



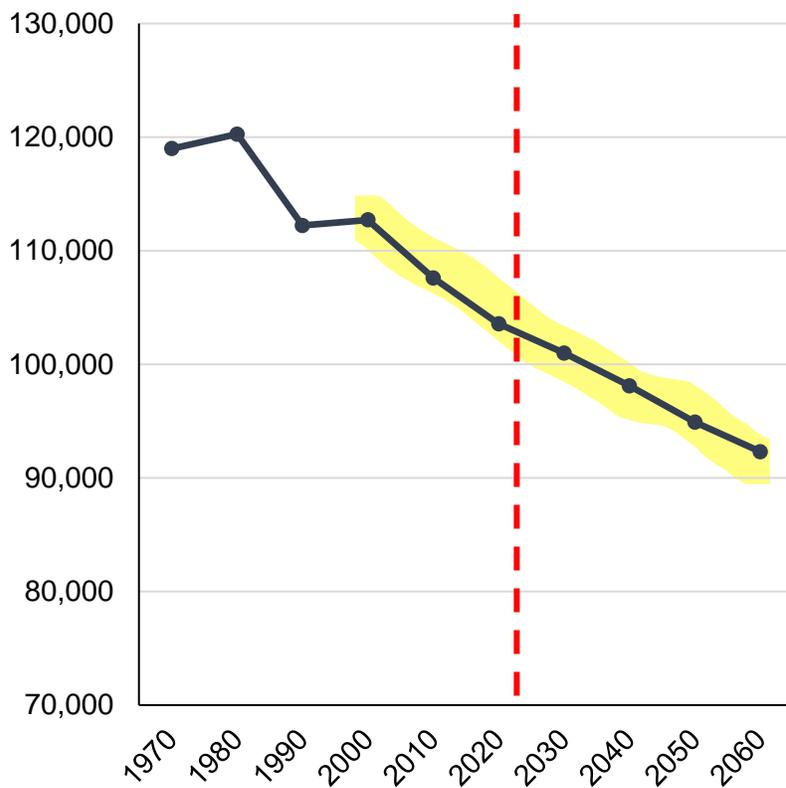
State of Iowa

Population in the State of Iowa has increased every decade, except during two periods. The first period of decline was during World War II and the second was during the 1980s recession. While not see on the chart above due to populations only shown at the start of each decade, there was a population decrease during the middle of the decade due to World War II. The recession from the Farm Crisis of the 1980s hit both Southeast Iowa and the state as a whole very hard, as both saw a significant drop in population. While the state managed to rebound successfully following that slump, Southeast Iowa has continued a downward trend.

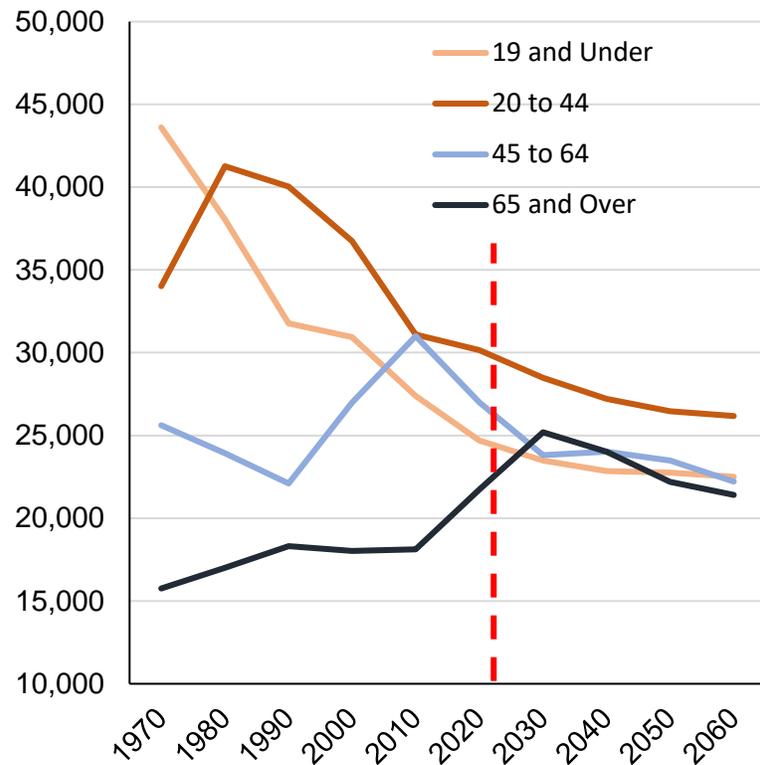
DEMOGRAPHIC INSIGHTS

The population projections below show a continual and gradual decline of population for the region through 2060 using data from Woods and Poole. This is likely caused by a variety of factors, but primarily due to out-migration and a natural population decline from age (deaths) being greater than regional in migration and reproduction rates. The downward trend in population will play a role in future transportation, economic and community development decisions moving forward, and is a major driver into key strategies outlined later in the plan.

Southeast Iowa Projected Population



Projected Population by Age Group



From Axios Des Moines article - April 2023

- Immigration and refugees have helped sustain rural areas, while domestic migration has drawn people away.
- In 2022, Iowa lost nearly 7,300 people to domestic migration, but gained nearly 7,300 international migrants, according to the census data.
- The state and U.S. need to develop policies to ease workforce immigration if they want to slow rural Iowa's bleeding population,.

However, this **TREND** is not unique to Southeast Iowa and is a statewide issue that is creating challenges across Iowa in filling employment opportunities.

"WE HAVE A POPULATION PROBLEM IN IOWA – more jobs than unemployed people to fill them – and the pandemic only accelerated that. That's really true across the Midwest and, to a certain degree, the country. So, we have to grow our population, and we're working on that. I would tell you we need to build communities in which people want to live. "

--Debi Durham

Director, Iowa Economic Development Authority



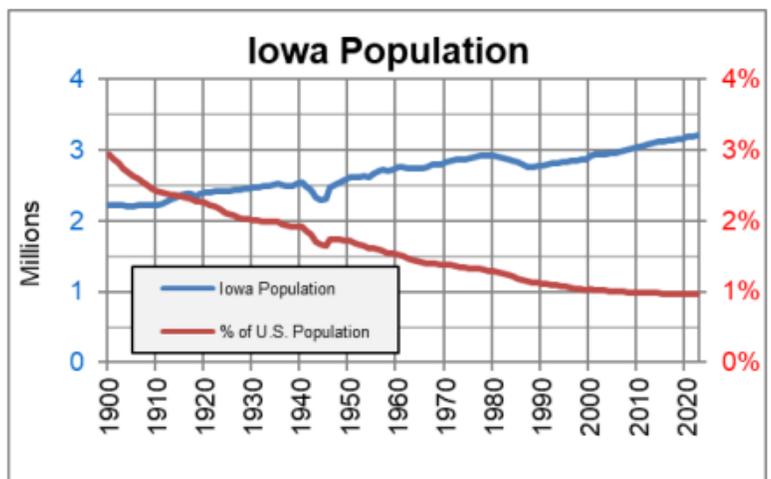
Population change from 2020 to 2022 shows a continued decline in Southeast Iowa Population. While the State of Iowa is growing, it is happening at a rate half that of the US.

Population Change (2020 to 2022)			
	Southeast Iowa	Iowa	United States
2020 Census Population	105,800	3,190,372	331,449,520
2022 Estimate	104,028	3,200,517	333,287,557
Net Change	-1,772	10,145	1,838,037
Percent Change	-1.7%	0.3%	0.6%

The specific components of change show domestic migration as the primary factor in people leaving both Southeast Iowa and Iowa as a whole. Birth rate also plays a large factor in this change as deaths in Southeast Iowa outpace births at a large rate. In both cases immigration is a primary factor in population stability.

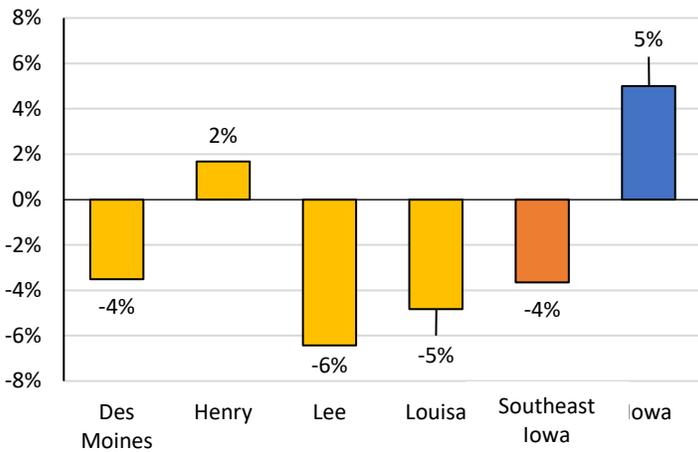
Components of Change (2020 to 2022)			
	Southeast Iowa	Iowa	United States
Births	2,375	82,052	8,164,738
Deaths	3,193	79,003	7,733,546
Natural Change	-818	3,049	431,192
Births per death	0.74	1.04	1.06
International Migration	226	13,248	1,406,845
Domestic Migration	-1,204	-6,877	0
Net Migration	-978	6,371	1,406,845
% Migration of Net Change	55%	63%	77%
Residual Change	24	725	0

While the population in Iowa continues to grow (specifically in urban areas) and immigration being a primary factor in this growth, the overall rate of growth is happening more slowly than that of the remainder of the US. The chart to the right highlights that while the population of Iowa is growing, it is becoming a smaller percentage of the total US population.



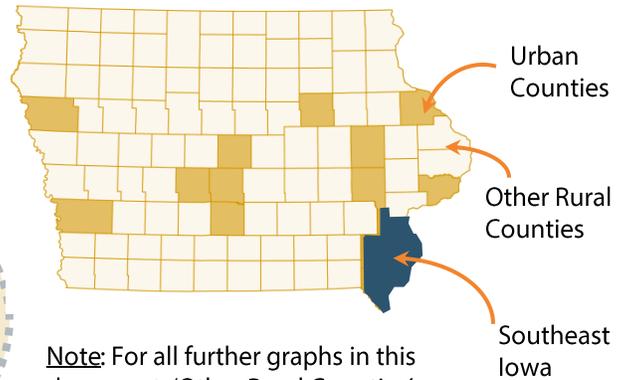
DEMOGRAPHIC INSIGHTS

% Population Change, 2010 to 2020



This population trend is not unique to the Southeast Iowa region. For the last 40 years, urban areas such as Des Moines and Cedar Rapids/Iowa City have consistently gained population while remainder of the state experienced a decline. However, Southeast Iowa has experienced a slightly steeper population decline since 2010, as compared to other non-urban counties in the state.

Southeast Iowa's population has declined by 3.7% from 2010 to 2020, after shrinking by 4.6% from 2000 to 2010, while the State grew by 4.1% and 4.7% respectively. This trend is a concern, as the state's total population is growing in nearly inverse proportion to Southeast Iowa. Henry County has grown slightly, while Lee County has decreased the fastest.

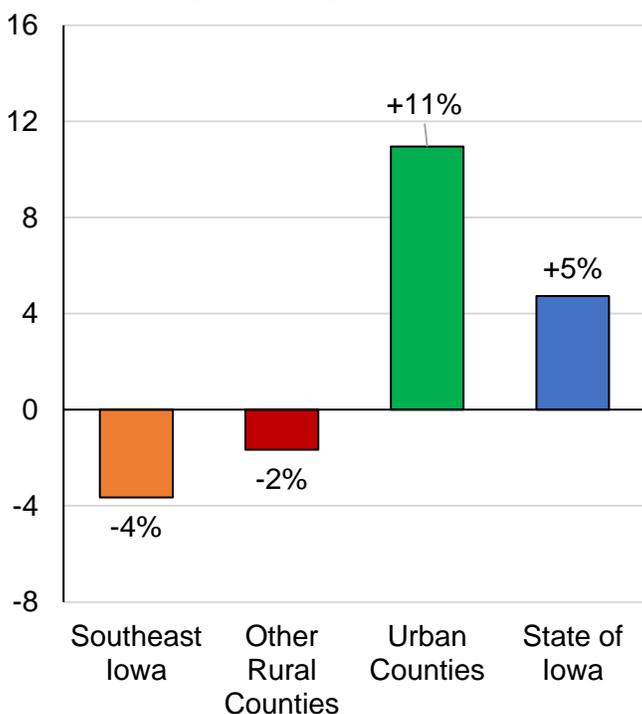


Note: For all further graphs in this document, 'Other Rural Counties' includes all Iowa counties minus the Urban counties AND Southeast Iowa.

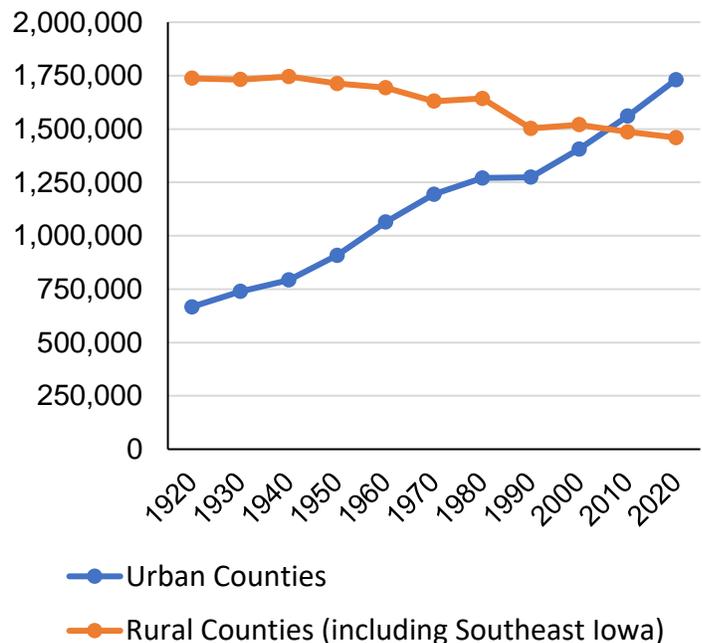
However

Over the past 100 years, the State of Iowa's population has become increasingly concentrated in the 11 Urban Counties depicted on the map above. Between 2000 and 2010, the total population of those counties exceeded that of the remaining 88 counties for the first time.

% Change, 2010 to 2020 Urban vs. Rural



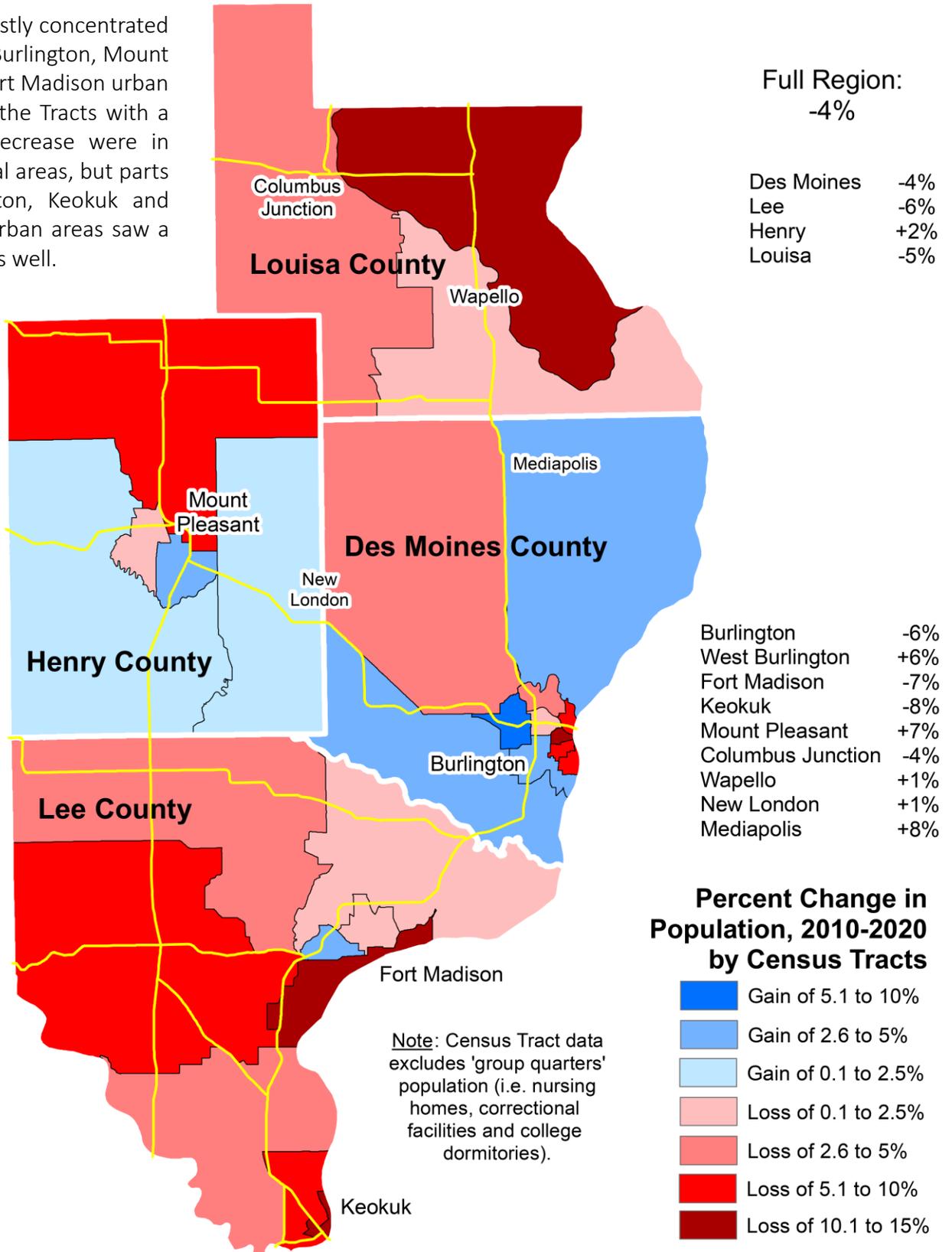
Iowa Population, 1920-2020



DEMOGRAPHIC INSIGHTS

When viewed at the level of Census Tracts, the rate and direction of population change varied considerably from one Tract to another between 2010 and 2020. The trend also varied from each city and County to another. However, only 8 of the 30 Tracts saw an increase in population, and only one grew by more than 5%. Of the 22 that decreased in population, 12 decreased by more than 5%.

Growth was mostly concentrated in parts of the Burlington, Mount Pleasant and Fort Madison urban areas. Most of the Tracts with a high rate of decrease were in low-density rural areas, but parts of the Burlington, Keokuk and Fort Madison urban areas saw a high decrease as well.



DEMOGRAPHIC INSIGHTS

Aging Population

Typically, an overall population decrease is accompanied by an increase in median age, as many young people leave for more thriving urban/suburban areas after college, or for career advancement opportunities later on. In contrast, older people tend to stay in the same place as they reach retirement, and this trend is magnified by the larger number of people in the 'baby boom' generation, born between 1945 and 1965. Southeast Iowa's median age grew at a faster pace than Iowa as a whole over the past 40 years. As a result, its median age is now 4 years higher than that of the state, after being only 1 year higher in 1980.

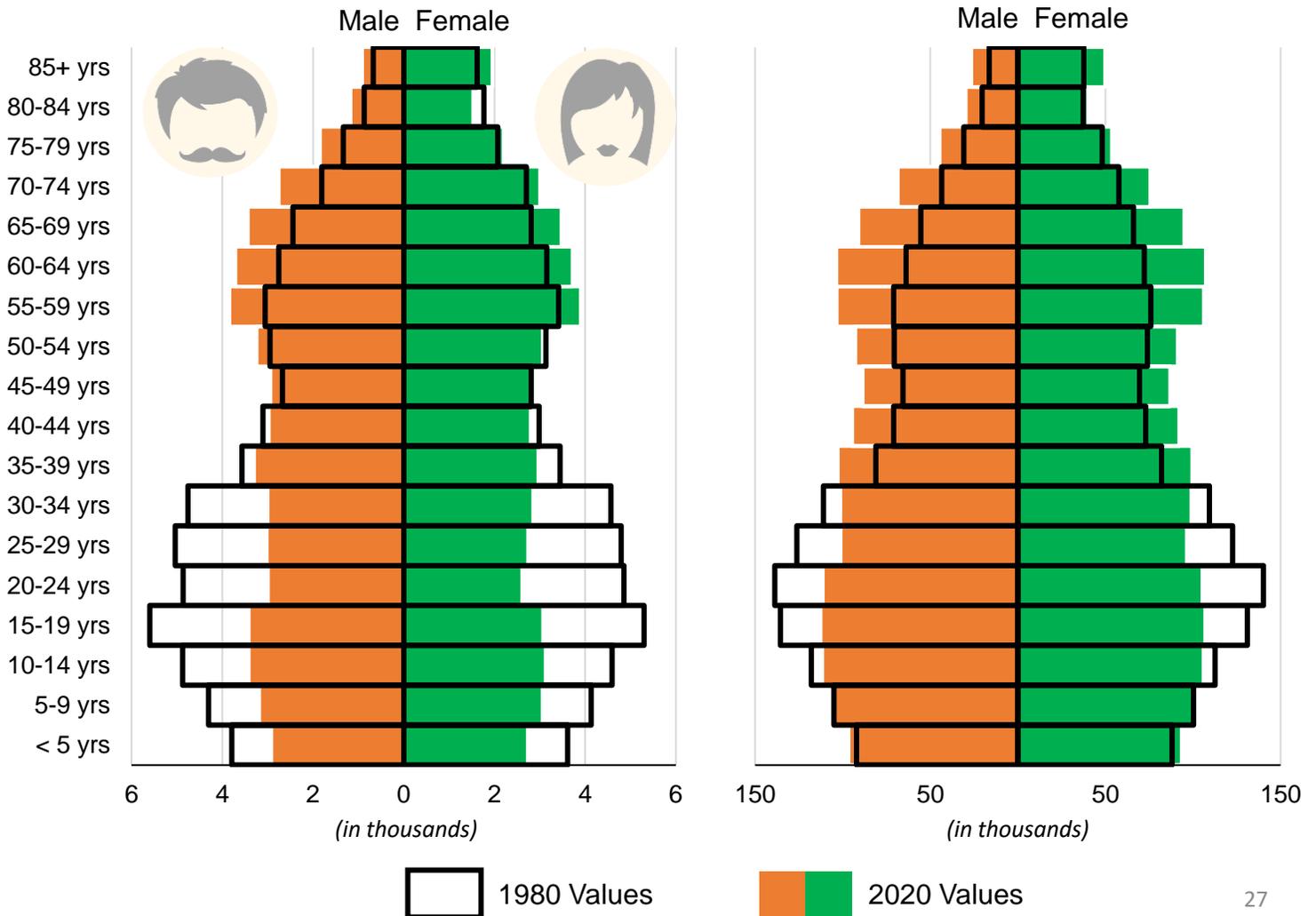
1980 is notable as the year that the region's population reached its peak of just over 120,000, before declining every decade since then. The age pyramid below shows that Southeast Iowa's overall population decline is largely the result of the age brackets below 35, which have decreased at a much faster rate than at the state level.

<u>MEDIAN AGE</u>	<u>1980</u>	<u>2020</u>	<u>% Change</u>
Southeast Iowa	31.3 yrs	42.6 yrs	+36%
State of Iowa	30.0 yrs	38.6 yrs	+29%

Age Pyramid, 1980-2020

Southeast Iowa

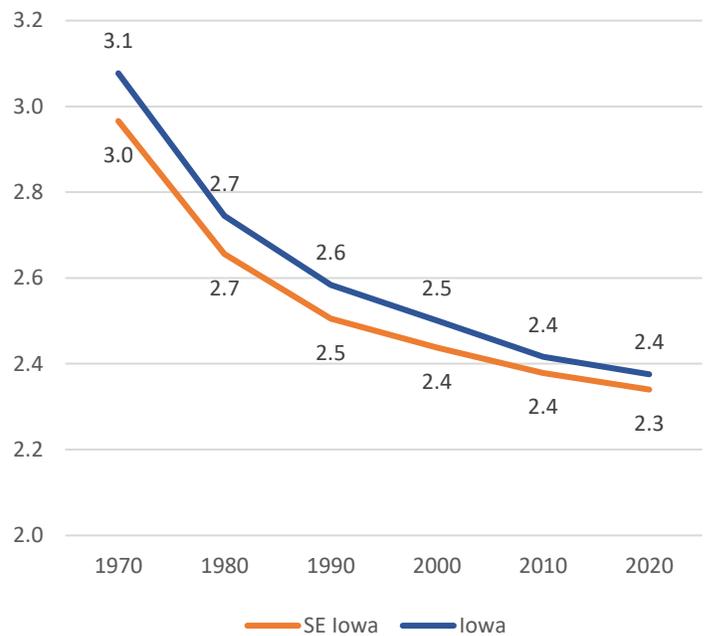
State of Iowa



Average household size represents the total number of residents divided by the number of occupied housing units. Consistent with Iowa as a whole, the average household size in Southeast Iowa has decreased gradually over the past 50 years. The most pronounced drop occurred between 1970 and 1990, followed by a gradual levelling off in the 3 decades since then. This is the result of several factors, including fewer children per family, and young people waiting longer to marry and have children. Also, the increased life expectancy has resulted in much larger numbers of elderly people living independently well into their 80s and 90s.

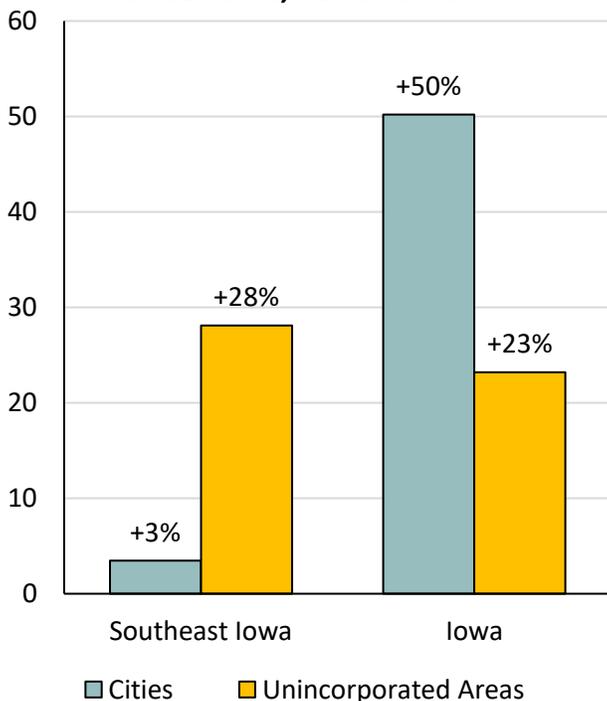
A consequence of this trend is that even if the population is decreasing overall, the demand for housing remains relatively high, since a larger number of people are living alone or with just one other person.

Change in Average Household Size 1970-2020



While Southeast Iowa's population decreased by 13% between 1970 and 2020, the total number of households increased by 10% over that same period, growing from 39,019 to 42,713. While this rate of growth was much lower than the statewide growth of 44%, this discrepancy is solely due to the lack of simultaneous population growth.

% Change in Number of Households, 1970 to 2020



Within the region, the change in number of households varied considerably between incorporated cities and the surrounding unincorporated areas. The number of households grew by only 3% within cities, but rose by nearly 30% in unincorporated areas. In addition, the rate of increase for unincorporated areas was higher in Southeast Iowa than the state as a whole during this period.

Much of this has been driven by the construction of homes in rural areas within a short driving distance from cities. Many of the breadwinners in these households work in those nearby cities, and they utilize the schools, hospitals, and retail stores in those cities as well. Therefore, a large number of the region's residents utilize city streets and other infrastructure without contributing any money to the city in property taxes. And as a result, the cities end up having fewer and fewer funds available to fund necessary repair and upgrade projects for that infrastructure.

DEMOGRAPHIC INSIGHTS

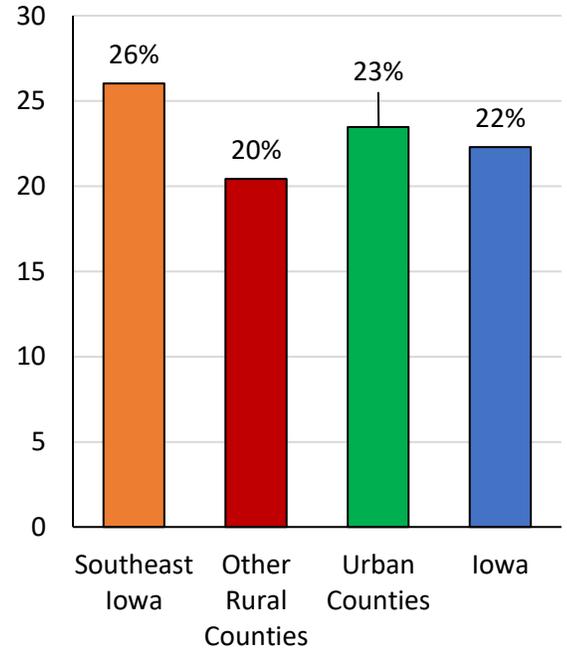
Household Dynamics

Just under 1/4 of all Southeast Iowa households include at least one person under the age of 18, living with one or both of their parents. Of these 10,290 households, 62% are headed by a married couple, 12% are headed by a cohabitating couple, and 26% are headed by a single-parent.

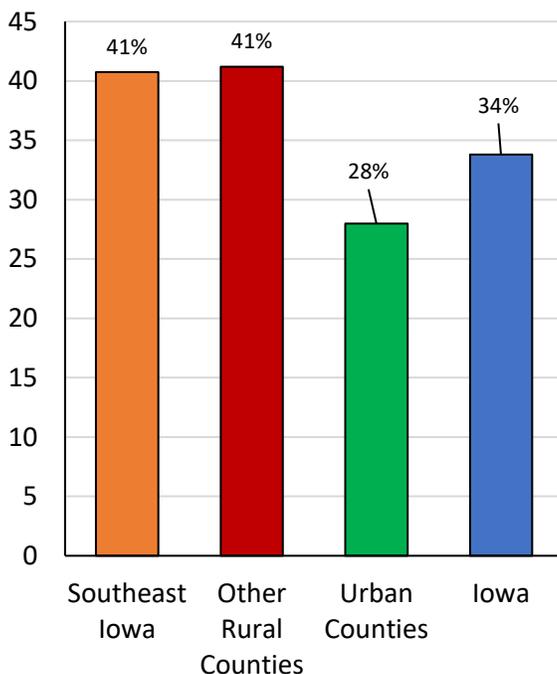
This dynamic is not consistent with the other rural counties in Iowa, where the figure is 70% married couples, and only 20% single-parent households. Southeast Iowa also exceeds the urban counties, where only 23% are single-parent households. Furthermore, Des Moines County has the #1 highest percentage of single-parent households of any county in the state, at 30% (compared to 26% for Lee County, 22% for Henry, and 18% for Louisa).

This statistic should be concerning, especially when viewed in the context of the comparatively poor socioeconomic statistics for the region, and its larger cities in particular. Taken together, these factors tend to be a reliable predictor for future negative outcomes for children raised in a community where this dynamic is commonplace.

Households with Parents and their own Children Under 18 - % Headed by a Single-Parent



% of Non Family Households Comprised of One Person Aged 65 or Over Living Alone



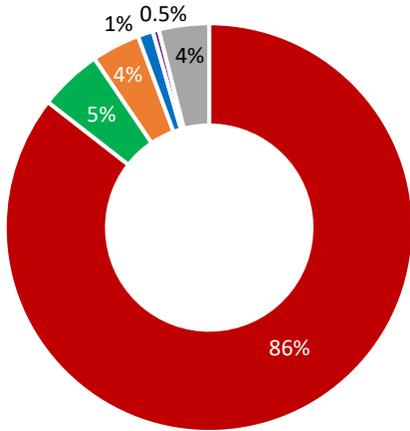
The Census Bureau defines a ‘family household’ as one which contains 2 or more people related by blood, marriage or adoption. All others are classified as ‘non-family households’. Of all the non-family households in Southeast Iowa, 41% are comprised of a person aged 65 or older living alone.

This figure is considerably higher for Southeast Iowa than the state as a whole, where seniors living alone comprise only 34% of non-family households. However, it is entirely consistent with the other rural counties, which differ sharply from the urban counties.

While this dynamic is typical for rural areas, it is still a cause for concern, as it suggests that there will be a sharp rise in demand for space in nursing homes and assisted living facilities, once these individuals are no longer able to live as independently as they do now. It also results in challenges for the housing market – in terms of both the demand side (with many multi-bedroom homes being underutilized) and the supply side (with an anticipated surplus of homes on the market once many of these individuals pass away or move into nursing homes around the same time).

HOW DIVERSE IS SOUTHEAST IOWA?

Percentage of Population by Race/Ethnicity



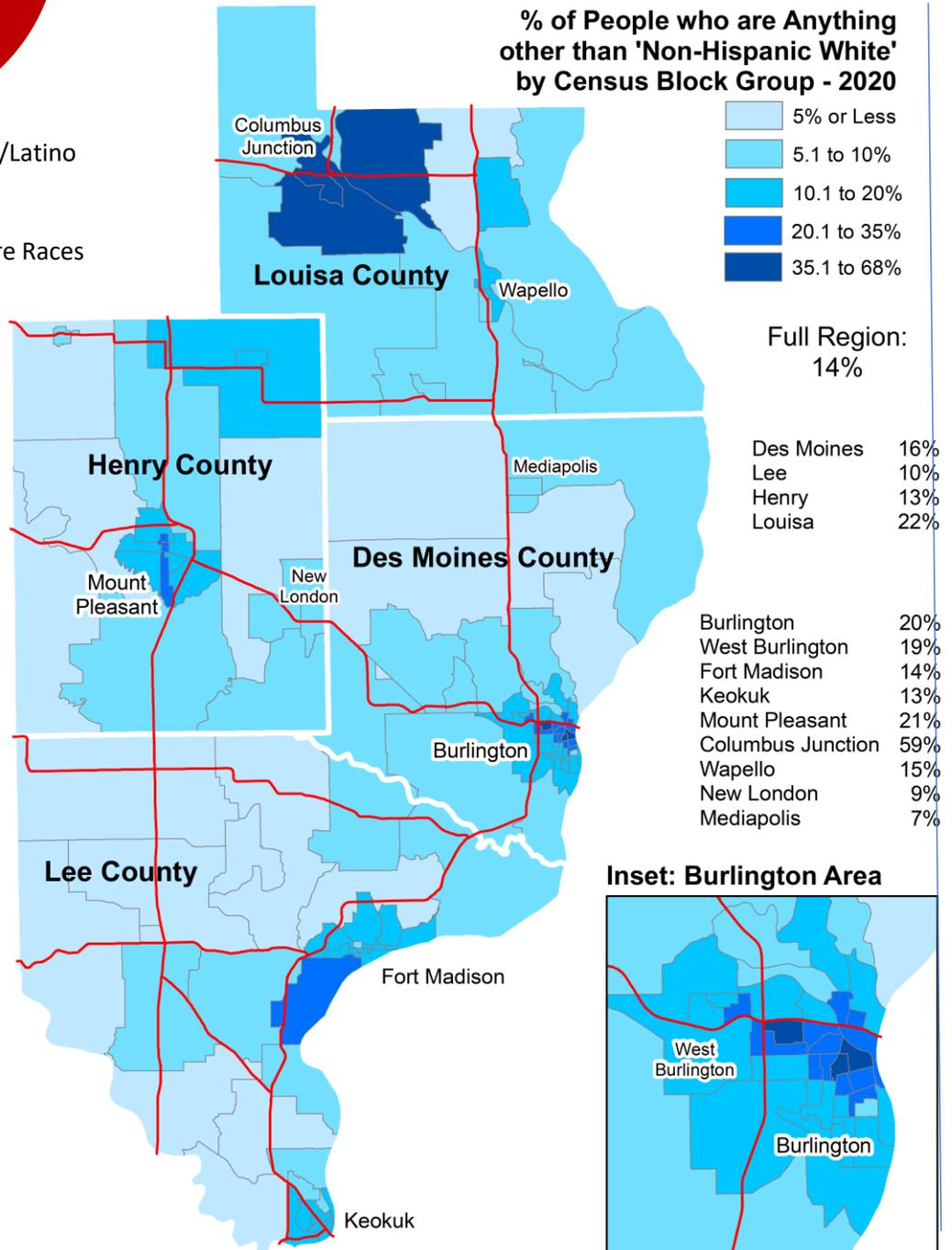
Southeast Iowa’s population is 86% White, compared to 83% for Iowa as a whole. This is typical for rural areas of the state – however, Southeast Iowa is still more diverse than the other rural counties, which when combined are 89% White. In contrast, the 11 urban counties combined are 78% White.

Hispanics/Latinos represent the largest minority group in Southeast Iowa, at 5%. Much of the region’s Hispanic population is concentrated in the Columbus Junction area, with secondary population centers in Fort Madison and Mount Pleasant.

- White
- Hispanic/Latino
- Black/African American
- Asian
- Other
- 2 or More Races

African Americans are the second largest minority group in Southeast Iowa, at 4%, which is equivalent to the value for Iowa as a whole, and considerably higher than for the other rural counties combined (1%). The Black population is significantly higher in Des Moines County, at 6%.

Asians represent 1.2% of Southeast Iowa’s population, compared to 2.4% for Iowa as a whole. Similar to Hispanics, many of the region’s Asian residents live in and around Columbus Junction and Mount Pleasant. In this case, it represents two important waves of refugee resettlement – the Thai Dam people to Mount Pleasant in the late 1970s, and the Chin Burmese to Columbus Junction around 2010.



HOW DIVERSE IS SOUTHEAST IOWA?

Demographic Shift

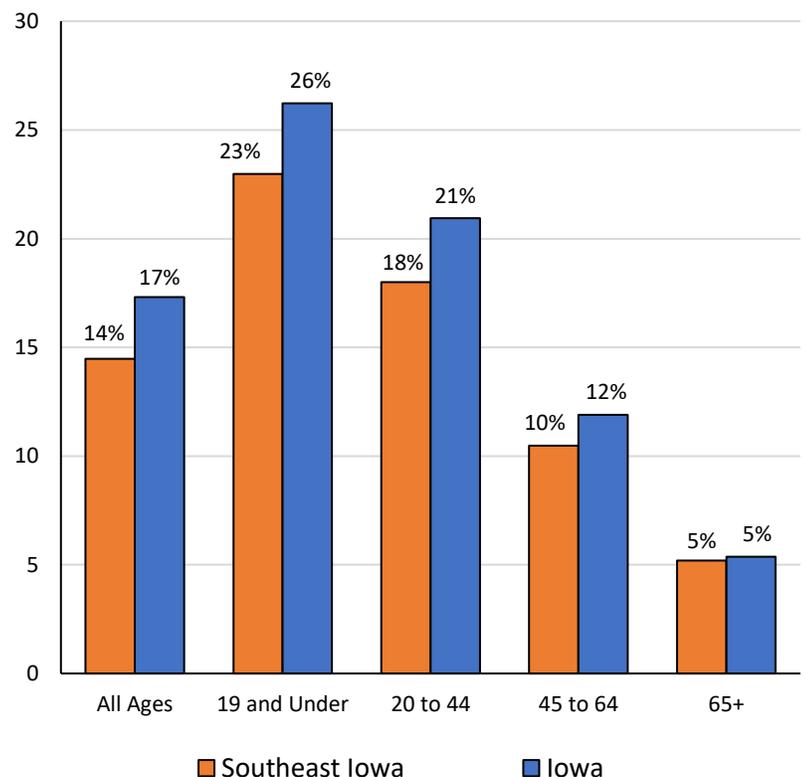
While the population of Southeast Iowa has decreased over the past 40 years, it has also become more racially and ethnically diverse over that same period. The non-White population was initially very small in the middle of the 20th century but has since grown substantially. This is consistent with state and national demographic patterns, but it is likely to have a greater impact on the region since the White population has been steadily decreasing over that period. Much of this stems from the fact that many of the new minority residents are coming to the region for job opportunities, after leaving countries with a lower standard of living. At the same time, many White residents (especially young people) are leaving for larger cities with more diversified economies, after their families have lived in Southeast Iowa for generations.

	Southeast Iowa				Iowa
	2000	2010	2020	% Change 2000-2020	% Change 2000-2020
White	104,392	96,342	88,769	-15%	-3%
Hispanic/Latino	3,435	4,695	5,166	+50%	+162%
Black/ African American	2,859	3,586	3,971	+39%	+113%
Asian	801	1,017	1,253	+56%	+106%
Native American	256	221	186	-27%	+14%
Pacific Islander	36	52	37	+3%	+531%
Some Other Race	81	51	284	+251%	+304%
Two or More Races	1,062	1,755	4,118	+288%	+327%
Total	112,922	107,719	103,784	-8%	+9%

Overall, while the region's population is only 14% non-White, the figures are substantially different when the population is broken down by age group. In general, age is generally inversely correlated with racial/ethnic diversity, as the level of diversity tends to increase as the age decreases.

The population aged 65 and over is the most racially homogenous, while the population under 20 is by far the most diverse. This reflects several factors. First, many of the non-White people that have moved here in recent decades are comprised of young families with children, with the grandparents remaining in the place of origin. Also, any child with parents of different races is classified as being of 'Two or More Races', and the number of people in that category rose dramatically at the state and national level between 2010 and 2020. Furthermore, 'Hispanic/Latino' is considered to be an ethnicity rather than a race, so any child with at least one Hispanic parent is considered to be Hispanic.

% of People who are Anything other than 'White alone, Non-Hispanic', by Age Group



HOW DIVERSE IS SOUTHEAST IOWA?

Limited English Proficiency

At the regional level, Limited English Proficiency is not a widespread problem. However, in a few specific areas of the region, the community impact of limited English proficiency is substantial. This is especially true in the area around Columbus Junction, where around 1/4 of residents speak English less than 'well (either 'not very well' or 'not at all').



Downtown Columbus Junction, home to an extensive number of minority-owned businesses

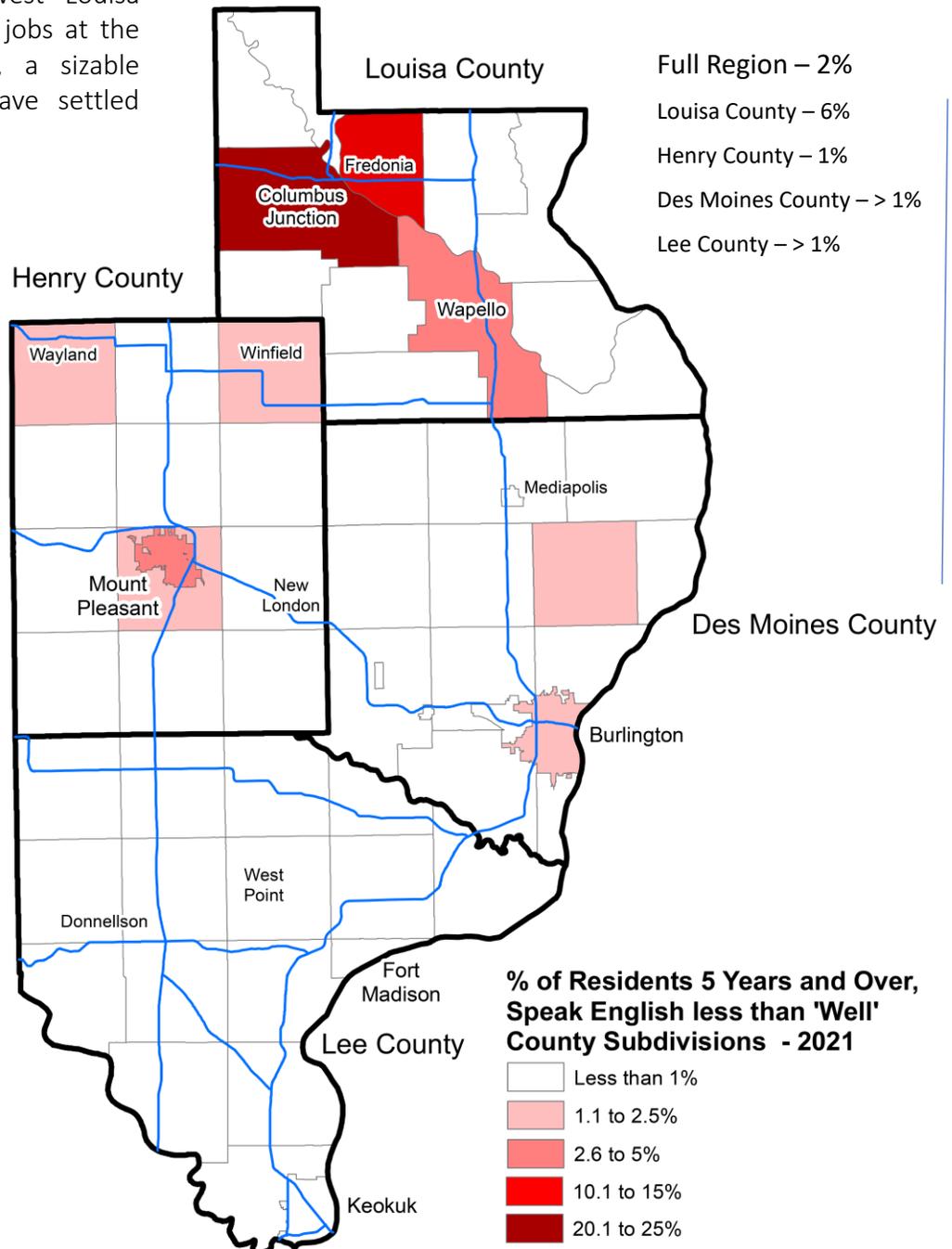
Since the 1980s, many immigrants from Latin America have settled in Northwest Louisa County, attracted by meatpacking jobs at the Tyson Foods plant. Since 2008, a sizable number of Burmese refugees have settled there as well.



Spanish language newspaper published in Mount Pleasant.

A lack of sufficient bilingual resources can cause serious challenges for small rural communities. It is particularly challenging for the school system, but communicating with these residents on civic matters (i.e. utility payments and code enforcement) is also a recurring challenge for community officials and staff.

The issue is especially pronounced for the Burmese population, as it can be very difficult to translate for those whose language is so comparatively obscure in the United States.

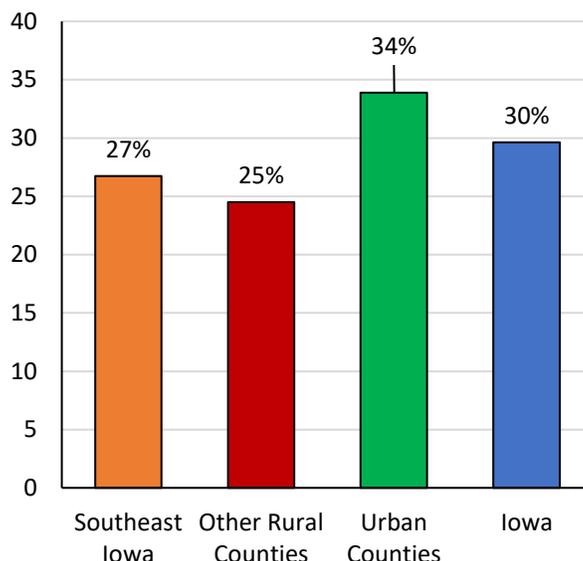


Owner v. Renter Occupancy

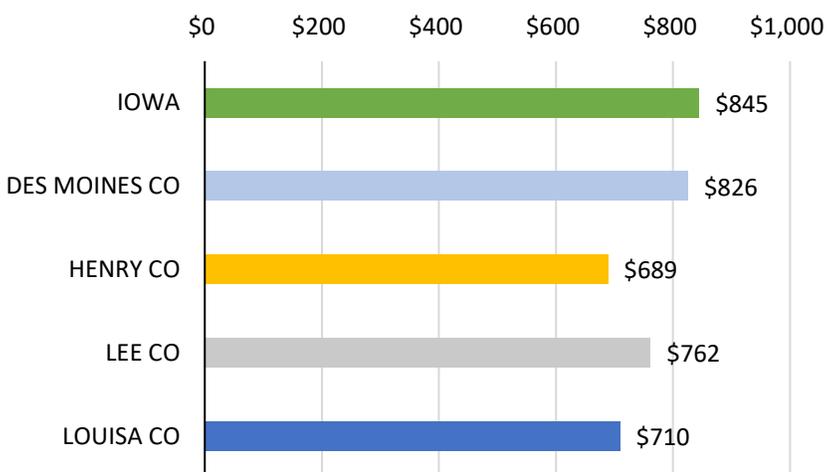
Just under 3/4 of all occupied housing units in Southeast Iowa are owner-occupied, while the remaining 1/4 are renter-occupied. The percentage renter-occupied is slightly lower than for Iowa as a whole, and slightly higher than for the other rural counties. Rental housing is much more common in the larger population centers such as Burlington and Keokuk, and Des Moines County has the highest share of rental housing among the 4 counties, at 29%.

The share of renter-occupied housing units in Southeast Iowa is typical of rural Iowa as a whole, as rental housing is far more common in the larger urban areas.

% of All Occupied Housing Units that are Renter-Occupied



Median Gross Rent (Renter Occupied Units)



The median gross rent for all four Southeast Iowa counties is lower than that of the State as a whole, which is typical of the state's rural counties. However, Des Moines County is substantially higher than the other 3 counties, with Lee County being fairly high as well. This likely reflects the influence of the 2014-2017 construction of the Iowa Fertilizer Plant, when an influx of construction workers caused demand to greatly exceed supply.

As a general rule, a household should spend no more than 35 percent of monthly income on housing. For renters, that includes utilities, and for owners, it includes other homeownership costs like mortgage interest, property taxes and maintenance. In the State of Iowa, more than a third of renters are paying over the recommended amount, virtually the same as in SE Iowa. However, a closer look reveals that in Des Moines County, almost half of renters are paying more than 35% of gross income for housing. At the same time, in Louisa County, only 22% pay that much and 40% of households are paying less than 15% of income for housing.

RENTAL COSTS AS A % OF HHD INCOME	Iowa	Des Moines	Henry	Lee	Louisa
Occupied units paying rent	334,271	4,690	1,643	3,114	756
Less than 15% of income	17.3%	11.0%	14.6%	12.5%	37.6%
Cost is 35% of income or more	34.9%	48.7%	29.9%	37.3%	22.4%

Median Home Value



The age of a home tends to correlate with its value, since older homes yield substantial maintenance costs that are often outside the budget of lower income households. The median value of owner-occupied homes in Southeast Iowa is \$116,650, just under 3/4 of the statewide median of \$160,700.

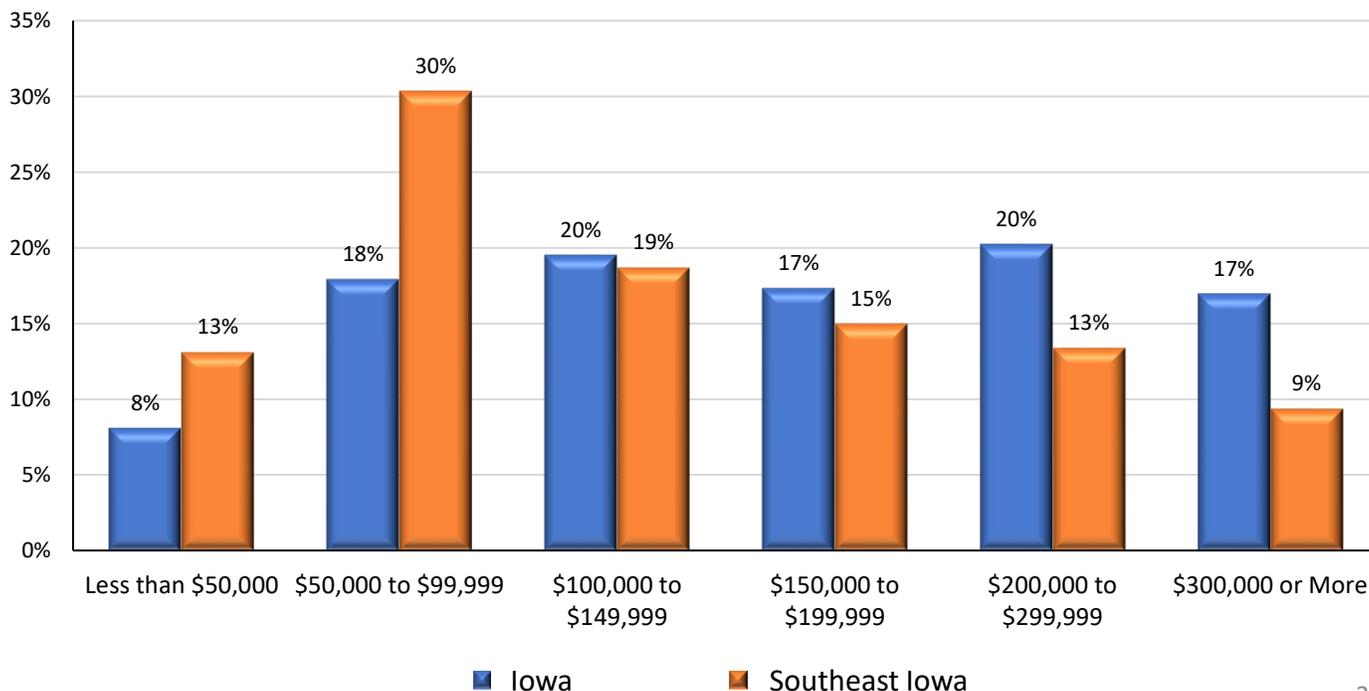
\$116,650

is the average value of an owner-occupied home in Southeast Iowa



When all owner-occupied homes are divided into ranges by value, Southeast Iowa tends to have a larger than average share of homes in the lower value ranges (Under \$100,000), and a smaller than average share in the higher ranges (above \$150,000). While this is typical of the state's rural counties, it still presents serious concerns for a region which also has comparatively low median income, and large share of homes that are over 100 years old.

% of Owner-Occupied Units by Value Range



Owner-Occupancy and Mortgages

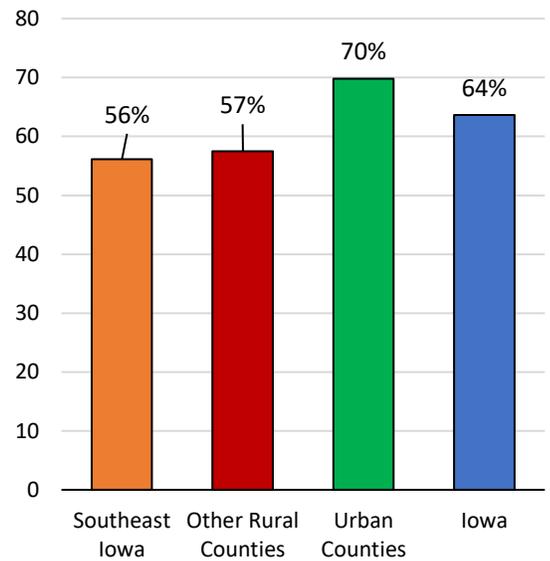
In Southeast Iowa, more people own their homes outright, with no mortgage, than homeowners in the state as a whole. Again, the discrepancy between Iowa's urban and rural counties is substantial, with mortgages more common in the urban counties. Southeast Iowa is largely consistent with the other rural areas of the state.



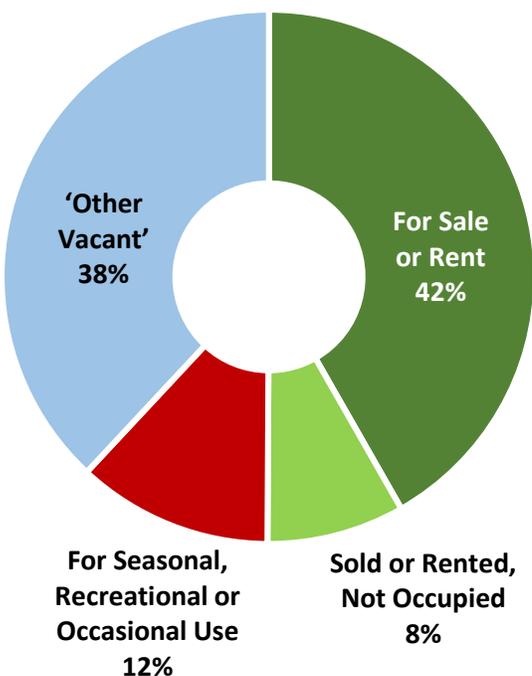
However, in contrast to the rest of the state, urbanized areas in Southeast Iowa (Burlington, Keokuk, and Fort Madison) have some of the highest rates of free-and-clear ownership, when compared to all other Iowa municipalities of a similar size.

This might seem to be an indication of financial security. But when viewed alongside the variables of housing age and value, this collectively high level of outright ownership is more often a result of an aging population and low average income. These factors, together with limited resale value, offer little hope that necessary repairs and renovation will be undertaken. While the continued use of funding assistance programs for renovation will help, it is likely that demolition and redevelopment will be the most viable option in many cases.

Percentage of Owner-Occupied Units Owned with a Mortgage or Loan



Southeast Iowa Vacant Homes



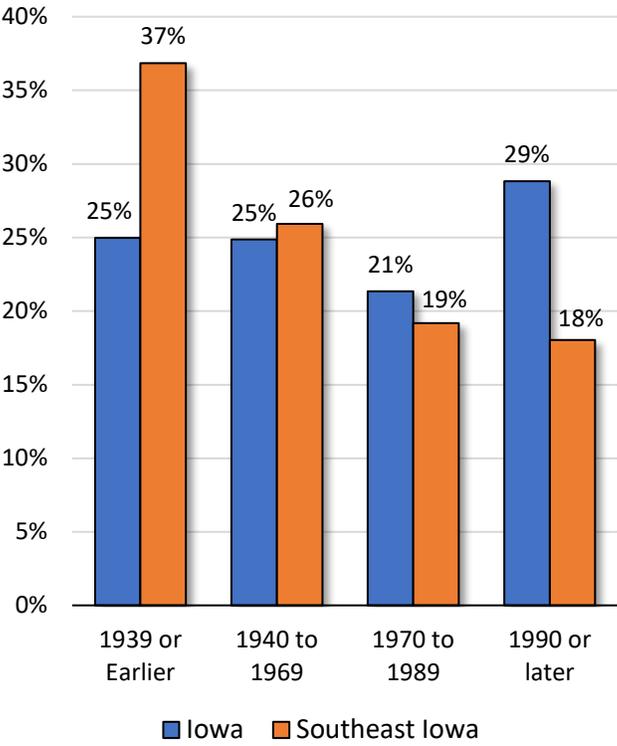
Vacant Housing Units

Of all housing units in Southeast Iowa, 11% are currently vacant, which is consistent with the other rural counties in Iowa, in contrast to urban counties where the figure is only 7%. However, Fort Madison and Keokuk have the two highest vacancy rates of all Iowa municipalities over 8,000 in population (14% and 13%, respectively), and Burlington falls just behind at 11.5%.

Just over 40% of all vacant housing units in Southeast Iowa are currently for sale or rent, while another 8% have been sold or rented, but aren't currently occupied. Another 12% are meant for temporary or seasonal use, while the remaining 38% are unclassified ('other vacant'). For Iowa as a whole, only 29% of vacant homes fit this category. It can be inferred that this includes all homes that have been abandoned, foreclosed, or condemned.

The divide between rural and urban makes a big difference for the type of vacant housing, as nearly 2/3 of all vacant homes in the urban counties are currently for sale or rent, compared to only 1/3 for the other rural counties.

Percentage of Housing Units by Era of Construction

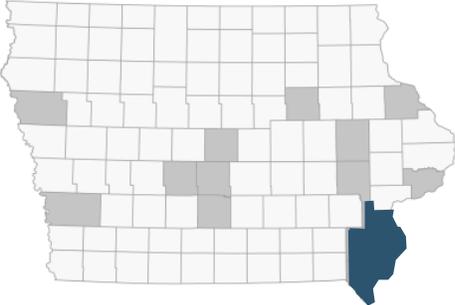


Only **18%** of Southeast Iowa housing stock was built after 1989

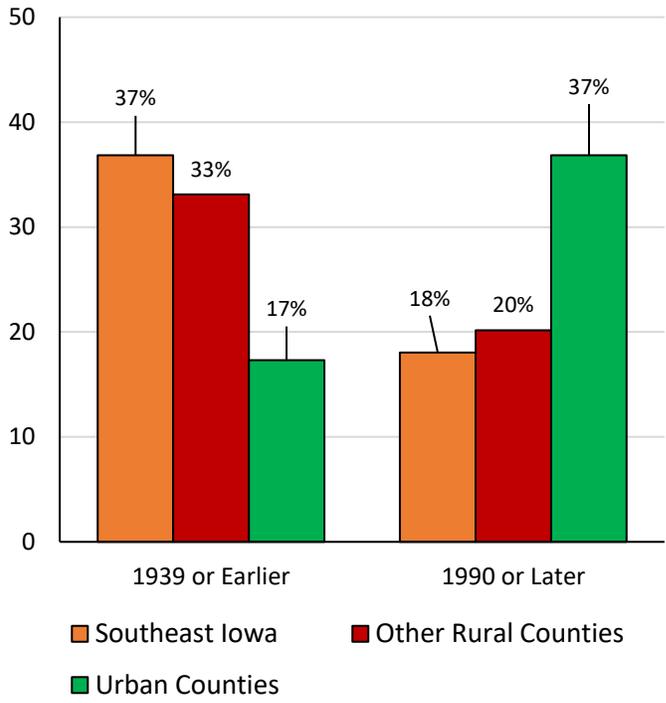


Southeast Iowa’s housing stock tends to be older than that of the state as a whole. More than 1/3 of the region’s housing units were built before 1940, compared to just over 1/4 for the entire state. This trend is largely driven by cities like Burlington, Fort Madison, and Keokuk, where that figure is 45 to 50%. Conversely, only 18% of Southeast Iowa’s housing units were built since 1990, compared to 29% for the state.

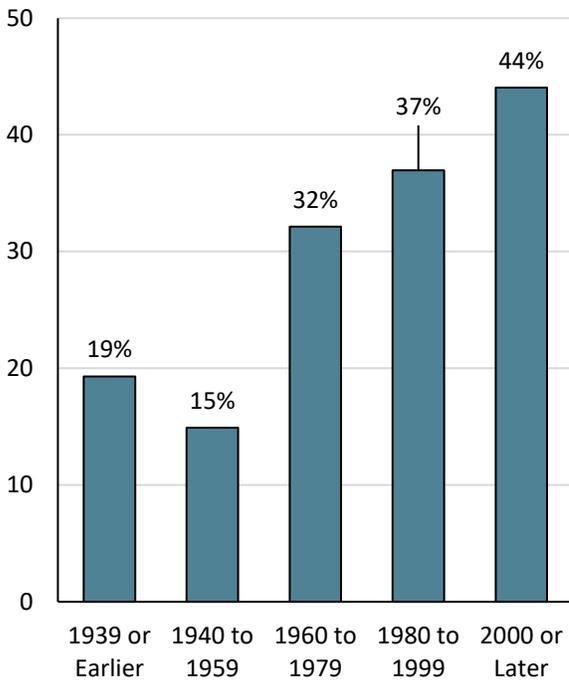
This trend is not unique to Southeast Iowa, however, as most rural areas of the state have a large share of older housing, and they have also experienced relatively little growth in recent decades. Conversely, the state’s urban areas (especially Des Moines/Ames and Cedar Rapids/Iowa City) have seen a tremendous amount of housing growth in the last several decades.



Percentage of Housing Units by Era of Construction (Oldest and Newest Homes)



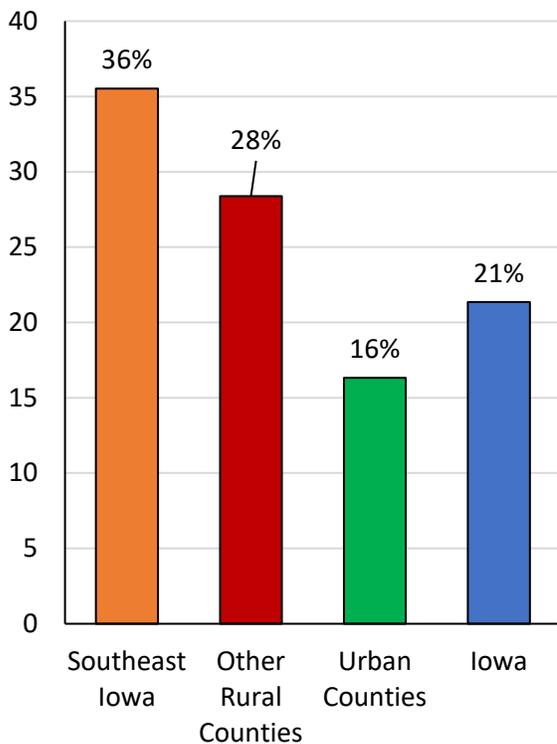
Southeast Iowa - % of Homes Located in Unincorporated Areas, by Era of Construction



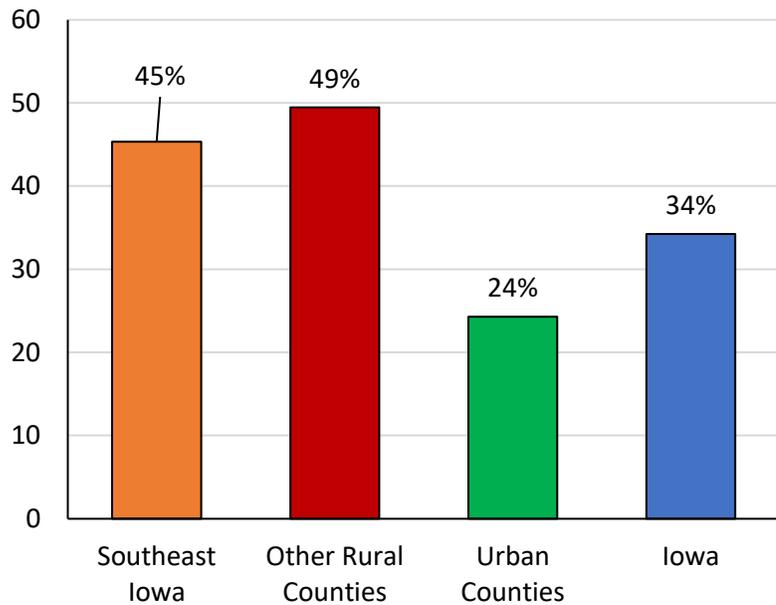
When Southeast Iowa's housing stock is broken down into 5 categories based on the age of construction, the percentage of homes located in unincorporated areas increases as the age of age decreases. While just under 1/5 of the region's pre-1940 homes are located in unincorporated areas, nearly 1/2 of the region's post-1999 homes are located in unincorporated areas.

This shows that regardless of how many how many homes are built, people are increasingly less likely to build them within city limits. Therefore, in addition to very few homes being built overall, a smaller and smaller share of those homes are being built where their future occupants can contribute to the financing of public improvements through municipal taxes.

Percentage of Renter-Occupied Units Built Before 1940



Percentage of Renter-Occupied Units that are Single-Family Detached Homes



Southeast Iowa's rental housing stock tends to be significantly older than average, compared to both the urban and other rural counties in Iowa. Over 1/3 of all rental units in the region were built before 1940, compared to just over 1/5 of all rental units statewide, and 28% for the other rural counties.

Similarly, 45% of all renter-occupied units in Southeast Iowa are single-family detached homes, compared to only 34% for the state as a whole. Combined with the housing age data, and the limited amount of homebuilding during the Great Depression, it is likely that many of these single-family rentals are more than 100 or 125 years old. This presents serious concerns for the future maintenance of these very old homes, and by extension, the health and safety of their occupants.



HOUSING INITIATIVES

SEIRPC is directly involved with several housing initiatives, which tackle the region’s housing issues from multiple angles, including the addition of new housing units, and the enhancement of existing housing.

Great River Housing Trust Fund

Established in 2011, the *Great River Housing Trust Fund (GRHTF)* works to promote affordable housing in Southeast Iowa, through a multi-pronged approach. This includes the rehabilitation of existing owner-occupied homes, down payment assistance for first time home buyers, and partnerships with private developers. Funding is targeted to individuals low-to-moderate income (as defined by the US Department of Housing and Urban Development).



Since 2011, GRHTF has provided over \$3.4 million in assistance for over 250 individual projects. This includes 130 Home Rehabilitation projects and 111 Down Payment Assistance projects, along with 1 upper story rehabilitation project,

and 11 projects with funding assistance for new construction.

To complement the State funding for this program, SEIRPC holds an annual Golf Outing as a fundraiser for GRHTF.



Southeast Iowa Housing, Inc.

In contrast to GRHTF, Southeast Iowa Housing, Inc. (SIHI) functions primarily to facilitate the construction of new homes. SIHI works with local communities to select vacant lots, primarily for infill construction in existing neighborhoods. The intent is to expand the supply high quality affordable housing in these communities. For some of these projects, SIHI has partnered with building trades programs at local schools, to give students practical experience in their own community.



New SIHI home in Mount Pleasant



Keokuk Neighborhood Initiative

The *Keokuk Neighborhood Initiative (KNI)* is a great example of a locally-driven effort to improve the housing stock in a specific community. KNI is a nonprofit organization that was founded in 2017, as a partnership between the City of Keokuk, the local chamber of commerce, and SEIRPC. It also involves a local real estate firm, and buy-in from prominent local businesses and industries, including Roquette America, Inc. In a city with 45% of housing units built before World War II, KNI works to enhance Keokuk’s older neighborhoods through a two-step process – acquire and demolish dilapidated homes, and build new homes on these and other, existing vacant lots.

COMING SOON!
NEW HOME CONSTRUCTION!

KEOKUK NEIGHBORHOOD INITIATIVE
Rebuild | Engage | Preserve

Please Contact These Local Lenders for Details...

CONNECTION BANK | First Community Bank | Pilot Grove Savings Bank

\$25,000 INCENTIVE PACKAGE AVAILABLE

EQUAL HOUSING OPPORTUNITY

APPLICATIONS AVAILABLE AT THE KEOKUK CHAMBER OF COMMERCE OFFICE 210 BLOOMINGDALE ST. 3 KEOKUK, IOWA 52602

HOUSING INITIATIVES

Homes for Iowa

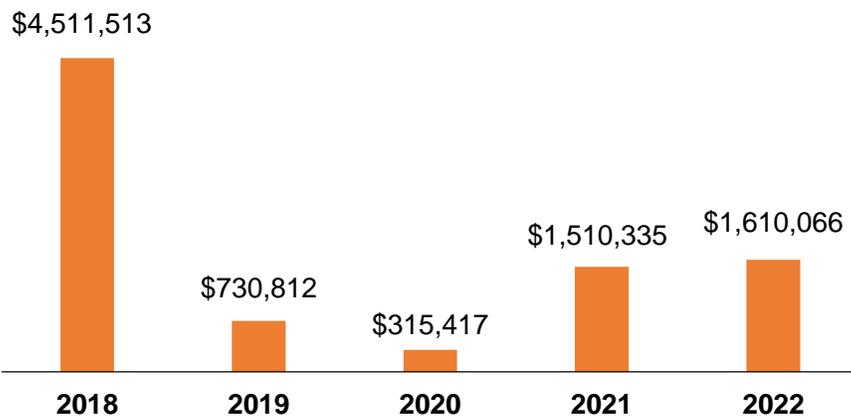
SEIRPC staff has been directly involved in the creation and growth of Homes for Iowa to solve housing issues in Southeast Iowa, and across the entire state. Homes for Iowa, Inc. is a 501(c)(3) organization which exists to address Iowa's housing shortage, train offenders in skilled trades and reduce recidivism.

Homes for Iowa plans to build 800+ moderately priced homes over the next 10 years in collaboration with Iowa Prison Industries. Beautiful 3-bedroom, 2-bath ranch style homes will be built for individuals and families and delivered all over Iowa.

Homes for Iowa plans to implement an employer-crew member employment pipeline. The objective is to connect employers in building trades with trained and available Homes for Iowa crew members. Homes for Iowa will work closely with the Iowa Dept of Corrections to develop wrap-around services to strengthen the re-entry process for crew members.



Funding Secured for Housing (by SEIRPC)



The relation between funding secured for housing by SEIRPC and new housing projects is apparent. In recent years, SEIRPC has secured various grants from the Iowa Economic Development Authority for new multi-family projects, neighborhood rehab, and new construction projects. SEIRPC has also been a part of recruiting developers and connecting them with tax credits or local incentives for larger housing developments. Several of these involved iconic downtown buildings that had long been underutilized, such as the Churchill Drug building in Downtown Burlington and Lee County Bank building in Downtown Fort Madison (pictures below).



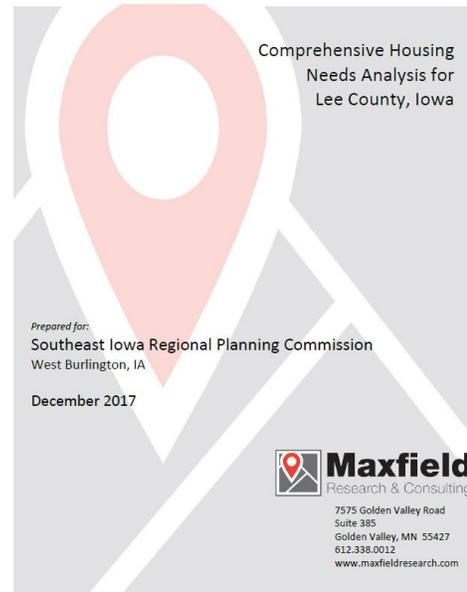
Efforts have been made in recent years by some counties in Southeast Iowa to better understand housing demand and housing needs. Studies completed have provided valuable data and information on current housing trends, but also future housing demand that can be used to implement new housing policies or incentives, as well as to be used to attract new housing developments to the region. The information below outlines more detail on each of these recent housing studies for Lee and Des Moines Counties.

Lee County Housing Needs Assessment

Conducted by Maxfield Research and Consulting, LLC in 2017, Lee County Housing Needs Assessment offers insights about the present condition and the future needs of housing geared specifically for the populations of Lee County.

The study found that the population in all housing submarkets is either declining or stable, with household sizes decreasing. All ages under 65 except for the 35-44 cohort were projected to lose population and households between 2017 and 2022 – the 35-44 cohort was projected to experience a minor increase of less than 1-percent with all significant growth contributed by those 65 and older.

Almost three-quarters of Lee County households are owner-occupied with the highest rate of homeownership occurring in the 65-74 age group, and younger cohorts predictably renting at a much higher rate. 46-percent of renters are one-person households – however, the majority of owner households in the county (33-percent) are married couples without children under 18, followed by single-person households at 29-percent. Indicative of the declining population in the county as a whole, married couples with children experienced a staggering decline of 28-percent between 2000 to 2010, whereas single-parent and other family households saw 11.5-percent growth.



At the time of the publication, building permits had not recovered from the 2008 financial crisis, with single-family housing permits averaging 21-per-year between 2000 and 2008 more than halved to an average of 10 units from 2013 to 2016. Multifamily units have only been developed sporadically, with 112 units built in 2010 and 45 units built in 2016 – however, Fort Madison aims to have upper-story multiunit housing at multiple locations on Avenue G in the Downtown Commercial Historic District at sites like the James Block Building.

When analyzing county assessor data for new constructions, the number of new units built from 2000 to 2016 is more than double the amount of building permits issued, inferring that the majority of new construction in Lee County is completed in unincorporated areas. The housing stock has a median build year of 1957 with 35.5-percent of homes built prior to 1940.

HOUSING INITIATIVES

After removing outliers, Fort Madison had a 3.4-percent vacancy rate for rental housing developments with 12 units or more, lower than the typical 5-percent rate for a healthy rental market. Senior housing had an overall vacancy rate of 5.2-percent across 744 units after surveying the 17 senior housing facilities in Lee County. This vacancy rate falls within the general accepted vacancy rate of 5-percent to 7-percent. 14 properties composed of 558 affordable or subsidized senior rental developments have a vacancy rate of 5.9-percent – nearly double the typical market equilibrium. Almost half of these units are located at Mississippi Terrace in Keokuk. “Active adult living” units are available in Lee County at the Hotel Iowa and at River Hills Village and 127 assisted living units are found, mostly at the Kensington in Fort Madison (56 units). These senior housing options are important to note due to the aging population of Southeast Iowa and the challenges that aging poses to independent living both financially and physically. It must be noted that this Housing Needs Assessment did not include the Senior Lofts on Main Street in Keokuk – an age restricted active adult development that represented the sole development at the time of the HNA.

Housing affordability is a challenge in Lee County, proportional to those with lower incomes. 19% of owner households and 71% of renter households are estimated to be paying more than a third of their income for housing costs, a rate higher than the state average. 35-percent of renters with incomes below \$50,000 are cost burdened.

About half of the homes listed for sale were priced under \$100,000 with the median list price for a single-family home at \$105,127. Total projected demand for general occupancy products between 2017 and 2025 according to the Housing Needs Assessment are as follows: 225 units market rate rental; 136 units affordable rental; 53 units subsidized rental; 160 units for-sale single-family; 39 units for-sale multifamily. Total projected demand for senior housing may need to be prioritized even more given the population trends and consists of: 213 units active adult ownership; 77 units active adult market rate rental; 113 active adult affordable; 165 units congregate; 70 units assisted living; 96 units memory care.

Picture of the Keokuk Senior Lofts sourced from the Pivotal Housing Partners website



Des Moines County Housing Needs Assessment

The Greater Burlington Partnership released a *Des Moines County Housing Needs Assessment* in 2023, with city and county partners. Conducted by Hanna Keelan Associates, P.C., a community planning and research firm, the HNA for Des Moines County features many parallels to the Lee County HNA published six years prior. Although the population is projected to remain stable or decrease slightly, the study suggests that a Community Growth Initiative dedicated to the creation of full-time employment opportunities and the realization of commuter or remote work employees could result in increases in population.

Out of 16,701 households, 11,581 (69.3-percent) are owner households compared to 5,120 (30.7%) households. Owner households are projected to decrease to 68.7% by 2033. Danville, Middletown, and Mediapolis communities are projected to add both owner and renter households in that same period.

Despite this expected rise in households for the smaller cities in Des Moines County, the County has an Adjusted Housing Vacancy Rate of 3.1% for owner households and 3.6% for rental households. By 2033, an estimated housing unit target for Des Moines County would be 821 housing units including 393 owner and 428 rental units, the majority of which should be targeted for the City of Burlington at 588 units with downtown Burlington as a part of emphasis at 190 units (30 owner and 160 rental households).

The assessment indicates that smaller communities in the County could refresh their existing housing stock with rehabilitations to satisfy demand and predicts that 834 units county-wide could be targeted for rehabilitation. Per the HNA, 304 housing units do not satisfy a cost-benefit analysis for rehabilitation and would be slated for demolition. Solutions to meet these future demands abound in the HNA and include establishing a land bank program, maintaining local housing investment programs, establishing a county-wide housing disaster recovery program.



An aerial photo depicting homes in northeast Mediapolis including new single-family developments

HOUSING INITIATIVES

By 2028, the HNA suggests rehabilitating 100 to 125 housing units across the county at a moderate (\$39,000 to \$50,000) to substantial level (up to \$65,000) for a strategic solution to rising household demands. The Great River Housing Trust Fund program has received a wide range of grant funding to address rehabilitation needs throughout Southeast Iowa, and the cities of Keokuk and Burlington were awarded \$600,000 and \$1,000,000 respectively in a targeted neighborhood rehabilitation program. Similar to the Lee County HNA, the Des Moines County HNA pinpoints senior housing as a key need.

A senior affordable rental housing program would serve up to 48 units countywide – 40 serving Burlington and West Burlington and be composed of independent living senior duplex and triplex, townhomes, and apartments that provide standard amenities and low maintenance for those at 0-to-80-percent AMI. The HNA suggests up to 64 rental units to be built for seniors at market rate, whereas ownership focused new constructions are estimated at 12 affordable housing and 70 units at market rate.

The HNA suggests the development 70 one-, two- or three-bedroom affordable housing rental units (60 in Burlington and West Burlington) alongside 96 two- or three-bedroom units at market rate (80 in Burlington and West Burlington). Additionally, an affordable home ownership development initiative would see 120 two- or more-bedroom units added in greater Burlington featuring townhomes, universally accessible homes, and single-family homes. Whereas the HNA projects the demand for new market rate ownership housing units at 130 units county-wide.

Ongoing developments in downtown Burlington like the Merge apartment development (rental), Tama II (affordable and market rate rental), Churchill and Blaul Lofts (rental), and McConnell Lofts (ownership) seek to meet the increased demand for housing options in the County, but obvious needs persist.



An example of a rehabilitation project before-and-after for a senior couple in Burlington

UTILITIES AND PUBLIC SERVICES

For most of the larger communities in Southeast Iowa, *water* and *sewer* service is provided by the municipality, or a separate entity under direct contract with the city. In most rural areas of Des Moines, Henry, and Lee Counties, rural water service is available from the Rathbun Regional Water Association, with water sourced from Rathbun Reservoir in Appanoose County. Many properties are served instead by private wells, and rural sewer service is typically accounted for by private septic systems.

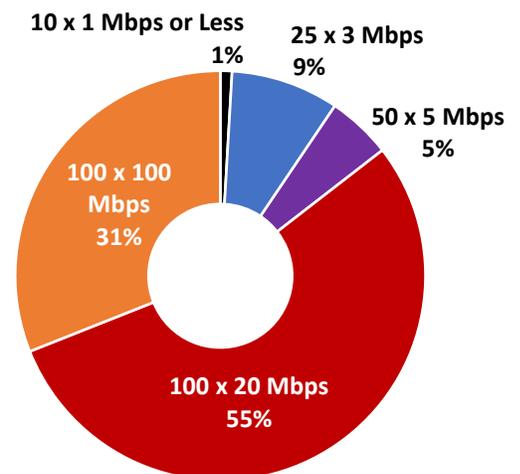
Most *electric* service is provided by the Interstate Power and Light Company (Alliant Energy), Access Energy, or Eastern Iowa Rural Electric Cooperative (REC). There are also four municipal electric providers within the region, in Danville, Mount Pleasant, New London, West Point. *Natural gas* is provided by either MidAmerican Energy, Interstate Power and Light Company, or Liberty Utilities.

Several telecommunications companies provide *fiber/internet* service for portions of the region, including Mediacom, CenturyLink, and locally-based Danville Telecom. Substantial progress has been made over the past 5 years, in increasing access to high-speed broadband service in Southeast Iowa. According to 2022 data from Connect Iowa, 99% of the region's households have access to high-speed broadband, which is defined to include anything with a download speed of 25 Mbps or greater, and an upload speed of 3 Mbps or greater. The graph at right breaks this down further to show the highest download/upload speed for individual households.

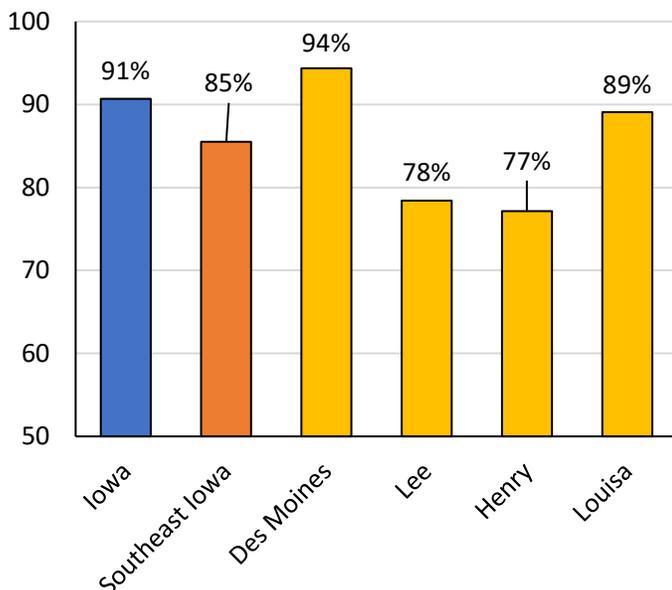


Construction of a new water tower for the City of West Burlington in 2021, which received \$3.6 million from the State Revolving Loan Fund (RLF)

Highest Download x Upload Speed Available by Household

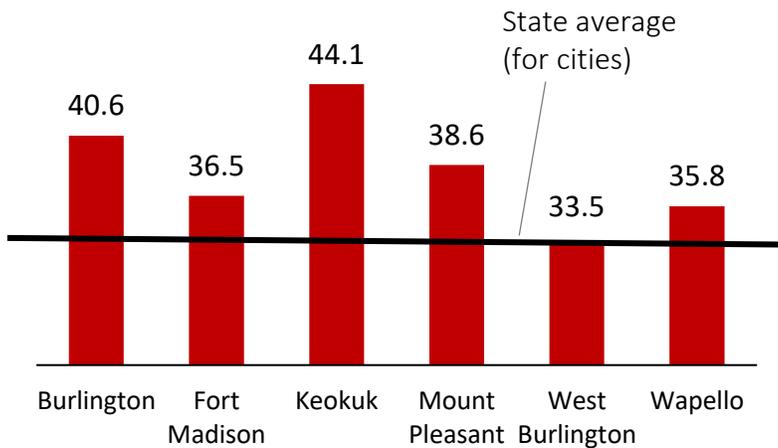


% of Households with Access to Download Speed of 100 Mbps



While 25 x 3 Mbps remains the minimum standard for 'high speed broadband', the COVID-19 pandemic helped illustrate how this can still be comparatively insufficient for people working from home, and children learning from home. Even faster download/upload speeds can be necessary to adequately serve these residents. The graph at left shows that access to the highest download speed (100 Mbps) is lower in the region than the state as a whole, and two of the four counties fall below 80%. Also, access to 100 Mbps upload speed is even more limited, as only 31% of the region's residents have such access to it, compared to 45% statewide.

Consolidated Tax Rate - Selected Cities



The graph at left highlights the consolidated tax rate for Southeast Iowa's six largest cities. This is the sum of all levying authorities (in addition to the city's own rate), that levy taxes on property in that city. For all municipalities in Iowa, the average rate is 33.5. The region's three largest cities are well above this level, with Keokuk being the third highest in the state, for cities with over 5,000 residents. This places a considerable burden on individual taxpayers in these older communities with historically manufacturing-dominated economies.

A number of challenges help explain why the cost of providing these services can be so high, including:

Effects of Sprawl Development – When sprawl development patterns occur simultaneously with population loss, utility systems (along with streets and sidewalks) cost more to build and maintain. At the same time, when substantial housing construction occurs outside city limits, homeowners typically pay sizable amounts to install their own individual septic systems and wells. This mismatch in tax base puts significant strain on the city's ability to finance needed utility improvements.

Sewer Separation – Under federal requirements from the US Environmental Protection Agency (EPA), larger communities like Burlington and Keokuk have been forced to undergo the extensive, costly process of separating their combined sanitary and storm sewer systems. While these actions have a clear environmental benefit, cities with comparatively low incomes and a declining population must struggle to accommodate these mandated projects into their already strained municipal budgets.

In some cases, older rural residential areas struggle with poorly designed sanitary systems, which can have serious health and environmental consequences. In 1960, the Lenox Park subdivision was annexed into the City of Burlington, in order to access city water and sewer services. Recently, the Mooar/Powdertown area near Keokuk faced a similar dilemma, but its distant location made the connection to city services cost prohibitive.



Small Cities and the Provision of Services – Like most of the state, Southeast Iowa has numerous small municipalities with less than 1,000 residents, more than half of which have less than 500. As these towns continue to lose population, and economic development prospects are minimal, the cost of providing quality services to their residents becomes a serious challenge. This is true even when the city contracts with an outside entity for providing these services. In 2017, residents of the City of Mount Union (in Henry County) voted in favor of disincorporation, largely to avoid debts incurred with a sewer service provider.

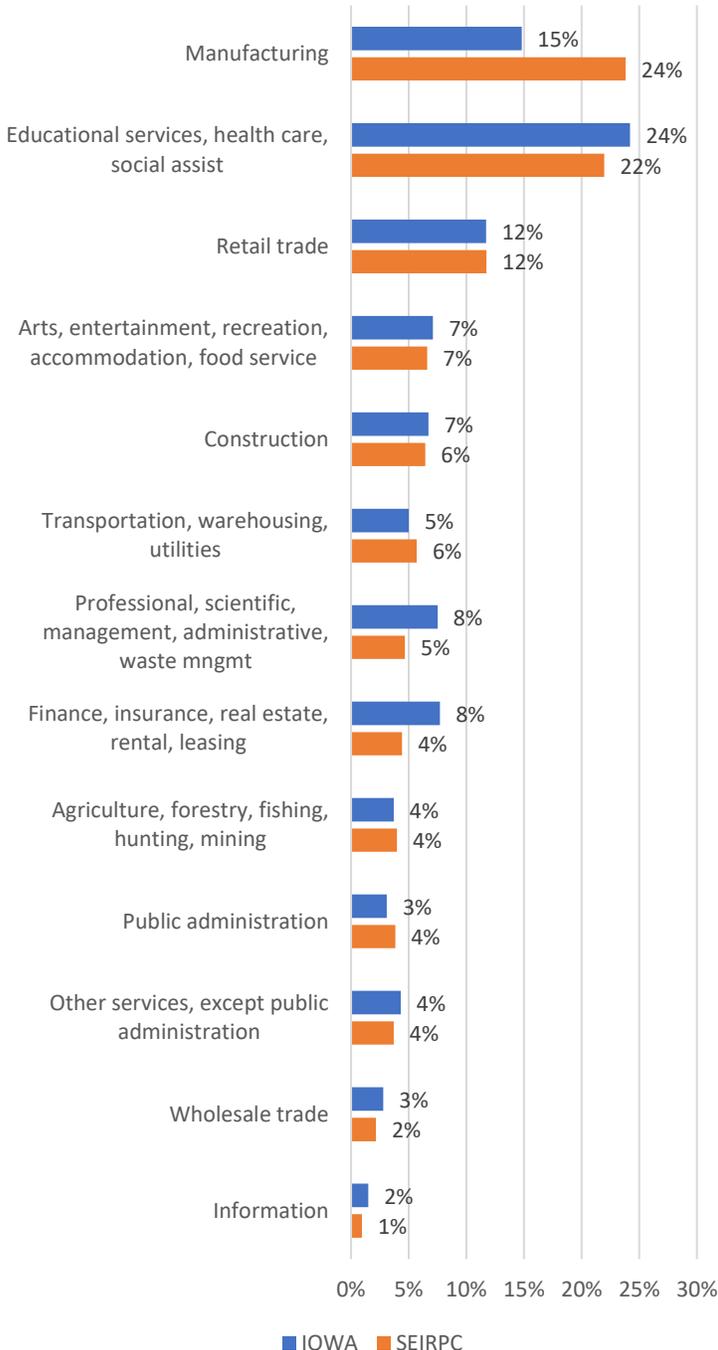


EMPLOYMENT IN SOUTHEAST IOWA

Where Residents are Employed

To classify the profession of each respondent, the US Census Bureau breaks down jobs into 13 industry categories. Industry employment for Southeast Iowa is outlined in the graph below. This shows that the largest employment industry in the region is **manufacturing**, followed by **educational services, and health care and social assistance**, and then **retail trade**, which are either similar to or exceed state employment trends.

Employment by Industry



Manufacturing



Education/Health Care



Retail Trade

***Note:** This data refers to workers who reside in Southeast Iowa, NOT jobs based in Southeast Iowa.



Finance/Insurance/Real Estate

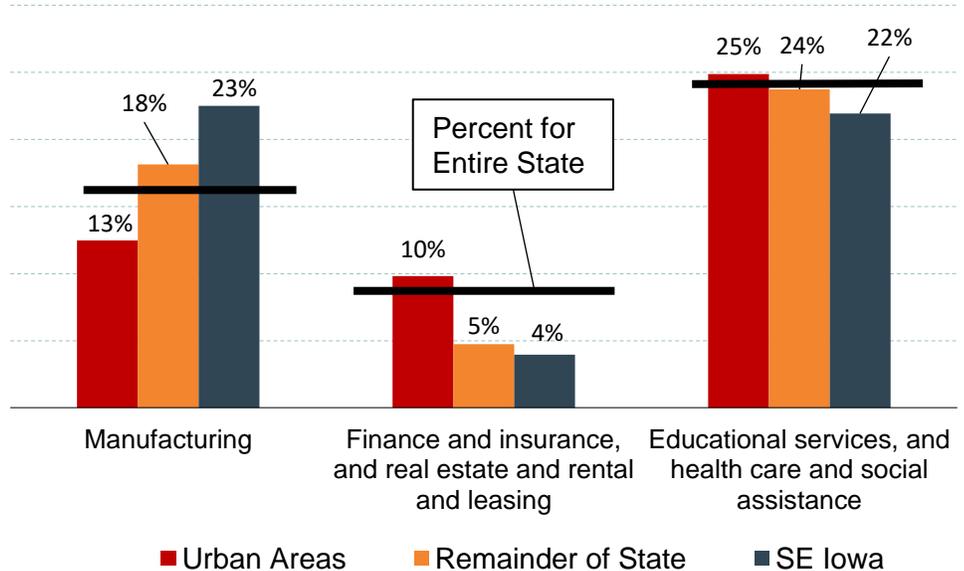
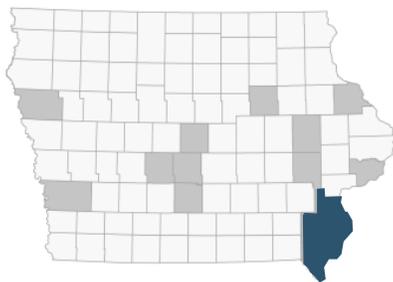


Information

EMPLOYMENT IN SOUTHEAST IOWA

Southeast Iowa has a strong economic reliance on manufacturing jobs; manufacturing is noticeably higher than in the other rural counties in the state. Low numbers for the “information,” and “finance/insurance/real estate” fields may indicate that the region’s economy needs to be further diversified, to become more resilient to both local and national employment trends in any one particular sector.

With the exception that manufacturing in SE Iowa is higher, the situation is similar to other rural areas of the state, in contrast to urban counties.



Top Employment Clusters in Southeast Iowa

A cluster is a regional concentration of related industries. According to the Institute for Strategy and Competitiveness, at Harvard Business School, the following specific industry clusters have the largest employment figures in Southeast Iowa. **Traded Clusters** serve markets beyond the region they are located in, while **Local Clusters** serve the local market. Despite their high regional ranking, some of these clusters have lost a significant number of jobs in the past twenty years, particularly those involved in manufacturing.

	Cluster	# Jobs - 2016	Change 1998-2016
Traded Clusters	Livestock Processing (<i>i.e. Meat Processing</i>)	3,080	Added Jobs (+42%)
	Production Technology and Heavy Machinery	2,710	Added Jobs (+37%)
	Business Services (<i>i.e. Engineering</i>)	2,455	Lost Jobs (-26%)
	Distribution and Electronic Commerce	2,292	Added Jobs (+61%)
	Food Processing and Manufacturing	1,661	Lost Jobs (-15%)
	Downstream Metal Products (<i>i.e. Ammunition</i>)	1,370	Lost Jobs (-11%)
	Vulcanized and Fired Materials (<i>i.e. Rubber</i>)	1,125	Lost Jobs (-43%)
Local Clusters	Local Health Services	7,843	Added Jobs (+26%)
	Local Hospitality Establishments	3,719	Lost Jobs (-7%)
	Local Real Estate, Construction, and Development	3,634	Added Jobs (+6%)
	Local Motor Vehicle Products and Services	2,329	Lost Jobs (-0.1%)
	Local Commercial Services	2,279	Added Jobs (43%)

EMPLOYMENT IN SOUTHEAST IOWA

Largest Employers

The list below highlights the 15 largest employers in the region, based on the most recently available data from Iowa Workforce Development. These same employers are highlighted on the map on the following page, which also includes a number of slightly smaller employers, and concentrated areas of employment such as Downtown

business districts and retail shopping areas. Each of the four counties, and all of the five largest cities are represented in the top 15. Many of the largest are manufacturing firms, along with a hospital and casino/entertainment complex, both in the Greater Burlington area.

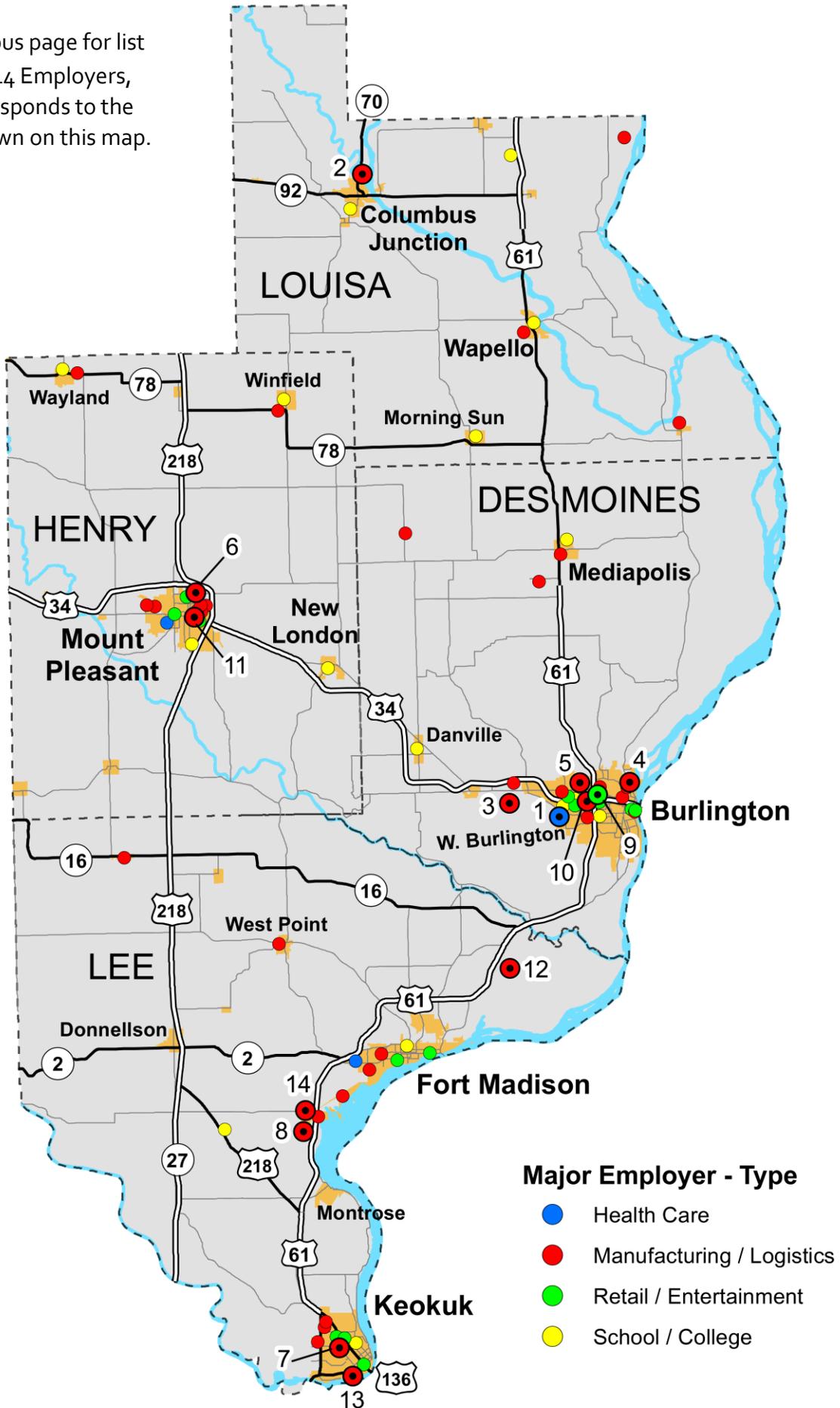


Top 15 Largest Employers in Southeast Iowa

#	Name	County	Type	Employees
1	Great River Medical Center/Klein Center	Des Moines	Hospital/Nursing Home	1,000 +
2	Tyson Foods Inc.	Louisa	Food Processing – Meat Products	1,000 +
3	American Ordnance LLC	Des Moines	Manufacturing - Small Arms Ammunition	750 - 1,000
4	CNH America (Case New Holland)	Des Moines	Manufacturing – Farm Equipment	500 - 750
5	Shearer's Snacks	Des Moines	Food Processing – Snack Foods	500 - 750
6	Walmart Distribution Center	Henry	Distribution/Logistics – Retail Goods	500 - 750
7	Henniges Automotive	Lee	Manufacturing - Auto Parts & Supplies	500 - 750
8	Conagra Brands Inc.	Lee	Food Processing - Canned Meat Products	500 - 750
9	Catfish Bend Casino/Pzazz	Des Moines	Casino/Amusement Complex	250 - 500
10	Federal Mogul Corp. (Champion)	Des Moines	Manufacturing - Auto Parts & Supplies	250 - 500
11	Innovairre	Henry	Manufacturing - Printers/Marketing Services	250 - 500
12	OCI Iowa Fertilizer	Lee	Manufacturing - Fertilizer	250 - 500
13	Roquette America	Lee	Food Processing - Grain Drying	250 - 500
14	Siemens Wind Energy	Lee	Manufacturing - Wind Turbine Blades	250 - 500

MAJOR EMPLOYERS OF SOUTHEAST IOWA

* See previous page for list of Largest 14 Employers, which corresponds to the numbers shown on this map.



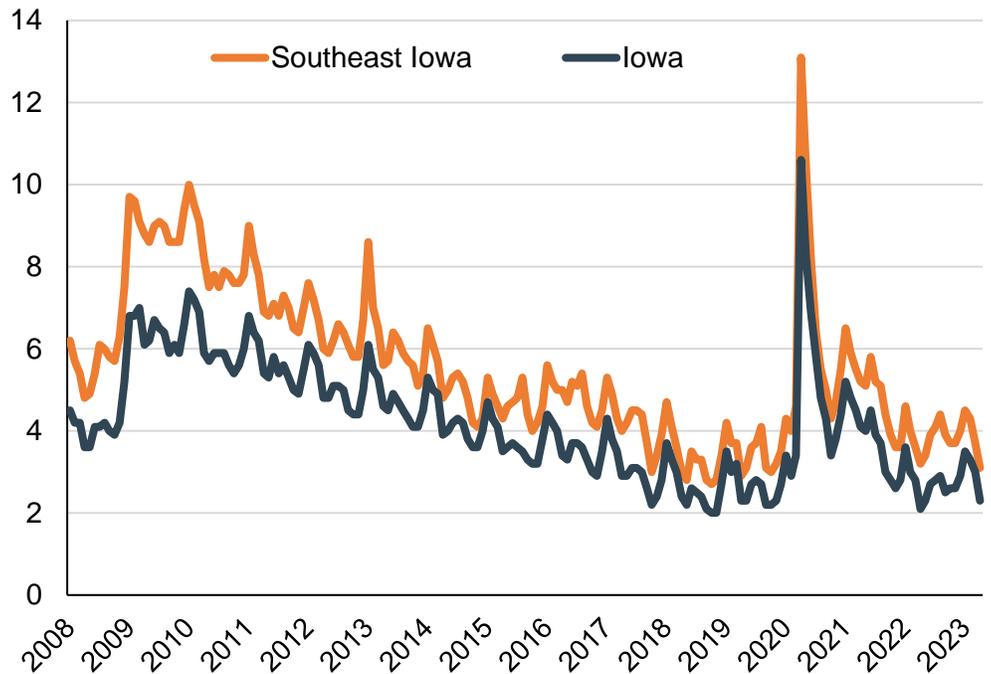
EMPLOYMENT IN SOUTHEAST IOWA

Unemployment Rate

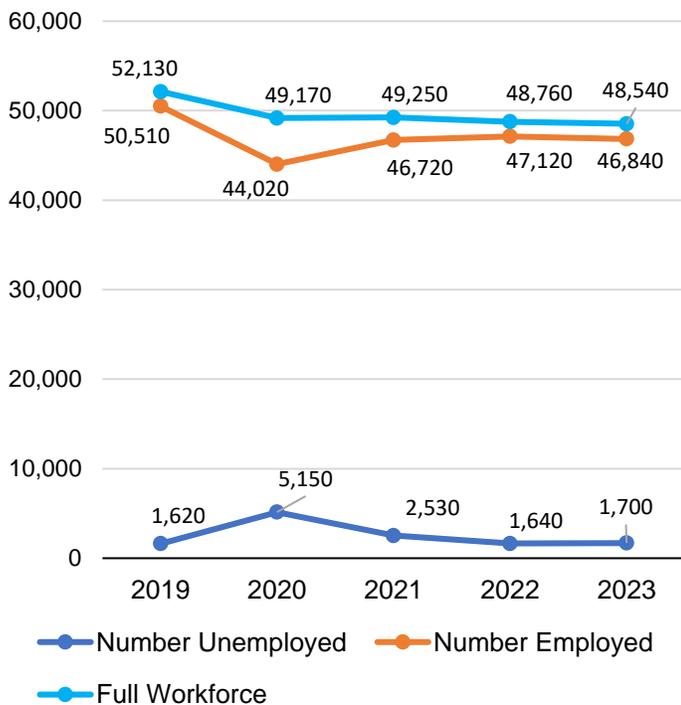
In general, Southeast Iowa tends to consistently have a higher unemployment rate than the state as a whole, but its trendline clearly mirrors that of the state.

From month to month, the unemployment rate steadily decreased from 2011 to 2017, following the Great Recession of 2008-2010. A sudden spike occurred in 2021-2022 due to the COVID-19 pandemic, but the numbers the impact was relatively brief.

Monthly Unemployment Rate, 2008-2023

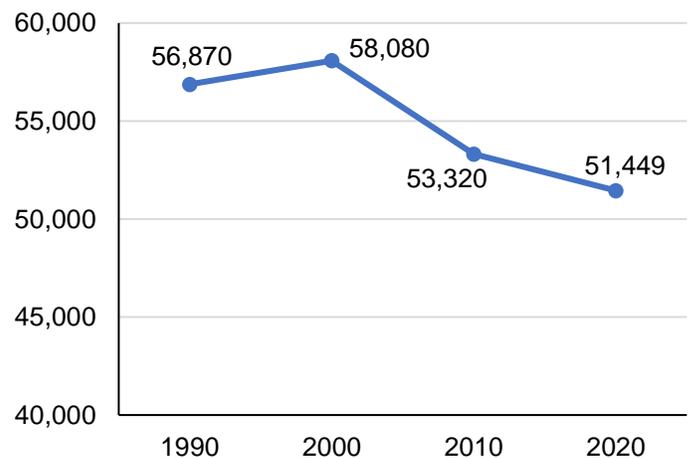


Regional Employment, 2019-2023



Southeast Iowa's unemployment rate in 2022 was **3.9%**

Civilian Labor Force



Regional employment highlights the recovering workforce from the COVID-19 pandemic. The base workforce tends to fluctuate from year to year; however, there is a positive trend in employment for nearly every year following the 2020 COVID-19 pandemic.

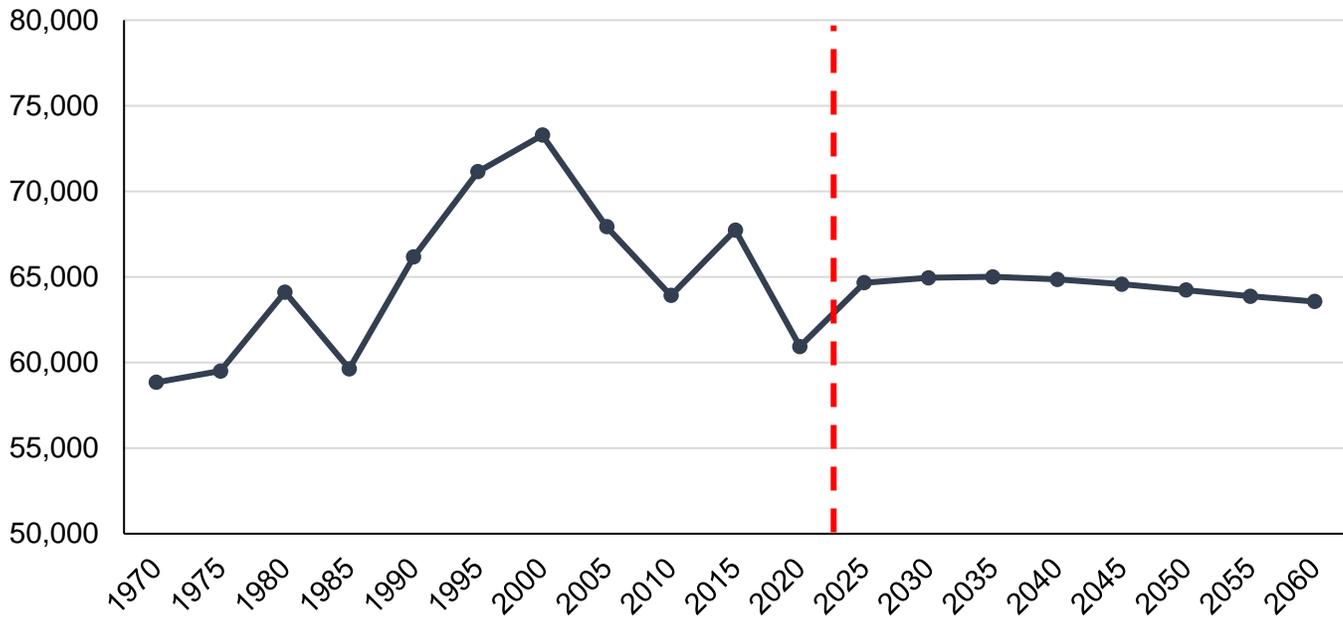
Over the long term, the region has seen the size of its labor force shrink, in contrast to the state as a whole. This appears to be a natural consequence of the decline in overall population during that same period.

EMPLOYMENT IN SOUTHEAST IOWA

Projected Future Employment Trends

Employment projections from Woods & Poole Economics suggest that Southeast Iowa's total employment will sharply 'level off' in the coming decades, before starting to gradually decrease after 2040. In the graph below, the pronounced increase from 2010 to 2015 is likely influenced by the construction of the Iowa Fertilizer Plant, while sharp drop for 2020 is surely an anomaly, resulting from both the COVID-19 pandemic and the conclusion of the Fertilizer Plant project.

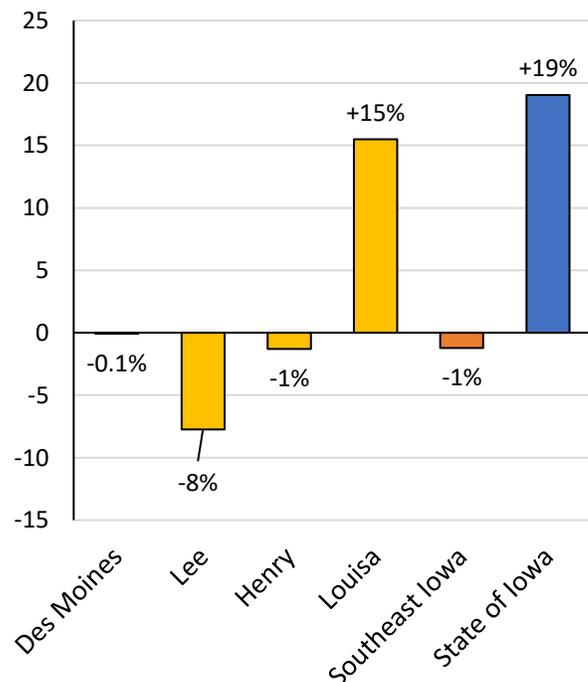
Southeast Iowa – Projected Employment



While it is promising to see that the employment figures aren't expected to decline as sharply as total population, it is still concerning to see that overall employment is expected to 'level off'. Such projections don't account for major, unexpected changes such as the closure of a major employer. And with many employers already struggling to find qualified workers to fill open positions, this levelling off will only exacerbate those existing problems, and potentially result in the closure or downsizing of some of these operations.

Over the 30-year period from 2025 to 2055, the region's total employment is projected to decrease by 1%, compared to an increase of 19% for Iowa as a whole. Two of the four counties are expected to see a very slight decrease, with a more substantial decrease for Lee County, and a sizable increase for Louisa County (though this amounts to only 900 additional workers, owing to its much smaller overall population).

Projected Percentage Change in Employment, 2025 to 2055

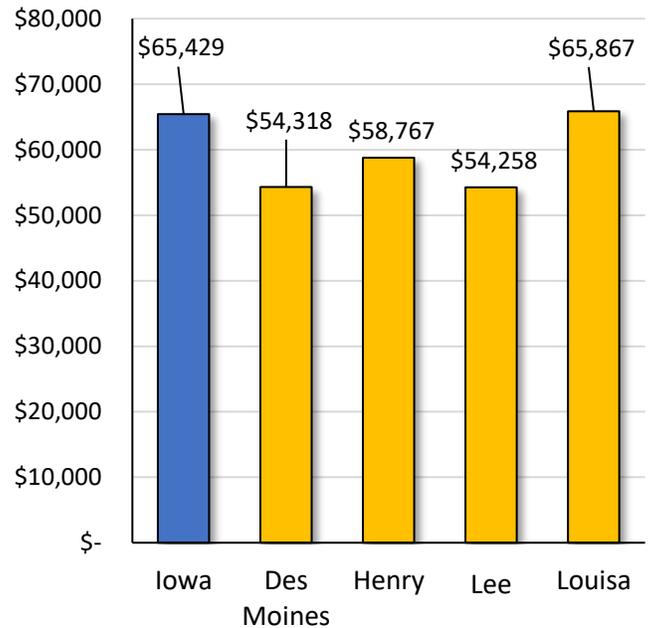


Household Income

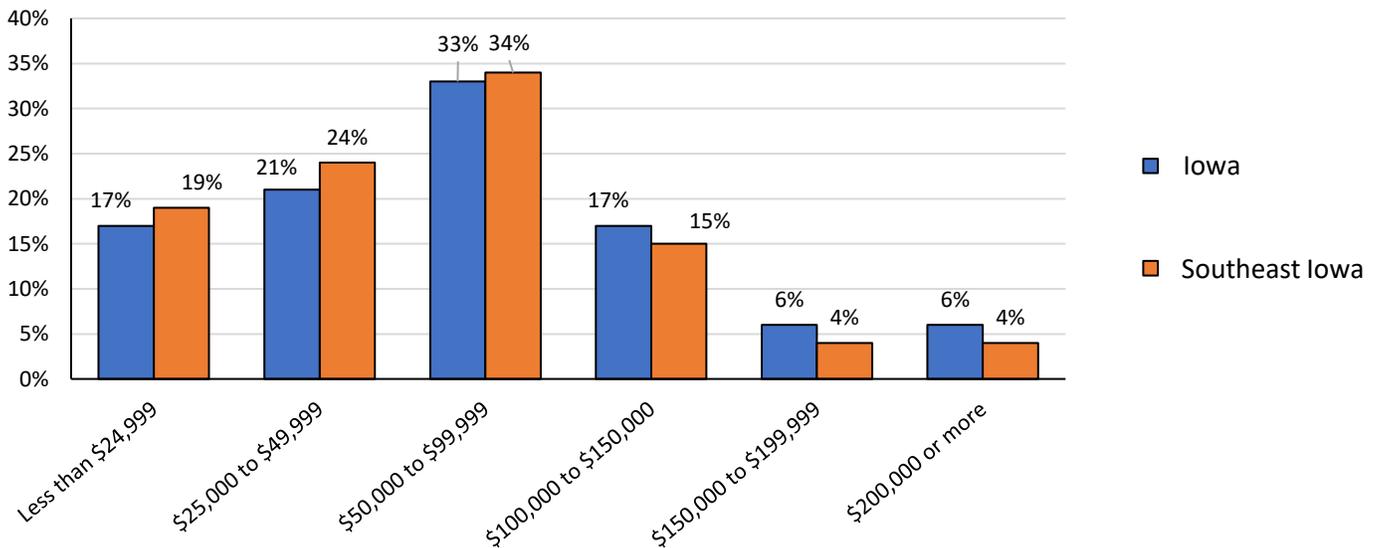
For 3 of the region's 4 counties, the median household income is lower than that of Iowa as a whole, while Louisa County is largely equivalent to the statewide median. The values for Des Moines and Lee Counties were the lowest, and the 3 largest cities (Burlington, Fort Madison and Keokuk) all had a median income below \$45,000.

When all households are broken up into brackets based on total income, Southeast Iowa exceeds the State as a whole for the two brackets under \$50,000. Those earning between \$50,000 and \$100,000 are roughly the same for both, while Southeast Iowa lags behind the State for the brackets over \$100,000. These statistics are similar to the other rural areas of the state, although slightly more pronounced. Iowa's urban counties tend to have much higher larger share of households in the top 3 brackets.

Median Household Income

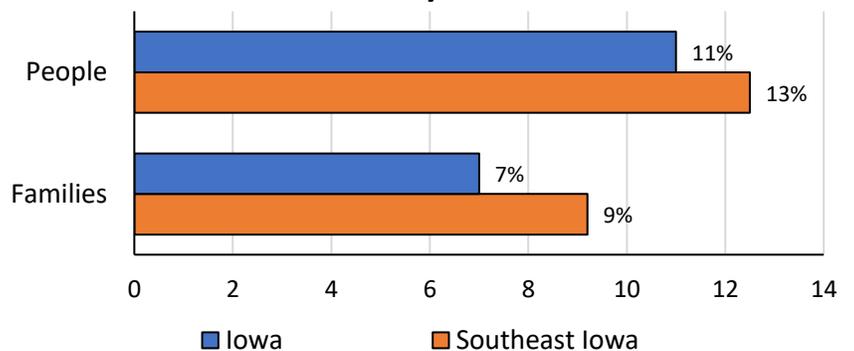


Percentage of Households by Income Bracket



In Southeast Iowa, it is estimated that 9% of all families and 13% of all people had an income below the poverty level last year. In both cases, this exceeds the statewide rate, and Des Moines and Lee Counties had the highest rates within the region. For both Burlington and Keokuk, the percentage of people in poverty is at or near 20%, causing them to rank high among all cities in Iowa.

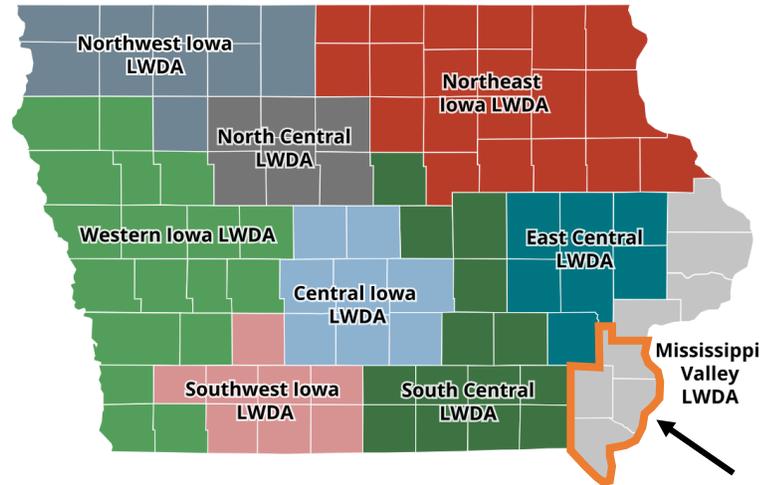
Percentage of People and Families with Income Below Poverty Level in the Past Year



INCOME AND WAGES

Wage Rates

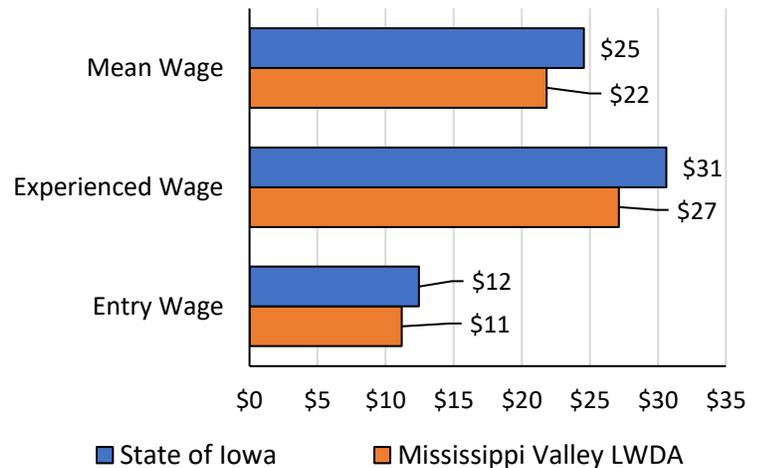
As shown on the map at right, Southeast Iowa is part of the Mississippi Valley Local Workforce Development Area (LWDA), which also includes 4 other counties to the north. According to Iowa Workforce Development, the mean hourly wage for all jobs in the Mississippi Valley is \$21.82. This is \$2.75 less than the mean hourly wage for the State of Iowa as a whole. Notably though, all but two of the state's nine LWDAs had a value between \$21 and \$23. The exceptions were those that contain Des Moines/Ames and Cedar Rapids/Iowa City, both between \$25 and \$27.



When broken down by job experience level, the average entry wage in the Mississippi Valley is \$11.18, while the average experienced wage is \$27.14. In both cases, the LWDA's average wage is about 90% of the statewide average.

When broken down into professional categories, average wages for the Mississippi Valley are consistently lower than those for the state as a whole. The table below shows the percentage of the statewide average wage that each category represents in the Mississippi Valley. In only one instance did the figure exceed 100% (experienced jobs in the 'Construction and Extraction' field).

Average Hourly Wage for All Jobs



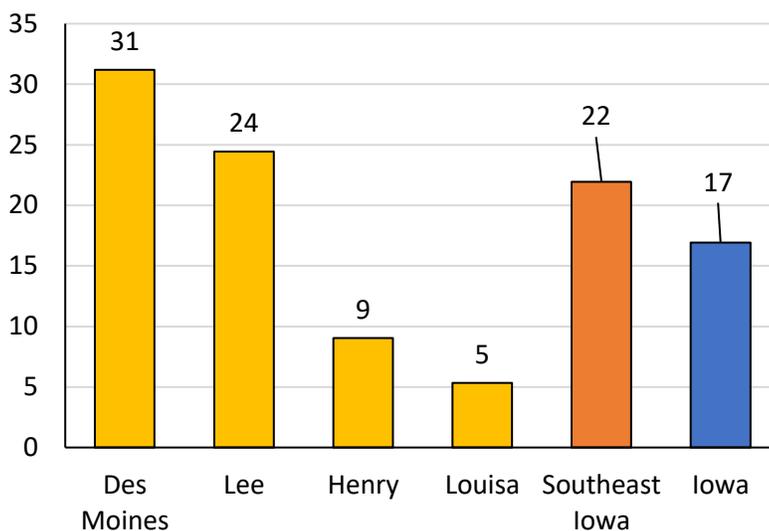
Professional Category	Mississippi Valley LWCA Percentage of State Average	
	Entry Wage	Experienced Wage
Production	93%	95%
Office and Administrative Support	90%	91%
Transportation and Material Moving	90%	95%
Sales and Related	94%	94%
Food Preparation and Serving-Related	92%	91%
Educational Instruction and Library	95%	92%
Management	96%	94%
Installation, Maintenance, and Repair	97%	98%
Healthcare Practitioners and Technical	96%	92%
Construction and Extraction	95%	102%

In the table at left, the yellow highlighted boxes show which of the two experience levels (entry or experienced) represents a higher percentage of the statewide average wage. For most of these professions, the percentages for 'experienced' jobs are higher than or equal to those of the 'entry' jobs. Notable exceptions exist for 'Healthcare Practitioners', 'Educational Instruction' and 'Management'. This explains why it is difficult to retain teachers, medical professionals and managers in Southeast Iowa. If better wages can be obtained in larger urban areas, this can persuade these individuals to relocate once they've advanced in their careers.

CRIME RATE

According to data compiled by the FBI (and obtained through local law enforcement agencies), 2,196 crimes were reported in Southeast Iowa in 2021, with 421 violent crimes (i.e. robbery and aggravated assault), and 1,843 property crimes (i.e. burglary and motor vehicle theft). The overall crime rate exceeded that of Iowa as a whole, with 22 crimes for every 1,000 residents. The crime rate both Southeast Iowa and the state as a whole declined substantially during the COVID-19 pandemic. However, in each case, the total number of crimes decreased at roughly the same pace (by around 25 to 33%). Therefore, Southeast Iowa continues to exceed the statewide crime rate.

Total Crime Rate – 2021
Number of Crimes per 1,000 Residents



NUMBER OF CRIMES PER 1,000 RESIDENTS			
Geographic Area	Total Crimes	Violent Crimes	Property Crimes
State of Iowa	16.9	2.6	14.2
Southeast Iowa	21.9	4.1	17.8
Des Moines County	31.2	4.4	26.6
Lee County	24.4	5.5	18.7
Henry County	9.0	1.9	7.1
Mount Pleasant	11.6	2.4	9.3

County and city-level crime statistics show that much the region’s overall crime rate is influenced by its 3 largest cities, all within Des Moines and Lee Counties. For Burlington, Keokuk and Fort Madison, there were around 35 crimes for every 1,000 residents in 2021. This caused all three to rank among the top 15% of Iowa municipalities with a population over 5,000. In addition, among that same group of 70 cities, Keokuk and Fort Madison had the 2nd and 3rd highest violent crime rates, and Burlington ranked 8th.

The Socioeconomic Context

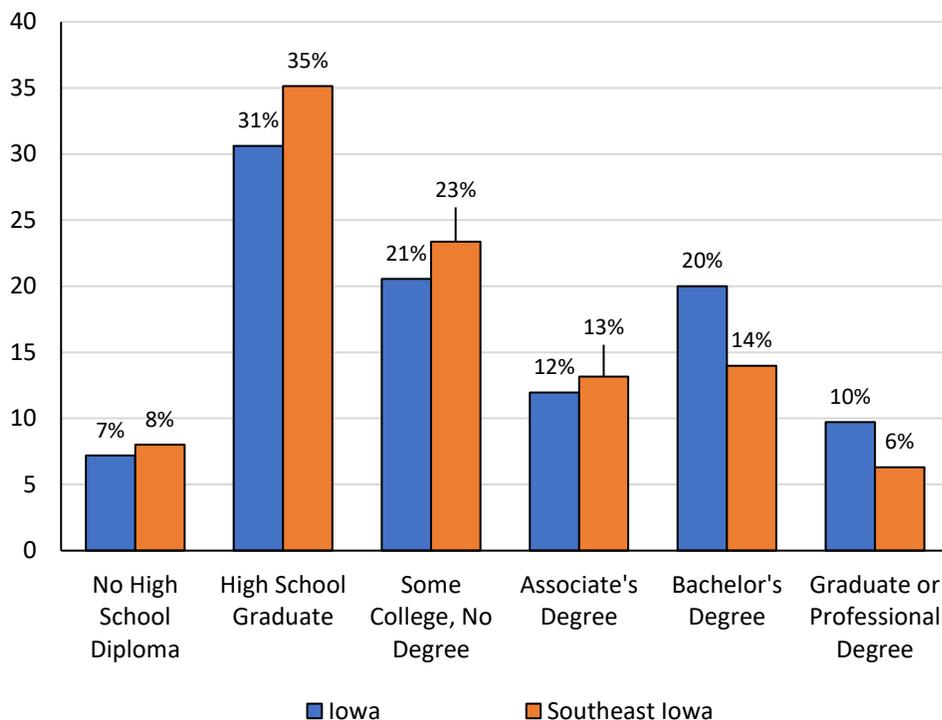
While active law enforcement measures can be an effective tool in deterring crime, this must be accompanied by other community strategies to address the underlying socioeconomic factors that cause crime. Communities with a high crime rate also tend to have a high degree of poverty and limited job/career prospects. In addition to crime, a number of other factors feed into this continual cycle of socioeconomic distress, such as young people dropping out of high school, a large number of single parent households, and high rates of substance abuse, homelessness, and untreated mental illness.

Unfortunately, as the nature of mental health treatment has changed significantly in recent decades, supply of mental health services is often not enough to meet demand. In Southeast Iowa, this problem was greatly exacerbated by the 2015 closure of the State Mental Health Institute in Mount Pleasant. Health care providers, counselors, and social service organizations have been forced to fill the void at the local level, with limited resources available to combat such a widespread and complex problem.

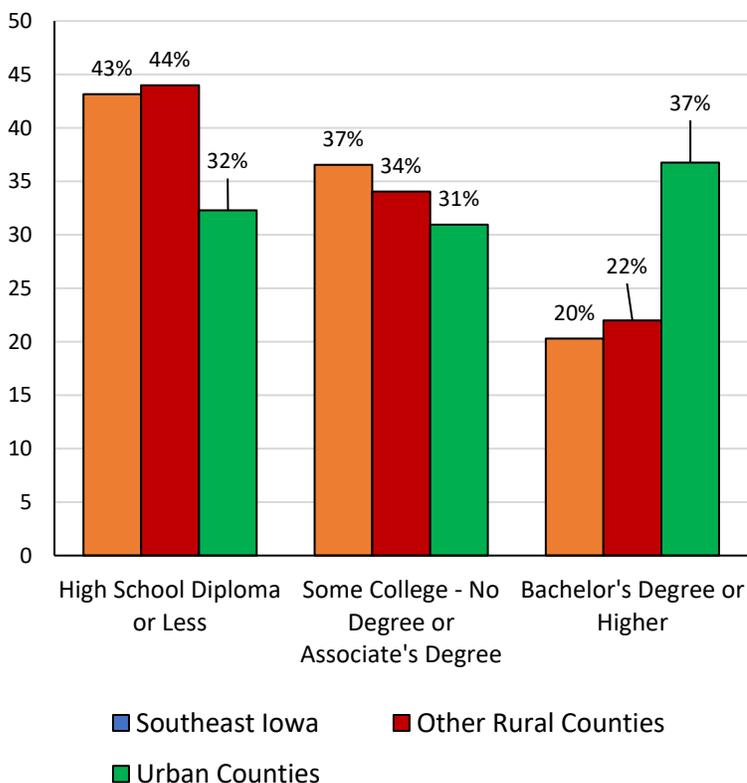
Educational Attainment

Compared to Iowa as a whole, the region has a larger share of residents whose highest educational attainment is either a high school diploma, or some college but no degree. Conversely, it has a considerably smaller share of residents with a bachelor's degree or higher (20%, compared to 30%). This reflects the strong role that manufacturing jobs have historically played in the regional economy. Going forward, this is cause for concern, especially since many modern manufacturing jobs require special skills acquired through a trade school or community college curriculum.

Highest Level of Educational Attainment - Percentage of Population Aged 25 and Over



Percentage of Population by Educational Attainment - Urban vs. Rural Comparison



20%
of Southeast Iowa's adults have a Bachelor's Degree or Higher



The pattern of educational attainment is largely consistent between Southeast Iowa and the other rural areas of the state. However, the region falls slightly behind the other rural areas in its percentage of residents with a bachelor's degree or higher, and slightly ahead in its percentage with some college, and either an Associate's Degree or no degree. The state's urban counties have a very different pattern than the rural counties, as the percentage of residents with advanced degrees is nearly twice as high, and only a third of residents have not had any post-secondary education.

CHALLENGES FACING LOCAL SCHOOL DISTRICTS

Graduation Rate

For the Class of 2022, the graduation rate for Southeast Iowa's public high school students was 85%, compared to 90% for the State of Iowa as a whole. The rate varies considerably from one school district to another. By far the lowest is Burlington, at 74%, while Keokuk, Mount Pleasant and West Burlington are all at 84%. New London and Wapello are the highest, both at 95%.



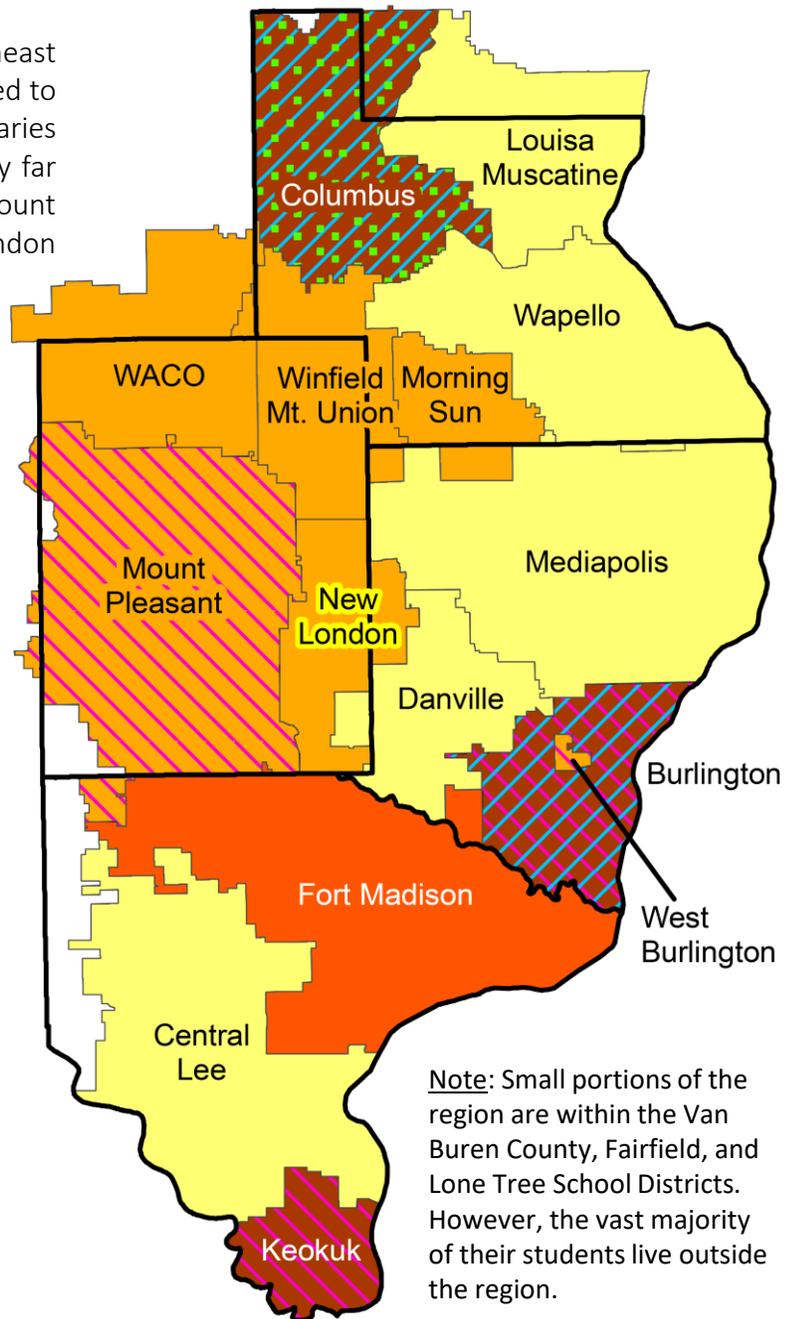
Free/Reduced Lunch

50% of all students attending public school in Southeast Iowa are eligible for a Free or Reduced Price Lunch. For the State of Iowa as a whole, only 42% of students fall into this category. Four of the 15 Districts in the region exceed the 50% threshold, with Columbus, Burlington, and Keokuk, all between 60 and 70%. Mediapolis is the lowest, at 31%.

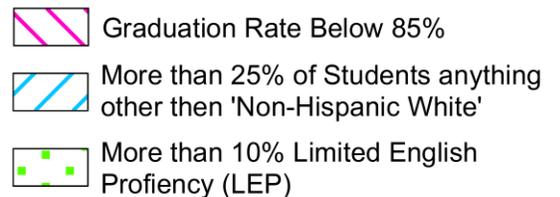
50%

of Southeast Iowa's public school students are eligible for a Free or Reduced Price Lunch

Having both a low graduation rate and high Free and Reduced Price Lunch eligibility suggests serious performance and budgetary obstacles for a school district, as is the case for Burlington and Keokuk. For Burlington, the high percentage of minority students makes this outcome even more concerning. While the Columbus School District has a large percentage of racial minority students and those with Limited English Proficiency, its graduation rate has improved considerably over the past decade.



Percent of Students Eligible for Free or Reduced Price Lunch



Community Colleges

The Southeastern Community College District includes all Des Moines, Henry, and Lee Counties, along with the southern half of Louisa County (including Wapello). The main campus of Southeastern Community College (SCC) is located in West Burlington, and there is also a satellite campus in Keokuk.



Academic programs at Southeastern Community College include (but are not limited to) the following:

- Accounting
- Administrative Professional
- Advanced Automation and Robotics
- Advanced Manufacturing Technology
- Animation for TV/Film/New Media
- Associate of Arts
- Associate of Science
- Automotive Technology
- Collision Repair and Restoration
- Construction Technology
- Electronics Technology
- Emergency Medical Services
- Entrepreneurship
- Food Production and Agriculture
- Industrial Maintenance Technology
- Information Technology
- Nursing
- Welding

In 2015, SCC began implementing a major capital improvement campaign called Building the Dream. This both modernized its facilities and improved its appeal to prospective students looking for a quality 2-year college experience close to home. A significant focus of this campaign is on career preparation for existing and prospective employers, including those in manufacturing and health care.



Since this time, SCC has continued to evolve with a variety of academic partnerships and major campus renovations. In March 2022, Great River Health announced it would provide the college with a \$10 million grant from the Great River Health Foundation over the next five years, with the aims of helping SCC hire more nursing program faculty, enhancing nursing student recruitment resources, providing more student support, including the hiring of student success advocates to help students navigate the college process, as well as providing nursing students with tutors and other academic support. As part of the deal between the college and the hospital, part-time job opportunities will be available to students at Southeast Iowa Regional Medical Center (SEIRMC) in West Burlington.

Starting in 2022, SCC has moved forward with a number of major construction and renovation projects at the West Burlington Campus including improvements to the cafeteria, bookstore, athletics office, student affairs office, a student recreation center, outdoor training facility, and soon to be a multipurpose tornado safe room. Together, these improvements have led to enrollment increases five semesters in a row, with Fall 2022 enrollment, in all categories of students, up nearly 9%.



Northern Louisa County is part of the Eastern Iowa Community College District. The cities of Columbus City, Columbus Junction, Cotter, Fredonia, Grandview, and Letts are located in this area. Students attend *Muscatine Community College*, which is 15 to 20 miles away, on the northeast side of the City of Muscatine.

HIGHER EDUCATION OPTIONS, CLOSE TO HOME

Iowa Wesleyan University – CLOSED IN MAY 2023

Iowa Wesleyan University (IWU) was the only four-year post-secondary institution located in Southeast Iowa having been founded in 1842, four years prior to statehood. It was the oldest private post-secondary institution in Iowa prior to its announced closing in March 2023. A private institution affiliated with the United Methodist Church, IWU was situated on a 4-acre campus on the north side of Mount Pleasant. It offered 30 individual academic programs, with an emphasis on Liberal Arts and Sciences. In terms of athletics, it had 10 intercollegiate teams in NCAA Division III. IWU featured three on-campus residence halls. Enrollment had risen to 800 in-person and online students in 2023 from less than 400 students in 2014. IWU implemented a major rebranding effort, major fundraising effort, debt re-financing through USDA Rural Development, and doubled enrollment, but it was not enough to keep the school solvent. Other small colleges across the county are facing similar financial straits due to enrollment and cost challenges.



Impact to Community

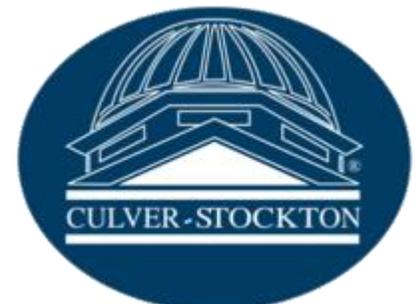
An economic impact study commissioned by IWU in 2018 found the university had a \$55 million total economic impact to the southeast Iowa region. The number includes direct, indirect, and induced economic impacts. The university employed 100 full-time staff and faculty. Businesses will feel the absence of nearly 800 in-person students, and some of the faculty and staff.

Efforts to Transition Campus

USDA Rural Development and a core community team began efforts in late May, 2023, to solicit ideas and offers for new campus uses. Several suitors have submitted varying degrees of interest up to proposals, but no action has been taken. There exists a fine balance between finding future use and owner quickly, while finding the right use and owner for the community as a whole. The right use will be impossible to know until time shows the campus to be productive, maintained, and once again a compliment to the community.

Other Nearby Institutions

Several other institutions of higher learning are located within 50 miles of Southeast Iowa. These include two large public universities, the University of Iowa (Iowa City), and Western Illinois University (Macomb). Private institutions include the Maharishi University of Management (Fairfield), Culver-Stockton College (Canton, Missouri), Monmouth College (Monmouth, Illinois), and Knox College (Galesburg, Illinois).



ENROLLMENT CLIFF

What is the Enrollment Cliff?

The enrollment cliff refers to the upcoming anticipated drop in high school graduates and college age population beginning in approximately 2025. This is largely due to a sharp decline in birthrates during the 2008 Great Recession due to economic stress and uncertainty.

NEWS HEADLINES ABOUT ENROLLMENT CLIFF

“U.S. Birthrate Drops 4th Year in a Row, Possibly Echoing the Great Recession”

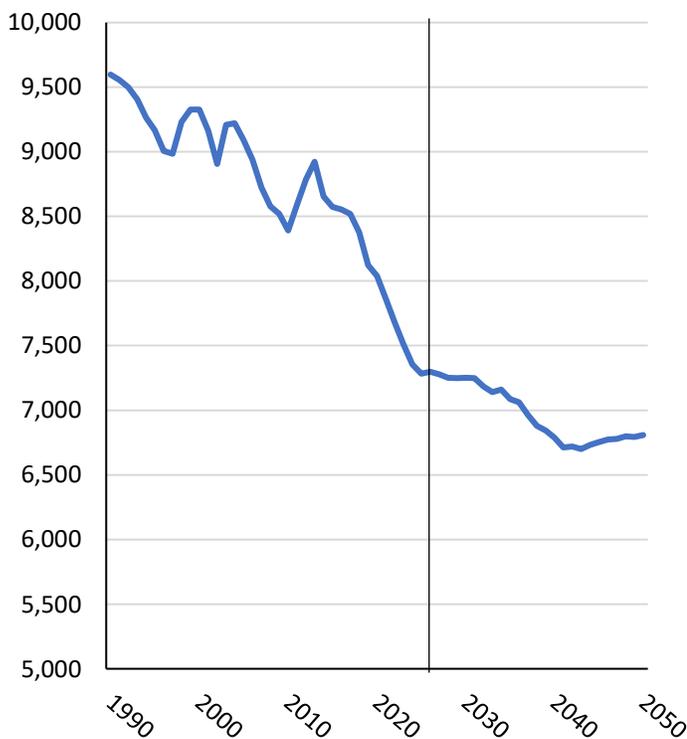
“U.S. Births Fell to a 32-Year Low in 2018; CDC Says Birthrate Is in Record Slump”

“The U.S. Birthrate Is Still Falling”

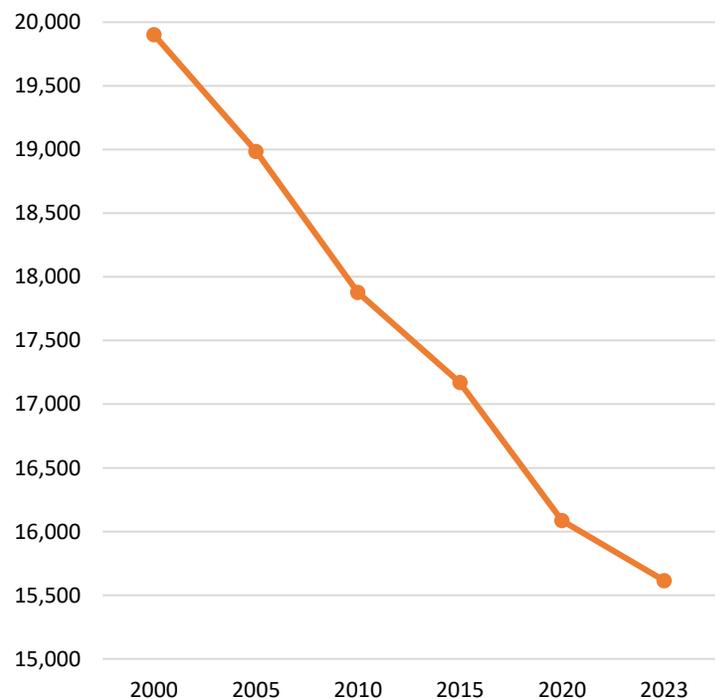
“College Students Predicted to Fall by More Than 15 Percent After the Year 2025”

This cliff could have an impact in Southeast Iowa, with enrollment at Southeastern Community College. The graphs below highlight the projected population of college age students through 2050 and current Southeast Iowa School enrollment trends. From this we can see a leveling off of college age population in Southeast Iowa, while the school enrollments continue to decline. This leveling off may help SCC to maintain student enrollments moving forward, along with other efforts they have made to increase enrollments in recent years including adding several new athletic programs and international recruitment of students..

Southeast Iowa - Population Projection, People Aged 18-24



Southeast Iowa School Districts Certified Enrollment





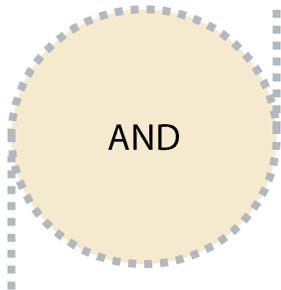
LET'S INNOVATE!

The *Innovation Index* is a cumulative measure of several economic factors, which provides perspective on a county or region's competitive strengths, weaknesses, and potential. It is compiled by *Stats America*, a service of the Indiana Business Research Center (IBRC), supported by the US Economic Development Administration.

Each county or region in the United States is ranked in terms of its relative capacity for innovation, on a scale from Very Low to Very High. Southeast Iowa ranks 276th of all 384 Economic Development Districts, which means that it has *Moderate Relative Capacity* for innovation. It deviates only slightly from the average index value for all EDDs (100.4).



Southeast Iowa has
MODERATE
 Relative Capacity for Innovation



All Southeast Iowa Counties have
MODERATE
 Relative Capacity for Innovation

Taken at the county level all four counties rank at a level of *Moderate Relative Capacity* for innovation, while previously two of the four counties (Des Moines and Henry) were rated at High for Relative Capacity for Innovation.

In addition, the Southeast Iowa region fares equally or slightly better compared to most neighboring EDDs in the Tri-State area, with only the larger urban areas of Iowa City-Cedar Rapids, Quad Cities, and Dubuque having a higher ranking. The proximity of these innovative knowledge centers also offers peripheral benefits to Southeast Iowa.



Among the individual factors that comprise the Innovation Index, Southeast Iowa fares particularly well on the following:

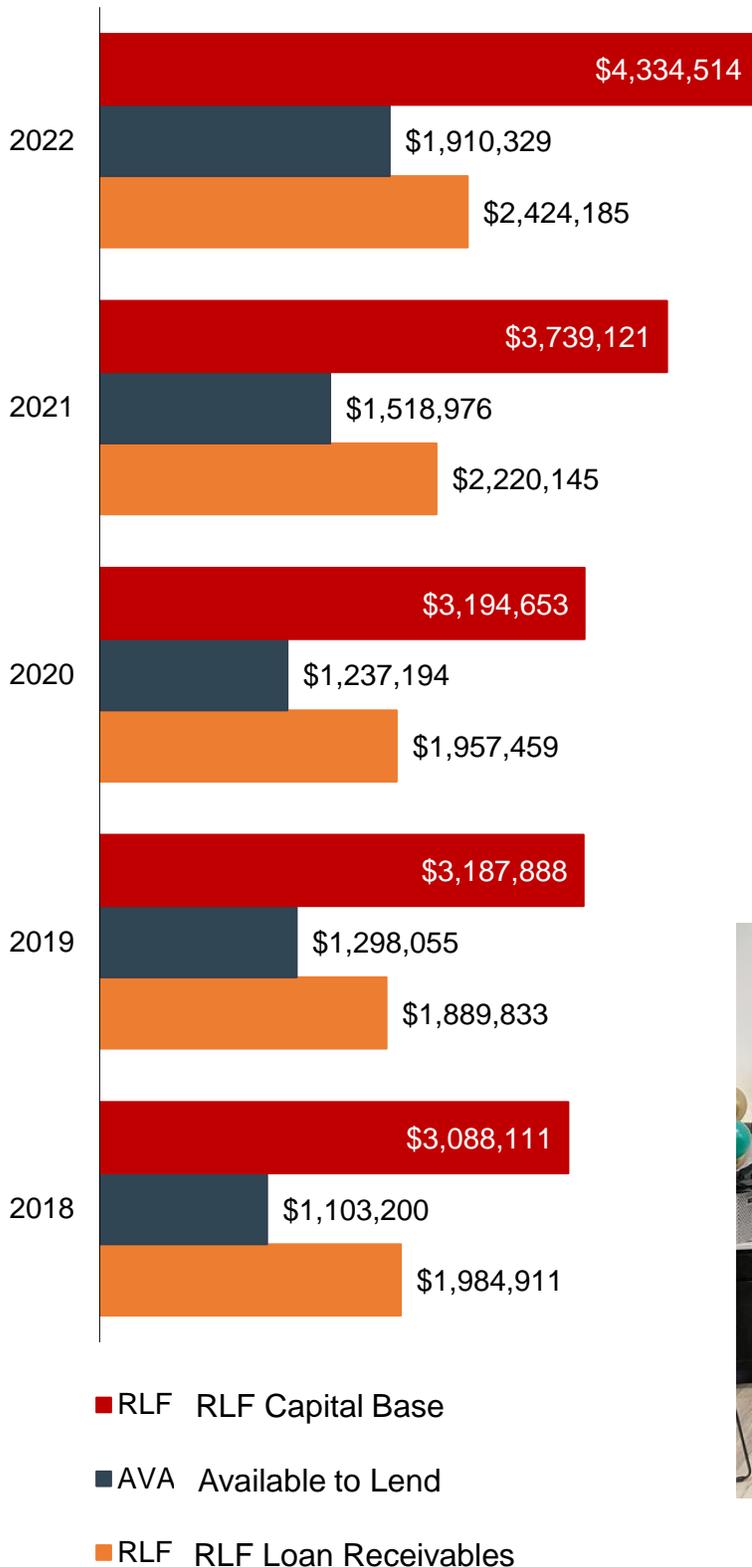
- **Economic Well-Being Index (moderate)** – economic well-being and standard of living for residents (*SE Iowa value of 122.1*)
- **Business Profile Index (moderate)** – local business conditions and resources available to entrepreneurs (*SE Iowa value of 92.0*)



Conversely, Southeast Iowa falls below the national average for these two factors:

- **Employment and Productivity Index (moderate)** – economic improvement and the direct outcomes of innovation (*SE Iowa value of 111.8*)
- **Business Dynamics Index (low)** – entry and exit of individual firms, as a measure of the region's competitiveness (*SE Iowa value of 78.6*)
- **Human Capital and Knowledge Creation Index (moderate)** – the population and labor force's ability to innovate (*SE Iowa value of 97.5*)

Revolving Loan Fund (RLF)



SEIRPC assists with business development by administering a *Revolving Loan Fund (RLF)*, a source of money from which loans are made for business development and expansion projects.

In FY2021, loans totaling \$577,500 were made through RLF funding pools. This included a \$500,000 loan for J & M Displays, a \$47,500 loan for High Rivers Enterprises, and \$30,000 loan for Wake and Bake Breakfast Co. These loans were made from the CARES Act RLF funds that were available July 1, 2020 – June 30, 2022, which offered these businesses 0% interest in year one, 1% interest in year two, then 75% of the published prime rate in the Wall Street Journal for the remainder of the term.

**RLF ASSISTANCE
HELPED CREATE
AND RETAIN 49
JOBS IN FY2021**



**Midwest Realty Group
\$200,000**

MORE REVOLVING LOAN FUND PROJECTS



J and M Displays
\$500,000



Capitol Theater
\$150,000

Small Business Development Center (SBDC)

Revolving Loan Funds are only one tool available to assist in expansion of existing businesses or starting a new business in Southeast Iowa. The *Southeastern Iowa Small Business Development Center*, located in downtown Burlington at RiverPark Place, offers loan packaging, financial projections, and feasibility and business plan writing assistance.



In addition to this, counselors are available to coach a new or existing business with all aspects of managing a business, from setting up and managing a record keeping system, to marketing and sales. The SBDC offers a wide variety of business classes including Basic Business Accounting, Writing a Winning Business Plan, and QuickBooks.



SBDC assists local business such as the Beancounter in Downtown Burlington, which was recently awarded \$7,500 through the IEDA Open 4 Business Competition.

The SBDC program started at Southeastern Community College in November 1987 as a branch office of Indian Hills Community College. In 1989, it became an independent entity for serving the four-county region of Des Moines, Henry, Lee and Louisa counties.



COMMUTING PATTERNS IN SOUTHEAST IOWA

Estimates from 2020 show that over 14,000 people work in the region, but reside elsewhere. Conversely, over 15,000 people live in the region, but work elsewhere. This indicates that Southeast Iowa is a net exporter of workers, but to a fairly minimal degree (at a ratio of 1.1 outbound workers for every 1 inbound worker).

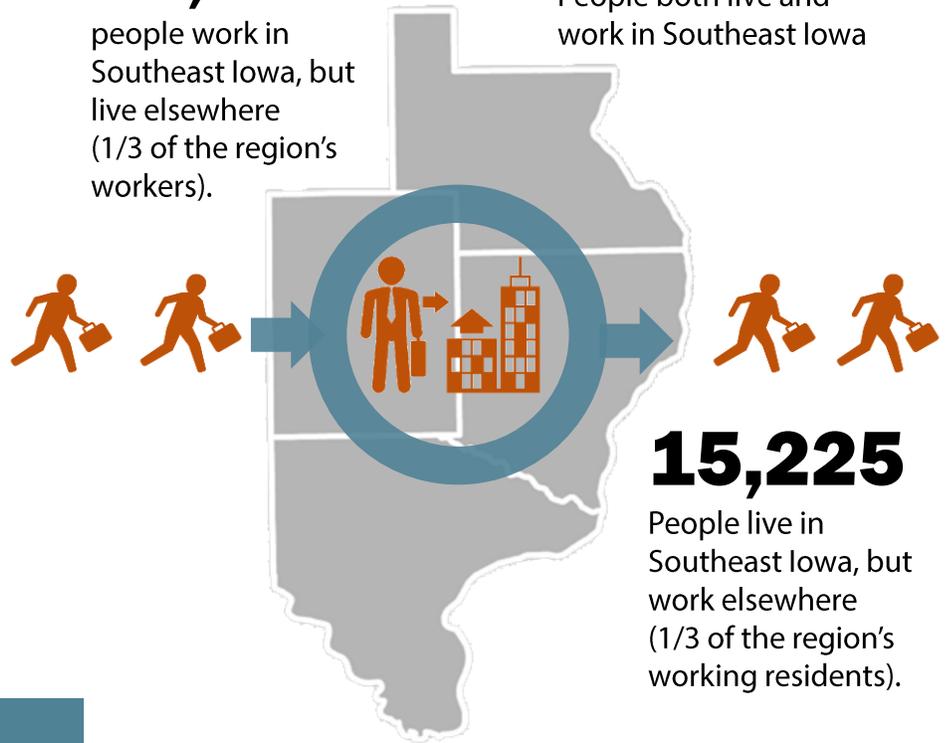
However, 2/3 of the region's working residents both live and work in the region (just over 32,000 people). This suggests that despite the number of outbound commuters exceeding inbound, the region is still largely self-sufficient, and not overly dependent on other areas for its own economic well being.

14,305

people work in Southeast Iowa, but live elsewhere (1/3 of the region's workers).

31,576

People both live and work in Southeast Iowa



15,225

People live in Southeast Iowa, but work elsewhere (1/3 of the region's working residents).

The average commute time for an employed resident of Southeast Iowa is

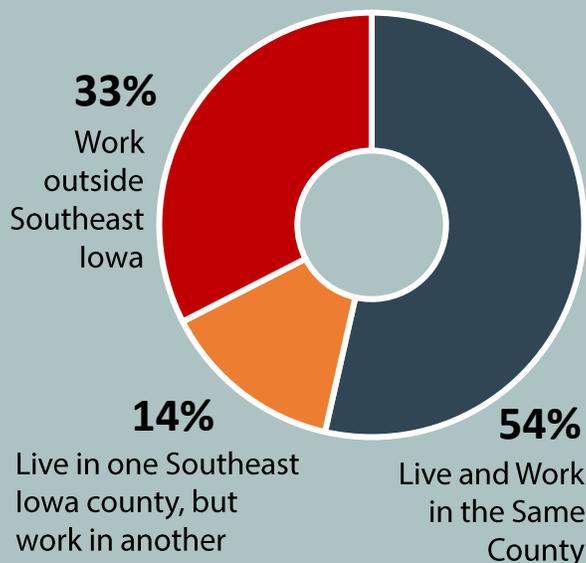
19.6

minutes everyday



As is to be expected, counties with larger cities and numerous industries (like Des Moines) tend to have a higher share of residents who stay in the county for work. In contrast, rural counties (like Louisa) tend to have a larger share of their residents commuting to a larger neighboring county like Des Moines or Muscatine.

Where do Southeast Iowans work?



A majority of Southeast Iowa's working residents are employed in the same county in which they live, while 14% work in one of the region's other three counties. The remaining residents travel outside Southeast Iowa for work, many in nearby urban areas like Muscatine, the Quad Cities, Iowa City/Cedar Rapids, Fairfield, and Quincy, Illinois.

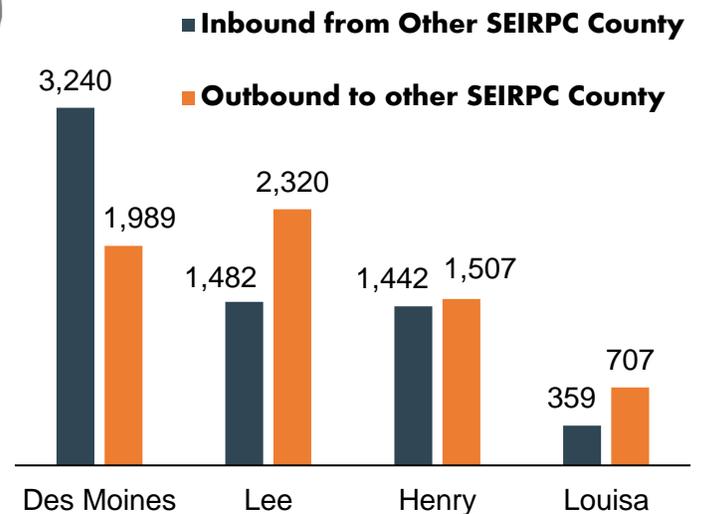
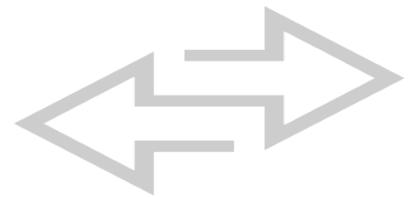
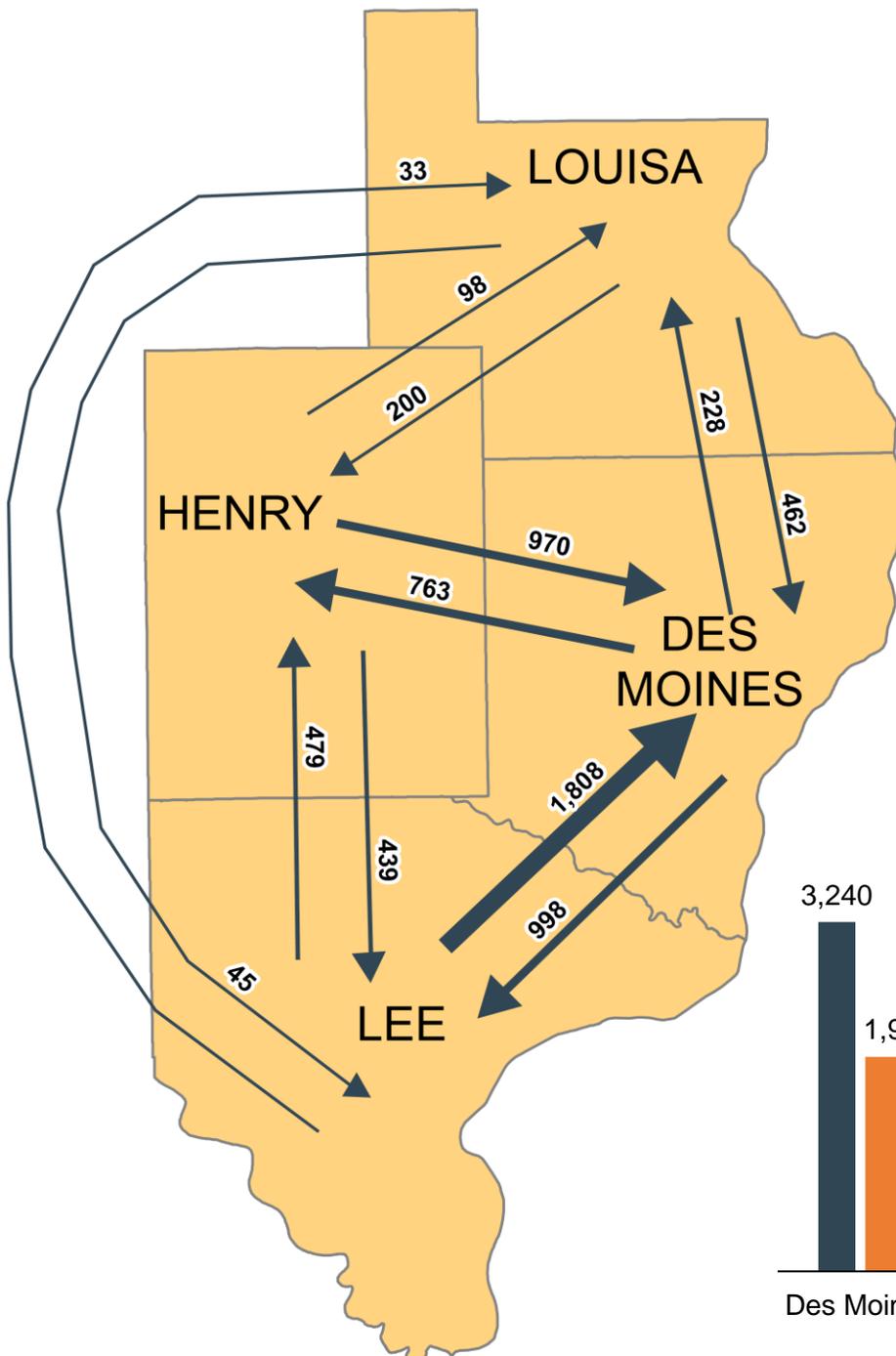
The average commute time for Southeast Iowa's working residents is 19.6 minutes, consistent with the State as a whole. Of the four counties, Louisa County's average commute time is the highest (22.7 minutes), while Des Moines County's is the lowest (at 16.6 minutes). The other two fall right around the regional average.

COMMUTING PATTERNS IN SOUTHEAST IOWA



Intraregional Commuting

Many people live in one of the four counties of Southeast Iowa, and work in another. Des Moines County receives the largest number of inbound workers from the other three counties. It also receives more workers from the other counties than it loses to them. Conversely for the other three, their outbound exceeds their inbound. The flow of workers is particularly heavy between Des Moines and Lee Counties, and between Des Moines and Henry Counties.

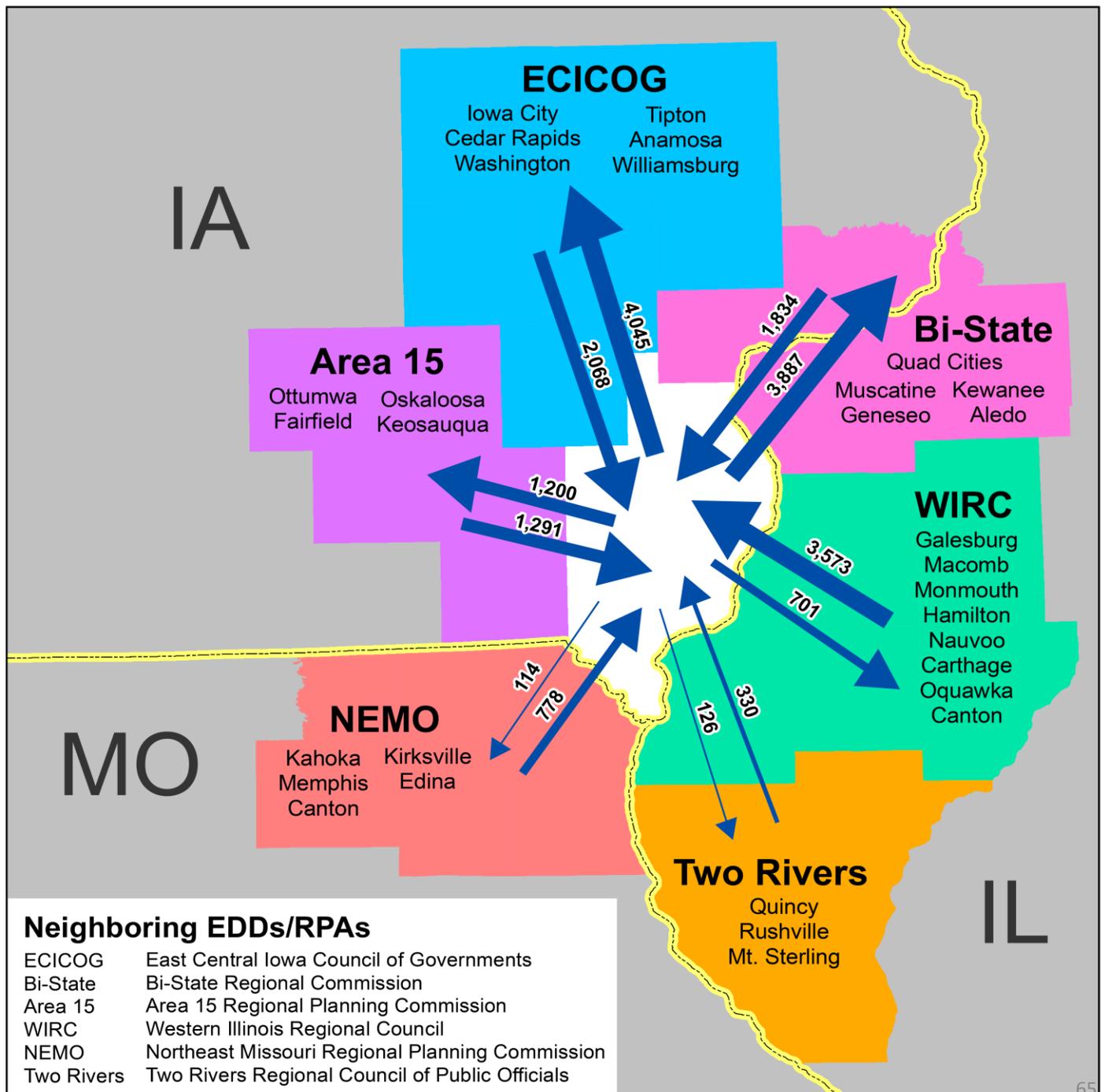


COMMUTING PATTERNS IN SOUTHEAST IOWA

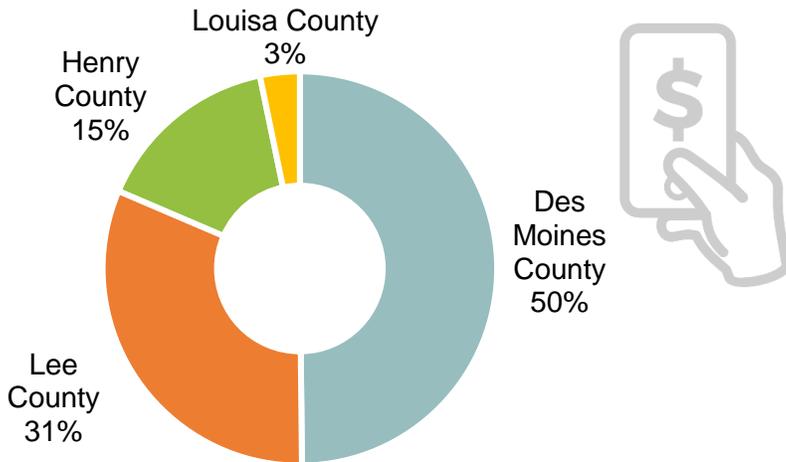
Interregional Commuting

Southeast Iowa attracts a sizable number of workers from Western Illinois and Northeast Missouri, due to their close proximity and the comparative lack of jobs available in these largely rural counties. Conversely, a sizable number of Southeast Iowa residents commute to the larger urban population centers to the north, including the Quad Cities, Iowa City, and Cedar Rapids. Muscatine in particular attracts a large number of residents from neighboring Louisa County, given its very close proximity. However, the reverse is also true, as many Muscatine County residents (primarily from Muscatine and Conesville) work at the Tyson Foods plant in Columbus Junction.

The map below displays commuting patterns at the level of Economic Development Districts (or alternatively, Regional Planning Affiliations).



Where do People Shop in Southeast Iowa?

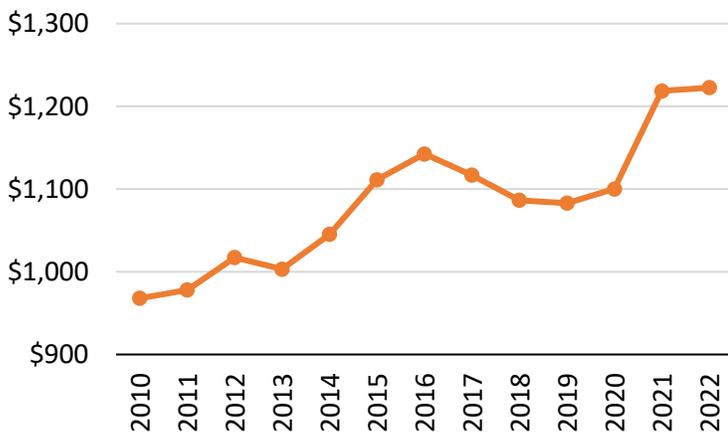


In FY2022, Southeast Iowa yielded retail sales of **\$1.2 billion**

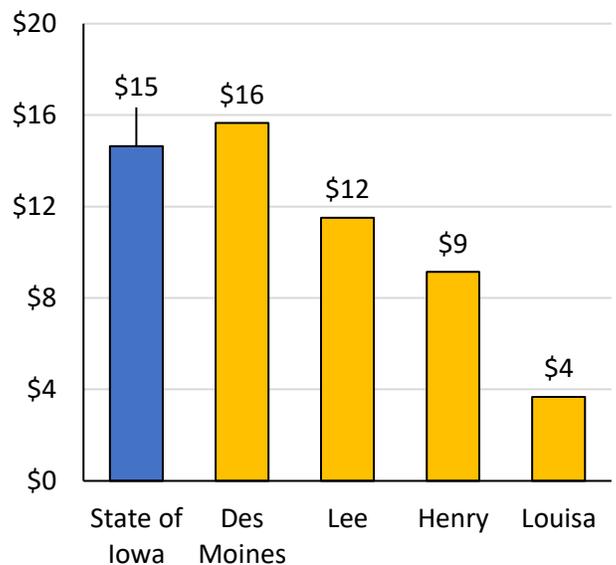
Half of the region’s sales occur in Des Moines County, as Greater Burlington serves as a regional shopping hub, in addition to having the largest population. However, it only accounts for 37% of the region’s population (compared to 32% for Lee, 20% for Henry, and 10% for Louisa).

Per capita retail sales comprise an area’s retail sales divided by its population. Places with high per capita sales bring in a significant amount of revenue from consumers living elsewhere. Of the 4 counties in Southeast Iowa, Des Moines is the only one whose per capita sales exceed that of Iowa as a whole, and it ranks 12th out of all 99 counties. At the same time, Louisa County has the lowest per capita sales of all Iowa counties.

Southeast Iowa Taxable Retail Sales (in Millions)



Per Capita Retail Sales - FY2022 (in Thousands)



While Southeast Iowa largely followed the same general trendline as the state between 2010 and 2020, it was unique in terms of the pronounced ‘hump’ visible on the graph between 2013 to 2019. This is likely the result of the construction of the Iowa Fertilizer Plant, when thousands of temporary construction workers were present in the region. The subsequent jump from 2020 to 2021 is the result of inflation following the COVID-19 pandemic.

Des Moines County has the 12th highest Per Capita Retail Sales of all counties in Iowa.

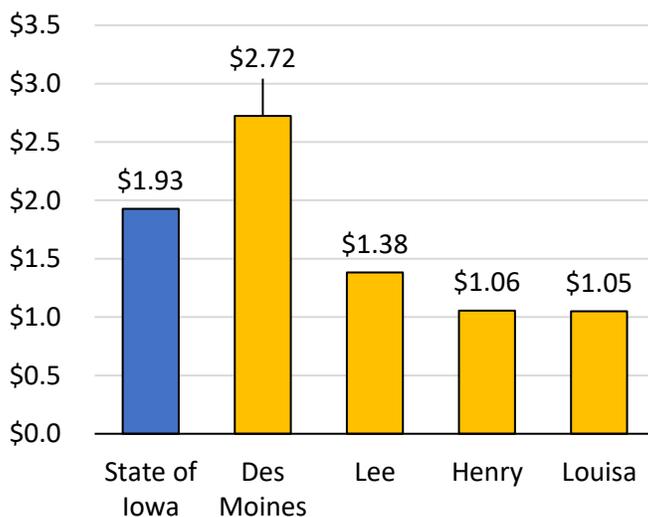


Sweet Corn Festival, West Point

Southeast Iowa – Visitor Spending by Year (in Millions)



Per Capita Tourism Spending - 2021 (in Thousands)



The Iowa Economic Development Authority works with the private consultant Tourism Economics to collect and analyze data on the impact of visitor spending on the state’s overall economy. This data shows that total visitor spending in Southeast Iowa was \$185 million in 2021, with just under 60% of that amount accounted for by Des Moines County, 25% by Lee County, 12% by Henry, and 6% by Louisa.

Consistent with the statewide trend, visitor spending dropped dramatically in 2020 during the height of the COVID-19 pandemic, before rebounding to near its pre-pandemic levels in 2021. While Iowa as a whole, the other rural counties, and the urban counties all saw an increase of around 3% in visitor spending from 2016 to 2017, Southeast Iowa saw a 3% decrease. Once again, this is likely the result of the many temporary construction workers leaving after the construction of the Iowa Fertilizer Plant.

On a per capita basis, Southeast Iowa had \$1,786 in visitor spending for each one of its residents in 2021. As in prior years, the region fell below the per capita rate for Iowa as a whole, but comfortably ahead of the other rural counties. Des Moines County had the 4th highest per capita value of all 99 counties, and was the only county in the region to exceed the statewide value. Notably, despite having the state’s lowest per capita retail sales overall, Louisa County ranks near the middle of the state’s 99 counties in terms of per capita visitor spending – only slightly lower than neighboring Henry.



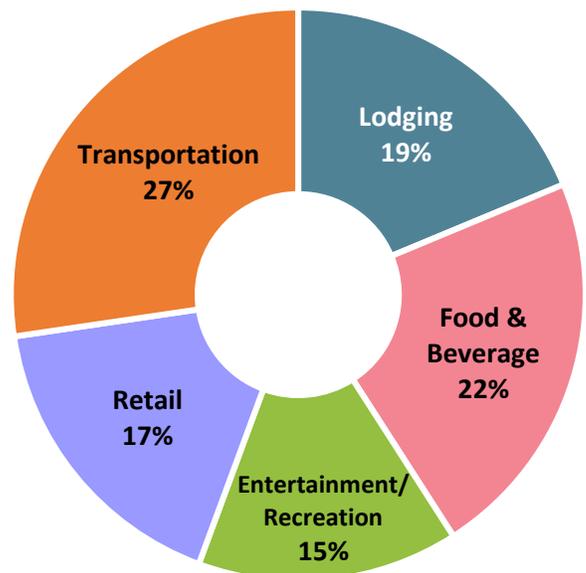
FunCity Turf at Burlington Regional RecPlex

Of the total visitor spending generated in Southeast Iowa in 2021, 27% was accounted for by ‘Transportation’, which includes all costs pertaining to auto, rail and air transportation, including vehicle fueling. This sector comprised a noticeably larger share of the total (nearly 35%) in Henry and Louisa Counties. Another 22% fell into the category of ‘food and beverage’, which had the highest percentage in Lee County (23%) and the lowest in Louisa (18%).

Lodging accounted for 19% of the regional total, and it was highest in Louisa County (20%) and lowest in Henry (17%). Retail accounted for 17%, and was largely consistent between the counties, though Des Moines County had the highest (17.4%). Entertainment and Recreation comprised 15%, with Des Moines County leading well above the others at 16%. The percentage in each sector for Southeast Iowa was largely the same as for Iowa as a whole.

The following page includes a map (and corresponding list) that highlights the most prominent tourist destinations in the region. This includes outdoor recreation facilities, other standalone destinations that are typically accessible year-round, and major recurring events that tend to draw large crowds. It also highlights three signed routes to guide motorists along a scenic corridor with historic or cultural significance. In Lee County, two of these overlap along Highway 2 west of Donnellson.

Southeast Iowa - % of Visitor Spending by Industry Sector, 2021



Tourist Destinations of Southeast Iowa

Standalone Destinations

1. Aspen Grove Cemetery (*Burlington*)
2. Catfish Bend Casino/Pzazz (*Burlington*)
3. Fairview Zoo (*Louisa County*)
4. Harlan-Lincoln House (*Mt. Pleasant*)
5. Harvestville Farm (*Donnellson*)
6. Iowa State Penitentiary (*Ft. Madison*)
7. Lewelling Quaker Museum (*Salem*)
8. Lock and Dam No. 19 (*Keokuk*)
9. Keokuk National Cemetery
10. Old Fort Madison
11. Snake Alley (*Burlington*)
12. Swedish American Museum (*Swedesburg*)
13. Swinging Bridge (*Columbus Junction*)
14. Toolesboro Mounds (*Louisa County*)

Outdoor Recreation

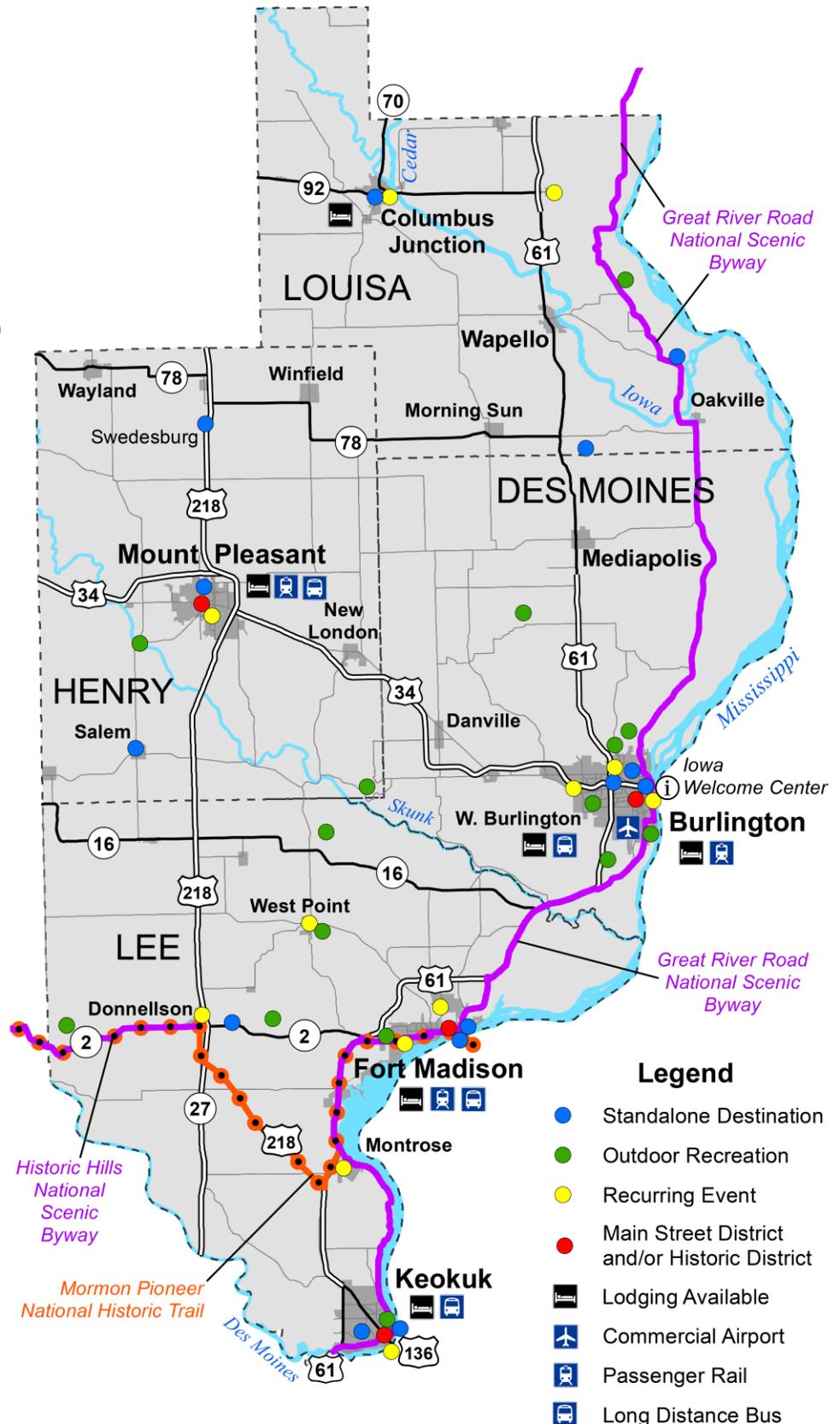
15. Baxter Sports Complex (*Ft. Madison*)
16. Big Hollow Recr. Area (*Des Moines Co.*)
17. Burlington Regional RecPlex
18. Crapo Park (*Burlington*)
19. Geode State Park (*Henry County*)
20. Lake Wilderness Campground (*Lee Co.*)
21. North Gorge (*Burlington*)
22. Oakland Mills Park (*Henry County*)
23. Pollmiller Park (*West point*)
24. Port Louisa Nat'l Wildlife Refuge (*Louisa*)
25. Rand Park (*Keokuk*)
26. Shimek State Forest (*Lee County*)
27. Spirit Hollow Golf Course (*Burlington*)
28. Starr's Cave Park & Preserve (*Burlington*)
29. Wilson Lake Park (*Lee County*)

Recurring Events

30. Burlington Bees Baseball (*Burlington*)
31. Des Moines County Fair (*W. Burlington*)
32. Farm Life Festival (*Grandview*)
33. Lee County Fair (*Donnellson*)
34. Louisa County Fair (*Columbus Junction*)
35. Mexican Fiesta (*Ft. Madison*)
36. Midwest Old Threshers' Reunion and Henry County Fair (*Mt. Pleasant*)
35. Montrose Watermelon Festival
36. Rollin' On The River Bluesfest (*Keokuk*)
37. Steamboat Days Carnival (*Burlington*)
38. Tri-State Rodeo (*Ft. Madison*)
39. West Point Sweet Corn Festival

Main Street/Historic Districts

40. Downtown Burlington (Main/Historic)
41. Downtown Fort Madison (Historic)
41. Main Street Keokuk (Main)
42. Main Street Mount Pleasant (Main)



HOW HEALTHY ARE SOUTHEAST IOWANS?



County Health Rankings

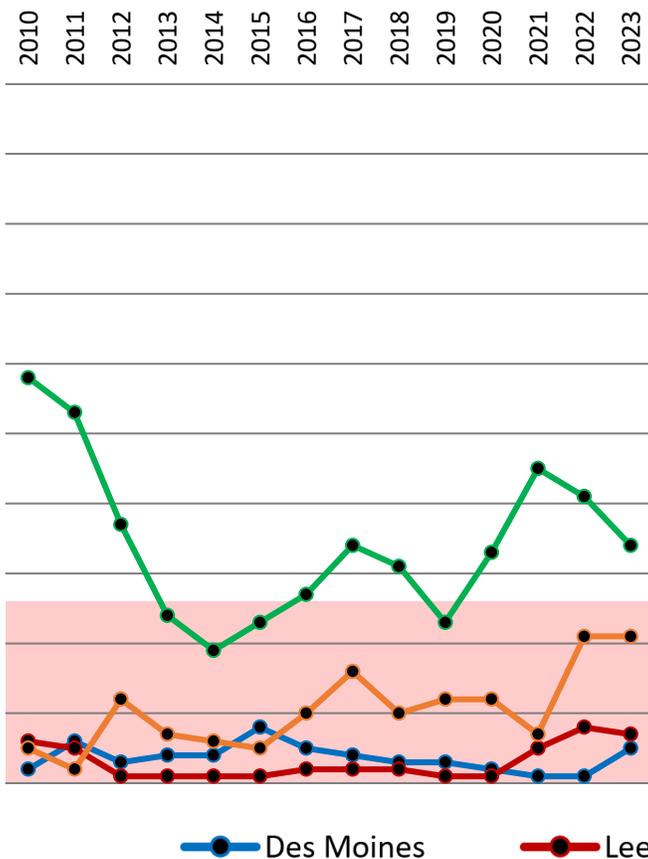
According to *County Health Rankings*, compiled by the Robert Wood Johnson Foundation, counties in Southeast Iowa fare comparatively poorly with the remainder of the State. This is especially true for Des Moines and Lee, which are usually toward the very bottom. Henry County has usually ranked the highest of the four.

Health Factors

Using a variety of statistics, Health Factors focuses on the conditional elements that influence the health of a county:

- Health Behaviors
- Clinical Care
- Social & Economic Factors
- Physical Environment

Des Moines and Lee Counties have consistently ranked in the bottom 10 each year.

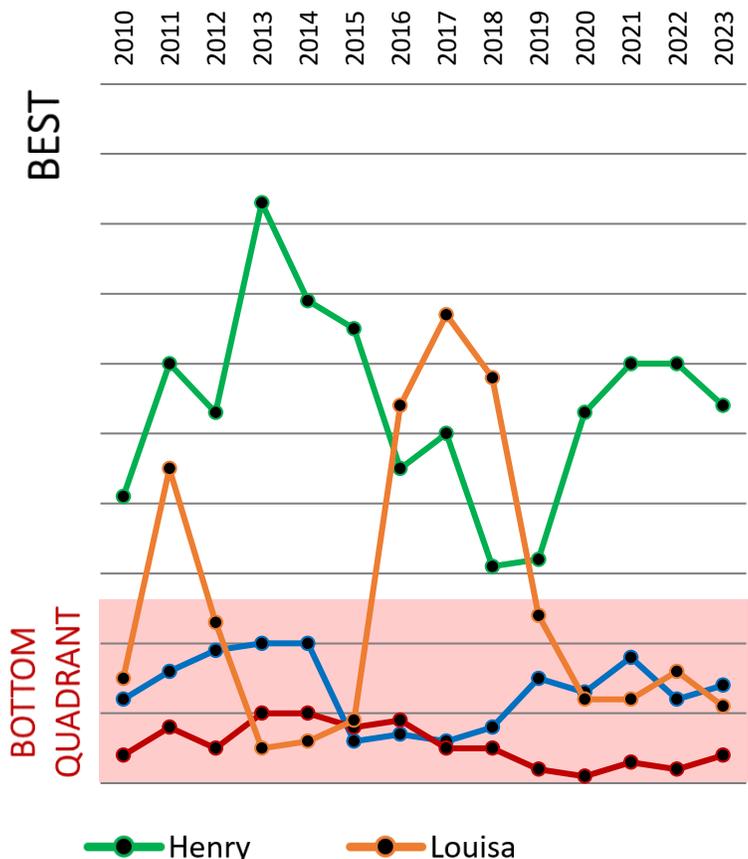


Health Outcomes

Health Outcomes is based on statistics for two types of measures, which reflect how long people live and how healthy people feel:

- Length of Life
- Quality of Life

Counties with a smaller overall population tend to be subject to wild fluctuations in this category, as is the case with Louisa, and to a lesser extent Henry.

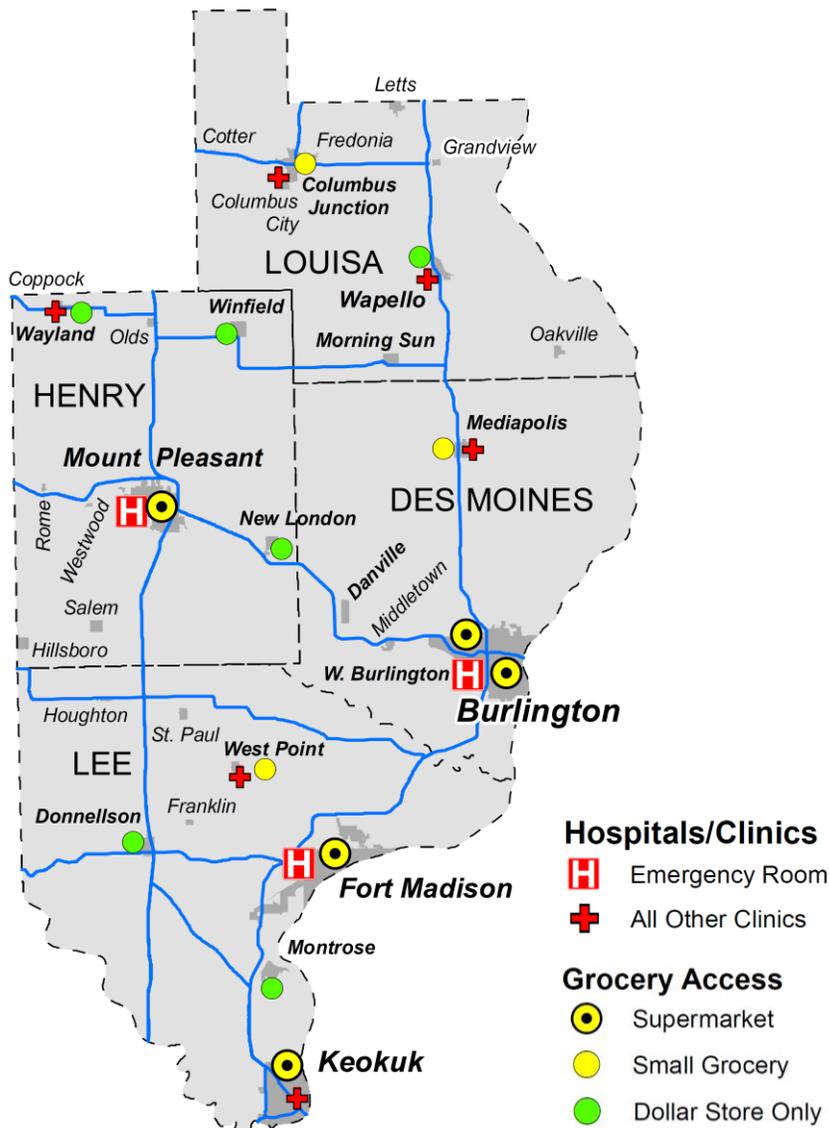


HOW HEALTHY ARE SOUTHEAST IOWANS?

The two broad categories of ‘Health Factors’ and ‘Health Outcomes’ are each comprised of several sub-categories, whose individual scores are weighted to produce the total score. For these six sub-categories, the rankings for each county in Southeast Iowa are displayed in the table below. Those that fall in the State’s bottom quadrant (75 to 99) are shown in red.

	Health Factors				Health Outcomes	
	Health Behaviors	Clinical Care	Social & Economic Factors	Physical Environment	Length of Life	Quality of Life
Des Moines	95	45	97	86	76	89
Lee	96	48	95	76	95	95
Henry	49	43	67	66	20	83
Louisa	44	95	76	88	82	88

Health Care and Grocery Access



The region’s two largest counties fare poorly in the category of Health Behaviors, which includes statistics for obesity, smoking, physical inactivity, access to exercise opportunities and healthy food choices, excessive drinking, and sexually transmitted infections. All 4 counties rank in the bottom half for Physical Environment, a broader category that encompasses air pollution levels, drinking water safety, severe housing problems, and the tendency for individuals to spend many hours commuting to work alone.

The category of Social & Economic Factors reflects a number of statistics included elsewhere in this document, including income levels and poverty, unemployment, prevalence of single-parent households, crime rate, and educational attainment. The two largest counties fare especially poorly, while the other two rank higher, but still in the bottom half of Iowa counties.

Clinical Care focuses primarily on the availability of comprehensive health care resources in the community, including primary care physicians, dentists, and mental health providers. Southeast Iowa fares much better in this category, with the exception of Louisa County, which does not have its own full service hospital – only a few small clinics.

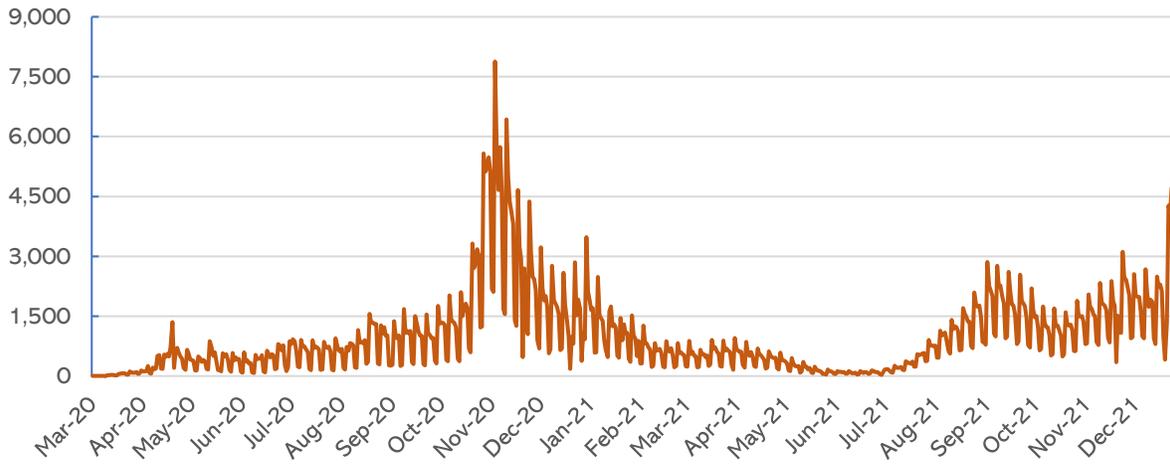
COVID-19 PANDEMIC

In September 2022, SEIRPC completed the Southeast Iowa COVID-19 Long Term Economic Recovery Plan. The following pages includes key data and information from this plan that highlight the impact of the pandemic on the Southeast Iowa region.

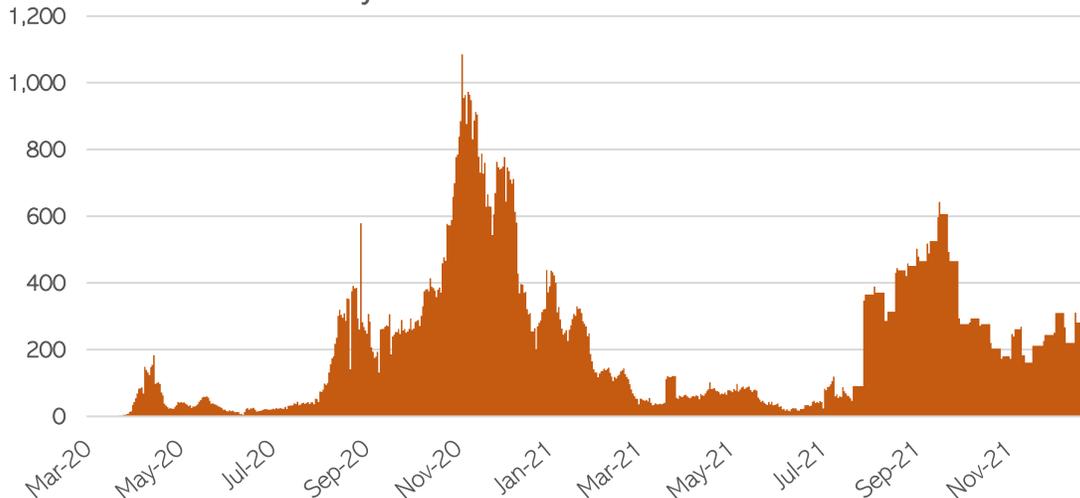


The COVID-19 pandemic in Southeast Iowa largely mirrored the statewide impact of the disease as the virus spread throughout our State's communities. The shape of the pandemic takes a bi-modal shape with the major peak occurring in November and December 2020 prior to the widespread availability of vaccines, and before the emergence of highly contagious variants like the Delta and Omicron strains. The spread of the Delta strain led to a less severe peak in the Fall and Winter of 2021, with the virus most prominent in Southeast Iowa in September 2021. The coronavirus was spread proportionally throughout Southeast Iowa with more cases in the population centers of Des Moines and Lee Counties compared to Henry and Louisa Counties.

COVID-19 Cases in Iowa by Day



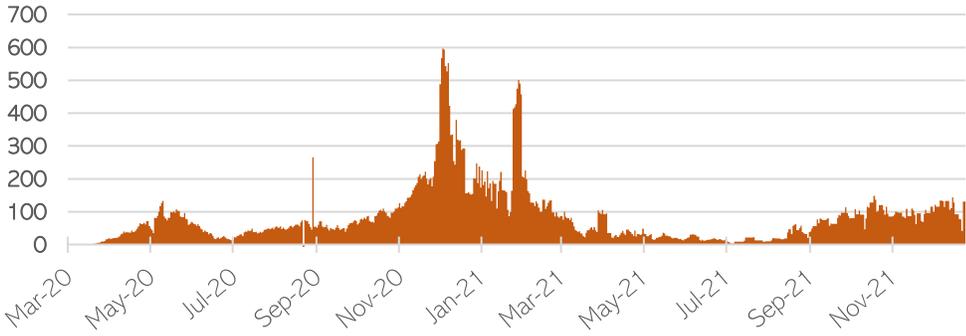
Daily COVID Cases in Southeast Iowa



Tragically, COVID-19 deaths in Southeast Iowa mirrored trends of deaths statewide, with a similar peak in the Winter of 2020/2021 and again in the Fall and Winter of 2021/2022. By the end of 2021, cumulative combined cases in Southeast Iowa surpassed 20,000 and confirmed deaths exceeded 300.



Daily COVID Deaths in Iowa



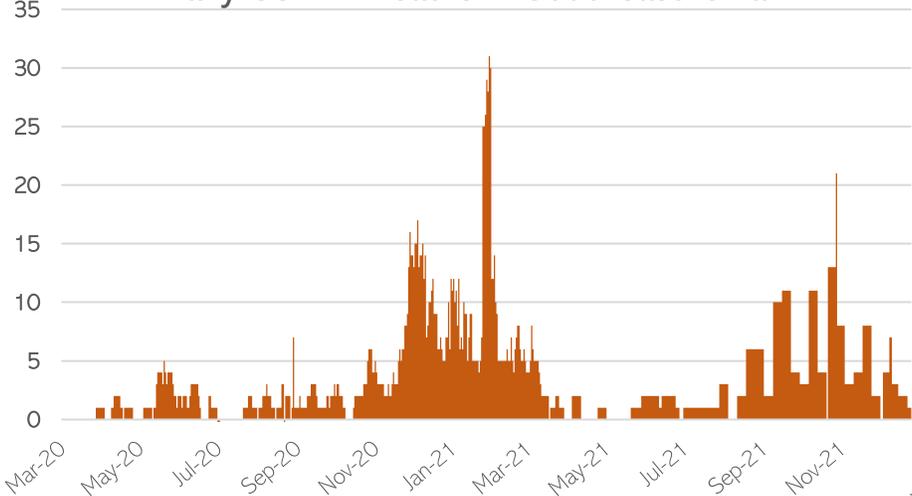
By 2021, SE Iowa experienced 20,000 COVID-19 cases and over 300 deaths

300

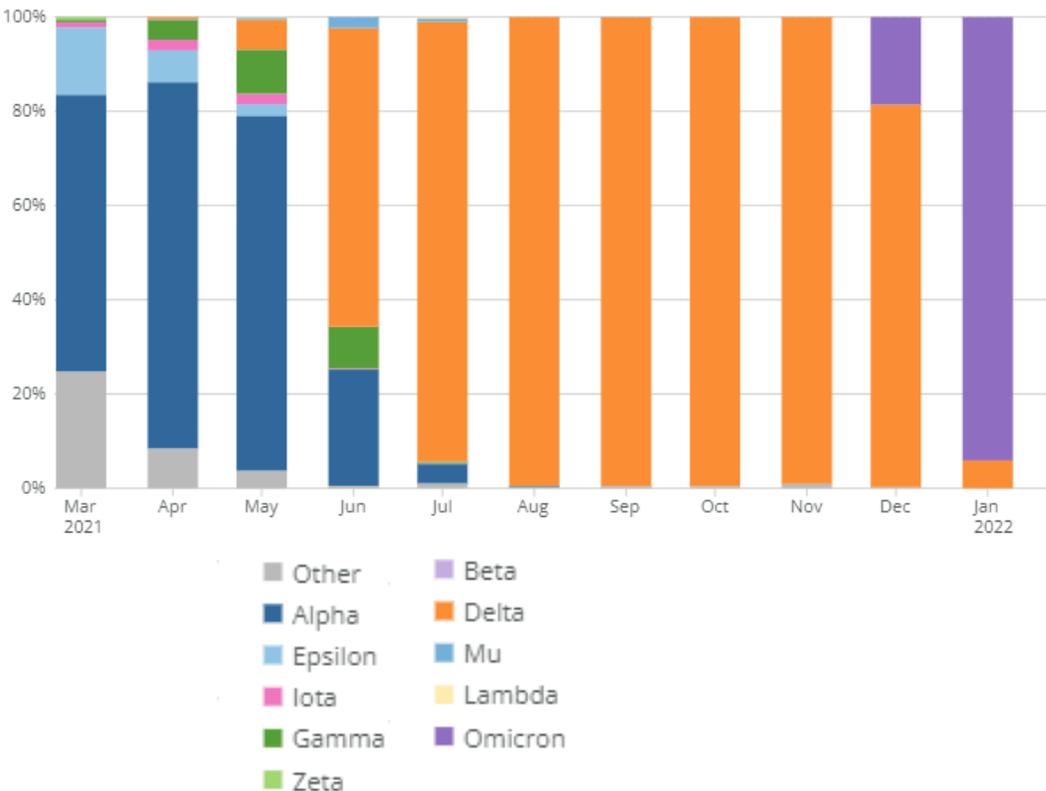
deaths



Daily COVID Deaths in Southeast Iowa

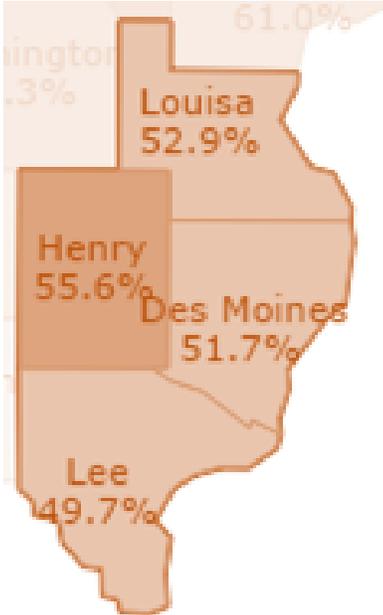
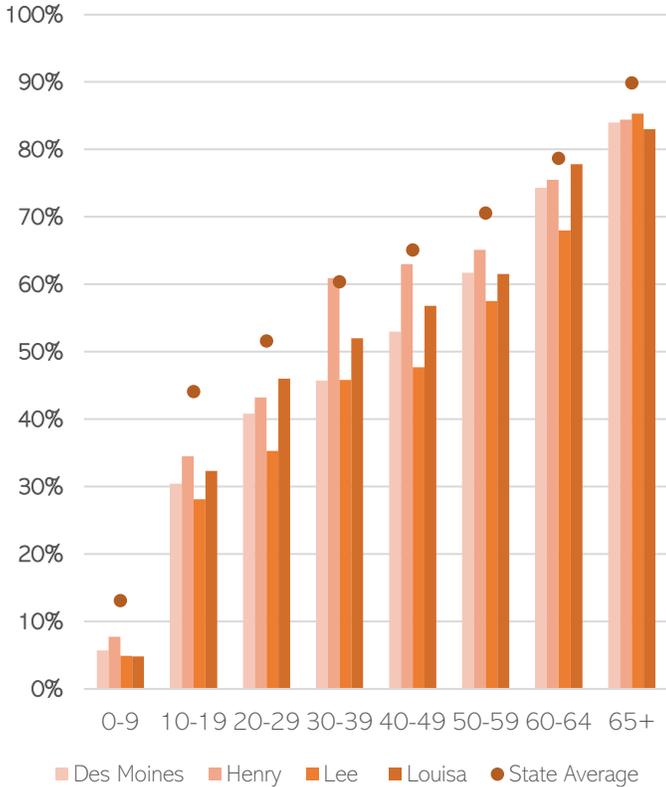


COVID-19 PANDEMIC

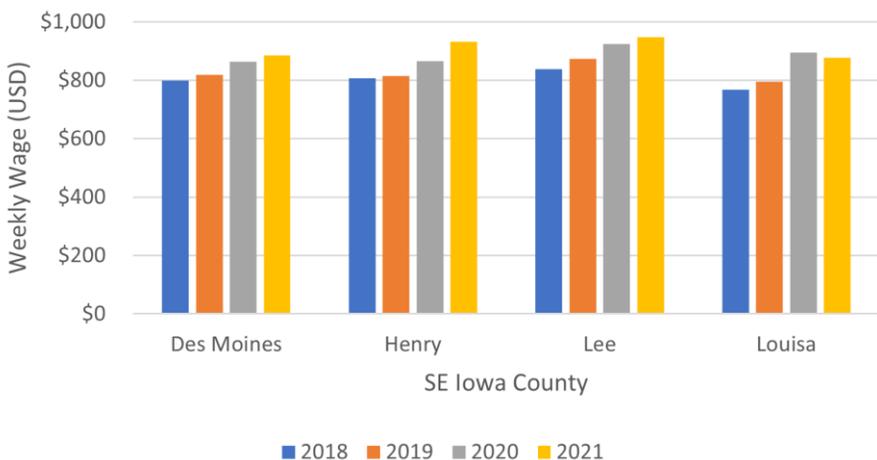


As Covid-19 strains emerged (with Omicron becoming the predominant form of the disease in early 2022) there was a decline in morbidity rates, and after the introduction of vaccines, deaths never returned to the level of the Alpha strain in late 2020. However, Southeast Iowa lagged slightly behind statewide vaccination rates which could possibly explain a spike in deaths in Fall 2021 that slightly exceeded the statewide spike in deaths during the same point in the pandemic. The 59.4-percent rate of immunization for the State of Iowa outpaced the immunization rate of all four counties in Southeast Iowa: 55.6-percent in Henry; 52.9-percent in Louisa; 51.7-percent in Des Moines; and 49.7-percent in Lee County. This was consistent across all age categories. Prioritization of education – the efficacy and risks associated with vaccine adoption – may need to be bolstered in future public health crises such as the Covid-19 pandemic.

Southeast Iowa Vaccine Rate by Age



Average Weekly Wages, 2018-2021

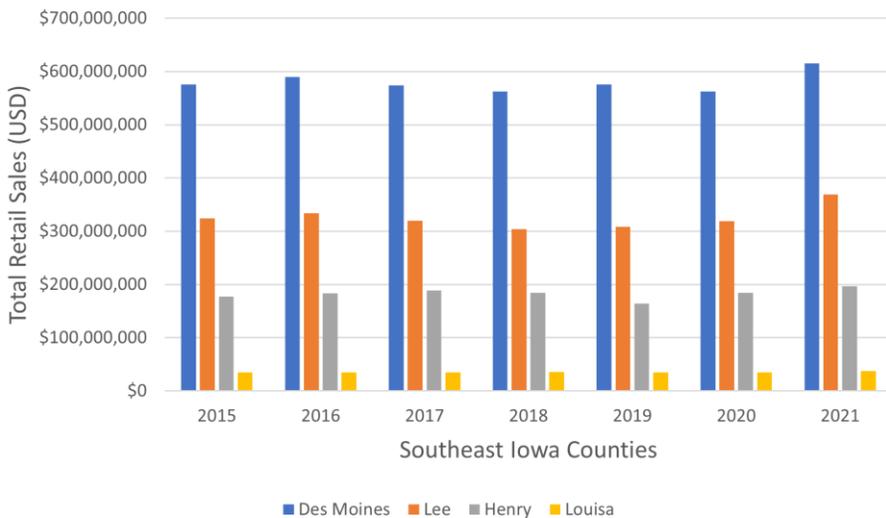


Governor Kim Reynolds championed a policy of economic resilience and reopening the economy soon after the peak unemployment levels in April 2020. This emphasis on a return to work was effective in not only maintaining average weekly wages, as every county in Southeast Iowa saw year-to-year gains between 2018 and 2021 (save for Louisa County which saw a slight decline between 2020 and 2021).

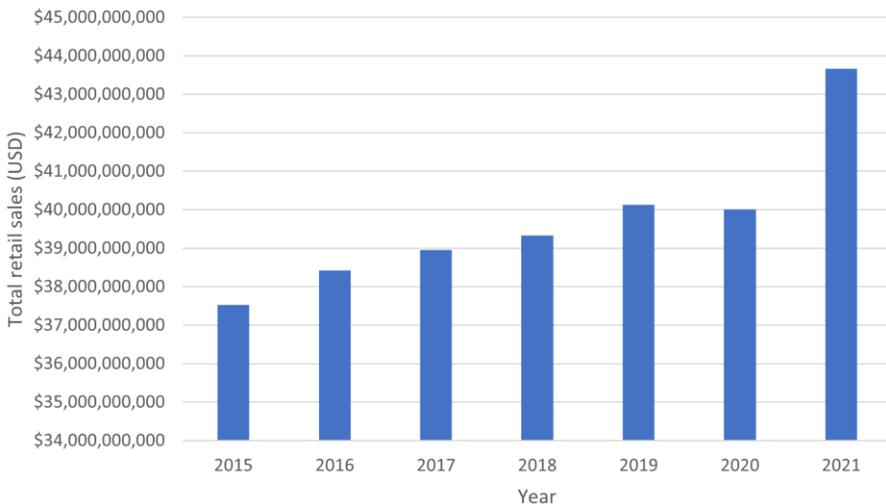
Year-to-year spending as measured by retail taxable sales in Southeast Iowa sales mirrored the statewide patterns as well. After a small decline between 2019 and 2020 (explained by the period in the Spring while retail outlets were largely not in operation), retail taxable sales across the State exploded in 2021 in comparison to 2020 with near 10-percent gains. Southeast Iowa did not experience quite a drastic increase in these figures but saw incremental increases or maintained using this economic marker during the first two years of the pandemic.

Regardless of conjecture about whether reopening the economy may have exposed individuals to the novel coronavirus, the economic rebound in terms of spending is evident and is a useful case study if the region were to experience a public health crisis that required a similar initial approach of closing schools and businesses.

Retail Taxable Sales in SE Iowa Counties



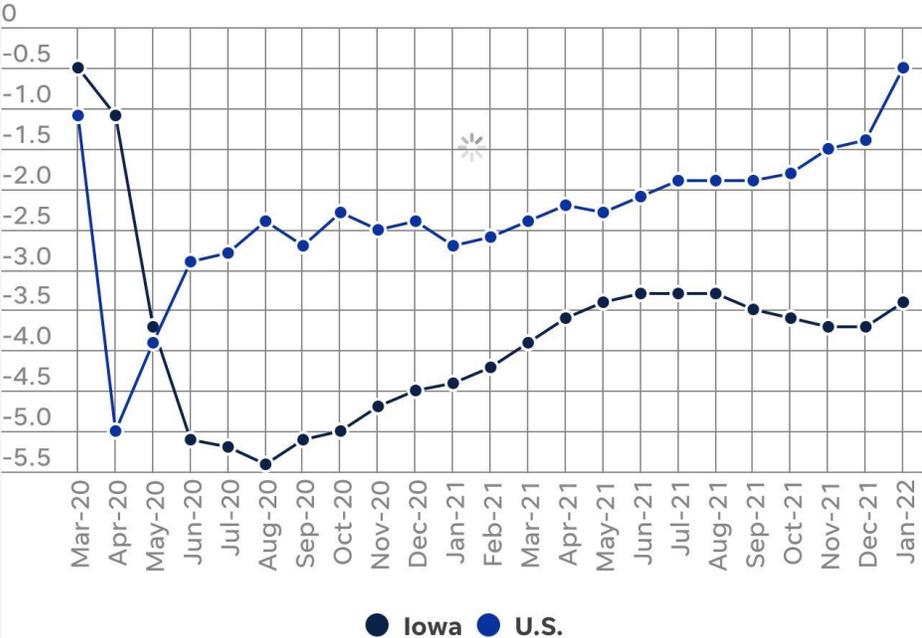
Retail Taxable Sales in the State of Iowa



COVID-19 PANDEMIC

Percent change: labor force

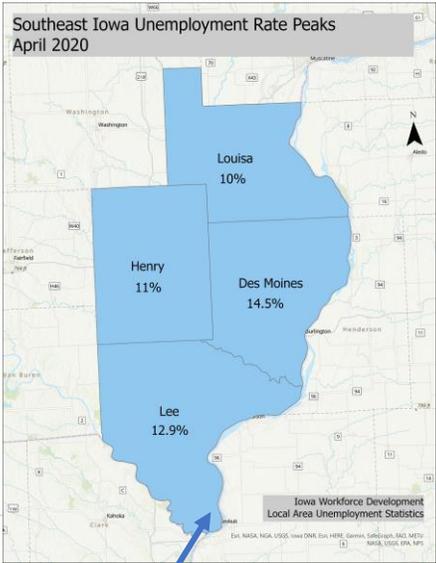
The size of Iowa's labor force has not recovered as fast as the labor force in the United States overall since spring 2020. The labor force represents workers who either have jobs or are actively looking for work.



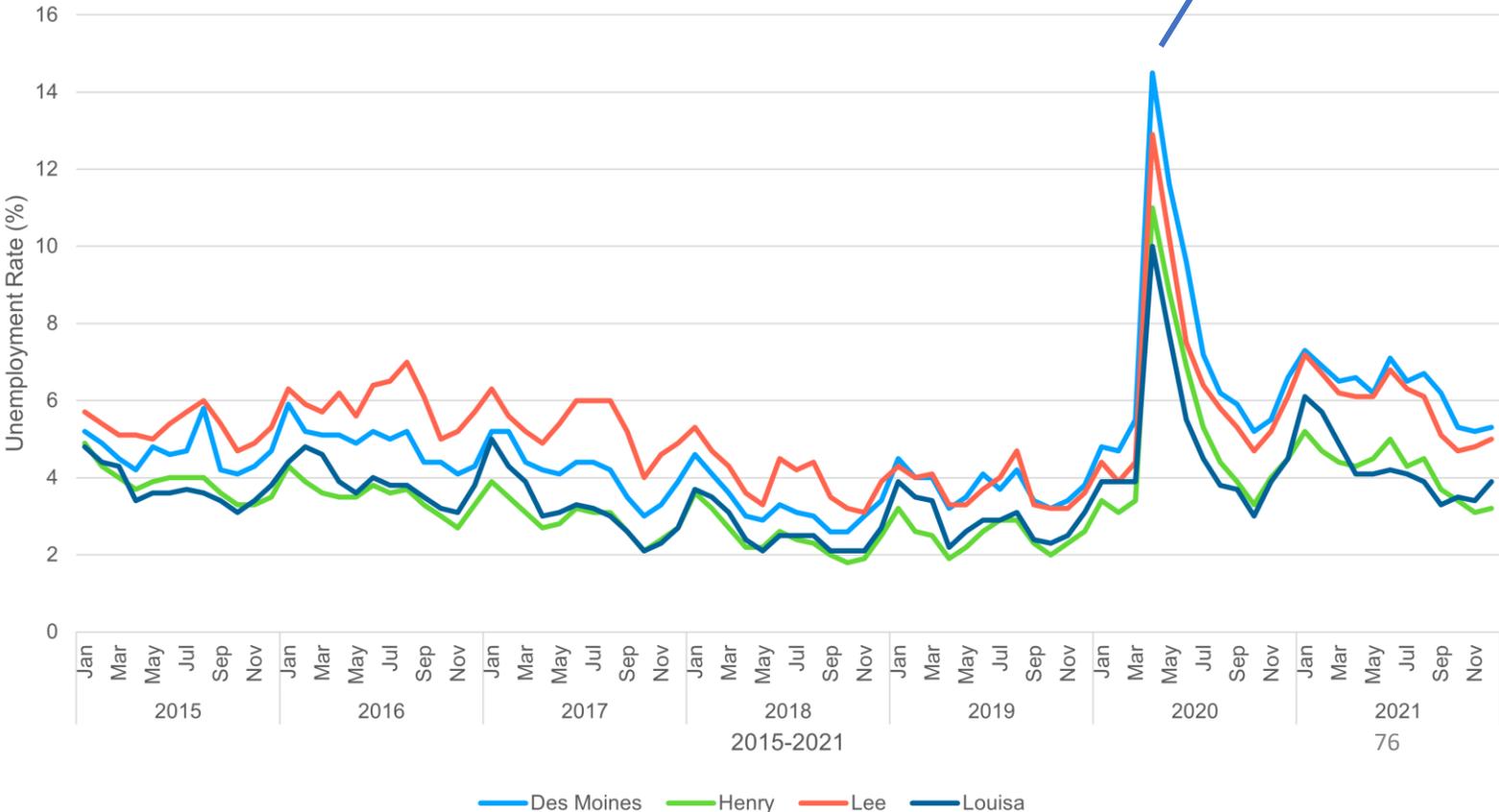
SOURCE: U.S. Bureau of Labor Statistics' monthly current population surveys, February 2020 to January 2022

Note: Percent changes indexed to February 2020, the last pre-pandemic month

Although Iowa emphasized a return to work, the labor force had not returned to pre-pandemic level by the end of 2021. In fact, Iowa's rate of change in the labor force trails the country at large and this gap was widening in late 2021. Though there are other economic factors at play, labor recovery remains an aspect of the total economic recovery that could require more longitudinal research and an in-depth analysis of all expounding factors.



Southeast Iowa Unemployment Rate



COVID-19 PANDEMIC - INFLATION

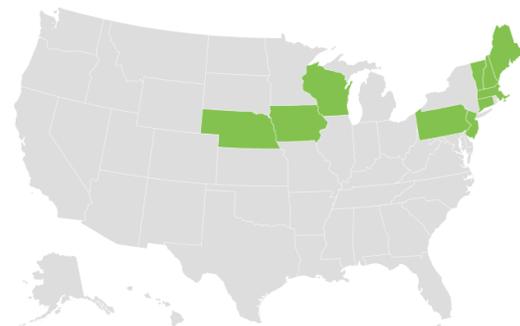
Impact of Inflation on Southeast Iowa

Much like the rest of the US, inflation from the COVID-19 pandemic has had an impact on Southeast Iowa. While it has been an issue, it has generally not caused as significant of an impact on the general population compared to other parts of the US. However, an area that has been impacted greatly is in construction and infrastructure costs for local governments and developers.

According to Bureau of Economic Analysis Regional price parities (RPPs, which measure the differences in price levels across states for a given year and are expressed as a percentage of the overall national price level, Iowa has been one of the state least impacted by inflation.

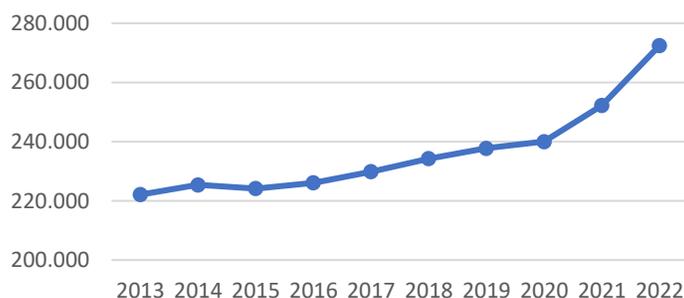
While Iowa has been impacted less than other states, it has not been immune to inflation. The Consumer Price Index (CPI) represents changes in prices of all goods and services purchased for consumption by urban households. User fees (such as water and sewer service) and sales and excise taxes paid by the consumer are also included. Income taxes and investment items (like stocks, bonds, and life insurance) are not included. The chart below highlights the changes in the CPI for Midwest states only, with a gradual increase from 2013 to 2020 and a significant increase since this time.

THE 10 STATES LEAST IMPACTED BY INFLATION



43. Iowa (70.6): Another midwestern state that's been relatively insulated from inflation, Iowa has great regional price parity (6th best nationwide) alongside solidly average sales taxes and household incomes.

Consumer Price Index, All Goods-Midwest



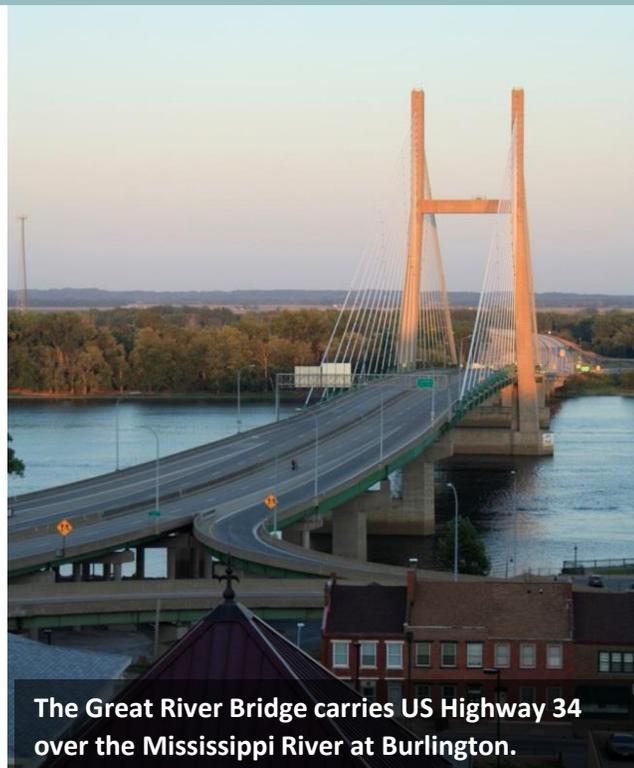
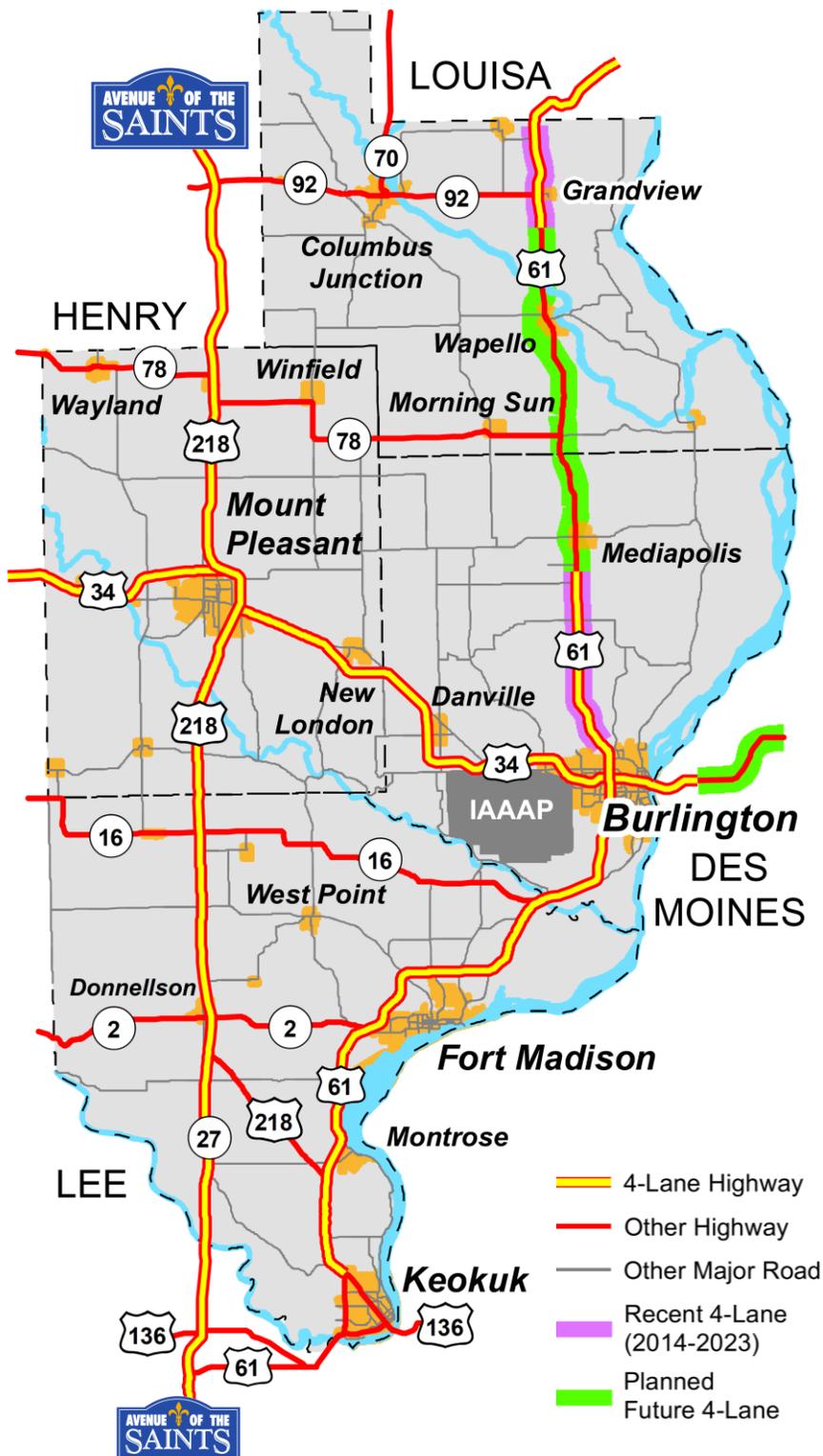
The area that has likely seen the biggest impact on Southeast Iowa communities is within the construction industry. The graph below from the St. Louis Federal Reserve highlights the Producer Price Index specifically for construction materials. There had been a very stable market price from 2013 through 2020, at which point there was a drastic increase which has continued into 2023, making it challenging for local governments to complete imperative infrastructure projects.



ROAD AND HIGHWAY TRANSPORTATION

The transportation system of Southeast Iowa is exceptionally diverse for its comparatively small, largely rural population.

Highway System



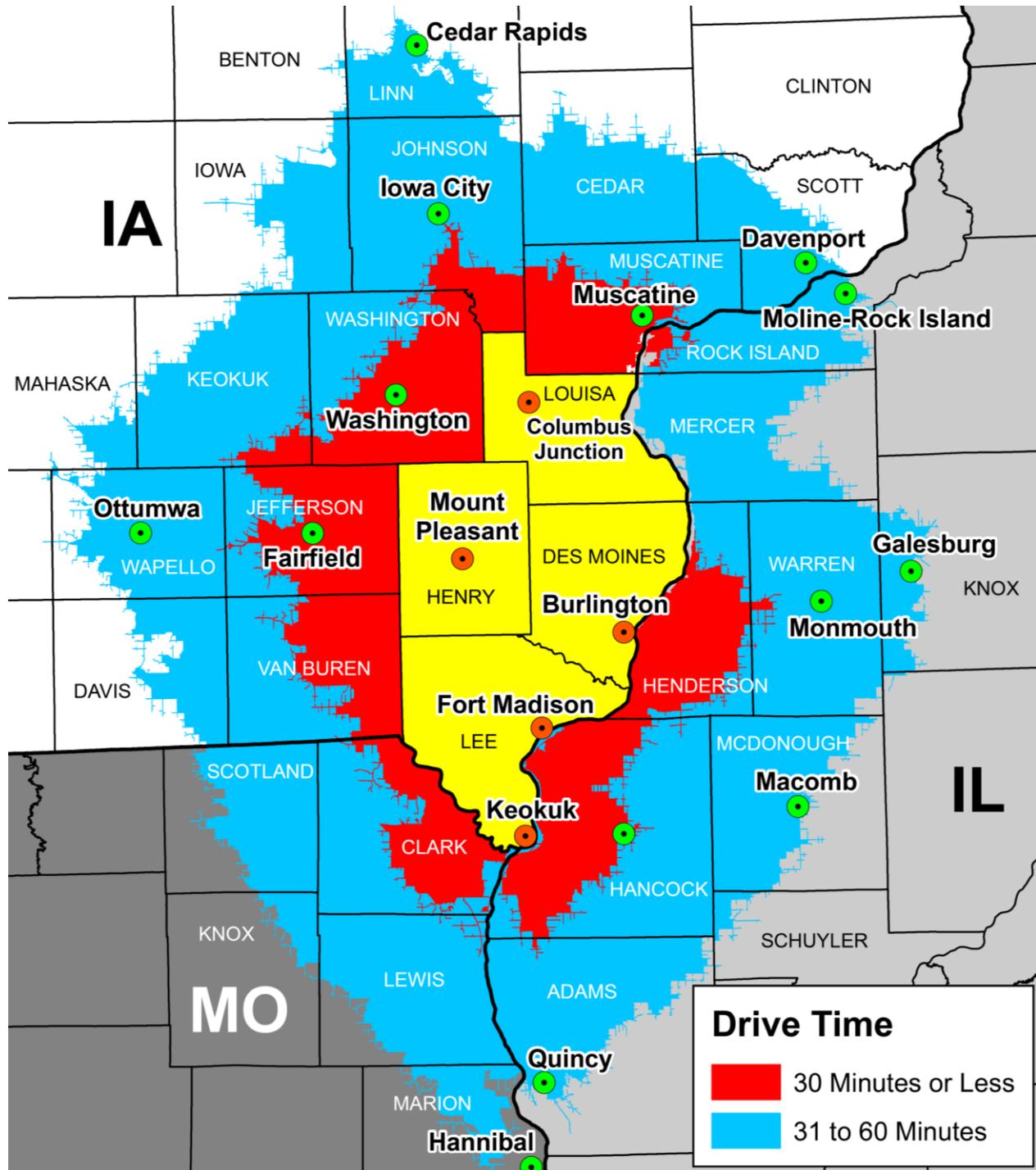
The Great River Bridge carries US Highway 34 over the Mississippi River at Burlington.

Southeast Iowa is crossed by four US Highways – 34, 61, 136, and 218, along with six State Highways – 2, 16, 27, 70, 78, and 92. The Avenue of the Saints is a north-south 4-lane highway passing through the western half of the region connecting Saint Paul MN to St Louis Mo. Co-signed with US 218 and IA 27, the Iowa Department of Transportation designated the Avenue of the Saints as Iowa 27, in 2001.

Highway 34 is 4-lanes from Burlington westward but drops to 2 lanes shortly after entering Illinois to the east. The Illinois DOT is planning to upgrade the roadway to 4 lanes between Burlington and Monmouth, Illinois.

Highway 61 is a 4-lane highway through most of the region, and there are plans in place to complete the remaining 7-mile segment from Grandview to Mediapolis. Progress has recently been made to upgrade the section between Mediapolis and Burlington, and the section from Grandview north to the Louisa County line.

HOW FAR IS IT FROM SOUTHEAST IOWA TO ?



The map above was calculated using the 'Drive Time' feature in the ArcMap GIS software. Areas in red are within 30 minutes of one or more municipalities in Southeast Iowa. Areas between 30 and 60 minutes from the region are shown in blue. Several larger urban areas are less than an hour from at least part of the region, including the Quad Cities, Iowa City, Cedar Rapids, and Quincy.

Short drive times make commuting, shopping, and commercial shipping readily accessible for the residents and businesses of Southeast Iowa. The presence or lack of 4-lane highways helps explain travel time around the region in certain areas. The absence of any bridges over the Mississippi River between Burlington and Muscatine is evident by the increased travel time between Southeast Iowa and Mercer County, Illinois.

ROAD AND HIGHWAY TRANSPORTATION

Expanding the 4-Lane Highway Network

Enormous strides have been made in the last three decades, to upgrade Southeast Iowa's busiest routes to 4-lane divided highways. One of the most prominent examples is the Avenue of the Saints, which connects Saint Paul Minnesota to Saint Louis Missouri, and while providing an efficient regional route from Southeast Iowa to cities like Iowa City, Cedar Rapids, Waterloo, and Hannibal, Missouri. Also completed during the 2000s, State Highway 163 is 4-lanes from Burlington to Des Moines, co-signed as US 34 from Burlington to Ottumwa. In 2011, the 4-lane Highway 61 bypass of Fort Madison greatly enhanced regional transportation, through establishing a more direct connection between Burlington and Keokuk.



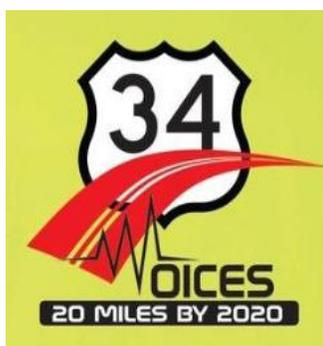
Several critical gaps remain along the Highway 61 corridor between Dubuque and St. Louis. Most notable is the section between Burlington and Muscatine, while another shorter gap exists between Keokuk and the Avenue of the Saints, requiring collaboration with the Missouri Department of Transportation.

Progress is being made on the Burlington to Muscatine section, starting with the 2017 completion of a 5.8 segment from the Muscatine County line to just south of Grandview. Then in 2023, work concluded on a 10.6-mile section between Burlington and Mediapolis. Work has also begun on a bypass of Mediapolis, and right-of-way acquisition and grading work will soon commence on a section extending north into Louisa County, just past State Highway 78.



Construction on a recently completed 4-lane segment of Highway 61 north of Burlington

The remaining 10-mile segment in central Louisa County will be the last to completed, although funding has been secured to begin the process over the next 5 years. This will include a bypass of Wapello, as well as a new crossing over the Iowa River and through its surrounding wetland areas, which creates significant environmental challenges.



While all of Highway 34 in Southeast Iowa is now 4 lanes, the crucial eastward connection into Illinois is compromised by two remaining 2-lane sections between Gulfport and Monmouth – a total of 20 miles. This includes areas with no shoulders and deep ditches, where fatal crashes have been common. In 2015, a 6-mile bypass was completed around the town of Biggsville, thanks in large part to the support of State representatives, along with aggressive lobbying by a local group called *34 Voices*, composed of students at a high school along the highway. While the Illinois DOT has made recent progress in initiating planning efforts for the remaining sections, funding challenges remain, and a firm timetable has yet to be established.

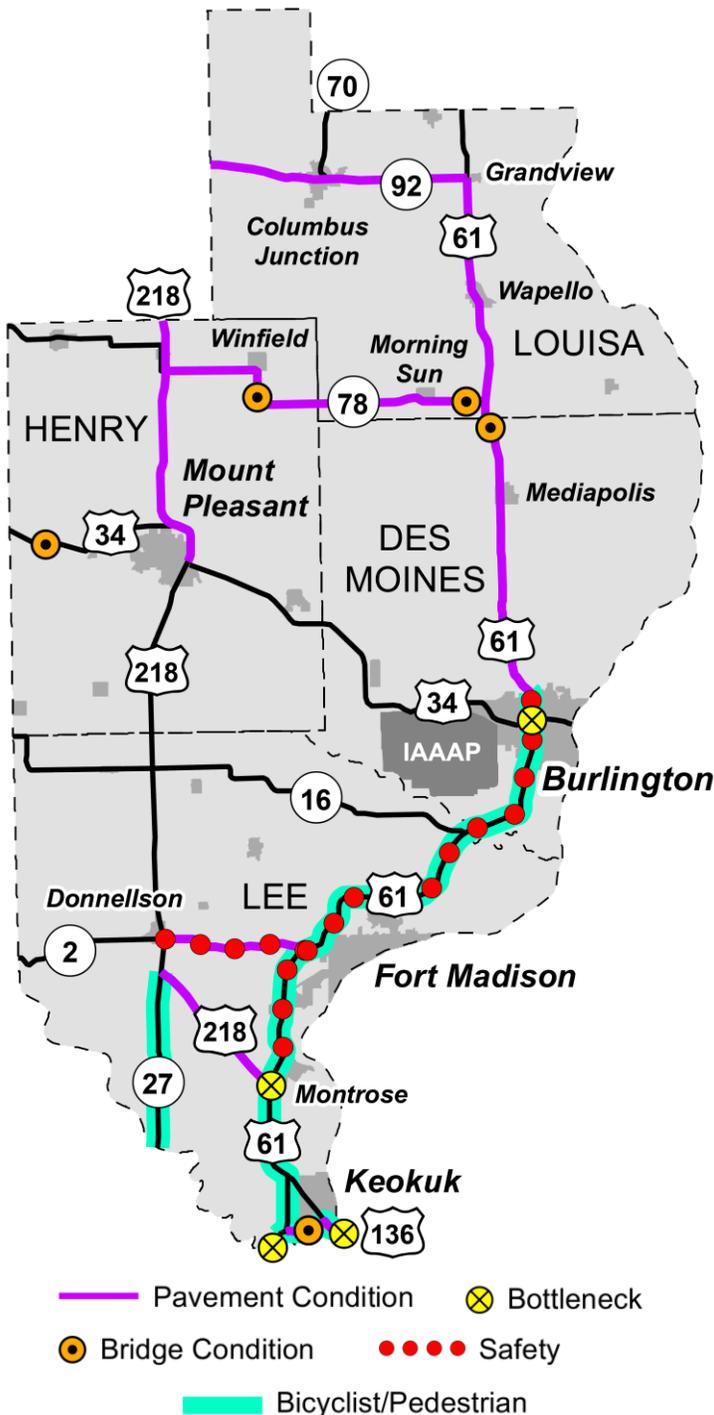
Two regional coalitions have worked for several decades to pursue upgrades to the 61 and 34 highway corridors. The *Highway 61 Coalition* and *Highway 34 Coalition* are each comprised of many stakeholders in Southeast Iowa, including civic leaders, economic development professionals, and private citizens.



ROAD AND HIGHWAY TRANSPORTATION

Regional Highway Needs

In 2022, the Iowa DOT released a statewide long-range transportation plan, *Iowa in Motion 2050*. In developing this plan, an analysis of highway improvement needs was conducted. Highway segments were analyzed in terms of several different types of needs, such as pavement condition, safety and capacity. The map below displays the needs of highway segments in the Southeast Iowa region. Three types of needs were not present on any routes in this region – *operations, mobility, and capacity*.



The *pavement condition* analysis identified highway segments in comparatively poor structural condition, based on factors such as PCI and AADT. In Southeast Iowa, this includes four east-west routes between Highway 61 and the Avenue of the Saints. Similarly, the *bridge condition* analysis identified highway bridges that rated in the bottom 5% of all bridges statewide. This includes two bridges along State Highway 78, and one each on US 34, US 61 and US 136.

The *safety* analysis identified highway segments with the greatest potential for crash reduction (PCR). These segments have certain characteristics that are likely to result in a high crash rate. This includes the sections of Highway 61 between Burlington and Montrose, and Highway 2 between Donnellson and Fort Madison. The *Bicyclist and Pedestrian* analysis was similar, but it focused specifically on the risk of crashes involving bicyclists and pedestrians. This identified Highway 61 from Burlington to Keokuk, along with portions of Highways 27 and 136 in southern Lee County.

The *bottlenecks* analysis identified specific locations along highway corridors where recurring traffic slow-downs have been observed. These can be especially detrimental to freight movement, and improvements to facilitate more efficient movement should be considered. Examples include the at-grade intersection between Highways 61 and 218 near Montrose, and the section of Highway 61 with numerous stoplights in Burlington.

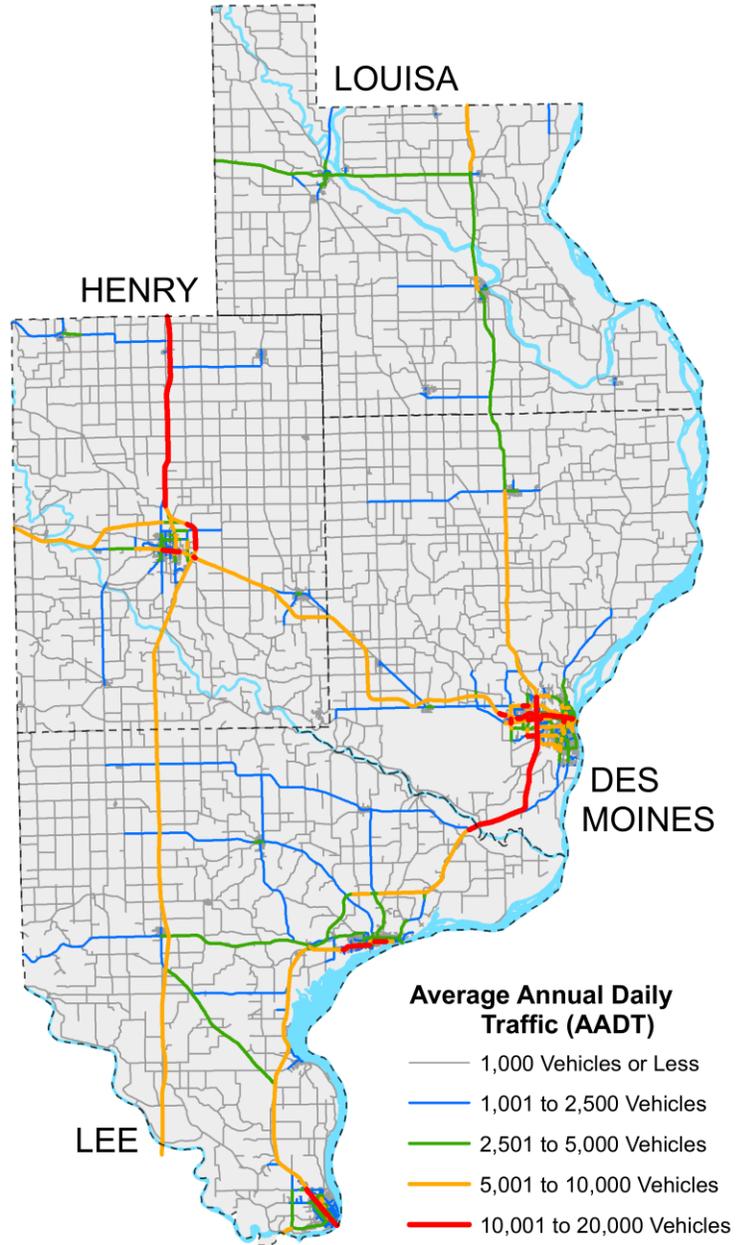
It should be noted that efforts are already underway to address some of the identified issues, including the 4-lane expansion of Highway 61 between Burlington and Grandview, and the reconstruction of Highway 92 from Columbus Junction westward into Washington County.

ROAD AND HIGHWAY TRANSPORTATION

Average Annual Daily Traffic (AADT) is a measure of the average number of vehicles that travel a given roadway segment on any given day (within a specific year). This includes traffic moving in both directions.

Only a few road segments in Southeast Iowa average more than 10,000 vehicles per day, most of which are part of major highway routes (such as US 61 between Burlington and Fort Madison, and US 218 north of Mount Pleasant). The vast majority of roads in the region see no more than 5,000 vehicles per day. In rural areas, most roads (outside of major highways) see no more than 1,000 vehicles per day.

In 2022, the highest AADT in Southeast Iowa was on Roosevelt Avenue (Highway 61) between Highway 34 and Agency Street (19,700 vehicles per day).



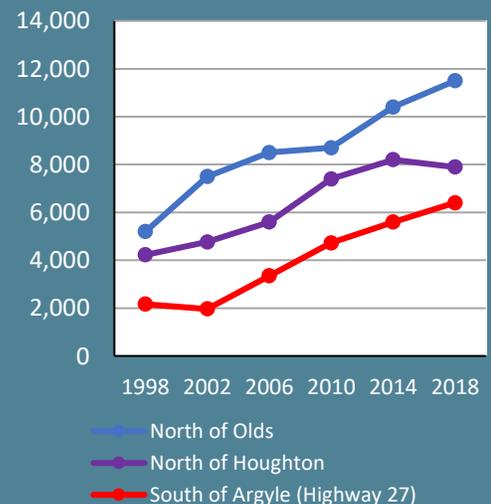
A NEW HIGHWAY CHANGES TRAFFIC PATTERNS

The establishment of the 4-lane Avenue of the Saints has yielded a significant increase in traffic volume along the US 218 corridor. Some locations saw the volume double or even triple over the 20-year period from 1998 to 2018. It is clear that many more vehicles (particularly trucks) are now using this as an alternative to other highway corridors, including some Interstates.



The highway has also heavily influenced commuting patterns, as travel time to employment hubs like Iowa City, Cedar Rapids, and Quincy has been reduced. Several *park-and-ride* facilities have been established to assist carpooling commuters. One of these (pictured at left) is in the City of Olds.

Avenue of the Saints - AADT

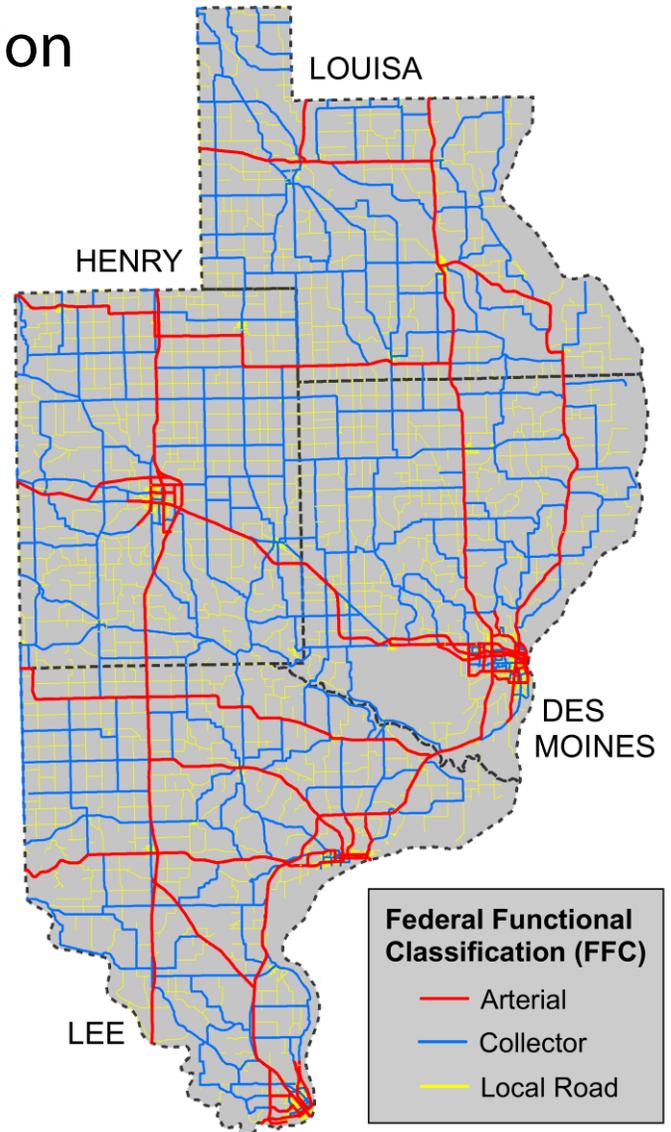


ROAD AND HIGHWAY TRANSPORTATION

Federal Functional Classification

Different roadways provide different functions within the local community. Federal Functional Classification (FFC) is a system of categorizing all public roads according to a hierarchy of significance. It is also used to determine which roads are eligible for Federal funding.

With no Interstate Highways in Southeast Iowa, Arterials are at the high end of the regional hierarchy, and are the most likely to serve long-distance travel. Collectors serve primarily to funnel traffic between Arterials and Local Roads. Their traffic volume is typically lower than Arterials, and often the heaviest when residents travel to and from work. Local Roads are those that are not eligible for Federal funding, and largely serve only residents within a particular neighborhood, or workers/patrons within a particular commercial area.



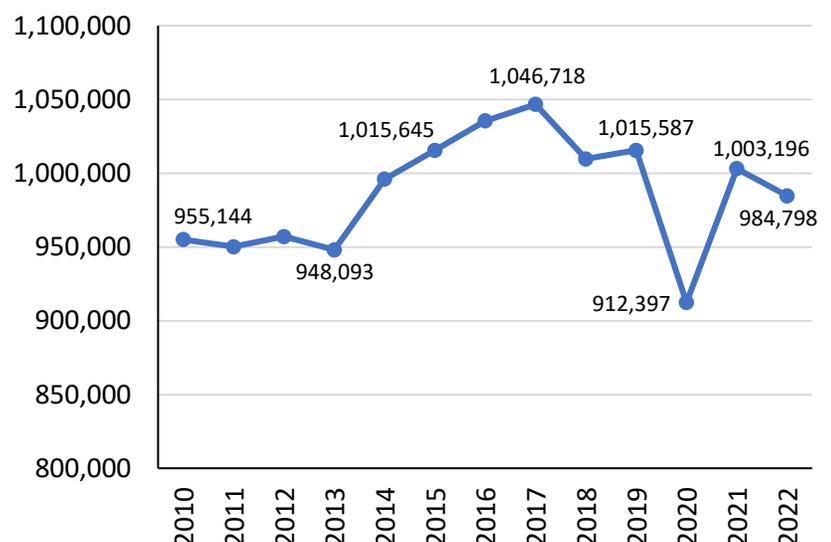
	SE Iowa Mileage	SE Iowa Percentage	Iowa Percentage
Interstate	0	0%	1%
Arterial	417	12%	9%
Collector	1,119	31%	28%
Local Road	2,056	57%	63%
Total	3,593		

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is the total mileage of all vehicles on public roads in a given year. Southeast Iowa's VMT in 2022 was just under 1 million vehicles.

For both the region and Iowa as a whole, the VMT figures increased by 7% from 2013 to 2019. However, the regional figures were likely amplified by the construction of the Iowa Fertilizer plant in Lee County, which caused a sharp rise from 2013 to 2014, and a corresponding drop from 2017 to 2018. The COVID-19 pandemic resulted in a pronounced drop in 2020, and a subsequent rebound the following year.

Vehicle Miles Traveled (VMT) Per Year – Southeast Iowa



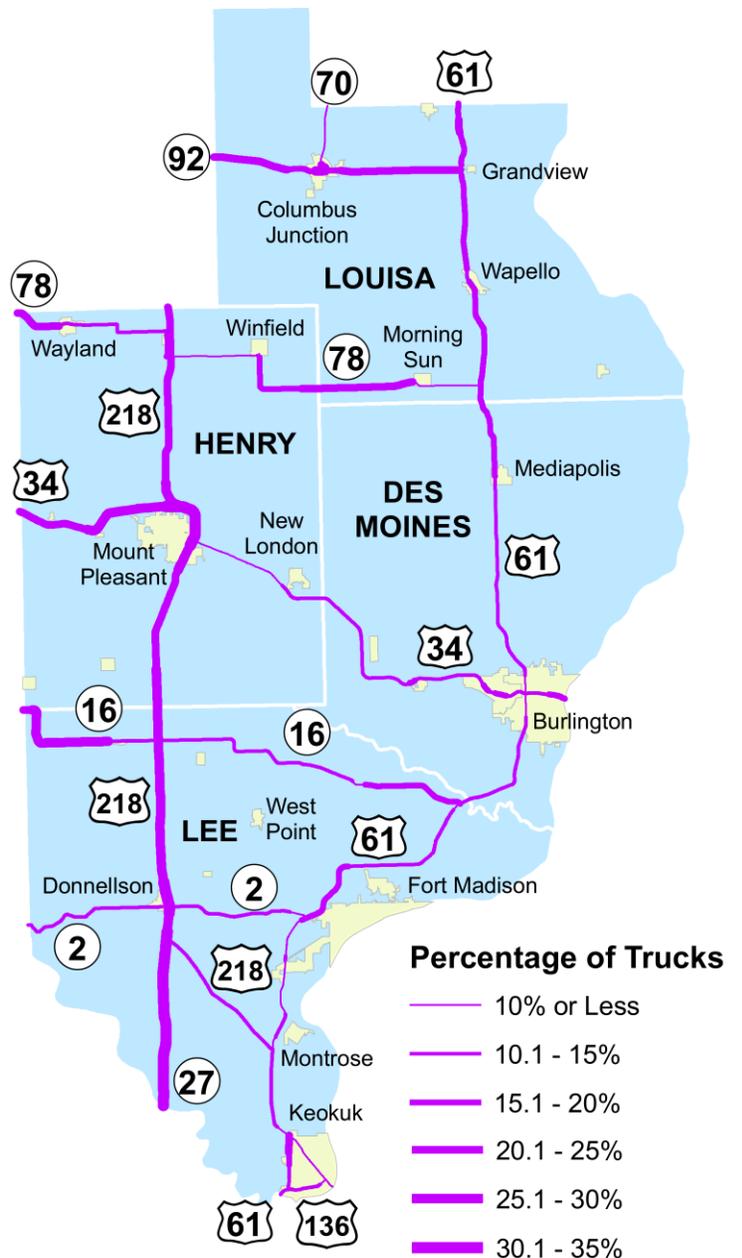
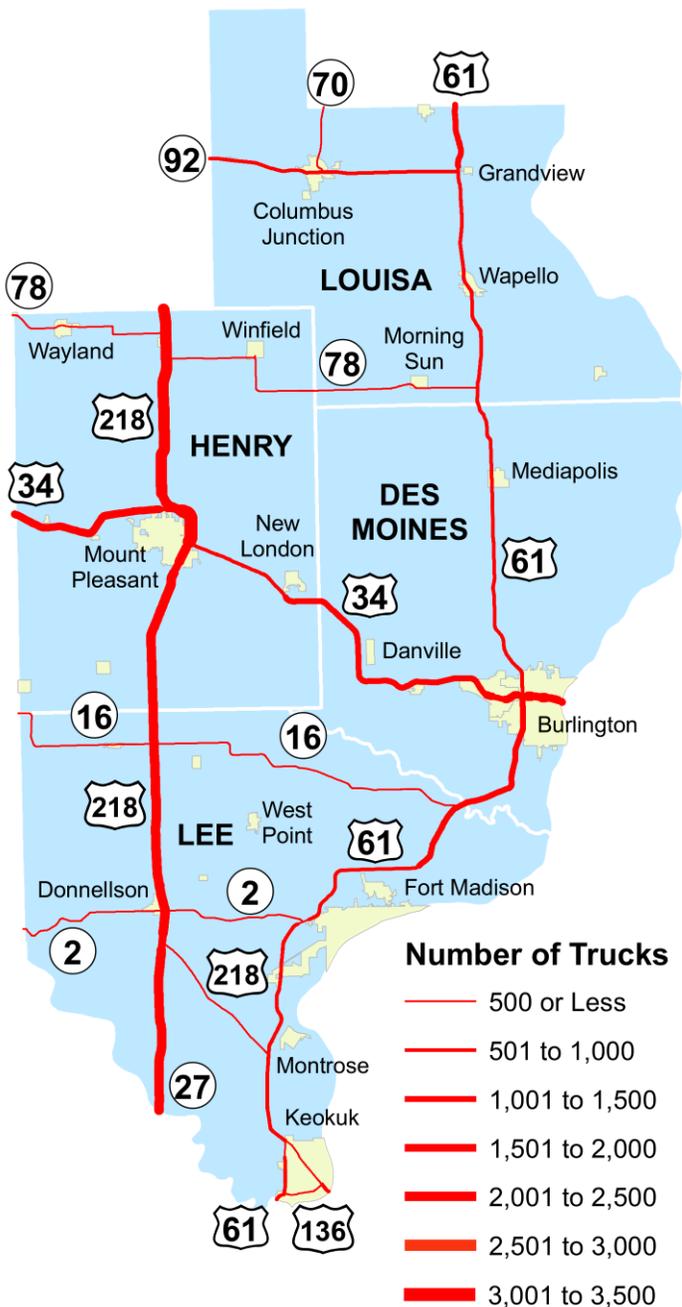
TRUCK TRAFFIC IN SOUTHEAST IOWA

Annual Average Daily Traffic (AADT) provides a measure of all traffic on a given roadway, including personal automobiles, passenger vehicles, and commercial trucks. For US and State Highway routes, statistics are available on the volume of truck traffic – on its own, and as a percentage of the total AADT.

In Southeast Iowa, some of the heaviest truck traffic is found on the Avenue of the Saints. For the portion south of Donnellson, over 30% of AADT is accounted for by trucks. Total volume is highest around the east side of Mount Pleasant where US 218 is co-signed with US 34. Several industrial/logistics facilities help explain locally concentrated areas of truck traffic on the maps below. This includes Tyson Foods at Columbus Junction, and Shelman Trucking in Winfield.



Pilot Travel Center opened in Mount Pleasant in 2014, serving traffic on the Avenue of the Saints and US 34



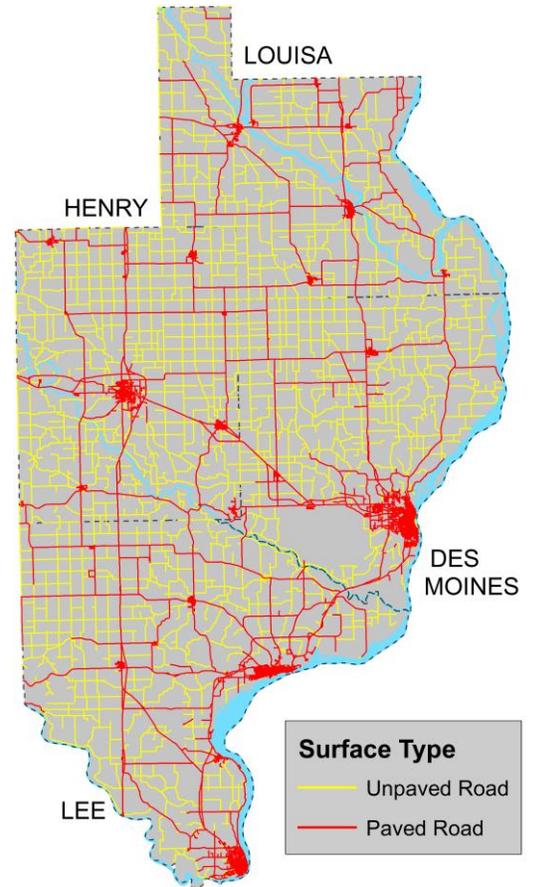
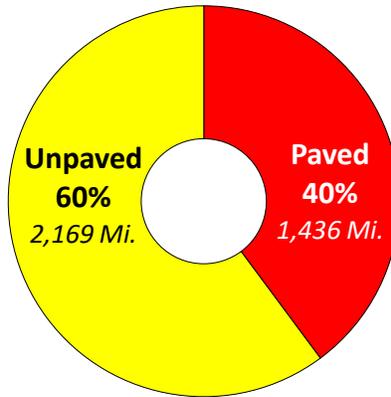
ROAD AND HIGHWAY TRANSPORTATION

Surface Type

As is typical in the State of Iowa, many of Southeast Iowa's rural roads have a gravel surface. Roads chosen for paving typically have a higher traffic volume or are part of the Farm-to-Market system.

Because much of Southeast Iowa's land area is rural and agricultural, 60% of the region's road mileage is gravel. The presence of 4 densely populated urban areas helps balance out the total, with nearly 1,500 miles of paved roads.

**Southeast Iowa
Total Road Mileage**



Surface Type
 — Unpaved Road
 — Paved Road

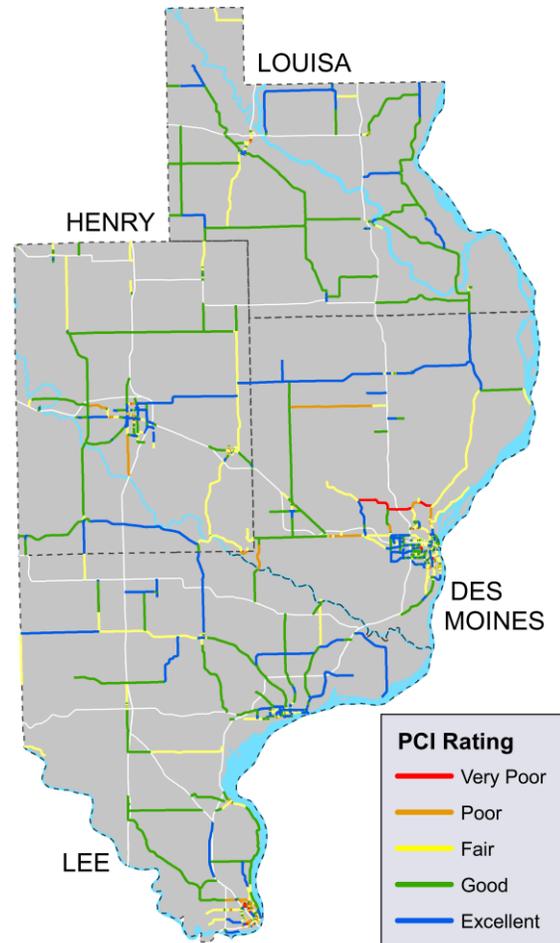
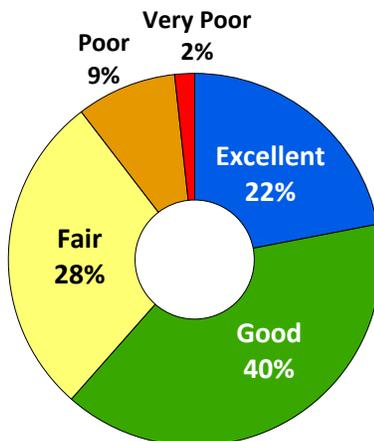
Pavement Condition Index (PCI)

The Pavement Condition Index (PCI) is a reliable means of comparing the condition of paved roads, both at the surface and subbase level. Accordingly, some roads may be rated poorly, yet feel smooth to drive on. Others may rate well, despite having a bumpy or potholed surface. This analysis is specific to city and county roadways, and does not involve State Highways.

In Southeast Iowa, 62% of all paved city and county roadway mileage is in Good or Excellent condition. The corresponding figure for county roads alone is 72%, while that for city streets is 50%. Conversely, 10% of all paved city and county roadway mileage is in Poor or Very Poor condition, which breaks down to 6% of county roads and 15% of city streets. The map at right shows the PCI for city and county roads that are classified as Arterials and Collectors.

Pavement condition tends to vary significantly between city and county road systems. Because most county roads aren't paved, the paved roads are rehabbed more often, due to their strategic importance to the overall network. In cities, there are many low-traffic residential streets, and the cost of routine maintenance is often prohibitive.

**PCI Rating - City and
County Roadways**



PCI Rating
 — Very Poor
 — Poor
 — Fair
 — Good
 — Excellent

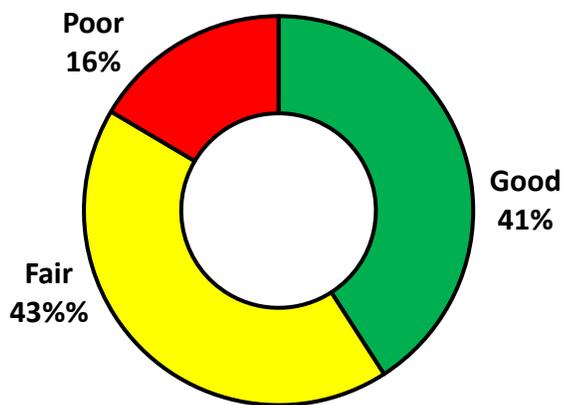
ROADWAY BRIDGES AND STRUCTURAL CONDITION

As of 2023, the Federal Highway Administration (FHWA) reports that there are a total of 697 roadway bridges in Southeast Iowa. One quarter of these are owned by the Iowa DOT, while 2/3 are County-owned, 5% are City-owned, and less than 1% are privately owned. Many bridges are used to cross waterways, but most of these cross minor streams and tributaries, and there are only 20 bridges across the Mississippi, Iowa, Des Moines and Skunk Rivers. Other bridges are used to cross railroad lines or other roadways, as in the case of freeways and other limited-access highways.



Keokuk-Hamilton Bridge over Mississippi River

Percentage of Southeast Iowa Bridges by Bridge Condition (FHWA)



Bridge Condition is calculated by evaluating the overall structural condition of a bridge, including the deck, superstructure, substructure, and culverts. Each bridge is rated as 'Good', 'Fair', or 'Poor'. In accordance with FHWA guidelines established in 2017, all bridges that fall into the 'Poor' category are also classified as 'Structurally Deficient'.

Of all bridges in Southeast Iowa, 41% are rated as Good, while 43% are Fair, and 16% are Poor/Structurally Deficient. This is slightly better than Iowa as a whole, where 19% of bridges are Structurally Deficient. However, when DOT bridges are removed from the total, the percentage of Structurally Deficient bridges is largely the same between the region and statewide (22% vs. 23%).

Within Southeast Iowa, 95 of the 697 roadway bridges (14%) currently have some sort of restriction in place, regarding the types of traffic that are allowed to use it. In many of these cases, a Structurally Deficient bridge has a vehicle weight limit in place. In other instances, the bridge itself is structurally sound, but has design flaws such as narrow width or low load carrying capacity. There are also 6 bridges in the region that have been closed to traffic entirely. While most of these are located in remote rural areas, it also includes the Main Street bridge over the Cascade Ravine in Burlington.



Cascade Bridge – Main Street, Burlington



New Highway 99 bridge at Wapello (2020)

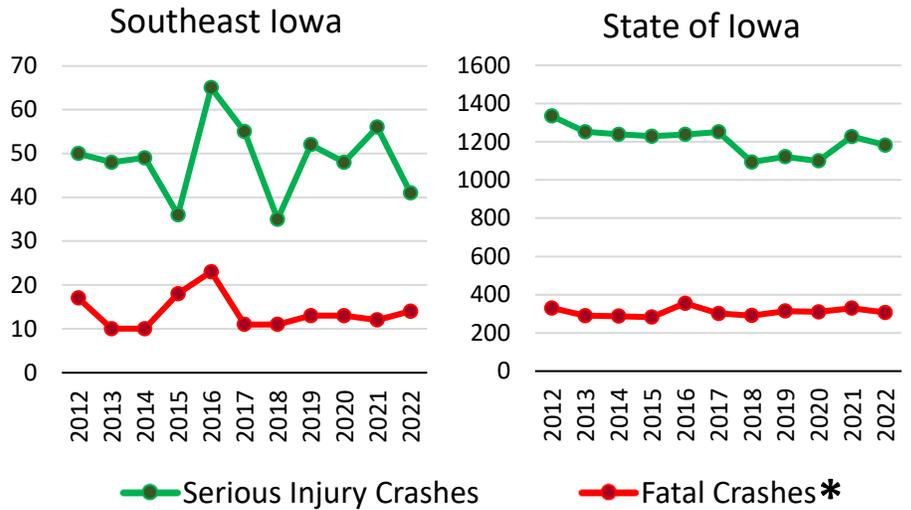
Over the past decade, significant progress has been made in replacing Structurally Deficient bridges, thereby preventing the need for additional closures. This includes 3 major bridges along the former State Highway 99 in Des Moines and Louisa Counties. It also includes several city bridges over French and Dry Creeks in Fort Madison, and the Mount Pleasant Street viaduct over the BNSF railroad in Burlington. However, the replacement of bridges often fails to keep pace with the structural decline of other bridges, and the list of bridges needing replacement often tends to 'break even' over time.

VEHICLE CRASHES AND TRAFFIC SAFETY

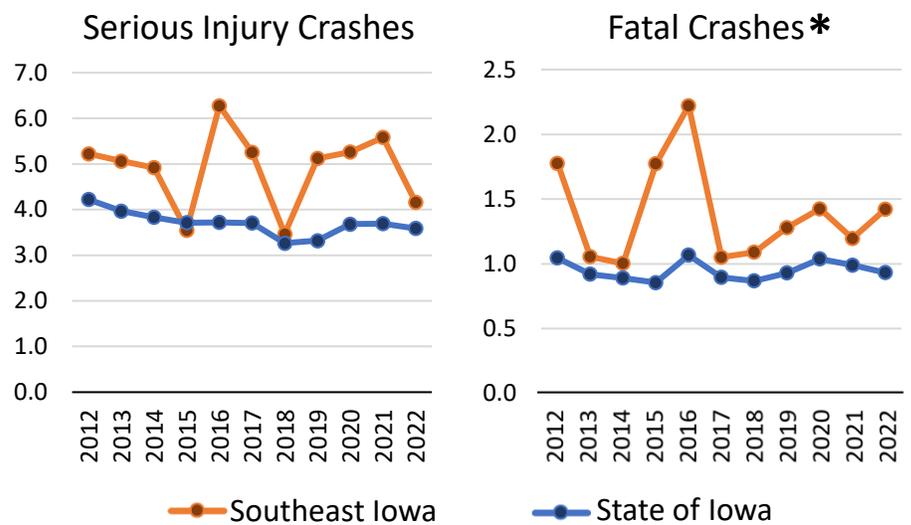
The number of vehicle crashes in Southeast Iowa has remained relatively stable over the past decade, with an average of 1,992 total crashes per year. Crashes involving serious injuries or fatalities typically account for 3% of the region's total crashes, and on average over the past decade, there have been 49 serious injury crashes and 14 fatal crashes per year. This is largely consistent with the statewide trend, but there has been greater fluctuation from year to year, owing to the smaller population size.

Knowing the total number of crashes doesn't always tell the full story, since the overall amount of vehicle traffic can vary from year to year. To determine the relative frequency at which crashes have been occurring in a given year, the number of crashes is divided by the vehicle miles traveled (VMT), and then multiplied by 100,000. The results show that crashes have been occurring more frequently in Southeast Iowa than statewide. This is true for all crashes, as well as those involving fatalities and serious injuries. The rates for serious injury and fatal crashes have tended to be around 30-50% higher, compared to 20% for all crashes.

Number of Serious Crashes by Year



Relative Frequency of Serious Crashes by Year



* A crash is considered a 'fatality' when death occurs within 30 days of the crash.

Strategic Highway Safety Plan

The Iowa DOT regularly prepares a Strategic Highway Safety Plan (SHSP), a statewide planning document with a framework for reducing fatalities and serious injuries on all public roads. Some of the key strategies outlined in the current SHSP include:

- Enhance driver education, develop a multimedia education campaign
- Deploy high-visibility enforcement, involving advanced technology
- Expand impaired driving enforcement programs
- Use roadway engineering to prevent lane departures and improve intersections
- Enhance multiagency collaborative efforts
- Improve the quality and accessibility of safety data



VEHICLE CRASHES AND TRAFFIC SAFETY

Several methods have been actively utilized to implement the strategies of the SHSP within in Southeast Iowa. These include local actions such as the use of traffic speed indicators by local law enforcement agencies, as well as statewide initiatives with local participation, such as the development of Local Road Safety Plans.

Traffic Speed Indicators

These specialized devices can be used to both visually display the speeds of traveling motorists, and record data that indicates the percentage and frequency of speed violations. In Southeast Iowa, several law enforcement agencies and school districts have purchased their own equipment to utilize for speed enforcement. In addition, since 2012, SEIRPC has offered a Speed Indicator Sharing Program, where a set of devices are shared between numerous local communities, who use them on an as-requested basis.



Local Road Safety Plans

Beginning in 2016, the Iowa DOT embarked on an extensive project to better identify dangerous rural road segments and intersections on a county-by-county basis. The DOT used these findings to consult with county engineers and other local stakeholders about strategies for reducing the incidence of serious crashes in that county.

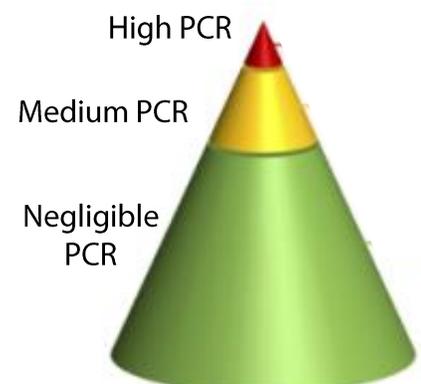
This addressed not only the conditions of the road itself ('engineering'), but several other 'E' factors, such as 'education' to reduce the influence of human error on crashes. Lee County, which has the highest crash rate in Southeast Iowa, has begun actively pursuing safety upgrades along its more dangerous roads, typically found in areas of hilly terrain.



Potential for Crash Reduction (PCR)

The Potential for Crash Reduction (PCR) is a new formula introduced by the Iowa DOT in 2022, which is used to determine the likelihood of crashes occurring at an individual intersection in any given year. This analysis is specific to intersections between 2 paved roadways. Each intersection obtains a score which allows it to be ranked alongside the thousands of other intersections throughout the state. This allows the DOT and local governments to prioritize which intersections are most deserving of investment in safety improvements.

PCR scores are calculated using multiple data variables, including traffic volume (AADT), the number and frequency of crashes reported in prior years, roadway configuration (divided or undivided), and the type of traffic control at an intersection (i.e. signals or stop signs). In addition, there are two separate measures of PCR – All Crashes (KABCO) and Severe Crashes (KAB). In each case, all intersections are split into three categories based on the final scores – High, Medium, and Negligible, with the first two categories accounting for less than 3% of all intersections that were analyzed. The results tend to vary significantly between KABCO and KAB, since the former category involves a large number of minor crashes on lower-speed roads, which are much less likely to result in death or serious injury.

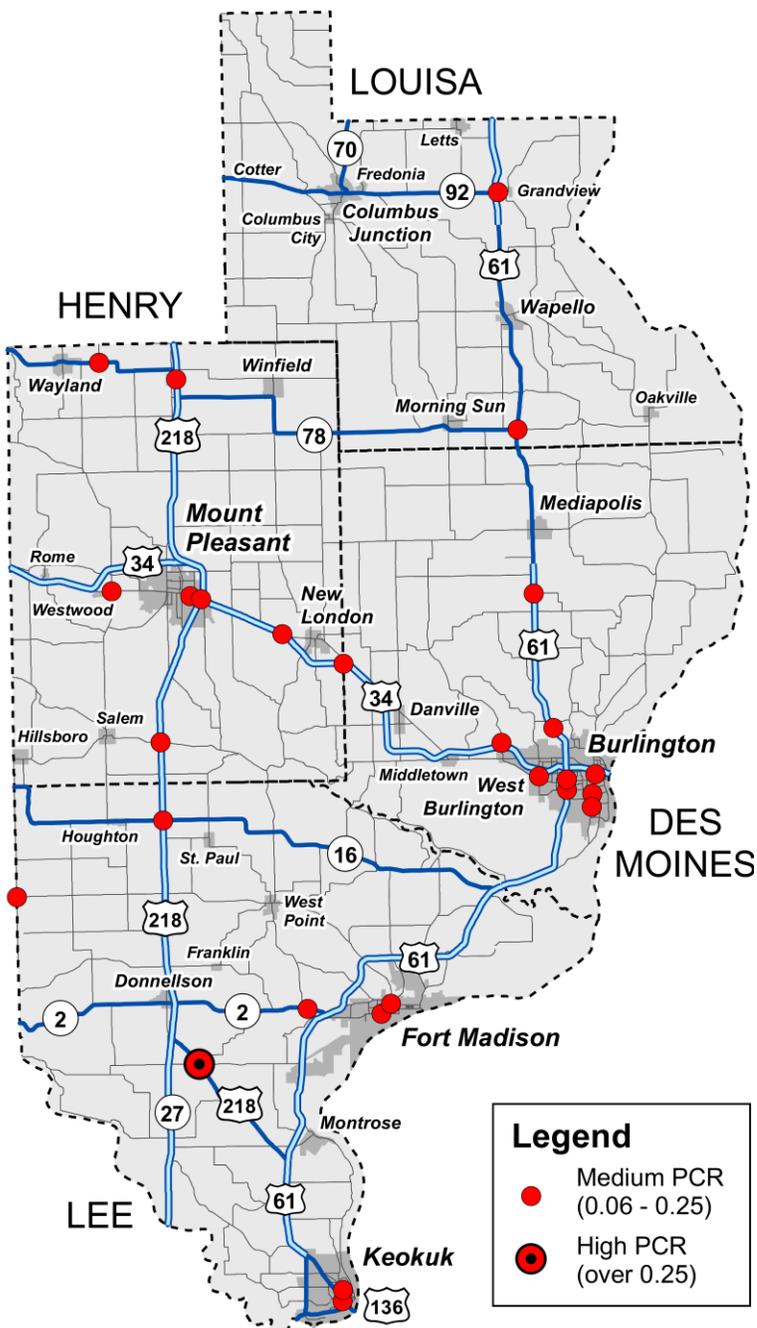


VEHICLE CRASHES AND TRAFFIC SAFETY

In Southeast Iowa, a total of 27 intersections scored high enough to fall into the 'High' and 'Medium' PCR categories for Severe Crashes (KAB). These are depicted on the map below. Only one of these falls into the 'High' category. Pictured at right, this is the intersection of US 218 and County Road J62 in central Lee County. It involves a diagonal highway crossing at an awkward angle by the town of Charleston.



Medium / High PCR Intersections Severe Crashes (KABCO)



The highest ranked Medium PCR intersection in the region is that between Gear Avenue and Agency Road in West Burlington, by a hospital and community college. Following that is the intersection of Central Avenue and Washington Street in downtown Burlington. Pictured below, it is situated above a mainline railroad, with steep approaches that limit visibility. It is also the region's highest ranked intersection for All Crashes (KABCO).



Another dangerous intersection in Burlington is that between Roosevelt Avenue (US 61) and West Avenue, which ranks at #3 for all crashes, but slightly lower at #14 for Severe Crashes.

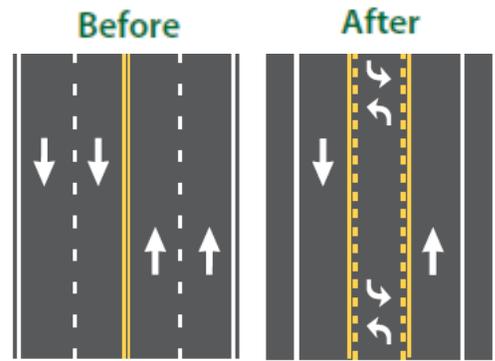
Several of the high-ranking intersections are located in remote rural areas, and involve an intersection between two highways, or between a highway and County road. Also, there are several instances where a local road feeds into a major highway near a small town. This includes two access points for US 34 on either side of New London, one of which has undergone several safety improvements over the past decade, including the paving of an 800-foot dedicated turn lane, and the installation of signals that flash when oncoming traffic is approaching the highway. There is also an intersection along US 218 at Olds, which is used to access a large gas station/truck stop.

SAFETY AND MOBILITY IMPROVEMENTS

Four-to-Three-Lane Conversions

A 4 to 3-lane conversion, commonly called a ‘road diet’, occurs when a 4-lane undivided roadway is reconfigured to one lane in each direction, plus a reversible middle turn lane. The benefits of this change are numerous and include:

- Reduced left turn conflicts at intersections
- Reduced rates of speeding
- Improved pedestrian safety and comfort
- Room to accommodate bike lanes, widened sidewalks, on-street parking, and/or landscaping expansion

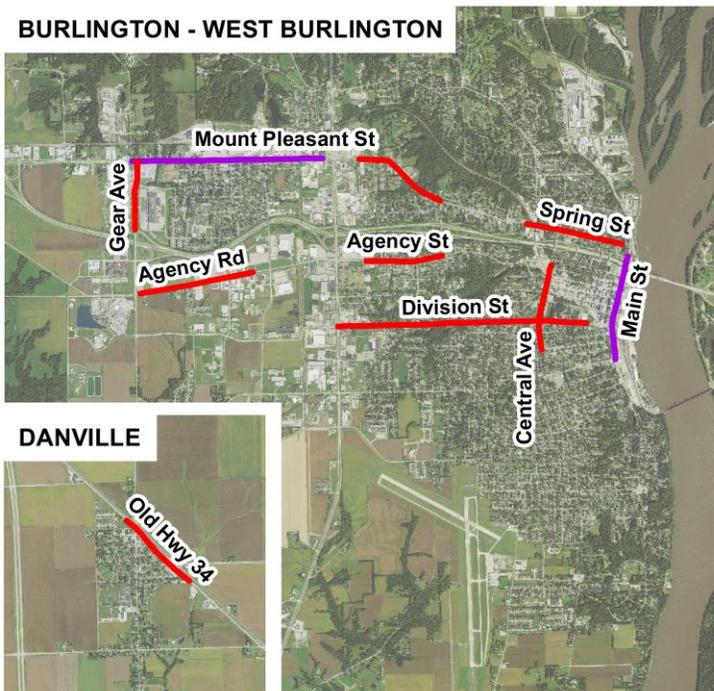


Quite a few roadway segments in Southeast Iowa are good candidates for a 4-to-3 lane conversion, based on characteristics such as traffic volume and crash rate. Most of these were identified through the 2017 Iowa DOT study, ‘Statewide Screening



for Potential Lane Configuration’, while 2 additional segments were identified by SEIRPC, based on similar characteristics. On the maps below, the segments shown in red remain 4 lanes today, while those shown in purple have recently undergone a 4-to-3-lane conversion, such as Avenue H in Fort Madison, pictured above.

BURLINGTON - WEST BURLINGTON



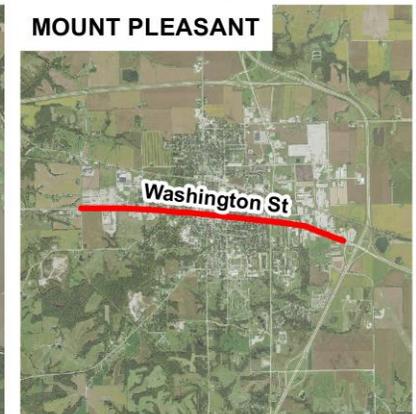
FORT MADISON



KEOKUK



MOUNT PLEASANT



DANVILLE



Many of these roadways were widened between 1960 and 1980, based on what were often wildly inaccurate traffic projections, made before the region’s population began to gradually decline. In other instances, a street functioning as a US highway was widened to 4 lanes, but a bypass was later constructed around the city, causing that street’s traffic volume to drop below level justifying the use of 4 lanes. This applies to Fort Madison (US 61), as well as Mount Pleasant and Danville (US 34).

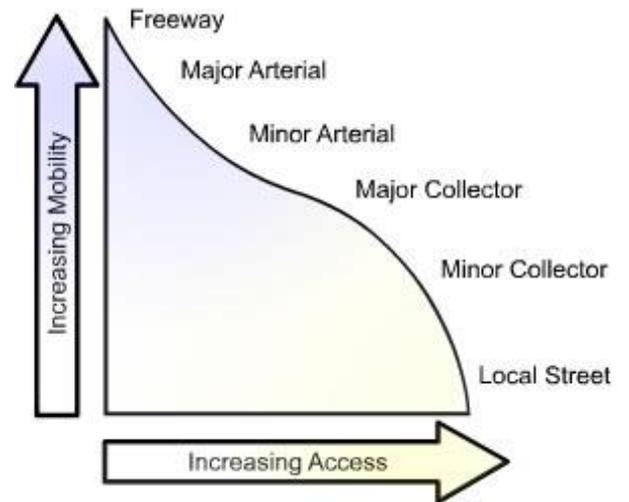
SAFETY AND MOBILITY IMPROVEMENTS

Four-to-three-lane conversions also present great opportunities for complete streets enhancements, as there is usually sufficient space for a bike lane in one or both directions. Illustrated here is a before-and after comparison, proposed as part of the *Keokuk Comprehensive Plan (2018)*.



Access Management

Without proper coordination, development patterns can have an adverse affect on traffic flow and safety. The Federal Highway Administration defines *Access Management* as ‘the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity and speed’. The functional class of the roadway is used to determine the appropriate balance between mobility of traffic and access to individual properties. Local communities are encouraged to implement access management policies for controlling the number and configuration of access points on high traffic arterial streets.



At right are images of two separate commercial corridors in the Burlington-West Burlington area. The roadway in the top image had frontage roads installed to access all of the businesses along it, with the only direct access points being at signalized intersections with major streets. In contrast, the corridor in the bottom image is cluttered with numerous access driveways for individual businesses, having been developed without a coordinated access plan. In other areas of this same corridor, more recent developments have taken access management into account.



ITS ROUNABOUT THAT TIME!

Roundabouts are becoming an increasingly popular choice for reengineering intersections in Iowa, among many other states.

Roundabouts offer many significant benefits, including:

- Prevents deadly T-bone and head-on collisions (common at intersections with right angle turns)
- Improved traffic flow, particularly during peak hours
- Reduced crossing width for pedestrians
- Eliminates maintenance costs for stoplights



In 2017, Southeast Iowa saw the development of its first roundabout on a public road system. This roundabout sits at the intersection of West Avenue and West Burlington Avenue on the southwest side of Burlington. This busy intersection had been served by a stoplight for many years, with a significant amount of traffic funneling through to destinations such as the Burlington Regional RecPlex, the Great River Medical Center, Southeastern Community College, and Walmart. Traffic also tended to back up at the end of work shifts for several employers in the Flint Ridge Business Park.

The roundabout was partly funded through a RISE grant from the Iowa DOT, as a condition of Silgan Containers choosing to open a new manufacturing facility nearby.



Burlington Roundabout
– Before



Burlington Roundabout
– After

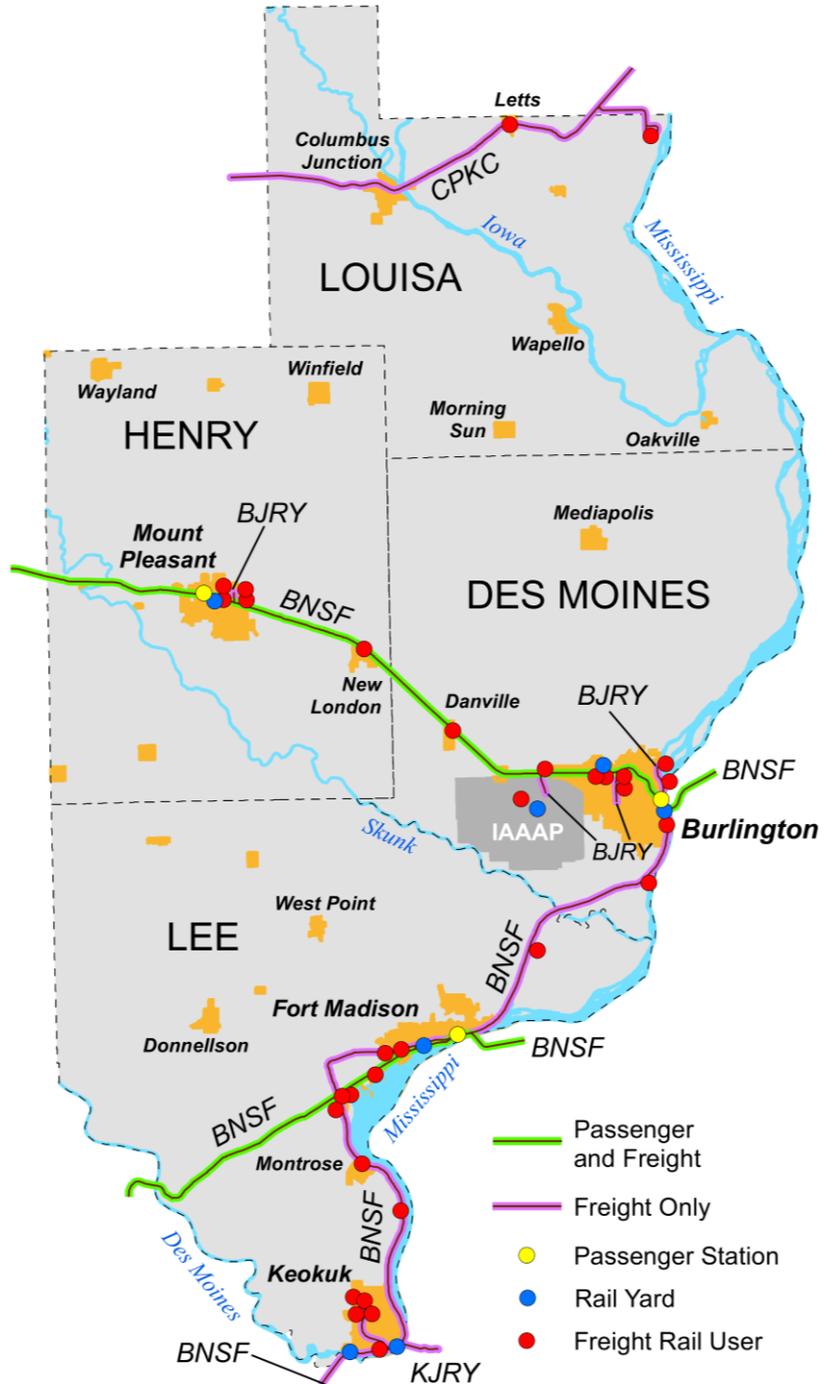
Freight Rail

The history of Southeast Iowa is closely linked with the development of rail transportation in the mid to late 1800s. Burlington and Fort Madison were major hubs for the Chicago, Burlington and Quincy (CB&Q) and Santa Fe railroads, with repair shops providing many family-supporting jobs.

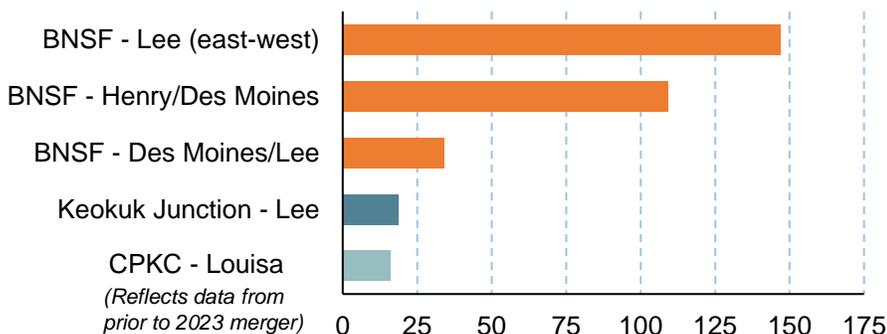


The mid-20th Century saw a pronounced shift to auto transportation, and as a result, several lower traffic rail lines in the region were eliminated entirely, while others retained freight service, but not passenger service.

Today, freight rail continues to play an important role in the region's transportation system. BNSF Railway operates two busy east-west mainline routes through the region, along with a north-south line from Burlington southward into Missouri. Canadian Pacific Kansas City (CPKC) operates a line through northern Louisa County, which is expected to see a substantial increase in freight volume following a recent company merger. There are also two prominent shortline railroads. Burlington Junction Railway (BJRY) supports several local industries through linkages to the mainlines, and also offers transloading services. Keokuk Junction Railway (KJRY) provides a connection between Keokuk and Peoria, Illinois, and supports a large grain processing facility.



Annual Gross Tons Per Mile (in millions)



Within Southeast Iowa, the two east-west BNSF rail lines carry over

100 million

gross tons of freight per mile, each year. These are among the busiest rail lines in the entire state of Iowa.

RAIL TRANSPORTATION

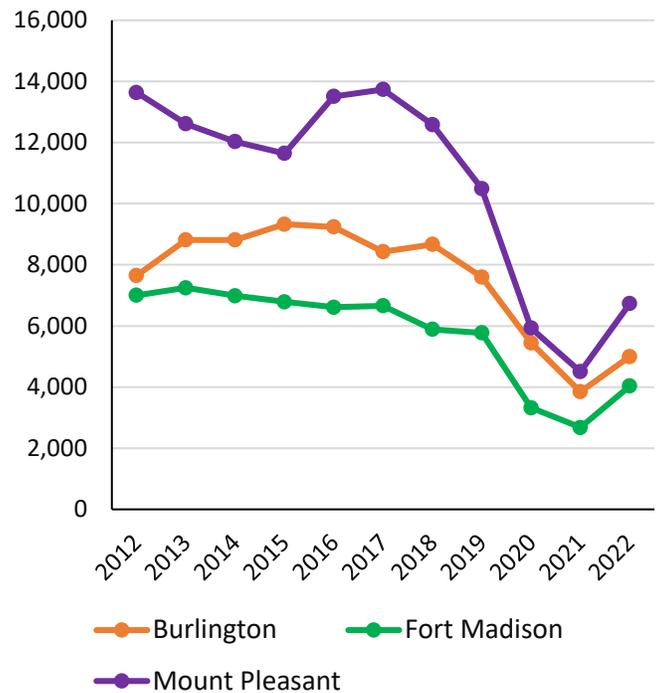
Passenger Rail

Southeast Iowa also retains a uniquely strong presence for passenger rail, with two Amtrak lines (*California Zephyr* and *Southwest Chief*) passing through the



region. There are also three Amtrak stations – two for the California Zephyr (Burlington and Mount Pleasant), and one for the Southwest Chief (Fort Madison). The Zephyr travels from Chicago to San Francisco, while the Chief travels from Chicago to Los Angeles. As shown in the graph at right, the pandemic caused a massive temporary drop in ridership, with a rebound evident starting in 2022.

AMTRAK Ridership by Station



Rail Issues and Concerns

Intermodal Freight Facility – One notable issue is the limited availability of sites for building an intermodal freight facility. Several undeveloped sites have previously been considered for such a facility in Southeast Iowa, but the size and physical dimensions of these sites have proven to be insufficient for the purpose. In order to compete with other Midwestern locations, such as metro Chicago, it would be necessary for such a facility to match its physical size and scale. One possibility is the Iowa Army Ammunition Plant, which has a large amount of underutilized land, plus plenty of existing storage capacity.



Railroad Quiet Zones – In 2009, the City of Burlington worked with BNSF Railway to establish a Quiet Zone in the Downtown area. Within these zones, trains are not required to blow their horns at crossings, except in emergencies. An early adopter of this strategy in the Midwest, Burlington's success has influenced other cities like Fairfield, Ottumwa, and Galesburg, IL, to pursue it as well. With the significant quality of life benefits this offers, many residents and business owners in Southeast Iowa have expressed interest in having a Quiet Zone established in their towns, specifically in Mt. Pleasant and Fort Madison, where some planning efforts have been made to start the process of establishing a quiet zone. However, because this often requires one or more crossings to be closed, local leaders are often apprehensive.

Continued Amtrak Service – In recent years, the continued availability of Amtrak Service in the rural Midwest has regularly come into question. With a greater share of investment going to larger population centers on the east and west coasts, passenger train advocates have expressed concerns that long distance routes through the heart of the country (like the California Zephyr and Southwest Chief) will soon go on the chopping block. The substantial drop in ridership due to the COVID-19 pandemic has magnified these concerns, though the figures have started to gradually return toward pre-pandemic levels.

Mississippi River Rail Bridges – Future Improvements

There are three operational rail bridges that cross the Mississippi River from Southeast Iowa to Illinois. Considering the immense economic and logistical impact they have on the region, the future maintenance and functional performance of these bridges should be seen as major regional priorities.



Burlington Rail Bridge – A bridge has crossed the river at this site since 1867. In 2010, the existing swing span bridge was replaced with a new vertical-lift structure, where the track is raised for barge traffic to pass under. With this substantial investment recently completed, there aren't any major concerns about the bridge's structural condition. However, following recent river floods, there has been concern from the agricultural sector about the bridge's impact on the flow of floodwaters in the surrounding area.



Keokuk Rail Bridge – This swing span bridge is currently the oldest of the three, built in 1916 on piers from the original 1869 bridge. Designed by renowned civil engineer Ralph Modjeski, it has been owned and maintained by the City of Keokuk since 1947. It serves a rail line operated by Keokuk Junction Railway, connecting Keokuk with Peoria, Illinois. A recent structural assessment indicates that the bridge is in need of several structural repairs, primarily to address decaying river piers and loss of paint on the main structure.

Fort Madison Toll Bridge – This bridge is the only remaining combined road and rail bridge on the Mississippi River between Davenport and St. Louis. Cars travel on the upper deck, while the lower deck is for trains. A swing span opens for barge traffic, which temporarily blocks all road and rail crossings. Since its construction in 1927, this bridge has served as the sole means of crossing the river between Burlington and Keokuk. It is privately owned and operated by BNSF Railway, and motorists are charged a one-way toll for traveling from Iowa to Illinois.



Sharp angled turn on the bridge's west approach

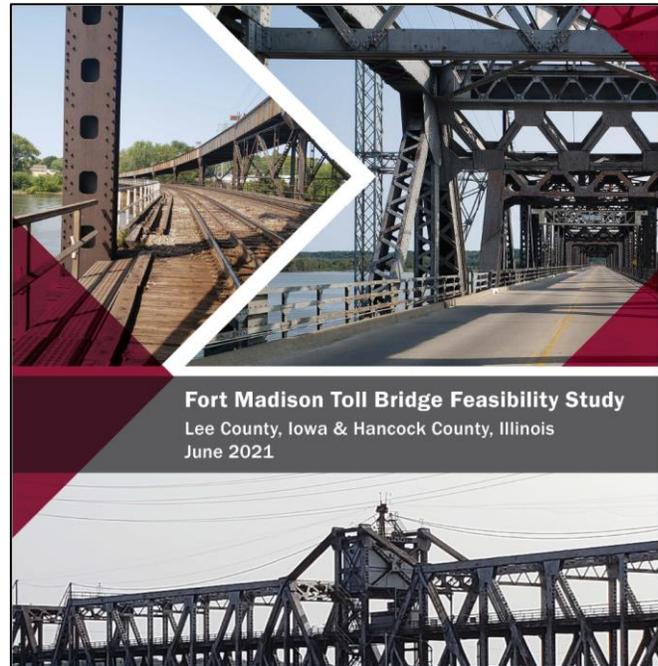
A major logistical challenge is presented by the antiquated design of the roadway approaches to the bridge, which present a safety hazard for large trucks. As a result, there is currently an embargo that prevents trucks beyond a certain weight and length limit from using this bridge. Naturally, this is an economic disadvantage for industries in Fort Madison and Illinois.

RAIL TRANSPORTATION

To address geometric challenges that necessitated an embargo on truck traffic in 2008, the 'Fort Madison Toll Bridge Feasibility Study' was completed in 2021 that evaluated alternatives to allow the transport of goods by truck across the Mississippi River. The high-level feasibility study helped achieve consensus on the next stage of potential improvements made to the multimodal Mississippi River crossing.

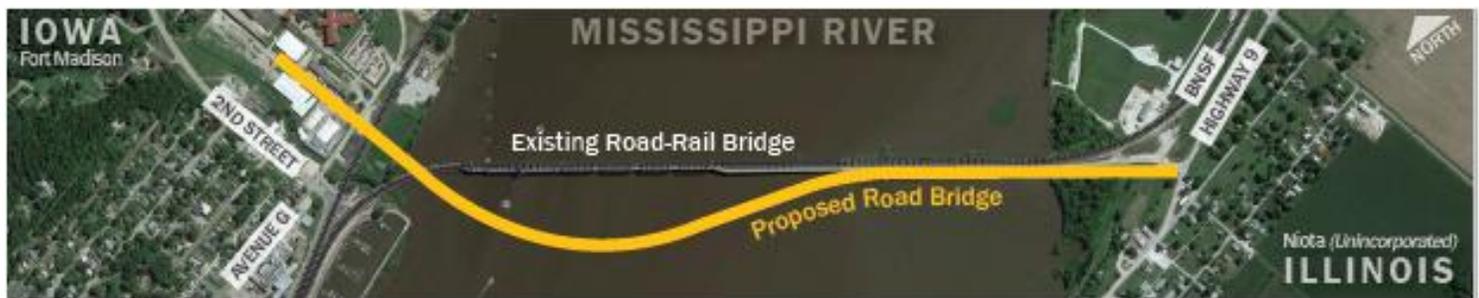
A series of alternatives were assessed based on technical, financial, and institutional criteria. Overall, two alternatives for the Iowa Approach and a single alternative for the Illinois Approach were identified as viable options. However, the optimal proposed concept is a new bridge structure separated from the rail bridge.

The proposed roadway bridge follows a curved, offset alignment south of the existing Fort Madison Toll Bridge. The Iowa roadway approach ties into 1st Street to avoid congestion at the Avenue H & 2nd Street intersection as well as to provide a grade-separated crossing of the railroad. The Illinois approach ties into the existing causeway at Highway 9 to minimize bridge length and associated costs. The proposed bridge would consist of a two-lane roadway with 12-foot lanes, 3-foot shoulders on both sides, and a 10-foot multi-use path protected by a concrete barrier for bicyclists and pedestrians. Design speed for the corridor is 40 mph, which is 15 mph above the posted speed on the existing bridge.



A new roadway bridge would simplify construction, minimize closures, and extend the lifespan of the existing bridge for rail use. The proposed bridge provides a context-sensitive solution to accommodate all modes of transportation while supporting growth of the Fort Madison area. Estimated construction cost is approximately \$70.4 million. Preliminary engineering and NEPA generally costs about 10-15% of project construction cost. The image below shows the proposed alignment of the new bridge structure.

Next steps to advance the bridge concept includes bi-state regional coordination, economic development study, benefit cost analysis, environmental clearance and permitting, conceptual design, funding strategies and partnerships. Bi-state regional coordination has already kicked off and SEIRPC led several discussions with Iowa DOT about the possibility of funding opportunities through the new infrastructure bill to apply for funds for final bridge design and NEPA process.

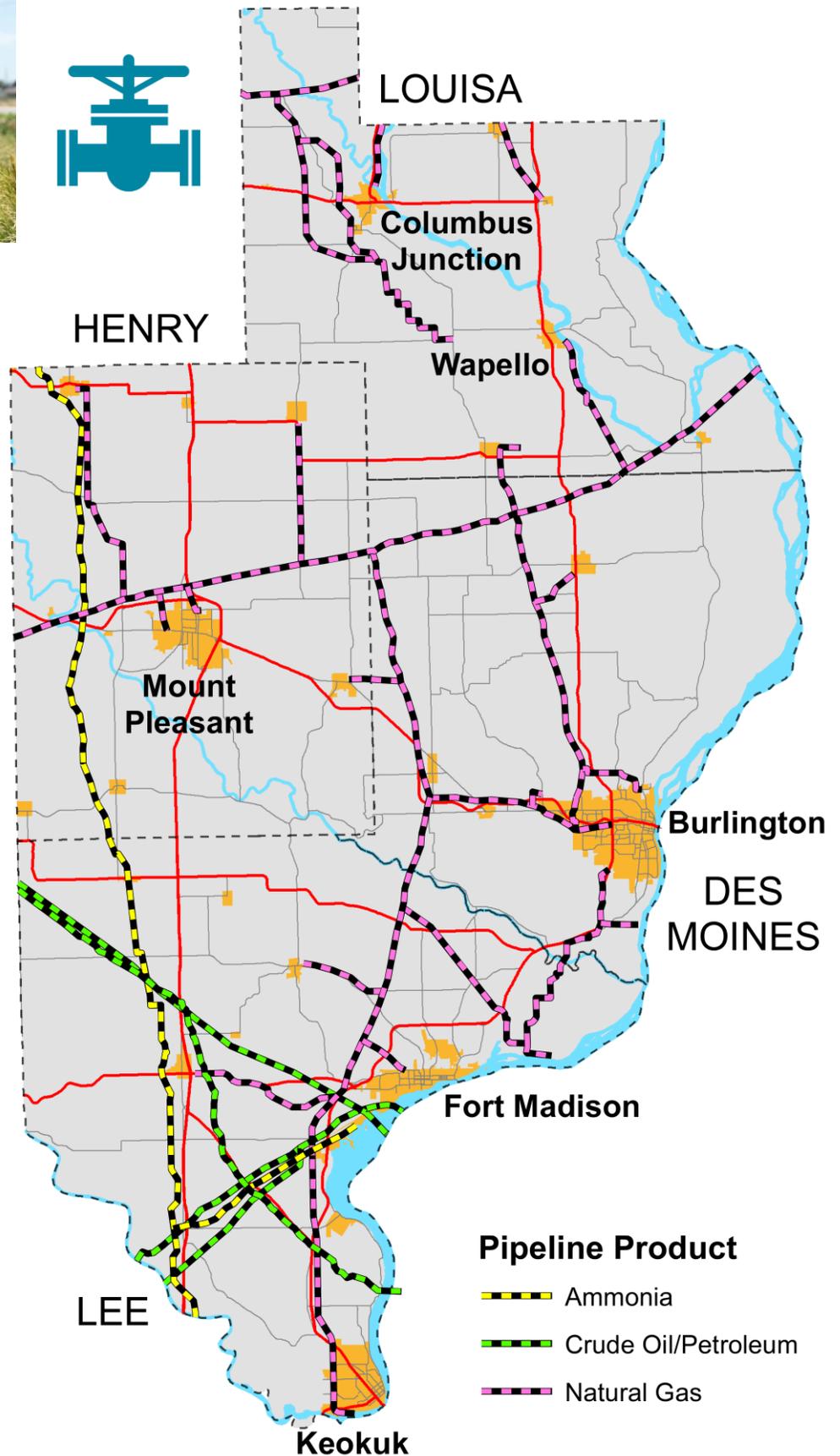




Several pipelines extend across portions of Southeast Iowa, carrying natural resources such as crude oil, natural gas, and ammonia. Knowing the location of pipelines is critical in making decisions regarding land use, including transportation projects as well as new industrial or housing developments.

Natural gas is the most common material transported by pipeline in Southeast Iowa. Many of these pipelines serve as transmission lines for local energy providers such as Alliant Energy and Liberty Utilities. A sufficient supply of natural gas is often necessary to support large manufacturing operations, and the presence of existing gas pipelines nearby was one of several key factors in the decision to locate the Iowa Fertilizer plant near Wever in northeastern Lee County.

Several pipelines carrying crude oil/petroleum pass through Lee County, with underground crossings to Illinois beneath the Mississippi River. Finally, an anhydrous ammonia pipeline runs through western Henry and Lee Counties, with an offshoot extending toward Fort Madison.



PIPELINES

Several new pipelines have been constructed or proposed within the past decade. In 2017, the Dakota Access Pipeline (DAPL) was built to extend diagonally across Lee County, with a river crossing south of Montrose. The DAPL carries shale oil from North Dakota to an oil storage hub in southern Illinois.

As of Summer 2023, there are two additional pipelines proposed to be built through the region, primarily through Lee County, but also a portion of Des Moines County. Both are currently going through the process of design, permitting and public input.

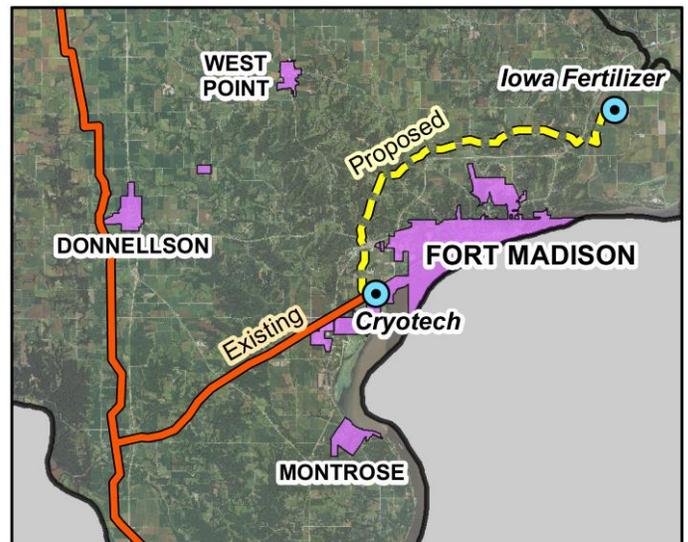


Installation of Dakota Access Pipeline, 2017



The larger of these is the Heartland Greenway carbon capture pipeline, proposed by Navigator CO₂ Ventures. This pipeline would collect liquid carbon dioxide from nearby two dozen industrial production facilities in Iowa and neighboring states, and then transport it to one of two sequestration sites in south-central Illinois. While the main pipeline would run at an angle through the western half of the county (parallel to existing DAPL pipeline), there would also be a separate feeder route that splits off from the main pipeline to collect carbon dioxide from two regional facilities – the Big River Resources ethanol plant near West Burlington, and the Iowa Fertilizer plant near Wever. The proposed route of this pipeline is depicted at left, with the orange dots showing collection sites, and the blue dots showing the sequestration sites.

The second proposed pipeline would be operated by NuStar Energy LP, and would serve as an extension of an existing anhydrous ammonia pipeline that terminates on the southwest side of Fort Madison. It would be used to transport anhydrous ammonia to the Iowa Fertilizer production facility near Wever. The route would extend for 14 miles in a wide arc around Fort Madison to the north and west, roughly parallel to US Highway 61. A permit for this project (depicted at right) was approved by the Iowa Utilities Board in April 2023.



RIVER TRANSPORTATION

The Mississippi River is easily Southeast Iowa's most underappreciated transportation asset. While it was one of the biggest influences in the early settlement of the region, rail and vehicular travel now largely obscures the river as a viable transportation artery.

For recreational boating activities, numerous public access points are present along the 90-mile stretch of river from Muscatine to Keokuk, while Burlington, Fort Madison and Keokuk all have marina docking facilities. The Fort Madison Marina went through a massive \$12 million renovation and expansion in 2022. There are also several companies that operate excursion/cruise lines up and down the river, such as Viking and American Queen.

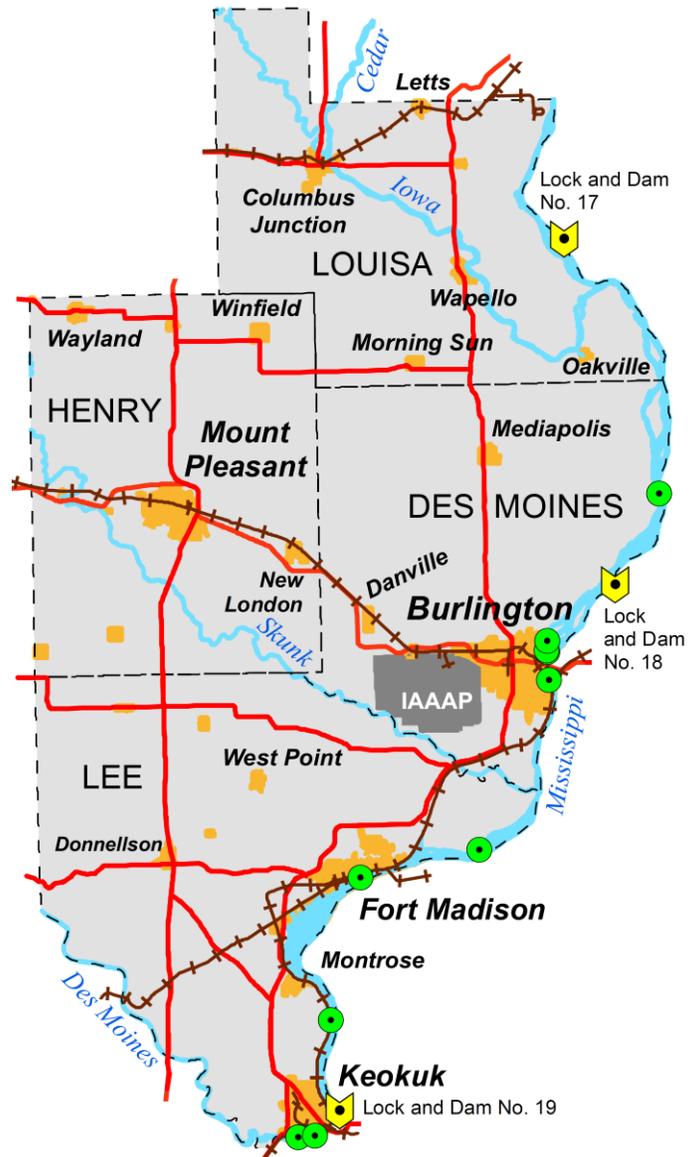


Fort Madison Marina

The bulk of river travel, however, is accounted for by commercial freight shipping, through the use of barge and tow fleets. There are 10 active barge terminals along the Mississippi River in Southeast Iowa – 5 each in Des Moines and Lee Counties. Two of these offer their own towing service, while the others are solely used for transferring and storing individual commodities on land. The tow service providers are Matteson Marine Service, Inc. in Burlington, and Hall Towing, Inc. in Fort Madison.



Hendricks River Logistics Terminal



- Barge Terminal
- Highway
- ⏏ Lock and Dam
- +—+—+— Railroad

Many of Southeast Iowa's barge terminals are used for transferring agricultural products, such as corn, soybeans, grain, fertilizer, and other byproducts. Several others are used solely for the transport of coal, such as Hendricks River Logistics, LLC, which operates a major rail-to-barge transload facility for coal, located between Montrose and Keokuk. Most of the terminals are transfer points within a longer overall journey, while others serve as the origin or destination point for commodities, such as Roquette America, Inc. in Keokuk, and the Alliant Energy-Burlington Generating Station.

RIVER TRANSPORTATION

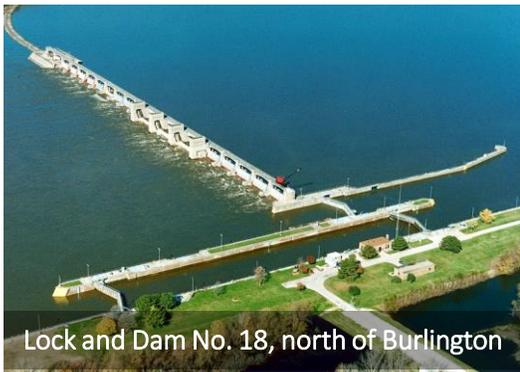
Lock and Dam System

Long distance trips along the Upper Mississippi River require passage through an extensive lock and dam system, which is maintained by the US Army Corps of Engineers. Three of these are located along the portion of the river that borders Southeast Iowa. Lock and Dam No. 17 is located in Central Louisa County, while No. 18 is just north of Burlington, and No. 19 (pictured at right) is directly between Keokuk and Hamilton, Illinois.

Roughly

20 million tons

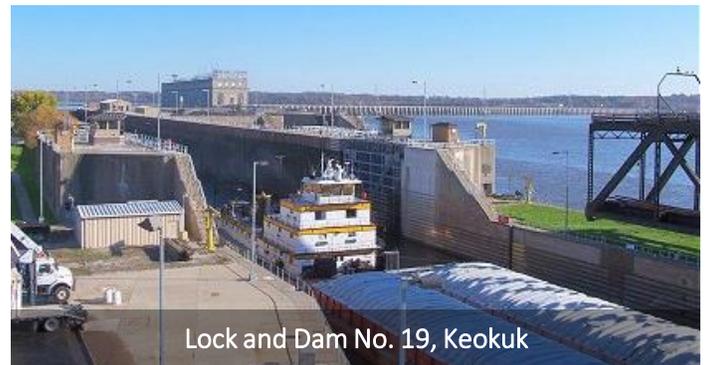
of cargo passes through each of the three Southeast Iowa locks over the course of a year



Lock and Dam No. 18, north of Burlington

The aging infrastructure of the lock and dam system is a matter of significant concern, at both the national and regional level. Like many of the Upper Mississippi locks & dams, two of those in Southeast Iowa are between 20 and 30 years past their design life. Therefore, in addition to being in regular need of structural repairs, they've become technologically outdated and inefficient. Both of these locks opened to traffic in the late 1930s, and very little has been done to upgrade these facilities to improve traffic flow. With chambers of 110 by 600 feet, a typical 15-barge tow must be split into two trips through the lock, which takes about 90 minutes.

The situation is not as dire for Lock and Dam No. 19 (at Keokuk). While a lock and dam at this location predates all others on the Upper Mississippi (first developed in 1913), the lock went through a massive expansion project in the 1950s, and with a length of 1,200 feet, it can accommodate an entire 15-barge tow in one trip, which significantly reduces locking time. It is also the northernmost Mississippi River lock that is open to barge traffic throughout the winter. At the same time, it is still 10 to 20 years past its design life.



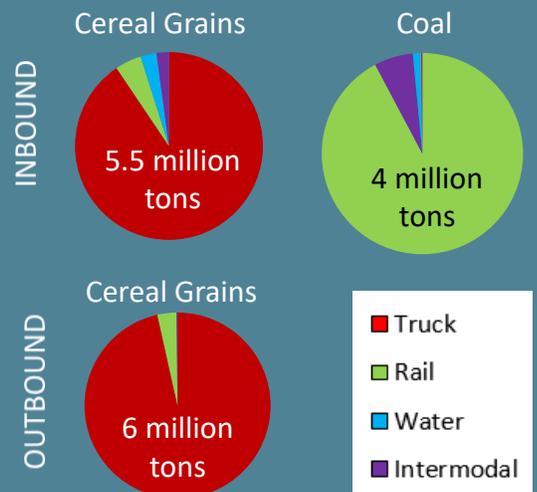
Lock and Dam No. 19, Keokuk

FOCUS ON FREIGHT

In terms of freight cargo, tens of millions of tons pass through Southeast Iowa each year, by truck, rail, and barge combined. A significant amount of this cargo switches from one mode to another while it is in the region. Barge-to-truck and barge-to-rail are particularly common for intermodal transport.

Consistent with the influence of agriculture on the region's economy, products classed as 'cereal grains' account for a large share of both inbound and outbound freight, particularly by truck. For rail transport, 'coal' accounts for an especially high share. Also, in Lee County, Hendricks River Logistics brings in a significant amount of coal by rail, which is then offloaded onto barges.

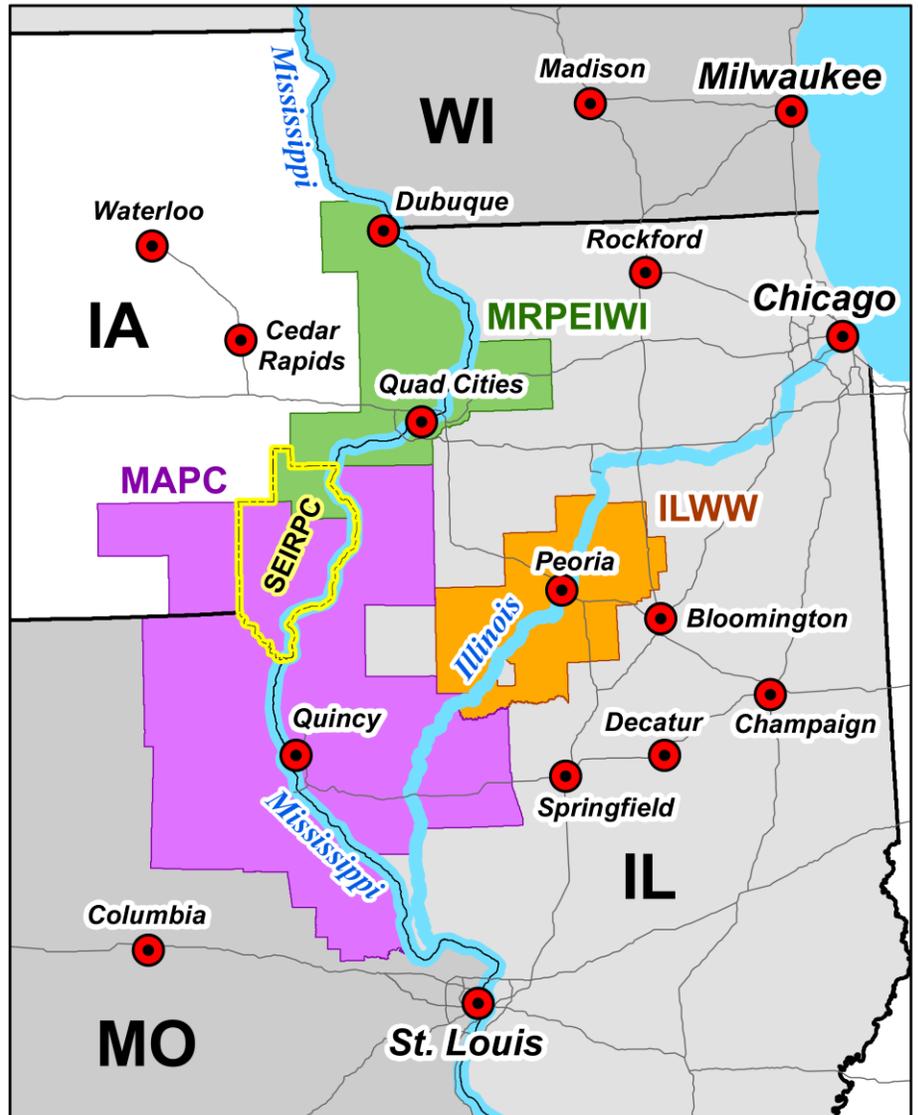
Top Commodities by Transport Mode



RIVER TRANSPORTATION

A Port Statistical Area is a geographic place or region designated by the US Army Corps of Engineers (USACE), which contains a significant amount of port terminal infrastructure along navigable waterways. It is used to measure the total amount of freight cargo shipped or received by ports within that area.

In 2020, the USACE designated three new Port Statistical Areas along the Upper Mississippi and Illinois Rivers. These are the Mid-America Port Commission (MAPC), the Mississippi River Ports of Eastern Iowa and Western Illinois (MRPEIWI), and the Illinois Waterway Ports and Terminals (ILWW). Collectively, these three Port Statistical Areas comprise the Corn Belt Ports, located at the core of the largest grain-producing and exporting region in the United States.



Three of Southeast Iowa’s counties are contained within the MAPC, while Louisa County is contained within the MRPEIWI.

The Mid-America Port Commission long predates its designation as a Port Statistical Area, as it was initially established through a 3-state compact in 1999, in order to create a thriving multi-modal logistics hub, using the region’s existing transportation assets as a foundation. Its administrative office is located in Quincy, Illinois.

Within the MAPC region, the Southeast Iowa Regional and Economic & Port Authority (SIREPA) was established in 2006, through a partnership between Lee County and the Cities of Fort Madison and Keokuk. It is the first and only port authority in Iowa, and through state legislation, it is enabled to purchase land, operate Foreign Trade Zones, issue bonds, and make loans. This gives it unique advantages in pursuing economic growth initiatives.

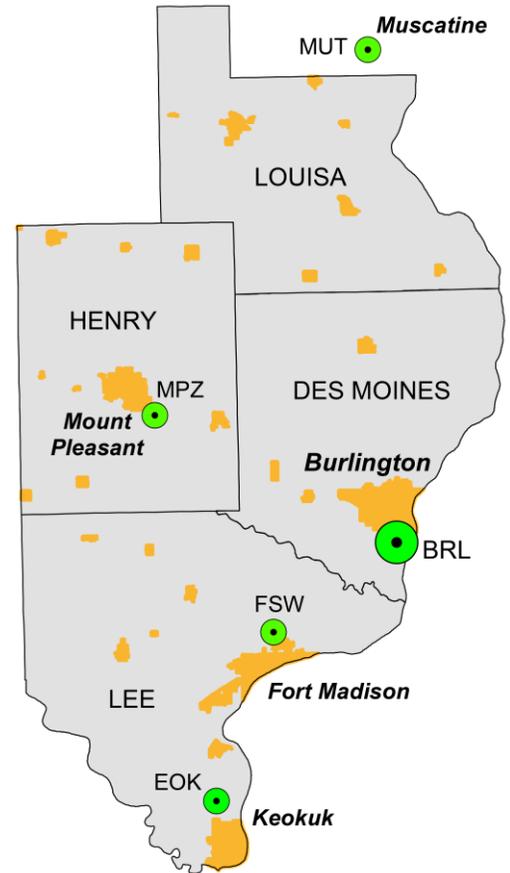


AIR TRANSPORTATION

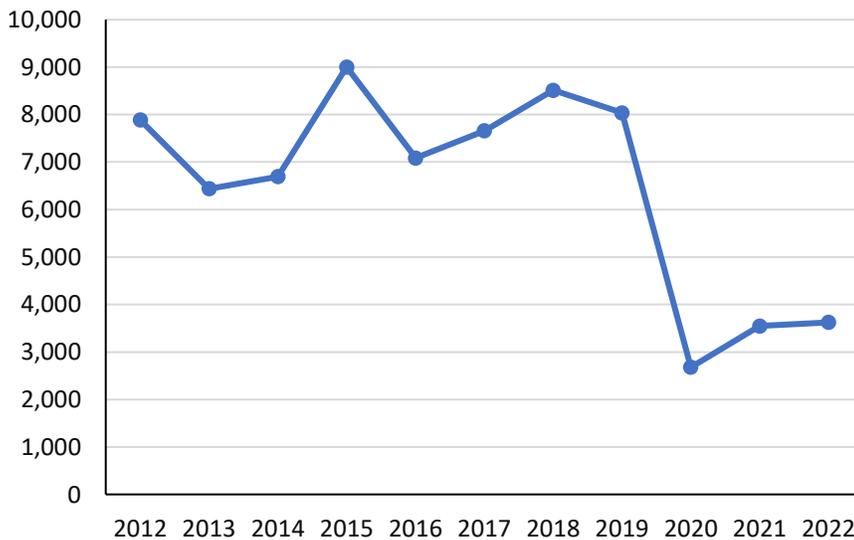
Southeast Iowa is home to one non-primary commercial service airport, in Burlington. There are also 3 general aviation airports, serving Fort Madison, Keokuk, and Mount Pleasant, respectively. In addition, the *Muscatine Municipal Airport (MUT)*, a general aviation airport, is located 2 miles north of the Louisa County line.

Burlington is home to the *Southeast Iowa Regional Airport (BRL)*, the region's only Commercial Service airport. It has a primary runway of 6,100 feet, a secondary runway of 5,350 feet, and has 52 aircraft based on the field. Passenger service for the Southeast Iowa Regional Airport is provided by Southern Airways Express, and daily flights are available to Chicago (O'Hare) and St. Louis (Lambert). However, the bulk of the airport's operations are general aviation flights.

Funding for its commercial service operations is provided through Essential Air Service, a federal government program designed to keep commercial air service in smaller cities with comparatively low passenger volume.



**Southeast Iowa Regional Airport
Annual Enplanements**



The Southeast Iowa Regional Airport successfully rebounded from a significant and prolonged slump in passenger usage, between 2006 and 2011, when total enplanements barely exceeded 2,000 a year. Thanks to a switch in service providers, and an aggressive new marketing campaign, the number of passengers returned to prior levels, generally around 7,500 to 8,000 per year. In 2020, passenger numbers plummeted to just over 2,600 during the COVID-19 Pandemic, with a 32% recovery to 3,500 in 2021.

The *Keokuk Municipal Airport (EOK)*, positioned one mile north of the City, is classified as an Enhanced Service airport. This means that it has a runway longer than 5,000 feet (in this case, 5,500 feet), along with facilities and services that can accommodate a full range of general aviation activity, including most business jets. It attained this status following a major expansion in 1986. The airport has its own on-site maintenance shop, which is unique within the region. It also has one precision runway, and 25 based aircraft.



AIR TRANSPORTATION

The *Mount Pleasant Municipal Airport (MPZ)*, is a General Service airport located at the east end of the city, near the US 34/218 interchange. Its single paved, nonprecision runway is 4,000 feet long, and it has an inventory of 21 based aircraft. In addition to its use as a general aviation facility, it has its own ‘ag aviation’ fleet for spraying crops on farms throughout the county. Plans are currently in place to extend the runway by 800 feet. This follows concerns that its minimal length could hamper local economic development efforts, by being unable to accommodate large corporate jets.



The youngest airport in the region is the *Fort Madison Municipal Airport (FSW)*, a Basic Service Airport established in 1959. Located at the northern edge of the city, it has a 4,000-foot paved, nonprecision runway, and 8 based aircraft. Similar to Mount Pleasant’s airport, its operations are limited by the short length of its runway. In addition, it has very limited hangar space available. However, the City of Fort Madison is conveniently close to both the Burlington and Keokuk airports, which are each within 15 miles of the City, and have lengthy runways with precision guidance technology available.

Residents of Southeast Iowa have convenient access to multiple primary airports in the surrounding Tri-State region of Iowa, Illinois, and Missouri. There are 4 primary airports within 100 miles of the region, with direct connections to places as far away as Atlanta, Tampa, Washington, DC, and Las Vegas. In addition, the Chicago and St. Louis Airports are less than 200 miles away.

Nearest Primary Airports to Southeast Iowa

Airport	Location	Distance
Quincy Regional Airport	Quincy, IL	50-75 mi.
Quad City International Airport	Moline, IL	50-75 mi.
The Eastern Iowa Airport	Cedar Rapids, IA	75-100 mi.
Peoria International Airport	Peoria, IL	75-100 mi.
Des Moines International Airport	Des Moines, IA	100-150 mi.
St. Louis Lambert Int’l Airport	St. Louis, MO	100-150 mi.
Chicago O’Hare International Airport	Chicago, IL	150-200 mi.

Future Needs

The Iowa DOT’s *Aviation System Plan 2020-2040* provides guidance for needed improvements and upgrades on a statewide basis, as well as for each of Iowa’s individual airports. The following are the improvements needed for the region’s four airports, based on their classification (Commercial, Enhanced, General or Basic Service):

	Burlington	Fort Madison	Keokuk	Mount Pleasant
Airside Facilities	none	none	none	Update Turnarounds to Meet Standards
Landside Facilities	none	none	none	none
Services	none	Add Flight Instruction Service	Add 24/7 Access for Fuel; Add Aircraft Charter	none
Planning	none	Implement Land Use Code	none	none

TRANSIT AND BUS

SEIBUS

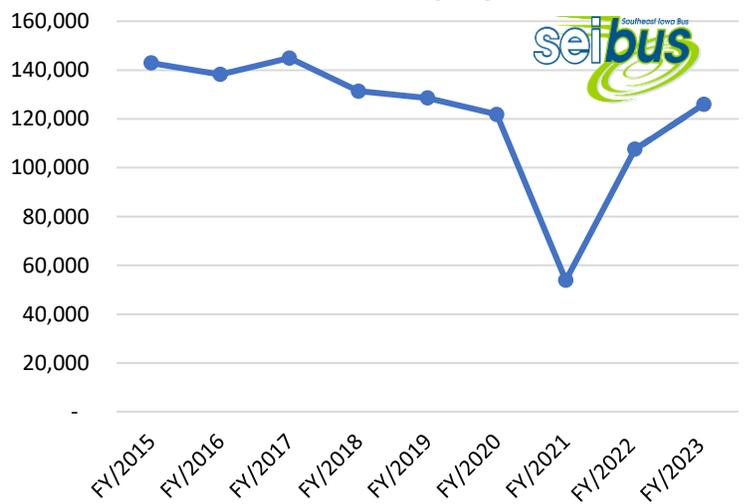
SEIBUS (Southeast Iowa BUS) is the regional transit provider for Southeast Iowa, with service provided throughout Des Moines, Henry, Lee, and Louisa Counties, Monday through Friday. Rides are also offered to medical appointments in Iowa City. It is operated by the Southeast Iowa Regional Planning Commission, with scheduling and management operated out of the SEIRPC office in West Burlington.

SEIBUS does not have fixed routes. Instead, rides are available to the general public on an on-demand basis, with different schedules for the cities in which buses are stationed. One-way and round-trip fares are offered, along with a monthly pass within individual counties. It also provides a shuttle service for major events like the Midwest Old Thresher's Reunion and Tri-State Rodeo.

The graph on the right provides a snapshot of SEIBUS ridership since 2015. Overall, the ridership between 2015 and 2019 was fairly consistent, although there was an overall decrease of 10% over that period. The COVID-19 pandemic caused a massive decrease in ridership, which was especially noticeable for Fiscal Year 2021 (July 2020 through June 2021), where ridership just barely exceeded 50,000, after previously being above 125,000.



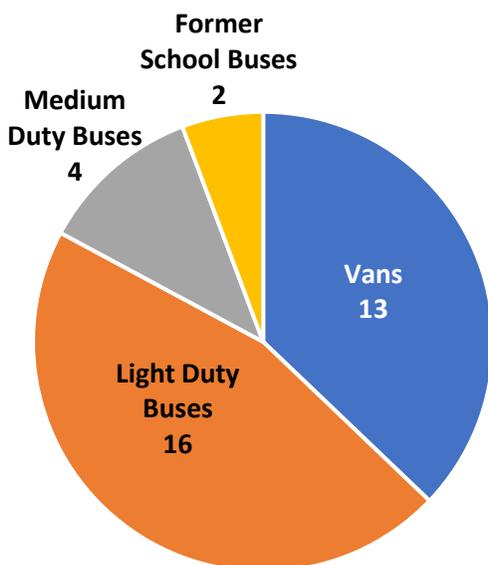
SEIBUS Total Ridership by Fiscal Year



126,005

rides provided to passengers through SEIBUS in Fiscal Year 2023

SEIBUS Fleet Size by Type

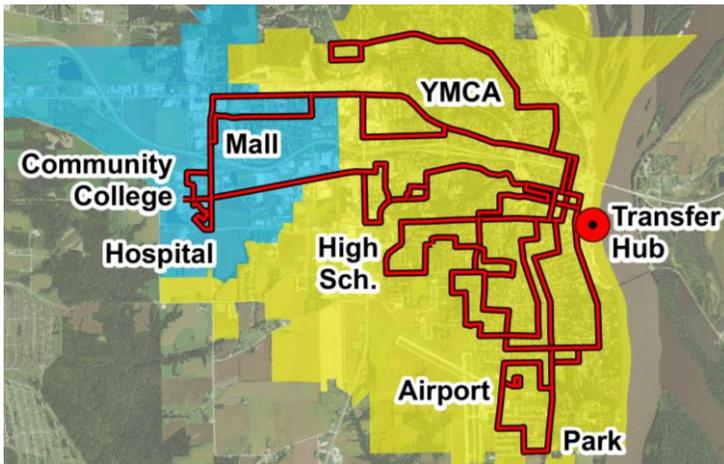


Ridership quickly rebounded in FY2022, once vaccinations became more accessible and people felt safer using public transportation. The ridership trend continued upward in FY2023, and is estimated to reach pre-pandemic levels by the end of FY2024.

SEIBUS provides services through the use of their vehicle fleets. The graph on the left provide some details on SEIBUS fleet including the size and types of vehicles. There are a total of 35 vehicles, with 22 buses and 13 vans. In the recent years, SEIBUS has added several new vans that are ADA-accessible, in order to help with the growing demand from individuals with special needs, including senior citizens traveling to medical appointments.

Burlington Urban Service

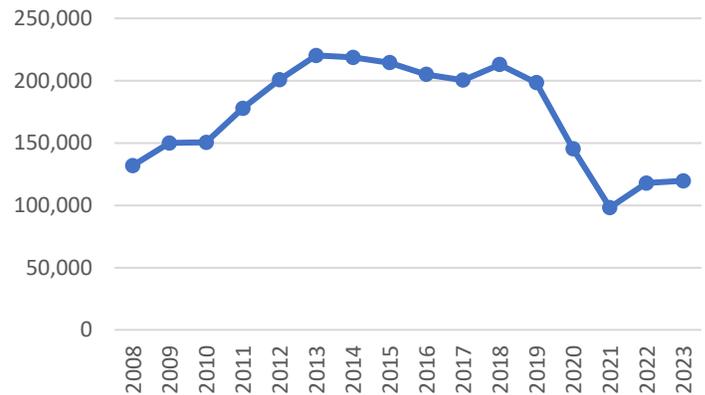
Burlington Urban Service (BUS) is the transit provider for the Burlington urban area, which includes the Cities of Burlington and West Burlington. It is operated by the City of Burlington Public Works Department. Services are available to the general public 6 days a week during the morning and afternoon,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



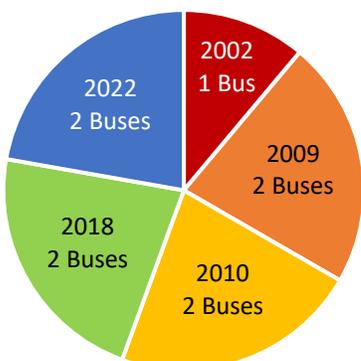
BUS has a series of six fixed routes, operating at certain times of day, along with two shuttles and a para transit vehicle, for on-demand response. The fixed routes radiate outward from the main transfer hub, centrally located at the Amtrak Depot, just south of Downtown. Major destinations include medical facilities, schools, and shopping areas.

The graph on the right provides a snapshot of BUS ridership since 2008. Overall, between 2008 and 2013, ridership increased by an impressive 67%, trending gradually upward over that period. However, ridership has seen a modest decline since then, decreasing by 10% from 2013 to 2017. BUS saw an intense drop in riderships in 2019/2020 during COVID-19 pandemic but is slowly picked up in 2022, although the current ridership is not close to the pre-pandemic numbers.

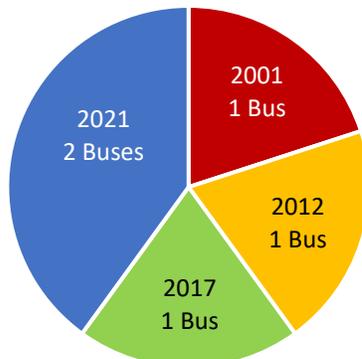
BUS Total Ridership



2023 Medium Duty Buses



2023 Light Duty Buses



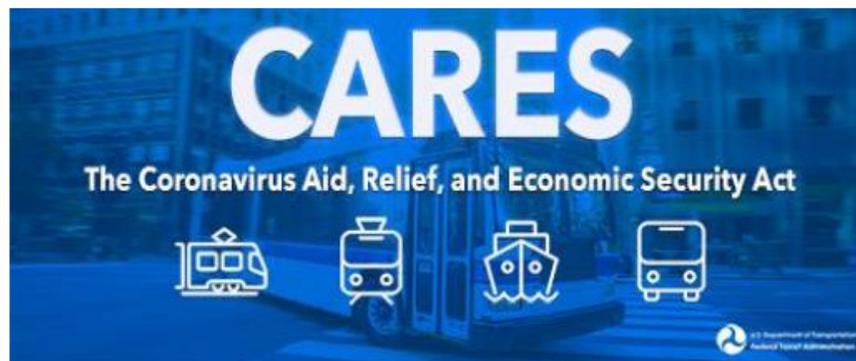
119,723
rides provided to passengers through
BUS in Fiscal Year 2023

As of 2023, the BUS fleet includes 14 buses, all of which are ADA compliant. This includes a mix of five light duty and nine medium duty buses. Four of the nine medium duty bus fleet is between 5 and 10 years old, while the remaining 5 are just over 13 years old. Three out of the five light duty buses are between 5 and 10 years old, while two buses are older.

Coronavirus Aid, Relief, and Economic Security (CARES) Act Funding for BUS and SEIBUS

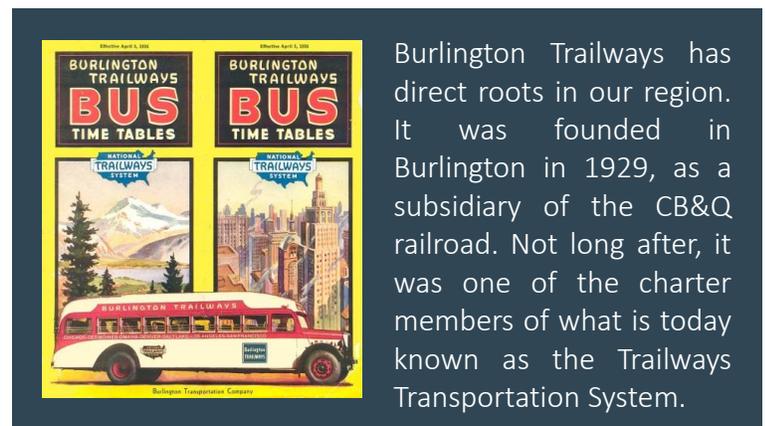
Since the COVID-19 pandemic, many transportation service providers were forced to face a multitude of challenges. The challenges include decrease in ridership, change in operation, cleaning and disinfecting transit vehicles and facilities to ensure safety of drivers and riders, and cost of the applied measures to maintain safety of the transit operation. Service providers in southeast Iowa like SEIBUS and BUS were not an exception.

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was introduced in March 2020 to provide emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. CARES Act also provides support for public transportation. Federal Transit Administration allocated \$25 billion to recipients of urbanized area and rural area formula funds, with \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Since the ridership dropped during the pandemic, the City of Burlington anticipated to see fewer dollars from the state due to anticipated decrease in road use tax. BUS received about \$1.3 million in grant funding that came from the Coronavirus Aid, Relief, and Economic Security Act, also known as CARES Act. The CARES funding was to help make up for the loss in state and federal dollars that the City usually receives. In FY22, Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) will provide BUS with another \$602,517 to cover their operating costs and transit salaries. SEIBUS also received about \$900,000 through CARES Act as part of COVID-19 relief fund.



Burlington Trailways

Intercity passenger bus service is provided by *Burlington Trailways*, a private company whose corporate headquarters and regional bus hub are both located in West Burlington. Additional stops are located in Mount Pleasant, Fort Madison, and Keokuk, and its full network extends throughout Eastern Iowa and Western Illinois, along with direct connections to Chicago, St. Louis, Indianapolis, Omaha, and Denver. As part of the larger, national Trailways network, Burlington Trailways provides connections to other bus systems in different regions. Passengers can transfer directly to Greyhound Lines, Barons Bus Lines, and Jefferson Lines.



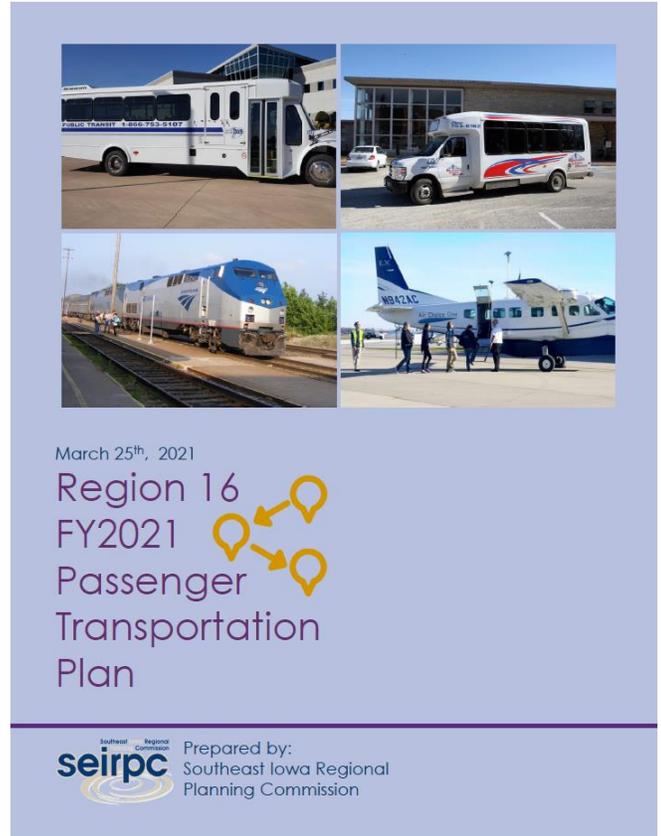
Burlington Trailways has direct roots in our region. It was founded in Burlington in 1929, as a subsidiary of the CB&Q railroad. Not long after, it was one of the charter members of what is today known as the Trailways Transportation System.

Passenger Transportation Plan

Southeast Iowa Regional Planning Commission (SEIRPC) updated and adopted its FY2021 Passenger Transportation Plan in March, 2021. SEIRPC serves as Southeast Iowa’s transportation planning body and is the organization responsible for the creation of Region 16 Passenger Transportation Plan (PTP), which is updated every 5 years. The last PTP was completed in 2014. The Passenger Transportation Plan (PTP) was created by the Iowa Department of Transportation’s (IDOT) Public Transit Bureau to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation systems. The plan provides needs-based justification for passenger transportation projects as well as to incorporate federal requirements for coordinated planning. The outcomes of the plan are to:

- Provide a better understanding of passenger transportation services in Region 16;
- Facilitate coordinated transportation services within the region;
- Provide options to address service gaps, fleet needs, and facility needs;
- Assist in creating a better passenger transportation system in Region 16; and
- Provide justification for state and federal funding.

The FY2021 Passenger Transportation Plan was developed through a comprehensive and robust public involvement process. A variety of traditional and innovative techniques were used to gather input from the transit users, transportation providers, and other stakeholders. Major engagement techniques included regional surveys, interviews with transit providers, and Regional Passenger Transportation Coordination Workshops. Upon completion of the draft plan, it was made available for public comments. Specifically, the document was sent to Iowa DOT for review, Transit Advisory Committee members, and attendees of the regional Passenger Transportation Coordination Workshop to provide input. The final step of the process was an approval and adoption of the plan by SEIRPC Full Board.



TRANSIT ADVISORY COMMITTEE (TRAC)

The purpose of the *Transit Advisory Committee (TRAC)* is to provide input and review for the development and implementation of the Region 16 Passenger Transportation Plan. The TRAC monitors the progress of the PTP throughout the year, offers general guidance, and recommends the final version of the PTP to the SEIRPC Board of Directors for approval. The main tasks performed by the Transit Advisory Committee are to identify passenger transportation needs, identify projects to address these needs, prioritize projects, and work to implement priority projects/improve coordination amongst different agencies.



BICYCLING AND MULTI-PURPOSE TRAILS

Over the past two decades, Southeast Iowa has made great strides in expanding opportunities for bicyclists, both for recreational and personal transportation purposes. Cities like Burlington and Mount Pleasant were some of the first to dedicate off-road multi-purpose trails, while others have taken on the task more recently. These trails go beyond the typical enclosed loops found within individual parks and recreation areas, extending outward to connect multiple neighborhoods with recreation areas and employment destinations.



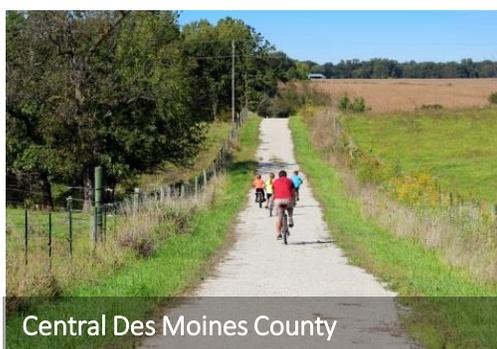
Existing efforts to promote trail construction are strongly encouraged. Recently established non-profit entities such as *PORT of Fort Madison* and the *Louisa County Trails Council* have proven indispensable to their communities' ambition for developing functional trails systems. PORT alone was able to develop three segments of trail within a 5-year period, following a strategy outlined in the Fort Madison Comprehensive Plan from 2013.



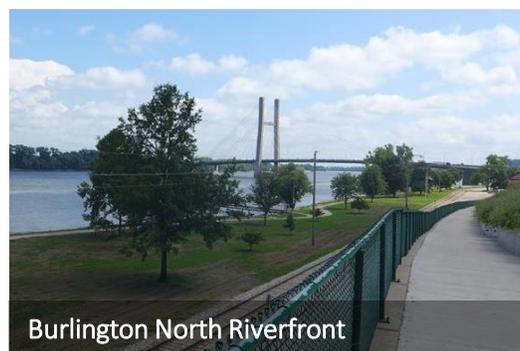
Over the course of 30 years, Mount Pleasant has developed a continuous trail that forms an arc around the south and east sides of the city. Efforts to complete a full trail loop around the city are strongly encouraged – for Mount Pleasant itself, as well as other regional communities that can learn from and follow their example. Trail systems, no matter how small, can have a major positive impact on the quality of life in smaller communities that have suffered ongoing population loss.



Progress on longer-distance trails that connect multiple communities has been slower, as support for their construction and funding has not been as pronounced in rural areas where agriculture is predominant. One major success story has been the *Flint River Trail*, which now extends over 9 miles to connect the Greater Burlington area with Des Moines County's Big Hollow Recreation Area. Another segment of this trail exists in Burlington near the Mississippi River, and efforts are being made to eventually connect the two together.



Central Des Moines County



Burlington North Riverfront



Another option is on-road signed bike routes, including both 'share-the road' segments (signage only) and dedicated paved shoulders or marked bike lanes. The most prominent of these is the *Mississippi River Trail (MRT)*, a planned 10-state corridor that follows the river on both sides. In recent years, a paved shoulder was added along 13-mile segment in east-central Louisa County. At the same time, significant gaps remain in the official signed corridor, in the rural areas in between Burlington, Fort Madison, and Keokuk.

BICYLING AND MULTI-PURPOSE TRAILS

The map at right displays an inventory of all existing bike routes in Southeast Iowa, including both off-road and on-road facilities, as of 2023. These are depicted by yellow lines.

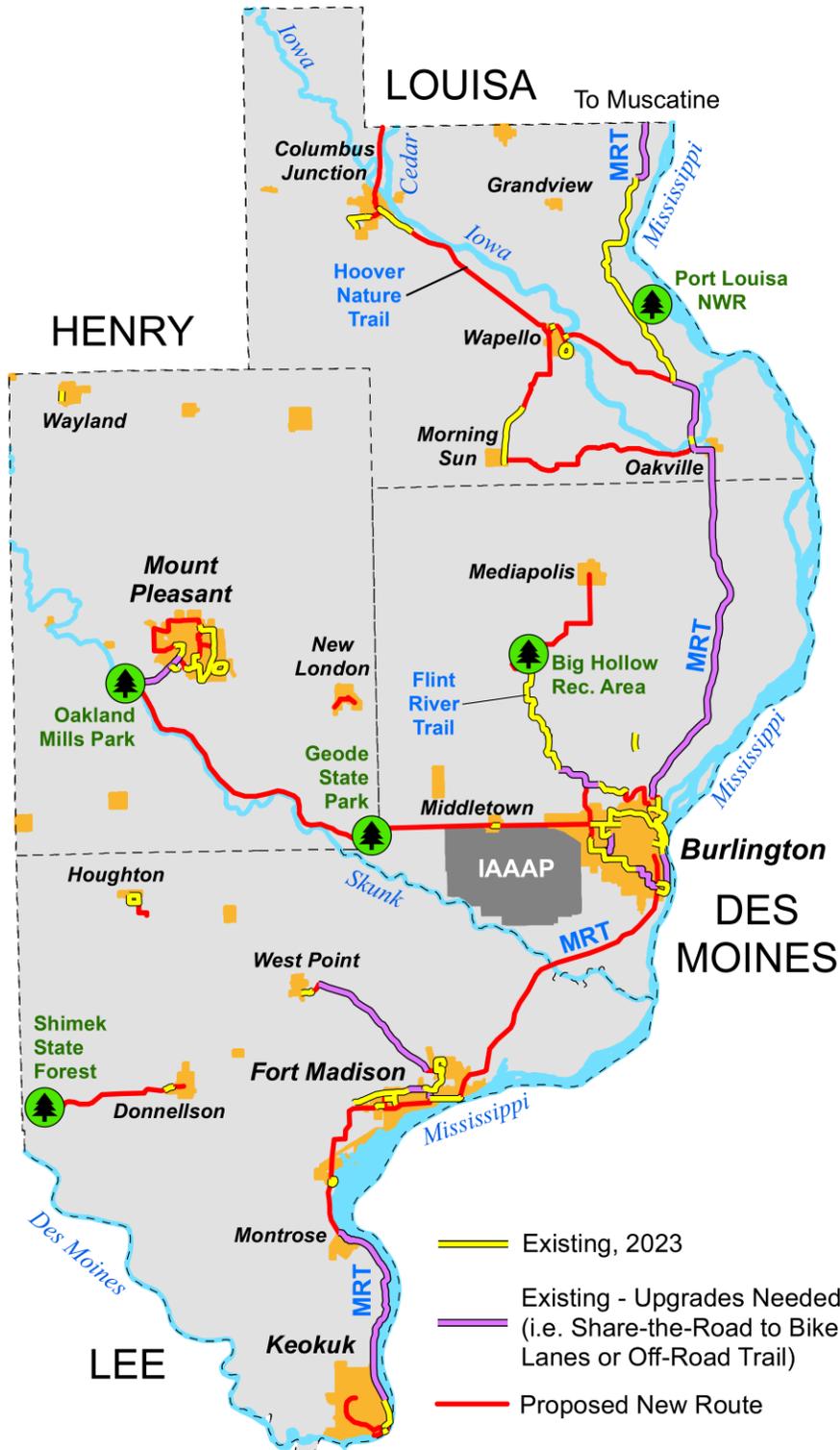
As of 2012, there were 113 miles of dedicated bike paths in Southeast Iowa. Another 18 miles were added from 2013 to 2018, followed by 17 more miles from 2019 to 2023, which puts the total at 148 miles. This represents a cumulative 31% increase in mileage from 2012 to 2023.

As of 2023, there are now  **148 miles** of bike trails and on-road bike routes in Southeast Iowa

Of the total inventory of 148 miles, just over 1/3 of these (52 miles) are off-road, while the remaining 96 miles are on-road, including bike lanes, paved shoulders, and signed share-the-road routes.

The purple lines depict on-road facilities where safety upgrades are needed, in order to make them accessible to more users. Such upgrades could include the establishment of dedicated bike lanes, a paved shoulder, or a separate off-road, multi-use trail. This includes sizable segments of the signed Mississippi River Trail (MRT) route.

Southeast Iowa Bike Routes



Shown in red, the map also displays 130 miles of additional planned bike routes, which are either programmed for upcoming construction, shown in a local planning document, or are otherwise being actively pursued by the community. Much of that mileage is made up of long-distance trails that would connect multiple communities to one another, and to major recreational destinations. There are also several sections of the planned MRT route which aren't yet signed, due to the lack of an alternative route for the 4-lane Highway 61.

SIDEWALKS AND THE PEDESTRIAN NETWORK

The status of pedestrian connectivity varies considerably from one community to another, and from one part of town to another. Older neighborhoods and Downtown areas typically have a fully developed and interconnected sidewalk grid. More recently developed areas tend to have missing pieces within the sidewalk grid, or sidewalks are absent entirely.



In some instances, deficiencies are readily apparent to the untrained eye, such as the well-worn 'goat path' pictured at left, which employees of a Keokuk manufacturing plant have used to reach nearby shopping and dining destinations. In other cases, the issue remains hidden to those without a direct stake in the matter. For this reason, it is recommended that community planners conduct an inventory of their pedestrian network, to identify strategic gaps, and prioritize areas for new sidewalk (or trail) construction.

RETROFITTING THE SYSTEM

In the mid to late 20th Century, many communities neglected to accommodate the needs of pedestrians and bicyclists in new development projects. In addition, older, narrow sidewalks weren't upgraded to modern standards, and many have decayed or even disappeared entirely in some places. In recent years, this trend has reversed, with local governments recognizing the need to retrofit these areas with functional pedestrian and bike connections. A popular source of funding assistance historically has been the Safe Routes to School program, which allows communities to prioritize sidewalk construction in the vicinity of schools. However, this is no longer a stand alone funding source. Other programs have been used such as transportation safety funds, TAP funds, and local government funds.



New sidewalk in Burlington, along Agency Street funding through the Transportation Safety Improvement Program (TSIP)



The condition of sidewalks also varies considerably, and may create just as much of an impediment to pedestrian mobility as having no sidewalks at all. Small towns often have limited budgets, and sidewalk repair and upgrades have not been considered a priority in recent decades. As such, their sidewalks tend to be too narrow, as well as cracked and uneven in many places. This creates challenges for some users, including the elderly, as well as wheelchair users and parents with children in strollers.

Accessibility for disabled individuals has also become a major concern, in particular due to Southeast Iowa's aging population. Cities are now proactively taking this into account when new sidewalks are constructed, or old ones are replaced. To ensure compliance with the Americans with Disabilities Act of 1990 (ADA), pedestrian crossings are fitted with wide curb cuts and detectable warnings. Challenges still exist, particularly in areas of hilly terrain, such as the north side of Downtown Burlington. In numerous places, stairs exist as part of the sidewalk, to account for the steep grade.



Existing crossing made ADA compliant with curb cuts and detectable warnings, Burlington

Transportation Projects and Environmental Regulations

When planning for an upcoming transportation infrastructure project, it is crucial to consider the impact that this project will have on the natural environment. This encompasses multiple areas of consideration, including wildlife habitat, storm water drainage patterns, and sites of historic or archaeological significance.

In recent decades, an extensive regulatory system has been developed to address these sensitive features, which may be impacted by transportation projects such as the development of a new highway, or the expansion of an existing highway. In Iowa, this involves multiple regulatory agencies such as the *Iowa Department of Natural Resources (IDNR)*, *State Historic Preservation Office (SHPO)*, and the *Iowa Archaeological Society*. It also involves Federal entities such as the *Environmental Protection Agency (EPA)* and *Federal Emergency Management Agency (FEMA)*.



FEMA



STATE HISTORICAL SOCIETY OF IOWA

Enforcement Tools and Legislative Foundation

Much of the foundation for regulations enforced by the aforementioned agencies is found in State and Federal legislation. A few particularly important examples are listed below.

National Environmental Policy Act (NEPA) – This legislation was created as a means to protect and enhance the environment. For transportation infrastructure projects using federal funding, NEPA requires that an environmental review be conducted and documented as part of the project development. Depending on the nature of the project, required documents can include a *Categorical Exclusion (CE)*, *Environmental Assessment (EA)*, and/or an *Environmental Impact Statement (EIS)*. The process involves consideration of multiple alternatives for the project, and how each would impact the environment.



Other Federal Environmental Legislation – The *Clean Water Act (CWA)* is used to restore and maintain the chemical, physical, and biological integrity of the nation’s waters, by preventing pollution from entering these water environments. Permits must be obtained for a transportation project if dredged or fill materials are to be discharged into navigable waters. The *Endangered Species Act* is meant to ensure that transportation and other development projects do not have the potential to negatively impact endangered or threatened species of animals and plants.

National Historic Preservation Act (NHPA) – In protecting historic and prehistoric resources, the NHPA requires that a detailed assessment be made on a transportation project’s potential impact on these resources.

Iowa State Code Requirements – A number of legislative mandates have been established at the State level, which create further regulatory requirements for transportation projects. This includes the *Sovereign Lands Construction Project* (for any development on State-owned land), *Flood Plain Development Permit*, and additional legislation concerning endangered species, air quality monitoring, disposal of soil and other construction waste material, and the avoidance of prime agricultural lands.

Consequences of Insufficient Regulations

Before this regulatory system was firmly established, the integrity of environmental and historical resources was often taken for granted until it was too late. In Southeast Iowa, a prominent local example was the construction of the US 34 freeway in Burlington, in the early 1970s. In the North Hill neighborhood, ten square blocks of land were acquired, and over one hundred historic homes and other buildings were demolished to make way for the new highway. Other projects have brought about unforeseen liabilities in the form of flood risk, such as the construction of rail yards by the riverfront, as in Burlington, Fort Madison, and Keokuk.



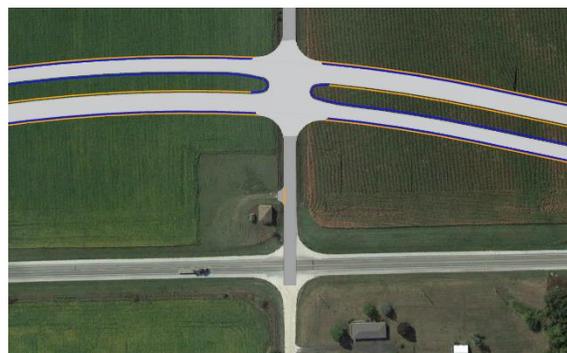
Blocks being cleared for US 34 freeway in Burlington, c. 1970



The 34 freeway in Burlington today

The Process In Action Today

Today, transportation projects with similar environmental ramifications are required to go through an extensive regulatory process, to minimize the potential for negative environmental impact. Certain measures can be undertaken, in order to allow the project to proceed without compromising its intended purpose. In the example depicted at right, a planned 4-lane highway is being routed slightly away from the current 2-lane alignment, in order to avoid two historic structures that lie in close proximity to the road on either side.



Creation of Trumpeter Marsh as wetland mitigation project, Lee County

Another commonly encountered issue is the impact on wetland environments. If the alignment of a new road causes a natural wetland area to be disturbed, then action must be taken to mitigate this loss, by establishing a new wetland at a strategic location nearby. An example of this is Trumpeter Marsh in central Lee County, which was created to mitigate wetland loss from widening Highway 61 from two to four lanes.

Archaeological and Historic Sites

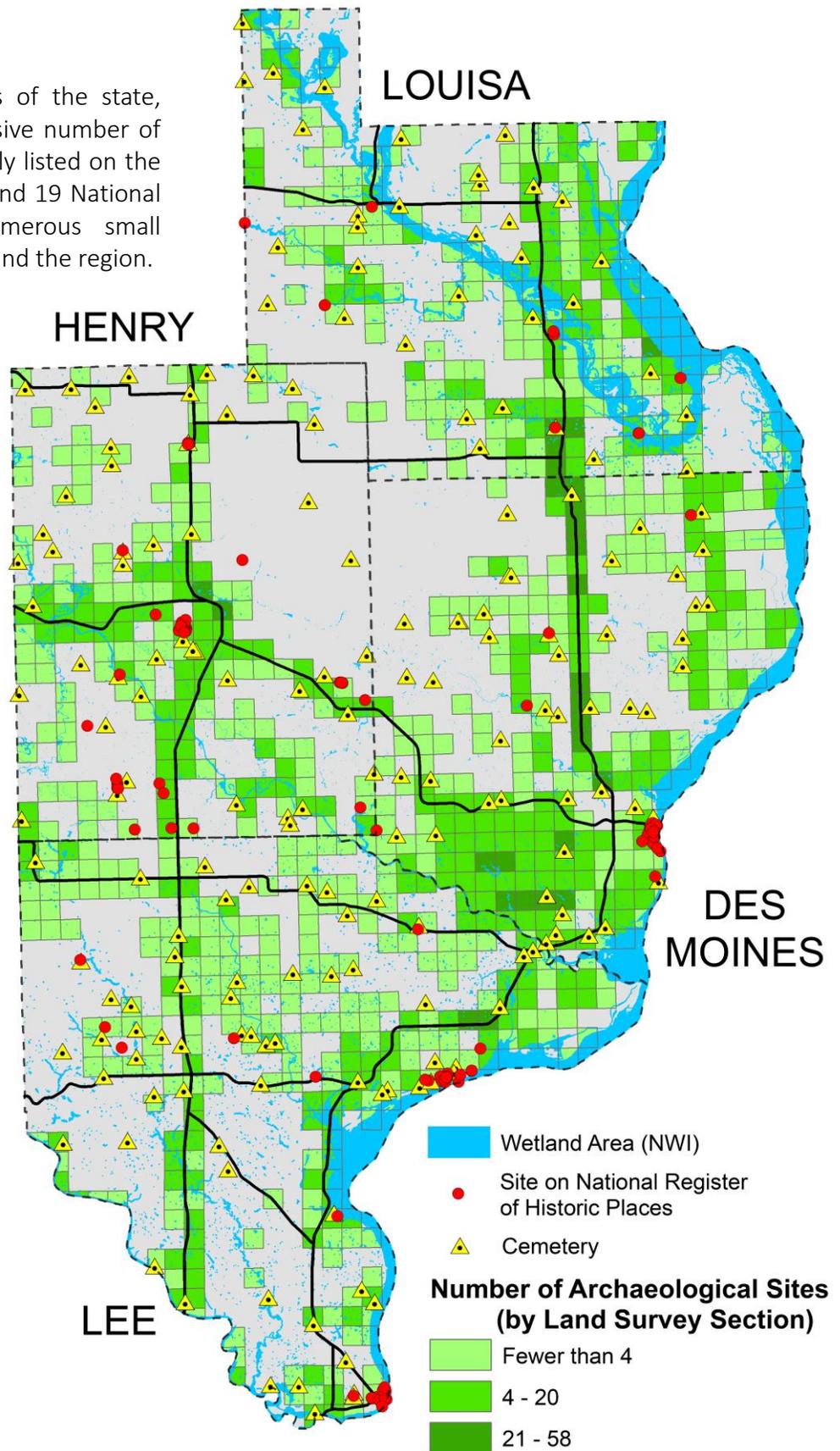
As one of the earliest settled parts of the state, Southeast Iowa is home to an extensive number of historic sites, including 114 individually listed on the *National Register of Historic Places*, and 19 National Historic Districts. In addition, numerous small pioneer cemeteries are scattered around the region.

There are also many recorded archaeological sites in the region, with the heaviest concentrations found along waterways and in areas of hilly terrain, where settlements and hunting grounds were common, due to plentiful resources being available. They are also common where highway construction projects have been undertaken in recent decades.

Wetlands

The *National Wetlands Inventory (NWI)* is a nationwide inventory of wetland areas prepared by the U.S. Fish and Wildlife Service. According to the NWI, Southeast Iowa includes 128 square miles of wetlands. In all, this encompasses permanent waterways such as lakes and rivers, as well as marshes and swamps that are sometimes only saturated on a seasonal basis.

Extensive wetland areas are found within the floodplains of major rivers such as the Mississippi, Iowa, and Cedar. The Iowa River wetlands present regulatory challenges for the planned four-lane upgrade of Highway 61 north of Wapello.



THREATENED AND ENDANGERED SPECIES

There are seven animal and plant species that are Federally classified as ‘threatened’, ‘endangered’, or proposed endangered in all or part of Southeast Iowa. Six of these are endangered, meaning that they are in danger of extinction throughout all or of a significant portion of their current range of habitat. The one other is threatened, meaning that they are likely to become an endangered species in the foreseeable future.

Many of the species on this list are threatened or endangered throughout the Midwestern United States. The endangered status of the Indiana Bat is particularly important for regulatory purposes, regarding transportation and development projects. In the Starr’s Cave Park and Preserve, in Des Moines County, the cave itself is currently off-limits to the general public, as the bat is known to make its home there.



Indiana Bat



Sheepnose Mussel



Eastern Prairie Fringed Orchid

Threatened and Endangered Species in Southeast Iowa (*Federal Classification*)

Species	Class	Location	Federal Status
Indiana Bat	Mammals	Des Moines, Henry, Lee, and Louisa	Endangered
Northern Long-Eared Bat	Mammals	Des Moines, Henry, Lee, and Louisa	Endangered
Eastern Prairie Fringed Orchid	Flowering Plant	Des Moines, Henry, Lee, and Louisa	Threatened
Tricolored Bat	Mammals	Des Moines, Henry, Lee, and Louisa	Proposed Endangered
Higgin’s-Eye Pearly Mussel	Freshwater Mussels	Des Moines, Henry, Lee, and Louisa	Endangered
Spectaclecase	Freshwater Mussels	Des Moines, Lee, and Louisa	Endangered
Sheepnose	Freshwater Mussels	Des Moines, Lee, and Louisa	Endangered

Numerous other plant and animal species are classified as endangered or threatened at the State level, but not the Federal level. In Southeast Iowa, this includes several bird, fish, insect, and plant species, in addition to mammals, reptiles, and mussels. In addition to ‘threatened’ and ‘endangered’, the State assigns a third category called ‘special concern’. Those in this category are not fully protected by the State’s Endangered Plants and Wildlife law, but restrictions are in place for matters like hunting, fishing and harvesting. Information on the status of each species (by county) is available online through an interactive website called the Iowa Natural Areas Inventory (INAI), maintained by the Iowa DNR.

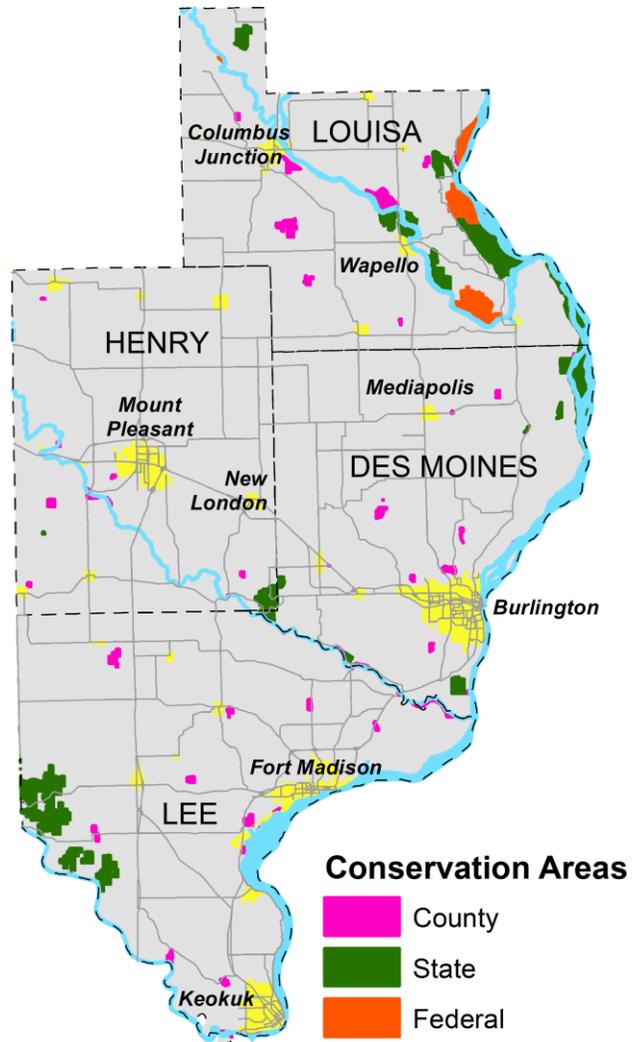
A common explanation for threatened or endangered status is the loss of natural habitat through man-made alterations, such as tree and woodland removal or filling in wetlands. Accidental fatalities (through vehicle impact or mowing) are also common. It is notable that four of the seven species are freshwater mussels, mostly in counties along the Mississippi River. This is largely the result of their depletion in the late 19th and early 20th centuries, for the locally prominent pearl button industry.

Conservation Areas

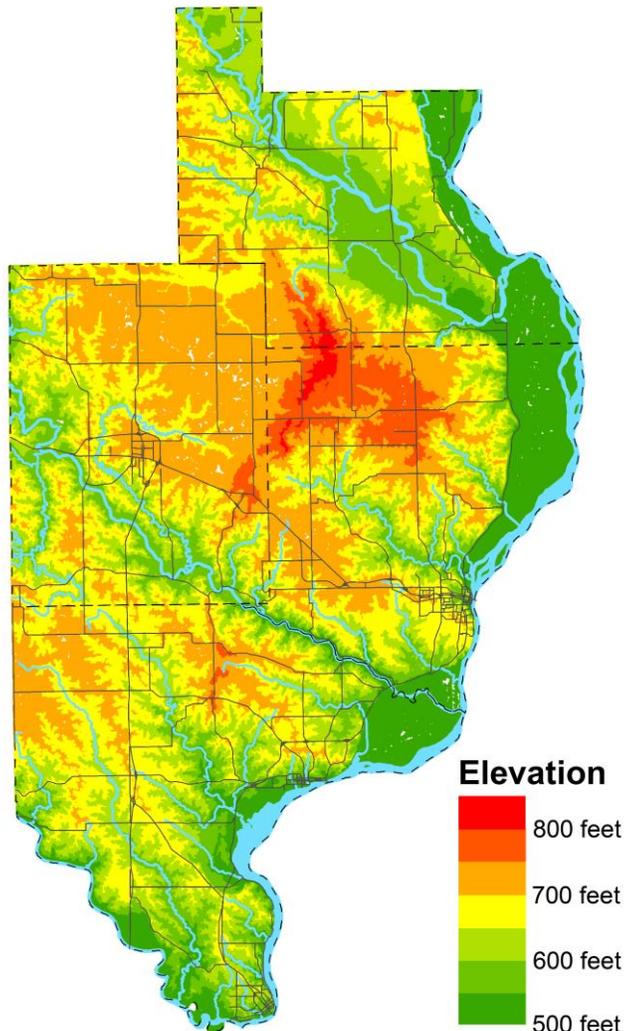
Southeast Iowa is home to numerous protected conservation areas, including those under County, State, and Federal jurisdiction. Among the State facilities are Geode State Park (Henry and Des Moines Counties), and Shimek State Forest (Lee County).

The Federal lands comprise several separate areas of the Port Louisa National Wildlife Refuge (pictured below), found along the Mississippi and Iowa Rivers in Louisa County.

Conservation areas are most prevalent in Louisa County, as it has many sensitive low-lying wetland areas, found near the confluence of the Iowa River with the Mississippi River.



Landforms and Hydrology



The landscape of Southeast Iowa is heavily influenced by rivers and waterways. While the Mississippi River comprises its eastern border, several interior rivers drain into it within the region, carrying with them the waters of numerous upstate watersheds.

Areas of sharp geographic relief extend along the numerous creeks, tributaries, and minor streams that cross through the region, largely at a northwest-to-southeast angle. This has considerable ramifications for transportation, as roads must often take the least direct path to avoid steep gradients. Also, the many angled streams have required the installation of numerous bridges, for roads that conform to the N-S-E-W grid of the Public Land Survey System.

Along the Mississippi River, there are several large areas of flat bottomland, which are extensively cultivated for farming, due to the presence of highly fertile soils.

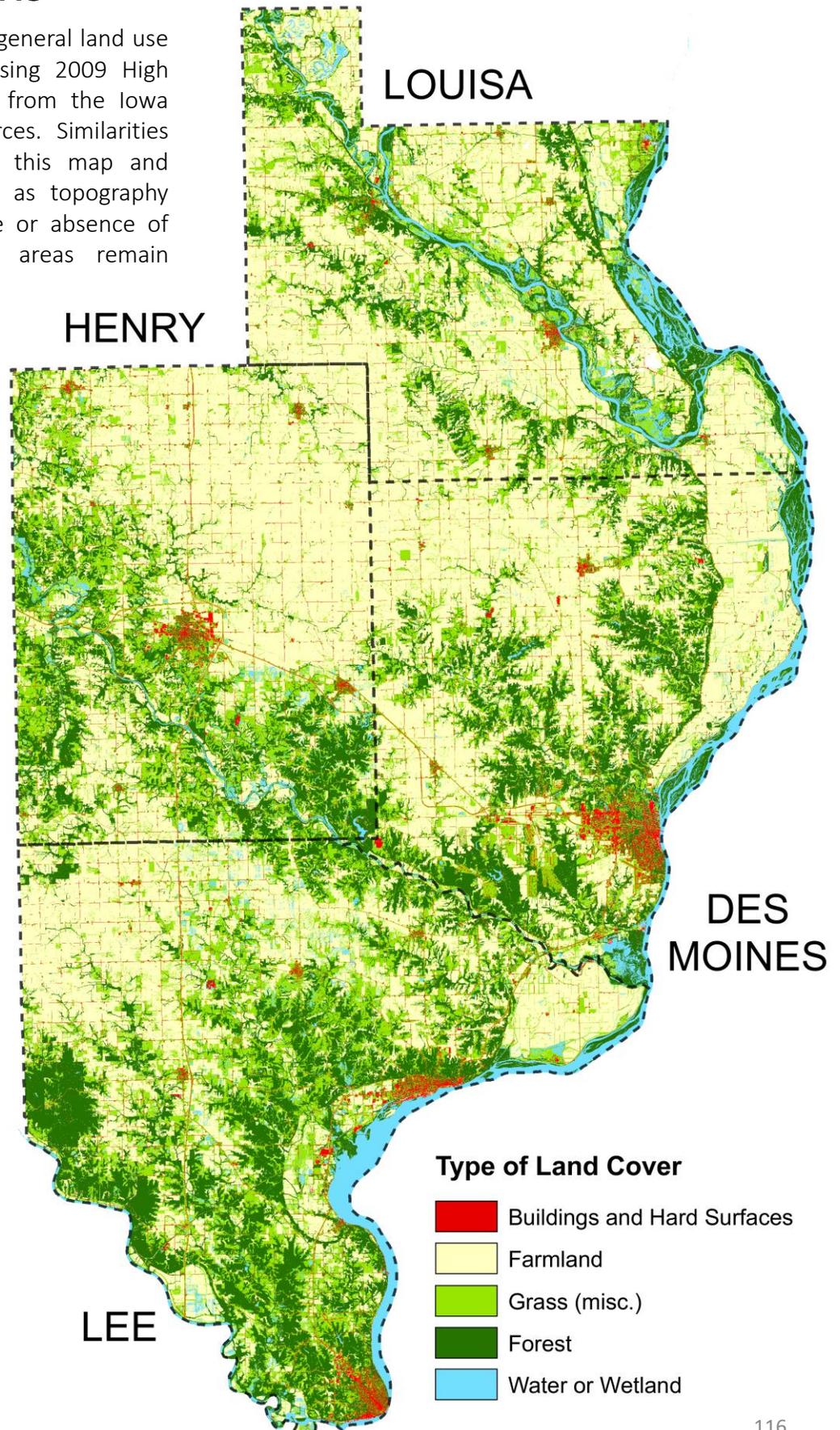
Land Use Patterns

The map at right highlights the general land use patterns of Southeast Iowa, using 2009 High Resolution Land Cover images from the Iowa Department of Natural Resources. Similarities are readily apparent between this map and those on the preceding page, as topography heavily influences the presence or absence of agriculture, and conservation areas remain largely undeveloped.

As to be expected, farmland is the dominant use of land in Southeast Iowa, although its prevalence varies from one part of the region to another. It is most common in areas of flat terrain, such as the high plateau in northeast Henry County, or the low valleys along the Mississippi River.

Forests cover the areas of hilly terrain around streams and drainage ravines. A few conservation areas also stand out, such as Shimek State Forest in western Lee County.

Buildings and hard surfaces are primarily found in dense clusters within the region's cities, with rural dwellings and farm buildings barely noticeable when scattered among the farmland. The 'grass' land cover largely represents transition areas between farmland and forest, or buildings and farmland. This is usually composed of imported species, as opposed to native prairie grasses.

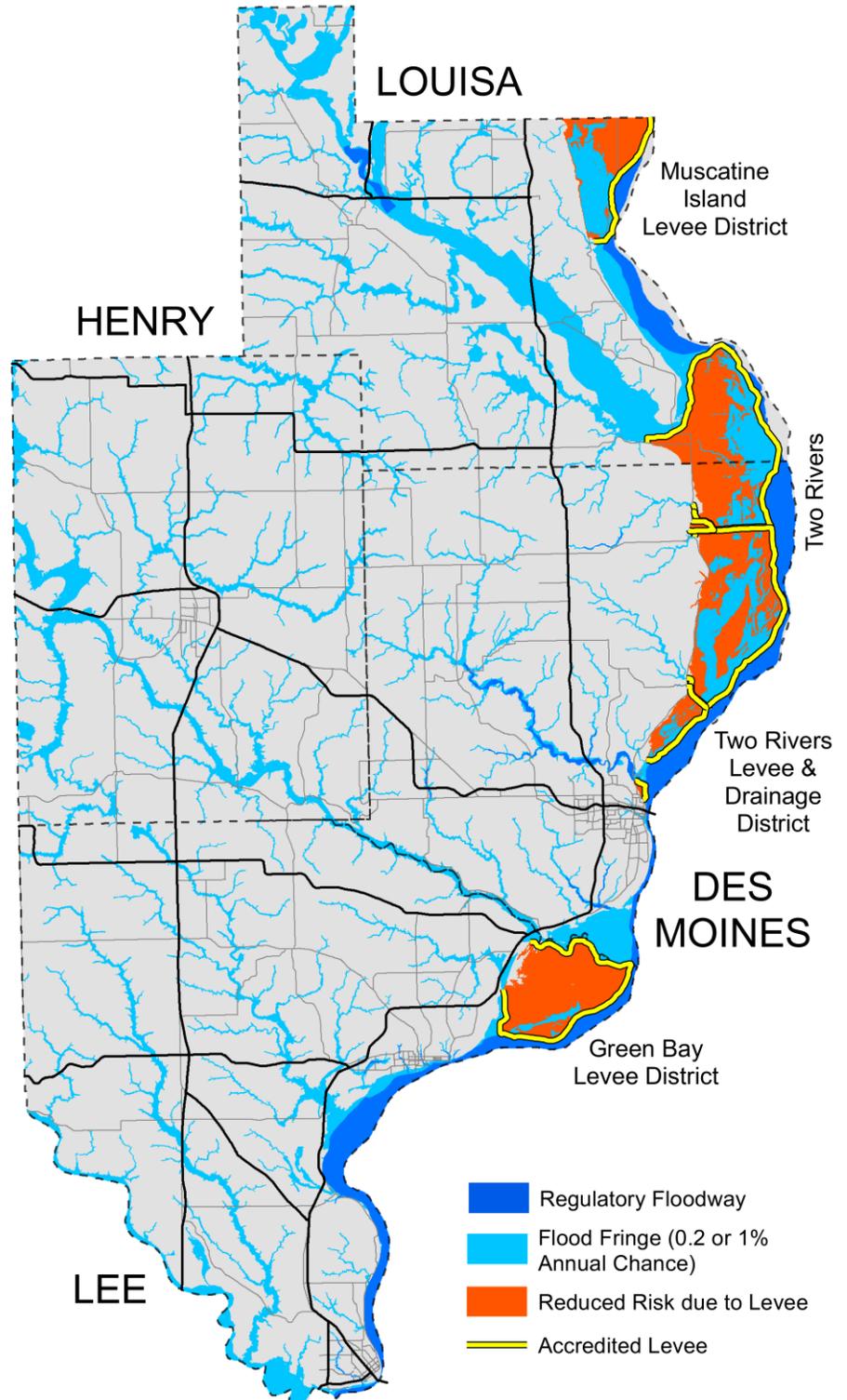


Floodplains

Each of the region’s four counties participate in the National Flood Insurance Program (NFIP), through FEMA (the Federal Emergency Management Agency). Prior to 2018, Henry County did not participate, and its first set of maps became effective in 2021.

Areas designated as a ‘flood fringe’ have a 0.2 or 1% annual chance of experiencing flooding. Some of these along the Mississippi River are shown as having a ‘reduced risk’, due to the presence of an accredited levee. The Regulatory Floodway encompasses active stream channels and immediately adjacent areas, which should be kept unobstructed from development, to allow the natural discharge of floodwaters.

Most of these bottomland areas along the Mississippi River are protected by levees, along with accompanying drainage systems to regulate surface water flow. The three largest of these are maintained by organized levee districts – Green Bay, Two Rivers, and Muscatine Island.



River flooding at Fort Madison, 2018

Transportation projects within a mapped floodplain will require a floodplain development permit, in addition to other applicable environmental permits. This is especially critical when a new road or rail alignment will be established, as the surface must be elevated about the 100-year flood elevation. Across the river in Illinois, this is one of several factors that has delayed construction of a 4-lane upgrade for Highway 34, as the levees protecting the bottomland have not been fully re-accredited, following the 2008 flood. As such, fill must be utilized to raise the roadbed above the natural elevation of the surrounding landscape.

SECURITY MEASURES AND DISASTER PREPAREDNESS

Protecting the transportation network from natural disasters and human-caused threats is always a matter of concern for federal, state, and local governments. Of all forms of infrastructure that are impacted by these incidents, transportation has an especially broad impact, as it serves as the means in which people to evacuate to safety from the affected area. It is also used for emergency transport (i.e. ambulances).

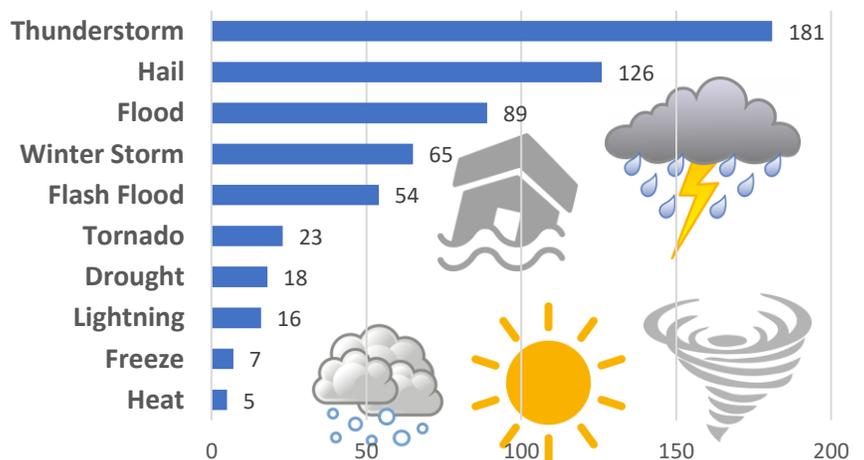


Images of clogged freeways in hurricane-prone areas may seem like a challenge far removed from the rural Midwest, but a number of other threats are likely to present themselves, some being far more prevalent than others, depending on the season or physical location.

Natural Disasters in Southeast Iowa

The chart at right highlights the occurrence of various weather events over the 30 year period from 1993 to 2023. It represents the number of days in which an event of each type was recorded somewhere in the region. This historical data comes from the *National Oceanic and Atmospheric Administration (NOAA)*, through its *National Centers for Environmental Information (NCEI)*. Typical of the Midwestern US, the most common damaging storm events in Southeast Iowa are wind from severe thunderstorms, hail, floods, winter storms, and tornadoes. Naturally, the individual events over that period vary in terms of severity and amount of damage caused.

Number of Days with Event, 1993-2022



SECURITY MEASURES AND DISASTER PREPAREDNESS

Planning and Monitoring Efforts

At the local level, each county has an Emergency Management Agency (EMA) to oversee emergency management activities. These revolve around four general concepts: preparedness, response, recovery, and mitigation. The latter refers to efforts taken to reduce or eliminate future risk from hazards.

One important mitigation activity is the development of a Hazard Mitigation Plan (HMP), which outlines the potential for natural and manmade disasters, along with the potential impact that these may have. These plans must be routinely updated, and SEIRPC has assisted in the preparation of the most recent HMPs for three of the region's four counties.

Des Moines County, Iowa Multi-Jurisdictional Pre-Disaster Mitigation Plan

October 2020



Dynamic message signs used for education and notification

At the state level, a number of intelligent transportation systems (ITS) activities are available to assist the public during emergency events. This includes the 511 Traveler Information System, which provides real-time information on roadway travel conditions and construction activity. The Iowa DOT also utilizes dynamic message signs (DMS), large overhead signs for communicating information on weather, detours, and promotion of safe driving practices.

At the federal level, the Federal Highway Administration (FHWA) operates a multifaceted program called *Emergency Transportation Operations (ETO)*, which addresses events through different approaches based on their probability of occurrence, the severity of impact, and the complexity of response necessary.

Within ETO, high probability-low severity events are addressed through the *Traffic Incident Management (TIM)* program. TIM is a planned and coordinated process to detect, respond to, and clear traffic incidents, so that traffic flow may be restored as safely and quickly as possible.



Serious crash on Highway 61 in Lee County, 2018

In contrast, low probability-high impact events are covered through the *Disaster/ETO program*, in which FHWA works with local, state, and federal officials to handle the coordination of traffic movement. Hurricane evacuation falls into this category, in which local governments need a greater level of state and federal support.

Another federal program, this time overseen by the Department of Homeland Security, is the *National Response Framework (NRF)*. Established in 2008, it enables all response partners to prepare for and provide a unified response to disasters and emergencies. NRF provides the structure for a national incident management policy, while the *National Incident Management System (NIMS)* offers a template for managing individual incidents. It involves scalable concepts, terminology, and organizational processes for addressing all types of hazards.

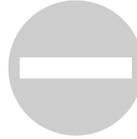
THE FOLLOWING PAGES IDENTIFY AND
OUTLINE A SET OF

STRENGTHS



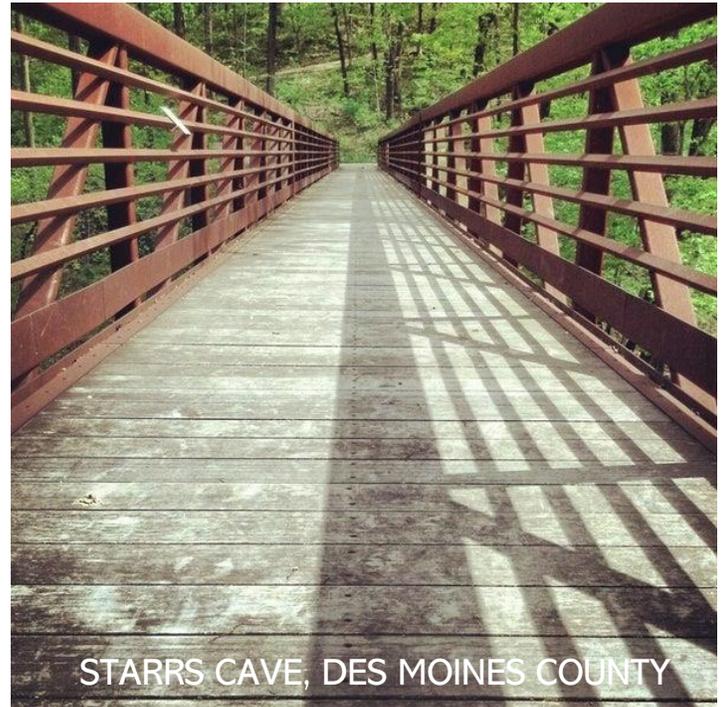
CONTINUING

CHALLENGES



AND FUTURE

PRIORITIES



FOR THE SOUTHEAST IOWA REGION.

THESE ARE EACH SPLIT INTO
THREE GENERAL CATEGORIES:



COMMUNITY DEVELOPMENT

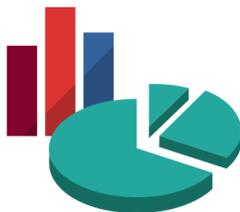


ECONOMIC DEVELOPMENT



TRANSPORTATION

A LIST OF COMMONLY ENCOUNTERED OBSERVATIONS FROM THE
PUBLIC SURVEY AND STAKEHOLDER INTERVIEWS ARE LISTED. IN
SOME CASES, INCONSISTENCIES ARE APPARENT, REFLECTING THE
DIFFERING OF PERSPECTIVES AND OPINIONS OF INDIVIDUAL
STAKEHOLDER GROUPS.



THEN, THERE IS A LIST OF DATA FINDINGS FROM
EARLIER IN THIS PLAN, SUMMARIZED AS THEY
PERTAIN TO REGIONAL STRENGTHS AND WEAKNESSES.

THIS INFORMATION WAS USED TO IDENTIFY
REGIONAL PRIORITIES AND WAS THE GUIDE FOR
KEY STRATEGIES AND ACTION ITEMS THAT
COMPRISE THE ACTION PLAN.

WHAT ARE OUR STRENGTHS?



The people say: “It’s the Lifestyle!”



COMMUNITY DEVELOPMENT



TRANSPORTATION



ECONOMIC DEVELOPMENT

Survey respondents like the people they encounter in daily life. They love the SE Iowa environment, rivers and parks. Clean communities and good schools make SE Iowa a great place to raise kids.

- Friendly people, good neighbors
- Small town feel with lots of amenities and things to do.
- The beauty of the rivers, small town community, less traffic.
- Educational Opportunities.
- Historic, small-town atmosphere.
- Size of downtown areas.
- Nature opportunities Crapo, Dankwardt Park, Geode, River access points.
- Small town life with nearby cities.
- Great place to live and raise a family.
- Opportunity to participate in local government.
- Outdoor recreational activities.
- Areas to hunt and fish.
- More educational and career opportunities for students due to collaboration of schools and community resources.
- Art opportunities continue to expand and improve in Southeast Iowa.

Respondents say that life is convenient, especially low traffic, easy commutes and access to bigger cities by Highway, Rail or Air.

- Short commute time; easy to get around to everything.
- Proximity to many large metro areas in all directions.
- Mississippi River is a major freight asset.
- Good highway conditions.
- SEIBUS and BUS – availability of local and regional transit.
- Growing trails network.
- Highways make it easy to ship goods into and out of region.
- Multiple barge facilities and locks and dams support river transportation.
- Available rail infrastructure for shipping goods.
- Several short line rail services to support local businesses.
- Air travel and Amtrak available.
- Completion of new roadway, curbing, lighting on main thoroughfare through Fort Madison.

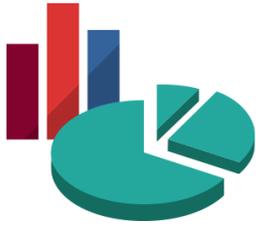
They like the small town feel of our communities with proximity to goods and services in a friendly business environment.

- The Riverfront attracts tourists
- Good business climate for small businesses.
- Downtown revitalization.
- Vibrant downtowns.
- Low traffic.
- Mid-west culture and work ethic.
- Low cost of living.
- Regional draw for retail shopping.
- Good job opportunities.
- Business incentives available for new industries.
- Opportunities for workforce training at local community colleges.
- Communities are working towards retaining and attracting businesses and jobs.
- Downtown warehouse redevelopment to multiuse facilities.



“Small town feeling with big city events. The area is beautiful. Wonderful change of seasons”
“It's a safe, affordable community that isn't too far from anything we want to do.”

WHAT ARE OUR STRENGTHS?



The DATA says:



COMMUNITY DEVELOPMENT

- Significant investments have recently been made in Downtown upper story housing and neighborhood rehab throughout the region.
- SEIRPC secured over \$8.5 million for housing projects between 2018 and 2022.
- Nearly 3/4th of the region's households have access to high-speed broadband service.
- SCC has grown enrollment and has made substantial investments in new programs and facility upgrades, with a strong emphasis on workforce training.
- In addition to those within the region itself, there are numerous institutions of higher learning are within 50 miles of the region.
- Most of the region's residents have convenient local access to quality clinical care services.



TRANSPORTATION

- Southeast Iowa is well served by a network of modern four-lane highways, both internally and externally.
- More through traffic is utilizing the Avenue of the Saints and Highway 34, which can expand the region's travel oriented economy.
- There is a diverse range of transportation options available, including auto, rail, barge, air, bike/pedestrian, and transit.
- Traffic congestion is not a significant issue for the region.
- Overall, Southeast Iowa's bridges are in better condition than those of the State as a whole.
- Amtrak and transit ridership rates have remained steady.
- After a recent slump, enplanements at the Southeast Iowa Regional Airport have rebounded, and since remained steady.
- A substantial amount of new trails and on-road bike facilities have been established in recent years.
- Local Road Safety Plans have been developed for all four of the region's counties.
- Several local advocacy groups are active in promoting trail construction, highway upgrades, and other transportation improvements.



ECONOMIC DEVELOPMENT

- The region's unemployment rate has decreased proportionally to the Statewide rate over the past 10 years and at or near an all time low.
- More people commute into Southeast Iowa for work, than leave for employment in another region.
- The average commute time is comparatively low, which enables individual communities to benefit from job growth in other towns in the region.
- Revolving Loan Fund (RLF) assistance from SEIRPC helped create and retain over 49 jobs in Fiscal Year 2021.
- The region's population loss is not unique, as it is largely consistent with other rural regions of Iowa.
- Regional retail sales and tourism expenditures have been steadily increasing over time.
- The region's population is becoming more diverse, with immigrant and refugee groups helping to expand the local talent pool.



WHAT ARE OUR CHALLENGES?



The PEOPLE say:



COMMUNITY DEVELOPMENT

A common response to this question and others was a need for cleanup of dilapidated homes, buildings and neighborhoods. Crime, drug abuse, poverty, homelessness and a need for mental health care were named as challenges for SE Iowa.

- Lack of affordable housing.
- **Crime, Drugs use.**
- Not enough low cost or free family activities and events.
- **Communities are not proactive in making changes for the better.**
- Buildings or structures fall into complete disrepair.
- **Physical condition of housing stock is poor.**
- Lack of forward thinking by community leaders and other negative people.
- **We need better access to mental health care.**
- The heart of the residential neighborhoods are in rough shape.
- **Improve student safety in local schools.**
- Lack of collaborative efforts to effectively address substance abuse, mental health issues plaguing the area.
- **Squatters in abandoned homes.**



TRANSPORTATION

In addition to concerns about road and street repairs, a need for transportation alternatives were frequently mentioned, such as the need for more public transportation options, bike safety and trail connectivity.

- Road systems are in dire need of repair and/or replacement.
- **The streets and sidewalks are in poor condition.**
- Better strategy for road work needed – communities pay to repair the same roads every year.
- **Not enough safe biking areas.**
- Bike trails need to have better connectivity in towns and between towns and recreational destinations.
- **Expanded Bus routes and schedules needed.**
- More public transportation needed.
- **Insufficient bike and hiking trails.**
- Bridges need better maintenance
- **Antiquated Mississippi River Rail Bridge.**
- Antiquated lock and dam system.
- **Make communities multimodal and walkable; build streets designed for people.**



ECONOMIC DEVELOPMENT

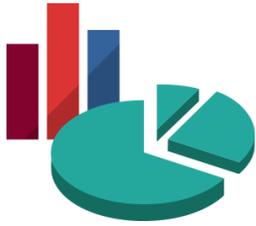
After top comments about the need for more restaurants and entertainment, people say that high quality employment opportunities and career training are necessary to attract and retain a local workforce.

- Lack of restaurant variety.
- **Need more entertainment options** such as event center, sports facilities.
- **Need more low-cost or free activities for families.**
- Limited employment opportunities for young people.
- **Wages are insufficient to support homeownership, pay for daycare and provide reliable transportation to work.**
- Mid-range shopping is limited.
- **People who are working at our schools and social workers are overworked. We need more people in those jobs.**
- Lack of quality, high paying jobs.
- **Expand medical services for maternity and mental health - need a facility for mentally disabled and homeless.**
- Pedestrians need safe access to Business destinations on busy streets.

“Homelessness – I never knew it was so bad!”
“Dilapidated, abandoned houses and businesses pollute the landscape.”
“Expand bus services for the workforce”



WHAT ARE OUR CHALLENGES?



The DATA says:



COMMUNITY DEVELOPMENT

- More than 1/3rd of the region's housing stock is at least 80 years old, while less than 1/5th is fewer than 30 years old.
- The region's average home value is significantly lower than the State average.
- Housing growth in unincorporated areas is outpacing growth in municipalities, which impacts the municipal tax base.
- The consolidated tax rates of the region's larger cities are much higher than the State average.
- Specific areas of the region (mostly rural) still have little to no access to high-speed broadband service.
- Certain communities such as Columbus Junction have a high percentage of low English proficiency.
- Southeast Iowa Counties stand poorly on the County Health Rankings for the State of Iowa.
- Half of the region's public-school students are eligible for free or reduced-price lunch.
- More than 1/3rd of the region's families with children are headed by a single parent.
- Within the State of Iowa, the region has a comparatively high crime rate.
- Access to mental health services is a challenge, particularly following the 2015 closure of the Mount Pleasant Mental Health Institute.
- Regional school enrollments are decreasing (following population declines) and may impact SCC enrollment, in addition to the enrollment cliff.



TRANSPORTATION

- Many lower-traffic local roads are in very poor condition.
- The timeframe for upgrading Highway 34 to four lanes in neighboring Illinois is still unclear.
- While funding is allocated, gaps remain in upgrading Highway 61 to four lanes throughout the region.
- Despite multiple options available, most freight movement in Southeast Iowa is accounted for by trucks.
- Traveling from one community to another or within communities by walking and biking is a challenge, as there are few dedicated trails or routes for pedestrian transportation.
- The plentiful presence of wetlands, floodplains, and archaeological/historical sites creates regulatory challenges for transportation and economic development projects.
- The region is home to several of the most crash-prone intersections in the State.
- Two of the three locks on the Mississippi River are over 20 years past their design life and tend to cause significant delays in barge movement.



ECONOMIC DEVELOPMENT

- The population of Southeast Iowa is gradually shrinking.
- The region is experiencing an aging population/workforce, with a lower share of younger residents than the historic norm.
- A disproportionately high share of the region's workers are employed in 'manufacturing' field.
- A disproportionately small share of the region's workers are employed in high-tech or white-collar occupations.
- Southeast Iowa has lower average wages and annual income than the State of Iowa as a whole.
- Compared to the State, Southeast Iowa has a significantly smaller share of residents with advanced degrees.
- The recent trend of increased retail sales and tourist expenditures may be difficult to maintain, post COVID-19.
- All the four counties in Southeast Iowa have a moderate relative capacity for economic innovation, a reduction from the previous CEDS.

WHAT ARE OUR PRIORITIES?



COMMUNITY DEVELOPMENT

- Improve communications infrastructure with broadband/ fiber, cellular 4g/ 5g capabilities, wireless hot spots.
- Continue affordable housing programs, incentivize new single-family construction, rehabilitate older homes in neighborhoods-- particularly rentals, and continue upper story housing development in downtown areas.
- Promote new housing development of all kinds – primarily infill development in older neighborhoods.
- Reduce crime levels.
- Enforce ordinances and nuisance regulations to improve curb appeal and appearance within communities.
- Water and sewer maintenance, replacement, and expansion to improve existing infrastructure and encourage future growth.
- Improve and enhance existing recreational facilities (parks and trails), develop more indoor recreation spaces to keep up with demand.
- Communities need to provide 'college town' amenities to bring local young people back after college.
- Cooperation between cities and school districts.
- Maintain population and workforce.
- Maintain school and college enrollments.



TRANSPORTATION

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



ECONOMIC DEVELOPMENT

- Job creation and retention including business attraction, expansion, entrepreneurship, and regional marketing to attract employees.
- Create vibrant downtowns and communities where young people want to live.
- Create similar local incentives throughout the region.
- Train workforce to fill current openings and improve skills.
- Attract sustainable businesses.
- Encourage all types of businesses including commercial, office, manufacturing, technology, etc.
- Focus on expanding the high-skilled manufacturing workforce.
- Improve communication and collaboration between different agencies/organizations in the community.
- Get SCC involved in community and economic development initiatives – direct cooperation with municipal entities (including staffing for SCC programs, daycare, transportation options)
- Asset mapping at the regional level to highlight what is most important.
- Focus on housing, recreation and other amenities (i.e. daycare) – these have a 'domino effect' on economic development.
- Strengthen technical education through collaboration between different school districts in the region.
- Downtown revitalization efforts and restoring old commercial buildings.
- Develop reuse strategy for closed public facilities including Iowa Wesleyan campus and Iowa State Penitentiary.

The top priority named by the public was Housing: Affordable Housing, Senior Housing, Housing for Homeless and Dilapidated Housing.

Career education, job specific training for the workforce together with public transportation, daycare and pre-school are all seen as needed for economic stability in SE Iowa.



WHAT ARE OUR PRIORITIES?

The previous page highlights several regional priorities based on public input and analysis of regional data trends. However, there are a few specific areas that are clearly the top priorities above all other that should be the primary focus regionally over the next 5 to 10 years. Icons shown next to the priorities below will be shown next to goals and action items on the following pages to highlight specific strategies that will be crucial to implementing these regional priorities.



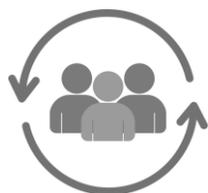
Housing

Housing has been a high priority regionally for several years due to several factors including smaller household sizes, high number of older homes regionally, need to diversify the price of housing (high end vs. affordable), and the type of housing (rental vs. owner, apartments vs. single family vs. condo). Much progress has been made in 5 to 10 years, but more work needs to be done to offer all types of housing needed to support the community, while also playing a role in providing safe and attractive neighborhoods.



Safe and Attractive Communities

Through the data and public input, it was clear that the overall condition of our neighborhoods and addressing associated neighborhood challenges (crime, poor appearance, dilapidated infrastructure, lack of maintenance, lack of pride) was a priority. We need to focus on projects regionally that will invest in our neighborhoods (housing, infrastructure) and create nuisance policies that require conditions to keep neighborhoods attractive, while investing in programs that will keep communities safe.



Population Stability

Regional population has been on a steady decline since 1980's due to a variety of factors including the loss of manufacturing jobs, out migration, and negative natural change (deaths outpacing births). To be a successful region in the future, efforts must be made to stabilize the population to increase migration and immigration, while exploring ways to increase the regional birth rate in the face of an aging population.



Parks, Recreation, and Tourism

As an effort to stabilize or grow as a region, a major component of is to have quality amenities for those living in Southeast Iowa. While we cannot offer all that is available in larger urban areas, we must invest in existing parks, recreation, and other facilities to provide a high level of service, while identifying new opportunities to provide services or attract people from outside of Southeast Iowa to the region as a tourist destination.



Quality Jobs

Unemployment rates in Southeast Iowa have historically been higher than the state average, although in recent years it been closer. Wages have also been lower than state or national averages. A key part to moving the region forward on all of the other priorities listed above is to increase not just the number of jobs, but quality jobs that have good wages and benefits that allow residents to support regional communities and business.



growing
forward

3

CREATING OUR

FUTURE

Comments received on each of these three key areas of the plan: community development, economic development, and transportation, are all related back to one theme that represents the vision for the future of the Southeast Iowa Region.

COMMUNITY DEVELOPMENT

- Planning and Code Enforcement
- Infrastructure Maintenance
- Community Amenities
- Livable Communities
- Housing Investment
- Sustainability

ECONOMIC DEVELOPMENT

- Workforce Development
- Workforce Recruitment
- Regional Marketing
- Local Cooperation
- Quality Education
- Investment
- Tourism

TRANSPORTATION

- System Preservation
- Funding Opportunity
- Freight Movement
- Mode Choice
- Connectivity
- Safety

Your regional vision

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



Key strategies and action items have been identified for each of the focus areas, to help us fulfill the region’s vision for the future. These strategies and action items were determined based on regional data trends, and from public comments listed in the strengths, weaknesses, and priorities. Action items are split into three categories, based on their timeline. The first two categories are generally comprised of more targeted objectives that can be fully accomplished over a short period (**5 YEARS OR LESS** and **6 YEARS OR MORE**). The third (**ONGOING**) includes those that, by their very nature, must be continually implemented in order to be effective.

Transportation

Strategy A: Maintain, improve, and expand the regional transportation system for the efficient movement of people, goods, and services.

5 Years or Less.

- **(A1)** Work closely with Iowa DOT and the Highway 61 Coalition to complete the 4-lane upgrade of US Highway 61 from Burlington to Muscatine; seek improvements for the Roosevelt Avenue segment through Burlington (pavement condition, safety, pedestrian) and from south of Keokuk into Missouri.
- **(A2)** Work closely with Highway 34 Coalition, state/federal legislators, and Illinois DOT to upgrade US Highway 34 to four lanes from Burlington to Monmouth
- **(A3)** Work with Keokuk and Fort Madison to identify ways to upgrade, improve, or replace the rail bridges over the Mississippi River.

6 Years or More.

- **(A4)** Facilitate studies of supplemental highway corridors that would be impacted by the 4-lane upgrade of Highway 61 (State Highways 92 and 78 in Louisa County, US Highway 218 diagonal portion in Lee County)
- **(A5)** Coordinate with local communities and private industries, to establish or update formal regional truck routes for the routine shipment of goods
- **(A6)** Form a regional committee and develop a regional freight plan for rail, barge, roadway and intermodal improvements that are needed to assist existing businesses and support future business investment.

Ongoing.

- **(A7)** Utilize the region’s existing assets and connections (rail, barge, and intermodal) to reduce the share of regional freight movement that occurs by truck alone.
- **(A8)** Work with regional partners, including, but not limited to the Southeast Iowa Regional Economic Development and Port Authority, to develop multi-modal freight facilities.
- **(A9)** Meet with state legislators, federal legislators, Army Corps of Engineers, etc. to encourage and plan for improvements to the lock & dam system.

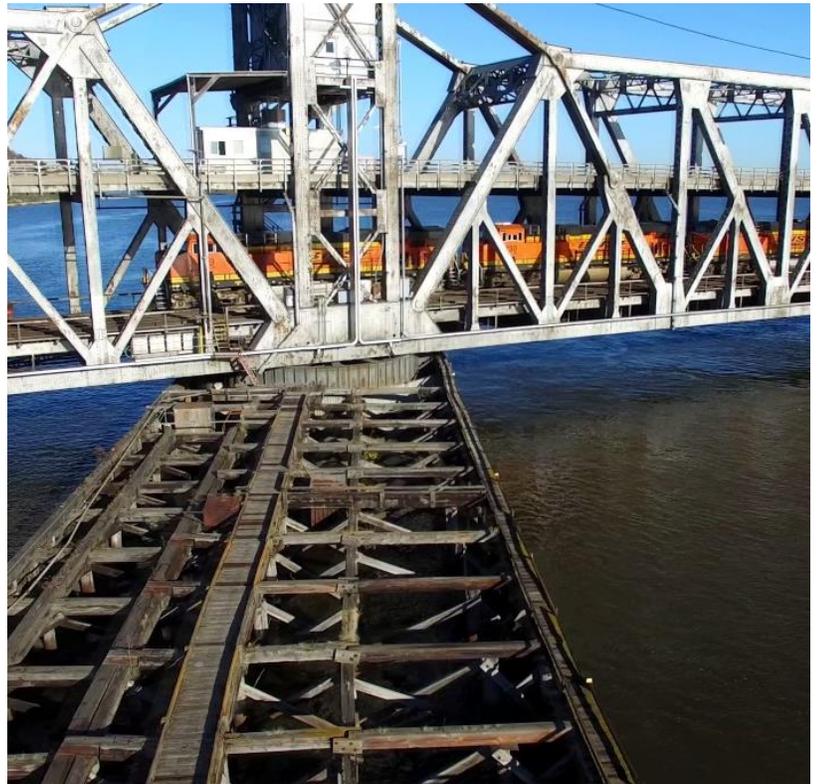


Transportation

Strategy B: Improve existing transportation infrastructure and ensure adequate maintenance of the transportation system.

5 Years or Less.

- **(B1)** Work with regional partners to incorporate storm water best management practices into transportation projects, including curb and gutter rehab or installation, storm sewers installation, strategic placement of bioswales/rain gardens, and retention ponds.
- **(B2)** Facilitate collaboration between municipal and county governments, for projects that would cross jurisdictional boundaries and mutually benefit each.



Ongoing.

- **(B3)** Work with local governments and other entities to pursue eligible federal, state, local, and private funding sources for transportation projects.
- **(B4)** Educate regional partners on current best practices for transportation maintenance, including cost-saving opportunities and the incorporation of elements that make their projects better candidates for grant funding.
- **(B5)** Work with regional partners to facilitate the replacement of functionally obsolete or structurally deficient bridges, and secure additional funding for these projects
- **(B6)** Coordinate needed transportation and utility improvements at the local level, to yield greater cost savings on construction work.
- **(B7)** Encourage regional partners to preserve, replace, or upgrade existing infrastructure before building new – and likely redundant and unnecessary – transportation infrastructure.
- **(B8)** Prioritize the functionality of individual roads within the regional network, so that regional highways are enhanced for more efficient movement between places, while the negative impacts of city arterial and collector streets are minimized through traffic calming measures, streetscape enhancements, and greater speed enforcement.

Transportation

Strategy C: Develop a safe transportation system for users of all modes.

5 Years or Less.

- **(C1)** Assist in the implementation of each county's Local Road Safety Plan and identify funding opportunities for recommended projects.
- **(C2)** Promote the use of intersection safety improvements, including roundabouts, 4 to 3 lane conversions, and separated turn lanes, wherever applicable.
- **(C3)** Develop a regional Safe Streets 4 All planning document that cover the region's city streets, evaluate county road Safe Streets 4 All plan and work on implementing identified projects/strategies regionally.

Ongoing.

- **(C4)** Work with regional partners and Iowa DOT to implement safety improvements in locations where improvements are most needed, including pedestrian and bicycle improvements, reducing roadway width, or the addition of lighting, signage, colored pavement, or speed control devices.
- **(C5)** Identify and secure funding sources to implement traffic safety projects.
- **(C6)** Work with local entities whenever a major new public facility is proposed, such as a school or medical clinic, to ensure that pedestrian needs are adequately considered.



Strategy D: Increase public awareness of transportation issues/funding in the region and actively seek public involvement when implementing solutions.

Ongoing.

- **(D1)** Gather direct data and feedback that can be used to support transportation improvements, including traffic and trail counts, and input from targeted groups such as large employers and transit users.
- **(D2)** Hold additional public information meetings and workshops when projects are in the early development stage, to promote increased awareness and improved perceptions.
- **(D3)** Work to coordinate and streamline the efforts of local biking and trails organizations, to facilitate projects with a significant cross-jurisdictional impact.
- **(D4)** Use various outlets, including social media and print publications, to inform the public when transportation improvement projects are implemented, such as new trail segments, and the repair of roads segments and bridges.
- **(D5)** Emphasize the direct economic and quality of life benefits that the average Southeast Iowa resident will obtain from transportation investments, illustrating why they are worthy of their personal investment.

Transportation

Strategy E: Offer multiple transportation choices that are safe, accessible, connected, and convenient, to make Southeast Iowa a better place to live, work, travel, and operate a business.

5 Years or Less.

- **(E1)** Complete the Flint River Trail as an off-road trail route, as a model for future long-distance regional trail projects.
- **(E3)** Coordinate the development of additional, strategically located park-and-ride facilities in Southeast Iowa, to encourage carpooling for long distance commuters.
- **(E5)** Work with state and federal legislators to keep Amtrak services at the three stations in Southeast Iowa and make improvements to passenger platforms/depots.

6 Years or More.

- **(E6)** Complete designation and construction of Mississippi River Trail through the entire region.
- **(E7)** Complete a regional trail study connecting communities and parks throughout the region with destinations such as Big Hollow Lake or Lake Geode State Park and work on implementation of regional trails plan.
- **(E4)** Work with companies such as Uber and Lyft to make ride-sharing services available in the region to offer on demand transportation services.

Ongoing.

- **(E8)** Work with regional partners to create and implement local trails plans, as well as coordinate those between neighboring jurisdictions.
- **(E9)** Work to keep and expand commercial air service at Southeast Iowa Regional Airport.
- **(E10)** Enhance the aesthetics of, and amenities offered, at rail, air, and bus facilities, so that these can serve as memorable, welcoming gateways to the community, just as highway entrances already do.
- **(E11)** Work to improve the coordination of regional transit services to increase the efficiency of each system and better serve the day-to-day transportation needs of area residents.
- **(E2)** Educate regional partners and the general public on transportation best practices that enhance quality of life, such as Complete Streets, traffic calming, non-vehicular greenways, and railroad quiet zones.



Community Development

Strategy F: Improve the region's quality of life to attract and retain residents.

5 Years or Less.

- **(F1)** Enhance the supply and quality of child-friendly recreational amenities, to attract families in the region.
- **(F2)** Promote coordinated efforts between school districts and community parks departments to enhance the availability and quality of recreational facilities that serve regional communities.
- **(F3)** Facilitate coordination between law enforcement, social service organizations, neighborhood groups, and public health entities to reduce crime by addressing the root socioeconomic causes.
- **(F4)** Work with regional partners to create and implement local trails and park plans.
- **(F5)** Assist with the development new county public health facilities to enhance services and to improve County Health Rankings.

Ongoing.

- **(F6)** Work with local partners to plan and secure funding for enhanced recreational amenities in the region, such as fully functional trails systems, parks, water recreation, natural areas, and indoor sports facilities.
- **(F7)** Assist in the efforts of public health organizations and initiatives in the region (i.e. Healthy Henry County Communities), to improve the region's performance in the County Health Rankings.
- **(F8)** Assist economic development groups and real estate professionals in efforts to recruit targeted commercial development in areas of high local demand, such as restaurants, grocery stores, and retail.
- **(F9)** Work to expand cultural enrichment opportunities, such as arts programs, entertainment facilities, and historic preservation and interpretation.
- **(F10)** Work with communities to implement and enforce city codes and nuisance ordinances.

Strategy G: Improve regional utility and broadband infrastructure for current and future needs.

5 Years or Less.

- **(G1)** Encourage efforts to minimize the impact of drainage on sewer systems, such as regulations or incentives to reduce impervious surfaces, and more widespread use of stormwater best management practices such as permeable pavers, bioswales, and rain barrels.

6 Years or More.

- **(G2)** Periodically update and distribute a regional utility rate analysis.
- **(G3)** Encourage GIS mapping of all regional utilities, including all relevant attributes such as sewer and water main width and electrical voltage capacity.

Ongoing.

- **(G4)** Assist in planning for water and sewer projects, and secure funding for them through Community Development Block Grants (CDBG), the State Revolving Fund (SRF), and other sources such as the USDA.
- **(G5)** Identify resources, partnerships, and other opportunities to quickly and efficiently expand broadband access and reliable cell phone service throughout the region.



Community Development



Strategy H: Provide enough quality housing for all ages, household types, and income levels.

5 Years or Less.

- **(H1)** Incentivize infill housing development (including new construction and conversion of existing buildings), to take advantage of existing roads, sidewalks, and utility connections.
- **(H2)** Encourage aggressive enforcement of rental housing and nuisance ordinances, to ensure that all rental properties are safe and clean for occupation, and do not foster criminal activity or contribute to a sense of visual and economic blight in neighborhoods or cities.
- **(H3)** Work directly with large employers to identify strategies for pursuing and coordinating workforce housing development.
- **(H4)** Develop policies and incentives that encourage housing construction within incorporated municipalities to take advantage of existing infrastructure and nearby services, jobs and schools.
- **(H5)** Push for developing statewide land bank legislation and establish a regional land bank to stabilize, rehabilitate and redevelop properties.



Ongoing.

- **(H6)** Assist local governments and private developers with funding incentives for new home construction, such as Tax Increment Financing (TIF), Tax Abatements, Workforce Housing Tax Credits, Low Income Housing Tax Credits, grants, loans and other sources.
- **(H7)** Utilize Great River Housing, Inc. and Southeast Iowa Housing, Inc. to assist low to moderate income residents with funding assistance for home rehabilitation, new home construction, and down payment assistance.
- **(H8)** Pursue extensive development of housing types that are favorable to young professionals and baby boomers in the 'empty nester' life stage, including townhomes, condominiums, and Downtown upper-story units.
- **(H9)** Assist communities in prioritizing specific types of housing projects, through studies and assessments that identify the biggest housing needs in each community, and assisting in attraction of developers for housing projects..



Community Development

Strategy I: Work with regional partners to coordinate planning efforts, implement plan priorities, and communicate accomplishments and successes.

5 Years or Less.

- **(I1)** Use social media, newsletters, and other forms of communication to provide regional awareness of local plans currently being developed.
- **(I2)** Engage in regular communication with local civic groups, fraternal organizations, and young professionals groups, to spread awareness of planning initiatives and projects.
- **(I3)** Coordinate with local institutions of higher learning whenever possible, to facilitate local and regional planning efforts.

5 Years or Less.

- **(I4)** Actively encourage the involvement of local young people – including high school and college students – in planning efforts and community improvement projects.
- **(I5)** Update all county multi-jurisdictional Hazard Mitigation Plan.

6 Years or More.

- **(I6)** Create a regional clearinghouse for planning documents that is accessible to the general public.

Ongoing.

- **(I7)** Encourage communities to regularly prepare and update comprehensive plans, emphasizing the importance as a frequent criterion for evaluating grant applications.
- **(I8)** Provide resources for regional partners on land use and zoning policies and best practices.
- **(I9)** Actively track the progress of plan implementation and encourage periodic reevaluation to maximize the potential positive impact.

Economic Development

Strategy J: To assist the tourism industry by enhancing and/or expanding recreation/tourism destinations and encouraging people to visit, live, and work in Southeast Iowa.

5 Years or Less.

- **(J1)** Work with regional governments, businesses, and non-profits to grow regional recreation and tourism destinations. (Examples: Fort Madison Marina, Mount Pleasant Lee Town Park, Capitol Theater, Dankwardt Park Playground, Big Hollow Recreation Area, Flint River Trail).
- **(J2)** Work with regional governments to coordinate and streamline the efforts of local parks, biking and trails organizations, to facilitate projects with a significant tourism impact.

5 Years or Less.

- **(J3)** Work with regional partners to complete hotel/motel supply, need, and demand studies to better understand the need for additional occupancy for overnight visits.

Ongoing

- **(J4)** Work with local partners to secure funding for enhanced recreational and tourism amenities in the region, such as fully functional trails systems, parks, water recreation, natural areas, theaters, indoor sports facilities, museums, and other community attractions.

Economic Development

Strategy K: Increase regional cooperation in economic development through mutual marketing, fundraising and policy efforts.

5 Years or Less.

- **(K1)** Work with the Southeast Iowa Regional and Economic Port Authority (SIREPA), and utilize its unique status and powers to facilitate catalytic development projects in Lee County.
- **(K2)** Ensure that several additional Southeast Iowa development sites are designated as 'shovel ready' through the IEDA and BNSF Certified Site programs.
- **(K3)** Continue to provide support and assistance for the cooperative marketing agreement between Des Moines, Henry, and Lee Counties.

Ongoing.

- **(K4)** Improve regional marketing efforts through social media, web, print and trade show formats.
- **(K5)** Assist in marketing and development preparation efforts for targeted commercial/industrial development sites of regional significance.
- **(K6)** Prioritize marketing and development of commercial/industrial sites along existing roads and utility lines, to avoid costly and unnecessary infrastructure extensions.



Strategy L: Grow the regional economy through workforce attraction (domestic migration and immigration), workforce retention, and entrepreneurial development activities.

5 Years or Less.

- **(L1)** Encourage regular, recurring outreach to established local companies, to promote long-term job retention.
- **(L2)** Create entrepreneurial pitch, idea sharing, and/or assistance programs to encourage creation of small businesses.
- **(L3)** Pursue brownfield redevelopment opportunities that can serve as an economic catalyst for the community.
- **(L4)** Pursue the establishment of business co-lab/co-working spaces, construction co-lab spaces and incorporate these into downtown building rehabilitation efforts.
- **(L5)** Engage in targeted job recruitment efforts for specific groups, such as skilled immigrant workers and former regional residents/students.

6 Years or More.

- **(L6)** Pursue regional opportunities for cluster development, with compatible businesses in proximity (agglomeration economies).
- **(L7)** Evaluate regional programs that would assist regional companies in navigating immigration process for recruiting employees.
- **(L8)** Offer entrepreneurial assistance efforts to immigrant and refugee populations in the region.

Ongoing.

- **(L9)** Seek to diversify the regional economy and build capacity to attract future growth industries and emerging technology fields.
- **(L10)** Pursue funding to improve regional infrastructure, including transportation, sewer, water and broadband.
- **(L11)** Maintain and expand available regional loan funds.

Economic Development

Strategy M: Improve regional workforce skills, wages, and employment through education, training and communication.

5 Years or Less.

- **(M1)** Facilitate a means to more efficiently share educational/training resources between neighboring school districts and community colleges.
- **(M2)** Seek additional opportunities for one-on-one training between students and professionals, such as apprenticeship and internship programs.
- **(M3)** Implement programs and incentives to keep the talent pool grounded within the region.

6 Years or More.

- **(M4)** Identify opportunities for local schools to implement technology training programs for students, such as computer programming and coding.

Ongoing.

- **(M5)** Increase communication and collaboration between schools, workforce developers and private business and industry, in joint workforce planning and development ventures.
- **(M6)** Work with area schools and colleges to increase the educational and skills attainment of the local workforce, to ensure compatibility with the demands of both existing industries and future prospects in additional sectors.



Strategy N: Make Southeast Iowa a more desirable place for young people to live and raise families.

5 Years or Less.

- **(N1)** Enhance community lifestyle amenities – recreation, shopping, social events, housing, and childcare services, that can attract higher-skilled workers from elsewhere, and retain local young people after college.
- **(N2)** Collect and distribute input from other rural regions and communities (in Iowa and elsewhere) that have attained success with attracting and retaining young professionals.

6 Years or More.

- **(N3)** Facilitate the development of renewable energy and high-tech businesses, to tap into the talent pool of college graduates in these emerging fields.

Ongoing.

- **(N4)** Continue to facilitate Downtown redevelopment efforts, including new business start-ups and upper-story housing, to make these areas more socially dynamic places to live, work, and play.
- **(N5)** Seek direct input from local young people, including high school and college students, about the specific amenities and job opportunities they desire to see in their community.
- **(N6)** Encourage young residents to become more involved in local government and school district activities, so they may have a greater influence on development decisions that affect future generations.

REGIONALLY SIGNIFICANT PROJECTS

The preceding pages outline key strategies and action items identified for each focus area, supporting the region’s long-term vision for the future. The following pages highlight larger, more specific projects identified throughout the Southeast Iowa region that have been designated as Regionally Significant Projects. These projects were submitted by regional cities and counties, reviewed and vetted by SEIRPC staff and the SEIRPC Board of Directors, and identified as high-priority initiatives with substantial impacts on community development, economic development, and transportation across the Southeast Iowa Region. Projects are grouped into three categories—water and sewer, transportation, and buildings and facilities—as presented on the following pages, along with a map illustrating the location of each project. Due to their size, scope, and regional importance, it is anticipated that these projects will require significant outside investment through private, state, or federal funding programs.



WATER & SEWER

The table below highlights regionally significant water and sewer projects in the Southeast Iowa Region. The number on the left corresponds to the location map on page 143.

#	Community Name	Name of Project	Project Description	Total Project Cost
1	Burlington	Filter Building Expansion	The project involves constructing a new filter building (including a clearwell, booster station, and replacement) at the Burlington Municipal Waterworks because the existing structure cannot be taken offline to replace aging filtration equipment. This new facility is the first phase of a larger multi-year upgrade plan and is essential to maintaining uninterrupted water treatment for the regional system that serves multiple surrounding communities and major industrial users.	\$ 33,481,000
2	Burlington	South Basin Sewer Separation - Hedge West of Madison Ave	This project focuses on the separation of combined sewers within the South Basin area of Burlington, bounded by Harrison Avenue to the north, Sunset Avenue to the south, Madison to the east, and S 13th to the west. The city is actively working to comply with regulatory mandates by addressing the remaining three sewer basins requiring separation: Market, Angular, and South.	\$ 1,818,750
3	Burlington	South Basin Sewer Separation - Hedge East of Madison Avenue	This project focuses on separating combined sewers in the South Basin area of Burlington, bounded by Harrison Avenue to the north, Hedge Avenue to the south, Miller Street to the east, and Madison Avenue to the west. The city is actively working to comply with regulatory mandates by addressing the remaining three sewer basins requiring separation: Market, Angular, and South. The project also aims to improve roadways in the disturbed areas.	\$ 2,250,000
4	Danville	Wastewater Treatment Facility Project	The project will upgrade the existing three-cell continuous flow lagoon system by adding lagoon aeration and installing a submerged-activated growth reactor (SAGR) in order to meet NPDES permit requirements. This project includes demolition of one existing lagoon cell, demolition of existing flow control structures, construction of numerous structures and processes, and the abandonment of the existing lift station, which will be replaced with a new lift station.	\$ 6,994,000
5	Donnellson	Sanitary Sewer Upgrades and Improvements	The City of Donnellson has experienced ongoing challenges with excessive inflow and infiltration (I/I) in its sanitary sewer collection system, resulting in elevated flows to the City's wastewater treatment plant (WWTP). A 2025 analysis of the sanitary sewer collection system summarizes existing conditions, identifies potential solutions, and presents recommendations to address I/I issues, along with conceptual-level cost estimates focused on sewer reconstruction for the entire system.	\$ 4,380,000
6	Fort Madison	Sewer Separation Projects	The City of Fort Madison was mandated by an Administrative Order from the EPA to separate out] combined sewers in the community. Currently, a 10th Street project is in final design and will be constructed in FY 2025 and 2026. There are three more streets that will need work to be done in the upcoming years of 9th, 8th, and 7th Street, all included in this cost estimate.	\$ 26,500,000

WATER & SEWER continued

#	Community Name	Name of Project	Project Description	Total Project Cost
7	Grandview	Grandview Water Tower Improvements	The primary goal of this project is to improve the quality of life in Grandview by providing safe and healthy water to our residents. The project scope includes the following activities: Cleaning and disinfecting the water tower to remove sediment, mineral deposits, and bacterial growth; Inspecting and repairing or replacing damaged or corroded components, including pipes, valves, and fittings; Upgrading the tower's electrical and control systems to improve reliability and efficiency; and Painting and coating the tower to protect it from corrosion and extend its lifespan	Waiting on Quotes
8	Montrose	Sewer Treatment Plant Improvements	The original Montrose Wastewater Treatment Plant was constructed around 1970 with no major improvements or replacement of equipment's and are at or near the end of useful life. Repair to the existing Wastewater Treatment Plan facility are needed to allow the city to continue to provide reliable treatment for the community.	\$ 1,968,350
9	West Burlington	City of West Burlington Force main Project	West Burlington plans to replace its aging underground sewage conveyance infrastructure that extends from the West Lift Station on Mt. Pleasant Street, primarily through the South Gear Street right of way, to the wastewater treatment plant. The 2.1-mil-long force main is 40 years old and the 24-inch diameter ductile iron pipe is at the end-of-life. To maintain lift station operation during construction, the overall concept is to replace the West Lift Station force main with a new pipeline and associated structures. The existing force main will be abandoned in place and the new force main is planned to be a 20-inch, PVC pressure rated pipe and supports a design, firm pumping capacity of 4,500 gpm from the West Lift Station.	\$ 7,145,000
10	West Burlington	Stormwater Master Plan and Related Projects	West Burlington is undergoing a stormwater master plan and has applied for \$160,000 in IDNR/FEMA BRIC Funding to take recommended improvements to 60% design in order to apply for state and federal funding. Specific improvements would likely include Luers Park area.	\$ 200,000



TRANSPORTATION

The table below highlights regionally significant public building projects in the Southeast Iowa Region. The number on the left corresponds to the location map on page 143.

#	Community Name	Name of Project	Project Description	Total Project Cost
11	Burlington	Safe & Connected South Main Street (Main Street Reconstruction from Angular to Cascade Bridge)	This project will be to reconstruct a portion of Main Street with a new adjacent shared-use path. The project includes storm sewer work associated with proper corridor drainage, as well as separation of storm flows from a combined sanitary-storm system. All adjacent sidewalk ramps/connections will be upgraded to proper ADA conformance. The project will also include the extension of a secondary sanitary force-main line from our Market Street Lift Station, and some sanitary piping adjustments from sewers at Main and Locust Streets.	\$ 15,115,798
12	Fort Madison	Business 61 - One Way Pairs Reconstruction Project	The One-Way Pair Reconstruction Project is street reconstruction project that would improve the roadway for Business 61. This includes 18th Street and 20th Street (from Avenue H to Avenue L) and Avenue L (From 18th Street to 20th Street.) This area is heavily traveled in the Fort Madison Community and needs infrastructure improvements.	\$ 8,804,000
13	Fort Madison	PORT Trails	PORT stands for Promoting Outdoor Recreation Trails and is a community-based group that promotes the creation of outdoor recreation trails. This request include all four additional trails identified in the future trails vision for the Fort Madison/Lee County area.	\$ 2,908,000
14	Henry County	Franklin Avenue Resurfacing	This project includes an HMA overlay with 2-foot paved shoulders from the Skunk River Bridge to 235th Street. The project will include PCC pavement replacement from 235th Street to Old Highway 34.	\$ 3,180,000
15	Henry County	Racine Avenue Resurfacing	This project will be an HMA overlay of Racine Avenue (X23) from the intersection of X23/H28 South to the intersection of X23/260th, a distance of 9.1 miles.	\$ 4,600,000
16	Henry County	Salem Road Pavement Replacement	This project includes PCC replacement of 3.1 miles of Salem Road (J20) from W55 East to the Highway 218 intersection.	\$ 4,500,000
17	Keokuk	Keokuk Rail Bridge - Full Rehabilitation	The Keokuk Rail Bridge is a 110-year-old rail bridge across the Mississippi River between Keokuk, IA, and Hamilton, IL. The bridge is 2,181 feet long with a 377-foot swing span. The full rehabilitation project will involve the reinforcement of several piers, painting of the bridge structure, replacement/upgrading of the swing span drive machinery, and replacement of the bridge electrical system.	\$ 41,000,000
	Keokuk	Keokuk Rail Bridge - Rehabilitation Phase I	Phase I will focus on mechanical components of the structure used to control the swing span.	\$ 7,065,000
18	Keokuk	River Road Bridge and Paving	The project involves the reconstruction of a deteriorated section of River Road adjacent to the Mississippi River in Keokuk, designated as the Great River Road National Scenic Byway. Work includes replacing the pavement, improving drainage, repairing and overlaying delaminated deck on the bridge over Prices Creek, and addressing settlement at bridge approaches.	\$ 1,100,000
19	Keokuk	Timea Street Reconstruction and Sewer Separation	This project involves a full depth replacement of Timea Street from 22nd Street to 7th Street, separation of storm and sanitary sewer, and installation of approximately 7,625 linear feet of new RCP storm sewer in sizes ranging from 15" to 60".	\$ 8,100,000

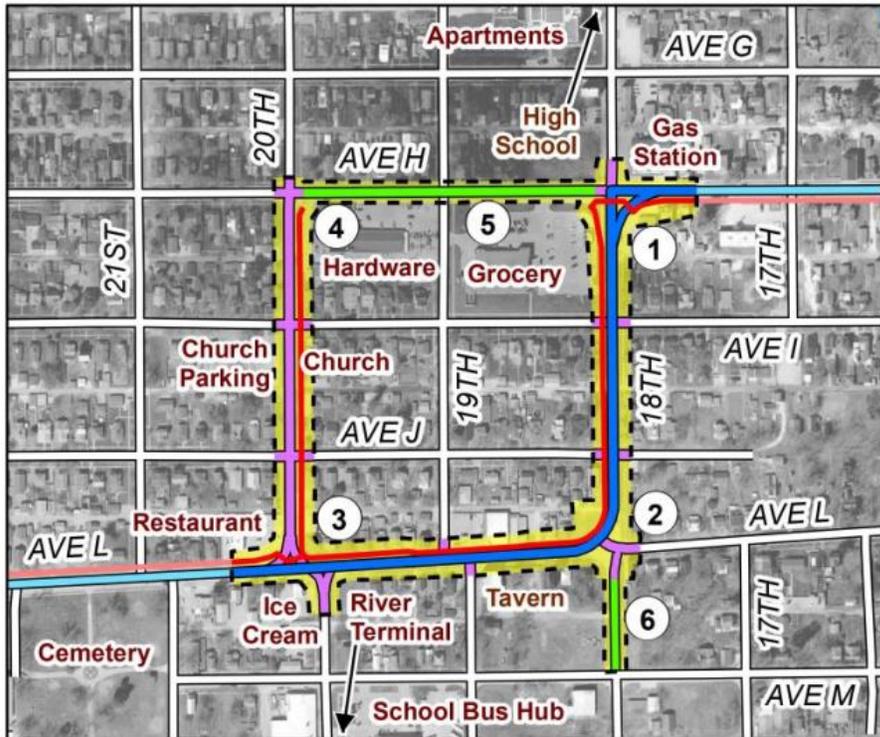
TRANSPORTATION

continued

#	Community Name	Name of Project	Project Description	Total Project Cost
20	Lee County	190th St (J50) Pavement Rehabilitation	PCC Pavement Rehabilitation on 190TH Street(J50), over Business 61, from Business 61 Interchange to 189th Street. J50 is a key trucking route for the Koch Fertilizer Plant in Wever.	\$ 800,000
21	Lee County	303rd (X32) Pavement Replacement with Paved Shoulders	The X32 pavement replacement project would include full-depth pavement removal, base stabilization, and replacement of PCC pavement. Additionally, the project will include 2' wide paved shoulders with rumble strips, 6" pavement markings, and may include further widening of paved shoulders on curves as necessary. X32 is the most highly traveled Secondary Road in Lee County, servicing the annual Tri-State Rodeo and the GRRWA landfill in Fort Madison.	\$ 3,000,000
22	Lee County	Chalk Ridge Road Bridge Replacement	Replacement of BR 88 (FHWA #218910) on Chalk Ridge Road, Over Devil's Creek, from 265th Avenue east approximately 220 Feet; NW1/4 S26 T68 R5. Chalk Ridge Road is a key route to Fort Madison and Holy Trinity Schools.	\$ 1,550,000
23	Louisa County	Great River Road Paving	The project will seek to improve the Great River Road to replace aged asphalt paving with new concrete pavement while adding modern safety features. The project will include paved shoulders and complete the Mississippi River Trail within Louisa County.	\$ 10,625,000
24	Louisa County	Wapello Western Entry	This project will redevelop County Road G62 and State Street to accommodate increased traffic from the new Iowa DOT interchange with Highway 61. The project will include a new pavement profile, utilities, and intersection realignment, and a roundabout (possibly) at former Highway 61.	\$ 2,000,000
25	Mount Pleasant	Airport Runway Extension	Extend the airport runway from 4,000 feet to 5,000 feet to allow for larger planes and cargo that would support local industry and air freight.	\$ 7,000,000
26	Mount Pleasant	Clay Street Extension	Extend paving of Clay Street west one mile to open up access to 70 acres of land for future residential development.	\$ 10,000,000
27	West Burlington	Agency Road Trail	This project involves the construction of a paved, off-road, multi-use trail extending just over 1 mile along the north side of Agency Road from South Gear Avenue to West Burlington Avenue.	\$ 2,471,000
28	West Burlington	West Burlington Industrial Park Road Extension	The proposed project involves the construction of a new local cul-de-sac roadway extending west and north from Gear Avenue to provide safe, reliable access to currently landlocked and underutilized industrial property in West Burlington. The roadway will improve drainage, meet modern design standards, and support immediate (Deep Root Irrigation and SEIBUS) and future economic development (35 acres of industrial land), enhancing the local tax base and creating long-term employment opportunities	\$ 2,250,000
29	West Burlington	Mt. Pleasant Street	The Mount Pleasant Street Rehabilitation project aims to address deteriorated road conditions and enhance infrastructure along a vital corridor connecting West Burlington to Highways 34 and 61. The project involves surface milling, patching, and the addition of bike lanes, signs, and pavement markings to improve safety and efficiency for all road users.	\$ 2,708,758



NORTH PARK MASTERPLAN - WAPELLO, IOWA



Overview of One-Way Pairs Reconstruction Project in Fort Madison

- LEGEND**
- Project Area
 - Reconstruction - Business 61 Route
 - Reconstruction - Other Street
 - Traffic Re-Configuration Only
 - Construct 8-Foot Multi-Use Path
 - Business 61 - Outside Project Area
 - Multi Use Path - Outside Project Area

Road Alignment Changes

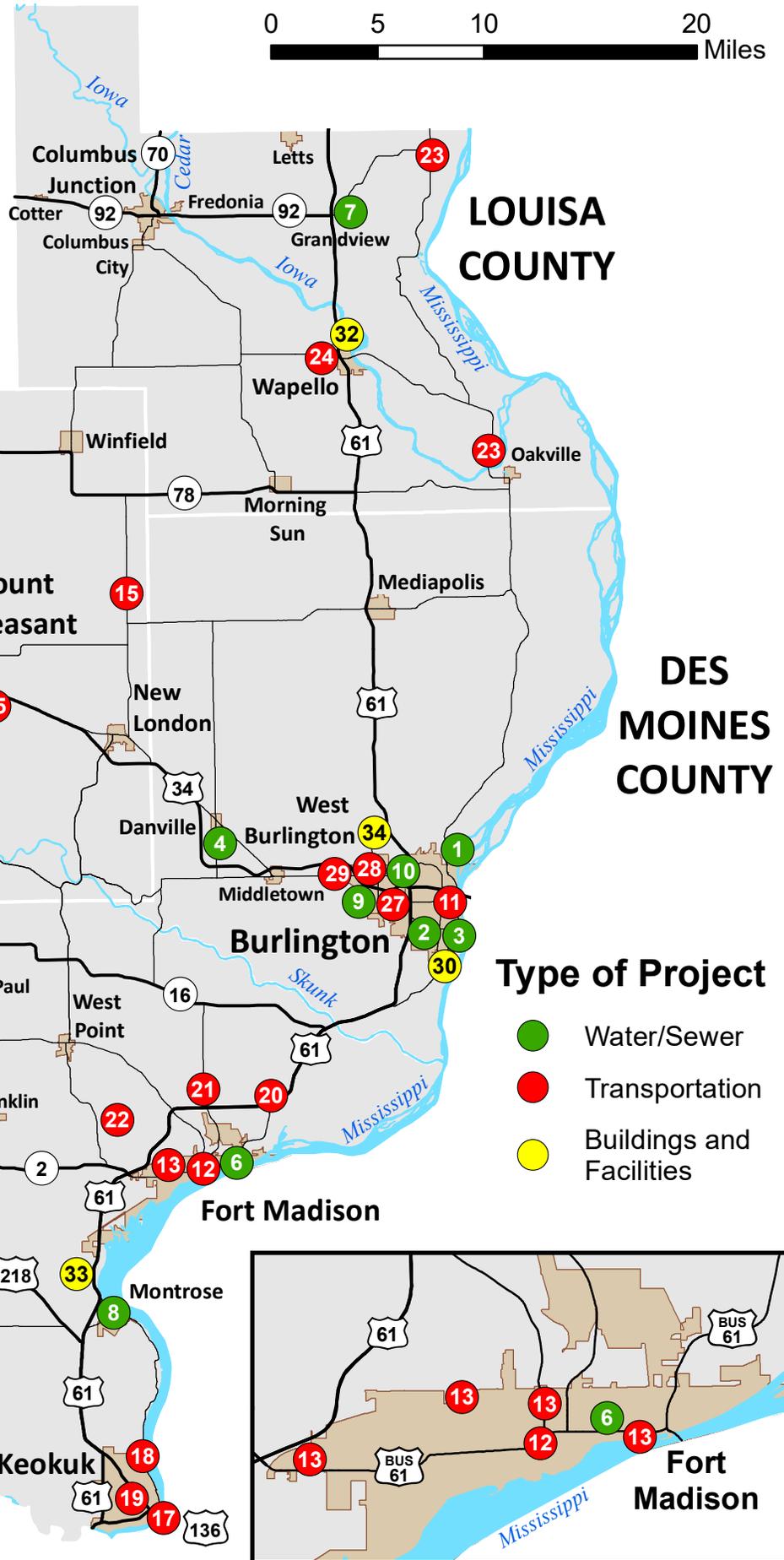
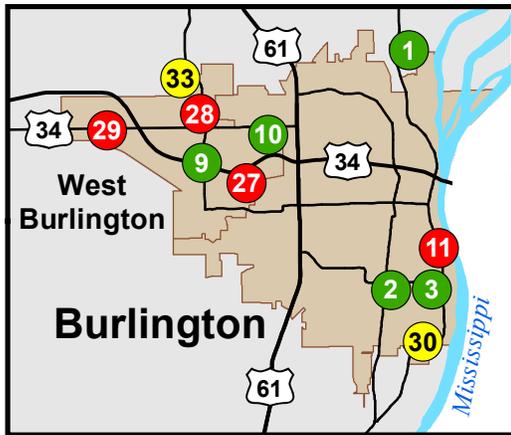
1. Separated Turn Lane and Pedestrian Island
2. Alignment Shift to 3-Way Intersection
3. Separated Turn Lane and Pedestrian Island
4. Widen Turn Lane and Remove Stoplight
5. Restripe Avenue H from 4 to 3 Lanes
6. Convert 1 Block of 18th Street to One-Way

BUILDINGS AND FACILITIES

The table below highlights other regionally significant in the Southeast Iowa Region that don't fall into other categories on previous pages. The number on the left corresponds to the location map on page 143.

#	Community Name	Name of Project	Project Description	Total Project Cost
30	Burlington	Klein Center Redevelopment	Demolition of abandoned former nursing home / care center located at 2910 Madison Avenue near Dankwardt Park. Redevelopment as single-family/condo housing on infill lot.	\$ 1,250,000
31	Mount Pleasant	City Non-Proft Center	The City of Mount Pleasant acquired an 8,000 square foot building from the school system when it purchased IWU campus and vacated the building at 401 E Monroe Street. The City plans to turn the rehabbed facility into a space for local non-profits, specifically the Child Care Center and the drop off and pick up of the Fellowship Cup food distribution and resale store materials storage.	\$ 1,166,000
32	Wapello	North Park Restoration	The project will dramatically reshape North Park based on the site master plan that includes 3 upgraded baseball/softball fields, two multipurpose fields (baseball, soccer, softball), new restrooms, new shelter house, new concessions, additional parking, walking trails and sidewalks, new playground equipment, new bleachers, and 21 new campsites.	\$ 5,749,523
33	SEIRPC	Lee County Brownfield Redevelopment	The project will help SEIRPC and its partners launch a countywide brownfields redevelopment program to address long-standing industrial decline, population loss, and numerous vacant or contaminated sites across Lee County. Funding will support environmental site assessments and revitalization efforts in key target areas in Donnellson, Fort Madison, and downtown Keokuk to spur economic recovery and community reinvestment.	\$ 1,000,000
34	SEIRPC	Regional Housing Initiative	SEIRPC intends to set up a regional housing fund that will focus on owner-occupied rehabilitation, demolition of problem properties that can be rebuilt with housing, adaptive reuse of existing residential dwellings, and acquisition, rehab, and selling of abandoned, dilapidated, or stranded properties.	\$ 6,000,000

Regionally Significant Project Applications 2026



HENRY COUNTY

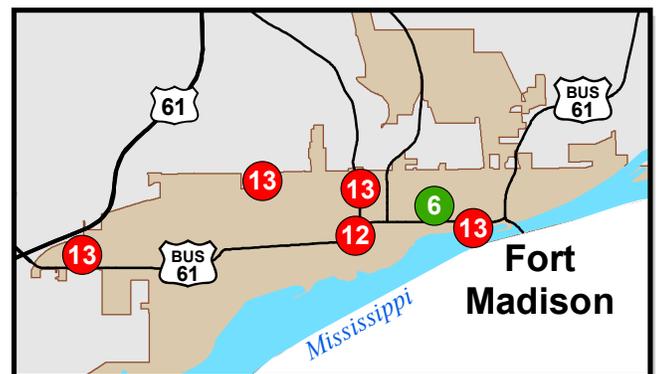
LOUISA COUNTY

DES MOINES COUNTY

LEE COUNTY

Type of Project

- Water/Sewer
- Transportation
- Buildings and Facilities



MEASURING OUR PROGRESS



To gauge how successful we are in reaching the regional vision, performance measures have been identified to understand the impact of implemented key strategies and action items. Measures listed on the following pages are those that are most practical to be able to collect data to support the vision and strategies identified within. However, not all of these are tracked on an annual basis. SEIRPC will work to create an annual “scorecard” with the most relevant data that is updated on an annual basis to track progress. After a 5-year period, a full progress report will be compiled with a more detailed overview of measures to give a complete look at how successful we have been at meeting the regional vision and priorities.

TRANSPORTATION PERFORMANCE MEASURES

Maintain, improve, and expand the regional transportation system for the efficient movement of people, goods, and services.

- Amount of freight movements by mode
- Truck traffic volumes
- Creation of regional freight plan
- Number of SIREPA meetings held
- Grant funding secured for regional freight projects

Improve existing transportation infrastructure and ensure adequate maintenance of the transportation system.

- Percentage of all bridges classified as in Good and Poor condition
- Percentage of roads with PCI rating of Fair, Good, or Excellent
- Grant funding secured for transportation system maintenance

Develop a safe transportation system for users of all modes.

- Number and rate of fatalities
- Number and rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries
- Percentage of pavements of all Federally Classified roads in Poor condition
- Crash rates, including fatalities per VMT and serious injuries per VMT

Increase public awareness of transportation issues/funding in the region and actively seek public involvement when implementing solutions.

- Amount of grant funding secured for the region
- Number of education efforts and meetings held or attended on available transportation issues or funding opportunities



Offer multiple transportation choices that are safe, accessible, connected, and convenient to make Southeast Iowa a better place to live, work, travel, and operate a business.

- Miles of off-road trails/sidewalks and on road bicycle facilities
- Amount of funding secured for trails, transit, depots, airports, and rail
- Pedestrian counts along regional trails, sidewalks, and downtown areas
- Transit ridership, mileage, and hours
- Commercial air service enplanements
- Ridership at regional passenger rail depots
- Regional commuting patterns



COMMUNITY DEVELOPMENT PERFORMANCE MEASURES



Work with regional partners to coordinate planning efforts, implement plan priorities, and communicate accomplishments and success.

- Number of comprehensive plan and other planning documents completed
- Number of efforts made to communication success and accomplishments of planning.

Provide enough quality housing for all ages, household types, and income levels.

- Age and value of housing
- Number of new housing starts
- Grant funds secured for housing projects
- Housing projects initiated by Great River Housing Trust Fund, Southeast Iowa Housing, Inc., and Keokuk Neighborhood Initiative or other community housing groups
- Regional Land Bank started

Improve the region's quality of life to attract and retain residents.

- County health rankings
- Amount of tourism expenditures and sales tax
- Grant funds secured for parks, trails, and recreation areas
- Crime rate
- Worker wage rates
- Household and family incomes
- Per Capita incomes

Improve regional utility and broadband infrastructure for current and future needs.

- Grant funds and local investments undertaken in the region for sewer, water, and broadband.
- Number of broadband services available

ECONOMIC DEVELOPMENT PERFORMANCE MEASURES



Improve regional workforce skills, wages, and employment through education, training, and communication.

- Educational attainment levels and graduation rates
- Worker wage rates
- Enrollment at regional schools and colleges
- Number of and enrollment in workforce training programs offered by schools, colleges, and apprenticeship programs

Increase regional cooperation in economic development through mutual marketing, fundraising, and policy efforts.

- Regional memorandum of understanding agreed to by regional economic development agencies
- Evaluation of regional marketing efforts completed
- Number of joint meetings held by regional economic development agencies

Grow the regional economy through workforce attraction (domestic migration and immigration), workforce retention, and entrepreneurial development activities.

- Businesses assisted by Small Business Development Center
- Evaluate number of RLF loans made and available capital base
- Number of jobs created and retained in the region
- Number of new business starts in the region
- Business plan competitions held in the region
- Unemployment rate
- Population change by age cohort
- Amount of private sector investment in region
- Evaluation of efforts to attract new people to the region

Make Southeast Iowa a more desirable place for young people to live and raise families.

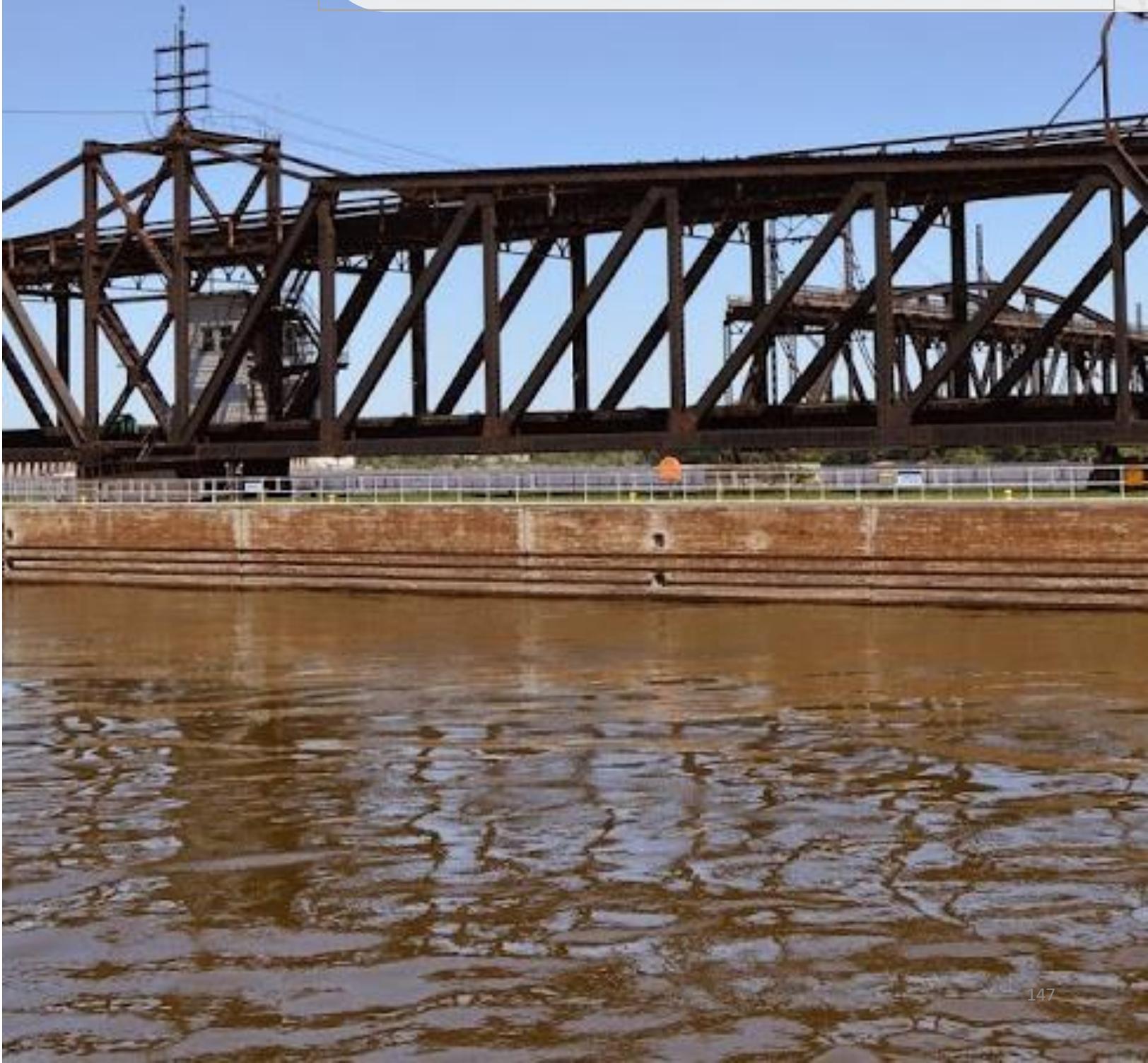
- Population by age cohort
- Downtown investment and business starts
- Elected officials 40 and under

To assist the tourism industry by enhancing and/or expanding recreation/tourism destinations and encouraging people to visit, live, and work in Southeast Iowa.

- Visitor spending by sector
- Visitor spending per year
- Per capita tourism spending
- Retail sales

funding the plan

4



FUNDING THE PLAN!



A key component in the implementation of this plan is making sure funding is in place to support community development, economic development, and transportation projects. To fund these efforts, a variety of local, state, and federal funding will be critical. Below is a list of the most notable current funding resources available related to community development, economic development, and transportation projects.

more of THIS

1. transportation

- FEDERAL
 - Surface Transportation Block Grant Program (STBG)
 - National Highway Performance Program (NHPP)
 - Transportation Alternatives Program (TAP)
 - Highway Safety Improvement Program (HSIP)
 - Congestion Mitigation and Air Quality (CMAQ)
 - Federal Recreational Trails Program (FRT)
 - Bridge Formula Program/Bridge Investment Program
 - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)
- STATE
 - Rebuilding American Infrastructure with Sustainability and Equity(RAISE)
 - Rural Surface Transportation Grant Program
 - Safe Streets and Roads for All
 - Federal Transit Administration 5303, 5304, 5307, 5310, 5311, and 5339
- STATE
 - State Transit Assistance Formula Program, Fellowship Program, and Special Projects
 - Public Transit Infrastructure Grant (PTIG)
 - Capital Match Loan Program (AMOCO Loans)
 - Transportation Safety Improvement Program (TSIP)
 - Small Town Sign Replacement Program
 - Traffic Engineering Assistance Program (TEAP)
 - City and County Highway Bridge Program
 - Revitalize Iowa Sound Economy (RISE)
 - State Recreational Trails Program
 - Rail Revolving Loan and Grant Program
 - Linking Iowa’s Freight Transportation System (LIFTS)
 - Airport Vertical Infrastructure Program
 - Iowa DOT/DNR Fund
 - Living Roadway Trust Fund
 - Iowa Road Use Tax Fund (RUTF)
- LOCAL
 - Private Foundations
 - Local Option Sales Tax (LOST)
 - Tax Increment Financing (TIF)
 - Bonds
 - Property Tax

2. community development

- FEDERAL
 - Community Development Block Grant Program (CDBG)
 - Federal Home Loan Bank (FHLB)
 - Neighborhood Stabilization Program (NSP)
 - HOME Funds
 - Land Water and Conservation Fund (LWCF)
 - Federal Historic Tax Credits
 - Affordable Housing Tax Credits (LIHTC)
 - EPA Brownfields Grant
 - Opportunity Zones
 - Community Funded Projects
 - State Revolving Fund (SRF)
- STATE
 - Resource Enhancement and Protection (REAP)
 - Community Attraction and Tourism (CAT)
 - Destination Iowa
 - Derelict Building Grant Program
 - Iowa Brownfields Program
 - Workforce Housing Tax Credits
 - Redevelopment Tax Credits Program for Brownfield and Grayfield Sites
 - State Historic Tax Credits
 - Solid Waste Alternatives Program (SWAP)
- LOCAL
 - Great River Housing Trust Fund
 - Private Foundations
 - Local Option Sales Tax (LOST)
 - Tax Increment Financing (TIF)
 - Bonds
 - Property Tax

3. economic development

- FEDERAL
 - EDA and USDA Revolving Loan Funds - federal
 - EDA Economic Adjustment Assistance Program
 - EDA Planning and Local Technical Assistance Program
 - EDA Public Works and Economic Adjustment Assistance Program
 - SBA Loans – federal
 - USDA Rural Business Opportunity Grant (RBOG)
- LOCAL
 - Opportunity Zones
 - Local Option Sales Tax (LOST)
 - Tax Increment Financing (TIF)
 - Tax Abatement or Exemption
 - Property Tax



TRANSPORTATION FUNDING OUTLOOK



While it is difficult to predict future revenues and expenditures in all of these areas, some general forecasting can be made for transportation funding due to the history of funding and annual funding allocations provided to the Southeast Iowa region. From this review, we can also see if the region will have a reasonable amount of transportation funding resources compared to the costs of anticipated transportation projects. The following pages will provide some clarity on the proposed key strategies, action items, already identified transportation projects, and their feasibility over the next 20 to 30 years.

The financial outlook (on the following pages) will examine transportation funding by looking at local, state, and federal funding sources that are available. This includes a simple process of evaluating current and past federal aid and nonfederal aid for transportation funding in Southeast Iowa including:

- State Road Use tax revenues to cities and counties
- Farm to Market and Secondary Road Fund revenues to counties
- Federal Surface Transportation Program (STP) and Transportation Enhancement funding distributed through SEIRPC
- Local, State, and Federal transit revenues for SEIBUS and BUS

Local Funding for Projects

As shown on previous pages, local revenues for transportation comes from a variety of sources including, but not limited to Iowa Road Use Tax Fund (RUTF), property taxes, general obligation bonds, Tax Increment Financing (TIF), and local option sales taxes (LOST). To get a better idea of future revenues and expenditures, projections of local revenues available for transportation were calculated. The City Street Finance Report was used for cities projections in the region, and County Farm to Market Receipts and Secondary Road Fund Receipts were used for the county's projections. Secondary Road Fund Receipts include local revenues from property taxes, LOST, and the RUTF.

The table below shows the history and projections for local non-federal aid revenues, operation expenditures, and maintenance expenditures. The most recent fiscal years available, 2018-2022, were used for the analysis. The total revenue listed on the reports was used as the jurisdictions' revenue available for transportation expenditures. To calculate the total local revenue available for transportation expenditures, the revenue for each jurisdiction was added together. During this time, there were wide fluctuations in revenue available to regional jurisdictions. Thus, revenue was conservatively projected to increase two percent per year over the life of this plan.

Before constructing or reconstructing roads or non-motorized accommodations, an expense that must be factored into the local side of funding is the operation and maintenance of the existing system. To calculate this, operations and maintenance reports from the Iowa DOT were utilized. Operations and maintenance expenses were determined for each jurisdiction for 2018-2022. Similar to revenues, there were significant variations during the five-year time period. To be consistent with the inflation rate used for project costs, operation and maintenance costs were increased by two percent per year over the life of this plan.

The table below does not account for all costs needed to bring the road and bridge network to a state of good condition. The projected funding deficiency for federal aid eligible roads and bridges as well as non-motorized projects is shown under funding deficiencies below.

Non-Federal Aid Revenues and Expenditures

	Fiscal Year	Non-Federal Aid Revenues ¹	Operation Cost on Total Roadway System ²	Maintenance Cost on Total Roadway System ²	Other Local Projects and Debt Payments for non-roadway projects ³
History	2018	\$ 56,682,932	\$ 8,183,348	\$ 18,203,053	\$ 30,296,531
	2019	\$ 49,851,741	\$ 8,973,166	\$ 19,537,956	\$ 21,340,619
	2020	\$ 50,873,039	\$ 8,996,144	\$ 19,857,890	\$ 22,019,006
	2021	\$ 57,235,444	\$ 8,697,061	\$ 22,316,402	\$ 26,221,981
	2022	\$ 54,754,670	\$ 9,676,446	\$ 23,029,395	\$ 22,048,829
Projections	2023-2032	\$ 640,920,444	\$ 101,639,015	\$ 242,678,912	\$ 296,602,517
	2033-2042	\$ 781,278,445	\$ 124,506,073	\$ 297,277,562	\$ 359,494,810
	2043-2055	\$ 1,276,851,438	\$ 204,643,136	\$ 488,617,230	\$ 583,591,072
	Total (2023 - 2055)	\$ 2,699,050,327	\$ 430,788,224	\$ 1,028,573,704	\$ 1,239,688,398

1. Revenues are forecast to increase at a conservative two percent per year.
2. Expenditures for operations and maintenance are forecast to increase at two percent per year.
3. The majority of this funding will go to other local projects and debt payments. This funding should not be assumed to be available for road, bridge, or non-motorized projects.

State and Federal Funding for Projects

A number of funding programs are available to local governments for transportation projects, including road, rail, or bike/pedestrian infrastructure. Some of these utilize state money, while others involve federal money that is allocated to the State. Unless otherwise indicated, each program is administered by the Iowa DOT. Future funding projections for these funding sources is provided on the following page, along with projections for STBG and TAP funding. A listing and basic description of some of the most popular State and Federal programs is provided below:

State Funding Programs

Traffic Safety Improvement Program (TSIP)

The TSIP program provides funding for a variety of roadway safety improvement projects. It includes three categories that each have a set amount of funding available statewide each year. The first is site-specific projects, where improvements are made at a site or corridor with a notable history of crashes. The second is the purchase or replacement of traffic control devices (such as signs, signals, and pavement markings). The final category involves research, studies or public information initiatives related to driver education, work zone safety, and/or crash data analysis.

Revitalize Iowa's Sound Economy (RISE) Program

RISE is used to fund the construction/improvement of roads and streets that would directly promote economic development activities. There are two separate categories within the program – Immediate Opportunity, where the road directly relates to a specific opportunity for job creation or retention, and Local Development, where development prospects are enhanced, but the road is not tied to a specific job creation/retention project. Two rounds of competitive funding are available each year.

State Recreational Trails Program (SRT)

This program is intended to establish recreational trails for the use, enjoyment, and participation of the public. Funds are awarded on an annual basis, with all applicants competing in one statewide funding pool.

Resource Enhancement and Protection (REAP)

The REAP program is administered by the Iowa Department of Natural Resources (DNR). Broadly, it is intended for the enhancement and protection of Iowa's natural and cultural resources. While this encompasses a broad range of activities, a commonly funded activity is recreational trails construction or improvements. In the context of this program, trails should be located in an area that allows the user with direct exposure to the natural environment (open space scenery, wildlife, etc.).

Federal Funding Programs

Highway Bridge Program (STBG-HBP)

This program involves funds set aside by the DOT from the Surface Transportation Block Grant program (STBG). It is used for the replacement or rehabilitation of structurally deficient or functionally obsolete bridges on public roadways. A set amount of the total funding is available for counties, while the remainder is for cities. Counties select bridges based on county-level funding allocations. They prioritize bridges based on a set of criteria such as bridge rating, estimated cost, and expected benefit. No more than \$1 million can go to a single bridge, and no City can receive funding for more than one bridge each year.

Iowa's Transportation Alternatives Program (TAP)

The TAP program includes two components – a statewide program where applicants from around the state compete together, and a Local program where applicants from within a region (like SEIRPC) compete together (as detailed on the following page). For the statewide program, funds are available on an annual basis. Funding can be used for a variety of projects, including bike/pedestrian facilities, safe routes to school projects, and certain environmental mitigation activities.

Highway Safety Improvement Program (HSIP)

HSIP is used to fund low-cost, corridor-length safety improvements on rural roads that have certain at-risk safety characteristics. Applications are accepted on a first-come, first-awarded basis.

Federal Recreational Trails Program (FRT)

This program is similar to the SRT program, except that it utilizes Federal funds, instead of State funds. Like SRT, funds are awarded annually, with all applicants competing in one statewide funding pool.

	Fiscal Year	STBG	TAP	City Bridge Program	LIFTS/ICAAP /CDBG Transportation	Federal/State Rec Trails, REAP, Wellmark	RISE	TSIP/HSIP
History	2018	\$2,663,171	\$265,780	\$2,012,000	\$0	\$293,500	\$0	\$0
	2019	\$2,880,019	\$269,604	\$0	\$1,296,587	\$248,185	\$418,634	\$385,000
	2020	\$2,972,531	\$264,686		\$0	\$200,000	\$0	\$167,000
	2021	\$2,883,132	\$267,058	\$870,000	\$91,196	\$256,196	\$0	\$0
	2022	\$2,809,634	\$261,426	\$1,870,000	\$0	\$726,595	\$261,842	\$0
Projections	2023	\$3,338,770	\$340,754	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2024	\$3,291,626	\$331,979	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2025	\$3,355,000	\$343,000	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2026	\$3,418,000	\$354,000	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2027	\$3,484,000	\$366,000	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2028	\$3,575,203	\$377,136	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2029	\$3,666,406	\$388,271	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2030	\$3,757,610	\$399,407	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2031	\$3,848,813	\$410,542	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2032	\$3,940,016	\$421,678	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2033	\$4,031,219	\$432,813	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2034	\$4,122,423	\$443,949	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2035	\$4,213,626	\$455,084	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2036	\$4,304,829	\$466,220	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2037	\$4,396,032	\$477,356	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2038	\$4,487,235	\$488,491	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2039	\$4,578,439	\$499,627	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2040	\$4,669,642	\$510,762	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2041	\$4,760,845	\$521,898	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2042	\$4,852,048	\$533,033	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2043	\$4,943,252	\$544,169	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2044	\$5,034,455	\$555,304	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2045	\$5,125,658	\$566,440	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2046	\$5,216,861	\$577,576	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2047	\$5,308,064	\$588,711	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2048	\$5,399,268	\$599,847	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2049	\$5,490,471	\$610,982	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2050	\$5,581,674	\$622,118	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
2051	\$5,672,877	\$633,253	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400	
2052	\$5,764,081	\$644,389	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400	
2053	\$5,855,284	\$655,524	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400	
2054	\$5,946,487	\$666,660	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400	
2055	\$6,037,690	\$677,796	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400	
Total 2023-2055		\$151,467,904	\$16,504,769	\$39,204,000	\$9,159,368	\$11,381,542	\$4,491,142	\$3,643,200

- STBG projections are based on the average year-to-year change for the past 10 years, which equals \$91,203. This average is added to the target each year starting in FY 2028. FY 2023-2027 is consistent with the targets provided by the Iowa DOT.
- TAP projections are based on the average year-to-year change for the past 9 years, which equals \$11,136. This average is added to the target each year starting in FY 2028. FY 2023-2027 is consistent with the targets provided by the Iowa DOT.
- City funding is projected at the regional 5-year average of \$1,188,000 per year.
- LIFTS, ICAAP, CDBG funding is projected at the regional 5-year average of \$277.557 per year.
- Trail grants are projected at the 5-year average of \$344,895.
- RISE grants are projected at the 5-year average of \$136,095.
- Safety grants are projected at the 5-year average of \$110,400.

State and Federal Funding for Projects

There are two federal funding programs that are competitive at the regional level – the Surface Transportation Block Grant Program (STBG) and the Transportation Alternatives Program (TAP). STBG is used for funding roadway improvements, while TAP is primarily used for bicycle and pedestrian infrastructure such as multi-purpose trails, sidewalks, and paved shoulders. For each of these programs, the Iowa DOT provides a yearly allocation of Federal funds to RPAs such as SEIRPC, with the amount allocated being proportional to each RPA’s comparative population size, amount of federally classified roadways, and other criteria. SEIRPC then awards this funding to local projects through a competitive application process. Individual applications are evaluated partially by SEIRPC staff, and partially by a committee of diverse local representatives known as the Technical Advisory Committee (TAC).

In the evaluation process, each application is scored based on a set of specific criteria, with the resulting ranking of projects used to determine which applications are able to receive funding. Starting from the top ranked application, each subsequent application is able to receive funding until all of the region’s allocated funds are accounted for. A summary of the scoring criteria used to evaluate submitted applications to the SEIRPC for each program is included below. Applicable strategies and action items from this plan (along with other passages as indicated by a page number) are referenced next to each item.

STBG Funding Allocation

Economic Vitality: Does the project promote economic development and enhance tourism, access to jobs, and the movement of freight and workers?

[Strategy A; Action Item K8]

System Preservation: For the roadway in question, what is the current and future surface type, pavement condition, traffic volume, and number of lanes?

[Action Item B8; pg. 63, 65]

Safety: What is the roadway’s accident rate, and how much of the funding will go to safety-specific improvements?

[Strategy C; pg. 67-72]

Accessibility and Mobility: How does the current traffic volume compare with available capacity, and how are these anticipated to change in the next 10 years?

[Action Item B8; pg. 63]

Integration and Connectivity: Does the project involve multiple modes of transportation, and/or improve connectivity to highways and non-auto transportation facilities (multi-modal enhancement)?

[Actions Items A8, E2; pg. 64, 78]

Local and Regional Factors: Is the project supported by local/regional planning documents? Does it involve a local match greater than the required minimum, or include more than one sponsor?

[the plan as a whole; Action Items B2, D3]

TAP Funding Allocation

Transportation Alternative Relationship: How many categories of eligible TAP categories does the project qualify for, and what is its relationship with other modes of transportation? Overall, how does it enhance the region’s transportation system?

[Strategy E; Action Items C4, C5]

Local and Regional Factors: How is the project supported by local/regional planning documents?

[the plan as a whole; Action Items D3, E8, I7]

Economic Development and Tourism: What is the regional economic and tourism impact of the project?

[Action Item F1, F4, L7]

Project Status: Is it part of a multi-phase project where other phases have already been completed? If not, has any engineering work for the project been completed, or have other funding sources already been secured?

[Action Items B3, E1, E8; pg. 85-86]

Facility Need: What is the local/regional need for the project? How does it improve existing conditions in the community, and how does it compliment similar efforts across the region or state?

[Action Items C4, D1, D3, E1, E7, E8; pg. 85, 87]

SHORT-TERM TRANSPORTATION PROJECTS 2024 - 2027

The table below and on the following 2 pages provides a list of planned transportation projects from FY2024-2027. This includes projects funded through the:

- Highway Bridge Program (HBP);
- Highway Safety Improvement Program (HSIP);
- National Highway Performance Program (NHPP);
- State of Iowa Primary Road Fund (PRF);
- Surface Transportation Block Grant Program (STBG);
- Transportation Alternatives Program (TAP); and
- Earmarks, Grant Applications, and Illustrative Projects

Federal Source	Fiscal Year	Sponsor	Description	Federal Funding (1,000s)	Total Cost (1,000s)
HBP	2024-26	Burlington	S MAIN ST, over DRAINAGE	\$2,072	\$10,909
HBP	2024	Des Moines Co.	North Gear Avenue, Over Flint Creek	\$900	\$900
HBP	2024	Des Moines Co.	Danville Road Bridge, Over Flint Creek	\$1,000	\$1,000
HBP	2024	Fort Madison	3RD ST, Over FORK CREEK	\$650	\$650
HBP	2024	Henry Co.	NEBRASKA AVE, Over S. BR. BIG CREEK,	\$1,000	\$1,010
HBP	2024	Lee Co.	265TH AVE, Over tributary to Devil's Creek, from Chalk Ridge Rd N approx. 500 Feet	\$350	\$351
HBP	2024	Lee Co.	BELFAST RD, Over MONK CREEK, from 140th Ave east approx.0.8 miles	\$550	\$551
HBP	2025	Lee Co.	115TH ST, Over HELL HOLLOW CREEK, from 280th Ave W approx. 0.7 miles	\$500	\$501
HBP	2026	Henry Co.	LEXINGTON AVE, Over small creek	\$600	\$610
HBP	2026	Lee Co.	Chalk Ridge Rd, Over Devil's Creek, from 265th Ave east approx. 220 Feet	\$1,400	\$1,401
HBP	2026	Lee Co.	145TH ST, Over West Branch Sugar Creek, from 175th Ave W approx. 0.3 miles	\$400	\$401
HBP	2027	Des Moines Co.	X40, Over FLINT RIVER	\$1,000	\$1,000
HBP	2027	Des Moines Co.	BEAVERDALE RD, Over FLINT RIVER	\$1,000	\$1,000
HBP	2027	Henry Co.	X23, Over SKUNK RIVER	\$310	\$310
HBP	2027	Lee Co.	270TH AVE, Over LAMALEES CREEK, from J82 N approx. 0.6 miles;	\$300	\$301
HSIP	2024	Iowa DOT	US 218: Approx 0.1 mi S of the Henry Co Line to N of the Big Creek Bridge	\$2,227	\$2,474
NHPP	2024-27	Iowa DOT	US 61: N of Mediapolis to 0.5 mi N of IA 78	\$46,127	\$58,033
NHPP	2025-26	Iowa DOT	US 61: 0.5 mi N of IA 78 to 2.0 mi S of IA 92	\$53,953	\$67,441
NHPP	2025-26	Iowa DOT	US 61: S of 210th St to N of Mediapolis	\$22,385	\$27,981
PRF	2024-27	Iowa DOT	US 34: Mississippi River in Burlington	\$0	\$200

SHORT-TERM TRANSPORTATION PROJECTS (cont'd)

Federal Source	Fiscal Year	Sponsor	Description	Federal Funding (1,000s)	Total Cost (1,000s)
PRF	2024-27	Iowa DOT	IA 136: Mississippi River in Keokuk	\$0	\$80
PRF	2024	Iowa DOT	US 34: WB Ramp to US 34 0.4 mi W of IL in Burlington	\$0	\$2,751
PRF	2024	Iowa DOT	IA 136: Soap Creek and BNSF RR 1.8 mi E of US 61 in Keokuk	\$0	\$1,157
PRF	2024	Iowa DOT	US 34: Curran St 0.8 mi E of US 61 in Burlington	\$0	\$677
PRF	2024	Iowa DOT	IA 70: N of IA 92 to IA 22	\$0	\$2,033
PRF	2024	Iowa DOT	US 218: Weigh Station S of Co Rd J38/130th St	\$0	\$248
PRF	2024	Iowa DOT	US 61: Mitigation for Memorial Park Rd in Burlington to 1 mi N of IA 78	\$0	\$1,440
PRF	2024	Iowa DOT	US 34: 8th St 1.8 mi E of US 61 in Burlington	\$0	\$568
PRF	2025	Iowa DOT	IA 78: Stream 0.3 mi W of E Jct Co Rd W66	\$0	\$1,011
PRF	2025	Iowa DOT	US 61: US 34 in Burlington	\$0	\$1,937
PRF	2025	Iowa DOT	US 218: North Fish Creek 1.1 mi N of J20 (NB)	\$0	\$4,899
PRF	2025	Iowa DOT	US 34: W Burlington Ave 0.5 mi W of US 61 (EB)	\$0	\$766
PRF	2025	Iowa DOT	US 34: W Burlington Ave 0.5 mi W of US 61 (WB)	\$0	\$228
PRF	2026	Iowa DOT	US 61: DME RR 3.4 mi N of W Jct IA 92 (NB)	\$0	\$418
PRF	2026	Iowa DOT	IA 16: Little Cedar Creek 1.7 mi E of Co Rd W46	\$0	\$596
PRF	2026	Iowa DOT	US 218: BNSF RR 4.4 mi S of US 61	\$0	\$807
PRF	2026	Iowa DOT	IA 92: Main St and Collins Rd 0.3 mi W of IA 70 in Columbus Jct	\$0	\$614
STBG	2024-27	RPA 16 / SEIRPC	RPA 16 TRANSPORTATION PLANNING	\$605	\$757
STBG	2024	Henry Co.	W55 from Skunk River bridge S to J20 in Salem	\$1,700	\$3,950
STBG	2024	Iowa DOT	IA 78: WCL Wayland to Olds	\$2,478	\$3,098
STBG	2024	Iowa DOT	IA 136: Mississippi River in Keokuk (State Share)	\$4,000	\$5,000
STBG	2024	Lee Co.	On J40, from US 218 E 5.9 miles to West Point	\$1,700	\$2,701
STBG	2024	RPA 16 / SEIBUS	Purchase of two Conversion Vans	\$108	\$135
STBG	2024	Burlington	WASHINGTON ST, from Front Street W to approximately 100 feet east of Hawkeye Street	\$867	\$4,500
STBG	2024	Burlington	AGENCY ST, from Melrose Ct E to Curran St	\$1,545	\$1,598
STBG	2024	Burlington	SUMMER ST, from Harrison Ave S to Koestner St	\$1,415	\$2,912
STBG	2024	Burlington	9TH ST, from Angular St S to South St, and MADISON AVE, from South St S to Sunset Ave	\$420	\$2,162
STBG	2024	Fort Madison	AVE L, from 20th St. W to 30th St.	\$780	\$1,560
STBG	2025-26	Iowa DOT	US 61: Branch Smith Creek 1.0 mi S of Louisa Co	\$706	\$883

SHORT-TERM TRANSPORTATION PROJECTS (cont'd)

Federal Source	Fiscal Year	Sponsor	Description	Federal Funding (1,000s)	Total Cost (1,000s)
STBG	2025	Iowa DOT	US 218: South Fish Creek 0.7 mi N of J20 (NB)	\$1,808	\$2,260
STBG	2025	Des Moines Co.	X99, from Burlington CL to Meeker's Landing Road	\$1,815	\$4,500
STBG	2025	Fort Madison	AVE L, from 30th St W to 35th St, and on AVE O from 36th St W to 41st St	\$1,529	\$1,998
STBG	2026	Iowa DOT	IA 2: Big Sugar Creek 3.4 mi W of W Jct US 61	\$822	\$1,028
STBG	2026	Louisa Co.	On X 99, FROM COUNTY LINE TO E AVENUE	\$1,797	\$2,800
STBG	2026	Mount Pleasant	On Winfield Ave, from Broadway St E to Grand Ave	\$1,470	\$2,945
STBG	2027	Iowa DOT	US 61: Lost Creek 2.4 mi S of IA 16 (NB)	\$2,606	\$3,257
STBG	2027	Iowa DOT	IA 16: Sugar Creek 0.3 mi W of US 218	\$2,502	\$3,128
STBG	2027	Iowa DOT	US 34: BNSF RR and City Streets 1.5 mi E of US 61 in Burlington (EB/WB)	\$1,256	\$1,570
STBG	2027	Iowa DOT	US 34: Broadway Ave 1.0 mi W of US 61 in Burlington (WB)	\$379	\$474
STBG	2027	Iowa DOT	US 61: Skunk River 0.5 mi N of IA 16 (SB)	\$1,270	\$1,588
STBG	2027	Iowa DOT	US 34: BNSF RR and City Streets 1.4 mi E of US 61 in Burlington (EB Ramp)	\$628	\$785
STBG	2027	Lee Co.	W62, from Hwy 27 E approx. 9.5 miles to Hwy 61	\$1,833	\$4,125
STBG	2027	Burlington	SUNNYSIDE AVE, from Roosevelt Ave to Osborn	\$1,500	\$2,230
TAP	2024	Fort Madison	Trail along 48th St from Avenue L north to River Valley Rd	\$375	\$525
TAP	2024	Keokuk	Trail along Mississippi River from Victory Park S 1.0 mi. to boat launch	\$348	\$1,182
TAP	2024	West Burlington	Trail along S Gear Ave south 0.6 mi. from W Huston St to US 34 SE Ramp	\$548	\$912
Earmark	2024	Burlington	Trail extending 2 mi from Mason Rd and Haskell St to Madison Ave 360 ft N of Shoquoquon Dr	\$4,000	\$5,184
Grant App.	2025	Henry Co.	235TH ST, Over BIG CREEK,	\$4,000	\$5,000
Grant App.	2025	Lee Co.	X32 over Lost Creek, from 165th St N 0.4 miles	\$1,520	\$1,901
Grant App.	2025	Fort Madison	AVE H and AVE L from 18TH ST to 20TH ST, and on 18TH ST and 20TH ST from AVE H to AVE L	\$9,760	\$12,200
Grant App.	2025	Keokuk	Keokuk Rail Bridge over Mississippi River	\$1,294	\$1,715
Illust.	2024	Henry Co.	W55, Skunk River bridge to Old Hwy 34	\$1,760	\$2,200
Illust.	2024	Henry Co.	OLD HWY 34, from Franklin Ave E 1 mi. to Bridge	\$960	\$1,200
Illust.	2027	Henry Co.	Salem Road (J20), from the Intersection of J20 & W55 E to Intersection of HWY 218 & J20	\$4,500	\$4,500
Illust.	2027	Henry Co.	Racine Avenue (X23), from the intersection of X23 & H28 S to intersection of X23 & 260th St.	\$6,000	\$6,000

Funding Deficiencies

The table below provides an assessment that was conducted to estimate funding levels required to improve the region’s existing federal aid eligible road and bridge network to a state of good condition, and to implement regional bicycle and multi purpose trail routes. As shown in the table, it is anticipated that the region will experience a significant transportation funding deficiency of over \$130 million for federal-aid eligible transportation projects over the life of this plan. Unless additional funding sources are identified, the region will struggle to successfully maintain the transportation network at a level that is safe, accommodating to all transportation modes, and not a significant impediment to economic development prospects.



Expenses	
Federal Aid Eligible Road Network (State of Good Condition) ¹	\$ 398,267,000
Federal Aid Eligible Bridge Network (State of Good Condition) ²	\$ 60,220,800
Bicycle and Multi Purpose Trail Implementation ³	\$ 49,595,000
Total Projected Expenses	\$ 508,082,800
Revenues ⁴	
Surface Transportation Block Grant Program	\$151,467,904
Iowa DOT RISE	\$4,491,142
Traffic Safety and Highway Safety Improvement Program	\$3,643,200
Total Revenues for Federal Aid Eligible Road Network	\$198,806,246
City and County Highway Bridge Program	\$39,204,000
Total Revenues Federal Aid Eligible Bridge Network	\$39,204,000
Transportation Alternatives Program	\$16,504,769
Federal and State Recreational Trails, REAP	\$11,381,542
Total Revenues for Bicycle Accommodation Implementation	\$27,886,311
Funding Deficiencies (Expense – Revenues)	
Federal Aid Eligible Road Network (State of Good Condition)	\$199,460,754
Federal Aid Eligible Bridge Network (State of Good Condition)	\$21,016,800
Bicycle and Multi Purpose Trail Implementation	\$21,708,689
TOTAL FUNDING DEFICIENCY	\$242,186,243

1. The cost estimates used in this assessment are based on regional averages of recent federal aid road projects with \$1.5 million per centerline mile for a reconstruction project and \$400,000 per centerline mile for resurfacing. As shown on page 85, the Pavement Condition Index was utilized to evaluate approximately 560 centerline miles of roadways had rating of fair, poor or very poor. It was assumed that roads in poor or very poor condition (11%) would require full reconstruction, while roads considered to be in fair condition (28%) could be resurfaced. These figures do not factor in future maintenance costs for construction projects for roads presently in good condition.

2. The cost estimates used in this assessment are based on regional averages of recent federal aid bridge projects with average replacement cost of \$750,000. As shown on page 86, there are 16% of bridges in the region with a sufficiency rating of poor. These figures do not factor in future maintenance costs for construction projects for bridges presently in good condition.

3. The cost estimates used in this assessment are based on regional averages of recent federal aid trail project with centerline mile cost estimates of \$300,000 for paved shoulders and \$750,000 for off-road multi purpose trails. as shown on page 109, future bicycle and multi purpose trail projects include 103 miles of bike routes and multipurpose trails. This figure does not factor in future maintenance costs for existing bicycle and multi purpose trail accommodations.

4. Revenues came from the table of future state and federal-aid funding shown on page 146.

funding the plan

4



FUNDING THE PLAN!



A key component in the implementation of this plan is making sure funding is in place to support community development, economic development, and transportation projects. To fund these efforts, a variety of local, state, and federal funding will be critical. Below is a list of the most notable current funding resources available related to community development, economic development, and transportation projects.

more of THIS

1. transportation

- FEDERAL**
 - Surface Transportation Block Grant Program (STBG)
 - National Highway Performance Program (NHPP)
 - Transportation Alternatives Program (TAP)
 - Highway Safety Improvement Program (HSIP)
 - Congestion Mitigation and Air Quality (CMAQ)
 - Federal Recreational Trails Program (FRT)
 - Bridge Formula Program/Bridge Investment Program
 - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)
- STATE**
 - Rebuilding American Infrastructure with Sustainability and Equity(RAISE)
 - Rural Surface Transportation Grant Program
 - Safe Streets and Roads for All
 - Federal Transit Administration 5303, 5304, 5307, 5310, 5311, and 5339
 - State Transit Assistance Formula Program, Fellowship Program, and Special Projects
 - Public Transit Infrastructure Grant (PTIG)
 - Capital Match Loan Program (AMOCO Loans)
 - Transportation Safety Improvement Program (TSIP)
 - Small Town Sign Replacement Program
 - Traffic Engineering Assistance Program (TEAP)
 - City and County Highway Bridge Program
 - Revitalize Iowa Sound Economy (RISE)
 - State Recreational Trails Program
 - Rail Revolving Loan and Grant Program
 - Linking Iowa’s Freight Transportation System (LIFTS)
 - Airport Vertical Infrastructure Program
 - Iowa DOT/DNR Fund
 - Living Roadway Trust Fund
 - Iowa Road Use Tax Fund (RUTF)
- LOCAL**
 - Private Foundations
 - Local Option Sales Tax (LOST)
 - Tax Increment Financing (TIF)
 - Bonds
 - Property Tax

2. community development

- FEDERAL**
 - Community Development Block Grant Program (CDBG)
 - Federal Home Loan Bank (FHLB)
 - Neighborhood Stabilization Program (NSP)
 - HOME Funds
 - Land Water and Conservation Fund (LWCF)
 - Federal Historic Tax Credits
 - Affordable Housing Tax Credits (LIHTC)
 - EPA Brownfields Grant
 - Opportunity Zones
 - Community Funded Projects
 - State Revolving Fund (SRF)
- STATE**
 - Resource Enhancement and Protection (REAP)
 - Community Attraction and Tourism (CAT)
 - Destination Iowa
 - Derelict Building Grant Program
 - Iowa Brownfields Program
 - Workforce Housing Tax Credits
 - Redevelopment Tax Credits Program for Brownfield and Grayfield Sites
 - State Historic Tax Credits
 - Solid Waste Alternatives Program (SWAP)
- LOCAL**
 - Great River Housing Trust Fund
 - Private Foundations
 - Local Option Sales Tax (LOST)
 - Tax Increment Financing (TIF)
 - Bonds
 - Property Tax

3. economic development

- FEDERAL**
 - EDA and USDA Revolving Loan Funds - federal
 - EDA Economic Adjustment Assistance Program
 - EDA Planning and Local Technical Assistance Program
 - EDA Public Works and Economic Adjustment Assistance Program
 - SBA Loans – federal
 - USDA Rural Business Opportunity Grant (RBOG)
- LOCAL**
 - Opportunity Zones
 - Local Option Sales Tax (LOST)
 - Tax Increment Financing (TIF)
 - Tax Abatement or Exemption
 - Property Tax



TRANSPORTATION FUNDING OUTLOOK



While it is difficult to predict future revenues and expenditures in all of these areas, some general forecasting can be made for transportation funding due to the history of funding and annual funding allocations provided to the Southeast Iowa region. From this review, we can also see if the region will have a reasonable amount of transportation funding resources compared to the costs of anticipated transportation projects. The following pages will provide some clarity on the proposed key strategies, action items, already identified transportation projects, and their feasibility over the next 20 to 30 years.

The financial outlook (on the following pages) will examine transportation funding by looking at local, state, and federal funding sources that are available. This includes a simple process of evaluating current and past federal aid and nonfederal aid for transportation funding in Southeast Iowa including:

- State Road Use tax revenues to cities and counties
- Farm to Market and Secondary Road Fund revenues to counties
- Federal Surface Transportation Program (STP) and Transportation Enhancement funding distributed through SEIRPC
- Local, State, and Federal transit revenues for SEIBUS and BUS

Local Funding for Projects

As shown on previous pages, local revenues for transportation comes from a variety of sources including, but not limited to Iowa Road Use Tax Fund (RUTF), property taxes, general obligation bonds, Tax Increment Financing (TIF), and local option sales taxes (LOST). To get a better idea of future revenues and expenditures, projections of local revenues available for transportation were calculated. The City Street Finance Report was used for cities projections in the region, and County Farm to Market Receipts and Secondary Road Fund Receipts were used for the county's projections. Secondary Road Fund Receipts include local revenues from property taxes, LOST, and the RUTF.

The table below shows the history and projections for local non-federal aid revenues, operation expenditures, and maintenance expenditures. The most recent fiscal years available, 2018-2022, were used for the analysis. The total revenue listed on the reports was used as the jurisdictions' revenue available for transportation expenditures. To calculate the total local revenue available for transportation expenditures, the revenue for each jurisdiction was added together. During this time, there were wide fluctuations in revenue available to regional jurisdictions. Thus, revenue was conservatively projected to increase two percent per year over the life of this plan.

Before constructing or reconstructing roads or non-motorized accommodations, an expense that must be factored into the local side of funding is the operation and maintenance of the existing system. To calculate this, operations and maintenance reports from the Iowa DOT were utilized. Operations and maintenance expenses were determined for each jurisdiction for 2018-2022. Similar to revenues, there were significant variations during the five-year time period. To be consistent with the inflation rate used for project costs, operation and maintenance costs were increased by two percent per year over the life of this plan.

The table below does not account for all costs needed to bring the road and bridge network to a state of good condition. The projected funding deficiency for federal aid eligible roads and bridges as well as non-motorized projects is shown under funding deficiencies below.

Non-Federal Aid Revenues and Expenditures

	Fiscal Year	Non-Federal Aid Revenues ¹	Operation Cost on Total Roadway System ²	Maintenance Cost on Total Roadway System ²	Other Local Projects and Debt Payments for non-roadway projects ³
History	2018	\$ 56,682,932	\$ 8,183,348	\$ 18,203,053	\$ 30,296,531
	2019	\$ 49,851,741	\$ 8,973,166	\$ 19,537,956	\$ 21,340,619
	2020	\$ 50,873,039	\$ 8,996,144	\$ 19,857,890	\$ 22,019,006
	2021	\$ 57,235,444	\$ 8,697,061	\$ 22,316,402	\$ 26,221,981
	2022	\$ 54,754,670	\$ 9,676,446	\$ 23,029,395	\$ 22,048,829
Projections	2023-2032	\$ 640,920,444	\$ 101,639,015	\$ 242,678,912	\$ 296,602,517
	2033-2042	\$ 781,278,445	\$ 124,506,073	\$ 297,277,562	\$ 359,494,810
	2043-2055	\$ 1,276,851,438	\$ 204,643,136	\$ 488,617,230	\$ 583,591,072
	Total (2023 - 2055)	\$ 2,699,050,327	\$ 430,788,224	\$ 1,028,573,704	\$ 1,239,688,398

1. Revenues are forecast to increase at a conservative two percent per year.
2. Expenditures for operations and maintenance are forecast to increase at two percent per year.
3. The majority of this funding will go to other local projects and debt payments. This funding should not be assumed to be available for road, bridge, or non-motorized projects.

State and Federal Funding for Projects

A number of funding programs are available to local governments for transportation projects, including road, rail, or bike/pedestrian infrastructure. Some of these utilize state money, while others involve federal money that is allocated to the State. Unless otherwise indicated, each program is administered by the Iowa DOT. Future funding projections for these funding sources is provided on the following page, along with projections for STBG and TAP funding. A listing and basic description of some of the most popular State and Federal programs is provided below:

State Funding Programs

Traffic Safety Improvement Program (TSIP)

The TSIP program provides funding for a variety of roadway safety improvement projects. It includes three categories that each have a set amount of funding available statewide each year. The first is site-specific projects, where improvements are made at a site or corridor with a notable history of crashes. The second is the purchase or replacement of traffic control devices (such as signs, signals, and pavement markings). The final category involves research, studies or public information initiatives related to driver education, work zone safety, and/or crash data analysis.

Revitalize Iowa's Sound Economy (RISE) Program

RISE is used to fund the construction/improvement of roads and streets that would directly promote economic development activities. There are two separate categories within the program – Immediate Opportunity, where the road directly relates to a specific opportunity for job creation or retention, and Local Development, where development prospects are enhanced, but the road is not tied to a specific job creation/retention project. Two rounds of competitive funding are available each year.

State Recreational Trails Program (SRT)

This program is intended to establish recreational trails for the use, enjoyment, and participation of the public. Funds are awarded on an annual basis, with all applicants competing in one statewide funding pool.

Resource Enhancement and Protection (REAP)

The REAP program is administered by the Iowa Department of Natural Resources (DNR). Broadly, it is intended for the enhancement and protection of Iowa's natural and cultural resources. While this encompasses a broad range of activities, a commonly funded activity is recreational trails construction or improvements. In the context of this program, trails should be located in an area that allows the user with direct exposure to the natural environment (open space scenery, wildlife, etc.).

Federal Funding Programs

Highway Bridge Program (STBG-HBP)

This program involves funds set aside by the DOT from the Surface Transportation Block Grant program (STBG). It is used for the replacement or rehabilitation of structurally deficient or functionally obsolete bridges on public roadways. A set amount of the total funding is available for counties, while the remainder is for cities. Counties select bridges based on county-level funding allocations. They prioritize bridges based on a set of criteria such as bridge rating, estimated cost, and expected benefit. No more than \$1 million can go to a single bridge, and no City can receive funding for more than one bridge each year.

Iowa's Transportation Alternatives Program (TAP)

The TAP program includes two components – a statewide program where applicants from around the state compete together, and a Local program where applicants from within a region (like SEIRPC) compete together (as detailed on the following page). For the statewide program, funds are available on an annual basis. Funding can be used for a variety of projects, including bike/pedestrian facilities, safe routes to school projects, and certain environmental mitigation activities.

Highway Safety Improvement Program (HSIP)

HSIP is used to fund low-cost, corridor-length safety improvements on rural roads that have certain at-risk safety characteristics. Applications are accepted on a first-come, first-awarded basis.

Federal Recreational Trails Program (FRT)

This program is similar to the SRT program, except that it utilizes Federal funds, instead of State funds. Like SRT, funds are awarded annually, with all applicants competing in one statewide funding pool.

	Fiscal Year	STBG	TAP	City Bridge Program	LIFTS/ICAAP /CDBG Transportation	Federal/State Rec Trails, REAP, Wellmark	RISE	TSIP/HSIP
History	2018	\$2,663,171	\$265,780	\$2,012,000	\$0	\$293,500	\$0	\$0
	2019	\$2,880,019	\$269,604	\$0	\$1,296,587	\$248,185	\$418,634	\$385,000
	2020	\$2,972,531	\$264,686		\$0	\$200,000	\$0	\$167,000
	2021	\$2,883,132	\$267,058	\$870,000	\$91,196	\$256,196	\$0	\$0
	2022	\$2,809,634	\$261,426	\$1,870,000	\$0	\$726,595	\$261,842	\$0
Projections	2023	\$3,338,770	\$340,754	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2024	\$3,291,626	\$331,979	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2025	\$3,355,000	\$343,000	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2026	\$3,418,000	\$354,000	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2027	\$3,484,000	\$366,000	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2028	\$3,575,203	\$377,136	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2029	\$3,666,406	\$388,271	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2030	\$3,757,610	\$399,407	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2031	\$3,848,813	\$410,542	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2032	\$3,940,016	\$421,678	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2033	\$4,031,219	\$432,813	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2034	\$4,122,423	\$443,949	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2035	\$4,213,626	\$455,084	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2036	\$4,304,829	\$466,220	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2037	\$4,396,032	\$477,356	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2038	\$4,487,235	\$488,491	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2039	\$4,578,439	\$499,627	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2040	\$4,669,642	\$510,762	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2041	\$4,760,845	\$521,898	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2042	\$4,852,048	\$533,033	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2043	\$4,943,252	\$544,169	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2044	\$5,034,455	\$555,304	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2045	\$5,125,658	\$566,440	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2046	\$5,216,861	\$577,576	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2047	\$5,308,064	\$588,711	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2048	\$5,399,268	\$599,847	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2049	\$5,490,471	\$610,982	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
	2050	\$5,581,674	\$622,118	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400
2051	\$5,672,877	\$633,253	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400	
2052	\$5,764,081	\$644,389	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400	
2053	\$5,855,284	\$655,524	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400	
2054	\$5,946,487	\$666,660	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400	
2055	\$6,037,690	\$677,796	\$1,188,000	\$277,557	\$344,895	\$136,095	\$110,400	
Total 2023-2055		\$151,467,904	\$16,504,769	\$39,204,000	\$9,159,368	\$11,381,542	\$4,491,142	\$3,643,200

- STBG projections are based on the average year-to-year change for the past 10 years, which equals \$91,203. This average is added to the target each year starting in FY 2028. FY 2023-2027 is consistent with the targets provided by the Iowa DOT.
- TAP projections are based on the average year-to-year change for the past 9 years, which equals \$11,136. This average is added to the target each year starting in FY 2028. FY 2023-2027 is consistent with the targets provided by the Iowa DOT.
- City funding is projected at the regional 5-year average of \$1,188,000 per year.
- LIFTS, ICAAP, CDBG funding is projected at the regional 5-year average of \$277.557 per year.
- Trail grants are projected at the 5-year average of \$344,895.
- RISE grants are projected at the 5-year average of \$136,095.
- Safety grants are projected at the 5-year average of \$110,400.

State and Federal Funding for Projects

There are two federal funding programs that are competitive at the regional level – the Surface Transportation Block Grant Program (STBG) and the Transportation Alternatives Program (TAP). STBG is used for funding roadway improvements, while TAP is primarily used for bicycle and pedestrian infrastructure such as multi-purpose trails, sidewalks, and paved shoulders. For each of these programs, the Iowa DOT provides a yearly allocation of Federal funds to RPAs such as SEIRPC, with the amount allocated being proportional to each RPA’s comparative population size, amount of federally classified roadways, and other criteria. SEIRPC then awards this funding to local projects through a competitive application process. Individual applications are evaluated partially by SEIRPC staff, and partially by a committee of diverse local representatives known as the Technical Advisory Committee (TAC).

In the evaluation process, each application is scored based on a set of specific criteria, with the resulting ranking of projects used to determine which applications are able to receive funding. Starting from the top ranked application, each subsequent application is able to receive funding until all of the region’s allocated funds are accounted for. A summary of the scoring criteria used to evaluate submitted applications to the SEIRPC for each program is included below. Applicable strategies and action items from this plan (along with other passages as indicated by a page number) are referenced next to each item.

STBG Funding Allocation

Economic Vitality: Does the project promote economic development and enhance tourism, access to jobs, and the movement of freight and workers?

[Strategy A; Action Item K8]

System Preservation: For the roadway in question, what is the current and future surface type, pavement condition, traffic volume, and number of lanes?

[Action Item B8; pg. 63, 65]

Safety: What is the roadway’s accident rate, and how much of the funding will go to safety-specific improvements?

[Strategy C; pg. 67-72]

Accessibility and Mobility: How does the current traffic volume compare with available capacity, and how are these anticipated to change in the next 10 years?

[Action Item B8; pg. 63]

Integration and Connectivity: Does the project involve multiple modes of transportation, and/or improve connectivity to highways and non-auto transportation facilities (multi-modal enhancement)?

[Actions Items A8, E2; pg. 64, 78]

Local and Regional Factors: Is the project supported by local/regional planning documents? Does it involve a local match greater than the required minimum, or include more than one sponsor?

[the plan as a whole; Action Items B2, D3]

TAP Funding Allocation

Transportation Alternative Relationship: How many categories of eligible TAP categories does the project qualify for, and what is its relationship with other modes of transportation? Overall, how does it enhance the region’s transportation system?

[Strategy E; Action Items C4, C5]

Local and Regional Factors: How is the project supported by local/regional planning documents?

[the plan as a whole; Action Items D3, E8, I7]

Economic Development and Tourism: What is the regional economic and tourism impact of the project?

[Action Item F1, F4, L7]

Project Status: Is it part of a multi-phase project where other phases have already been completed? If not, has any engineering work for the project been completed, or have other funding sources already been secured?

[Action Items B3, E1, E8; pg. 85-86]

Facility Need: What is the local/regional need for the project? How does it improve existing conditions in the community, and how does it compliment similar efforts across the region or state?

[Action Items C4, D1, D3, E1, E7, E8; pg. 85, 87]

SHORT-TERM TRANSPORTATION PROJECTS 2024 - 2027

The table below and on the following 2 pages provides a list of planned transportation projects from FY2024-2027. This includes projects funded through the:

- Highway Bridge Program (HBP);
- Highway Safety Improvement Program (HSIP);
- National Highway Performance Program (NHPP);
- State of Iowa Primary Road Fund (PRF);
- Surface Transportation Block Grant Program (STBG);
- Transportation Alternatives Program (TAP); and
- Earmarks, Grant Applications, and Illustrative Projects

Federal Source	Fiscal Year	Sponsor	Description	Federal Funding (1,000s)	Total Cost (1,000s)
HBP	2024-26	Burlington	S MAIN ST, over DRAINAGE	\$2,072	\$10,909
HBP	2024	Des Moines Co.	North Gear Avenue, Over Flint Creek	\$900	\$900
HBP	2024	Des Moines Co.	Danville Road Bridge, Over Flint Creek	\$1,000	\$1,000
HBP	2024	Fort Madison	3RD ST, Over FORK CREEK	\$650	\$650
HBP	2024	Henry Co.	NEBRASKA AVE, Over S. BR. BIG CREEK,	\$1,000	\$1,010
HBP	2024	Lee Co.	265TH AVE, Over tributary to Devil's Creek, from Chalk Ridge Rd N approx. 500 Feet	\$350	\$351
HBP	2024	Lee Co.	BELFAST RD, Over MONK CREEK, from 140th Ave east approx.0.8 miles	\$550	\$551
HBP	2025	Lee Co.	115TH ST, Over HELL HOLLOW CREEK, from 280th Ave W approx. 0.7 miles	\$500	\$501
HBP	2026	Henry Co.	LEXINGTON AVE, Over small creek	\$600	\$610
HBP	2026	Lee Co.	Chalk Ridge Rd, Over Devil's Creek, from 265th Ave east approx. 220 Feet	\$1,400	\$1,401
HBP	2026	Lee Co.	145TH ST, Over West Branch Sugar Creek, from 175th Ave W approx. 0.3 miles	\$400	\$401
HBP	2027	Des Moines Co.	X40, Over FLINT RIVER	\$1,000	\$1,000
HBP	2027	Des Moines Co.	BEAVERDALE RD, Over FLINT RIVER	\$1,000	\$1,000
HBP	2027	Henry Co.	X23, Over SKUNK RIVER	\$310	\$310
HBP	2027	Lee Co.	270TH AVE, Over LAMALEES CREEK, from J82 N approx. 0.6 miles;	\$300	\$301
HSIP	2024	Iowa DOT	US 218: Approx 0.1 mi S of the Henry Co Line to N of the Big Creek Bridge	\$2,227	\$2,474
NHPP	2024-27	Iowa DOT	US 61: N of Mediapolis to 0.5 mi N of IA 78	\$46,127	\$58,033
NHPP	2025-26	Iowa DOT	US 61: 0.5 mi N of IA 78 to 2.0 mi S of IA 92	\$53,953	\$67,441
NHPP	2025-26	Iowa DOT	US 61: S of 210th St to N of Mediapolis	\$22,385	\$27,981
PRF	2024-27	Iowa DOT	US 34: Mississippi River in Burlington	\$0	\$200

SHORT-TERM TRANSPORTATION PROJECTS (cont'd)

Federal Source	Fiscal Year	Sponsor	Description	Federal Funding (1,000s)	Total Cost (1,000s)
PRF	2024-27	Iowa DOT	IA 136: Mississippi River in Keokuk	\$0	\$80
PRF	2024	Iowa DOT	US 34: WB Ramp to US 34 0.4 mi W of IL in Burlington	\$0	\$2,751
PRF	2024	Iowa DOT	IA 136: Soap Creek and BNSF RR 1.8 mi E of US 61 in Keokuk	\$0	\$1,157
PRF	2024	Iowa DOT	US 34: Curran St 0.8 mi E of US 61 in Burlington	\$0	\$677
PRF	2024	Iowa DOT	IA 70: N of IA 92 to IA 22	\$0	\$2,033
PRF	2024	Iowa DOT	US 218: Weigh Station S of Co Rd J38/130th St	\$0	\$248
PRF	2024	Iowa DOT	US 61: Mitigation for Memorial Park Rd in Burlington to 1 mi N of IA 78	\$0	\$1,440
PRF	2024	Iowa DOT	US 34: 8th St 1.8 mi E of US 61 in Burlington	\$0	\$568
PRF	2025	Iowa DOT	IA 78: Stream 0.3 mi W of E Jct Co Rd W66	\$0	\$1,011
PRF	2025	Iowa DOT	US 61: US 34 in Burlington	\$0	\$1,937
PRF	2025	Iowa DOT	US 218: North Fish Creek 1.1 mi N of J20 (NB)	\$0	\$4,899
PRF	2025	Iowa DOT	US 34: W Burlington Ave 0.5 mi W of US 61 (EB)	\$0	\$766
PRF	2025	Iowa DOT	US 34: W Burlington Ave 0.5 mi W of US 61 (WB)	\$0	\$228
PRF	2026	Iowa DOT	US 61: DME RR 3.4 mi N of W Jct IA 92 (NB)	\$0	\$418
PRF	2026	Iowa DOT	IA 16: Little Cedar Creek 1.7 mi E of Co Rd W46	\$0	\$596
PRF	2026	Iowa DOT	US 218: BNSF RR 4.4 mi S of US 61	\$0	\$807
PRF	2026	Iowa DOT	IA 92: Main St and Collins Rd 0.3 mi W of IA 70 in Columbus Jct	\$0	\$614
STBG	2024-27	RPA 16 / SEIRPC	RPA 16 TRANSPORTATION PLANNING	\$605	\$757
STBG	2024	Henry Co.	W55 from Skunk River bridge S to J20 in Salem	\$1,700	\$3,950
STBG	2024	Iowa DOT	IA 78: WCL Wayland to Olds	\$2,478	\$3,098
STBG	2024	Iowa DOT	IA 136: Mississippi River in Keokuk (State Share)	\$4,000	\$5,000
STBG	2024	Lee Co.	On J40, from US 218 E 5.9 miles to West Point	\$1,700	\$2,701
STBG	2024	RPA 16 / SEIBUS	Purchase of two Conversion Vans	\$108	\$135
STBG	2024	Burlington	WASHINGTON ST, from Front Street W to approximately 100 feet east of Hawkeye Street	\$867	\$4,500
STBG	2024	Burlington	AGENCY ST, from Melrose Ct E to Curran St	\$1,545	\$1,598
STBG	2024	Burlington	SUMMER ST, from Harrison Ave S to Koestner St	\$1,415	\$2,912
STBG	2024	Burlington	9TH ST, from Angular St S to South St, and MADISON AVE, from South St S to Sunset Ave	\$420	\$2,162
STBG	2024	Fort Madison	AVE L, from 20th St. W to 30th St.	\$780	\$1,560
STBG	2025-26	Iowa DOT	US 61: Branch Smith Creek 1.0 mi S of Louisa Co	\$706	\$883

SHORT-TERM TRANSPORTATION PROJECTS (cont'd)

Federal Source	Fiscal Year	Sponsor	Description	Federal Funding (1,000s)	Total Cost (1,000s)
STBG	2025	Iowa DOT	US 218: South Fish Creek 0.7 mi N of J20 (NB)	\$1,808	\$2,260
STBG	2025	Des Moines Co.	X99, from Burlington CL to Meeker's Landing Road	\$1,815	\$4,500
STBG	2025	Fort Madison	AVE L, from 30th St W to 35th St, and on AVE O from 36th St W to 41st St	\$1,529	\$1,998
STBG	2026	Iowa DOT	IA 2: Big Sugar Creek 3.4 mi W of W Jct US 61	\$822	\$1,028
STBG	2026	Louisa Co.	On X 99, FROM COUNTY LINE TO E AVENUE	\$1,797	\$2,800
STBG	2026	Mount Pleasant	On Winfield Ave, from Broadway St E to Grand Ave	\$1,470	\$2,945
STBG	2027	Iowa DOT	US 61: Lost Creek 2.4 mi S of IA 16 (NB)	\$2,606	\$3,257
STBG	2027	Iowa DOT	IA 16: Sugar Creek 0.3 mi W of US 218	\$2,502	\$3,128
STBG	2027	Iowa DOT	US 34: BNSF RR and City Streets 1.5 mi E of US 61 in Burlington (EB/WB)	\$1,256	\$1,570
STBG	2027	Iowa DOT	US 34: Broadway Ave 1.0 mi W of US 61 in Burlington (WB)	\$379	\$474
STBG	2027	Iowa DOT	US 61: Skunk River 0.5 mi N of IA 16 (SB)	\$1,270	\$1,588
STBG	2027	Iowa DOT	US 34: BNSF RR and City Streets 1.4 mi E of US 61 in Burlington (EB Ramp)	\$628	\$785
STBG	2027	Lee Co.	W62, from Hwy 27 E approx. 9.5 miles to Hwy 61	\$1,833	\$4,125
STBG	2027	Burlington	SUNNYSIDE AVE, from Roosevelt Ave to Osborn	\$1,500	\$2,230
TAP	2024	Fort Madison	Trail along 48th St from Avenue L north to River Valley Rd	\$375	\$525
TAP	2024	Keokuk	Trail along Mississippi River from Victory Park S 1.0 mi. to boat launch	\$348	\$1,182
TAP	2024	West Burlington	Trail along S Gear Ave south 0.6 mi. from W Huston St to US 34 SE Ramp	\$548	\$912
Earmark	2024	Burlington	Trail extending 2 mi from Mason Rd and Haskell St to Madison Ave 360 ft N of Shoquoquon Dr	\$4,000	\$5,184
Grant App.	2025	Henry Co.	235TH ST, Over BIG CREEK,	\$4,000	\$5,000
Grant App.	2025	Lee Co.	X32 over Lost Creek, from 165th St N 0.4 miles	\$1,520	\$1,901
Grant App.	2025	Fort Madison	AVE H and AVE L from 18TH ST to 20TH ST, and on 18TH ST and 20TH ST from AVE H to AVE L	\$9,760	\$12,200
Grant App.	2025	Keokuk	Keokuk Rail Bridge over Mississippi River	\$1,294	\$1,715
Illust.	2024	Henry Co.	W55, Skunk River bridge to Old Hwy 34	\$1,760	\$2,200
Illust.	2024	Henry Co.	OLD HWY 34, from Franklin Ave E 1 mi. to Bridge	\$960	\$1,200
Illust.	2027	Henry Co.	Salem Road (J20), from the Intersection of J20 & W55 E to Intersection of HWY 218 & J20	\$4,500	\$4,500
Illust.	2027	Henry Co.	Racine Avenue (X23), from the intersection of X23 & H28 S to intersection of X23 & 260th St.	\$6,000	\$6,000

Funding Deficiencies

The table below provides an assessment that was conducted to estimate funding levels required to improve the region’s existing federal aid eligible road and bridge network to a state of good condition, and to implement regional bicycle and multi purpose trail routes. As shown in the table, it is anticipated that the region will experience a significant transportation funding deficiency of over \$130 million for federal-aid eligible transportation projects over the life of this plan. Unless additional funding sources are identified, the region will struggle to successfully maintain the transportation network at a level that is safe, accommodating to all transportation modes, and not a significant impediment to economic development prospects.



Expenses	
Federal Aid Eligible Road Network (State of Good Condition) ¹	\$ 398,267,000
Federal Aid Eligible Bridge Network (State of Good Condition) ²	\$ 60,220,800
Bicycle and Multi Purpose Trail Implementation ³	\$ 49,595,000
Total Projected Expenses	\$ 508,082,800
Revenues ⁴	
Surface Transportation Block Grant Program	\$151,467,904
Iowa DOT RISE	\$4,491,142
Traffic Safety and Highway Safety Improvement Program	\$3,643,200
Total Revenues for Federal Aid Eligible Road Network	\$198,806,246
City and County Highway Bridge Program	\$39,204,000
Total Revenues Federal Aid Eligible Bridge Network	\$39,204,000
Transportation Alternatives Program	\$16,504,769
Federal and State Recreational Trails, REAP	\$11,381,542
Total Revenues for Bicycle Accommodation Implementation	\$27,886,311
Funding Deficiencies (Expense – Revenues)	
Federal Aid Eligible Road Network (State of Good Condition)	\$199,460,754
Federal Aid Eligible Bridge Network (State of Good Condition)	\$21,016,800
Bicycle and Multi Purpose Trail Implementation	\$21,708,689
TOTAL FUNDING DEFICIENCY	\$242,186,243

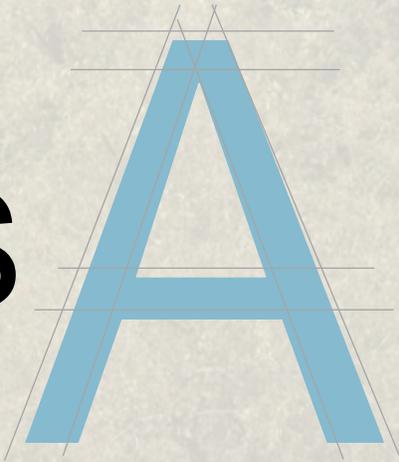
1. The cost estimates used in this assessment are based on regional averages of recent federal aid road projects with \$1.5 million per centerline mile for a reconstruction project and \$400,000 per centerline mile for resurfacing. As shown on page 85, the Pavement Condition Index was utilized to evaluate approximately 560 centerline miles of roadways had rating of fair, poor or very poor. It was assumed that roads in poor or very poor condition (11%) would require full reconstruction, while roads considered to be in fair condition (28%) could be resurfaced. These figures do not factor in future maintenance costs for construction projects for roads presently in good condition.

2. The cost estimates used in this assessment are based on regional averages of recent federal aid bridge projects with average replacement cost of \$750,000. As shown on page 86, there are 16% of bridges in the region with a sufficiency rating of poor. These figures do not factor in future maintenance costs for construction projects for bridges presently in good condition.

3. The cost estimates used in this assessment are based on regional averages of recent federal aid trail project with centerline mile cost estimates of \$300,000 for paved shoulders and \$750,000 for off-road multi purpose trails. as shown on page 109, future bicycle and multi purpose trail projects include 103 miles of bike routes and multipurpose trails. This figure does not factor in future maintenance costs for existing bicycle and multi purpose trail accommodations.

4. Revenues came from the table of future state and federal-aid funding shown on page 146.

appendix LRTP & CEDS requirements



Long Range Transportation Plan Guidelines for Iowa MPOs and RPAs



May 2023

1. Purpose of the L RTP

State/Federal Background

A long-range transportation plan (L RTP) is a federally required element for Metropolitan Planning Organizations (MPOs) as part of transportation planning process. The Iowa Department of Transportation (DOT) has also extended this requirement to apply to Regional Planning Affiliations (RPAs). The federal requirements for MPO L RTPs are outlined in [23 CFR § 450.324](#). These requirements are discussed in more detail in Section 5, along with which requirements RPA L RTPs are expected to meet. The acronym L RTP is used in this document to maintain consistency between MPOs and RPAs; MPO L RTPs are referred to as metropolitan transportation plans (MTPs) in federal code.

The final rule *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning* was issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on May 27, 2016. This rule updated the regulations governing the transportation planning process for MPOs and States, and reflected changes contained in the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21) and the 2015 Fixing America's Surface Transportation (FAST) Act. This document incorporates the updated code of federal regulations (CFR) outlined in that final rule. L RTPs amended or adopted after May 27, 2018 will need to meet these requirements, which will supersede the past planning requirements of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Role of the L RTP in the Planning Process

The L RTP plays an important role in outlining the existing status and future needs of an area's transportation system. It helps set the direction of planning efforts and programming investments for the MPO or RPA. The development process for the L RTP enables the planning agency to evaluate demographic, economic, passenger, and freight forecasts for the area to understand how anticipated growth or decline will interact with expected land use to impact the demands on the transportation system. The L RTP planning process and document also serve as a forum for documenting existing or potential shifts in travel patterns or funding priorities. Stakeholder involvement and public input is critical during L RTP development, as it helps guide the priorities and projects that will be submitted for federal funding at the MPO/RPA level.

Planning Factors

23 U.S.C 135 (d)(1)

In general, - Each State shall carry out a statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will –

- (A) support the **economic vitality** of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the **safety** of the transportation system for motorized and nonmotorized users;
- (C) increase the **security** of the transportation system for motorized and nonmotorized users;
- (D) increase the **accessibility and mobility** of people and freight;
- (E) protect and enhance the **environment**, promote **energy conservation**, improve the **quality of life**, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (F) enhance the **integration and connectivity** of the transportation system, across and between modes throughout the State, for people and freight;
- (G) promote efficient **system management and operation**;
- (H) emphasize the **preservation** of the existing transportation system;
- (I) improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (J) enhance **travel and tourism**.

(The same planning factors are outlined for metropolitan areas in 23 U.S.C. 134 (h)(1).)

2. Preparation and Submittal Guidelines

L RTPs are required to be **updated at least every five years** in attainment areas (which currently includes all of Iowa's MPOs and RPAs), and every four years in nonattainment areas. The L RTP needs to have a **planning horizon of at least 20 years**, which should be calculated from the end of the five year period the plan covers. For example, plans adopted in calendar year 2020 should have a minimum horizon year of 2045 (2020 adoption date + 5-year effective period + 20-year horizon = 2045). The specific plan horizon year is determined by the planning agency, but is typically a year ending in 0 or 5.

Draft L RTP

In addition to following the agency's public participation process, draft materials and chapters are required to be submitted for state/federal review as follows:

- Draft materials/chapters should be submitted as they are developed, and not solely as one final draft document at the end of the development process.
- Draft material submittals need to include a deadline for returning comments. A preferable deadline would be two to four weeks from the date the draft material is sent, depending on its volume and complexity. Requests for Iowa DOT/federal agency review need to be distinct from standard meeting agendas that include draft content.
- **RPAs** must submit draft materials electronically to Iowa DOT Systems Planning Bureau and their District Transportation Planner.
- **MPOs** must submit draft materials electronically to Iowa DOT Systems Planning Bureau and their District Transportation Planner, FHWA, and FTA.

Final L RTP

In addition to following the agency's public participation process, following MPO/RPA approval of the L RTP, final L RTPs are required to be submitted to state/federal partners as follows:

- The final document needs to include the date of adoption and a copy of the resolution approving it or meeting minutes showing its approval.
- The adopted plan needs to be posted on the agency's website.
- **MPOs and RPAs** must provide an electronic copy to Iowa DOT Systems Planning Bureau and their District Transportation Planner, FHWA, and FTA.
- **RPAs** must submit one hard copy each to Iowa DOT Systems Planning Bureau and their District Transportation Planner.
- **MPOs** must submit one hard copy each to Iowa DOT Systems Planning Bureau, their District Transportation Planner, FHWA, and FTA.

Contact Information

Iowa DOT Systems Planning Bureau

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Additional district planner contact information:

http://www.iowadot.gov/systems_planning/pdf/DistrictPlannersMap.pdf

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Amended L RTPs

If an amendment to the L RTP is being considered, in addition to following the agency's public participation process, the following process is to be followed for state/federal partners.

- **RPAs** notify Iowa DOT Systems Planning Bureau and their District Transportation Planner of the proposed amendment and provide an opportunity to review and comment on the amendment.
- **MPOs** notify Iowa DOT Systems Planning Bureau and their District Transportation Planner, FHWA, and FTA of the proposed amendment and provide an opportunity to review and comment on the amendment.
- Following Policy Board action, **MPOs and RPAs** must submit amended L RTP materials as follows.
 - Electronic submittal of amendments is preferred.
 - Amendment materials must include the following.
 - A resolution or meeting minutes showing the amendment's approval.
 - Modified section(s) of the L RTP, with changes noted/highlighted or a summary of changes from the prior version.
 - Documentation of re-demonstration of fiscal constraint, if applicable.
 - **RPAs** must submit amendment materials to Iowa DOT Systems Planning Bureau and their District Transportation Planner.
 - **MPOs** must submit amendment materials to Iowa DOT Systems Planning Bureau, their District Transportation Planner, FHWA, and FTA.
- The amended plan needs to be posted on the agency's website.

3. Process Overview

General Guidance

Planning is a process, not the plan document itself. A plan document is a product of planning; it simply reflects the steps in the planning process. The plan document is a very important product, but is not the way to judge success in planning. The success of any planning process can only be judged by its results: the tangible actions, changes, and benefits that result from the plan.

Aim to fully develop goals and objectives, along with performance measures and targets (if applicable). This is perhaps the most meaningful way to translate the L RTP development process and document into a guiding influence for the transportation planning and programming process. Goals and objectives should reflect the true priorities of the MPO or RPA, and should not be a generic list of idealistic statements. The goals and objectives should carry through to the discussion

Amendments and administrative modifications

[23 CFR § 450.104](#) provides definitions for amendments and administrative modifications for L RTPs and Transportation Improvement Programs. MPOs and RPAs need to follow the procedures outlined in their Public Participation Plans regarding public review and comment for L RTP amendments.

An **amendment** means a revision that involves a major change to a project, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint.

An **administrative modification** means a minor revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment or a re-demonstration of fiscal constraint.

of priorities, project selection, and fiscal constraint, not only in the LRTP, but in the development of the MPO/RPA TIP.

The [FHWA Performance-Based Planning and Programming Guidebook](#) provides the following definitions.

- A **goal** is a broad statement that describes a desired end state.
 - *Example: Provide a safe transportation system.*
- An **objective** is a specific, measurable statement that supports achievement of a goal. A good objective should include or lead to development of a performance measure that can be tracked over time and is used to assess different investment or policy alternatives.
 - *Example: Reduce highway fatalities and serious injuries.*
- A **performance measure** is a metric used to assess progress toward meeting an objective. Performance measures can be used in strategy analysis to compare different investment or policy alternatives and can be used to track actual performance over time.
 - *Examples: Number of highway fatalities and serious injuries; fatality and serious injuries rate (per vehicle miles traveled).*
- A **target** is a specific level of performance that is desired to be achieved within a certain timeframe. A target can be used as a basis for comparing progress over time toward a desired outcome or for making decisions on investments.
 - *Example: Reduce fatalities by 5% by 20XX, which will save more than 150 lives. Reduce serious (fatal/incapacitating injury) intersection crashes by 10% by 20XX.*

Structure

The way the LRTP is structured is at the discretion of the MPO/RPA, so long as it addresses the required elements that are outlined in Section 5. The most commonly used document structures fall into three categories, two of which are outlined to the right.

- **Modal** – generally provides an area overview of socioeconomic data, then provides a separate chapter or section for each mode, focusing on its current status and future needs.
- **Strengths/weakness/opportunities/threats** and variations – tend to focus on various characteristics of the transportation system in a systematic order, reviewing the current status, strengths, and weaknesses of all modes, followed by future needs, opportunities, and threats for all modes.
- **Combined LRTP/Comprehensive Economic Development Strategy** – RPAs can explore this option, which further develops the transportation section of the CEDS to include all LRTP-required items and results in one combined CEDS/LRTP for the region.

Example outline – modal structure

1. Introduction and Goals
2. Public Input
3. Community Overview
4. Roads and Highways
5. Passenger Transportation
6. Non-motorized Transportation
7. Freight, Rail, Air, and Pipeline Transportation
8. Safety and Security
9. Operations
10. Environmental Analysis
11. Financial Constraint

Example outline – SWOT structure

1. Planning Process and Stakeholders
2. Plan Goal and Objectives
3. Background and Trends
4. Existing System Strengths and Weaknesses
5. Planning and the Environment
6. Future Opportunities and Threats
7. Key Needs and Issues
8. Alternatives
9. Short-Term Action Plan
10. Long-Range Plan
11. Funding the Plan
12. Public Involvement Process and Results
13. Future Planning Activities

Schedule

Plan the planning process. Setting up a timeline before the process gets underway is critical to ensuring that the plan is delivered on-time. There are several key elements to include in a timeline.

- Detailed schedule (monthly or weekly) at the task and/or component level.
- Identify staff responsible for tasks, and whether any outside resources (such as consultants) will be required.
- Items that will require feedback from the public or stakeholders.

Example Gantt charts are available for [MPO](#) and [RPA](#) plans, and Iowa DOT staff will work with interested agencies on a one-on-one basis to develop a timeline. It is suggested that agencies begin developing their timeline 30-36 months before the plan is due. It is particularly critical that MPOs have early discussions with the Iowa DOT regarding travel demand model development, to ensure that the model is completed early enough in the planning process to be fully utilized in plan development. The Iowa Standardized Model Structure (ISMS) protocols and procedures document provides a coordination process and milestones for model development and will help guide the model development process.

Coordinate with state and federal partners throughout the L RTP development process. The Iowa DOT will touch base with agencies at regular intervals throughout the plan development process. For MPOs, a coordination meeting with Iowa DOT, FHWA, FTA, and MPO staff is recommended early in the process. For RPAs, an early coordination meeting between the Iowa DOT and RPA staff is also recommended. The Iowa DOT will generally touch base with agency staff at 30, 24, 18, 12, and 6 months out from the plan due date, unless an alternate schedule is agreed upon. Initial coordination meetings for the plan are suggested to occur 24-30 months before the plan due date; initial coordination meetings for MPO model updates are suggested to occur earlier, 30-36 months before the plan due date. An example agenda for an initial plan coordination meeting is included to the right.

Any potential delays in the document development or adoption process need to be discussed with the Iowa DOT as soon as possible. If an MPO L RTP is not adopted by its deadline (five years from the adoption date of the previous plan), the MPO's TIP will be frozen, meaning that it cannot be amended and that a new TIP cannot be adopted. This can lead to significant delays at the project level. Additionally, should an MPO or RPA L RTP be past-due, the Iowa DOT may withhold all planning fund reimbursements requested by the planning agency until a new L RTP is adopted.

Example agenda items for a coordination meeting between planning agency staff and state/federal partners

1. Discuss current Public Participation Plan and any planned updates.
2. Discuss previous L RTP and any applicable planning review recommendations
 - a. Strengths and areas for improvement
 - b. Specific components to discuss
 - i. Plan structure
 - ii. Projects and fiscal constraint
 - iii. Suballocation justification (RPAs if applicable)
 - iv. Resource agency consultation
 - v. Public and stakeholder input
 - vi. Timeline
3. Travel demand model (MPOs)
 - a. Anticipated components of model update
 - b. Socioeconomic data and forecasting methodology
 - c. Methodology for use in plan development and project selection
 - d. Needs/expectations/timeline
4. Review requirements and recommended items for L RTP
5. Discuss staffing for L RTP update
 - a. Staff responsibilities
 - b. Consultant responsibilities (if applicable)
6. Coordination with DOT, FHWA, and FTA
 - a. Immediate guidance needs
 - b. Desired level of input and oversight
 - c. Schedule regular check-ins

4. Important Considerations

Planning Documents

A **good starting point** for developing your next L RTP is reviewing your current plan. As the L RTP is updated every five years, there should be some level of consistency between documents. Reviewing the prior plan also enables planning agency staff to focus on strengths and areas for improvement, and adjust their plans and schedule for the L RTP update accordingly.

Another key early activity is to **review existing state, regional, and local plans**. State plans to review can include the Statewide Transportation Plan, the State Freight Plan, the State Asset Management Plan, the State Highway Safety Plan, and many others. Examples of regional plans to review include CEDS documents and other regional planning efforts, such as trail plans. Local plans may include comprehensive plans, land use plans, hazard mitigation plans, evacuation plans, and jurisdiction-level transportation plans. In addition to providing information that may be relevant to the MPO or RPA, these plans may offer goals, objectives, performance measures, and targets that can be incorporated into the L RTP planning effort.

Public Input and Consultation

Input from two main groups, the public and stakeholders, is critical during the L RTP planning process, and public/stakeholder input plans should be built into the L RTP development schedule. At a minimum, MPOs and RPAs must follow the guidelines for public input outlined in their Public Participation Plan (PPP), and meet the requirements of 23 CFR § 450.324 (j)-(k) (see section 5). The beginning of the L RTP update process is an ideal time for an agency to **review and update the PPP** to ensure that the PPP and planned public input activities for the L RTP align. **Consultation with environmental resource agencies** is also critical and should be planned early.

Financial Component

The financial section of an L RTP should be started early in the planning process, particularly for MPOs. Additional financial guidance will be developed by the Iowa DOT, but it is critical that the financial information in the document meets the following two criteria.

- Specific fiscal constraint requirements from 23 CFR § 450.324(f)(11) are outlined in Section 5, beginning on page 11. Items included in the checklist must be included/addressed.
- The revenue, cost, and fiscal constraint information included in the L RTP must be reasonable. Areas where reasonableness will be evaluated include those listed to the right.

Reasonableness checks for L RTP financial information

- Revenue forecasts should be based on past trends and/or committed funding. An adequate amount of revenue history needs to be considered, and outliers in past funding trends should be represented in a reasonable manner in forecasts.
- The inflation rate for project costs should be based on the area's history or indexes such as the construction cost index.
- Unless otherwise justified, inflation rates for both costs and revenues should be simple/straight-line growth, not compound growth.
- The year of expenditure (YOE) for a project should be the year the project is reasonably expected to be constructed. If project timebands are being used in outer years, the midyear of the timeband should be the YOE for all projects within it.
- The federal/non-federal split for fiscal constraint for federally-funded projects should be reasonable based on typical/anticipated funding percentages in the area.
- Funding sources should be targeted appropriately. For example, the full amount of a projection of \$50 million in bridge revenue cannot be used to help fiscally constrain a program that only identifies \$10 million in bridge projects.

Data and Information

Translate raw data into useful information and analysis. There is a hierarchy or pyramid of planning data. The hierarchy (from lowest level to highest level) is outlined to the right. Strive to translate data and information into knowledge and wisdom/intelligence, and also be sure to relate data to transportation implications. For example, data regarding the area's socioeconomic conditions should be related to transportation planning implications, such as areas more likely to need alternate modes of transportation due to limited vehicles per household, increased elderly population, or lower incomes.

Strike a balance in the planning process between what is anticipated (based on current trends and initiatives, such as complete street efforts, aggressive economic development growth, momentum for higher or lower density development, new vehicle technologies, etc.) versus what is known (based on the existing area and system as well as past trends and data). The point is to ensure that the LRTP stays grounded in the area's current reality, but also considers the long-term and big picture. It is impossible to predict exactly what an area's population, employment, and transportation will look like in 20-30 years – the purpose of the LRTP is to try to narrow in on the most likely outcomes for the area, and provide a framework that can be responsive to change.

Other data-related tips include:

- It is important that maps, graphs, and charts clearly communicate the information being conveyed. Assume that the average reader of the document is not very familiar with the planning area – will they understand what you are showing or referencing with these visual aids?
- Interpret data in large tables for the reader. Can data be better visualized with a chart, graph, or map? If not, can trends or highs and lows be identified to help the reader grasp the data?
- Cite data sources.
- Add photos or illustrations when relevant – besides adding visual interest to the document, they can help convey points more clearly than words at times, such as what good versus poor pavement condition looks like.

Transforming data

Data is an important basis for a long-range plan, but a successful planning effort means taking the next steps with data to transform it into useful, actionable information. This example helps show how raw data can become a more meaningful component of long-range planning.

- **Data:** Raw material for planning.

Example: Inventory of all the bridges in a region of Iowa.

- **Information:** Data that have been filtered and/or organized in some way so that they can be more easily understood.

Example: A table of the 50 bridges in a region that are in the worst condition.

- **Knowledge:** Integration of multiple information sources.

Example: A map that shows the 10 bridges in a region that are in poor condition and that also carry more than 1,000 vehicles per day.

- **Wisdom/Intelligence:** Careful evaluation of planning data.

Example: The three bridges in the region that are in such poor shape that they must be replaced in the next few years to avoid a significant economic impact.

5. Required Elements

The following table includes the federal requirements of [23 CFR § 450.324](#). Development and Content of the Metropolitan Transportation Plan. The right column of the table provides a checklist for MPOs and RPAs to follow in development of their L RTPs. Items in this list are applicable to both MPOs and RPAs, except for items labeled as specific to MPOs, TMAs, or non-attainment areas.

CFR Language	Items to include (items only required for MPOs or TMAs are noted)
<p>450.324 (a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in § 450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Ensure planning horizon is at least 20 years (from end of document's life) <input type="checkbox"/> 10 planning factors must be considered in the planning process
<p>450.324 (b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Goals and objectives <input type="checkbox"/> Long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system
<p>450.324 (c) The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Ensure plan is updated at least every five years <input type="checkbox"/> Ensure plan outlines revision/amendment process <input type="checkbox"/> Provide copies of L RTPs and any amendments to Iowa DOT, FHWA, and FTA as prescribed in Section 2
<p>450.324 (d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).</p>	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Non-attainment areas only – currently not applicable</i>
<p>450.324 (e) The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Use a travel demand model or other technical analysis in the development of the plan (MPOs)

<p>transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> It is recommended that the Policy Board approves forecast control totals for population and employment, as well as a calibrated model, when these items are determined/completed (prior to draft or final document approval) (MPOs) <input type="checkbox"/> Clearly articulate how the model is utilized in project prioritization and selection (MPOs)
<p>450.324 (f) The metropolitan transportation plan shall, at a minimum, include:</p> <p>450.324 (f)(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Current data and trends or projections for person movements. Modes can include vehicular, transit, bicycle, pedestrian, air, and rail. <input type="checkbox"/> Current data and trends or projections for freight movements. Modes can include truck, rail, water, air, and pipeline. <input type="checkbox"/> Inventory and current conditions of infrastructure/facilities <ul style="list-style-type: none"> <input type="checkbox"/> Highways <input type="checkbox"/> Bridges <input type="checkbox"/> Bicycle facilities <input type="checkbox"/> Pedestrian facilities <input type="checkbox"/> Public transportation facilities <input type="checkbox"/> Intercity bus facilities <input type="checkbox"/> Rail <input type="checkbox"/> Aviation <input type="checkbox"/> Pipeline <input type="checkbox"/> Waterways <input type="checkbox"/> Multimodal and intermodal facilities and connectors <input type="checkbox"/> Future transportation infrastructure/facilities for regionally significant projects – major surface transportation projects that support or otherwise impact the operation of the federally-supported transportation system, including, but not limited to, capacity changes, new accesses, and new roadways <input type="checkbox"/> Current and forecasted land use <input type="checkbox"/> Freight data and trends <input type="checkbox"/> Current socioeconomic conditions (to understand system use) <input type="checkbox"/> Projected transportation demand of persons and goods over the horizon of the LRTP <input type="checkbox"/> Projections of population and employment growth/decline
<p>450.324 (f)(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Inventory and current conditions of infrastructure/facilities <ul style="list-style-type: none"> <input type="checkbox"/> Highways <input type="checkbox"/> Bridges <input type="checkbox"/> Bicycle facilities <input type="checkbox"/> Pedestrian facilities <input type="checkbox"/> Public transportation facilities <input type="checkbox"/> Intercity bus facilities <input type="checkbox"/> Rail <input type="checkbox"/> Aviation <input type="checkbox"/> Pipeline <input type="checkbox"/> Waterways <input type="checkbox"/> Multimodal and intermodal facilities and connectors <input type="checkbox"/> Future transportation infrastructure/facilities for regionally significant projects – major surface transportation projects that support or otherwise impact the operation of the federally-supported transportation system, including, but not limited to, capacity changes, new accesses, and new roadways <input type="checkbox"/> Current and forecasted land use <input type="checkbox"/> Freight data and trends <input type="checkbox"/> Current socioeconomic conditions (to understand system use) <input type="checkbox"/> Projected transportation demand of persons and goods over the horizon of the LRTP <input type="checkbox"/> Projections of population and employment growth/decline

<p>450.324 (f)(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).</p>	<p><input type="checkbox"/> Provide performance measures and current targets (MPOs) <i>(See list of required performance measures at the end of this document)</i></p>
<p>450.324 (f)(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d), including—</p> <ul style="list-style-type: none"> - Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and - For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets. 	<p><input type="checkbox"/> System performance report evaluating the condition and performance of the transportation system with respect to targets described in the LRTP, including progress towards meeting targets in comparison to baseline or prior data (MPOs)</p> <p><i>Note: additional guidance is anticipated from FHWA on what needs to be included in the system performance report and differences in required items between MPOs that support the State's targets vs. MPOs that set their own targets</i></p> <p><input type="checkbox"/> If scenario planning is used (see 450.324(i)), a preferred scenario must be selected and its impacts on condition and performance of the transportation system need to be described (MPOs)</p> <p><input type="checkbox"/> Non-capacity related strategies related to improving performance of the transportation system, such as ITS, incident management, etc. (MPOs)</p>
<p>450.324 (f)(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.</p>	<p><input type="checkbox"/> Results of the congestion management process, which should guide the region and the direction of the plan (TMAs)</p>
<p>450.324 (f)(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.</p>	<p><input type="checkbox"/> Discussion of project evaluation criteria and selection process</p> <p><input type="checkbox"/> Discussion of financial strategies <i>(see also 450.324 (f)(11))</i></p> <p><input type="checkbox"/> Discussion of strategies to reduce the vulnerability of transportation infrastructure to natural disasters</p>
<p>450.324 (f)(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.</p>	<p><input type="checkbox"/> Discussion of transportation enhancement activities, including those related to transit and intercity buses</p>
<p>450.324 (f)(8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.</p>	<p><input type="checkbox"/> Discussion of transportation enhancement activities, including those related to transit and intercity buses</p>

<p>450.324 (f)(9)</p> <p>Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Proposed projects should have enough detail to result in a planning-level cost estimate (MPOs) <input type="checkbox"/> <i>Detail related to conformity determinations only applies to non-attainment and maintenance areas, and thus is currently not applicable</i>
<p>450.324 (f)(10)</p> <p>A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Program-level discussion of potential environmental mitigation activities (provide examples of activities) <input type="checkbox"/> Description of how consultation with resource agencies was carried out and any input received <input type="checkbox"/> Describe and map environmentally sensitive areas that should be avoided <i>(See also 450.324 (g))</i>
<p>450.324 (f)(11)</p> <p>A financial plan that demonstrates how the adopted transportation plan can be implemented.</p>	<p>MPO fiscal constraint requirements are outlined in the next eight sections (450.324 (f)(11)(i)-(viii))</p> <p>RPA fiscal constraint requirements</p> <ul style="list-style-type: none"> <input type="checkbox"/> Financial history for STP/STBG and TAP/TE funds, along with projections for the life of the plan <input type="checkbox"/> Financial history and projections for other federal, state, and local funding sources as applicable <input type="checkbox"/> Operations and maintenance costs history and projections <input type="checkbox"/> Short-term, fiscally constrained plan (first five years) <input type="checkbox"/> Long-term projects, corridors of interest/concern, or planning approach (years 6-20+) <input type="checkbox"/> Not required to be fiscally constrained <input type="checkbox"/> Not required to be project specific <input type="checkbox"/> Needs can be shown by providing estimates of cost to maintain the system in its current condition or improve the system to a better condition <input type="checkbox"/> For RPAs that suballocate part or all of their funding, an explanation for the reasonableness of that process within the context of regional planning
<p>450.324 (f)(11)(i)</p> <p>For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).</p>	<ul style="list-style-type: none"> <input type="checkbox"/> System-level estimates of costs and revenue sources anticipated to be available for the federal aid system and public transportation, comparison of costs versus revenues (MPOs) <input type="checkbox"/> Operations and maintenance costs history and projections (MPOs)

<p>450.324 (f)(11)(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.</p>	<p><input type="checkbox"/> Estimates of funds reasonably expected to be available, based on historical funding levels (MPOs)</p> <p><input type="checkbox"/> STP/STBG</p> <p><input type="checkbox"/> TE/TAP</p> <p><input type="checkbox"/> Other federal sources (such as CMAQ/CAAP, STBG-HBP, NHPP, NHFP, etc.)</p> <p><input type="checkbox"/> State funding sources (road use tax fund, etc.)</p> <p><input type="checkbox"/> Local funding available for transportation (local option sales tax, etc.)</p>
<p>450.324 (f)(11)(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.</p>	<p><input type="checkbox"/> Recommendations for other funding sources or financing strategies, such as new local option sales tax or bonding. Must provide reasonable basis for any new sources of funding considered in fiscal constraint analysis. (MPOs)</p>
<p>450.324 (f)(11)(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).</p>	<p><input type="checkbox"/> Projects must be inflated to year of expenditure dollars (MPOs)</p> <p><input type="checkbox"/> Inflation rates must be based on documented information, such as construction cost index. A rate of 4% can be used if applicable data is not available.</p> <p><input type="checkbox"/> For projects in cost bands or time ranges, inflate costs to the middle year of the timeframe (MPOs)</p>
<p>450.324 (f)(11)(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.</p>	<p><input type="checkbox"/> Outside of initial years of the plan, projects can be grouped into timeframes. For example, projects can be listed in five or ten-year periods. (MPOs)</p>
<p>450.324 (f)(11)(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMS in the applicable SIP.</p>	<p><input type="checkbox"/> <i>Non-attainment and maintenance areas only – currently not applicable</i></p>
<p>450.324 (f)(11)(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.</p>	<p><input type="checkbox"/> Illustrative projects can be included in the L RTP. They should be shown separately from the fiscally constrained plan and are not part of it, but can be amended into the fiscally-constrained plan if additional funding is identified or priorities change. (MPOs)</p>
<p>450.324 (f)(11)(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint.</p>	<p><input type="checkbox"/> Fiscal constraint does not need to be redemonstrated unless a plan is amended (MPOs)</p>

	however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.	
450.324 (f)(12)	Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).	<input type="checkbox"/> Current status and potential projects/challenges related to pedestrian and bicycle facilities <input type="checkbox"/> Per 23 USC 217g, bicyclists and pedestrians shall be given due consideration, including with regard to safety and contiguous routes, in transportation plans, bicycle and pedestrian facilities shall be considered where appropriate
450.324 (g)	The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: - Comparison of transportation plans with State conservation plans or maps, if available; or - Comparison of transportation plans to inventories of natural or historic resources, if available.	<input type="checkbox"/> Resource agency consultation (<i>see also 450.324 (f)(10)</i>) <input type="checkbox"/> Consideration of environmental resources during project selection and review of potential environmental impacts due to proposed projects <input type="checkbox"/> Obtain maps/inventories for consideration/analysis in the planning process and document <input type="checkbox"/> Outreach to and coordination with resource agencies
450.324 (h)	The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.	<input type="checkbox"/> Reference the State Strategic Highway Safety Plan and any public transportation agency safety plans <input type="checkbox"/> Provide area crash background and analysis <input type="checkbox"/> Potential for Crash Reduction rankings and Iowa Crash Analysis Tool <input type="checkbox"/> Other safety/security elements <input type="checkbox"/> Multi-disciplinary safety team activities <input type="checkbox"/> Emergency preparedness/evacuation plans
450.324 (i)	An MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan. (1) An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider: (i) Potential regional investment strategies for the planning horizon; (ii) Assumed distribution of population and employment; (iii) A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in §450.306(d) and measures established under 23 CFR part 490; (iv) A scenario that improves the baseline conditions for as many of the performance measures identified in §450.306(d) as possible;	<input type="checkbox"/> (<i>Optional</i>) Consider multiple scenarios in plan development in areas such as: <input type="checkbox"/> Funding availability <input type="checkbox"/> Population and employment growth/decline <input type="checkbox"/> Land use <input type="checkbox"/> Modal use <input type="checkbox"/> Technology adoption <input type="checkbox"/> Outcomes for performance measures

<p>(v) Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and</p> <p>(vi) Estimated costs and potential revenues available to support each scenario.</p> <p>(2) In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures.</p>	
<p>450.324 (j)</p> <p>The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under § 450.316(a).</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Follow the participation process outlined in agency's Public Participation Plan <input type="checkbox"/> Provide interested parties with a reasonable opportunity to comment on the plan, including, but not limited to: <ul style="list-style-type: none"> <input type="checkbox"/> Individuals <input type="checkbox"/> Affected public agencies <input type="checkbox"/> Representatives of public transportation employees <input type="checkbox"/> Public ports <input type="checkbox"/> Freight shippers <input type="checkbox"/> Providers of freight transportation services <input type="checkbox"/> Private providers of transportation, including intercity bus operators and employer-based commuting programs <input type="checkbox"/> Representatives of users of public transportation <input type="checkbox"/> Representatives of users of pedestrian walkways and bicycle transportation facilities <input type="checkbox"/> Representatives of the disabled <input type="checkbox"/> Other interested parties <input type="checkbox"/> Have the draft and final documents readily available for public review, including electronically accessible formats <input type="checkbox"/> Follow the requirements in section 2 for state and federal partner review
<p>450.324 (k)</p> <p>The MPO shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Draft and final plan must be readily available to the public, including physical copies and electronic copies
<p>450.324 (l)</p> <p>A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Illustrative projects are not required to be selected

<p>450.324 (m) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.</p>	<p><input type="checkbox"/> <i>Non-attainment and maintenance areas only – currently not applicable</i></p>
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6. FHWA and FTA performance measures

Topic	Performance measure(s)	MPO L RTPs that are amended or adopted after this date need to include associate performance measure and target information
Safety 23 § 490.207	<ul style="list-style-type: none"> 5-year rolling average of the number of fatalities on all public roads 5-year rolling average of the rate (per 100 million VMT) of fatalities on all public roads 5-year rolling average of the number of serious injuries on all public roads 5-year rolling average of the rate (per 100 mil VMT) of serious injuries on all public roads 5-year rolling average of the number of non-motorized fatalities and serious injuries on all pub. roads 	MPO L RTPs that are amended or adopted after this date need to include associate performance measure and target information May 27, 2018
Transit Asset Management 49 § 625.43	<ul style="list-style-type: none"> Percent (%) of service vehicles that have either met or exceeded their useful life benchmark % of revenue vehicles that have either met or exceeded their useful life benchmark (by asset class) % of track segments with performance restrictions % of facilities rated below condition 3 on the Transit Economic Requirements Model (TERM) scale (by asset class) 	October 1, 2018
Pavement 23 § 490.307	<ul style="list-style-type: none"> % of pavement lane miles on the Interstate System in good condition % of pavement lane miles on the Interstate System in poor condition % of pavement lane miles on the non-Interstate National Highway System in good condition % of pavement lane miles on the non-Interstate National Highway System in poor condition 	May 20, 2019
Bridge 23 § 490.407	<ul style="list-style-type: none"> % of bridge deck area on the NHS in good condition % of bridge deck area on the NHS in poor condition 	May 20, 2019
System Performance 23 § 490.507	<ul style="list-style-type: none"> % of person-miles traveled with reliable travel times on the Interstate National Highway System % of person-miles traveled with reliable travel times on the non-Interstate National Highway System 	May 20, 2019
Freight 23 § 490.607	<ul style="list-style-type: none"> Truck Travel Time Reliability Index 	May 20, 2019
CMAQ Traffic Congestion and Emissions 23 § 490.707 and 23 § 490.807	<ul style="list-style-type: none"> Annual hours of peak hour excessive delay per capita (for urbanized areas, where required) % of non-single occupancy vehicle travel (for urbanized areas, where required) Total tons of emissions reduced from CMAQ projects for applicable criteria pollutants and precursors 	Would be May 20, 2019; not currently applicable to Iowa or its MPOs
Transit safety Safety rulemaking	<ul style="list-style-type: none"> Total number of reportable fatalities and rate (per total vehicle review miles) by mode Total number of reportable injuries and rate (per total vehicle review miles) by mode Total number of reportable events and rate (per total vehicle review miles) by mode Mean distance between major mechanical failures by mode 	July 20, 2021

Comprehensive Economic Development Strategy (CEDS) Content Guidelines:

Recommendations for Creating an Impactful CEDS

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1. Overview

These guidelines have been developed to assist economic development practitioners with the development or update of a CEDS. As a collection of tools and examples, they are intended to be aspirational in nature and should not be construed as additional requirements.

The Comprehensive Economic Development Strategy (CEDS) contributes to effective economic development in America's communities and regions through a locally-based, regionally-driven economic development planning process. Economic development planning – as implemented through the CEDS – is not only a cornerstone of the U.S. Economic Development Administration's (EDA) programs, but successfully serves as a means to engage community leaders, leverage the involvement of the private sector, and establish a strategic blueprint for regional collaboration. The CEDS provides the capacity-building¹ foundation by which the public sector, working in conjunction with other economic actors (individuals, firms, industries), creates the environment for regional economic prosperity.

Simply put, a CEDS is a strategy-driven plan for regional economic development. A CEDS is the result of a regionally-owned planning process designed to build capacity and guide the economic prosperity and resiliency of an area or region.² It is a key component in establishing and maintaining a robust economic ecosystem by helping to build regional capacity (through hard and soft infrastructure) that contributes to individual, firm, and community success. The CEDS provides a vehicle for individuals, organizations, local governments, institutes of learning, and private industry to engage in a meaningful conversation and debate about what capacity building efforts would best serve economic development in the region. The CEDS should take into account and, where appropriate, integrate or leverage other regional planning efforts, including the use of other available federal funds, private sector resources, and state support which can advance a region's CEDS goals and objectives. Regions must update their CEDS at least every five years to qualify for EDA assistance under its Public Works and Economic Adjustment Assistance programs. In addition, a CEDS is a prerequisite for designation by EDA as an Economic Development District (EDD).

This guidance is primarily intended to assist in efforts to develop the *content* of a CEDS document. It suggests how to develop the document's format and substance to make the strongest, most useful and effective CEDS possible. The focus on content in these guidelines does not diminish the importance of the process used to develop a CEDS. A well-led, broadly inclusive process is vital to the creation of a relevant and effective document. It also serves to build leadership, enhance cooperation, and foster public ownership and enthusiasm. While the

¹ The terms "capacities" and "capacity building" refer to the public sector's role in investing in new ideas, knowledge transfer, and infrastructure to build a foundation so that the private sector can flourish (i.e., enable economic development to promote regional prosperity).

² For the purpose of these Content Guidelines, the terms "area," "region," and "community" are often used interchangeably to refer to an appropriate political, economic, or geographic entity for addressing economic development.

high-level steps required to prepare a CEDS can be found in the Preparation section of this document, EDA suggests contacting the appropriate EDA regional office (specific points of contact can be found on EDA's website at www.eda.gov) to learn more about the overall CEDS process and additional resources and guidance available.

From the regulations governing the CEDS (see 13 C.F.R. § 303.7), the following sections *must* be included in the CEDS document:

1. Summary Background: A summary background of the economic conditions of the region;
2. SWOT Analysis: An in-depth analysis of regional strengths, weaknesses, opportunities and threats (commonly known as a “SWOT” analysis);
3. Strategic Direction/Action Plan: The strategic direction and action plan should build on findings from the SWOT analysis and incorporate/integrate elements from other regional plans (e.g., land use and transportation, workforce development, etc.) where appropriate as determined by the EDD or community/region engaged in development of the CEDS. The action plan should also identify the stakeholder(s) responsible for implementation, timetables, and opportunities for the integrated use of other local, state, and federal funds;
4. Evaluation Framework: Performance measures used to evaluate the organization's implementation of the CEDS and impact on the regional economy.

In addition to the sections noted above, the CEDS must incorporate the concept of economic resilience (i.e., the ability to avoid, withstand, and recover from economic shifts, natural disasters, the impacts of climate change, etc.). The EDD or community responsible for the CEDS can address resilience as a separate section, distinct goal or priority action item, and/or as an area of investigation in the SWOT analysis. It may be most effective, however, to infuse the concept of resilience throughout the CEDS document. As a baseline, EDA suggests regions undertake a two-pronged approach to help identify and counter the vulnerabilities that each region may face (see section on Economic Resilience for more information).

This document provides recommendations on what should be included in each of the sections required by EDA's regulations, and suggests tools, resources, and examples to help in each section's development. As a collection of tools and examples, it is intended to be aspirational in nature and should not be construed as additional requirements. This guidance stresses the importance of linking the sections (e.g., using background information that is relevant to the SWOT) to improve the CEDS focus and impact. Moreover, it emphasizes strategic approaches based on regional visioning, goals, measurable objectives, and prioritized actions – rather than the CEDS serving as an inventory of programs and projects already in process in regions. In addition, this guidance underscores the need to think beyond traditional job creation and embrace capacity building and broad-based wealth creation when developing goals, measurable objectives, actions, and performance measures. It also highlights the need to undertake an asset-based approach (i.e., efforts that focus on the strengths of a community or region) while considering the interdependencies between regional economic prosperity and other topics such as job-driven workforce development, natural resource management and development and

sustainable land use. Finally, this guidance provides practical recommendations about formatting a CEDS that will result in an engaging, technically-sound strategy for guiding regional development.

Please note, however, that the CEDS examples recommended in this document are intended to be informative and a source of inspiration, and should not be replicated wholesale for the CEDS section or area referenced. Each region's unique assets and challenges may make the use of another region's section structure and/or content ineffective.

2. Content

A CEDS should be developed with broad based community participation and result in a document that is readily accessible to regional stakeholders. Potential partners for developing a CEDS could include government agencies, private sector interests, education providers, non-profits, community and labor groups, workforce boards, utilities, etc. Stakeholders should be able to use it as a guide to understanding the regional economy and to take action to improve it. The CEDS should take into account and, where appropriate, incorporate or leverage other regional planning efforts, including the use of available federal funds, private sector resources, and state support which can advance a region's CEDS goals and objectives. Its quality should be judged by its usefulness as a tool for regional economic development decision-making.

There are four main elements of a CEDS: 1) summary background, 2) SWOT analysis, 3) strategic direction/action plan, and 4) evaluation framework. The background should provide an overview of the region's economic situation. Building on data from the summary background, the SWOT analysis should assess the state of the regional economy, including the opportunities and threats posed by internal and external trends and forces, and the availability of resources for economic development. The region's vision, goals, and measurable objectives, together with an appraisal of the region's competitive advantages, should form the basis of the strategic direction and action plan. The evaluation framework should establish criteria and performance measures for evaluating the region's implementation of the strategic direction and progress toward goals and measurable objectives. The elements of the CEDS, seen through a lens of economic resiliency, should logically build upon and/or shape each other to result in a coherent, targeted document.

Recommended Resource: See *South Florida's 2012 CEDS with the "six pillars" statewide framework which provides a clearly articulated, unifying framework across EDDs in the state:* <http://www.sfrpc.com/CEDS/SouthFloridaCEDS2012-17.pdf>.

Below are recommendations for what should be included in each of the required sections, and suggested tools, resources and examples to help in each section's development:

A. Summary Background: A summary background of the economic development conditions of the region

A background summary of the region should answer the question, “What have we done?”, and present a clear understanding of the local economic situation, supported by current, *relevant* data. The information should be presented in the CEDS in a clear and concise manner, and be easily understood by the general public. Data featured in the summary background section should be presented in a way that allows for clear and relevant connections to the SWOT analysis and strategic direction. For example, data analysis revealing that a region’s population is significantly older than the state or U.S. population as a whole is an important finding because it could impact workforce availability. However, it is not necessary to create multiple, detailed tables that break down population by age to prove that point—conserve space in the CEDS by moving that sort of information to an appendix.

Relevant information should be gathered in the following areas that affect the regional economy, *as appropriate*. In other words, not all of these items need to be addressed at length, especially if they are not relevant to regional conditions or needed to define or substantiate goals, measurable objectives, or specific actions. Identify key trends, make the points briefly and clearly for a summary section, and move other supporting data to an appendix. Relevant information may include:

- Demographic and socioeconomic data, including the human capital assets of the area and labor force characteristics such as the educational attainment of the working age population;
- Environmental, geographic, climatic, and cultural (including historic preservation) and natural resource profiles (e.g., mining resources, timber, fisheries, aquaculture, eco-tourism, etc.). Ideally, an environmental baseline for the area should be developed that identifies any environmental elements that may affect and/or constrain the regional economy. Relevant published literature for the region should be researched and dialogues established with the environmental regulators at the local, state and federal levels (for example: the Environmental Protection Agency (EPA), U.S. Fish & Wildlife Service (UFWS), state environmental agencies, etc.), as well as the State or Tribal Historic Preservation Officer. Please contact the appropriate EDA regional office for more information and guidance.
- Infrastructure assets of the area that relate to economic development including water, sewer, telecommunications/broadband, energy distribution systems, transportation modes, etc.;
- Emerging or declining clusters or industry sectors – and their past, present, and projected impacts on the region’s competitive advantages and ability to build capacity for economic development;
- Relationship of an area’s economy to that of a larger region or state (including global perspective), with particular regard to local advantages or disadvantages;
- Factors that directly affect economic performance in the area such as workforce issues; innovation assets; industry supply chains; state and local laws; financial

resources; transportation systems; energy costs; business, personal, and property taxes; bonding capacity; land use patterns; and

- Other factors that relate to economic performance in an area such as housing; health services; educational, cultural and recreational resources; and public safety.

The CEDS should be a vehicle for promoting integration between economic development and other regional plans (including other federally-funded plans), which could include, but not be limited to, sustainability, transportation (e.g., Metropolitan Transportation Plan, Transportation Improvement Program), land use, housing, environmental protection, natural resource management and development, workforce development, disaster resilience, or others.

The CEDS should also identify opportunities for the integrated use of other local, state, private, and federal funds. The nature and extent of the integration between regional plans and funding streams will vary based on the unique circumstances of each CEDS region, but every effort should be made to leverage scarce resources to avoid duplication and increase impact.

In addition, the research should include a review of the long-term trends of the area to gain a more complete understanding of how the region's current economic situation has been shaped over time by national and global forces.

***Recommended Resources:** Data sources include the U.S. Department of Commerce's Bureau of Economic Analysis (<http://bea.gov/>) and the U.S. Census Bureau (<http://www.census.gov/>). In particular, the Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program provides information combining federal, state and Census Bureau data on employers and employees (<http://lehd.ces.census.gov/>). It includes statistics on employment, earnings, and job flows at detailed levels of geography and industry and for different demographic groups. Census' OnTheMap tool (<http://onthemap.ces.census.gov/>) is a web-based mapping and reporting application that shows where workers are employed and where they live. It also provides companion reports on items such as age, earnings, industry distributions, and educational attainment. In addition, for communities with a focus on manufacturing, Census' Investing in Manufacturing Communities Data Tool provides information on supply chains, workforce, research and innovation, and trade assets (<http://www.census.gov/fastfacts/imcp/>).*

Other sources include the U.S. Department of Labor's Bureau of Labor Statistics (<http://bls.gov/>), including the Occupational Outlook Handbook (<http://www.bls.gov/ooh/>); state, tribal, and local governments; and universities. EDA-funded University Centers may serve as valuable resources in providing and analyzing the necessary data as well. In addition, this section may benefit from leveraging EDA-funded data tools, such as the U.S. Cluster Mapping Tool (<http://www.clustermapping.us/>) and STATS America (<http://statsamerica.org/>). Most EDD regions do not align with standard, federally-defined regions, such as metropolitan statistical areas. Most EDD regions are pre-loaded into STATS America, which makes collecting and aggregating data for multiple counties unnecessary. Information should also draw from any relevant and recent studies available.

B. SWOT Analysis: An in-depth analysis of regional strengths, weaknesses, opportunities and threats

A SWOT analysis of the regional economy should answer the question, “Where are we now?” by using the *relevant* data (see above) and background information to help identify the critical internal and external factors that speak to the region’s unique assets and competitive positioning. The SWOT is a strategic planning tool used by organizations to ensure that there is a clear objective informed by a comprehensive understanding of a region’s capabilities and capacity. A SWOT analysis identifies the region’s competitive advantages—those indigenous assets that make the region special or competitive in the national and global economies—juxtaposed against those internal or external factors that can keep a region from realizing its potential. Determining and analyzing what the region already possesses that could be leveraged better to build the capacity for growth, including competitive cultural, economic, technological, intellectual and physical assets, is critical to developing the strategic direction and implementation plan to promote regional economic vitality. Leveraging assets refers to using the activities and engagement of business, government leaders and other stakeholders to maximize the economic potential of a region.

In addition, the SWOT analysis should consider economic resiliency. Specifically, what factors and/or elements are in place (or need to be put in place) to ensure the long-term success, viability, and durability of the regional economy?

Recommended Resource: See NADO’s 2011 report *Mobilize Maine: Asset-Based Regional Economic Development* at http://www.knowyourregion.org/wp-content/uploads/2011/09/NADO_MM_FINALlores.pdf for an example of an asset-based strategy.

SWOT analysis elements are commonly understood in the following terms:

- **Strengths** are a region’s relative competitive advantages (e.g., industry supply chains and clusters, extensive port, rail, and broadband assets, specialized workforce skills, higher education levels, collaboration among stakeholders) and often are internal in nature;
- **Weaknesses** are a region’s relative competitive disadvantages (e.g., a risk-averse or change-resistant regional culture), also often internal in nature;
- **Opportunities** are chances or occasions for regional improvement or progress (e.g., expansion of a biosciences research lab in the region), often external in nature; and
- **Threats** are chances or occasions for negative impacts on the region or regional decline (e.g., several companies in the region considering moving to lower-cost areas of the state), also often are external in nature.

Recommended Resources: *The SWOT should assess a wide-variety of regional attributes and dynamics. Specific areas and potential tools to facilitate their analysis are identified below:*

- *State of the regional economy. What are the strengths and weaknesses? What are the strong existing and growth sectors? Which areas are most distressed? What is driving*

job creation or loss and the state of economy in general? What are the region's assets? See the Regional Innovation Accelerator Network (RIAN) at <http://www.regionalinnovation.org/assets.cfm> for more information on identifying and measuring asset categories (i.e., tangible, intangible, and business climate assets).

- *Regional clusters. Which clusters, and industries and occupations within the cluster, are growing and declining, and why? EDA defines clusters as a geographic concentration of firms, workers and industries that do business with each other and have common needs for talent, technology, and infrastructure. See the U.S. Cluster Mapping Tool (<http://www.clustermapping.us/>) for more information on clusters and the promotion of clusters.*
- *External trends and forces. What are the opportunities and threats? How is the region positioned to succeed in the national and global economies? What sources of exports and tourism, as well as foreign direct investment, can bring new wealth to the region? What industry sectors and clusters have growth potential through international trade and investment, and what are the region's target foreign markets based on these industries? What local public, private and nonprofit partnerships have been developed to promote exports and increase the region's export base? What are the strategic needs or gaps to fully implement an export promotion and investment attraction program (e.g., foreign outreach events, marketing materials, and research; and regional transportation infrastructure or regulatory issues)?*

Helpful resources for information on global competitiveness and positioning include the U.S. Department of Commerce's International Trade Administration's (ITA) program for investment attraction, SelectUSA (<http://www.SelectUSA.gov>), and local export promotion contacts, U.S. Export Assistance Centers/U.S. Commercial Service (<http://export.gov/eac/index.asp>). The following web resources also provide useful tools for analyzing a region's export trends: a) the U.S. Census Bureau's USA Trade Online (<https://usatrade.census.gov/>) provides monthly and annual trade statistics for goods at the district and port level, as well as state exports and imports; b) ITA develops state-level (<http://www.trade.gov/mas/ian/statereports/index.asp>) and metropolitan statistical area-level factsheets (<http://www.trade.gov/mas/ian/Metroreport/index.asp>) and TradeStats Express state (<http://tse.export.gov/TSE/TSEhome.aspx>) and metro (<http://tse.export.gov/metro/SelectReports.aspx?DATA=Metro>) databases with information on exported products, the number of exporting companies by state, and jobs supported by exports by state.

- *Workforce considerations. Are the region's community colleges, workforce boards, economic development agencies, and industry groups aligned and working together? Is the region's workforce strategy aligned (and not in conflict) with the workforce strategy of local elected officials, the Workforce Investment Board, and education providers? Is there active engagement by leading businesses, industry associations, and labor organizations in such activities as developing training curriculum, or*

providing work-based learning opportunities? Are training programs informed by employers' skill needs, labor market and career information, and do the programs have clearly understood outcomes with demonstrable job and career results? Are there occupations or workforce skills that are critically important to the region's economic growth strategy, and if so, how can they be leveraged as competitive assets? What short and long-term human resource challenges exist for the local economy along the region's proposed development path?

Does the workforce strategy include education and training programs that are part of a continuum of education and training that leads to good jobs, increased earnings, and career advancement as evidenced by career pathways and industry-recognized, stackable credentials? Are work-based learning opportunities such as on-the-job training, paid internships, job shadowing, and registered apprenticeships provided? Are there program evaluations and an approach to continuous improvement associated with workforce development? Has the local or regional Workforce Investment Board been engaged in the development and/or review of the CEDS? Helpful resources include the Administration's Job-Driven Training Checklist (http://www.whitehouse.gov/sites/default/files/docs/skills_report.pdf) and the Bureau of Labor Statistics (<http://bls.gov/>) website, including the BLS Occupation Outlook Handbook (<http://www.bls.gov/ooh/>).

The following web resources also provide useful information for workforce considerations: (a) state and local workforce contacts can be found at www.servicelocator.org by searching for Workforce Investment Boards under the "Workforce Systems Contacts" link; (b) state labor market information can be found at www.careerinfonet.org by clicking on the "State Information" link; and (c) state occupational projections can be searched at www.projectionscentral.com. Another useful site is STATS America's Occupation Cluster section of the Innovation Data Browser (<http://statsamerica.org/innovation/anydata/index.asp?T1>). Also, for a good example of a workforce strategy in a CEDS, see the Centralina Economic Development Commission's latest document (<http://www.centralinaedc.org/documents/WorkforceEducationAlignmentReport12-6.pdf>).

- *Institutions of Higher Education/HBCUs. What institutions of higher education exist in the region? What resources are available within those institutions that can support regional resilience and economic development? Does the region have any EDA-funded University Centers and, if so, what services are provided by those institutions that can be leveraged? Are there Minority Serving Institutions (MSIs), such as Historically Black Colleges and Universities (HBCUs), that can assist in the planning process with resources related to economic development decision-making, workforce development and training, entrepreneurial and innovation efforts, and research and business assistance? How can these institutions help in the planning process, including assisting with data and analytics? Are there existing relationships between these institutions and other economic development partners in the region*

that can be strengthened to further support regional economic development objectives?

*EDA-funded **University Centers** are focused on using university assets to build regional economic ecosystems that support innovation and high-growth entrepreneurship, resiliency, and inclusiveness. Specifically, they provide expertise and technical assistance to develop, implement, and support regional strategies. Expertise and technical assistance can be focused on workforce training programs, applied research centers, technology commercialization, feasibility studies, market research and data analysis, and economic impact analyses training among many other types of activities. The following web resources provide some examples of ways in which University Centers have supported regional economic development goals: (a) EDA's University Center Program webpage (<https://www.eda.gov/programs/university-centers/>), (b) NCGrowth, a University Center at UNC-Chapel Hill, helps businesses and communities create jobs and equitable opportunities through applied research and technical assistance (<https://ncgrowth.unc.edu/index.php/what-we-do/>), and (c) Purdue Center for Regional Development, a University Center at Purdue University, develops and improves online data tools, produces regional economic profiles and other informational resources, engages key stakeholders in mapping regional assets and opportunities, and strengthens regional collaboration and innovation networks (<https://www.pcrd.purdue.edu/signature-programs/eda-university-center.php>).*

***HBCUs** invest strategically in institutions and individuals at the local level to actively pursue innovation and entrepreneurship that can help more Americans improve their connectivity to and productivity within the 21st century. HBCUs have made significant contributions to the general welfare and prosperity of the United States while producing many leaders in business, government, academia, and the military. The most visible example of EDA's ongoing partnership with the HBCU community consists of those that have been designated as EDA University Centers (<https://www.eda.gov/programs/university-centers/hbcu/>).*

HBCUs working with local ecosystems and communities can build processes by which innovators, students, current and prospective employees and employers, and entrepreneurs can better develop and launch solutions to solve real-world problems and maximize real-world opportunities. Today, there are 101 accredited HBCUs, public and private, concentrated in 19 states, the District of Columbia and the U.S. Virgin Islands. The economic returns produced by HBCUs are particularly evident at the state level, generating billions in total economic impact and thousands of jobs for their local and regional economies (<https://unconf.org/programs/hbcu-impact>). Across the states and territories where HBCUs are located, they annually provide an average of 6,385 jobs in each state and generate an average of \$704.7 million in total economic impact (<https://unconf.org/pages/hbcus-punching-above-their-weight>).

Of the many contributions that HBCUs make to the communities and regions in which they operate, one of the most compelling is workforce development. HBCUs often

leverage specialized degree programs and students to support local business needs – including the increasing number of companies looking to diversify their workforces. Local economies are positioned to succeed in the global economy by possessing a highly trained, technically skilled workforce, and HBCUs generate talent that regularly feeds these local ecosystems. In particular, HBCUs have implemented proven practices to assist students in STEM (i.e., science, technology, engineering and mathematics) fields to obtain significant professional experiences, research opportunities, and mentorships. It is estimated that the United States will need nearly 1 million STEM professionals in the next few years, and HBCUs are leading the charge by producing 27% of African American students with bachelor's degrees in STEM fields. In addition, 21 of the top 50 institutions for educating African American graduates who go on to receive their doctorates in science, math, and engineering, are HBCUs (<https://www.edi.nih.gov/blog/communities/top-10-stem-historically-black-colleges-and-universities>).

Current examples of workforce-focused partnerships between regional planning organizations and HBCUs include a collaboration between Triangle J Council of Governments (TJCOG) and North Carolina Central University to research law enforcement recruitment, training gaps, and potential candidates in the region and provide departments with data-driven recommendations to improve their local recruitment efforts. For more information, see <https://www.tjcog.org/partnerships/regional-recruitment-partnership>. In addition, the Gulf Coast Economic Development District (GCEDD) partnered with Prairie View A&M University to establish the Rural Workforce Academy that provides skilled trades training certification and job placement to rural counties impacted by disasters. For more information, check out <https://www.pvamu.edu/cahs/rural-workforce-academy/>.

In addition to workforce-related collaborations between EDDs and institutions of higher education/HBCUs, there are other ways certain EDDs have acknowledged and leveraged these institutions as key regional assets and contributors to a regional planning process that is innovative, competitive and inclusive of all interests who stand to benefit from strong local economies . EDDs that include university/HBCU administrators on their CEDS Strategy Committees and/or EDD boards are benefiting from the local insights and community knowledge that these institutions bring to the planning process for economic development capacity building (see the Piedmont Triad Regional Council at <https://www.ptrc.org/services/economic-development> and the Capital Region Planning Commission at <https://crpcla.org/economic-development>).

- *Spatial efficiencies/sustainability. How can land use, housing, economic development, transportation, and infrastructure planning be better integrated to support regional prosperity? Are there opportunities to redevelop brownfields and vacant industrial space? Can the region's workforce easily access the jobs and housing options in the area? (see the Partnership for Sustainable Communities at <http://www.sustainablecommunities.gov/> for more information on the important*

linkages between land use, housing, transportation, and the environment in promoting economic competitiveness; and see this report on the economic benefits of livability at <http://www.smartgrowthamerica.org/documents/building-better-budgets.pdf>. Also, see EPA's Smart Location Database for a useful tool comprised of interactive maps and data for measuring spatial efficiency at <http://www.epa.gov/smartgrowth/smartlocationdatabase.htm>).

- *Broadband needs. Do communities, institutions and businesses agree as to the broadband and telecommunications needs of the region? Has the region discussed ways to leverage strong broadband infrastructure to support business retention and expansion, as well as its applicability to health, education, public safety, energy and civic life? The National Telecommunications and Information Administration's (NTIA) resources on broadband mapping, planning, adoption and implementation can be found at www.ntia.doc.gov/broadbandusa (see NTIA's www.broadbandmap.gov for information about current availability; also, check with the state economic development office to find out whether your state has data on underlying infrastructure or more granular broadband availability/use data).*
- *Energy needs. Are the energy needs of the region – and the importance of reliable energy security – understood? Have the methods of production, transmission, and distribution been analyzed in relation to regional economic development efforts (e.g., utility siting)? In particular, have opportunities for distributed and advanced energy been considered and addressed? Have utility companies been consulted and included in discussions about economic resilience and overall regional development? Have future energy needs been considered and planned for in light of changes in demand and climate? For information on Smart Grid see <http://energy.gov/oe/articles/economic-impact-recovery-act-investments-smart-grid-report-now-available>.*
- *Natural hazards. Does regional hazard mitigation planning take into account future as well as current risk from events such as droughts, floods, storm surges, and wildfires? Does the region's climate adaptation and hazard mitigation planning integrate land use and workforce planning to ensure a resilient and prosperous region under the effects of climate change? How might climate change impact flood risk, water supply, wildfire risk, sea levels and storm surges, extreme heat, extreme precipitation, and other extreme weather events into the future?*

Helpful resources include the National Association of Development Organization's report, "Resilient Regions: Integrating Economic Development Strategies, Sustainability Principles and Hazard Mitigation Planning," available at <http://www.nado.org/wp-content/uploads/2011/07/NADOResilientReport.pdf>. For information on future climate conditions, resources include the National Climate Assessment (<http://nca2014.globalchange.gov/>) and regional climatologies (<http://scenarios.globalchange.gov/regions>).

- *Equitable development. Is there active engagement from the region’s vulnerable and/or underserved populations (e.g., low-income families, seniors, ethnic minorities)? Have those populations been provided appropriate access to and inclusion in the planning process and has their input into the final product been actively encouraged? Has the region used technology-based tools to widen the distribution of information and increase the potential of feedback from residents?*
- *Partners for economic development. Who are the influential actors in the region? These may include organizations, businesses, or individuals that represent important issues, including those that may be less familiar to the economic development organization such as social service delivery and natural resource organizations.*
- *Resources for economic development. What relevant groups, organizations or individuals are located in the region? Who – including other federal agencies beyond EDA – can provide support and funding to build capacity for economic development activities? How can the CEDS leverage federal, state, and private sector funding resources in pursuit of its economic development objectives?*

Also, for an example of a relevant SWOT section of a strategy, see <http://arcreativealliance.com/resources/Southeast+Arkansas+Growth+Initiative+-+Regional+Plan+for+Economic+Development+-+Draft.pdf>

C. Strategic Direction/Action Plan: Strategic direction and an action plan (flowing from the SWOT analysis), which should be consistent with other relevant state/regional/local plans.

The strategic direction and corresponding action plan contained within the CEDS are the heart and soul of the document. They should answer the questions “Where do we want to go?” and “How are we going to get there?” by leveraging the analysis undertaken in the SWOT. The strategic direction and associated action plan should logically flow from the critical internal and external factors that speak to the region’s assets and limitations and its role in capacity building. The strategic direction should evolve from a clearly defined vision with prioritized goals and measurable objectives. A successful action plan should then focus on those regionally-driven strategic priorities that will be undertaken to bring the prosperity aspirations of the region’s stakeholders to fruition.

- **Strategic Direction: Vision Statement and Goals/Objectives**

The vision statement, goals, and objectives should respond to the analysis of the area’s development potential and problems (i.e., SWOT analysis). The goals should reflect the desires of most regional

Sample Vision and Goal/Objective:

Vision - Increase regional prosperity by being a globally competitive, business-friendly region, comprised of healthy communities that sustain a high-quality of life.

Goal 1 – Enhance emerging health care cluster

Objective 1 – Expand rural health care workforce development by increasing the percentage of people age 25+ with a completed postsecondary degree by 10% over the next five years

stakeholders and should also be realistic and limited to a manageable number. Some should address things that can be realized within a short period of time, while others require a longer period for implementation. The vision, goals, and measurable objectives will provide a strategic framework for public and private decision-making and serve as the basis for the formulation and focus of the action plan.

The **vision statement** should answer the question “Where do we want to be in the next ten to twenty years?” The most common method for developing a vision statement is through a series of sessions or workshops. Regardless of the method used to form the vision statement, the visioning process should include broad community participation. A draft vision statement (and the associated goals and objectives) should be widely circulated for review and comment to ensure maximum stakeholder engagement.

Goals and objectives provide the basis for formulating the action plan and serve as milestones to evaluate regional progress. *Goals* are broad outcomes or general intentions that build upon the vision and are often intangible. Each goal should have a rationale that is clearly understood and publicly supported. *Objectives* are more specific, measurable, concrete, and support the obtainment of the goals. Goals and objectives provide benchmarks by which area officials, economic development stakeholders, and the community can measure performance. The goal and objectives should be consistent with community aspirations for economic prosperity.

The goals and objectives should be prioritized to provide a basis for decisions on the use of available resources. Establishing priorities at the goal-setting stage is a critical step toward formulating the CEDS. The following factors should be considered:

- The effect that achieving each goal will have on the development potential or problem.
- Actions related to the goals and objectives that are already underway or planned.
- The relationship of this goal and objective to the accomplishments of the other goals and objectives.

The successful establishment of a vision with corresponding goals and measurable objectives—properly prioritized and based on a reasonable view of the region’s strengths and capabilities—will result in a well-defined strategic framework that will drive overall implementation of the CEDS.

Recommended Resource: See *North Central Florida RPC’s CEDS* (http://ncfrpc.org/Publications/CEDS/NCFRPC_CEDS_2013-2017.pdf) or the measurable aspects of the Mobilize Maine strategy: <http://mobilizemaine.org/goals-accomplishment/>.

- **Action Plan: Implementation**

The action plan answers the question “How do we get there?” and is based primarily on the prioritized goals and objectives of the strategic direction. The action plan distills the vision, goals and objectives into concrete, specific actions to achieve the aspirations of the region’s stakeholders. Building on the well-defined strategic direction, the action plan should explicitly describe how the region will work together to achieve its goals and measurable objectives, including activity ownership, timetables, and committed resources.

The action plan, however, should NOT simply be a list of projects. Nor should it exclusively reflect those activities which EDA alone could potentially support.

The action plan should include a wide-range of activity types (housing, transportation, broadband, environmental, sector specific or cluster asset-leveraging efforts, etc.) and must be clearly linked to the goals and objectives from the strategic framework. A limited number of activities with the highest priority and potential for regional impact should be identified and described. Descriptions of these high priority activities of regional significance should include:

- a) An outline of the steps required to take each selected high-priority activity from inception to successful completion;
- b) A roster of the key individuals and institutions that will be responsible for implementing and supporting these steps;
- c) A reasonable estimate of the costs associated with implementing the activity;
- d) A list of the integrated funding sources (public, private and nonprofit) to support the costs; and
- e) A realistic time frame for execution (i.e., implementation schedule), with relevant benchmarks and performance measures that speak to overall impact.

A detailed, well-considered action plan increases the overall value of the CEDS, and makes it relevant and useful. While the action plan should provide a guide to prioritizing resources and efforts, it should not be used to limit the identification and implementation of other activities that support the strategic direction that was established as part of the development of the vision, goals and objectives within the CEDS.

Identification of priority activities should include broad-based participation from regional stakeholders, involving those affected by the proposed activities and those that can ensure their success. Partnerships with a variety of organizations and the private sector in the region are a key to successful implementation. Identifying elements for action may be undertaken using the following questions for guidance:

- What are the activities and what are their expected benefits?
- Which activities address the area’s greatest need or best enhance the region’s competitive advantages?
- Do these activities represent the best use of limited resources?

- Will the activities have positive economic, environmental, and social impacts and how can these be measured?
- Will the activities contribute to the overall economic resiliency of the region?

Recommended Resource: For example, see the Action Plan in Southeastern Utah's CEDS at <http://seualg.utah.gov/EDD/SEUEDD.htm>.

D. Evaluation Framework: Performance measures used to evaluate the organization's implementation of the CEDS and its impact on the regional economy.

The evaluation framework serves as a mechanism to gauge progress on the successful implementation of the overall CEDS while providing information for the CEDS Annual Performance Report (see section on Preparation), as required by EDA. These regular updates keep the strategic direction and action plan outlined in the CEDS current and the plan as a whole relevant. The evaluation framework is an important element of the ongoing planning process and should answer the questions "How are we doing?" and "What can we do better?" The evaluation framework, with its associated measures and timelines, should cascade from the strategic direction and action plan, which, in turn, flow from the SWOT analysis.

Performance measures should be identified to evaluate the progress of activities in achieving the vision, goals and objectives. EDDs and communities should consider traditional (e.g., jobs created and/or retained, private investment) and non-traditional (e.g., wealth creation such as GDP per capita, household income, per capita income, wages, net worth) performance measures for evaluating regional impact.

Although important, job creation/retention is just one element in determining whether a region is building the appropriate capacity to help the private sector flourish and the region, as a whole, prosper. Job creation is the result of successful economic development investments and should be linked with broadband availability and adoption, quality of place, established entrepreneur networks, supply of skilled workers, increases in workers' earnings and wages, a climate of innovation, and/or other strategic investments.

The measures that are ultimately selected should be based upon what is important to the region, what conditions the region needs to reverse or create, and what regional assets can be leveraged. In effect, the measures should reinforce the *relevant* data and background information collected, SWOT analysis undertaken, and strategic direction and action plan developed to help identify the critical internal and external factors that speak to the region's assets, limitations, and overall ability to build capacity.

Recommended Resource: See NADO's Performance Metrics Matter: Go Beyond Counting Jobs to Create a Highly Effective Comprehensive Economic Development Strategy at

<http://www.nado.org/performance-metrics-matter/> for more information on performance metrics can be used to create a more effective CEDS.

There are numerous options to consider (depending upon regional priorities, as noted above) when thinking about how to measure regional capacity building and prosperity. However, the concept of wealth is one that should be highlighted because of its natural alignment with asset-based strategies and approaches. More than just jobs and income, regional wealth is represented by intellectual, individual, social, natural, built environment, political, financial, and cultural assets. These assets, when invested in, nurtured, and leveraged appropriately, can reflect the true level of a region's economic (and social) well-being. Finding ways to better identify, foster, and measure these assets can help a region towards a more lasting prosperity since a focus on wealth creation and retention can build a region's resiliency and long-term sustainability.

Recommended Resource: See www.wealthworks.org for more tools and information on building and measuring regional wealth.

When developing measures of any kind, some key questions to ask that may help determine the quality and applicability of the measures include:

- Can the measures be evaluated in an objective, timely, and cost-effective fashion?
- Are the measures focused on an outcome or result (i.e., data and information on the success of a specific process or engagement) rather than an output or activity (i.e., data or information on activities to help achieve an outcome)?
- Do the measures include a clear statement of the results expected?
- Do the measures support regional goals?
- Do the measures allow for meaningful trend or statistical analysis?
- Are the measures challenging but at the same time attainable?
- Are assumptions and definitions specified for what constitutes satisfactory performance?
- Have those who are responsible for the performance being measured been both identified and fully involved in the development of the measures?
- Are the measures tracking trends that are completely within the region's control or will national or global developments impact performance?

If a desired result from a strategic direction contained within the CEDS is not achieved, measures can help identify specific weak points and/or identify better approaches. In addition, while the CEDS evaluation is the responsibility of the economic development organization's professional staff, an outside party (e.g., staff from another EDD), a university center, or a consultant, may assist in the evaluation. For EDA investments in projects listed in the CEDS, the outcomes of the projects should be tied clearly to the performance measures in the CEDS (i.e., how did the grant-funded project help achieve a goal and measurable objective in the CEDS?). The evaluation should document where actual results met, exceeded, or fell short of projected outcomes.

Jobs and private investment will remain critical evaluation factors for CEDS plans and EDA-funded projects. Nonetheless, jobs and private investment do not tell the whole story about

the impact of EDDs and implementation of CEDS. Take a comprehensive view of performance measures when communicating the results of CEDS implementation.

E. Economic Resilience:

It is becoming increasingly apparent that regional economic prosperity is linked to an area's ability to prevent, withstand, and quickly recover from major disruptions (i.e., 'shocks') to its economic base. Many definitions of economic resilience limit its focus on the ability to quickly recover from a disruption. However, in the context of economic development, economic resilience becomes inclusive of three primary attributes: the ability to recover quickly from a shock, the ability to withstand a shock, and the ability to avoid the shock altogether. Establishing economic resilience in a local or regional economy requires the ability to anticipate risk, evaluate how that risk can impact key economic assets, and build a responsive capacity. Often, the shocks/disruptions to the economic base of an area or region are manifested in three ways:

- Downturns or other significant events in the national or international economy which impact demand for locally produced goods and consumer spending;
- Downturns in particular industries that constitute a critical component of the region's economic activity; and/or
- Other external shocks (a natural or man-made disaster, closure of a military base, exit of a major employer, the impacts of climate change, etc.).

At the regional or community level, economic development practitioners are instrumental in building the capacity for economic resilience. Economic development professionals and organizations often become the focal point for post-incident coordination, information dissemination, responding to external inquiries, and the lead grant administrator for federally-funded recovery initiatives.

In building economic resilience, it is critical that economic development organizations consider their role in the pre- and post-incident environment to include **steady-state** and **responsive** initiatives.

Steady-state initiatives tend to be long-term efforts that seek to bolster the community or region's ability to withstand or avoid a shock. Responsive initiatives can include establishing capabilities for the economic development organization to be responsive to the region's recovery needs following an incident.

Examples of *steady-state* economic resilience initiatives include:

- Engaging in comprehensive planning efforts that involve extensive involvement from the community to define and implement a collective vision for resilience that includes the integration and/or alignment of other planning efforts (e.g., hazard mitigation plans) and funding sources;
- Undertaking efforts to broaden the industrial base with diversification initiatives, such as targeting the development of emerging clusters or industries that (a) build on the

- region’s unique assets and competitive strengths; and (b) provide stability during downturns that disproportionately impact any single cluster or industry;
- Adapting business retention and expansion programs (e.g., economic gardening or other enterprise supports) to assist firms with economic recovery post-disruption;
 - Building a resilient workforce that can better shift between jobs or industries when their core employment is threatened through job-driven skills strategies and support organizations;
 - Maintaining geographic information systems (GIS) that link with municipal business licenses, tax information, and other business establishment data bases to track local and regional “churn” and available development sites. GIS can also be integrated with hazard information to make rapid post-incident impact assessments;
 - Ensuring redundancy in telecommunications and broadband networks to protect commerce and public safety in the event of natural or manmade disasters;
 - Promoting business continuity and preparedness (i.e., ensuring businesses understand their vulnerabilities—including supply chains—in the face of disruptions and are prepared to take actions to resume operations after an event); and
 - Employing safe development practices in business districts and surrounding communities. Strategies may include locating structures outside of floodplains, preserving natural lands that act as buffers from storms, and protecting downtowns and other existing development from the impacts of extreme weather.

Some examples of *responsive* economic resilience initiatives include:

- Conducting pre-disaster recovery planning to define key stakeholders, roles, responsibilities, and key actions;
- Establishing a process for regular communication, monitoring, and updating of business community needs and issues (which can then be used after an incident) ;
- Establishing/using a capability to rapidly contact key local, regional, state, and federal officials to communicate business sector needs and coordinate impact assessment efforts; and
- Establishing/using coordination mechanisms and leadership succession plans for short, intermediate, and long-term recovery needs.

The CEDS provides a critical mechanism to help identify regional vulnerabilities and prevent and/or respond to economic disruptions. Therefore, embracing economic resilience must be a key component of the CEDS document.

Integrating resilience into the CEDS should be undertaken as part of a two-pronged approach:

- 1) **Planning for and implementing resilience** through specific goals or actions to bolster the long-term economic durability of the region (**steady-state**), and
- 2) **Establishing information networks** among the various stakeholders in the region to encourage active and regular communications between the public, private, education, and non-profit sectors to collaborate on existing and potential future challenges (**responsive**).

Recommended Resource: See NADO's CEDS Resiliency Library (<http://www.nado.org/resources/ceds-library/>) for catalogued examples of how EDDs are currently addressing resilience. The library allows users to browse CEDS that incorporate resilience by state and topic.

- **Planning for and Implementing Resilience**

All communities, whether those in locations likely to experience significant natural disasters or those dealing with immediate or pending economic shifts, must be able to recognize their vulnerabilities. They should then develop goals, strategies, and actions that can mitigate the effects of an economic incident and support long-term recovery efforts. While there is no universal blueprint for building regional economic resilience, the following items may help in establishing a general framework or identifying specific activities/projects:

1. *Identify persistent economic challenges or deficiencies:* What are the region's economic "weak spots" (i.e., vulnerabilities)? Is there a specific asset deficiency (e.g., poorly educated workforce, excessive dependency on a single employer or industry, lack of transportation access/options, low levels of broadband availability and/or adoption, impediments hindering a firm's ability to gain access to the financial resources required to advance its business, major employers located in vulnerable areas)? Has a "planning horizon" been established (e.g., 10 to 15 years) for assessing economic vulnerabilities?
2. *Prepare for disruptions by identifying "early-warning" tools:* Does the region have an "anticipatory focus" that will help it react quickly when confronted with potential disruptions and challenges? Do community economic development professionals work with their local/regional emergency managers to address the risks identified through hazard mitigation planning? Do community leaders employ mechanisms (e.g., scorecards, state of the region reports, economic dashboards) that offer a regularly updated assessment of the regional economy?
3. *Build mechanisms that create flexibility:* Do the local governments have detailed and tested disaster response and recovery plans? Do the local governments and major employers have access to "surge" capital/credit resources? Does the region have a good handle on its assets to help identify emerging economic sectors that may lead to a diversified economic base? Has the region established mechanisms to realign and retrain its workforce post-disruption?
4. *Promote a positive vision for the region:* Is the messaging about the region's assets and opportunities positive (to encourage investments in both times of tranquility and disruption)? Do stakeholders understand that actions that build resilience are good for the regional economy whether or not an economic shock occurs, and have they reached consensus on a set of actions they can take proactively? Are economic shocks used as an opportunity to "re-vision" (i.e., reassess) the region's economy?

Regardless of the specific steady-state approaches considered or undertaken, the CEDS, *at a minimum*, should include an identification of the region's key vulnerabilities and resilience-building goals, measurable objectives, and/or projects in the action plan.

Recommended Resource: See *Southeastern Vermont CEDS* (<http://seveds.com/wp-content/uploads/2012/08/FINALCEDSReport.2013.pdf>) for a good example of how to effectively describe a region's economic vulnerabilities and recommend a strong set of measurable objectives and actions to address the challenges.

- **Establishing Information Networks**

In addition to identifying regional vulnerabilities and specific actions to address them, the region should establish mechanisms to facilitate active and regular communication between the relevant sectors to collaborate on common challenges. The economic development organization should be prepared to serve as a responsive participant in economic recovery efforts. The region should also be prepared to serve as an information hub by collecting data and convening the appropriate players to facilitate recovery post-disruption. The effectiveness of a region's response to a major economic disruption is often enhanced if the public, private, education, and nonprofit sectors are aware of each other's roles and responsibilities – particularly as they pertain to recovering from economic shocks. Established communication networks and information collection protocols coupled with broadly understood knowledge of key elements (such as supply-chain relationships) can help speed a region's response. Once the networks are established, participants can be called upon in times of crisis to provide services and support in the case of a disruption.

More experienced economic development organizations will find opportunities to enhance and expand their business retention and expansion programs as a vehicle to mobilize action and facilitate information sharing. Other networking examples include the establishment of Business Emergency Operation Centers (BEOC) or Business Recovery One-Stop Centers. Among other actions, BEOCs serve as a hub of business-to-business collaboration and communication to connect private sector organizations with each other and with emergency response and recovery efforts while interfacing with local and federal emergency operations centers to ensure assistance and resources are being directed to businesses in need.

Recommended Resource: Information on establishing a Business Recovery Center can be found at <http://restoreyoureconomy.org/recovery/business-recovery-center/>. Several states operate BEOCs, including Louisiana, Rhode Island, Missouri, and New Jersey. They take a variety of forms: state funded, state and university partnerships, and privately organized collaborations with universities. There is also a National BEOC operated by FEMA (see http://www.fema.gov/media-library-data/20130726-1852-25045-2704/fema_factsheet_nbeoc_final_508.pdf).

Regardless of the specific responsive approaches considered or undertaken, the CEDS, *at a minimum*, should demonstrate how the region serves as both a source for information to deal with an economic challenge and as a convener of regional stakeholders to gather data and encourage collaboration post-disruption.

A note on structure: The two-pronged approach to resilience noted above can be included in the CEDS as a separate section. However, resilience could also be addressed by weaving the concept throughout the document (e.g., identifying a region’s vulnerabilities in the SWOT section, then developing specific goals or action items to counter those vulnerabilities in the strategic direction/action plan, followed by an exploration of ways to measure success in the evaluation framework). Regardless of how resilience is included in the CEDS, it is critical for regions to identify vulnerabilities and, where possible, bolster the capacities that may lead to economic resilience as part of regional planning efforts.

Recommended Resource: *The North Central Florida Regional Planning Council’s Economic and Disaster Resiliency Study* (http://ncfrpc.org/Publications/EADRS/NCFRPC_EconomicAndDisasterResiliencyStudy.pdf) *assesses the vulnerability of the region’s industries, critical infrastructure, housing, and other economic assets to hurricanes, and models the effects of a catastrophic event. This type of assessment could be used to inform the SWOT analysis.*

- **Pre-Disaster Recovery Planning**

It should be noted that a number of regions, particularly those that are prone to natural disasters, have engaged in resilience planning by focusing on the development of disaster recovery strategies. Developing and implementing a strategy for disaster recovery is often a good first step in establishing resilient regions. Specifically, certain regions have integrated economic development strategies, sustainability principles and hazard mitigation planning to ensure such activities are undertaken in a complimentary fashion. Examples of the benefits from this “cross-pollination” planning include promoting local procurement and hiring, the pre-prioritization of the resumption of major employers, and the siting of new commercial and industrial development in locations that are out of harm’s way.

In addition to providing a vehicle to approach resilience in a comprehensive fashion, a CEDS can often fill an important role in ensuring that disaster mitigation efforts are well-coordinated across municipal and county-lines to shape stronger, more resilient regions. Regardless of focus (i.e., broader economic resilience or a more directed look at disaster recovery planning), the CEDS should still include the two primary elements: 1) “steady-state” initiatives that seek to bolster the community or region’s long-term ability to withstand or avoid a shock and, 2) “responsive” initiatives that establish and utilize capabilities for an economic development organization to be responsive to the region’s recovery needs post-disruption.

Recommended Resources: *See the Eastern Plains Economic Development Corporation’s appendix on disaster and economic recovery and resilience in its most recent CEDS at <http://www.epedc.com/brochures/full2012-2017CEDS.pdf>. Other examples include South Florida RPC’s CEDS (<http://www.sfrpc.com/CEDS/SouthFloridaCEDS2012-17.pdf>), Iowa Northland Regional COG’s CEDS (http://www.inrcog.org/pdf/2012_CEDS.pdf), and Mountainland EDD’s CEDS (<https://mountainland.org/site/webroot/images/upload/files/ED/Mountainland%20Full%20CEDS%2012-19-14-1.pdf>).*

The Northwest Oregon CEDS quantifies the region's economic vulnerability by measuring the number of businesses and jobs located in flood zones, total and by industry, and the number of critical facilities in flood zones

(http://www.nworegon.org/Assets/dept_2/PM/pdf/2014-2018ceds-final.pdf).

EDA, working with the State of Colorado, has developed an Economic Resilience Planning Evaluation Tool (http://www.eda.gov/about/files/disaster-recovery/EDA_CO-Economic-Resilience-Planning_Oct2014.pdf) that contains a list of economic mitigation, preparedness and/or recovery components that could be used in infusing resilience into a CEDS.

A number of tools exist to help regions craft robust disaster resilience strategies. The Infrastructure Security Partnership's 2011 Regional Disaster Resilience Guide for Developing an Action Plan (RDR Guide) provides a practical, "how to" approach to help communities and regions develop a useable disaster resilience strategy along with a number of key lessons learned from recent disasters and events. (see the RDR Guide at <http://tisp.org/index.cfm?cdid=10962&pid=10261>). Also see Florida's guidebook Post-Disaster Redevelopment Planning: A Guide for Florida Communities at <http://www.floridadisaster.org/Recovery/IndividualAssistance/pdredevelopmentplan/tools.htm#guidebook>. The guidebook is intended to assist communities developing post-disaster redevelopment plans during pre-disaster periods. It provides best practices for planning and implementation based on research and pilot programs associated with the initiative led by the Florida Department of Community Affairs and Florida Division of Emergency Management.

NADO's publication titled [Resilient Regions: Integrating Economic Development Strategies, Sustainability Principles and Hazard Mitigation Planning](http://www.nado.org/resilient-regions-integrating-economic-development-strategies-sustainability-principles-and-hazard-mitigation-planning/) (<http://www.nado.org/resilient-regions-integrating-economic-development-strategies-sustainability-principles-and-hazard-mitigation-planning/>) highlights how several regional organizations are incorporating disaster mitigation and sustainable development approaches into their economic recovery and resilience work.

In addition, [RestoreYourEconomy.org](http://restoreyoureconomy.org/) (<http://restoreyoureconomy.org/>) contains a wealth of information to help regions impacted by disasters, as well as a number of tips and techniques to support overall economic resilience (see "[Leadership in Times of Crisis: A Toolkit for Economic Recovery and Resiliency](#)"). The site is a one-stop shop for disaster preparedness and post-disaster economic recovery resources, tools, event announcements as well as opportunities to connect with peers through social media groups.

- **Measuring Resilience**

Measuring the economic resilience of a community or region, including the actions taken to foster resilience, will vary depending on the assets and vulnerabilities of each region. Two common measures are the degree of regional income equality (i.e., how evenly income is distributed across a regional population) and the degree of regional economic diversification (i.e., degree to which economic activity is spread across sectors). Regardless of the specific types of data collected and measures used, it may be helpful to benchmark data collected

against national averages to help identify trends and better inform the development of key strategies.

Recommended Resources: See the University of Southern California and the University of California Berkeley's Network on Building Resilient Regions at <https://dornsife.usc.edu/perc/building-resilient-regions/> for general information on resilience and specifics on measuring resilience through the Resilience Capacity Index (RCI). As a means to gauge a region's ability to effectively respond to a future stress, the RCI identifies regional strengths and weaknesses, and provides regional leaders with the ability to compare their region's capacity profile to that of other metropolitan areas. In addition, see the Economic Diversity in Appalachia tool at <http://economicdiversityinappalachia.creonline.org/> for one method of determining industry, employment, and occupational diversity by region across the United States.

3. Format

While the content of a CEDS is critical, the structure and presentation of the information contained within the document is also important. The following suggestions should help:

Keep your audience in mind. A CEDS must be a technically sound plan, but plans do little good if nobody reads them. Consider how your readers consume information. For example, a target of approximately 25 to 30 pages—with a three to five page executive summary containing key findings, opportunities, and initiatives—is a reasonable expectation for keeping a general audience engaged. Extremely busy readers, such as elected officials or business owners, may require a shorter version of the document as an overview, with a reference explaining where to go to find the more complete version. For professional planners, the full technical version of the CEDS may be appropriate. An executive summary, in particular, is an important and useful element since the general public, local officials, federal policy makers, and other senior level executives will generally seek information in a brief, easily digestible form. Decision makers, in particular, need an executive summary to make informed choices based on a short yet useful synopsis.

Recommended Resource: See North Central Florida RPC's "strategy" and "technical" versions of the CEDS: http://ncfrpc.org/Publications/CEDS/NCFRPC_CEDS_2013-2017.pdf. The Florida RPCs adopted this format as part of their statewide coordinated CEDS development.

In addition, data that do not directly link and support the strategy should not be featured prominently in the main part of the document. Too much data can be a distraction, especially if it interrupts the flow of the narrative. Use appendices for data that cannot be tied directly to the vision, goals, measurable objectives, and strategies.

Communicate creatively. While the content of a CEDS is clearly the most significant factor, the region or organization developing the CEDS does itself a disservice if the document does not have a professional and appealing look and feel. Many groups, especially those unfamiliar with EDA, will look to the CEDS as an indication of the organization's or region's capabilities and

overall commitment to effective economic development. Also, the CEDS should make extensive use of charts, graphs and professional photos to draw attention to and bolster the messages within the CEDS.

In addition, the CEDS should be crafted in whatever format provides the best medium for communicating the strategies within the document. Regions are encouraged to experiment with hard copy reports, web-based CEDS, or even mobile apps for phones or tablets if that is appropriate and of interest to the region. In some instances, a CEDS may be best developed in a traditional word processing format. However, many strategy documents are now being developed using other mediums. Different formats should be researched to widen the possibilities. Recent strategy documents from consulting firms, research organizations and university centers may provide ideas on creative formats.

***Recommended Resource:** For an example of a creative format, see http://nyworks.ny.gov/themes/nyopenrc/rc-files/southerntier/CU_RegEcoDevRprt_loR.pdf.*

Think beyond the document. When crafting the CEDS, a community should think creatively about how the document (or specific portions) may be used as a vehicle to engage stakeholders in a meaningful conversation and debate about their region. Consider how the CEDS can be used in social media – podcasts, blogs, videos, etc. How can the CEDS, or parts of it, be showcased on a website?

***Recommended Resource:** Two examples of economic development organizations that have created engaging websites to complement their strategy documents include <http://pennyrilefuture.com/> and <http://ceds.alabama.gov/>.*

4. Preparation

The following is an overview of the steps required to prepare a CEDS, including recommended participants and the role of EDA. For more information on any step in the process of preparing a CEDS, please contact your appropriate EDA regional office (see <http://www.eda.gov/contact/>).

The preparation of a CEDS will depend on local circumstances, the organization's staff capacity, and level of resources of the region. The time it takes to develop an effective process will vary depending on the area's experience with economic development, the complexity of its problems, and the degree of coordination and cooperation among the participant stakeholders.

A key element in the process is the Comprehensive Economic Development Strategy Committee (Strategy Committee).³ Established by the planning organization, the Strategy Committee is the principal facilitator of the CEDS process and is responsible for developing and updating the CEDS. The Strategy Committee should broadly represent the main economic interests of the region.

³ Establishment of a Comprehensive Economic Development Strategy Committee is a requirement only for EDA funded EDDs and Native American tribes.

Stakeholder Engagement

As previously noted, a CEDS emerges from a continuing planning process developed with broad based and diverse stakeholder participation that addresses the economic problems and potential of a region. The CEDS should include information about how and to what extent stakeholder input and support was solicited. Information on how the planning organization collaborated with its diverse set of stakeholders (including the public sector, private interests, non-profits, educational institutions, and community organizations) in the development of the CEDS and the formation of the Strategy Committee should be documented. For updated CEDS, information on how these critical stakeholder groups contributed to the plan's implementation should be noted. Documented evidence of these strategic partnerships strengthens a CEDS by demonstrating the commitment of local partners to coordinate work and investment across the region, helps to effectively target local funds and private sector resources, and legitimizes the CEDS as a product representing the region as a whole. Information should also be included that describes the planning organization's efforts to regularly engage partners and stakeholders on monitoring progress on the CEDS and to keep the plan both current and relevant.

Planners should take care to build stakeholder participation and buy-in for long term planning initiatives. Stakeholders need to understand how they fit into the picture of regional economic competitiveness and, more important, how engagement in a CEDS process will benefit their communities and organizations.

Consider using the CEDS as an opportunity to illustrate how the region's stakeholders are linked together. Illustrate the business to business linkages (clusters, supplier networks, value chains) and the social connections (social networks, places of worship, investor relationships). In addition, consider identifying opportunities for short-term, medium-term, and long-term activities in the CEDS. Stakeholder engagement can be maintained effectively and expanded to new stakeholders through short-term "wins."

Recommended Resource: *Innovate Kansas* <http://innovatekansas.org/>.

The steps below apply only to EDA-funded planning grantees (e.g., EDDs and Native American tribes):

Step 1: Establish and maintain an Economic Development Strategy Committee (Strategy Committee) to oversee the CEDS process. It is recommended that members of the Strategy Committee be listed in the CEDS.

Step 2: Define the Strategy Committee's role and relationships.

Step 3: Leverage staff resources.

Step 4: Adopt a program of work.

Step 5: Seek stakeholder input. Craft the initial CEDS document and solicit and address public comments (per 13 C.F.R. § 303.6).

Step 6: Finalize CEDS document.

Step 7: Submit a CEDS Annual Performance Report.

Step 8: Revise/update the CEDS (at least every five years).

You can and should contact your EDA regional office staff at any point in this process for general technical assistance and advice. The regional office staff can help with EDA approval of the CEDS and with the annual reports.

Economic development organizations are encouraged to work with and make use of other EDA programs such as University Centers, Local Technical Assistance, Trade Adjustment Assistance, and Economic Adjustment Assistance. EDA regional office staff can provide current information on accessing these programs, as well as other non-EDA programs and that may be useful in the development and implementation of the CEDS.

5. Equivalent/Alternative Plans

As noted earlier, a CEDS should serve as a means to engage community leaders, leverage the involvement of the private sector, and establish a strategic blueprint for regional economic collaboration.

However, a region does not have to develop a CEDS if a strategy has already been prepared or is being crafted for an alternate but complimentary purpose, for example, a regional sustainability plan. In the absence of an EDA-funded CEDS, and in an effort to reduce duplication and foster cross-agency collaboration, EDA may accept as a CEDS any regionally prepared plan, including plans prepared under federally or state supported programs. All that is required is that

- the alternate plan is current (developed or updated within the past five years and shows relevancy through actions such as public posting and/or active use)
- its preparation and contents address EDA's regulations (13 C.F.R. § 303.7)
- the plan is consistent with these guidelines – containing at least a summary background, analysis, strategic direction/action plan, and an evaluation framework
- alternate plans should clearly define the area that the plan will serve and provide evidence of a robust participatory process (broad-based and inclusive community engagement)

Those plans submitted as a CEDS alternative or equivalent that are *not* accepted by EDA often lack one or more of the elements noted above. Many plans that are not accepted do not include a robust action/implementation plan (with well-defined priorities), or the plans may not have a sufficient evaluation framework (with clearly defined measures). The equivalent plan must also include a mechanism for regular updates and “check-ins” that will keep the strategies and

activities outlined in the plan current, and ensure that the plan as a whole continues to be relevant.

When crafting a regional plan that will also serve as a CEDS alternative or equivalent that covers a geographic area already covered (in part) by one or more CEDS, those previously approved CEDS should be folded into (sometimes called “nesting”) the new plan. The existing plans and evaluation frameworks can be effectively used to strengthen the newer plan. At a minimum, the organization(s) (for example, the Economic Development District) that prepared the previously approved CEDS should be consulted. Including key elements from the previously approved CEDS will ensure that the larger regional plan continues to address more local needs and requirements.

One model of “nesting” is the statewide CEDS (EDA encourages regions to collaborate across regions and at the statewide level on CEDS plans). A number of states have (or are in the process of) rolling-up the work of their regions’ individual CEDS

- to more effectively address larger, cross-cutting needs and priorities or
- to attain benefits that accrue beyond regional boundaries and that may require economies of scale to implement.

Recommended Resource: See this example of a statewide CEDS:

<http://ceds.alabama.gov/>). Examples of successful alignment between the CEDS and HUD’s Sustainable Communities Planning Grant include Central Minnesota: <http://resilientregion.org/> and the Centralina region in the Charlotte area: http://www.centralinaedc.org/2012_CEDS_Update.php

It is critical that you begin the process of developing a regional plan that can also serve as a CEDS alternative document by engaging the appropriate EDA regional office and that region’s point-of-contact for your state (<http://www.eda.gov/contact/>).

The EDA regional office staff can help guide the process and ensure the new plans meet the basic requirements noted above. They also may be able to point out examples where such approaches have been undertaken successfully. Moreover, they may be able to help align schedules and increase coordination while preventing duplication in the development of multiple regional plans.

It should also be noted that EDA does not formally “approve” these alternate/equivalent plans. Rather, the EDA regional office will accept or deny the plan when the community or region applies for an EDA-funded project.

6. Opportunity Zones

Opportunity Zones Overview⁴:

Opportunity Zones, created under the 2017 Tax Cuts and Jobs Act, are a federal economic development tool focused on improving the outcomes of communities across the country, especially in areas that have suffered from disinvestment over many years. Opportunity Zones are designated low-income census tracts where tax incentives are available to groups or individuals who invest in an Opportunity Fund (i.e., an investment vehicle for injecting money in an Opportunity Zone) and hold their capital gains in Opportunity Zone-related assets or property. There are over 8,700 Opportunity Zones (representing 12 percent of all census tracts), with nearly a quarter (just over 23%) in rural areas. By investing in Opportunity Zones, investors stand to gain a temporary deferral on their capital gains taxes if they hold their investments for at least 5 years, and a permanent exclusion from a tax on capital gains from the Opportunity Zones investments if the investments are held for 10 years. For more information on the basics of Opportunity Zones and Opportunity Funds, visit <https://opportunityzones.hud.gov/> or see <https://www.cdfifund.gov/Pages/Opportunity-Zones.aspx>.

Opportunity Zones and the CEDS:

Purpose

To effectively position themselves for investment through Opportunity Zones, communities need to have a strong economic development plan in place that can send a signal to the private sector that the area has established a clear vision for the future, identified its important assets and challenges, and engaged key stakeholders. EDA believes that encouraging the desired private sector investment requires an understanding of the Opportunity Zones and the communities in which they reside from a regional perspective. Many of the assets touted within an individual community as reasons to invest in a particular Opportunity Zone are, in fact, regional assets. By placing a community's assets and strengths in a regional context, the advantages of the entire region can further incentivize investment. The inherently regional focus of the CEDS therefore provides a unique platform to capture and promote the advantages of Opportunity Zone communities within a distinct economic region by highlighting and emphasizing the linkages among the key regional assets.

Many of the current recommendations on how communities should make the most of their Opportunity Zones (see the Local Initiatives Support Corporation (LISC) Opportunity Zones Community Playbook at <http://www.lisc.org/opportunity-zones/community-partners-playbook/>) highlight the importance of planning and stakeholder engagement – convening key players, gathering economic and demographic data on the area, identifying economic assets and challenges, etc. – all of which are important existing elements of the CEDS planning process. As such, the CEDS is well-positioned to inform a deeper dive into the Opportunity Zones within each region. Moreover, including Opportunity Zone-content in (or appended to) the CEDS

⁴ The information contained herein is general in nature and based on authorities that are subject to change. It is not intended and should not be construed as legal, accounting or tax advice or opinion.

serves as a mechanism to further promote the economic attractiveness of each region by emphasizing Opportunity Zones as key investment ready locations.

Recommended Resource(s): *In addition to LISC, other great Opportunity Zones sources of information and tools include: the Council of Development Finance Agencies (CDFA) at <https://www.cdfa.net/cdfa/cdfaweb.nsf/resourcecenters/OZ.html>; Novogradac at <https://www.novoco.com/resource-centers/opportunity-zones-resource-center>; Milken Institute at <http://milkeninstitute.org/programs/opportunity-zones>; and the Economic Innovation Group (EIG) at <https://eig.org/opportunityzones>. EIG, in particular, has launched an interactive online portal (sourced from local press and public announcements) highlighting many innovative and impactful Opportunity Zone developments.*

Similar to EDA and the CEDS, the U.S. Department of Housing and Urban Development requires many of its grantees to develop a three- to five-year Consolidated Plan (Con Plan). EDA believes that a better alignment of the CEDS and the Con Plans will allow grantees receiving funds from both agencies to optimize the investment of Federal, state and local resources for sustainable, innovative economic and community development projects. Grantees are strongly encouraged to coordinate their CEDS and Con Plan processes to the greatest extent possible and to align these separate plans to maximize the community's ability to attract and support Opportunity Zone investment and achieve sustainable community revitalization (see <https://www.eda.gov/edi/planning/> for more information).

Content/Structure/Format

The Opportunity Zones content and structure within each CEDS may vary based on the needs, regional focus, and capacities of each EDD or community or tribal organization. For those regions that encompass one or more Opportunity Zones, the new content may be as straightforward as an overview of regional Opportunity Zones in relation to CEDS-identified goals, objectives, and/or projects, or it could take the form of an appended, in-depth “regional investment prospectus” aimed at potential investors. **Like the CEDS itself, how and to what extent Opportunity Zones are incorporated into economic development planning may vary based on the needs and focus of each region.** Either path – a separate section within the CEDS or an appended regional prospectus – is a viable way to help make the most of a region's Opportunity Zones from a planning perspective.

CEDS Section

For those EDDs looking to establish an Opportunity Zone-focused section within the CEDS, there are three basic elements that we recommend be included to enhance the economic attractiveness of the region:

1. **Inventory/map the Opportunity Zones in the region:** Provide a general overview of the Opportunity Zones (including the distinct census tracts) within the larger regional context, while adding information on the communities in which the Opportunity Zones reside. While each Opportunity Zone may have its own unique character, consider

identifying common attributes that allow the Opportunity Zones to share a common typology within the region. These groupings (i.e., urban/rural, industry cluster, proximity to anchor institutions, etc.) may help gauge the compatibility of potential Opportunity Zone projects within the existing environment (see both www.statsamerica.org and the U.S. Census Bureau On the Map Tool, <https://onthemap.ces.census.gov/>). Also, consider mapping the location of the Opportunity Zones among existing local and regional assets and typology to provide an overall spatial context (see the public edition/open map of www.policymap.com).

2. **Identify key partners/collaborations:** Provide an overview of local/regional stakeholders involved with Opportunity Zones, including public/private/nonprofit organizations actively involved in the planning and implementation of community and economic development. This may include Community Development Corporations, community groups, state and local governments, leaders of anchor institutions, and philanthropic organizations. Identify any local or regional “champions” of Opportunity Zones – including regional consortiums (see below) that may have been established specifically to leverage Opportunity Zones – as touchpoints and points-of-contact for potential investors. Highlight specific local or state incentives that may be available (see below for more on incentives). A focus should also be given to economic inclusiveness, and how the Opportunity Zone effort is working to maximize economic benefits for people in low-income communities.
3. **Recognize linkages with the data, goals/objectives, and priority projects within the CEDS:** Re-emphasize key data elements (including socio-economic data points and trends) from the CEDS that have a direct linkage to or impact on the individual Opportunity Zones as investment-ready locations. Key data on population, higher education enrollment, workforce, and major employers may be particularly ripe for inclusion. Identify any SWOT-related linkages, including market strengths and specific assets (e.g., infrastructure highlights) that may be key to driving investor interest. Highlight specific goals or objectives within the CEDS that have a connection to the Opportunity Zones, and identify specific priority projects that may address asset gaps in each of the Opportunity Zone communities. On the flip side, incorporating Opportunity Zones in the CEDS may require specific updates to the SWOT, a revision of the goals and/objectives, and a change to the priority projects as part of an annual update or five-year revision of the CEDS (if applicable/pertinent to the overall economic development strategy of the region).

Recommended Resource: *Statsamerica.org has established an Opportunity Zones mapping tool (<http://www.statsamerica.org/opportunity/>) that will allow users to see Opportunity Zones in relation to boundaries and information specific to each EDD, which can be helpful when developing Opportunity Zone-related content for the CEDS.*

Regional Prospectus

Beyond the basics noted above, certain regions may wish to develop (in addition to or in place of a separate section in the CEDS) a “regional investment prospectus.” This prospectus can be used

to describe and communicate regional (and specific local) competitive advantages, community partnerships, and projects that are ready for public and private investment. Intended for regions that want to put a high-profile emphasis on their Opportunity Zones and the potential associated benefits, the regional investment prospectus can specifically help:

- market their Opportunity Zones to local, regional, and national investors
- highlight their regional assets to have maximum economic impact
- coordinate stakeholders around a common vision of inclusive growth

A regional prospectus may include, in addition to the elements noted above:

1. Purpose of the prospectus/introduction to Opportunity Zones: Point to the prospectus as a marketing strategy, economic development policy brief, and a “way-finding” mechanism to help potential investors find and explore the region. Consider noting how Opportunity Zones can facilitate and integrate investments generated by the new tax benefit to complement current and future economic development activities, helping to define or emphasize the region’s economic development vision for the future. Also, provide an overview of the Opportunity Zones program and where more detailed information can be found.
2. Key partners/collaborations: As noted above, identify the organizations and groups involved with Opportunity Zones, particularly any local or regional partnerships or consortiums that have been established specifically to bolster Opportunity Zone efforts.
3. About the region/region by the numbers: Use this portion to orient investors to the region, highlighting socio-economic data and related trends. Provide an overview of population, employment, workforce/talent, and other data and information that emphasizes what makes the regional special. Use both quantitative evidence and qualitative regional knowledge. Make sure the information provided links to the key background information in the CEDS as applicable.
4. Market strengths: Summarize what gives the Opportunity Zones in the region market traction and are good targets for investment. Identify regional assets (including transportation) and how they enhance or link to specific Opportunity Zone characteristics. Note any anchor institutions (major employers, universities, hospitals, etc.) and the capital investments they recently made or are planning to make.
5. Institutional capacity: Highlight applicable financing tools (zoning, joint ventures, tax credits, etc.). Identify public and private initiatives (including existing economic development projects and programs) already undertaken, both regionally and locally, that will impact the Opportunity Zones. Determine specific local and state incentives that may be available (see more on incentives below).
6. Opportunity Zones in the region and typology: Identify the specific location of the Opportunity Zones in the region, including the census tracts that comprise the Opportunity Zones. As noted above, consider identifying common attributes that allow the Opportunity Zones to share a common typology within the region. Map the location of the Opportunity Zones within the region, including in relation to other regional assets (major transportation networks, waterways, etc.) to provide context and spatial linkages.
7. Individual community profiles: Provide specific information and data on the individual Opportunity Zones and the communities in which they reside. This should include the

types of projects and the economic (and social) impact goals of each community, with linkages to the region and the CEDS. Consider profiling specific projects that are both investor ready and community enhancing. If individual county or community prospectuses exist, include them here (see below for more information).

Recommended Resource(s): *Accelerator for America has developed a “how-to” guide for localities to develop an investment prospectus (see <http://www.acceleratorforamerica.com/OZGuide>). While aimed at individual communities, the suggestions can easily be “scaled-up” in the development of a regional prospectus. As of late-2019 over two-dozen individual investment prospectuses have been developed and can be accessed at <http://www.acceleratorforamerica.com/tools>.*

In addition to the example prospectuses identified at Accelerator for America, check out the city of Montrose’s (Montrose, CO) prospectus for a smaller city/town perspective that may be helpful in scaling-up smaller communities in an EDD into a regional prospectus:

<https://www.cityofmontrose.org/DocumentCenter/View/39168/Montrose-CO-Opportunity-Zone-Invitation-To-Invest?bidId=>

A number of cities that contain Opportunity Zones have already developed (or are in the process of developing) an investment prospectus. If individual, locality-based prospectuses exist within your region, a regional prospectus effort may simply consist of compiling and linking/integrating the individual city prospectuses and highlighting detailed local strengths through a CEDS-driven regional lens. If no local investment prospectuses exist, the regional prospectus effort provides an opening to reach out and help communities that have Opportunity Zones promote their local and regional advantages. Specifically, individual prospectuses may provide an opportunity to take a more detailed look at the assets found in each community. Part of this process should include developing an asset map for each community that not only identifies each communities' strengths but also identifies critical asset gaps, and which planned projects may address the specific local (or regional) asset gaps.

Recommended Resource(s): *Check out the Acadiana Planning Commission’s (APC) Opportunity Zone regional prospectus, templates for local opportunity zone prospectuses, and a regional Opportunity Zone website at <https://investacadiana.org/>. APC’s Strategic Regional Opportunity Zone Initiative is focused on long-term reinvestment and cultural preservation and advances the goals and objectives of Acadiana’s CEDS.*

In addition to the excellent regional prospectus developed by APC, a number of other planning organizations have begun engaging in Opportunity Zones activities in their regions, in different ways and at different levels. For example, the Eastern Upper Peninsula Regional Planning & Development Commission in Michigan has created an online mapping tool that can be used to better understand the infrastructure surrounding the census tracts designated as Opportunity Zones in the region (see more at

<http://euprpd.com/maps/arcgis.com/apps/webappviewer/index.html?id=01049e08b82349a0aee9d789446ad7fd>). The Isothermal Commission in North Carolina has developed a number of online

resources and drafted a prospectus template and an individual prospectus for each of the region's Opportunity Zones (see more at <https://regionc.org/opportunity-zones/>).

Like the CEDS itself, the regional prospectus is an opportunity to put a “best foot forward” to attract investors and effectively market the region. Therefore, the look and feel of the regional prospectus is critical and should be structured in a way that compellingly communicates its concepts to key stakeholders. Creativity, coupled with a professional and appealing format is highly recommended. Charts, graphs and professional photos should be used extensively to draw attention and bolster the document's primary messages.

Other Key Opportunity Zone Elements:

In addition to the recommended components noted above, additional elements may be included in an Opportunity Zone-focused section of the CEDS or in a separate regional prospectus as applicable:

Incentives

As part of an overall institutional capacity (see above), a number of states and localities have created or are leveraging specific incentives to help generate investor interest in Opportunity Zones. This information should be investigated and highlighted in the CEDS or regional prospectus since the pairing of Opportunity Zones with additional incentives (i.e., “incentive stacking”) is proving to be a key factor in attracting investors. For example, New Mexico's incentive program for Opportunity Zone (OZ) projects offers \$1 million bonus to investments that meet certain benchmarks (www.nmopportunity.com) and Ohio gives investors an additional 10% tax credit if they invest in one of Ohio's Opportunity Zones (<https://opportunityzones.ohio.gov/wps/portal/gov/ooz/home>). Maryland has an interactive tool to help identify incentives by Opportunity Zone location (<https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=1cc479d2dc3948239f0c47bda8b6967e>).

In addition to state and local incentives, the White House Opportunity and Revitalization Council has identified over 190 federal programs where targeting, preference, or additional support could be granted to Opportunity Zones:

(https://www.hud.gov/sites/dfiles/PA/documents/OppZone_Agency_Completed_Actions.pdf).

EDA, in particular, has added Opportunity Zones as one of its five Investment Priorities to help significantly increase the number of catalytic Opportunity Zone-related projects funded by EDA, and made Opportunity Zones eligible for funding from EDA through its special needs category – even if the area would not meet EDA's regular economic distress criteria.

Consortiums

States and localities have also begun to form consortiums to organize and drive Opportunity Zone-related activity and, particularly, to serve as an early entry point for investors. Check out examples such as Opportunity Cleveland (<https://www.opportunitycle.com/>) and Opportunity Investment Consortium Indiana (<https://www.opportunityinvestmentconsortium.com/>).

These consortiums are focused on a number of different activities including:

- providing training and technical assistance on Opportunity Zones to various public/private/nonprofit stakeholders
- establishing an online presence (see below) for Opportunity Zones that can serve as source of information, a marketing tool and as a deal portal for both businesses and investors interested in Opportunity Zone projects
- pressing states and localities for increased or additional incentives related to Opportunity Zones.

Consortiums, as well as any related public, private, or nonprofit groups organized around the issue of Opportunity Zones, should be noted in the CEDS section or the regional prospectus focused on key partnerships and collaborations.

***Recommended Resource(s):** Check out the Rockefeller Foundation, which, through its Community Capacity Building Initiative, will channel financial and human resources support to six cities, including funding for a Chief Opportunity Zone Officer embedded in city government. The Rockefeller Foundation has also helped launch (along with Smart Growth America) an Opportunity Zones National Academy—for Chicago, Seattle, Miami, Pittsburgh, and Norfolk—to build capacity and foster inclusive economic development focused on Opportunity Zones (see both <https://www.rockefellerfoundation.org/our-work/initiatives/opportunity-zones/> and <https://smartgrowthamerica.org/new-national-opportunity-zones-academy/>).*

Marketing/Online Presence

The creation of an online presence, including an interactive website, can be a critical tool in helping investors identify the various Opportunity Zones within a particular region and assess the resources, incentives and project possibilities that may exist. Much like a regional prospectus, a creative, data-driven online presence can serve as an early entry point or “way-finding” mechanism to help potential investors find and explore the region, while providing a platform to potentially start marketing projects to Opportunity Funds. For example, check out Erie, PA’s “Flagship Opportunity Zone” site at <https://www.flagshipopportunityzone.com/>. Also see the “Opportunity Exchange,” an online marketplace for Opportunity Zone projects seeking investment (<https://www.theopportunityexchange.com/>).

Measures/Outcomes

While no federal reporting requirements currently exist related to Opportunity Zones, regions are highly encouraged to measure and report on the outcomes of their Opportunity Zone efforts in a transparent and accessible manner. Measuring and reporting on these outcomes will help to demonstrate that Opportunity Zones are providing tangible benefits to regions and communities, helping to drive positive social and economic change.

***Recommended Resource:** Again, check out LISC's Opportunity Zones Community Playbook at <http://www.lisc.org/opportunity-zones/community-partners-playbook/>, particularly the section on developing impact metrics. LISC identifies a number of organizations that have begun to craft metrics, as well as recommendations on types of outcomes that should be measured.*

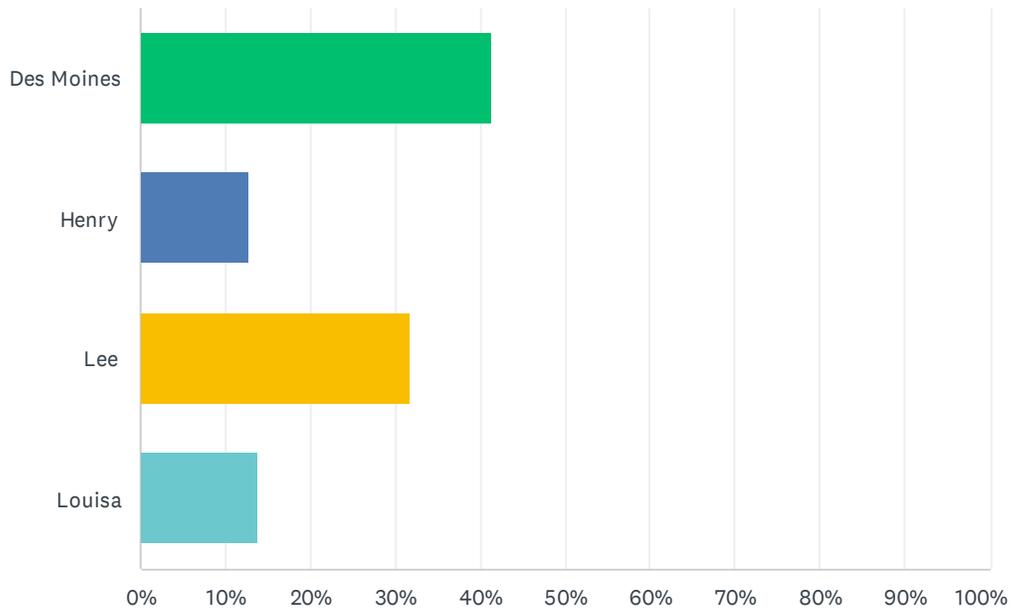
appendix public input attachments

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Q1 What county do you live in?

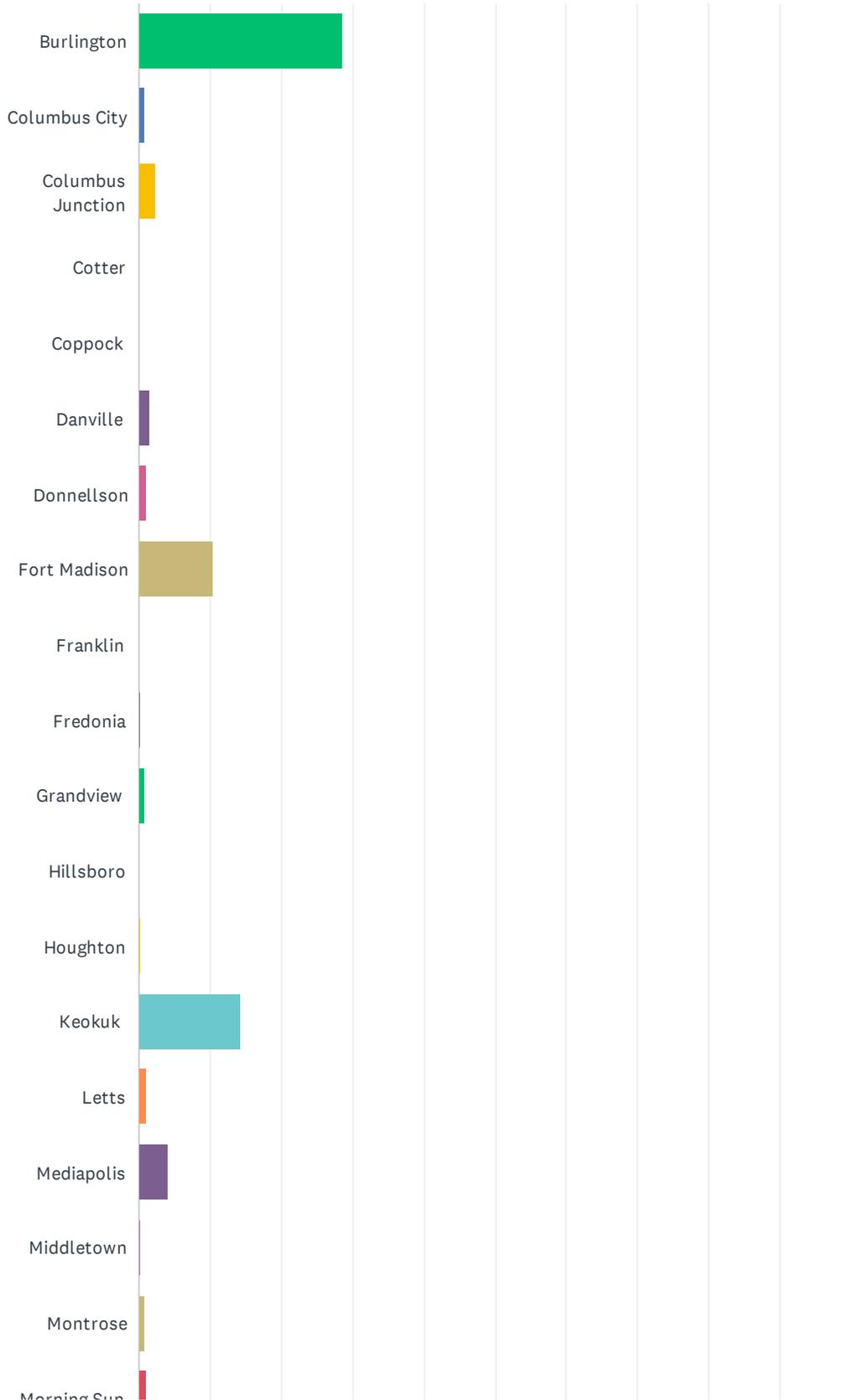
Answered: 380 Skipped: 12

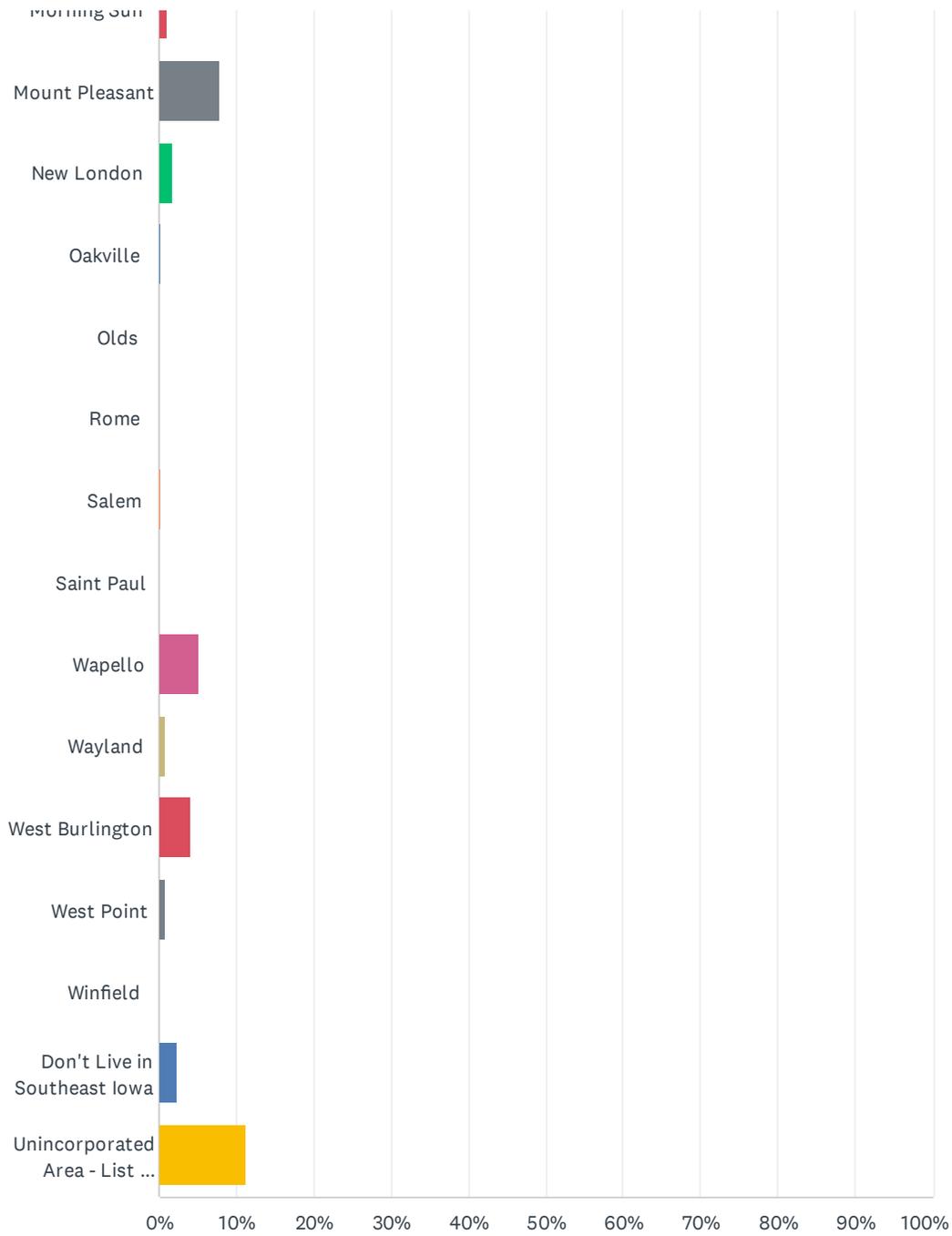


ANSWER CHOICES	RESPONSES	
Des Moines	41.32%	157
Henry	12.89%	49
Lee	31.84%	121
Louisa	13.95%	53
TOTAL		380

Q2 What city, if any, do you live in?

Answered: 392 Skipped: 0





ANSWER CHOICES	RESPONSES	
Burlington	28.57%	112
Columbus City	0.77%	3
Columbus Junction	2.30%	9
Cotter	0.00%	0
Coppock	0.00%	0
Danville	1.53%	6
Donnellson	1.02%	4
Fort Madison	10.46%	41
Franklin	0.00%	0
Fredonia	0.26%	1
Grandview	0.77%	3
Hillsboro	0.00%	0
Houghton	0.26%	1
Keokuk	14.29%	56
Letts	1.02%	4
Mediapolis	4.08%	16
Middletown	0.26%	1
Montrose	0.77%	3
Morning Sun	1.02%	4
Mount Pleasant	7.91%	31
New London	1.79%	7
Oakville	0.26%	1
Olds	0.00%	0
Rome	0.00%	0
Salem	0.26%	1
Saint Paul	0.00%	0
Wapello	5.10%	20
Wayland	0.77%	3
West Burlington	4.08%	16
West Point	0.77%	3
Winfield	0.00%	0
Don't Live in Southeast Iowa	2.30%	9

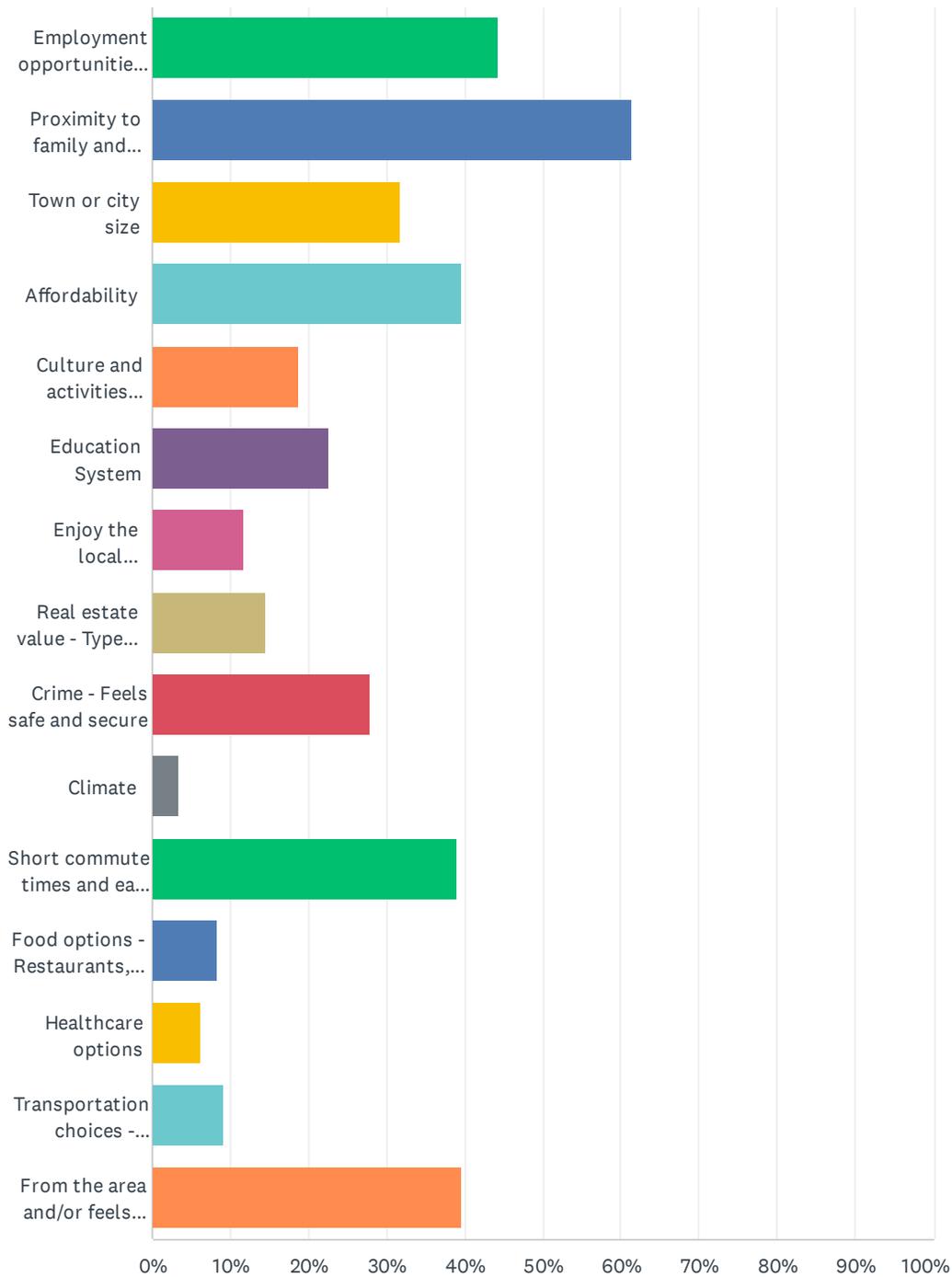
Unincorporated Area - List the nearest city you live to from the list above.
Total Respondents: 392

11.22%

44

Q3 Why do you choose to live where you do? (Choose all that apply)

Answered: 262 Skipped: 130



ANSWER CHOICES	RESPONSES	
Employment opportunities - Good job and/or to be close to work	44.27%	116
Proximity to family and friends	61.45%	161
Town or city size	31.68%	83
Affordability	39.69%	104
Culture and activities (parks, recreation, theaters, sports teams, Mississippi River)	18.70%	49
Education System	22.52%	59
Enjoy the local businesses	11.83%	31
Real estate value - Type, size, and cost of housing	14.50%	38
Crime - Feels safe and secure	27.86%	73
Climate	3.44%	9
Short commute times and easy to get around	38.93%	102
Food options - Restaurants, locally sourced foods	8.40%	22
Healthcare options	6.11%	16
Transportation choices - Highway, commercial airport, Amtrak rail service	9.16%	24
From the area and/or feels like home	39.69%	104
Total Respondents: 262		

Q4 What do you like most about the community you live in and Southeast Iowa?

Answered: 239 Skipped: 153

Q4 What do you like most about the community you live in and Southeast Iowa?

Answered: 239 Skipped: 153

#	RESPONSES	DATE
1	Clean-quiet-safe-hunting	4/16/2023 9:45 AM
2	Small town feel with lots of amenities and things to do.	4/14/2023 8:41 AM
3	quiet, good neighbors, easy to get on highway and go into iowa city or illinois, etc,	4/14/2023 7:58 AM
4	commute time	4/14/2023 4:47 AM
5	Small rural community that is a short distance from both Fort Madison and Burlington.	4/13/2023 2:56 PM
6	The beauty of the river, small town community, less traffic.	4/13/2023 10:57 AM
7	Salem Elementary	4/13/2023 8:06 AM
8	Low cost of living	4/12/2023 11:04 AM
9	Location/river/parks	4/12/2023 8:49 AM
10	Friendly	4/11/2023 11:57 PM
11	Slower pace of life than big city	4/11/2023 1:25 PM
12	easy to get around, familier, friendly people	4/11/2023 12:42 PM
13	Small town atmosphere.	4/11/2023 12:03 PM
14	Friendly, close to large cities if needed.	4/11/2023 10:17 AM
15	That its small and safe feeling	4/11/2023 10:01 AM
16	Close to my kids' activities	4/10/2023 12:14 PM
17	Smaller enviornment	4/10/2023 10:34 AM
18	Educational Opportunities	4/10/2023 9:57 AM
19	We are a river town. We used to have a lot of events on the river front, for families and boater.	4/10/2023 9:53 AM
20	Small rural communities with great values. We have a lot of options for family activities, dining, excellent schools, etc.	4/10/2023 9:20 AM
21	Small town feel. Great county parks. Freedom to do what I want	4/10/2023 9:04 AM
22	I can get most of what I need in the region, it's easy to get around and we have short commute times.	4/10/2023 8:34 AM
23	size and that it is looking to grow	4/9/2023 5:12 PM
24	Access to wildlife areas.	4/8/2023 1:16 PM
25	I love living in a small town but having advantages not too far away	4/8/2023 11:29 AM
26	Enjoy living close to a state park. Enjoy being in an area to enjoy the wildlife.	4/7/2023 4:19 PM
27	Safety, convenience	4/7/2023 4:11 PM
28	It is very cheap to live here. I really like the community too.	4/7/2023 3:57 PM
29	Proximity to family.	4/7/2023 2:44 PM
30	small, close to work, close to necessities needed	4/7/2023 2:18 PM

31	Downtown People in my condo building	4/7/2023 2:10 PM
32	Rural and family oriented	4/7/2023 1:55 PM
33	Big enough to get what I need for the most part but still small enough so not the same traffic issues as a "big" city.	4/7/2023 1:38 PM
34	small, clean community, still has grade-school for town kids. 4th July celebration	4/7/2023 1:37 PM
35	quite	4/7/2023 1:37 PM
36	I have worked the majority of my adult life in SE Iowa, so I'm very familiar with things, even though I live in IL	4/7/2023 1:17 PM
37	Historic, smaller town atmosphere. Size of downtown area.	4/7/2023 1:13 PM
38	No traffic, not congested. Always see people you know when you are out and about.	4/7/2023 1:08 PM
39	Nature opportunities (Crapo/Dankwart Park, Geode, etc.) and the people I care about. I like my job, but that's not specific to the region.	4/7/2023 1:02 PM
40	It's nice and quiet. West Burlington is very friendly.	4/7/2023 1:00 PM
41	the Parks and recreation we have in southeast iowa	4/7/2023 12:50 PM
42	The deep roots & community pride	4/7/2023 12:49 PM
43	Short commute time; easy to get around to everything that I need.	4/7/2023 12:49 PM
44	The effort that is put into the events on the Square in Mount Pleasant. There are things to do if you chose to.	4/7/2023 12:43 PM
45	In the rural area, we know who our neighbors are.	4/7/2023 11:34 AM
46	friendly	4/7/2023 8:12 AM
47	Family	4/6/2023 7:35 PM
48	Mostly friendly community other than the overt racists and homophobes.	4/6/2023 12:06 PM
49	Seeing bald eagles.	4/6/2023 11:28 AM
50	It is close to my family.	4/6/2023 11:21 AM
51	#1 - family. #2 opportunity for the city to become a thriving small city. There are many unique qualities of Fort Madison that if taken advantage of and invested in could help the town grow stronger.	4/6/2023 10:39 AM
52	Helpfulness and friendliness of the majority of the community. Small town vibe at businesses.	4/6/2023 6:31 AM
53	My church and the people I go to church with	4/5/2023 1:47 PM
54	The Burlington School system offers so many education opportunities, special education supports and technical programs for students. That there is a hospital and medical care services in the town of Burlington.	4/5/2023 11:46 AM
55	Centrally located, 45 minutes from Burlington & Quincy, 2.5 hours from St. Louis & Des Moines. Friendly communities. The Mississippi River.	4/5/2023 10:38 AM
56	Good education system, affordable, good library system, YMCA	4/5/2023 10:20 AM
57	I appreciate the small-town feel and friendliness of the people.	4/5/2023 9:03 AM
58	I've lived here long enough that it has a small town feel. I know someone everywhere I go.	4/5/2023 8:49 AM
59	Friendly community	4/4/2023 3:28 PM
60	Once a Grayhound, always a Grayhound! Great school system	4/4/2023 3:16 PM
61	My community is usually pretty safe and kids can safely walk outside.	4/4/2023 3:13 PM
62	Friends and Family.	4/4/2023 2:41 PM
63	Size -- but small town feel.	4/4/2023 2:36 PM

64	It's beautiful. The parks and green spaces, the riverfront. There are plenty of opportunities for recreation and social activities, as well as free and fun activities for families.	4/4/2023 2:24 PM
65	Supportive neighbors, easy to navigate needs here	4/4/2023 2:08 PM
66	Great place to live and raise a family.	4/4/2023 2:07 PM
67	Friendly and helpful people	4/4/2023 9:52 AM
68	Family Values	4/4/2023 3:54 AM
69	Small town	4/3/2023 3:44 PM
70	Friendly, nice neighborhoods, feel safer than city living	4/3/2023 3:35 PM
71	Opportunities	4/3/2023 11:11 AM
72	Small town, easy access, no traffic	4/3/2023 8:15 AM
73	business diversity	4/3/2023 7:49 AM
74	My friends and family	4/2/2023 5:07 AM
75	friendly people, good schools, good business climate	4/1/2023 10:25 AM
76	Fort Madison: - Surprisingly a very clean town. - The layout on a numerical/alphabetical grid makes it an easy town to maneuver. - Good infrastructure in general. - Overall friendliness.	3/31/2023 9:59 PM
77	The people and the natural beauty of the area.	3/31/2023 4:50 PM
78	Friendly people; Mississippi River; Town size;	3/31/2023 2:41 PM
79	The people. Many friends who have an interest in the community and each other.	3/31/2023 2:15 PM
80	Former work. Retired from Keokuk Comunity School Dist	3/31/2023 1:50 PM
81	I like the rural setting.	3/31/2023 1:31 PM
82	The view of the Mississippi River. I enjoy taking walks at night without worrying about being bothered (just wish some of these businesses would tone the lights down - it's nice to see the stars when you get to a dark area).	3/31/2023 11:56 AM
83	Small safe community. Lots of open space, beautiful parks and outdoor Rec. nice place to raise a family, fairly low cost of living.	3/31/2023 11:45 AM
84	I like the people and rural, small town feel.	3/31/2023 10:06 AM
85	Small town living. Easy to get involved with organizations and various group activities.	3/31/2023 9:11 AM
86	Size and safety	3/31/2023 8:26 AM
87	Close to family and affordable.	3/30/2023 7:45 PM
88	It's home	3/30/2023 3:00 PM
89	Majority of the community around West Point, volunteers in the community or backs their community in any way that they need.	3/30/2023 10:30 AM
90	Wapello and surrounding communities are welcoming.	3/30/2023 9:03 AM
91	Small, ability to participate in local government. Historically significant area with lots of cultural resources. Plenty of outdoor recreational areas. Great County conservation board.	3/30/2023 5:05 AM
92	Home Town feel, rural area	3/29/2023 12:40 PM
93	Equal distance to Mt Pleasant and Burlington for job/services	3/29/2023 9:38 AM
94	I love the rural atmosphere of Fort Madison and Lee County.	3/29/2023 9:08 AM
95	I love my old home. I love the short trip to work. I love the river.	3/29/2023 7:55 AM
96	employment	3/29/2023 7:45 AM
97	The people, recreational activities/areas to hunt and fish	3/28/2023 6:58 PM

98	Ease of life	3/28/2023 6:20 PM
99	It has always been home. We have wonderful neighbors who are always ready to lend a helping hand if needed.	3/28/2023 6:04 PM
100	It is undeveloped	3/28/2023 5:37 PM
101	I love the lack of traffic and not having the feeling of being around too many people. We are close enough to bigger communities that offer more services or stores but we don't see the issues they have.	3/28/2023 2:29 PM
102	Like all the parks within an hours drive.	3/28/2023 2:10 PM
103	The people.	3/28/2023 2:05 PM
104	I used to love the closeness and that we could get almost anything we needed here " used to "	3/28/2023 2:04 PM
105	Friendly	3/28/2023 2:03 PM
106	small town	3/28/2023 1:29 PM
107	Pretty central to many places in which we travel. Quiet communities.	3/28/2023 1:11 PM
108	I know a lot of people from the community and I am originally from here	3/28/2023 1:02 PM
109	Easy to get around if you avoid the potholes.	3/28/2023 12:04 PM
110	Close to family, friendliness of the community.	3/28/2023 10:00 AM
111	Ease of access to local resources	3/28/2023 9:55 AM
112	The pace of living, the people, my church and that my adult children live here.	3/28/2023 8:51 AM
113	Close knit community where we can raise our kids	3/28/2023 8:02 AM
114	religious organizations helping others, sheriff's department, generous local business, parks (although there could be some improvement),	3/27/2023 2:12 PM
115	Most people are nice	3/27/2023 1:03 PM
116	Friendships, affordability, activities, not overly populated	3/27/2023 11:13 AM
117	small town feeling with big city events the area is beautiful wonderful change of seasons	3/27/2023 10:26 AM
118	How friendly and supportive the people are.	3/27/2023 10:14 AM
119	Small, safe	3/27/2023 10:09 AM
120	Close to famiy	3/27/2023 8:58 AM
121	small town living	3/27/2023 8:54 AM
122	When you call a service person (e.g., electrician, plumber) they show up, low traffic patterns, people are helpful, Keokuk School District is striving to improve & reach out to community. The Mississippi River is a great under used asset.	3/27/2023 8:34 AM
123	Country living, family and friends. Job opportunities are abundant with low cost of living.	3/26/2023 10:18 PM
124	Small, surrounded by green space and a park out my back door. Close enough to Burlington to make things convenient. Close to regional medical center.	3/26/2023 5:35 PM
125	Small city, but great amenities. We are located only 4-5 hours drive from St. Louis, Chicago, and Kansas City. Southeast Iowa escapes much of the bad weather.	3/26/2023 4:21 PM
126	Small Town, affordable taxes	3/26/2023 10:15 AM
127	I love living in a small town, and the river.	3/25/2023 7:56 PM
128	The river, parks, and Starr's cave. A good selection of restaurants for the size of the town. Things to do: Civic Music, Players Workshop, Art Center, and others.	3/25/2023 7:27 PM
129	The natural resources in the county	3/24/2023 8:27 PM
130	The readily available brick and mortar stores for shopping	3/24/2023 4:44 PM

131	Generally people are nice	3/24/2023 4:21 PM
132	Growing community, improved quality of life.	3/24/2023 4:05 PM
133	Family and Central Lee School system. Proximity to many large metro areas in ALL directions is a perk we didn't realize until we moved back.	3/24/2023 3:38 PM
134	Iowa Nice, People are friendly, supportive and like minded. They support our communities and law enforcement	3/24/2023 3:16 PM
135	Lifestyle I am able to live.	3/24/2023 2:48 PM
136	I like the small-town feel.	3/24/2023 2:39 PM
137	Family	3/24/2023 12:30 PM
138	Nothing	3/24/2023 12:23 PM
139	The small atmosphere and my kids call this home.	3/24/2023 12:20 PM
140	People	3/24/2023 12:02 PM
141	For being as small as we are there is a fair amount of variety. We have a history of being a refuge and we try to make our corner of the world better even if it seems like its getting harder to do	3/24/2023 11:56 AM
142	Keokuk history and the river	3/24/2023 11:55 AM
143	Small-knit community. Everybody knows everybody (blessing and a curse).	3/24/2023 11:55 AM
144	I have been here all my life. I feel a deep connection to the community and the area.	3/24/2023 11:54 AM
145	Affordability of housing Proximity to family	3/24/2023 11:51 AM
146	To me it feels healthy and happy	3/24/2023 11:50 AM
147	Near family	3/24/2023 11:50 AM
148	history of the area	3/24/2023 11:43 AM
149	The people	3/24/2023 10:19 AM
150	I really like the cost of living in Burlington, the historical buildings around town and downtown, and the Mississippi natural landscape.	3/24/2023 9:14 AM
151	Close to friends that I have known most of my life who are there to help me when I need it.	3/24/2023 8:52 AM
152	Low crime, WBHS	3/24/2023 8:41 AM
153	Size and location to river	3/24/2023 8:34 AM
154	Good people	3/24/2023 8:32 AM
155	Born here, been here all my life except for Military time, and short time working for a national retail store.	3/24/2023 8:25 AM
156	Professionally, I enjoy the people who make up the network of partners providing various social services to families in SE Iowa. People make the difference.	3/24/2023 8:25 AM
157	Safe and friendly. Everyone works together!!! Yay!	3/24/2023 8:20 AM
158	small town	3/24/2023 8:10 AM
159	Clean and safe to a point. That seems to be changing from when I was a kid.	3/24/2023 7:52 AM
160	Cost of living	3/24/2023 7:40 AM
161	Close knit	3/23/2023 10:33 PM
162	Active and caring community, schools	3/23/2023 6:59 PM
163	Small town feel with big city amenities. Feels like the people in the community are passionate about improving the area and supporting local businesses.	3/23/2023 6:45 PM
164	small town feel/culture (rural & agriculture)	3/23/2023 5:00 PM

165	Small town, where takes a very little time to drive to work and homes.	3/23/2023 4:33 PM
166	I love Keokuk, and its people. I am a river person. I also like the 4 seasons that we have here in Southeastern Iowa.	3/23/2023 4:26 PM
167	The parks are awesome. plenty of opportunity for recreation.	3/23/2023 3:38 PM
168	Small town. People willing to help other people. Friendly community.	3/23/2023 3:37 PM
169	The size and ease of getting around as well as my neighborhood.	3/23/2023 3:20 PM
170	It's familiar. No hurricanes or earthquakes. I'm used to the weather.	3/23/2023 3:19 PM
171	Growth development	3/23/2023 3:16 PM
172	It is a nice place to raise a family. I don't feel the stress of traffic of high home prices.	3/23/2023 3:15 PM
173	Small town- know most people. Grew up in the community so it feels like home. Enjoy watching the small businesses grow. Generally a clean town- properties are generally well maintained, strong city ordinances. Enjoy community traditions such as Old Threshers. Great music program in the schools.	3/23/2023 2:42 PM
174	active downtown, not a lot of traffic, small town feel	3/23/2023 2:36 PM
175	The small town mentality where everyone helps everyone else, especially during difficult times.	3/23/2023 2:32 PM
176	good Midwestern values	3/23/2023 2:30 PM
177	The people, "Iowa nice"/culture	3/23/2023 2:22 PM
178	Small town relationships	3/23/2023 1:52 PM
179	Mid west culture and work ethic.	3/23/2023 1:43 PM
180	Originally from the area and it's a great place to raise a family.	3/23/2023 1:33 PM
181	I like that it's on the river. I like the outdoor recreation opportunities.	3/23/2023 1:18 PM
182	Friendly, small town atmosphere	3/22/2023 2:23 PM
183	small, quaint, country living	3/22/2023 1:45 PM
184	Friendly	3/22/2023 11:07 AM
185	history of Keokuk	3/22/2023 10:20 AM
186	quality of life	3/22/2023 10:05 AM
187	It has most of the amenities you would get in a big city, is near bigger cities if you want more, has great people, the ability to get involved, and has good schools/opportunities for my kids.	3/22/2023 10:04 AM
188	everything I need, nice town, easy to live here, family here, low cost	3/22/2023 9:36 AM
189	Close to family and friends. Less congestion. No traffic.	3/22/2023 8:45 AM
190	Small town living.	3/22/2023 8:15 AM
191	I do not live in Southeast Iowa, but I do own several rental properties in Keokuk.	3/22/2023 7:43 AM
192	Good people, low crime rates relative to other places	3/22/2023 7:42 AM
193	The Iowa nice.	3/21/2023 11:21 PM
194	The people who want to improve the town.	3/21/2023 8:19 PM
195	The cost of living is low.	3/21/2023 7:58 PM
196	Easy to commute to and from work, school, kids activities.	3/21/2023 7:40 PM
197	Less traffic.	3/21/2023 5:45 PM
198	Climate and scenery.	3/21/2023 4:50 PM

199	Lower crime rate and better educational opportunities for our children	3/21/2023 4:07 PM
200	It's close to family and my job.	3/21/2023 4:04 PM
201	It's small but offers great public education!	3/21/2023 4:03 PM
202	The people.	3/21/2023 3:56 PM
203	It's a safe, affordable community that isn't too far from anything we want to do.	3/21/2023 3:26 PM
204	Relatively smaller town	3/21/2023 2:56 PM
205	feels like home, easy to get around	3/21/2023 2:13 PM
206	Parks and People	3/21/2023 1:51 PM
207	Community commitment to better the town	3/21/2023 1:22 PM
208	SIZE FREINDLY PEOPLE	3/21/2023 1:19 PM
209	Crime and idiot free community	3/21/2023 12:38 PM
210	The small town "community" feeling. Generally friendly welcoming community. Small businesses.	3/21/2023 12:25 PM
211	Mount Pleasant is our "home town". It is where we chose to raise our family.	3/21/2023 11:55 AM
212	The people and small town atmosphere	3/21/2023 11:54 AM
213	Southeast Iowa is where I am from and family all live here. It is along the beautiful scenic Mississippi river and I have dedicated my entire professional career in working in Southeast Iowa	3/21/2023 11:50 AM
214	Size and safety	3/21/2023 11:48 AM
215	Small, friendly, quiet	3/21/2023 11:40 AM
216	Enjoy small town living, less cost of living compared to larger city areas	3/21/2023 11:37 AM
217	The people and the care the people have for the community	3/21/2023 11:23 AM
218	I like the size and people are friendly	3/21/2023 11:10 AM
219	the people	3/21/2023 10:54 AM
220	Good job opportunities, ease of transportation to major cities. Health care options.	3/21/2023 10:50 AM
221	Family feel, safety.	3/21/2023 10:40 AM
222	Very clean town and virtually 0 crime. Friendly people.	3/21/2023 10:38 AM
223	West Point is a very clean town. People take pride in their places.	3/21/2023 10:36 AM
224	I am a product of small towns, so I wanted to work and raise my family in that environment.	3/21/2023 10:34 AM
225	the people who live here	3/21/2023 10:33 AM
226	small town	3/21/2023 10:31 AM
227	smaller community with all the amenities and close to larger communities	3/21/2023 10:31 AM
228	My family is close by, living at the crossroads of 218 and 34 makes transportation easy, and there are plenty of things to do within an hour's drive	3/21/2023 10:29 AM
229	People are friendly and I can get somewhere with 10 mins.	3/21/2023 10:14 AM
230	Rural safe area. Work ethic of residents.	3/21/2023 10:14 AM
231	friendly	3/21/2023 10:07 AM
232	Close knit.	3/21/2023 10:05 AM
233	It's a short drive in town with lots of activities and things to do. Plus in 3 hours you can drive to a lot of larger cities.	3/21/2023 10:02 AM

234	friendly for the most part	3/21/2023 10:01 AM
235	Central Lee School District. It's literally the only reason we live in SE Iowa.	3/21/2023 9:54 AM
236	Feels safe, know your neighbors, friendly residents.	3/20/2023 6:35 PM
237	Rural sitting	3/14/2023 10:33 AM
238	It is quiet and safe with great neighbors.	3/2/2023 7:38 AM
239	dgfdgf	2/27/2023 1:06 PM

Q5 What do you like least about the community you live in and Southeast Iowa?

Answered: 243 Skipped: 149

Q5 What do you like least about the community you live in and Southeast Iowa?

Answered: 243 Skipped: 149

#	RESPONSES	DATE
1	Lack of restaurants and entertainment	4/16/2023 9:45 AM
2	Crime, homelessness and the good ole boy network that runs everything	4/14/2023 10:28 AM
3	Negative attitude of some about the community, not appreciating what we have.	4/14/2023 8:41 AM
4	roads are in terrible shape, houses are not kept up. Looks depressing.	4/14/2023 7:58 AM
5	crime/drug use	4/14/2023 4:47 AM
6	Challenges with EMS, specifically ambulance services.	4/13/2023 2:56 PM
7	Severe lack of shopping choices, lack of restaurants	4/13/2023 10:57 AM
8	Cell phone reception	4/13/2023 8:06 AM
9	Entertainment and food options	4/12/2023 11:04 AM
10	Humidity in the summer	4/11/2023 11:57 PM
11	relatively low amount of opportunities culturally	4/11/2023 1:25 PM
12	know a lot of people	4/11/2023 12:42 PM
13	HealthCare, Shopping, And crime.	4/11/2023 12:03 PM
14	no grocery store (but dollar general being built)	4/11/2023 10:17 AM
15	The Mediapolis School Distract is not opening to Sex education or making students responsible for their actions and just sweeps it under the rug.	4/11/2023 10:01 AM
16	Not enough family-oriented activities. There used to be a bowling alley. We need places where kids can hang out and feel safe. We've got the pool and the putt-putt, but we could use a trampoline park, bowling alley, etc.	4/10/2023 12:14 PM
17	not enough places to go for entertainment/dinner	4/10/2023 10:34 AM
18	Gravel Roads!	4/10/2023 9:57 AM
19	We used to be a safer community and we have shootings and way more theft. I lived here for 49 years never used to lock my doors and now you have to lock everything and have outside cameras. Its a same.	4/10/2023 9:53 AM
20	Violent crime rate is going up. Although, I'm not sure if it is actually going up or we just know more about it due to social media.	4/10/2023 9:20 AM
21	Prices going up, but i think that will change soon, horrible government priorities	4/10/2023 9:04 AM
22	No great bike trails.	4/10/2023 8:34 AM
23	nothing	4/9/2023 5:12 PM
24	The community itself is not welcoming. Unless you were born and raised here you're never welcomed or accepted.	4/8/2023 1:16 PM
25	Jobs are being shipped out to other places	4/8/2023 11:29 AM
26	Not much of a variety of restaurants in the largest towns closest to me. Seems like the largest town's homes closest to me , are deteriorating.	4/7/2023 4:19 PM
27	readily available readymade organic health food, fresh pressed juice bar	4/7/2023 4:11 PM

28	Drug problem! The poverty! People who are working at our schools and social work are overworked. We need more people in those jobs to truly make a positive change in our community	4/7/2023 3:57 PM
29	Paucity of qualified doctors and therapists; limited dining and shopping options; and extreme/repressive state politics.	4/7/2023 2:44 PM
30	taxes are high, real estate is slim pickings, maintenance free housing developments are non existent for retired adults who want to stay in the community, not a lot to draw young adults or families to Keokuk either.	4/7/2023 2:18 PM
31	Climate Violent crimes Homeless population	4/7/2023 2:10 PM
32	Little opportunity for businesses and we need more restaurants	4/7/2023 1:55 PM
33	Streets are in sad, sad shape. City is not proactive in making changes for the better or let buildings or structures fall into complete disrepair.	4/7/2023 1:38 PM
34	lack of local businesses	4/7/2023 1:37 PM
35	lack of higher education	4/7/2023 1:37 PM
36	Partnerships between community agencies and industries. There is a lot of lost opportunities, especially having a perfectly standing community college in Keokuk that is way underutilized.	4/7/2023 1:17 PM
37	Homes/yards/communities that are poorly maintained that bring down property values. Lack of homeowner/renter interest or inability to upgrade property to improve the neighborhood and community.	4/7/2023 1:13 PM
38	Lack of shopping. Closest airport, with good connecting flights, is 2 + hours away.	4/7/2023 1:08 PM
39	The weather, lack of cultural opportunities. Have to get a hotel for opportunities anywhere but Iowa City.	4/7/2023 1:02 PM
40	NA (West Burlington is great). However, in Burlington major, sometimes renting can be an issue for single persons. Sometimes rent, utility, and water billing are outrageous.	4/7/2023 1:00 PM
41	all the low income housing projects that ruined the established neighborhoods I grew up on the corner and 5th and Vine in Burlington and when they built Maple Hills is when the neighborhood went down fast.	4/7/2023 12:50 PM
42	Lack of job opportunities	4/7/2023 12:49 PM
43	Burlington seems to have a lot of gun crimes/shootings.	4/7/2023 12:49 PM
44	Shopping options limited / closed on Sunday Monday.	4/7/2023 12:43 PM
45	Sometimes in the winter the weather/roads are such that getting anywhere is unsafe.	4/7/2023 11:34 AM
46	lack of entertainment	4/7/2023 8:12 AM
47	Lack of entertainment and dining options	4/6/2023 7:35 PM
48	Lack of diversity. Lack of quality restaurants.	4/6/2023 12:06 PM
49	The lack of most types of resources for people in need (mental and physical health, housing, food, childcare, education, transportation, etc.)	4/6/2023 11:21 AM
50	Complacency! Complacency is a huge part of Southeast Iowa and particularly Lee county culture. People often don't strive to improve. It's common for people to only want to be good enough for "x" job and just get by. I believe as a community, town, and county we need to start thinking of things as investments that have a return, instead of analyzing cost alone. You must spend a penny to make a penny; and you have to have things to offer to attract new growth!	4/6/2023 10:39 AM
51	Racism, tax phobia, and under appreciation of the beautiful natural landscape where we live.	4/6/2023 6:31 AM
52	Lack of things to do with kids	4/5/2023 1:47 PM
53	The lack of mental health and children's mental health care in Southeast Iowa. The lack of public transportation in the evening hours.	4/5/2023 11:46 AM
54	The lack of growth, opportunity for higher paying jobs. The roads. The lack of wanting to	4/5/2023 10:38 AM

	expand the tax base. No hospital.	
55	Appearance and lack of pride with vacant buildings and homes. New homes available, lack of recreational options.	4/5/2023 10:20 AM
56	There has been gang-like activities in the nearby largest cities.	4/5/2023 9:03 AM
57	The lack of industry is frustrating. It is hard to draw people to this area due of the lack of industry that we have had in the past. There is also a lack of clothing stores, especially for males.	4/5/2023 8:49 AM
58	Seems to be a lot of low income housing options but not many houses for sale for the middleclass. Mall/shopping has drastically gone downhill	4/4/2023 3:28 PM
59	Crime	4/4/2023 3:16 PM
60	We don't have a lot of good paying jobs and there is a monopoly on electrical/cable services around here.	4/4/2023 3:13 PM
61	The community	4/4/2023 2:41 PM
62	Crime rate.	4/4/2023 2:36 PM
63	The blatant racism that is too prevalent. People are hateful. The deep socioeconomic divide and all the rippling effects of that. The lack of mental health resources. Prioritizing beautifying only certain areas of the community (ie downtown projects, housing complexes that are too expensive for anyone with a median income). The available and affordable housing is dismal.	4/4/2023 2:24 PM
64	Crime, drugs	4/4/2023 2:08 PM
65	The reputation and negativity Burlington receives from surrounding areas.	4/4/2023 2:07 PM
66	High level drug and alcohol abuse	4/4/2023 9:52 AM
67	Cost of Living	4/4/2023 3:54 AM
68	NA	4/3/2023 3:44 PM
69	Don't always agree with decisions that are made for city or county but that is just life.	4/3/2023 3:35 PM
70	Infrastructure	4/3/2023 11:11 AM
71	There are not enough retailers for general goods including grocers. There are also not enough daycare providers. This could open many doors for job creation/retention and entrepreneurship/businesses. For many, these rural areas are commuter towns to other cities including Burlington, Muscatine or Iowa City. It would be nice to have options.	4/3/2023 9:40 AM
72	Run-down areas of the communities Lack of support for/opportunities for cultural events, Political leanings of majority of citizenry	4/3/2023 8:15 AM
73	attitudes	4/3/2023 7:49 AM
74	Not much to do. Traffic safety (specifically corner of mason road & roosevelt) I work near that intersection, several accidents a year. Put a traffic camera up. Homelessness- I never knew it was so bad!	4/2/2023 5:07 AM
75	law enforcement needs to be limited to keep serious crime in check. (i.e. no photo camera enforcement of traffic laws) lack of resturaunts	4/1/2023 10:25 AM
76	Fort Madison: - A declining, aging township without any known hope for improvement. - There are few entertainment venues of variety, most are bars. - Limited retailers that are very expensive and lacking in variety. - There seems to be no incentive, or reason, to attract new businesses to town or the county. - The "old guard" resist change and refused large businesses from bringing jobs and revenues to this town, contributing to the steady declines. - Few restaurants in town, limited variety, and many of which offer a questionable quality of menu items. - Tourism has been pushed away to other townships by the rejection, of failure to encourage attractions that would bring outside interest and financial benefits to the town. - Allowing dilapidated, abandoned houses and businesses to pollute the landscape. - Two of our "greatest" tourist attractions - the old prison and replica fort - have been allowed to rot. - While not directly community-related but we now live in a very red state that is fast leaning toward its own version of authoritarianism. That will never attract people who are educated and innovative	3/31/2023 9:59 PM

to move here. Times change and progress means moving forward, not in reverse. This current mindset will fail us all.

77	Right now in Keokuk not have an emergency room is of concern. We miss having a movie theater and could use more variety in restaurants.	3/31/2023 4:50 PM
78	Too much economic diversity; not enough shopping available;	3/31/2023 2:41 PM
79	Infrastructure. The town and area is in need of an infusion of capital to improve the area's infrastructure.	3/31/2023 2:15 PM
80	Lack of restaurants and entertainment.	3/31/2023 1:50 PM
81	Illegal drug activity.	3/31/2023 1:31 PM
82	Lack of investment in our children and their education, recreation or their needs in any way. Focus on the needs of a few wealthy individuals rather than the whole community.	3/31/2023 11:58 AM
83	Lack of restaurants and places to shop in Fort Madison. Close-mindedness of people when it comes to something new or different.	3/31/2023 11:56 AM
84	Education system in Burlington is terrible beyond the grade school level. The heart of the residential neighborhoods are in rough shape, very few neighborhoods that are universally nice and well maintained. Most food choices are unhealthy fast options.	3/31/2023 11:45 AM
85	The littering in town and along the highways. The widespread over-policing of residents. Lack of drug prevention and child neglect. The lack of restaurant options. The mismanagement of local government employees. The dismantling of public schools.	3/31/2023 10:06 AM
86	Not enough safe biking areas.	3/31/2023 9:11 AM
87	We have lost many good businesses and we don't replace them.	3/31/2023 8:26 AM
88	Minimal opportunity and entertainment options	3/30/2023 7:45 PM
89	Loosing population	3/30/2023 3:00 PM
90	Wish there was extended bike/running/walking trails, whether from one community to another.	3/30/2023 10:30 AM
91	Lack of activities. I would like to see improved outdoor recreational spaces such as bike/walking trails.	3/30/2023 9:03 AM
92	The cabal of mafia that tends to dominate Wapello. Brad Quigley, the county supervisor, who is involved in anything that will enrich him financially through his political dealings.	3/30/2023 5:05 AM
93	Internet connections	3/29/2023 12:40 PM
94	Very limited dining options	3/29/2023 9:38 AM
95	The competition between 'north' and 'south' Lee county. I am disheartened by the propaganda taught and lack of discipline in our schools. The food insecurity.	3/29/2023 9:08 AM
96	The streets and sidewalks are in terrible shape. Instead of saving or at least salvaging old homes and buildings they are simply left to rot or torn down. The Preservation Station in Burlington will come and salvage for you if you call them. They then sell what they salvage. We have found many materials there to help restore our 150 year old home. I hate to see all the wonderful craftsmanship and woodwork get destroyed and thrown away when it could be salvaged and reused. Downtown and the mall are in dire need of renovation.	3/29/2023 7:55 AM
97	no resources	3/29/2023 7:45 AM
98	Our supervisors in Louisa County . We need 5. The supervisors meddling in the county conservation board . Appointing people that don't have a conservation background!!!!	3/28/2023 6:58 PM
99	Wish our town had more entertainment	3/28/2023 6:20 PM
100	The gravel roads	3/28/2023 6:04 PM
101	No complaints	3/28/2023 5:37 PM
102	few jobs that pay well, little entertainment options	3/28/2023 4:52 PM
103	I'm beginning to not like the winter weather as much.	3/28/2023 2:29 PM

104	Wish there were more walking/biking trails and better shopping. Several properties with in Louisa County with lots of trash.	3/28/2023 2:10 PM
105	No bike trails. No Thai food. Not sure the economic development is actually helpful. The gateway at the river could really use some development yet they focused on the Eagles building which is a money loser due to the high property taxes. A development focus on the river area seems smarter. The council members seem sloppy.	3/28/2023 2:05 PM
106	That people aren't supporting of others that don't fit their ideas	3/28/2023 2:04 PM
107	Streets, alleys, sewer system: All need repair.	3/28/2023 2:03 PM
108	No grocery store. To many small school in the county, need one or two bigger high schools. The county does not do much to attract people to the community. No county events center. No county sports park, No Softball tournaments or AAU basketball tournaments, or major soccer tournaments in the county.	3/28/2023 1:29 PM
109	Little to do unless we go 30+ minutes away	3/28/2023 1:11 PM
110	Developmental growth within the community and lack of support from SEIRPC	3/28/2023 1:02 PM
111	Crime with not enough effective punishment.	3/28/2023 12:04 PM
112	Employment issues of limited professional positions, low salaries and limited flexibility for employees.	3/28/2023 10:00 AM
113	Physical condition of housing stock is very poor. Student safety in local schools. Post-secondary academic programs offered that do not meet the needs of local employers (i.e., animation, liberal arts) and do not provide outcome based local opportunities.	3/28/2023 9:55 AM
114	Many people (or maybe a vocal minority) carry a strong negative attitude about Keokuk and SE Iowa.	3/28/2023 8:51 AM
115	Lack of economic opportunity for my children	3/28/2023 8:02 AM
116	Poor job opportunities (lack of and pay), county and city government are primarily men who want little to no input, lack of forward thinking in our schools and government, lack of health resources and educated providers, high taxes	3/27/2023 2:12 PM
117	the drugs & poverty	3/27/2023 1:03 PM
118	travel accessibility	3/27/2023 11:13 AM
119	the bad pavement on some of our streets	3/27/2023 10:26 AM
120	Lack of variety in restaurants and poor options for recreational and enrichment activities.	3/27/2023 10:14 AM
121	Lack of new housing development, "old boy" leadership, not progressive, emphasis on manufacturing and big business and ignoring quality of life —broadband, housing, childcare, elder care,	3/27/2023 10:13 AM
122	Lack of forward thinking by city administrators, supervisors and school superintendent	3/27/2023 10:09 AM
123	Not many opportunities or helpful resources	3/27/2023 8:58 AM
124	Lack of restaurants or menu options, long travel time to airport, lack of shopping opportunities, too conservative, lack of bike and/or walking trails. Lack of affordable housing. Run down housing that needs to be tore down. Poor streets. Keokuk - the City Council can't seem to make a decision or be proactive; there should not be two county seats as it is a waste of resources and personnel.	3/27/2023 8:34 AM
125	The generational poverty, deterioration of community infrastructure (roads, sewer, housing) and generational slide in work ethic. Workers seem to not want to work weekends, holidays or shift work.	3/26/2023 10:18 PM
126	Would like to see mandatory recycling. Lack of affordable housing. seems like all new housing is overpriced for most citizens.	3/26/2023 5:35 PM
127	Demographics have dramatically changed over the last 20 years resulting in more crime, loss of good paying jobs, and people not willing to contribute or participate in community activities and leadership roles. Shopping is limited.	3/26/2023 4:21 PM

128	no industry	3/26/2023 10:15 AM
129	Lack of mental health facilities and hospital. Tired of Ft. Madison politicians acting like Keokuk doesn't deserve the same services that it does.	3/25/2023 7:56 PM
130	The amount of residential homes In horrible condition that is somehow tolerated. It's definitely noticed by visitors and detracts from the appeal of this town. Crime rate is high and the School system could be improved.	3/25/2023 7:27 PM
131	Water quality, no activities for kids like bowling, movies or arcade type of place. Corner store in town would be nice.	3/25/2023 6:30 PM
132	Crime	3/24/2023 8:27 PM
133	The Crime.	3/24/2023 4:44 PM
134	Ft. Madison has many run down properties, there doesn't seem to be a lot of pride in the community, perception of drug usage and crime that is a lot higher than it should be for a population our size, our best and brightest seem very eager to leave town after high school.	3/24/2023 4:21 PM
135	Public negativity. High poverty or food insecurity.	3/24/2023 4:05 PM
136	Poor physical and mental well-being of our patrons. Lee County is ranked #98 out of 99 in county health ratings in the state. Aesthetics of towns and cities, pride in property, lack of amenities, healthcare, housing options, recreation, unwelcoming environment for minorities.	3/24/2023 3:38 PM
137	Drugs and the criminal element have a foothold here.	3/24/2023 3:16 PM
138	Clqish nature	3/24/2023 2:48 PM
139	I do not like the lack of oppurtunity in terms of jobs and schools.	3/24/2023 2:39 PM
140	Housing costs too high.	3/24/2023 12:30 PM
141	1. Education- Specifically, Fort Madison and Keokuk Community School Districts. The wrong people have been promoted into positions that make the districts struggle. If I had children they would not be going to either districts and would open enroll to Central Lee. Both school districts will see major decline in their enrollment in the next couple years. The districts are more concerned with having top of the line buildings rather than having the proper amount of staff to teach and assist the students. Students ARE struggling and school boards have been told. 2.Transportation- The highways, streets, bridges, and sidewalks need major attention in Fort Madison. When tourists come from other locations to visit they can't believe how bad the streets are. Many sidewalks and streets in high end subdivisions are not finished or need replaced. In Keokuk I see students walking home from school on the road or grass because there are not proper sidewalks from the schools to surrounding homes. 3. Community Development- Spending millions on a marina in Fort Madison was foolish. The community couldn't even keep the old one upkept. The average person that lives in Fort Madison can not afford a boat. On top of that the project isn't finished and there is no money left. I'm sure that officials are aware but we are the highest in the state for unemployment rates, 1 and 2 for drug overdoses, a 90% child abuse rate. Our parks and downtown need major upgrades and upkeep.	3/24/2023 12:23 PM
142	Crime, generational poverty and entitlement	3/24/2023 12:20 PM
143	Lack of commercial growth, housing options, lack of amenities	3/24/2023 12:02 PM
144	We need more affordable housing. Better public transportation. Better access to mental health.	3/24/2023 11:56 AM
145	the mean streets of Keokuk	3/24/2023 11:55 AM
146	So much Poverty. Not enough affordable daycare.	3/24/2023 11:55 AM
147	Businesses leave. No new businesses come in. A lot of the streets are terrible.	3/24/2023 11:54 AM
148	Increasing poverty and homeless population Lack of quality businesses, entertainment options and restaurants Lack of affordable and quality childcare.	3/24/2023 11:51 AM
149	We need a shit load more restaurants	3/24/2023 11:50 AM
150	lack of recreational activities--no biking or walking trails. No restaurants or bars overlooking the river.	3/24/2023 11:43 AM

151	The average income level	3/24/2023 10:19 AM
152	I don't like the lack of safe transportation opportunities besides cars. Transportation connections to outside the region could be greatly improved too (additional airports flown to, train frequency schedule, central bus/public transportation, regional trails)	3/24/2023 9:14 AM
153	High property taxes! Mine have literally doubled!!! Few cultural opportunities in this area.	3/24/2023 8:52 AM
154	Very few opportunities for professionals (non-factory workers) to make a good living. Very cliquy community. For some reason we still can't figure out how to make our road construction stick, forcing the community to continue to pay for the same roads to be repaired year after year.	3/24/2023 8:41 AM
155	infrastructure	3/24/2023 8:34 AM
156	Limited employment opportunities for young people	3/24/2023 8:32 AM
157	Nothing different than I would not find anywhere else in this confused state of the country.	3/24/2023 8:25 AM
158	Sacrifice immediate access to healthcare and critical amenities for living rural.	3/24/2023 8:25 AM
159	Bo grocwrybstore	3/24/2023 8:20 AM
160	not as many resources	3/24/2023 8:10 AM
161	Unkempt rentals and low income development.	3/24/2023 7:52 AM
162	The violence, there seem to be alot of shootings	3/24/2023 7:40 AM
163	The school district	3/23/2023 10:33 PM
164	Availability and quality of sidewalks	3/23/2023 6:59 PM
165	We seem to be more concerned about tourism than taking care of our residents. Small businesses don't seem to last long. Industry leaving.	3/23/2023 6:45 PM
166	Lack of childcare centers	3/23/2023 5:00 PM
167	Limited resources and services for our families. Have to send people 50 miles away at times. Cost of living has increased with gas costs, and this is difficult.	3/23/2023 4:33 PM
168	It feels like the community is failing and it is difficult to turn around.	3/23/2023 4:26 PM
169	Crime and run down houses.	3/23/2023 3:38 PM
170	Lack of some services and restaurant options.	3/23/2023 3:37 PM
171	Crime, schools, retail establishments	3/23/2023 3:20 PM
172	Economic development is terrible.	3/23/2023 3:19 PM
173	Lack of accessible substance abuse treatment (without walk in periods) and cost-effective/time friendly therapy services.	3/23/2023 3:16 PM
174	We could be more welcoming to new comers and creating diverse opportunities.	3/23/2023 3:15 PM
175	Special treatment of some members in the community. Poor wages for some city employee's (example- law enforcement) Everything feels like a popularity contest A very big problem at the Mt. Pleasant middle school with bullying and children out of control. Elementary schools are subpar. Limited transportation options for school children and general population if they do not own vehicle.	3/23/2023 2:42 PM
176	the crime, the people moving in from big cities that bring in drugs, and crime. the rent is very expensive for people with low incomes	3/23/2023 2:36 PM
177	Lack of employment opportunities & access to healthcare	3/23/2023 2:32 PM
178	Lack of good paying jobs	3/23/2023 2:30 PM
179	disparity, pockets of people that are disconnected from others, crime	3/23/2023 2:22 PM
180	No shopping options	3/23/2023 1:52 PM
181	Shopping opportunities	3/23/2023 1:43 PM

182	The rural communities are struggling to maintain the infrastructure with decreasing populations and mandates from the EPA and reduced funding from the state.	3/23/2023 1:33 PM
183	It's not very progressive. Not growing...yet.	3/23/2023 1:18 PM
184	Crime	3/22/2023 2:23 PM
185	0	3/22/2023 1:45 PM
186	All the drugs in the town. Squatters in abandoned homes.	3/22/2023 12:01 PM
187	Gravel roads	3/22/2023 11:07 AM
188	decline in the domographics and in the economy	3/22/2023 10:20 AM
189	not many different food options	3/22/2023 10:05 AM
190	Could use more recreation options, more diverse restaurants, and overall community attractiveness could be better (road conditions, dilapidated hosues, etc.).	3/22/2023 10:04 AM
191	weather, restaurant options	3/22/2023 9:36 AM
192	Poor community with little growth.	3/22/2023 8:45 AM
193	Gravel roads	3/22/2023 8:15 AM
194	The crime rate.	3/22/2023 7:43 AM
195	Poor education/educators in Mt. pleasant school district	3/22/2023 7:42 AM
196	Lack of Daycare / Special Needs Services	3/22/2023 7:13 AM
197	Need more events to do	3/21/2023 11:21 PM
198	The people who constantly complain about the town.	3/21/2023 8:19 PM
199	Opportunities for good paying jobs are declining.	3/21/2023 7:58 PM
200	Too high taxes, poor schools, high property crime, low paying jobs, city is in shambles. No hope.	3/21/2023 7:40 PM
201	Not enough service industry choices: restaurants, retail, auto dealers, air travel, etc.	3/21/2023 5:45 PM
202	Lack of amenities in Fort Madison.	3/21/2023 4:50 PM
203	Lack of high quality jobs without a long commute	3/21/2023 4:07 PM
204	There is not much to do for recreation.	3/21/2023 4:04 PM
205	There is not a lot here for shopping, and eating variety.	3/21/2023 4:03 PM
206	Lack of things for young adults to do	3/21/2023 3:56 PM
207	I wish we had more amenities such as restaurants and things to do.	3/21/2023 3:26 PM
208	School system seems to be slipping due to lack of discipline in the schools. Also frustrating to see the animosity from community leaders towards good paying careers locally. Seem to do very little to support such a concept which would benefit the community tremendously.	3/21/2023 2:56 PM
209	lack of restaurants locally,	3/21/2023 2:13 PM
210	Rundown buildings and roads, illicit drug activity	3/21/2023 1:51 PM
211	Lack of different restaurants.	3/21/2023 1:22 PM
212	LACK OF RESTAURANTS	3/21/2023 1:19 PM
213	Lack of bike trails	3/21/2023 12:38 PM
214	Wish we had more restaurants to choose from,	3/21/2023 12:25 PM
215	Mount Pleasant is lacking in different food choices at restaurants. We have too many pizza, Chinese, Mexican food restaurants.	3/21/2023 11:55 AM

216	Crime	3/21/2023 11:54 AM
217	Poverty, increasing crime, and health care system	3/21/2023 11:50 AM
218	The hospital system is horrible. After being there for 20 years, I still feel like an outsider. Lack of restaurant variety.	3/21/2023 11:48 AM
219	lack of business	3/21/2023 11:40 AM
220	Although improving on things to do, the retail aspect does lack in the FM area. Besides food, if needing other things will most likely outside of the area or order online. Lack of decent eating establishments.	3/21/2023 11:37 AM
221	Overspending by county and city on items before identifying the funding.	3/21/2023 11:23 AM
222	crime and housing shortages	3/21/2023 11:10 AM
223	no ER, poor housing, lack of "good" restaurants	3/21/2023 10:54 AM
224	Lack of restaurant options.	3/21/2023 10:50 AM
225	Not many restaurants, healthcare	3/21/2023 10:40 AM
226	Not much to choose from for food establishments especially lunches	3/21/2023 10:38 AM
227	No restaurants	3/21/2023 10:36 AM
228	Wapello lacks some basic necessities to make it a completely self-sufficient community. People must travel outside of town to do affordable grocery shopping, for example.	3/21/2023 10:34 AM
229	lack of technology	3/21/2023 10:33 AM
230	having to drive 30 mins for a loaf of bread	3/21/2023 10:31 AM
231	would like to have more retail and dinning options	3/21/2023 10:31 AM
232	I dislike the right-leaning political climate- this makes my community and home feel not very welcoming. I feel that the values I was taught are no longer the values of my community or state. For example- treating everyone with respect and dignity, education for all, etc. It's hard to be optimistic about an area when you feel that you are collectively moving backward. As an area- we are not in a position to continue to lose people. We need to do as much as we can to make it a friendly place to live and work.	3/21/2023 10:29 AM
233	Communication.	3/21/2023 10:14 AM
234	Lack of entertainment available.	3/21/2023 10:14 AM
235	my new road as of last year it went from paved to gravel. cannot open house windows, my car needs washed every other day, the old road was much better then this new one!	3/21/2023 10:07 AM
236	Lack of amenities for current youth and also for future growth	3/21/2023 10:05 AM
237	lack of educated people, low income levels	3/21/2023 10:02 AM
238	dirty	3/21/2023 10:01 AM
239	Very few quality of life options. No biking paths, few pickleball courts, very little health and fitness options. There are only a few nice restaurants to go to. The opportunities compared to other small communities such as Waverly and Decorah are minimal.	3/21/2023 9:54 AM
240	Lack of employment opportunities, cultural and recreational activities, food options, retail, high property taxes and utility costs without city maintenance being reflective of those costs. Lack of diversity, negative attitudes/resistance to change and new ideas. Lack of collaborative efforts to effectively address substance abuse, mental health, and generational poverty issues plaguing the area.	3/20/2023 6:35 PM
241	lack of quality restaurants	3/14/2023 10:33 AM
242	The road systems are in dire need of repair and/or replacement.	3/2/2023 7:38 AM
243	gdfgf	2/27/2023 1:06 PM

Q6 What accomplishments have you seen over the last 5 years within your community and Southeast Iowa?

Answered: 215 Skipped: 177

ANSWER CHOICES	RESPONSES	
1.	100.00%	215
2.	86.51%	186
3.	62.33%	134
4.	40.93%	88
5.	27.44%	59

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3.	62.33%	134
4.	40.93%	88
5.	27.44%	59

#	1.	DATE
1	Nice roads	4/16/2023 9:45 AM
2	Downtown growth and development of buildings	4/14/2023 8:41 AM
3	main street road is getting worked on	4/14/2023 7:58 AM
4	downtown improvements	4/14/2023 4:47 AM
5	Strong and well supported volunteer fire department.	4/13/2023 2:56 PM
6	Sports complexes growing	4/13/2023 10:57 AM
7	internet availability increased in rule areas	4/12/2023 11:04 AM
8	revitalized downtown area	4/12/2023 8:49 AM
9	Turf	4/11/2023 11:57 PM
10	More small businesses - coffee shops etc.	4/11/2023 1:25 PM
11	getting our hospital back	4/11/2023 12:42 PM
12	New Housing Complex on main street.	4/11/2023 12:03 PM
13	Splash pad and walking path in Wayland	4/11/2023 10:17 AM
14	Better funding for Special Education in Mediapolis School distract	4/11/2023 10:01 AM
15	Opening of new downtown places, coffee shops, movie theater, clothing stores.	4/10/2023 12:14 PM
16	downtown renovations	4/10/2023 10:34 AM
17	New schools	4/10/2023 9:53 AM
18	Burlington's downtown revitalization has been huge.	4/10/2023 9:20 AM
19	new water tower	4/10/2023 9:04 AM
20	New housing development in New London	4/10/2023 8:34 AM
21	hospital growth	4/9/2023 5:12 PM
22	They've gotten a few new business	4/8/2023 1:16 PM
23	New facilities at local college	4/8/2023 11:29 AM
24	The improvement of Lake Geode State Park	4/7/2023 4:19 PM
25	arts	4/7/2023 4:11 PM

26	Downtown improvement	4/7/2023 3:57 PM
27	Road and bridge improvements	4/7/2023 2:44 PM
28	New downtown businesses	4/7/2023 2:10 PM
29	Burlington Downtown is Beautiful	4/7/2023 1:55 PM
30	A few new businesses.	4/7/2023 1:38 PM
31	city park updates	4/7/2023 1:37 PM
32	More small businesses on Main St	4/7/2023 1:17 PM
33	Completion of new roadway, curbing, lighting on main thoroughfare through FM	4/7/2023 1:13 PM
34	School improvements	4/7/2023 1:08 PM
35	Riverfront revitalization/flood wall projects	4/7/2023 1:02 PM
36	NA	4/7/2023 1:00 PM
37	Continued development of downtown	4/7/2023 12:49 PM
38	Street / Parking improvements downtown	4/7/2023 12:43 PM
39	Small amount of good jobs	4/7/2023 8:12 AM
40	Road Improvements	4/6/2023 7:35 PM
41	More businesses.	4/6/2023 12:06 PM
42	The school district making efforts to become more trauma-informed	4/6/2023 11:21 AM
43	Small business growth in downtown area	4/6/2023 10:39 AM
44	Continuing to operate the Transfer station after the departure of Hewitt management	4/6/2023 6:31 AM
45	Better walking paths	4/5/2023 1:47 PM
46	Improvements in the school system with CTE programs and Activities	4/5/2023 11:46 AM
47	adding new businesses to main street	4/5/2023 10:20 AM
48	The improvement of the old Wal-Mart building is great.	4/5/2023 9:03 AM
49	The development of the downtown area	4/5/2023 8:49 AM
50	All of our schools are being renovated or rebuilt.	4/4/2023 3:16 PM
51	New addition to school district	4/4/2023 3:13 PM
52	Downtown Infrastructure	4/4/2023 2:41 PM
53	Downtown revival	4/4/2023 2:36 PM
54	Those who serve the community, especially low-income residents and families, have really stepped up to help and are making themselves more known.	4/4/2023 2:24 PM
55	revitalized areas	4/4/2023 2:08 PM
56	increased housing, but still not keeping pace	4/4/2023 9:52 AM
57	Maintain small town atmosphere	4/4/2023 3:54 AM
58	Dollar General coming to town	4/3/2023 3:44 PM
59	New roads	4/3/2023 3:35 PM
60	NA	4/3/2023 11:11 AM
61	Attempts to clean up the community	4/3/2023 8:15 AM
62	More women opened businesses	4/2/2023 5:07 AM

63	new school building in FM	4/1/2023 10:25 AM
64	Avenue H overhaul. Too long in the making, but appreciated.	3/31/2023 9:59 PM
65	Downtown Keokuk is looking pretty good and has promise	3/31/2023 4:50 PM
66	Marina Development Fort Madison	3/31/2023 2:41 PM
67	Greater leadership from SEIRPC. This organization has been the stimulus for greater cooperation of the communities in the four counties.	3/31/2023 2:15 PM
68	Keokuk. Very little	3/31/2023 1:50 PM
69	Recreation Center	3/31/2023 1:31 PM
70	Trail system	3/31/2023 11:56 AM
71	Downtown is looking amazing	3/31/2023 11:45 AM
72	Considerable new growth	3/31/2023 10:06 AM
73	Downtown improvements	3/31/2023 9:11 AM
74	more walking-bike path	3/31/2023 8:26 AM
75	Increase in Parks	3/30/2023 7:45 PM
76	Focus on recreation- Baxter Sports Complex	3/30/2023 5:31 PM
77	Improvement in highways	3/30/2023 3:00 PM
78	Updated playgrounds/parks.	3/30/2023 10:30 AM
79	Increase job oportunities	3/30/2023 9:03 AM
80	More streets have been paved	3/30/2023 5:05 AM
81	Road Improvements	3/29/2023 12:40 PM
82	more Dollar Generals in small communities	3/29/2023 9:38 AM
83	The partnership of community leaders to address issues that prevent economic stability within Lee County	3/29/2023 9:08 AM
84	Businesses and professionals are very willing to work with schools and students. I have never been turned down.	3/29/2023 7:55 AM
85	Todd Town boat access	3/28/2023 6:58 PM
86	Swinging bridge popularity	3/28/2023 6:20 PM
87	Completion of 4 lane highway	3/28/2023 5:37 PM
88	We have had major donations from corporations and organizations that have benefited our local school district and community activities.	3/28/2023 2:29 PM
89	Improvement of highway infrastructure	3/28/2023 2:10 PM
90	One new store opened downtown	3/28/2023 2:05 PM
91	A attempt to restore the buildings downtown	3/28/2023 2:04 PM
92	Park development	3/28/2023 2:03 PM
93	Much better roads to travel on outside of the city	3/28/2023 1:11 PM
94	New Buisnesses opening	3/28/2023 1:02 PM
95	Some sewer work	3/28/2023 12:04 PM
96	Infrastructure	3/28/2023 10:00 AM
97	High school performing arts wing	3/28/2023 8:51 AM
98	Shopping opportunities in Burlington	3/28/2023 8:02 AM

99	Roads projects	3/27/2023 2:12 PM
100	more push for tourism	3/27/2023 1:03 PM
101	job growth	3/27/2023 11:13 AM
102	paving Jefferson St.	3/27/2023 10:26 AM
103	Electrical enhancements on grand	3/27/2023 10:13 AM
104	Added bike path, walkability in areas	3/27/2023 10:09 AM
105	new roads	3/27/2023 8:54 AM
106	Neighborhood Housing Initiative	3/27/2023 8:34 AM
107	Career Advantage Center / Lee County Economic Building	3/26/2023 10:18 PM
108	Bike path expansion	3/26/2023 5:35 PM
109	Arts opportunities continue to expand and improve in Southeast Iowa.	3/26/2023 4:21 PM
110	school upgrades	3/26/2023 10:15 AM
111	Iowa Fertilizer Company	3/25/2023 7:56 PM
112	The growth of the Art Center and The Capital	3/25/2023 7:27 PM
113	Fixing up down town Burlington	3/24/2023 8:27 PM
114	The annual Garage Sales Page is successful	3/24/2023 4:44 PM
115	There is one business owner in Ft. Madison who has been doing some great work (owner of the movie theater and Swed's Coffee)...I'm sure that there are others out there, but he is most visable.	3/24/2023 4:21 PM
116	Improved infrastructure	3/24/2023 4:05 PM
117	Central Lee Bond Issue Passed	3/24/2023 3:38 PM
118	better management by the government of funds they oversee	3/24/2023 3:16 PM
119	Growth of downtown	3/24/2023 2:48 PM
120	More small businesses have been started	3/24/2023 2:39 PM
121	Recreation	3/24/2023 12:30 PM
122	Improvements to Rand Park	3/24/2023 12:20 PM
123	Steady	3/24/2023 12:02 PM
124	Downtown is coming back to life	3/24/2023 11:56 AM
125	Removal of many dilapidated buildings and homes.	3/24/2023 11:54 AM
126	Community involvement	3/24/2023 11:51 AM
127	Improved infrastructure-roads	3/24/2023 11:50 AM
128	Ice Cream Bar	3/24/2023 11:50 AM
129	Downtown warehouse redevelopment to multiuse facilities (business, apartments)	3/24/2023 9:14 AM
130	More space for people who play sports.	3/24/2023 8:52 AM
131	Flourishing downtown	3/24/2023 8:41 AM
132	The revitalization of down town in Burlington	3/24/2023 8:40 AM
133	Main Street vitalization in Mepo	3/24/2023 8:32 AM
134	Jim Furneu leaving	3/24/2023 8:25 AM
135	New childcare facilities - Mt Pleasant & Burlington	3/24/2023 8:25 AM

Great River Region Comprehensive Economic Development Strategies
Update 2023

SurveyMonkey

136	We have fiber!!	3/24/2023 8:20 AM
137	new streets	3/24/2023 8:10 AM
138	Road and sewer improvements	3/24/2023 7:52 AM
139	Growth	3/23/2023 10:33 PM
140	Updates to Main Street	3/23/2023 6:59 PM
141	Revitalization efforts of downtown	3/23/2023 6:45 PM
142	Mount Pleasant Childcare Center has opened!	3/23/2023 5:00 PM
143	Limited improvements, lost stores and business have hurt us.	3/23/2023 4:33 PM
144	Keokuk Area Community Foundation is thriving.	3/23/2023 4:26 PM
145	The streets downtown	3/23/2023 3:38 PM
146	Mainstreet improvements with businesses	3/23/2023 3:37 PM
147	The downtown has been revitalized with many new businesses.	3/23/2023 3:20 PM
148	Government agencies moving to the empty mall	3/23/2023 3:19 PM
149	Riverview	3/23/2023 3:16 PM
150	I really like the Lake Geode restoration	3/23/2023 3:15 PM
151	School resource officer added to schools	3/23/2023 2:42 PM
152	downtown updates river front updates	3/23/2023 2:36 PM
153	Continued growth	3/23/2023 2:32 PM
154	Park/recreation improvements	3/23/2023 2:22 PM
155	None businesses come and go routinely	3/23/2023 1:52 PM
156	Not many	3/23/2023 1:43 PM
157	Improved Highway	3/23/2023 1:33 PM
158	Expansion of Big Hollow	3/23/2023 1:18 PM
159	Downtown growth and development	3/22/2023 2:54 PM
160	Improvements in downtown Burlington and surrounding communities	3/22/2023 2:23 PM
161	fiber	3/22/2023 1:45 PM
162	Technology access	3/22/2023 11:07 AM
163	None	3/22/2023 10:20 AM
164	School Resource Officer	3/22/2023 10:05 AM
165	Highway 61 Expansion	3/22/2023 10:04 AM
166	bad properties removed	3/22/2023 9:36 AM
167	Improving schools	3/22/2023 8:45 AM
168	Improved highway infrastructure.	3/22/2023 8:15 AM
169	Nothing has improved here.	3/22/2023 7:43 AM
170	Support for more extracurricular activities in schools.	3/22/2023 7:42 AM
171	Efforts to clean up Fort Madison	3/22/2023 7:13 AM
172	Down town change	3/21/2023 11:21 PM
173	the roads	3/21/2023 8:19 PM

Great River Region Comprehensive Economic Development Strategies
Update 2023

SurveyMonkey

174	New schools we can't afford	3/21/2023 7:40 PM
175	Better roads	3/21/2023 5:45 PM
176	Nuisance abatement has improved significantly.	3/21/2023 4:50 PM
177	Upgrades made to many rural public schools	3/21/2023 4:07 PM
178	Road improvements	3/21/2023 4:04 PM
179	More use of community parks	3/21/2023 4:03 PM
180	Trails	3/21/2023 3:56 PM
181	Upgraded roadways	3/21/2023 3:26 PM
182	4 Lane towards the north	3/21/2023 2:56 PM
183	Streets & sewer projects	3/21/2023 2:13 PM
184	More small businesses	3/21/2023 1:51 PM
185	Better roads	3/21/2023 1:22 PM
186	UPGRADE OF ROADS	3/21/2023 1:19 PM
187	Water tower	3/21/2023 12:38 PM
188	Marina Development	3/21/2023 12:25 PM
189	a new and much needed modernized Sheriff's Office and Jail facility	3/21/2023 11:55 AM
190	Better streets	3/21/2023 11:54 AM
191	Marina being redone in Fort Madison- overdue	3/21/2023 11:50 AM
192	Road improvement	3/21/2023 11:48 AM
193	Parks - additional	3/21/2023 11:40 AM
194	Trail development!	3/21/2023 11:37 AM
195	School district teachers are dedicated and want to be here	3/21/2023 11:23 AM
196	Parks	3/21/2023 11:10 AM
197	successful grant writing	3/21/2023 10:54 AM
198	continual improvements to city infrastructure	3/21/2023 10:50 AM
199	Upgrade in parks	3/21/2023 10:40 AM
200	Improvements in parks	3/21/2023 10:38 AM
201	Park improvements	3/21/2023 10:36 AM
202	A sense of strategic, future-forward planning.	3/21/2023 10:34 AM
203	Downtown growth	3/21/2023 10:33 AM
204	new play ground	3/21/2023 10:31 AM
205	Most of the main roads have been rebuilt in our town	3/21/2023 10:31 AM
206	Improved quality in locally owned businesses- better entertainment options	3/21/2023 10:29 AM
207	Parks	3/21/2023 10:14 AM
208	city streets	3/21/2023 10:14 AM
209	more entertainment	3/21/2023 10:07 AM
210	Sewer infrastructure	3/21/2023 10:05 AM
211	Indoor Sports Facilities, increased tourism	3/21/2023 10:02 AM

212	School district passed a bond to improve facilities	3/21/2023 9:54 AM
213	Positive momentum on outdoor recreational opportunities. (Marina, Lee Co Conservation)	3/20/2023 6:35 PM
214	improvements to rural roads	3/14/2023 10:33 AM
215	Great improvements downtown	3/2/2023 7:38 AM
#	2.	DATE
1	Neighborhood beautification	4/16/2023 9:45 AM
2	Riverfront development for visitors, enjoyment of this area	4/14/2023 8:41 AM
3	part of harrison road was re done. brightens up the neighborhood	4/14/2023 7:58 AM
4	park improvements	4/14/2023 4:47 AM
5	Walking trails getting longer! Yeah!	4/13/2023 10:57 AM
6	newer/cleaner schools	4/12/2023 8:49 AM
7	TIGER	4/11/2023 11:57 PM
8	New playground and splash pad	4/11/2023 1:25 PM
9	trying to sell and occupy empty buildings on main street	4/11/2023 12:42 PM
10	New dog park.	4/11/2023 12:03 PM
11	Increased downtown presence	4/11/2023 10:17 AM
12	Sports are not the only things that gets fundraisers	4/11/2023 10:01 AM
13	Repairing multiple streets, sidewalks, and bridges.	4/10/2023 12:14 PM
14	The old down town being utilized with new apartments.	4/10/2023 9:53 AM
15	Highway 61 expansion starting.	4/10/2023 9:20 AM
16	new pavement on mt pleasant	4/10/2023 9:04 AM
17	More restaurant options	4/10/2023 8:34 AM
18	downtown taking off in a positive way	4/9/2023 5:12 PM
19	Riverview park might be nice if they ever finish it	4/8/2023 1:16 PM
20	New 4 lane highway 61	4/8/2023 11:29 AM
21	SCC has enlarged and improved their physical facilities.	4/7/2023 4:19 PM
22	culture	4/7/2023 4:11 PM
23	Bridge improvement	4/7/2023 3:57 PM
24	Community Health Centers of SE Iowa continues to grow	4/7/2023 2:44 PM
25	COVID recovery	4/7/2023 2:10 PM
26	Surge in development	4/7/2023 1:55 PM
27	Some street improvements downtown but design is suspect.	4/7/2023 1:38 PM
28	sidewalks	4/7/2023 1:37 PM
29	Condemned houses tore down in Keokuk	4/7/2023 1:17 PM
30	Riverfront and marina renovation	4/7/2023 1:13 PM
31	Repurchase of Keokuk hospital	4/7/2023 1:08 PM
32	New small/local businesses opening	4/7/2023 1:02 PM
33	NA	4/7/2023 1:00 PM

34	Increase of International students at SCC	4/7/2023 12:49 PM
35	Addition of Urgent Care	4/7/2023 12:43 PM
36	Depot	4/6/2023 7:35 PM
37	More care in making the community look nicer.	4/6/2023 12:06 PM
38	LCHD's work with Empowering Families	4/6/2023 11:21 AM
39	Amtrak station revitalization	4/6/2023 10:39 AM
40	County supervisors standing up to the DOT on the placement of highway 61 around Wapello and the interchanges	4/6/2023 6:31 AM
41	More restaurants	4/5/2023 1:47 PM
42	More physicians in the area	4/5/2023 11:46 AM
43	The construction of making Highway 61 a four-laner will one day be nice for commuters.	4/5/2023 9:03 AM
44	The bike path was started; fragmented	4/5/2023 8:49 AM
45	Downtown is making a come back.	4/4/2023 3:16 PM
46	Strategic Planning for Development of Areas	4/4/2023 2:41 PM
47	Road renewal	4/4/2023 2:36 PM
48	During Covid times there was a strong sense of community and helping others that was widespread in this area, I think some people held onto that but unfortunately it has mostly faded.	4/4/2023 2:24 PM
49	Derelect homes being removed or rehabbed	4/4/2023 2:08 PM
50	road improvements	4/4/2023 9:52 AM
51	Road improvements	4/4/2023 3:54 AM
52	Child Care Center coming to town	4/3/2023 3:44 PM
53	New restaurants	4/3/2023 3:35 PM
54	Use of old buildings are being used (shop no old walmart) doesn't look like an eye soar.	4/2/2023 5:07 AM
55	new housing in FM	4/1/2023 10:25 AM
56	Fareway grocery store locating in town and rehabing its site.	3/31/2023 9:59 PM
57	The three school districts in Lee County working together to provide high school students with experiences in technology, construction trades, and other areas is important.	3/31/2023 4:50 PM
58	Depot Restoration Completed Fort Madison	3/31/2023 2:41 PM
59	Greater cooperation between the counties and communities.	3/31/2023 2:15 PM
60	Montrose. Very little	3/31/2023 1:50 PM
61	New Middle School	3/31/2023 1:31 PM
62	Dog park	3/31/2023 11:56 AM
63	Growth in small businesses	3/31/2023 11:45 AM
64	Increased community civic engagement	3/31/2023 10:06 AM
65	More Community activities to attend	3/31/2023 9:11 AM
66	fixing roads	3/31/2023 8:26 AM
67	Focus on recreation-Marina Project	3/30/2023 5:31 PM
68	Updating bike/running/walking trail in Pollmiller Park.	3/30/2023 10:30 AM
69	Increase small businesses	3/30/2023 9:03 AM

70	Adherence to local zoning rules and regulations	3/30/2023 5:05 AM
71	Urban Growth new Homes	3/29/2023 12:40 PM
72	bigger cities are all adding parks or trails	3/29/2023 9:38 AM
73	Parks are fairly well maintained. The City of Christmas has grown.	3/29/2023 7:55 AM
74	Highway 61	3/28/2023 6:58 PM
75	Coffee shops coming to town	3/28/2023 6:20 PM
76	Cemetery Avenue of the flags with over 100 flags	3/28/2023 5:37 PM
77	Our swinging bridge has been showcased more and more.	3/28/2023 2:29 PM
78	Schools improving buildings, grounds	3/28/2023 2:10 PM
79	Fair camping	3/28/2023 2:03 PM
80	Law Enforcement does a great job keep our community safe	3/28/2023 1:11 PM
81	Some street work	3/28/2023 12:04 PM
82	Beautification	3/28/2023 10:00 AM
83	Local high schools coming together at LCEDG Career Advantage Center	3/28/2023 8:51 AM
84	Hwy 61 progress	3/28/2023 8:02 AM
85	Trail expansion	3/27/2023 2:12 PM
86	improvement in schools	3/27/2023 1:03 PM
87	some investment in activities	3/27/2023 11:13 AM
88	more apts. down town	3/27/2023 10:26 AM
89	Trails... but they connect to now where	3/27/2023 10:13 AM
90	Added 7day Urgent Care	3/27/2023 10:09 AM
91	Keokuk is beginning to address abandoned structures	3/27/2023 8:34 AM
92	Broadband Project - Partnership (SEIRPA/Lee Co/Danville Telcom)	3/26/2023 10:18 PM
93	Renovation of Geode.	3/26/2023 5:35 PM
94	Improved roads	3/26/2023 4:21 PM
95	Keokuk Library expansion	3/25/2023 7:56 PM
96	More restaurants seem to have opened.	3/25/2023 7:27 PM
97	Police dogs	3/24/2023 8:27 PM
98	The Police department is working hard	3/24/2023 4:44 PM
99	Remodeling of main road by downtown	3/24/2023 4:21 PM
100	Better schools	3/24/2023 4:05 PM
101	Tearing down certain properties in FM	3/24/2023 3:38 PM
102	economic growth in the region	3/24/2023 3:16 PM
103	Overcoming COVID	3/24/2023 2:48 PM
104	GRMC, QMG, and Blessing all have clinics in town	3/24/2023 2:39 PM
105	Riverfront	3/24/2023 12:30 PM
106	Businesses trying to move in	3/24/2023 12:20 PM
107	Better restaurants	3/24/2023 11:56 AM

108	Upgrades to public spaces (i.e. - parks, library, high school)	3/24/2023 11:54 AM
109	improved public safety	3/24/2023 11:50 AM
110	Downtown Burlington brand	3/24/2023 9:14 AM
111	Some road improvements	3/24/2023 8:52 AM
112	Increase in production, giving rise to higher earnings for non-degreed members	3/24/2023 8:41 AM
113	Bringing in more business	3/24/2023 8:40 AM
114	Housing development in Mepo	3/24/2023 8:32 AM
115	Riverfront, but do not like what I see	3/24/2023 8:25 AM
116	New urgent care options	3/24/2023 8:25 AM
117	School has stayed solvent	3/24/2023 8:20 AM
118	more small businesses	3/24/2023 8:10 AM
119	Main streets trying to come back to life.	3/24/2023 7:52 AM
120	Development	3/23/2023 10:33 PM
121	New businesses	3/23/2023 6:59 PM
122	COVID seemed to bring people together for common causes	3/23/2023 6:45 PM
123	Hwy 61 going to 4 lane	3/23/2023 5:00 PM
124	Limited programs for families.	3/23/2023 4:33 PM
125	I think that North and South Lee County are finally coming together.	3/23/2023 4:26 PM
126	small local businesses like Pookies	3/23/2023 3:38 PM
127	Beautification of Mediapolis with flowers on Main St. in Summer	3/23/2023 3:37 PM
128	Increased rental housing developed in downtown spaces	3/23/2023 3:19 PM
129	Intensive Residential Services Home	3/23/2023 3:16 PM
130	The new lake front park in Burlington	3/23/2023 3:15 PM
131	Continual community development/ expansion	3/23/2023 2:42 PM
132	roads and sewers getting repaired	3/23/2023 2:36 PM
133	New, younger families moving into the area	3/23/2023 2:32 PM
134	Helping organizations continue	3/23/2023 2:22 PM
135	DayCare Center but too expensive for working families to afford	3/23/2023 1:52 PM
136	Improved Depot	3/23/2023 1:33 PM
137	Expanded trail systems	3/23/2023 1:18 PM
138	Improvements in both urban & rural transportation infrastructure	3/22/2023 2:23 PM
139	road improvement	3/22/2023 1:45 PM
140	Education	3/22/2023 11:07 AM
141	Lots of new housing options	3/22/2023 10:04 AM
142	streets fixed	3/22/2023 9:36 AM
143	Seems be more community involvement	3/22/2023 8:45 AM
144	Increase in number of restaurants.	3/22/2023 8:15 AM
145	Taxes have increased for some reason.	3/22/2023 7:43 AM

146	Economic Development	3/22/2023 7:13 AM
147	Main roads being repaired	3/21/2023 11:21 PM
148	the riverfront	3/21/2023 8:19 PM
149	Marina we didn't want or can afford	3/21/2023 7:40 PM
150	More small businesses in downtown Burlington	3/21/2023 5:45 PM
151	Marina improvements to Riverview Park.	3/21/2023 4:50 PM
152	growth in number of job opportunities	3/21/2023 4:07 PM
153	Small business start ups	3/21/2023 4:04 PM
154	More use of Downtown Burlington	3/21/2023 4:03 PM
155	Pickleball opportunities	3/21/2023 3:56 PM
156	Amtrak Depot	3/21/2023 3:26 PM
157	Fixing up of downtown Burlington	3/21/2023 2:56 PM
158	Acitivites and Events for residents	3/21/2023 2:13 PM
159	Park improvements	3/21/2023 1:51 PM
160	Rebuilding of the infrastructures	3/21/2023 1:22 PM
161	BIKE PATHES	3/21/2023 1:19 PM
162	Pool	3/21/2023 12:38 PM
163	New businesses especially in downtown FM	3/21/2023 12:25 PM
164	Upgraded downtown	3/21/2023 11:54 AM
165	Support for a new health department	3/21/2023 11:50 AM
166	Main Street events	3/21/2023 11:48 AM
167	Sewer infrastructure	3/21/2023 11:40 AM
168	Community pride - taking care of their property	3/21/2023 11:37 AM
169	City Council paying more attention to spending	3/21/2023 11:23 AM
170	Streets	3/21/2023 11:10 AM
171	new superintendent	3/21/2023 10:54 AM
172	thriving downtown	3/21/2023 10:50 AM
173	Businesses are expanding	3/21/2023 10:40 AM
174	Continually growing	3/21/2023 10:38 AM
175	Increased partnerships with law enforcement through the SRO program	3/21/2023 10:34 AM
176	job Growth	3/21/2023 10:33 AM
177	handi-cap doors for community building	3/21/2023 10:31 AM
178	Downtown renovation	3/21/2023 10:31 AM
179	Parks + Recreation area improvements	3/21/2023 10:29 AM
180	Streets	3/21/2023 10:14 AM
181	sanitation	3/21/2023 10:14 AM
182	New roads	3/21/2023 10:05 AM
183	SCC Sports Growth - winning more, more teams	3/21/2023 10:02 AM

184	Improvement of Fort Madison business 61	3/20/2023 6:35 PM
185	new jail	3/14/2023 10:33 AM
186	New businesses opening and thus leaving closed businesses with a new front	3/2/2023 7:38 AM
#	3.	DATE
1	Active police and fire department	4/16/2023 9:45 AM
2	Further trail development and connections	4/14/2023 8:41 AM
3	burlington memorial auditorium area up graded	4/14/2023 7:58 AM
4	Riverfront	4/11/2023 11:57 PM
5	Improved highways	4/11/2023 1:25 PM
6	our schools are doing improvements	4/11/2023 12:42 PM
7	Renovation of the Railroad Depo.	4/11/2023 12:03 PM
8	More fine arts get attention	4/11/2023 10:01 AM
9	New lighting in the downtown area	4/10/2023 12:14 PM
10	community events	4/9/2023 5:12 PM
11	Painting the lines down Avenue E was a great idea	4/8/2023 1:16 PM
12	Mediapolis school district is a great place to send kids to school because of it's facilities	4/8/2023 11:29 AM
13	religion	4/7/2023 4:11 PM
14	Improve SCC structures	4/7/2023 3:57 PM
15	Riverfront improvements	4/7/2023 2:10 PM
16	New school buildings.	4/7/2023 1:38 PM
17	road maint.	4/7/2023 1:37 PM
18	Opening of new businesses	4/7/2023 1:13 PM
19	Decision on the Cascade Bridge finally made	4/7/2023 1:02 PM
20	NA	4/7/2023 1:00 PM
21	Small improvements in Housing	4/7/2023 12:43 PM
22	Marina	4/6/2023 7:35 PM
23	More expansion of the schools	4/6/2023 12:06 PM
24	The Mobile Connections Center	4/6/2023 11:21 AM
25	American Cruise Lines Tours/Partnership!	4/6/2023 10:39 AM
26	Keeping all libraries open in the county	4/6/2023 6:31 AM
27	downtown is looking way better	4/5/2023 1:47 PM
28	Downtown businesses and remodeling of downtown	4/5/2023 11:46 AM
29	Improvements have been made to some roads	4/5/2023 8:49 AM
30	Responding to Lay-Offs	4/4/2023 2:41 PM
31	New businesses	4/4/2023 2:36 PM
32	caring government	4/4/2023 2:08 PM
33	improvement in derelect buildings	4/4/2023 9:52 AM
34	New home construction	4/3/2023 3:44 PM

35	pride in the community	4/3/2023 3:35 PM
36	Downtown changes	4/2/2023 5:07 AM
37	county & city ambulance service	4/1/2023 10:25 AM
38	The Dam Museum in Keokuk is impressive.	3/31/2023 4:50 PM
39	Housing Developments Fort Madison (Michael Mohrfeld)	3/31/2023 2:41 PM
40	Greater realization of the need to address local housing problems.	3/31/2023 2:15 PM
41	Lee County Career Center	3/31/2023 1:31 PM
42	Amtrak moving from the sewage treatment plant area	3/31/2023 11:56 AM
43	Store fronts are starting to fill up	3/31/2023 11:45 AM
44	More recreational opportunities	3/31/2023 10:06 AM
45	Urgent care facilities	3/31/2023 9:11 AM
46	park improvements	3/31/2023 8:26 AM
47	Focus on recreation- Pickleball Courts	3/30/2023 5:31 PM
48	Improvements in the city square (could be longer than 5 yrs).	3/30/2023 10:30 AM
49	Improve schools, athletics, and facilities	3/30/2023 9:03 AM
50	Cleaner properties	3/30/2023 5:05 AM
51	Business growth in the cities	3/29/2023 12:40 PM
52	added urgent care in Mt. Pleasant	3/29/2023 9:38 AM
53	Our library is excellent and offers many programs for all ages.	3/29/2023 7:55 AM
54	Swinging Bridge	3/28/2023 6:58 PM
55	Cedar River Camp	3/28/2023 6:20 PM
56	We have had several state qualifying teams and groups from are area.	3/28/2023 2:29 PM
57	River access	3/28/2023 2:03 PM
58	Work to keep the airport open	3/28/2023 12:04 PM
59	Parks & Rec	3/28/2023 10:00 AM
60	Increased awareness on mental health (although it's not addressed)	3/27/2023 2:12 PM
61	more shops along Jefferson St.	3/27/2023 10:26 AM
62	Downtown upper level housing	3/27/2023 10:13 AM
63	Childcare Center	3/27/2023 10:09 AM
64	Career Advantage Center, Montrose, Iowa	3/27/2023 8:34 AM
65	County Health Department/EMS Building	3/26/2023 10:18 PM
66	Work on Hwy 61	3/26/2023 5:35 PM
67	More educational/career opportunities for students due to collaboration of schools and community resources.	3/26/2023 4:21 PM
68	Music wing at Keokuk High School	3/25/2023 7:56 PM
69	The plan for the playground area in the park	3/25/2023 7:27 PM
70	Increased housing availability	3/24/2023 8:27 PM
71	The opening of Urgent Care is highly beneficial	3/24/2023 4:44 PM
72	Attempt to enforce property appearance laws (not always successful and many property	3/24/2023 4:21 PM

owners believe they can have awful looking properties because it is their right despite the fact that it comes at the expense of their neighbors)

73	More efficient local governments	3/24/2023 4:05 PM
74	increased internet availability	3/24/2023 3:16 PM
75	Growth of SCC	3/24/2023 2:48 PM
76	Revitalizing the river front	3/24/2023 11:50 AM
77	Roundabout at West and W Burlington	3/24/2023 9:14 AM
78	Land development for new retail or specialized business (dentistry for example)	3/24/2023 8:41 AM
79	School improvement in Mepo	3/24/2023 8:32 AM
80	Improvements to outdoor/recreational areas	3/24/2023 8:25 AM
81	Highway 78 repaved	3/24/2023 8:20 AM
82	Road work	3/23/2023 10:33 PM
83	No activities for our youth to do outside, on their own.	3/23/2023 4:33 PM
84	The Fort Madison harbor project is going to be a huge asset to SEI.	3/23/2023 4:26 PM
85	Earth day clean up events	3/23/2023 3:38 PM
86	New Salvation Army building	3/23/2023 3:19 PM
87	Locally owned restaurants (GOOD)	3/23/2023 3:16 PM
88	We walk in Crapo park and it is always well kept and clean	3/23/2023 3:15 PM
89	Developmental/expansion of parks and activities in the area	3/23/2023 2:42 PM
90	slowly but surely the new hwy 61	3/23/2023 2:36 PM
91	Community organizations focusing more on community needs	3/23/2023 2:32 PM
92	Educational/training opportunities increased	3/23/2023 2:22 PM
93	Improved Schools	3/23/2023 1:33 PM
94	Capitol Theater & Art Center improvements/growth	3/23/2023 1:18 PM
95	some building improvements in Burlington	3/22/2023 1:45 PM
96	Redevelopment of downtown Burlington/historic building restoration and some new buildings too	3/22/2023 10:04 AM
97	Community pulls together during tragedy	3/22/2023 8:45 AM
98	The only improvements usually only happen on GRAND Avenue.	3/22/2023 7:43 AM
99	the parks	3/21/2023 8:19 PM
100	New Amtrak terminal we didn't want or can't afford	3/21/2023 7:40 PM
101	Better police presence	3/21/2023 5:45 PM
102	Highway through FM improved.	3/21/2023 4:50 PM
103	increased focus on quality internet access	3/21/2023 4:07 PM
104	Better internet availability	3/21/2023 4:04 PM
105	Cleaning up houses and yards	3/21/2023 4:03 PM
106	Street improvements	3/21/2023 3:56 PM
107	Marina	3/21/2023 3:26 PM
108	Start to see more interest from schools to provide students access to the skilled trades	3/21/2023 2:56 PM

109	Community support for community events and programs	3/21/2023 2:13 PM
110	New marina in Fort Madison	3/21/2023 1:51 PM
111	New small businesses	3/21/2023 1:22 PM
112	GOOD FIRE EQUIPMENT	3/21/2023 1:19 PM
113	Side walk repair	3/21/2023 12:38 PM
114	River Boat planning/Tourist Planning	3/21/2023 12:25 PM
115	New employment opportunities	3/21/2023 11:54 AM
116	community stakeholders meeting to address issues together	3/21/2023 11:50 AM
117	The Grange	3/21/2023 11:48 AM
118	Community clean-up	3/21/2023 11:37 AM
119	Businesses opening around town	3/21/2023 11:23 AM
120	More apartments	3/21/2023 11:10 AM
121	Keokuk Neighborhood Initiative	3/21/2023 10:54 AM
122	City maintenance is improving	3/21/2023 10:40 AM
123	Street improvements	3/21/2023 10:38 AM
124	A comprehensive approach to housing challenges	3/21/2023 10:34 AM
125	Private investment throughout town	3/21/2023 10:33 AM
126	up grades to sewer systems	3/21/2023 10:31 AM
127	Burlingtons Rec. amentities that have been built	3/21/2023 10:31 AM
128	Broadband connectivity is improving	3/21/2023 10:29 AM
129	Businesses	3/21/2023 10:14 AM
130	University groth	3/21/2023 10:14 AM
131	Residential development	3/21/2023 10:05 AM
132	4 lane of Hwy 61	3/21/2023 10:02 AM
133	Donnellson switching to Rathbun Water	3/20/2023 6:35 PM
134	New indoor facilities for our young people during the winter season	3/2/2023 7:38 AM
#	4.	DATE
1	Redevelopment of vacant, underutilized commercial buildings	4/14/2023 8:41 AM
2	School improvement	4/11/2023 11:57 PM
3	They open their juniors and seniors to health programs at SCC	4/11/2023 10:01 AM
4	college is growing	4/9/2023 5:12 PM
5	A couple new companies locating to Burlington	4/8/2023 11:29 AM
6	growth	4/7/2023 4:11 PM
7	More diverse events downtown	4/7/2023 3:57 PM
8	SCC	4/7/2023 1:38 PM
9	expanding housing plots	4/7/2023 1:37 PM
10	Sidewalks/bike lanes/curb cuts installed	4/7/2023 1:02 PM
11	NA	4/7/2023 1:00 PM

Great River Region Comprehensive Economic Development Strategies
Update 2023

SurveyMonkey

12	Lake Geode Improvements	4/7/2023 12:43 PM
13	Walking Trails	4/6/2023 7:35 PM
14	More expansion of the health department	4/6/2023 12:06 PM
15	Infrastructure improvements I.e., business hwy 61	4/6/2023 10:39 AM
16	Wide array of restaurants and shopping in Burlington	4/5/2023 11:46 AM
17	Improvements are in the works for the sewage and water systems.	4/5/2023 8:49 AM
18	Educational opportunities improvement	4/4/2023 2:36 PM
19	efforts to improve business choices/jobs	4/4/2023 2:08 PM
20	Many community events	4/3/2023 3:35 PM
21	Splash pad being completed	4/2/2023 5:07 AM
22	coordinated efforts to help families and prevent child abuse	4/1/2023 10:25 AM
23	The neighborhood project in Keokuk has promise for families.	3/31/2023 4:50 PM
24	Street Improvements Fort Madison	3/31/2023 2:41 PM
25	Greater utilization of the areas natural resources for recreational purposes.	3/31/2023 2:15 PM
26	New Home construction	3/31/2023 1:31 PM
27	new roads	3/31/2023 11:56 AM
28	More culture and arts options for leisure	3/31/2023 11:45 AM
29	Small business growth	3/31/2023 10:06 AM
30	Focus on Community-Great Partners/Chamber of Commerce	3/30/2023 5:31 PM
31	Replaced main roadway through town. Re-milled 103 on both ends of town.	3/30/2023 10:30 AM
32	Attract/retain young families	3/30/2023 9:03 AM
33	A well run ambulance service, service wise, staffing, and financially	3/30/2023 5:05 AM
34	more rural broadband	3/29/2023 9:38 AM
35	Langwood	3/28/2023 6:58 PM
36	We have had very successful county fairs.	3/28/2023 2:29 PM
37	Retain grocery store	3/28/2023 2:03 PM
38	Coffee time with police, very good and need more of this	3/28/2023 12:04 PM
39	Transportation	3/28/2023 10:00 AM
40	New Jail	3/27/2023 2:12 PM
41	Saving IWU	3/27/2023 10:13 AM
42	Habitat for Humanity houses	3/27/2023 8:34 AM
43	Public/Private Partnerships (Fort Madison Marina)	3/26/2023 10:18 PM
44	Expanded opportunities for tourism and hosting local/regional sports activities. activities	3/26/2023 4:21 PM
45	Planning to pave south 18th Street to the National Cemetery	3/25/2023 7:56 PM
46	The Library offering more	3/25/2023 7:27 PM
47	Bringing more businesses in	3/24/2023 8:27 PM
48	More jobs and grow	3/24/2023 4:05 PM
49	parks, rec, sports arenas are improving	3/24/2023 3:16 PM

50	Attitude adjustment of city leaders	3/24/2023 2:48 PM
51	Finishing the historic depot	3/24/2023 11:50 AM
52	Progress on Flint River Trail	3/24/2023 9:14 AM
53	Implementation of flood abatement downtown which should help business	3/24/2023 8:41 AM
54	Downtown revitalization in Burlington	3/24/2023 8:32 AM
55	Job opportunities	3/23/2023 10:33 PM
56	The Career Center is giving students a glimpse at job opportunities, other than college.	3/23/2023 4:26 PM
57	Seems like less violent crime in the last couple of years- since covid?	3/23/2023 3:19 PM
58	I appreciate the roads repairs in Burlington	3/23/2023 3:15 PM
59	Decent housing options	3/23/2023 2:42 PM
60	Maintaining a bus system though it needs improvement, keeping it is a plus!	3/23/2023 2:22 PM
61	Improved Marina	3/23/2023 1:33 PM
62	SCC improvements/growth	3/23/2023 1:18 PM
63	a few new resterants	3/22/2023 1:45 PM
64	Investments into infrastructure - roads, water, sewer	3/22/2023 10:04 AM
65	the educational opportunities	3/21/2023 8:19 PM
66	Higher and higher taxes	3/21/2023 7:40 PM
67	Some return of businesses to the city. (e.g. Shopko bldg.)	3/21/2023 4:50 PM
68	more consistent maintenance and repair of roads	3/21/2023 4:07 PM
69	Physical upgrades to the school	3/21/2023 4:04 PM
70	Traffic flow is good with the new roundabout	3/21/2023 4:03 PM
71	An active Chamber Alliance	3/21/2023 3:56 PM
72	Many new businesses	3/21/2023 3:26 PM
73	CNH settling their strike	3/21/2023 2:56 PM
74	IWU and Southeastern	3/21/2023 2:13 PM
75	Upgrades of emergency services (police, sheriff and fire)	3/21/2023 1:22 PM
76	Business Highway 61 improvement	3/21/2023 12:25 PM
77	downtown revitalization in Keokuk (more needs done)	3/21/2023 11:50 AM
78	Homes for Iowa houses in town	3/21/2023 10:54 AM
79	Businesses staying local	3/21/2023 10:38 AM
80	Increased participation in community youth programs.	3/21/2023 10:34 AM
81	Public infrastructure improvements	3/21/2023 10:33 AM
82	took down 2 eye-sore buildings	3/21/2023 10:31 AM
83	Lake Geode restoration	3/21/2023 10:31 AM
84	The overall look in our town	3/21/2023 10:14 AM
85	Downtown revitalization	3/21/2023 10:05 AM
86	Natural Resource Improvements, Riverfront, Big Hollow	3/21/2023 10:02 AM
87	Downtown Fort Madison expanding retail and dining options	3/20/2023 6:35 PM

88	Improvements at the Theater	3/2/2023 7:38 AM
#	5.	DATE
1	Road and sewer work, upgrading outdated infrastructure	4/14/2023 8:41 AM
2	Airport	4/11/2023 11:57 PM
3	Mediapolis School Distract school board works with the parents and we all work together for better education for our children	4/11/2023 10:01 AM
4	friendly people	4/9/2023 5:12 PM
5	youth sports	4/7/2023 4:11 PM
6	More diverse restaurants downtown	4/7/2023 3:57 PM
7	grants for lower income residents to help with repairs	4/7/2023 1:37 PM
8	Quick Care moved for better access	4/7/2023 1:02 PM
9	NA	4/7/2023 1:00 PM
10	Trail completed around the city	4/7/2023 12:43 PM
11	Fort Madison Beautification Foundation	4/6/2023 10:39 AM
12	Expansion of childcare in the area	4/5/2023 11:46 AM
13	Acess to good health care	4/4/2023 2:36 PM
14	fostering community feel	4/4/2023 2:08 PM
15	Eventually the handicapped park changes	4/2/2023 5:07 AM
16	The Health Department's work with resilient families is important.	3/31/2023 4:50 PM
17	Getting rid of eyesore properties Fort Madison	3/31/2023 2:41 PM
18	A realization that the area must address health services needs.	3/31/2023 2:15 PM
19	Buffalo Wild Wings Ft. Madison	3/31/2023 1:31 PM
20	Fixing up Riverview Park	3/31/2023 11:56 AM
21	improving infrastructure	3/31/2023 10:06 AM
22	Focus on Workforce- Great Lee County Econ. Development	3/30/2023 5:31 PM
23	Ilincrease tourist/visitors attractions, more outdoor rec activities	3/30/2023 9:03 AM
24	City council that does not bow to local pressure from outside interests	3/30/2023 5:05 AM
25	Lots of public County and state land for recreation	3/28/2023 6:58 PM
26	Our schools have remained financially stable in hard economic times.	3/28/2023 2:29 PM
27	Churches active and helping the community	3/28/2023 12:04 PM
28	Urgent care	3/27/2023 2:12 PM
29	Failing childcare center	3/27/2023 10:13 AM
30	Fort Madison has improved traffic flow through their town	3/27/2023 8:34 AM
31	Empowering Families Initiative (Uniting Lee County)	3/26/2023 10:18 PM
32	Efforts made to address homelessness and poverty	3/26/2023 4:21 PM
33	Keokuk Union Depot improvements	3/25/2023 7:56 PM
34	The apartments, condos offered downtown	3/25/2023 7:27 PM
35	Assistance for people	3/24/2023 8:27 PM
36	More recreational opportunities	3/24/2023 4:05 PM

37	Downtown Burlington revitalization	3/24/2023 3:16 PM
38	Maintenance of air travel services	3/24/2023 2:48 PM
39	The rehab and/or removal of dilapidated structures	3/24/2023 11:50 AM
40	Public safety	3/24/2023 9:14 AM
41	SCC growth	3/24/2023 8:32 AM
42	Lee County Ambulance Service is up and running.	3/23/2023 4:26 PM
43	More financial institutions opened in Burlington	3/23/2023 3:19 PM
44	Entrepreneurship/businesses opening	3/23/2023 2:22 PM
45	Indoor sports facilities	3/23/2023 1:18 PM
46	increased awareness of sites available to develop	3/21/2023 4:07 PM
47	Increased manufacturing investments	3/21/2023 3:26 PM
48	Beautifying downtown	3/21/2023 1:22 PM
49	New School buildings coming soon	3/21/2023 12:25 PM
50	walking/recreational trails are starting to come together	3/21/2023 11:50 AM
51	YMCA improvements	3/21/2023 10:54 AM
52	Keeping staples like school, church and groceries in town	3/21/2023 10:38 AM
53	Surviving COVID and continuing with community celebrations and traditions.	3/21/2023 10:34 AM
54	More social activities and events created	3/21/2023 10:33 AM
55	More bike trails built around our town	3/21/2023 10:31 AM
56	Our community is well kept.	3/21/2023 10:14 AM
57	Bridges Out of Poverty Program	3/21/2023 10:02 AM
58	Main Street Inc in Keokuk is gaining momentum	3/20/2023 6:35 PM
59	Great improvements at the College	3/2/2023 7:38 AM

Q7 What is one small change or improvement that could be made to make your community and/or Southeast Iowa a great place to live?

Answered: 227 Skipped: 165

Q7 What is one small change or improvement that could be made to make your community and/or Southeast Iowa a great place to live?

Answered: 227 Skipped: 165

#	RESPONSES	DATE
1	Better promotion/marketing for our churches	4/16/2023 9:45 AM
2	Arrest people living in known drug and human trafficking houses. If everyone in the community knows where they are, why can't they be shut down	4/14/2023 10:28 AM
3	More redevelopment and investment in existing neighborhoods to maintain housing stock that exists.	4/14/2023 8:41 AM
4	health food store, up graded restaurants.	4/14/2023 7:58 AM
5	fix sunnyside	4/14/2023 4:47 AM
6	Increase the patrol officers in Lee county.	4/13/2023 2:56 PM
7	More mom/pop restaurants	4/13/2023 10:57 AM
8	city and schools working together to remove transportation barriers for studens who need/want to attend school	4/12/2023 8:49 AM
9	Reconstruction of Roosevelt	4/11/2023 11:57 PM
10	Improved trails for walking and biking	4/11/2023 1:25 PM
11	More adequit housing street improvements	4/11/2023 12:42 PM
12	Promote Keokuk's History.	4/11/2023 12:03 PM
13	transportation assistance for elderly	4/11/2023 10:17 AM
14	That we help all student from the developmentally challenged to the student who wants a career in medical field or welding. An they understand sports is not the only thing the town is good for. An also they make students accountable for their actions and not sweep it under the rug like the Activities Director has done.	4/11/2023 10:01 AM
15	Increased wages	4/10/2023 1:15 PM
16	Providing more places to park downtown. More family activities to pull in people from other areas such as festivals.	4/10/2023 12:14 PM
17	Bring more restaurants and entertainment to the area.	4/10/2023 10:34 AM
18	Better housing options. Rock/Chip gravel roads for less soil runoff/erosion.	4/10/2023 9:57 AM
19	We need to bring back the big manufacturing job back. We lost Murry Iron Works and G.E. Our mall is a ghost town.	4/10/2023 9:53 AM
20	more pedestrian friendly trails and access.	4/10/2023 9:04 AM
21	Better bike trails in the region (connecting the communities).	4/10/2023 8:34 AM
22	combine Burlington and W Burlington. I see no need for there to be two cities	4/9/2023 5:12 PM
23	Better public transportation.	4/8/2023 1:16 PM
24	Keeping jobs (other than fast foods) in Burlington. Hospital shipped all medical coding jobs overseas	4/8/2023 11:29 AM
25	Seems like the Crapo Park pool needs to be utilized better. Maybe it needs to have a couple of slides, and a segregated eating area.	4/7/2023 4:19 PM
26	1. road improvements 2. sidewalk between SCC and Target and SCC and Walmart	4/7/2023 4:11 PM

27	Better cellular data. We need legit cellular service availability and cannot just rely on internet service.	4/7/2023 3:57 PM
28	Incentivize QUALITY doctors and therapists to move to and stay in the region.	4/7/2023 2:44 PM
29	taxes	4/7/2023 2:18 PM
30	More Retail and restaurants	4/7/2023 1:55 PM
31	A large indoor arena/building to host a variety of events. The Auditorium is too small and the rec plex is too crude. We need a LARGE building with heat and air so it can be used all year round.	4/7/2023 1:38 PM
32	more toddler play equipment @ city park	4/7/2023 1:37 PM
33	more bike trails	4/7/2023 1:37 PM
34	Bring programming to SCC in Keokuk to attract more students, and maybe keep them home longer before venturing on to dig themselves in a debt hole. We need educational programs in South Lee County.	4/7/2023 1:17 PM
35	Having the ability to remove accumulated junk and debris that accumulate in homes and yards (cars, tires, trash). The city does work hard in the effort but probably needs more support for the number of properties in this category.	4/7/2023 1:13 PM
36	Clean up trashy/falling down houses and properties.	4/7/2023 1:08 PM
37	More pedestrian access (sidewalks, lights, etc.). Great start but I'd be happy with more.	4/7/2023 1:02 PM
38	I'm not sure? More public transport systems to help the community better. I know we have a bus system and some taxis, but they are not always reliable.	4/7/2023 1:00 PM
39	No more low income housing	4/7/2023 12:50 PM
40	More for young college aged & young adults that has nothing to do with alcohol	4/7/2023 12:49 PM
41	Would like to see HyVee grow - Compared to Fairfield / Burlington our choices are limited. Rec Center hours / class schedules could be better	4/7/2023 12:43 PM
42	More paved roads, which will be expensive. Years ago the county was going to pave Dodgeville Rd. to Big Hollow, but they paved it from Pleasant Grove Rd. to there instead.	4/7/2023 11:34 AM
43	Get a regional festival with all communities contributing , and rotating venue	4/7/2023 8:12 AM
44	More dining and entertainment options. Entertainment options for children. People having more pride in their in surroundings.	4/6/2023 7:35 PM
45	Make Facebook events to help remind people of happenings in the town	4/6/2023 12:06 PM
46	More reliable and accessible public transportation	4/6/2023 11:21 AM
47	Something to implement and capitalize on once the marina is finished is to offer fishing charters/sunset cruises to the public!	4/6/2023 10:39 AM
48	Build a post office at Grandview. Open a library at Grandview. Improve internet options for the county. Raise taxes to pay for ambulance service for the county...Sorry, you asked for small. So... Replace the stop sign with a yield sign at the junction of 145th St and old Highway 61 (south of Grandview, East of new highway 61)	4/6/2023 6:31 AM
49	More places for kids to go, splashpad	4/5/2023 1:47 PM
50	More family-friendly activities. Midwest Old Threshers is great with their activities from August - December but I wish there was more in the Burlington area. Burlington has events at the Auditorium and Port but lack family oriented events. I wish there were activities in the park areas in Burlington.	4/5/2023 11:46 AM
51	Encouraging pride of ownership in the citizens. Upkeep and curb appeal of their homes and businesses.	4/5/2023 10:38 AM
52	Add recreation activities, walking trails, tennis courts,	4/5/2023 10:20 AM
53	Bring in more employment and affordable homes/apartments for the community. Find ways to	4/5/2023 9:03 AM

support downtown Burlington improvements and activities.

54	Other towns with historic sites have pamphlets at every fast food restaurant sitting on the counters or near the doorways. Yes, we have the big book which highlights areas in DMC and WC IL., but the city of Burlington should have a smaller easier guide to use, especially for those who are passing through on Roosevelt Avenue. I am often asked questions about our town by elderly individuals who are traveling and wanting to site see a bit before leaving the area. Other towns such as Hannibal have these available for customers in restaurants, gas stations, etc.	4/5/2023 8:49 AM
55	Promoting home ownership, take pride in our neighborhoods.	4/4/2023 3:16 PM
56	Not sure.	4/4/2023 3:13 PM
57	Creating a solution to the affordable housing problem.	4/4/2023 2:41 PM
58	More bike trails and recreational opportunities.	4/4/2023 2:36 PM
59	Not exactly small but - more walkable sidewalks and neighborhoods, especially in low-income areas which are often neglected in favor of other parts of town. Additionally, police need to implement a system in which mental health calls are directed to mental health professionals/providers (see Polk County's recent efforts with this).	4/4/2023 2:24 PM
60	Utilize petty offenders to help clean the garbage and help elderly as a way to pay fines	4/4/2023 2:08 PM
61	increased church attendance	4/4/2023 9:52 AM
62	Reduce crime in Burlington	4/4/2023 3:54 AM
63	NA	4/3/2023 3:44 PM
64	New building for the Health Dept. After all we are making sure the dog pound gets a new building.	4/3/2023 3:35 PM
65	Community events. Music in the park? Activities for young children?	4/3/2023 9:40 AM
66	More sustained effort at community revitalization with a plan for downtown design. Also incentives for small businesses to start up or expand.	4/3/2023 8:15 AM
67	This would be hard, more things to do. Not much for kids to do in town besides parks.	4/2/2023 5:07 AM
68	have noise ordinance for trains in fort madison city limits repair FM downtown street curbs and sidewalks	4/1/2023 10:25 AM
69	Not small, and certainly challenging, but it would have to be to reverse the decline in population by creating incentives for people to move here and work.	3/31/2023 9:59 PM
70	More work in neighborhoods to get people together.	3/31/2023 4:50 PM
71	Affordable Child Care	3/31/2023 2:41 PM
72	A greater involvement of community residents to identify and work on the areas needs.	3/31/2023 2:15 PM
73	Food Shopping. Health care. Entertainment.	3/31/2023 1:50 PM
74	Tear down the Sheaffer building.	3/31/2023 1:31 PM
75	More small businesses, including restaurants.	3/31/2023 11:56 AM
76	Street repairs are needed in many neighborhoods.	3/31/2023 11:45 AM
77	Picking up litter and trash	3/31/2023 10:06 AM
78	We need a better Marina, so that people can dock their boats for transient overnight stays. Also, better facilities so that you can rent a slip and stay on your boat for the weekend. We would be able to draw people from the surrounding area for weekend boating.	3/31/2023 9:11 AM
79	restaurants	3/31/2023 8:26 AM
80	More entertainment options for families/kids	3/30/2023 7:45 PM
81	Additional dining options (especially on certain days of the week- Mondays, Tuesday).	3/30/2023 5:31 PM

82	Splashpad or some fun activity for kids in the summer (when no school).	3/30/2023 10:30 AM
83	Looking ahead, when highway 61 becomes four lanes there will be new opportunities for residential and business development. Improving broadband in our rural community may attract young families who can work remotely. Additionally, having nicer outdoor amenities will attract younger families. Coupled with the accessibility of traveling through Louisa County there is a potential for growth.	3/30/2023 9:03 AM
84	Another gas station/convenience store to compete against Caseys. another restraurant that is like the old Johnny B's.	3/30/2023 5:05 AM
85	?	3/29/2023 12:40 PM
86	Improvements to the downtown.	3/29/2023 11:11 AM
87	New London needs more to attract and retain families. A nicer restaurant, expand Ray's to sell more fresh grocery items, a park with a trail (like Wayland), dog park, etc. We drive to Mt. Pleasant or Burlington/West Burlington because there is nothing drawing us into New London.	3/29/2023 9:38 AM
88	Remove the propaganda and agendas from the classrooms. Get back to the basics and leave the politics out of it. Get rid of common core.	3/29/2023 9:08 AM
89	Start at least salvaging quality materials from homes and buildings before you tear them down. Call Preservation Station in Burlington. 213 Valley Street in 52601 Burlington; Phone: 319-752-8672	3/29/2023 7:55 AM
90	Supervisors giving the heads of different departments a budget and let them run their departments.	3/28/2023 6:58 PM
91	Wish we had more retail stores.	3/28/2023 6:20 PM
92	Softball /soccer field	3/28/2023 5:37 PM
93	We need to clean up areas of our communities better. There is too much litter and dumping of trash.	3/28/2023 2:29 PM
94	Clean up properties/businesses that collect salvage materials.	3/28/2023 2:10 PM
95	It is a great place to live. It would be nice if the town was tidied up by the mall and the Bayfront hotel. It could be great - but it is not.	3/28/2023 2:05 PM
96	Togetherness we need to rally together and grow our community. Not just people, yes people make a community but it's much more bigger than that.	3/28/2023 2:04 PM
97	Do things for the residents rather than to them.	3/28/2023 2:03 PM
98	A tourism board that would work with business to bring events to the county that would then drive sales.	3/28/2023 1:29 PM
99	Make rules and then uphold them on how property should be take care of - old, non running cars removed, clutter/scrap removed, etc. I understand it can take time to maybe get enough money to get a vehiclle running but after say 6 months or so - it should be removed. Keep our towns looking nice!	3/28/2023 1:11 PM
100	Bringing more buisnesses to the community	3/28/2023 1:02 PM
101	Bring crime down fast and efficiently.	3/28/2023 12:04 PM
102	Economic development and new businesses to the community.	3/28/2023 10:00 AM
103	Diversification of employers.	3/28/2023 9:55 AM
104	I don't have anything right now.	3/28/2023 8:51 AM
105	Find a way to more fairly spread grant money around to smaller towns vs Burlington riverfront etc	3/28/2023 8:02 AM
106	Better government cooperation with each other and the community. Example: the city of mount pleasant charging the school to rent Cottrell when the school gave it to them...	3/27/2023 2:12 PM
107	street improvement/curb appeal	3/27/2023 1:03 PM

108	better pavement on streets	3/27/2023 10:26 AM
109	Leadership change	3/27/2023 10:13 AM
110	Add more sidewalks for people to get to grocery store and work along E. Washington St	3/27/2023 10:09 AM
111	More resources for families.	3/27/2023 8:58 AM
112	better paying jobs, jobs with benefits	3/27/2023 8:54 AM
113	For our legislatures to really listen to the constituents, the needs of Southeast Iowa, and to vote for the good of Southeast Iowa and not along party lines.	3/27/2023 8:34 AM
114	An increased investment in tourism. Marketing SE Iowa in a positive light. Have to change the stigma of river town/drugs.	3/26/2023 10:18 PM
115	mandatory recycling	3/26/2023 5:35 PM
116	Continue to involve people in any way possible. Involvement creates ownership and pride. Celebrate and share our successes locally as well as statewide and beyond.	3/26/2023 4:21 PM
117	Invest in our public education systems and show that Southeast Iowa supports educators and schools, especially when the state is prioritizing private education we need to support and encourage our public schools.	3/26/2023 10:24 AM
118	more housing, more industry to offset taxes, more help to school CTE programs to train students for trades careers	3/26/2023 10:15 AM
119	MENTAL HEALTH SERVICES. If we had better services the homeless in our area could get the help they need and get off the streets. Then some of the crime would go down.	3/25/2023 7:56 PM
120	Continue to make the downtown an exciting place	3/25/2023 7:27 PM
121	Water quality	3/25/2023 6:30 PM
122	More things to do for fun	3/24/2023 8:27 PM
123	AC / Enclosed Shelter at Crapo/Dankwardt Park	3/24/2023 4:44 PM
124	Continue with remodeling and holding property owners accountable...the physical appearance of community properties is a significant factor in being attractive to potential residents.	3/24/2023 4:21 PM
125	An enhanced "destination" attraction.	3/24/2023 4:05 PM
126	Accountability for property owners to clean up their yards, properties, etc. Put this in city ordinance and actually enforce. Demolish abandoned properties and just turn into green space.	3/24/2023 3:38 PM
127	Decrease in drug / crime	3/24/2023 3:16 PM
128	Focus on initiatives that make existing business more successful	3/24/2023 2:48 PM
129	Cleaning up the mall in Keokuk. Fix the parking lot, keep it clean, something to make it look less decrepit and run down. More community events in the parks, at churches, Main Street, etc.	3/24/2023 2:39 PM
130	don't know	3/24/2023 12:30 PM
131	More things for kids to get involved in.	3/24/2023 12:23 PM
132	Better housing-no choice for new people to move in.	3/24/2023 12:20 PM
133	Amenities- outdoor and restaurants	3/24/2023 12:02 PM
134	Increase partnership and transparency in social agencies that benefit low income households (ie community action, bridges out of poverty, police, DVIP, the shelters)	3/24/2023 11:56 AM
135	Removal of debris or condemned buildings.	3/24/2023 11:54 AM
136	More community events, entertainment.	3/24/2023 11:51 AM
137	More entertainment opportunities	3/24/2023 11:50 AM
138	Quit listening to the old population and start making changes that benefit the young generation	3/24/2023 11:50 AM

139	getting more people involved in community activities	3/24/2023 11:43 AM
140	Housing	3/24/2023 10:19 AM
141	Ending parking minimums	3/24/2023 9:14 AM
142	Lower taxes. Replace the trails in Crapo Park.	3/24/2023 8:52 AM
143	Stop spending millions on bike trails that go into the wild and are not integrated into the town attractions or shops. Look at surrounding booming cities such as Iowa City and Des Moines and assimilate what works for this structure. Not everything needs to be reimagined. Encouraging physical activity and decreasing carbon footprints can be simple and in this case, it can be a cut-and-paste application for the most part. The money is already being raised, applied for, and allocated - let's make the trails useful for daily needs.	3/24/2023 8:41 AM
144	More homeless housing	3/24/2023 8:40 AM
145	Things to do: Entertainment and more jobs	3/24/2023 8:34 AM
146	Car wash in Mepo	3/24/2023 8:32 AM
147	Get junk off of streets.	3/24/2023 8:25 AM
148	A public transportation system that strives to think and look different. Buses with set schedules don't offer the convenience and support needed for a parent with young children, or an elderly person needing to get to health care appointments in Iowa City. Bus schedules in Burlington are not family friendly for someone with an infant or toddler. Create a cab-like company that accepts & promotes public dollars.	3/24/2023 8:25 AM
149	Grocer-NOT a dollar store!!!!	3/24/2023 8:20 AM
150	more downtown shopping	3/24/2023 8:10 AM
151	Better trail systems around towns.	3/24/2023 7:52 AM
152	More opportunities and more to do besides bars.	3/24/2023 7:40 AM
153	Less litter	3/23/2023 10:33 PM
154	Repair sidewalks!	3/23/2023 6:59 PM
155	Better public transportation options or get rid of the city fee to run a taxi so Ubers and Lyfts can operate.	3/23/2023 6:45 PM
156	more food options locally	3/23/2023 5:00 PM
157	Change over in school board and City Council. Some are in too much of a clique and get back in, no new ideas.	3/23/2023 4:33 PM
158	A hospital in Keokuk would be great!	3/23/2023 4:26 PM
159	Fix the roads and lack there of stop signs.	3/23/2023 3:38 PM
160	Decrease in crime rates. Have stopped shopping in Burlington routinely because of the shootings and the uncleanliness feeling of stores.	3/23/2023 3:37 PM
161	We could attract some better shopping.	3/23/2023 3:20 PM
162	Reuse empty spaces like the Shopko building. Maybe offer incentives to companies to buy and remodel existing buildings instead of building new ones. Also, a trampoline park...maybe in the old Shopko building!	3/23/2023 3:19 PM
163	more resources for human services	3/23/2023 3:16 PM
164	Improved bike trails and improved sidewalks	3/23/2023 3:15 PM
165	More attractions for teens	3/23/2023 2:42 PM
166	have more affordable housing in better neighborhoods	3/23/2023 2:36 PM
167	For Louisa County to have a medical transportation program similar to Henry County's program that is free to seniors and disabled individuals.	3/23/2023 2:32 PM

168	Better paying jobs	3/23/2023 2:30 PM
169	A current local database of volunteer opportunities.	3/23/2023 2:22 PM
170	More shopping options	3/23/2023 1:52 PM
171	More manufacturing jobs Reduce taxes	3/23/2023 1:43 PM
172	Better housing and roads	3/23/2023 1:33 PM
173	Focus on river access/riverfront improvements in Burlington	3/23/2023 1:18 PM
174	Well run, 7 day a week newspaper	3/22/2023 2:23 PM
175	better eating establishments LOWER crime rate	3/22/2023 1:45 PM
176	Open a facility for mentally disabled and homeless.	3/22/2023 12:01 PM
177	More paved roads	3/22/2023 11:07 AM
178	rebuild the streets in Keokuk	3/22/2023 10:20 AM
179	More investment into public art. Seeing more of this in Burlington (And some in other communities), but could be a lot more and is not a huge expense	3/22/2023 10:04 AM
180	better park bathrooms	3/22/2023 9:36 AM
181	Reopen the hospital	3/22/2023 8:45 AM
182	More mid-range stores to purchase clothing. More activities for kids and teenagers (free/reasonably priced).	3/22/2023 8:15 AM
183	Clean the place up a little and get the factories that we have lost back in the area if possible.	3/22/2023 7:43 AM
184	More community action	3/22/2023 7:42 AM
185	A committee to plan more events for families to do things	3/21/2023 11:21 PM
186	shelter the homeless	3/21/2023 8:19 PM
187	More good paying jobs.	3/21/2023 7:58 PM
188	At this point, there isn't much hope for this town. Not trying to be negative, just don't see many positives in the last several years. That is sad in itself.	3/21/2023 7:40 PM
189	Jet air travel from Southeast Iowa Regional Airport	3/21/2023 5:45 PM
190	Street and sidewalk improvement. Deteriorated from years of neglect.	3/21/2023 4:50 PM
191	Improve quality of jobs/ quality of life-higher wages	3/21/2023 4:07 PM
192	More recreational opportunities	3/21/2023 4:04 PM
193	Offer more less expensive youth activities	3/21/2023 4:03 PM
194	More restaurants	3/21/2023 3:26 PM
195	More support for good paying careers locally. I think if there was more incentive or education to employers to support good paying careers it would be helpful to all	3/21/2023 2:56 PM
196	younger leadership in communities	3/21/2023 2:13 PM
197	Removal or improvement of buildings	3/21/2023 1:51 PM
198	More affordable housing	3/21/2023 1:22 PM
199	Bike trails	3/21/2023 12:38 PM
200	A few more restaurant choices	3/21/2023 12:25 PM
201	property owner's taking pride in their property. Keeping it in good repair, tidy in appearance, trash and debris cleaned up. Nobody wants to live next to the property with junk scattered everywhere. This would in turn increase the curb appeal of available properties for sale. One does not have to be wealthy or rich to pick up your property trash as a means of doing above.	3/21/2023 11:55 AM

202	Take care of dilapidated buildings/those falling a par to improve community infrastructure. Increase child care availability/access/affordability; improve available resources and care for poor elderly	3/21/2023 11:50 AM
203	More restaurants that aren't pizza or Mexican. We have that covered.	3/21/2023 11:48 AM
204	Business development Residential housing, low income housing	3/21/2023 11:40 AM
205	Park promotion - there are some great areas for families to go that are untapped. Encouraging people to take advantage of these gems.	3/21/2023 11:37 AM
206	Focusing on whole community, not just "Main street"	3/21/2023 11:23 AM
207	School systems	3/21/2023 11:10 AM
208	property clean up/tear down	3/21/2023 10:54 AM
209	Take advantage of the major highways running around Mt. Pleasant.	3/21/2023 10:50 AM
210	A restaurant or coffee shop for elder people to gather	3/21/2023 10:40 AM
211	Bringing food services to town	3/21/2023 10:38 AM
212	More housing	3/21/2023 10:36 AM
213	For people who are not "outdoorsy," the focus seems to be overly skewed toward that portion of development. Wapello is more than the river, campgrounds, and nature trails. These are nice, but they are many people who do not see these as an attraction to the area.	3/21/2023 10:34 AM
214	Need better solution for homelessness	3/21/2023 10:33 AM
215	convenient store	3/21/2023 10:31 AM
216	IWC having new indoor training facilities	3/21/2023 10:31 AM
217	More public art. Mount Pleasant feels very cookie-cutter and lacks a unique identity.	3/21/2023 10:29 AM
218	More parks with more amenities.	3/21/2023 10:14 AM
219	choices for dining and entertainment.	3/21/2023 10:14 AM
220	better roads!!! and not gravel ones!!!!	3/21/2023 10:07 AM
221	Current business and residential owners, to take more pride in their properties	3/21/2023 10:05 AM
222	Grow area Foundations to make huge financial impacts including GRH to break even and their foundation to financially make an impact.	3/21/2023 10:02 AM
223	clean the town	3/21/2023 10:01 AM
224	Create a paved bike path along the Mississippi River	3/21/2023 9:54 AM
225	Prioritization of placemaking and funding of amenities that will aid in recruitment and retention of high quality professionals.	3/20/2023 6:35 PM
226	for question 5 & 6 : more housing and jobs	3/14/2023 10:33 AM
227	Improvements in the roads	3/2/2023 7:38 AM

Q8 What is one large, transformational change that could be made to make your community and/or Southeast Iowa a great place to live?

Answered: 211 Skipped: 181

Q8 What is one large, transformational change that could be made to make your community and/or Southeast Iowa a great place to live?

Answered: 211 Skipped: 181

#	RESPONSES	DATE
1	To implement a city ran taxi service or having the city support a reputable taxi service (unlike the one currently in fort madison)	4/16/2023 9:45 AM
2	Permanent supportive housing	4/14/2023 10:28 AM
3	Adding more diverse (non-manufacturing) employment in the region, expanding the job market with more modern businesses - tied with training opportunities.	4/14/2023 8:41 AM
4	Fishing charters, river boat cruises with dinner, upgraded store fronts downtown burlington	4/14/2023 7:58 AM
5	fix our school system	4/14/2023 4:47 AM
6	Increase after school and summer youth and educational programs and opportunities.	4/13/2023 2:56 PM
7	Would love a Walmart or Target!	4/13/2023 10:57 AM
8	Increase industry/employment opportunities	4/12/2023 11:04 AM
9	Education-stressing the importance of graduating high school and what it will do for our youth and future of our city	4/12/2023 8:49 AM
10	Connect North Plane to Sunnyside	4/11/2023 11:57 PM
11	Business and local government support for child care so all parents have the opportunity to send their children to quality child care	4/11/2023 1:25 PM
12	steets, housing, promote ourselves lots of good here	4/11/2023 12:42 PM
13	Stop paying someone to tare down old houses. Instead use that money to Give to the owners to repair their home.	4/11/2023 12:03 PM
14	citizens more engaged with one another	4/11/2023 10:17 AM
15	They look at each student as individuals and get them excited about their life goals and careers they my want. An not let the big donors play a role in choices in the school distract. And that the special education classes get more funding and help they deserve. Along with Teachers getting better pay they well deserve cause before long teachers will be slim.	4/11/2023 10:01 AM
16	Increased wages	4/10/2023 1:15 PM
17	We need to make our community more inviting to new people with high paying jobs, place they can go locally to spend money. I haven't seen a real increase of new people more like a decline.	4/10/2023 9:53 AM
18	Same as above, more trails and pedestrian access. Give people a reason to get moving without the risk of getting hit by cars	4/10/2023 9:04 AM
19	Continue to look forward to what is needed to draw visitors	4/9/2023 5:12 PM
20	Lower the property taxes.	4/8/2023 1:16 PM
21	Better mental health care	4/8/2023 11:29 AM
22	Old homes in the Burlington area are becoming ran down to the point it appears they are no longer safe to be lived in. The old "Apollo" school just sits there. Either renovate it or tear it down. Seems like there are alot of places like that. It doesn't enhance the town for people who want to live in it. Their isn't the safety that use to be 20 + years ago in the larger SE Iowa towns. Drug related crimes on the rise. This needs to be cleaned up!	4/7/2023 4:19 PM
23	lower housing costs in Burlington area	4/7/2023 4:11 PM

24	More hands-on community resources to help those children in poverty. Decrease child abuse.	4/7/2023 3:57 PM
25	Acknowledging this is an overgeneralization: Your sons/daughters don't get an education, move away, and then not return just because of the lack of job opportunities - although that's a huge factor. When someone gains an education, opens their mind to differences, accepts and appreciates that we don't all have to share the same beliefs and experiences, and then experiences living somewhere state leaders are not as small-minded, frightened of diversity of people and thought, and repressive, returning here to visit or live can feel depressing and suffocating. If you genuinely want transformational change, then Iowa needs to become sincerely welcoming to more people than just the MAGA crowd.	4/7/2023 2:44 PM
26	New affordable housing developments for Keokuk.	4/7/2023 2:18 PM
27	More jobs	4/7/2023 1:55 PM
28	Large distribution center that would employ many people, with jobs comes housing, restaurants, schools, doctors, etc.	4/7/2023 1:38 PM
29	more businesses	4/7/2023 1:37 PM
30	4 year college	4/7/2023 1:37 PM
31	Bring ISU Extension Center to Keokuk - Donnellson ISU Extension just isn't enough. Plus, we have extra room at SCC for ISU to use for classes. ISU Extension offers Ag and Health-related classes and programs. Maybe ISU can purchase the Keokuk SCC campus, and call it ISU South. There has got to be an Iowa college somewhere that wants to invest in Keokuk SCC, it's a beautiful campus going to waste	4/7/2023 1:17 PM
32	Improve downtown Fort Madison storefronts and align its aesthetics.	4/7/2023 1:13 PM
33	Have businesses and individuals take more pride in their properties. Perhaps stricter zoning.	4/7/2023 1:08 PM
34	Not as much community emphasis/expectation on traditional Christian expressions and thought patterns. Not every Christian even agrees on what those are. Would like to see celebrations for other traditions, such as the Holi Festival which Iowa Wesleyan recently held.	4/7/2023 1:02 PM
35	A sidewalk from SCC down agency road - I see so many students who have to walk to Walmart for groceries. It can be very unsafe for them	4/7/2023 1:00 PM
36	No more low income housing and we need better industries for jobs that create a living wage. Too much fast food low paying retail jobs.	4/7/2023 12:50 PM
37	Be a positive influence & resource for those who don't know the area as well	4/7/2023 12:49 PM
38	Ways to bring more visitors. Heard maybe a sports complex that would bring in people from out of town.	4/7/2023 12:43 PM
39	Turn into regional zone , no more competing with each other	4/7/2023 8:12 AM
40	Industry and better paying jobs. We can't draw companies with good paying jobs if we can't offer a decent quality of life and options for their employees.	4/6/2023 7:35 PM
41	Bringing in more highly trained mental health providers	4/6/2023 11:21 AM
42	Proper Event & Sport space/stadium/auditorium to host conferences, musical events, sporting events (minor league something - community tournaments, etc.), and more!! This is a huge money maker in larger cities, people travel for conferences and concerts and spend money in the area at restaurants, bars, retail stores etc. while in town.	4/6/2023 10:39 AM
43	See list above. Without changing the mind sets of people, the large changes that matter won't happen.	4/6/2023 6:31 AM
44	Make it a place for families to live and be excited about. Build things that would attract it	4/5/2023 1:47 PM
45	Improved infrastructure and "that one thing," whatever that may, be to bring others from larger metro areas here to visit or stay.	4/5/2023 10:38 AM
46	Adding an indoor recreational center such as a Smashpark or Kroc center.	4/5/2023 10:20 AM
47	Buld some kind of River walk/bike path.	4/5/2023 9:03 AM

48	Bring in more industry to improve the tax rates and to bring more economic development to the city.	4/5/2023 8:49 AM
49	Promoting home ownership, take pride in our neighborhoods.	4/4/2023 3:16 PM
50	Eliminate gangs and crime	4/4/2023 3:13 PM
51	Community norms.	4/4/2023 2:41 PM
52	Destruction and tear down of abandoned or old buildings.	4/4/2023 2:36 PM
53	Focusing on helping low-income families find affordable housing, coaching them to become homeowners and supplying funding to make that happen. I want to stop seeing the same group of a dozen landlords buying up all the properties in town and then charging inflated rates for rent to families who cannot afford to buy their own home. I would love to see the affluent families who have generational wealth step up and help even the scales but that will likely not happen in my lifetime.	4/4/2023 2:24 PM
54	Work the bus system in a way so even more rural people can get to work consistently. So many folks have broke down cars or rides fall thru and they lose a job. It will help pull them out of poverty. Maybe a grant can help support this rather than just make everything look pretty? fewer homeless means fewer people trashing things and stealing from hard working folks.	4/4/2023 2:08 PM
55	increased access to affordable housing	4/4/2023 9:52 AM
56	added amenities, food and shopping	4/4/2023 3:54 AM
57	NA	4/3/2023 3:44 PM
58	Increase retailer space for common goods - something larger and more practical than a Dollar General or Family Dollar. Another thing to attract residents is daycare facilities/providers. Those that are looking to put down their roots and start a family need these resources available or they will move to where these things are available to them.	4/3/2023 9:40 AM
59	There is tremendous opportunity for a Galena-type tourism draw but there would need to be a clear vision.	4/3/2023 8:15 AM
60	Increase shopping which will increase town revenue. Bring in more child oriented businesses (trampoline park, play center etc.) winter months are long and need somewhere to burn energy! I travel out of town often to Iowa city or Davenport to go to b CB listens museums, trampoline parks, child play centers, zoo, or event out of town to go to a girls weekend in galena. We don't have anything like that here to be a touristy town.	4/2/2023 5:07 AM
61	Install new mississippi river bridge for cars and semi-trucks	4/1/2023 10:25 AM
62	See above !	3/31/2023 9:59 PM
63	Development of the Keokuk riverfront with trails, restaurants, and other public attractions.	3/31/2023 4:50 PM
64	More Industry	3/31/2023 2:41 PM
65	A comprehensive health care plan that will address the needs of all counties and communities.	3/31/2023 2:15 PM
66	Street Repair	3/31/2023 1:50 PM
67	Auditorium for concerts, star performances, various competitions, high school graduation ceremonies, film festivals, and major speaker events for business and education topics, and community celebrations and conventions.	3/31/2023 1:31 PM
68	Decide that we care about our children and their future. Give them safe, clean, bright schools. Give them opportunities for recreation. Give them safe spaces to hang out and be with friends.	3/31/2023 11:58 AM
69	Attitude adjustment of citizens - but I realize that is probably not going to happen so probably more persons willing to take risks and start community events and businesses.	3/31/2023 11:56 AM
70	Find a solution to behavior problems in schools to make a better educational environment for students and help retain good teachers.	3/31/2023 11:45 AM
71	Comprehensive drug prevention programming for all students K-12	3/31/2023 10:06 AM
72	A better Marina, such as what is being planned in Fort Madison. The Marina we have now is holding back tourism and people moving here to boat in Burlington.	3/31/2023 9:11 AM

73	Good paying jobs	3/31/2023 8:26 AM
74	Improve looks of downtown	3/30/2023 3:00 PM
75	Connect to bike/running/walking trails.	3/30/2023 10:30 AM
76	Improve outdoor recreational areas and the accessibility. If we attract visitors, it can help the local economy and attract/retain families.	3/30/2023 9:03 AM
77	Installation of rail service that could lure in significant industry.	3/30/2023 5:05 AM
78	More business drawing more residents	3/29/2023 12:40 PM
79	Stop subdividing farms and building subdivisions out in the country and change the assessment so residential lots that are adjacent to agricultural lots are zoned and taxed residential. There are so many houses next to CRP or timber that pay agricultural tax instead of residential even though the lot itself is residential. That would add so much to the tax base which would improve services for the whole county!	3/29/2023 9:38 AM
80	The community coming together to support our children, workforce, and first responders. We need more police officers and deputy sheriffs on duty and with training to help those with mental or special needs get the right assistance. We need to bring both employers and employees to the table to voice the needs of both sides and work towards a resolution.	3/29/2023 9:08 AM
81	Start renovating old homes and buildings instead of just tearing them down. Our strength is our history and we are destroying it. There is a big beautiful home on Grand that is vacant and continues to get windows broken out. Force the owner to sell if they aren't going to maintain it. There are many vacant homes decaying when they could be saved. We need to have financial support for that. When homes are torn down infill with appropriate architecture that fits into the neighborhood.	3/29/2023 7:55 AM
82	5 supervisors in Louisa county	3/28/2023 6:58 PM
83	Bike paths	3/28/2023 6:20 PM
84	paved roads	3/28/2023 6:04 PM
85	New larger water lines throughout town	3/28/2023 5:37 PM
86	Road condition improvement.	3/28/2023 2:29 PM
87	More monies available to improve jobs and businesses in southeast Iowa.	3/28/2023 2:10 PM
88	I believe developing the riverfront area as a priority would help bring tourists. Tourists bring money. Tourists would want to stay by the river and have a mall across the street. Deals can be made to make this happen. Mason City did it and they have way less uniqueness and interest.	3/28/2023 2:05 PM
89	More businesses	3/28/2023 2:04 PM
90	Maintain or improve business climate, help insure availability of inputs for business and agriculture.	3/28/2023 2:03 PM
91	An events center. A place that could host something like a winter festival of trees. Or a duck calling contest, or a antique road show, or a winter boat show. Something that would draw people.	3/28/2023 1:29 PM
92	Be sure to keep certain businesses in place such as dentist, doctor, restaurants, schools, grocery stores, etc. - Essential type places along with some fun extra's!	3/28/2023 1:11 PM
93	Revitalizing Wapello	3/28/2023 1:02 PM
94	Decrease crime.	3/28/2023 12:04 PM
95	Economic development and new businesses to the community.	3/28/2023 10:00 AM
96	Same.	3/28/2023 9:55 AM
97	Restore Main Street or the river front to a thriving business and social environment (I wish I knew how to do this). Restore hope in our community.	3/28/2023 8:51 AM
98	Housing needs to be expanded from single family homes to apartments. We need to find ways	3/28/2023 8:02 AM

to grow our population and housing is a start.

99	Economic growth and better school system in Mount Pleasant	3/27/2023 2:12 PM
100	more industry & better jobs	3/27/2023 1:03 PM
101	Travel accessibility	3/27/2023 11:13 AM
102	Be or more welcoming	3/27/2023 10:13 AM
103	provide mental health/crisis care in Henry County	3/27/2023 10:09 AM
104	Take advantage of the Mississippi River through walking trails along the river, restaurants and activities on the riverfront.	3/27/2023 8:34 AM
105	Increased affordable housing, public transportation and recreational opportunities.	3/26/2023 10:18 PM
106	affordable housing	3/26/2023 5:35 PM
107	We need to continue to address crime and negativism in our community. People need to feel safe. Work with the schools to educate students and families how to be contributing citizens and create pride in our communities. You can have a good life in Southeast Iowa and that has to be our story.	3/26/2023 4:21 PM
108	Financially and politically support public schools.	3/26/2023 10:24 AM
109	Stop using non-union companies for major projects, make welfare applicants test for pay, inforce city and county ordinances	3/26/2023 10:15 AM
110	Street repairs	3/25/2023 7:56 PM
111	Clean up the city	3/25/2023 7:27 PM
112	A year round place for kids to hang out and stay out of trouble.	3/25/2023 6:30 PM
113	Increase the amount of outdoor areas in our county	3/24/2023 8:27 PM
114	Lower The Electric Bills	3/24/2023 4:44 PM
115	Instill a sense of pride of ownership in the community. This is a large task that will require a lot of effort in proving that neighbors should value the opinion of one-another.	3/24/2023 4:21 PM
116	A new hotel - boutique	3/24/2023 4:05 PM
117	Too many to list.... Addressing the issues from a health perspective may create a windfall of improvements in our area.	3/24/2023 3:38 PM
118	increased housing in both starter homes and higher end homes	3/24/2023 3:16 PM
119	Build a true long term plan for the city with SMART goals that focus on state constitutional local control.	3/24/2023 2:48 PM
120	More jobs that provide a livable wage. Clean-up/tear down condemned housing. Fix the streets (more than filling in pot holes, actually fix them)	3/24/2023 2:39 PM
121	Affordable housing	3/24/2023 12:30 PM
122	Clean it up. Make those who are tearing it down, pay for those crimes.	3/24/2023 12:20 PM
123	Transform old mall into a beautiful, inviting mixed used development.	3/24/2023 12:02 PM
124	Greater access to mental health and drug treatment. Increase low income housing give incentives to landlords to lower their rent prices.	3/24/2023 11:56 AM
125	Community involvement, embrace and promote the history of Keokuk.	3/24/2023 11:55 AM
126	Clean up West Keokuk. Take care of all the buildings that are falling apart. Fix the roads. Try to attract more businesses.	3/24/2023 11:55 AM
127	A turf field and new track at the High School.	3/24/2023 11:54 AM
128	Making an impact on generational poverty - extensive education and resources.	3/24/2023 11:51 AM
129	The rehab and transformation of the Shaefer pen building	3/24/2023 11:50 AM

130	Youth athletic complex to generate revenue for Keokuk or bring back the country club or build a new one.	3/24/2023 11:50 AM
131	Improve the looks of the community. Main street looks run down. Not enticing or attractive.	3/24/2023 11:43 AM
132	Higher paying jobs and the people it would bring	3/24/2023 10:19 AM
133	Make the city a more multimodal community by making everywhere more walkable; building streets designed for people, reforming zoning codes to allow for incremental development, and eliminating parking mandates.	3/24/2023 9:14 AM
134	More industry to bring better jobs. GE is gone. Case appears much smaller. We need those types of businesses back.	3/24/2023 8:52 AM
135	Make all main streets bicycle lane modified, including the lights.	3/24/2023 8:41 AM
136	More housing for homeless, mentally ill, substance use	3/24/2023 8:40 AM
137	Development of trades education and coordination of trade school with local high schools	3/24/2023 8:32 AM
138	Property pride. Commercial and residential.	3/24/2023 8:25 AM
139	Bring back birthing units	3/24/2023 8:25 AM
140	Large employer	3/24/2023 8:20 AM
141	Better highway system	3/24/2023 7:52 AM
142	Less violence. The mall probably needs to be torn down and something else rebuilt in its place. The owners should bring in carnivals to the parking lot to help make some money if they can't afford to fix it up.	3/24/2023 7:40 AM
143	School district	3/23/2023 10:33 PM
144	Jobs in Louisa County	3/23/2023 6:59 PM
145	More collaboration between organizations to help solve common issues. We need to get like minds together in coalitions to solve problems as a community for the community. So many single organizations try to take on problems for the credit or glory, but then don't actually solve any problems because they don't invite the right people to the table.	3/23/2023 6:45 PM
146	higher quality of workforce (soft skills)- attendance, work ethic, etc.	3/23/2023 5:00 PM
147	A place for our youth and families to easily access, where they can get exercise and spend time together without being a problem to downtown business. Several want to hang out in the square and this can cause business issues. Any area would need to be downtown or close and be indoors and out, due to cold winters.	3/23/2023 4:33 PM
148	A transition from a population that does not want to work, and sees no need to be part of a workforce, to a productive group of citizens would help in many ways.	3/23/2023 4:26 PM
149	Policing. They need more support to tackle all of the criminal shenanigans.	3/23/2023 3:38 PM
150	Clean up the crime. Make people feel safer.	3/23/2023 3:20 PM
151	Large, good-paying/good benefits employers. Union jobs.	3/23/2023 3:19 PM
152	Crisis intervention team Subacute care transitional living opportunities	3/23/2023 3:16 PM
153	More transportation options for non vehicle owning residents. Better bussing system for children during the school year.	3/23/2023 2:42 PM
154	better paing jobs, and affordable housing for one income families	3/23/2023 2:36 PM
155	Improve access to mental health care (this is an issue across the state)	3/23/2023 2:32 PM
156	more things to do	3/23/2023 2:30 PM
157	Improved mental health of all residents.	3/23/2023 2:22 PM
158	public transportation options	3/23/2023 1:52 PM
159	Better transportation	3/23/2023 1:33 PM

Great River Region Comprehensive Economic Development Strategies
Update 2023

SurveyMonkey

160	Networked trail system connecting various communities throughout the region, plus bike & pedestrian paths in communities.	3/23/2023 1:18 PM
161	Significant reduction in crime	3/22/2023 2:23 PM
162	Clean up crime	3/22/2023 1:45 PM
163	Assisted living opportunities	3/22/2023 11:07 AM
164	strengthen the economy in Keokuk	3/22/2023 10:20 AM
165	Investments into more outdoor recreation including parks, trails, conservation area. Either expanding and growing existing parks or conservation areas or identifying new ones, that include campgrounds. Build off of the Aldo Leopold legacy in Burlington and spread through Southeast Iowa.	3/22/2023 10:04 AM
166	train silencing	3/22/2023 9:36 AM
167	Improvements to streets	3/22/2023 8:45 AM
168	Fort Madison needs a Walmart/Target or similar store.	3/22/2023 8:15 AM
169	Clean the overall place up. We tend to help the people who refuse to help themselves more so than the people who could possibly make a difference here.	3/22/2023 7:43 AM
170	More outdoor recreational properties	3/22/2023 7:42 AM
171	Bring more industrial jobs to SE Iowa	3/21/2023 11:21 PM
172	better paying job opportunities	3/21/2023 8:19 PM
173	Same as above.	3/21/2023 7:58 PM
174	Need to allocate money to the proper places instead of doing the nepotism deals that our city council has been doing. Roads, infrastructure, and affordable housing should be at the top of the list!	3/21/2023 7:40 PM
175	More heavy manufacturing industries	3/21/2023 5:45 PM
176	Nuisance abatement. Trash, junk cars, and dilapidated houses were removed.	3/21/2023 4:50 PM
177	Increased opportunities for people to enjoy the amenities of the area, leading to an increase in the population.	3/21/2023 4:07 PM
178	More options of things to do in the community.	3/21/2023 4:04 PM
179	Cheaper property taxes	3/21/2023 4:03 PM
180	Greater access to recreation opportunities; fields, gymnasiums, etc.	3/21/2023 3:56 PM
181	More childcare opportunities for working families. Supporting apprenticeships programs when building new projects. The city or county could incentivize the use of apprenticeships by attaching the incentives on a project to the use of apprenticeships in the construction of such project. This would be a good roi to the taxpayers locally	3/21/2023 2:56 PM
182	more housing to grow the community	3/21/2023 2:13 PM
183	Walking/Bike Trails	3/21/2023 1:51 PM
184	More manufacturing jobs	3/21/2023 1:22 PM
185	Better accessible public transportation.	3/21/2023 12:25 PM
186	Keep focus on traditional mid-west Iowa values, morals & ethics and ensure core pillars in education are being taught.	3/21/2023 11:55 AM
187	Job growth; expansion of recreational opportunities to improve well-being	3/21/2023 11:50 AM
188	More activities.	3/21/2023 11:48 AM
189	Water-city or public water service	3/21/2023 11:40 AM
190	Educating the public that steps are taking us in the right direction there is still work to be done. Child abuse and healthy lifestyles still have Lee County in the bottom of the state. Not a good	3/21/2023 11:37 AM

Q9 Provide any additional project ideas or comments that you have about your community or Southeast Iowa related to economic development, transportation, and community development.

Answered: 131 Skipped: 261

Q9 Provide any additional project ideas or comments that you have about your community or Southeast Iowa related to economic development, transportation, and community development.

Answered: 131 Skipped: 261

#	RESPONSES	DATE
1	Again-promotion of Christian family oriented activities and to find ways to encourage new restaurants and entertainment ideas. Thank you for serving.	4/16/2023 9:48 AM
2	Burlington needs to embrace, not shut down low-rent housing projects. Not in my neighborhood is both short-sighted and discriminatory. We need affordable housing for people on SSI that have less than \$1000 per month in income	4/14/2023 10:31 AM
3	YMCA Test Kitchen is worth looking at for funding. They offer educational programs that include healthy meals to all those who participate and their programs are FREE to everyone!	4/13/2023 2:58 PM
4	Keep it affordable and keep all good-paying jobs! We need more!	4/13/2023 10:59 AM
5	Create a Ninja Warrior training academy or workout area.	4/11/2023 11:58 PM
6	Development of community green spaces for seating, gardens, etc.	4/11/2023 1:27 PM
7	55 plus housing community,	4/11/2023 12:43 PM
8	Repair roads.	4/11/2023 12:08 PM
9	Have more resources in Mediapolis. Have a Free Preschool for families who can not afford to pay 150 if not more to a private preschool. Have a before and after program for children whose families work til 5. Preschool in the school. Build a new building for preschool and before and after students to goto. Have summer events in Mediapolis.	4/11/2023 10:04 AM
10	Increased wages	4/10/2023 1:15 PM
11	Jazz festival. Trampoline park and bowling alley. Healthy but inexpensive restaurants.	4/10/2023 12:16 PM
12	Fix the cascade bridge. It is a main connector and burlington has their priorities screwed up. more trails and connections to different parts of the county, other cities and such will bring in tourism from all over the world if done correctly	4/10/2023 9:05 AM
13	Evening bus transportation for those who don't have their own transportation. Have downtown retail open in the evening occasionally for those who work during the day. Maybe one a month on a Friday night. I think Fairfield does something like that. The first of every month.	4/7/2023 4:23 PM
14	Already mentioned.	4/7/2023 3:57 PM
15	Need more transportation for bus schedules for low income and College students	4/7/2023 1:56 PM
16	Highway 34 to 4 lane in Illinois as it is a traffic accident highway right now. would make distribution centers much easier to access direct routes to Chicago, QCQ, St Louis, Des Moines.	4/7/2023 1:40 PM
17	help with sewer/pond issues	4/7/2023 1:38 PM
18	tourism, more gambling, more tournament sports, finish 4 lane highway in Illinois, 4-year state college, space tourism, develop Westland mall into a ???, do more development around the river	4/7/2023 1:38 PM
19	SEIBUS is not enough to transport Lee County residents where there need to go. SE Iowa needs to invest in transportation and infrastructure, I'm certain the ROI will be worth it	4/7/2023 1:18 PM
20	Continue efforts to penalize or eliminate all dog breeding operations in SE Iowa. The trickle down effect on the region and state is far reaching.	4/7/2023 1:17 PM

21	Happy we have a cab company, the bus service is getting better.	4/7/2023 1:02 PM
22	NA	4/7/2023 1:00 PM
23	I would LOVE to see more concerts, locally owned coffee shops, & transportation options	4/7/2023 12:50 PM
24	Just very concerned with the Closure of Iowa Wesleyan and what it means for Mount Pleasant	4/7/2023 12:44 PM
25	Need the empty buildings in Burlington filled with employees, i.e. the GE Building, and some in the Flint River Ridge addition; otherwise these are just sitting idle.	4/7/2023 11:35 AM
26	fishing tournaments , concerts , long term employment, affordable housing, not low income , we have lots of that,	4/7/2023 8:16 AM
27	Better public transportation! Maybe offer incentives for entities/individuals to start offering various forms of public transportation. A long term idea to provide economical public transportation for our area is some sort of commuter train. With the railroad going right through Burlington, Fort Madison, & Keokuk and the amount of people that already do commute to work.	4/6/2023 10:48 AM
28	Splashpad, playgrounds, disc golf at Perkins,	4/5/2023 1:48 PM
29	Would love to see events in the Burlington area like they have in Des Moines area. We have parks and recreation areas and I wish there were free or low-cost events that could happen more often.	4/5/2023 11:47 AM
30	Not sure	4/4/2023 3:14 PM
31	Bike trail should go from the hospital down West Avenue to the river front.	4/4/2023 2:36 PM
32	My 3 kida are having to move away because they dont want to work factory jobs with a college degree under their belt. Hopefully some thing other than factory jobs can be brought in. Not knocking what is already happening though-great efforts and many successes!	4/4/2023 2:10 PM
33	Car washes, entertainment	4/4/2023 3:54 AM
34	Better access to public transportation	4/3/2023 3:44 PM
35	Many of these communities are rural and without access to public transportation. Not sure how to solve this, but I feel it could be a huge win if it became available or the resources were more widely communicated. As previously stated, I think there needs to be more retailers and daycare providers. In terms of community development, I think SEIA needs to start taking into consideration ways to get young people to stick around. Perhaps that is through providing more community events, activities/retailers for 'early twenty somethings', activities for young parents/children, etc.	4/3/2023 9:44 AM
36	. Bring more live bands in the summer (steamboat days was great). Target the boating community somehow. The downtown area has long been considered an engine of commerce, the heart and pulse of a community and a place where businesses locate to drive prosperity. But the competitive advantage of downtown is changing. It's becoming more and more important to think about our downtowns as central social districts and not simply central business districts. A downtown thrives when we create a place where people not only do business, but also decide to live, gather and celebrate, with all the changes we need to make it about the people.(have the farmers market on Saturdays at least once a month for those who work & something to do on the weekends, Dona block party monthly close Jefferson a few blocks and put tables out beer gardens and let people mingle. Make it affordable for homeless (from the homeless shelters) to be able to take transportation to jobs to be able to improve their life.	4/2/2023 5:17 AM
37	add to population by doing targeted outreach to immigrants (Mexican, Ukrainian, Central American, etc.)	4/1/2023 10:30 AM
38	Good luck. You'll need it.	3/31/2023 10:00 PM
39	We have a great need for public transportation. I also think work could be done to help small groups of neighbors support each other and improve life for kids and their parents.	3/31/2023 4:51 PM
40	Region wide summit that could provide for all working on economic development. With breakout sessions that assign deliverables to those attending the session.	3/31/2023 2:18 PM
41	Bring back a Down Town	3/31/2023 1:52 PM

42	Continue improving the streets in Ft, Madison.	3/31/2023 1:33 PM
43	Better and safer biking projects. Better Marina. Our current Marina is holding Burlington back on developing a better river access. It needs to be dredged and better facilities for overnight staying. The old Big Muddy's building needs to be revitalized.	3/31/2023 9:19 AM
44	More housing, more family entertainment, better roads and education to bring more families into the community.	3/30/2023 7:46 PM
45	Alot of people are working very hard to keep Southeast Iowa moving in the right direction. Thank you for your efforts.	3/30/2023 5:32 PM
46	Transload rail terminal in the county.	3/30/2023 5:06 AM
47	In general I don't think southeast Iowa does a very good job of making the most of all the rivers and beautiful landscape. Oakland Mills lost Butch's. There is nothing along the skunk river to attract people unless you're boating or floating. Burlington is finally working on making the Mississippi more of an attraction (I used to eat lunch in my car in the parking lot just to watch the river). Geode park is making improvements too. Van Buren County seems to do a good job, there are always people sitting/playing by the river in Bonaparte. It just seems like there are more opportunities to encourage people to enjoy nature and the beauty we have here.	3/29/2023 9:47 AM
48	There needs to be a reliable public transportation system within each community. More childcare is needed and for it to be affordable. Communities need to invest in the people of the community first, infrastructure second, and then the 'whitewash' of the towns.	3/29/2023 9:11 AM
49	How are we ever going to get caught up on repairing streets and sidewalks and curbs? We have to do better on addressing vacant homes and buildings. We will not draw new businesses this way. We must start offering financial support to fix old homes and buildings or offer grants to owners who cannot afford to maintain them. Houses are cheap here, but maintaining them is very expensive. We need to have a course at SCC to teach trades like refinishing wood floors, reglazing old windows, repairing plaster, plumbing, wiring. It would be great to have a team to go around and help fix old homes at an affordable price. Students could be part of the team as an apprenticeship. That is real work-based learning that is desperately needed in this community. My husband quit his job and worked on our home for four years because we couldn't find anyone to actually show up or who would restore rather than just tear out and start over.	3/29/2023 8:02 AM
50	Ponds and lakes on state and county land	3/28/2023 6:59 PM
51	None	3/28/2023 5:38 PM
52	Need to draw more young people and families to our area to help grow southeast Iowa.	3/28/2023 2:12 PM
53	Actually do some economic development. Anything would help. Business owners would be involved in beautification. Put that high property tax to work for the people. Contract with electric bike and scooter company to have some public transportation. It doesn't have to only be big cities that do this. Contract for a year-if it doesn't work then the contract is over.	3/28/2023 2:08 PM
54	I appreciate that there will be a dollar general market but I feel it's just a generic fit and isn't a real good fit for our community. Its just that we are the county seat we could do better. We need to create a community where we are a destination, where people will come to Wapello, because of what we have to offer, restaurants, shopping, parks.	3/28/2023 2:07 PM
55	Consolidate county schools, administration costs are way too high.	3/28/2023 2:04 PM
56	An events center. A place that could host something like a winter festival of trees. Or a duck calling contest, or a antque road show, or a winter boat show. Something that would draw people. The second thing is a major sports park. Burlington has the rec plex, small communities in other states have rec facilities that draw crowds. The third is some sort of a facility that draws large crowds. Look at the Lucas Oil Speedway in little Wheatland Missouri, population 250, in Hickory County Missouri, population 4K. Lastly a Louisa County YMCA. Put it in Grandview, seven miles from everywhere. Brookfield, Missouri, population 4,000 has a YMCA. It serves Brookfield and Linn County, Population 8K.	3/28/2023 1:29 PM
57	The events that take place in our small towns draw great crowds - how about focus on having smaller events or indoor type events to keep people coming year round not just a few times a year? Keep our town clean/roads cared for/restaurants open so visitors want to come back.	3/28/2023 1:13 PM

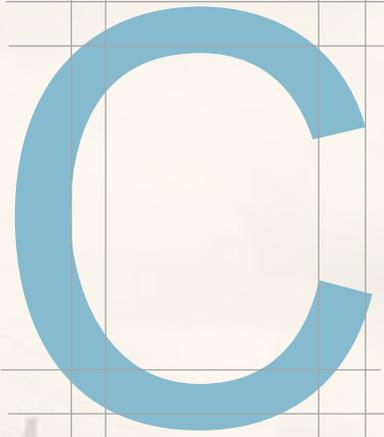
58	Decrease crime, keeps streets repaired, send out a list of all businesses and what they do so that everyone will know how much of our normal business we could choose to keep here ... we just don't have info on many of the businesses or restaurants, activities, etc.	3/28/2023 12:06 PM
59	Our area in SE IA is declining. Positions that draw professionals to the area are not available at livable salaries (even for those who are well educated and experienced) and this impacts economic development, drawing businesses to the area, housing and crime issues, healthcare and childcare. People are moving away or not returning after college and skill learning due to this decline and lack of sustainability in our area.	3/28/2023 10:01 AM
60	Concerned that the community continues to attempt increased population density and business density without consideration of parking. A parking garage would be helpful.	3/28/2023 9:57 AM
61	We seem to have a stable or growing homeless population in Keokuk - which is not good for those people or for our community. Again - I don't have an answer but recognize the problem.	3/28/2023 8:53 AM
62	Let's remember to help the small towns who may not have the grant writers or administration to win grants vs the larger cities.	3/28/2023 8:06 AM
63	Housing!!	3/27/2023 10:14 AM
64	Providing incentives for large manufacturers to stay or come to Henry County	3/27/2023 10:10 AM
65	more safe sleeping, cribs for kids.	3/27/2023 8:59 AM
66	Keokuk Main Street has shown new energy; however, we need to address vacant and deteriorating buildings. Overall, Southeast Iowa, regarding housing/buildings, should develop a future looking mindset rather than an reactive mindset.	3/27/2023 8:47 AM
67	Need to focus on affordable Housing and Recreational Opportunities. Need to work with Keokuk/Ft. Madison on cleaning up areas of urban blight around the cities.	3/26/2023 10:24 PM
68	Improved Bus service to surrounding factories for those with out reliable. Transportation. Free daycare for low income families.	3/26/2023 5:36 PM
69	Help School trades programs with equipment, machines to help support leaning and training to help with labor shortage,	3/26/2023 10:17 AM
70	Not happy about putting a huge ugly turbine in Estes Park. Estes Park is a historic site and needs to be left as is. Put the turbine in the empty lot, two lots over from the Dam muesum. That will clean up that eyesore and leave our cute little park alone.	3/25/2023 8:02 PM
71	I have heard numerous complaints about the Auditorium project. Despite claims that enough parking exists this does not seem to be enough. Taking out parking and creating a space that looks to be primarily cement based is not what people want. More community involvement in decision making on these projects might be challenging but also helpful.	3/25/2023 7:31 PM
72	Bike Trails that connect to Cedar Rapids, ragbri, boat tours I, stuff to do off of the Mississippi	3/24/2023 8:28 PM
73	More funding for House Repairs	3/24/2023 4:44 PM
74	Please include high school students in this process...tie them into it so they can see that their input is valued...it will help keep them here. A trail system that connects Burlington to Keokuk. Recreational activities are a must Find a way to decrease our reliance on manufacturing jobs...we seem to want to draw desirable new jobs, but there just isn't the workforce to accomplish this (people will "work hard"), but we must really evaluate what our current workforce can handle and develop a solid plan of what we want our workforce to look like over the next 10-25 years.	3/24/2023 4:26 PM
75	Prioritize the Flint River Trail completion and promote it as tourism / regional draw.	3/24/2023 4:06 PM
76	Making the decision to hire Emily Benjamin at LCEDG has been a good first start. Involve individuals who have lived outside of this area in the decision-making. Community members who haven't lived outside of the county don't always see the opportunities or realize the discouraging aspects of SEI. Leveraging the river and landscape around tourism, entrepreneurship, recreation etc. is an opportunity. Manufacturing jobs are not the only jobs that should bring people to Lee County. The Riverfront projects and street projects in FM are a good start but there is still so much work to be done. I appreciate the opportunity to give feedback. This gives me some optimism about this area.	3/24/2023 3:46 PM

77	Hwy 61 four lane being complete and Hwy 34 into Illinois being complete	3/24/2023 3:17 PM
78	We need institutional zoning and movement away from large schools to small neighborhood schools.	3/24/2023 2:49 PM
79	none	3/24/2023 12:30 PM
80	Increase police protection	3/24/2023 12:22 PM
81	It would be great if the buses ran longer. A lot of people depend on the buses to get to and from work. A lot of people would use the buses for their transportation to and from work if it started earlier and ran later. Regular route times and stops would also be helpful.	3/24/2023 12:05 PM
82	The south side of town and along the periphery seems to have several homeless people that could use help.	3/24/2023 11:56 AM
83	More housing-more housing	3/24/2023 11:51 AM
84	walking paths bike trails recreation on the water	3/24/2023 11:43 AM
85	Do we still have a Human Rights committee for Des Moines County?	3/24/2023 9:49 AM
86	Anything to assist the mental health crisis; we can't use our jail to fix this. Bike lanes and complete streets, roundabouts and any traffic calming design will help make the Burlington area streets safer.	3/24/2023 9:20 AM
87	We have lovely parks in Burlington. We need to be sure they stay that way.	3/24/2023 8:53 AM
88	Finish what has been started. Trails connected, downtown projects put to bed, Cascade Bridge replaced, Depot move beyond fancy drawings, step up enforcement of code and ordinances that relate to curb appeal.	3/24/2023 8:34 AM
89	Make it more know how citizens can get involved with your efforts	3/23/2023 6:46 PM
90	Continue to support childcare initiatives and developing the soft skills of our kids and future workforce	3/23/2023 5:01 PM
91	Mt Pleasant needs city transportation. Mt Pleasant needs a safe place for our youth and families to spend time. Mt Pleasant needs a safe and affordable place to get out of the home. Rec Center is only open to members.	3/23/2023 4:34 PM
92	We live in a beautiful part of the United States. It is very inexpensive to live here, and we are very close in proximity to Chicago, St Louis, Kansas City, Des Moines, Iowa City, and many great cities with lots of entertainment. We have the best of both worlds- other people need to realize this fact.	3/23/2023 4:29 PM
93	Our town doesn't offer recycling unless you pay for it. If we want to clean up the garbage around this town it needs to be easy.	3/23/2023 3:40 PM
94	They need more daycare facilities	3/23/2023 3:25 PM
95	Build a new auditorium with parking in the business park area-maybe a joint venture with West Burlington. Then hold events that people usually travel to the Quad Cities or Iowa Cities to take part in. Expos, Holiday Events, Ice Shows, Concerts.	3/23/2023 3:25 PM
96	The downtown parking situation has been ruined. The businesses have worked so hard to grow and prosper and now I don't even want to go down there because parking is so sparse. It is awful.	3/23/2023 3:22 PM
97	School busses should be able to transport children between schools (both before school and after school)...or there should be designated bus stops for children to access.	3/23/2023 2:44 PM
98	need more transportation options, that are affordable	3/23/2023 2:37 PM
99	Having opportunities for youth in the bigger towns (Burlington, Mt. Pleasant) would be great. Offering incentives for businesses to move into Louisa County rather than out of the county would be helpful to residents as well. With costs increasing on everything, having better job opportunities within the county could be helpful.	3/23/2023 2:34 PM
100	People have to make sacrifices in convenience for small town living security	3/23/2023 1:53 PM
101	Cheaper utilities	3/23/2023 1:43 PM

102	Continued improvements at Big Hollow Recreation Area, including cabins.	3/23/2023 1:19 PM
103	Charter schools, Apprenticeship programs, earlier opportunities during junior and senior years. Change in work age restrictions.	3/22/2023 11:11 AM
104	Secure an agreement between Ameren Missouri, Alliant Energy and the Iowa Utility Board to allow Keokuk's industries to use the clean energy generated by the hydro electrec plant.	3/22/2023 10:32 AM
105	Need more transportation opportunities for low income citizens. Many are unable to get to medical appointments.	3/22/2023 8:46 AM
106	Make getting assistance more readily available to the people who are trying to clean up main streets and downtown businesses.	3/22/2023 7:44 AM
107	Need to lure in more businesses to Lee County that pay a good wage and have good benefits. Also roads and infrastructure are in major need.	3/21/2023 7:42 PM
108	Bring professional Minor League Baseball back to Burlington	3/21/2023 5:47 PM
109	Tax incentives on new housing developments for the end homeowner even if developer had tax finance incentives.	3/21/2023 4:59 PM
110	Invest in core needs before spending tax dollars on wants. Take care of infrastructure instead of adding to things we need to maintain.	3/21/2023 4:51 PM
111	We have to stop purging population. The people are leaving for some reason, which at this point is inhibiting economic growth. How can we identify why people leave, in order to develop a plan that will encourage them back.	3/21/2023 4:12 PM
112	I would like to see a sidewalk put in on South Pine St in NL from Thompon Street out to Caseys.	3/21/2023 4:05 PM
113	More public transportation would be helpful for low income workers or those with limitations to driving to and from work. I also think more amenities to support the riverfront would be nice. The recent redesign that reduced the number of boat ramps seems to do the opposite in busy summer times	3/21/2023 2:57 PM
114	increase quality of life options in the community	3/21/2023 2:14 PM
115	GOOD RESTAURANTS	3/21/2023 1:21 PM
116	Keeping good and safe roadways, making recreational amenities available such as trails and outdoor parks, lakes for fishing, boating....	3/21/2023 11:56 AM
117	Create Walkable communities-especially in parts of Keokuk for greater connectivity to resources	3/21/2023 11:51 AM
118	Better specialists in the hospital. More community events. Community pride.	3/21/2023 11:50 AM
119	Need more business and housing please	3/21/2023 11:40 AM
120	It is difficult, but it always seems to be the same people at the table. So how do we get more people involved? How do we get people to see that a small investment in their community can go along way? Investment not meaning monetary but involvement.	3/21/2023 11:39 AM
121	We need our public safety officers to be full time. Without a hospital it is critical now more than ever.	3/21/2023 11:23 AM
122	Medical transportation is always looking for more volunteer drivers to assist seniors.	3/21/2023 11:11 AM
123	continued restoration or demolition of properties, recruitment of finer dining options	3/21/2023 10:55 AM
124	Tourist attractions are the main source of income for communities. I don;t know of any in West Point that are feasible that aren't already being done. River towns have the best locations	3/21/2023 10:52 AM
125	Wapello always needs to attract businesses to town that will provide good jobs to people currently here and will attract families to the area. Without good jobs, young families will choose to live elsewhere.	3/21/2023 10:39 AM
126	new housing	3/21/2023 10:31 AM
127	Bike lanes and improved walkability. Establishing a bike trail between communities would be	3/21/2023 10:31 AM

	an asset. More public entertainment, such as live music.	
128	We are working on developing a new park in our town with more amenities that we do not have in our parks. This park will attract individuals who live in our community and individuals visiting our town.	3/21/2023 10:19 AM
129	need to have free transportation to all elderly bus people. More help with elderly food services.	3/21/2023 10:09 AM
130	Bike path, pickleball courts, and other health/fitness options for people (both indoor and outdoor). Stop focusing on bringing in business and start focusing what is going to attract their employees to move here and stay. Right now, there isn't much to attract people.	3/21/2023 9:55 AM
131	The community s warm and friendly and has been very accepting to my family...It would be nice if that would happen in a faster manner	3/2/2023 7:39 AM

appendix data & info sources



APPENDIX C – DATA AND INFORMATION SOURCES

Data Item	Page Number	Source
Regional Overview – Urban and Rural	8-9	US Census Bureau, Decennial Census (2020)
Demographic Insights	22 - 24	US Census Bureau; Woods and Poole Economics, Inc.
Population Change, Urban vs. Rural	25-26	US Census Bureau, Decennial Census
% Change in Median Age, Age pyramid	27	US Census Bureau, Decennial Census
Change in average household size, number of households	28	US Census Bureau, Decennial Census
Household with Parents and their own Children under 18 - % Headed by a Single Parent	29	US Census Bureau, Decennial Census (2020)
% of Non-Family Households Comprised of One Person Ages 65 or Over Living Alone	29	US Census Bureau, Decennial Census (2020)
% of Population by Race/Ethnicity	30-31	US Census Bureau, Decennial Census
Limited-English Proficiency	32	American Community Survey 5-Year Estimates, 2017-2021 (US Census Bureau)
% Renter-Occupied Housing	33	US Census Bureau, Decennial Census (2020)
Median Gross Rent	33	American Community Survey 5-Year Estimates, 2017-2021 (US Census Bureau)
Median home value; % of owner-occupied units by value	34	American Community Survey 5-Year Estimates, 2017-2021 (US Census Bureau)
% of owner-occupied units owned with a mortgage or loan, Vacant Housing Units	35	US Census Bureau, Decennial Census (2020)
Percentage of Housing Units by Era of Construction	36-37	American Community Survey 5-Year Estimates, 2017-2021 (US Census Bureau)
% of Households with Access to Download Speed of 100 Mbps, Highest Download x Upload Speed Available by Household	44	Connected Nation, Iowa County-Level Broadband Availability Estimates by Speed Tier (2022)
Consolidated Tax Rate - Selected Cities	45	Iowa Department of Management, Consolidated Tax Rate Comparison between Cities (2022)
Employment by Industry	46	American Community Survey 5-Year Estimates, 2017-2021 (US Census Bureau)
Top Employment Clusters	47	U.S. Cluster Mapping Project (Harvard Business School and U.S. Economic Development Administration)
Major Employers	48-49	Iowa Workforce Development, Employer Database; Greater Burlington Partnership; Lee County Economic Development Group; Mount Pleasant Area Chamber of Commerce
Unemployment Rate, 2008-2023, Regional Employment, 2019-2023, Civilian Labor Force	50	Iowa Workforce Development, Local Area Unemployment Statistics
Southeast Iowa – Projected Employment, Projected Percentage Change in Employment 2025 to 2055	51	Woods & Poole Economics, Inc.
Median Household Income, % of Households by Income Bracket, % of People and Families with income below poverty level in the past year	52	American Community Survey 5-Year Estimates, 2017-2021 (US Census Bureau)
Average Hourly Wage for All Jobs	53	Iowa Workforce Development, Iowa Wage Report (2022)

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Data Item	Page Number	Source
Total Crime Rate – 2021, Number of Crimes Per 1,000 Residents	54	FBI Uniform Crime Reporting Program (UCR)
Highest level of educational attainment, % of Population by Educational Attainment Urban vs. Rural	55	American Community Survey 5-Year Estimates, 2017-2021 (US Census Bureau)
Graduation rate, Free/reduced lunch	56	Iowa Department of Education, Education Statistics – PK-12
Enrollment Cliff	59	Woods & Poole Economics, Inc; Iowa Department of Education, Education Statistics – PK-12
Innovation Index 2.0	60	Stats America, U.S. Economic Development Administration
Commuting Patterns	63	US Census Bureau, Longitudinal Employer-Household Dynamics (2020)
Intraregional Commuting	64	
Interregional Commuting	65	
Taxable retail sales data	66	Iowa Department of Revenue, Retail Sales and Use Taxes Annual Report
Tourism – Visitor Spending per Year, Per Capita Tourism Spending 2021, % of Visitor Spending by Industry Sector 2021, Tourism Destinations	67-69	Iowa Economic Development Authority, 2021 Economic Impact Report
Health Factors, Health Outcomes	70 - 71	Robert Wood Johnson Foundation, County Health Rankings
COVID-19 Pandemic Data	72 - 77	Iowa Department of Public Health, Center for Disease Control, Iowa Department of Revenue - Retail Sales and Use Taxes Annual Report, Iowa Workforce Development Local Area Unemployment Statistics, Bureau of Labor Statistics
, Highway System	78	Iowa Department of Transportation (DOT)
Regional Highway Needs	79	
Federal Functional Classification, VMT	80	
Average Annual Daily Traffic (AADT)	82	
Number of trucks, percentage of trucks	84	
Paved v. Gravel roads, Pavement Condition Index (PCI)	85	
% of Southeast Iowa Bridges by Bridge Condition	86	Federal Highway Administration (FHWA)
Number of Serious Crashes by Year graph, Frequency of Serious Crashes by Year	87	Iowa Department of Transportation (DOT)
Medium/High PCR Intersections, Severe Crashes (KABCO)	89	
Four-to-Three Conversion candidates	90	
Annual gross tons per mile (rail)	93	
Amtrak ridership	94	Bureau of Transportation Statistics, Amtrak Ridership
Pipelines	97 - 98	Iowa DOT; National Pipeline Mapping System; Energy Transfer Partners, LP
Lock cargo data	99	US Army Corps of Engineers
Top Commodities by Transport Mode	100	Iowa DOT
Annual Enplanements graph	102	Federal Aviation Administration (FAA)

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Data Item	Page Number	Source
Future Needs	103	Iowa Department of Transportation (DOT)
Transit Ridership	104 - 105	SEIBUS and City of Burlington
Southeast Iowa Bike Routes	109	SEIRPC GIS Data
Archaeological Sites	91	Office of the State Archaeologist (at University of Iowa)
Historic Sites	91	State Historical Society of Iowa
NWI Wetlands	91	Wetlands - US. Fish and Wildlife Service
Threatened and Endangered Species in Southeast Iowa (Federal Classification)	114	Iowa Department of Natural Resources (DNR)
Landforms and Hydrology map	115	
Land cover map	116	
Floodplains	117	Federal Emergency Management Agency (FEMA)
Natural Disaster – Number of Days with Event 1993 to 2022	118	Storm Events Database, National Centers for Environmental Information