

DRAFT Region 16 FFY2027-2030 Transportation Improvement Program

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RESOLUTION # _____

INTRODUCED BY: SEIRPC

INTENT: ACCEPT AND RECEIVE FFY2027-2030 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

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

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

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

BE IT RESOLVED, The Southeast Iowa Regional Planning Commission Board of Directors accepts and receives the Region 16 Transportation Improvement Program on this 23rd day of July, 2026.

Dr. Michael Ash, Chairman

Mike Norris, SEIRPC Executive Director

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List of Acronyms

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

1: Introduction

1.1 About the Transportation Improvement Program

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

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

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

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

Figure 1.1: Regional TIP/ State TIP Development Timeline

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

1.2 Planning Area

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

The combined population of the region is 100,148, according to 2025 Annual Estimates from the US Census Bureau. This includes 38,077 residents in Des Moines County, 32,306 in Lee County, 19,349 in Henry County, and 10,416 in Louisa County.

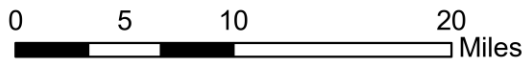
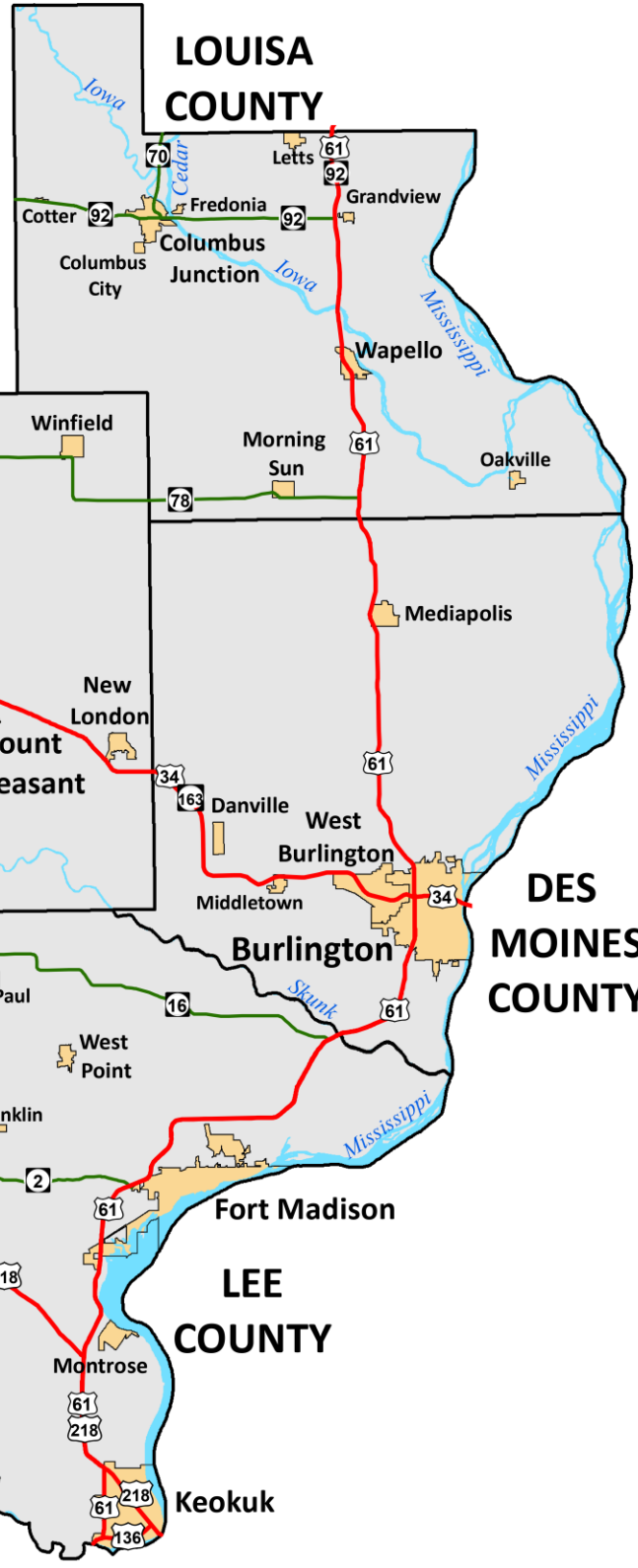
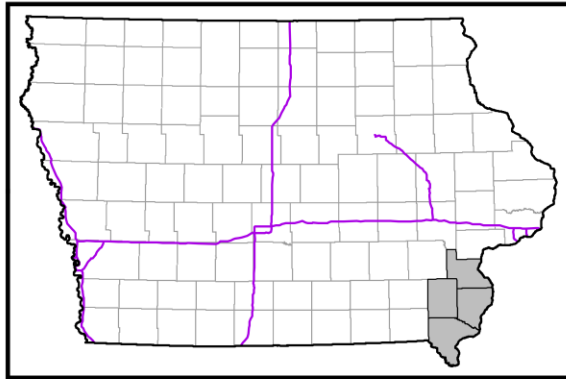
There are four municipalities in the region with over 5,000 residents. These are Burlington (23,336), Fort Madison (9,935), Keokuk (9,510), and Mount Pleasant (8,500). Six other municipalities fall between 1,000 and 3,500 residents – Columbus Junction, Mediapolis, New London, Wapello, West Burlington, and Winfield. Of the remaining twenty-two municipalities, six fall between 600 and 1,000 residents, and the remaining sixteen are lower than 500.

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

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

Figure 1.2: Region 16 Planning Area

Region 16 Transportation Planning Area



1.3 SEIRPC Organizational Structure

Planning Agency Structure

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

The Executive Director, Assistant Director, and Transit Director are designated to work with the Board of Directors and Technical Advisory Committee for purposes of transportation planning and programming efforts in compliance with the IJJA.

SEIRPC Board of Directors

The SEIRPC Board of Directors is made up of nineteen members. Members are appointed every four years. The Board provides direction and final approval on projects, planning, and programming decisions, such as: fiscal resource allocations, project selection, Transportation Improvement Program (TIP) approval, Transportation Planning Work Program (TPWP) approval, Long Range Transportation Plan (LRTP) approval, Public Participation Plan (PPP) approval, Passenger Transportation Plan (PTP) approval and assurance that multi-modal opportunities are fully considered and implemented when appropriate. A listing of the members of the SEIRPC Board can be seen in Figure 1.3 on the following page.

Technical Advisory Committee (TAC)

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

Figure 1.3: SEIRPC Board of Directors

Name	Title	Agency Represented	County
Executive Board			
Dr. Michael Ash, <i>Chairman</i>	President	Southeastern Community College	
Garry Seyb <i>Vice Chairman</i>	County Supervisor	Lee County	Lee
Jim Cary, <i>Treasurer</i>	County Supervisor	Des Moines County	Des Moines
Chad Hudson, <i>Secretary</i>		Private Sector	Henry
Kevin Hardin	County Supervisor	Louisa County	Louisa
Full Board - Remainder			
Jon Billups	Mayor	City of Burlington	Des Moines
Ron Teater	Mayor	City of West Burlington	Des Moines
Hans Trousil		Private Sector	Des Moines
Steven Brimhall	Mayor	City of Mount Pleasant	Henry
Steve Detrick	County Supervisor	Henry County	Henry
Kirk Miller	Mayor	City of New London	Henry
Emily Benjamin		Private Sector	Lee
Jim Ferneau	City Administrator	City of Keokuk	Lee
Laura Liegois	City Manager	City of Fort Madison	Lee
Cori Milan		Private Sector	Louisa
Brett Shafer	Mayor	City of Wapello	Louisa
Kenan Todd	Mayor	City of Columbus Junction	Louisa

Figure 1.4: Technical Advisory Committee

Name	Category	Entity Represented	County
Jason Hutcheson	Business Professional	Great River Health Foundation	Des Moines
Nick MacGregor	Public Works Official	City of Burlington	Des Moines
Ted Wiley	Business Professional	JC Wiley & Sons	Henry
Ryan Lauer	Agricultural Professional	Prairie Ag Commodities	Henry
Garry Seyb	SEIRPC At-Large	Lee County Board of Supervisors	Lee
Ben Hull	County Engineer	Lee County Secondary Roads	Lee
Amie Herrick	City Under 5,000	City of Morning Sun	Louisa
Cori Milan	Economic Development Professional	Louisa Development Group / Iowa State University Extension & Outreach	Louisa
Ron Teater	SEIRPC Board	City of West Burlington	At-Large
Chris Kukla*	Transportation Planner	Iowa DOT – District 5	
Gerri Doyle*	Transportation Planner	Federal Transit Administration	
Sean Litteral*	Transportation Planner	Federal Highway Administration	

*Indicates non-voting member

1.4 Public Participation Process

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

Public Notices

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

Public Hearings

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

Annual TIP Project Request Notifications

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

Public Comment

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

Web

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

Newsletter

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

Accommodation

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

2: Region 16 Project Selection Process

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

2.1 STBG Application Process

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

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

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

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

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

2.2 TAP Application Process

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

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

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

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

2.3 County Bridge Project Selection Process

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

2.4 Region 16 Process for Revision to TIP

Revisions are defined as changes to a TIP or STIP that occur between scheduled periodic updates. The same process must be followed regardless of whether a project uses Federal Aid Swap or is federalized (see pg. 23 for more information on Federal Aid Swap).

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

Amendment

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

- **Standard Amendment**

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

- **Major Amendment**

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

Administrative Modification

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

Amendment vs. Administrative Modification

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

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

Procedural Requirements for Revisions

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

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

3: STBG and TAP Project Summaries, Scores and Rankings

3.1 FFY2030 Competitive City STBG Application Summaries

Below is a summary of the six applications received for the competitive city pool of STBG funding, which constitutes 45% of all STBG funding allocated to the region for FFY2030. The information below reflects what each community requested and may not reflect the actual amount awarded, based on the regional STBG funding target.

Sponsor: City of Burlington

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

Total Cost: \$2,021,547

STBG Requested: \$1,684,622

Local Share: \$336,925 (17%)

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

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

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

Sponsor: City of Fort Madison

Project Name: Avenue H and 20th Street Reconstruction Project

Total Cost: \$7,639,200

STBG Requested: \$6,111,360

Local Share: \$1,527,840 (20%)

This project involves the reconstruction of two adjoining roadway segments on the west side of Fort Madison. This includes two blocks of Avenue H from 18th to 20th Street, and 2.5 blocks of 20th Street from Avenue H to the alley between Avenues J and L. These two segments currently serve collectively as one half of a set of 'one-way pairs', carrying the Business route of US Highway 61 through town. This served as the mainline highway prior to the opening of the 4-lane bypass around the city in 2011. The Business route follows Avenues O and L on the west side of town, and Avenue H on the east side. The one-way pair was designed to connect those two segments and accommodate two lanes of through traffic in each direction, with westbound traffic following Avenue H and 18th Street, and eastbound traffic following Avenue L and 20th Street. Three of the four segments have 1-way traffic only, while the two-block section of Avenue H already has two-way traffic (with 2 lanes in each direction).

This project serves as the first of a two-phase effort to reconstruct both sections of the 'one way pair' and convert them to 2-way traffic, with 1 lane in each direction, plus a reversible middle turn lane. The one-way sections of 18th Street and Avenue L will be rebuilt separately as part of a different phase, with that section retaining the formal 'Business route' designation. This project concerns the other half, with the one-way section of 20th Street converted from one to two-way traffic, while the existing 4-lane section of Avenue H is narrowed to 3 lanes.

This project will be similar to 3 previous projects along Avenue H from 2nd to 18th Street, where the roadway was reconstructed to replace the heavily deteriorated asphalt surface with PCC concrete, and the number of lanes was reduced from 4 to 3. In addition, the existing sidewalks will be replaced and widened on one side to create an 8-foot wide multi-use trail. Plus, existing water and sewer infrastructure will be replaced, and new street lighting will be installed.

Sponsor: City of Keokuk

Project Name: Palean Street Reconstruction, 7th to 18th Street

Total Cost: \$4,029,228

STBG Requested: \$1,500,000

Local Share: \$2,529,228 (63%)

This project involves the reconstruction of a 3/4 mile section of Palean Street on the southwest side of Keokuk, extending from 7th Street (US Highway 136) to 18th Street. This project is intended to address longstanding pavement deterioration and drainage deficiencies caused by years of degradation and

deferred maintenance. The existing HMA asphalt surface is in very poor condition, and through this project, it will be replaced with PCC concrete. This will allow it to match with several intersections along the 11-block corridor, which were previously rebuilt as part of the city's larger sewer-separation project. In addition, existing sidewalks will be replaced, and ADA-compliant curb ramps will be installed at intersections.

Palean is an arterial road that runs parallel to Main Street on the west side of Keokuk, extending northward from 7th Street, and continuing as McKinley Street past Johnson Street Road to connect with Main. It provides access to Kiser Park and both the local Oakland Cemetery and Keokuk National Cemetery (the only National Cemetery in Iowa). It also connects west side residential neighborhoods with a retail district and several large industries (including Henniges Automotive to the north and Roquette to the south).

Sponsor: City of Mediapolis

Project Name: Mediapolis Main Street Improvements – Phase 5

Total Cost: \$1,781,650

STBG Requested: \$1,358,000

Local Share: \$423,650 (24%)

This represents the fifth in a multi-phase project to reconstruct and enhance the Main Street corridor through downtown Mediapolis and adjoining neighborhoods. The first three phases were completed between 2005 and 2015, and covered the entirety of Main Street between US Highway 61 and Harrison Street, near the east end of downtown. The fourth phase received regional STBG funding for FY2029, to cover the 2-block section from Harrison to Northfield Street.

This fifth phase will cover another two-block section of Main Street, extending eastward from Northfield to Minerva Street. This section travels through a residential area to the east of downtown. Continuing eastward as County Road H38, this roadway connects with the town of Kossuth and DMC Highway 99, as well as the Meeker's Landing river terminal. This is the only fully paved roadway between US Highway 61 and Highway 99 in the northern half of the county. It also links east side neighborhoods and rural areas east of the city with the downtown business district and the Mediapolis Schools complex, located 1/3 mile to the north on Northfield Street.

This project involves the complete reconstruction of the street and sidewalks, along with several major streetscaping enhancements. The road surface will be widened by several feet on each side, along with the addition of paved parking and curb-and-gutter (to replace the existing gravel shoulders). Also, the existing sidewalks will be reconstructed at a width of 5 feet, with ADA-compliant crossings at Harper

and Minerva Streets. Finally, the project will include the installation of new streetlights, landscaping, and the replacement of existing water and sewer lines.

Sponsor: City of Mount Pleasant

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

Total Cost: \$3,094,700

STBG Requested: \$1,343,643

Local Share: \$1,751,057 (57%)

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

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

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

Sponsor: City of New London

Project Name: Pine Street Reconstruction, Main to Thompson

Total Cost: \$1,575,000

STBG Requested: \$920,000

Local Share: \$655,000 (42%)

This project involves the reconstruction of Pine Street on the south side of New London, from Main Street to Thompson Street. Pine Street is a major north-south collector, providing the city's primary

access to US Highway 34, and connecting it with rural areas to the south, including Lowell, West Point and Geode State Park. Within town, it provides access to the New London Schools complex, the downtown business district, City Park, and the Dollar General and Casey's stores. There is also a large new residential subdivision along Pine Street, immediately south and west of the project area.

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

3.2 FFY2030 Competitive City STBG Application Scores

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

Figure 3.1: Competitive City STBG Application Scores

Rank	City STBG Project	Sponsor	Score
1	Mount Pleasant Street, Roosevelt Avenue to Curran Street (*)	City of Mediapolis	620
2	Avenue H and 20th Street Reconstruction Project	City of Fort Madison	618
3	West Washington Street and 235th Street 'Road Diet'	City of Mount Pleasant	587
4	Main Street Improvements, Phase 5	City of Mediapolis	573
5	Palean Street Reconstruction, 7th to 18th Street	City of Keokuk	553
6	Pine Street Reconstruction, Main to Thompson	City of New London	552



Location of the City STBG project to be funded in FY2030, City of Burlington

3.3 FFY2030 County STBG Application Summary

Below is a summary of the application received for the county pool of STBG funding, which constitutes the remaining 55% of all STBG funding allocated to the region for FFY2030. Following a Policy Board amendment in 2019, the County STBG process is no longer competitive at the regional level. Instead, the four counties collectively determine which eligible county project to apply for each year. Accordingly, these applications are not scored by SEIRPC staff or the Technical Advisory Committee (TAC). As with the City pool of STBG funding, the information below reflects what the county requested and may not reflect the actual funding amount awarded, based on the regional STBG funding target.

Sponsor: Lee County

Project Name: 303rd Avenue (X32) Resurfacing

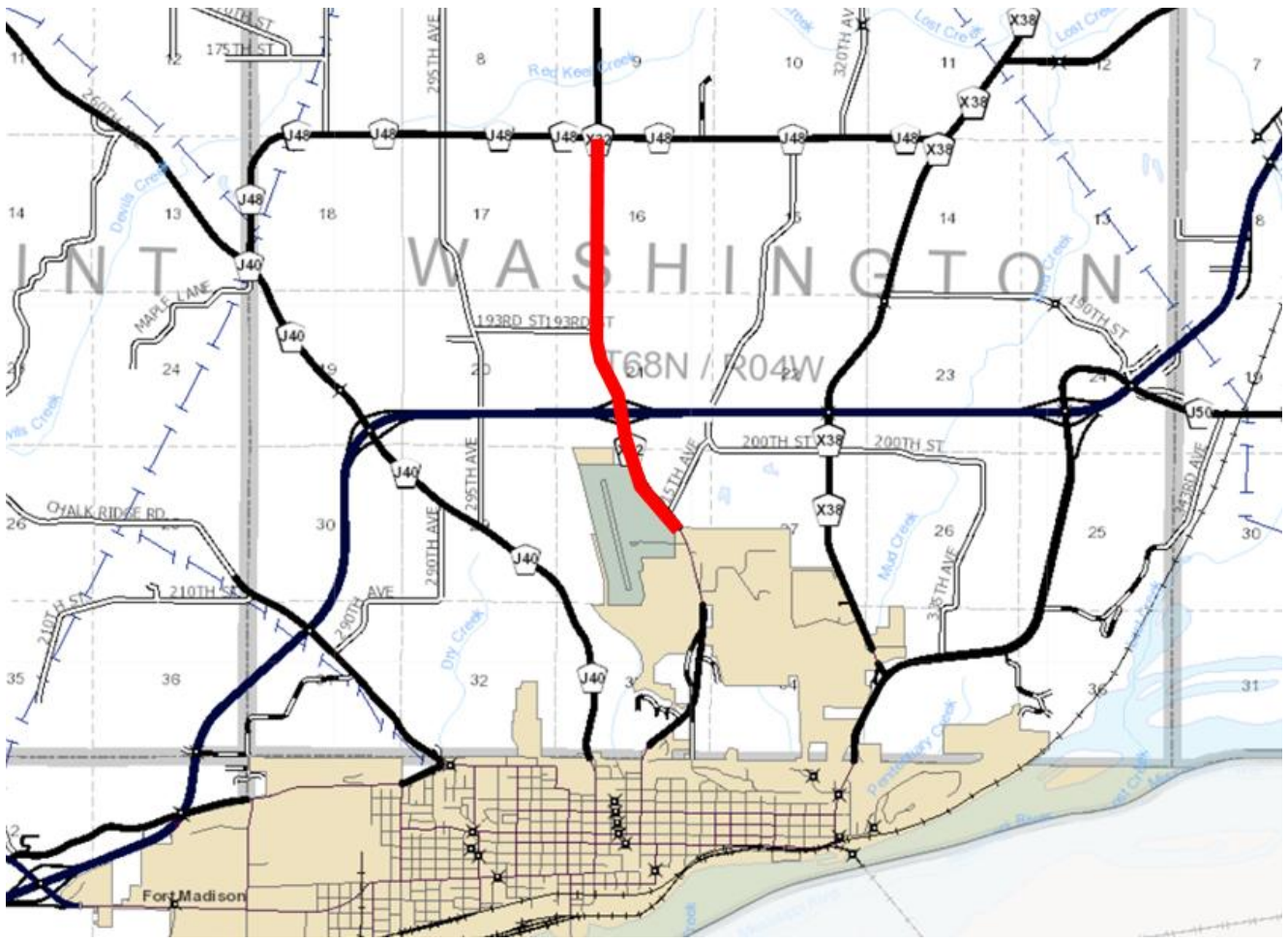
Total Cost: \$2,397,050

STBG Requested: \$1,642,231

Local Share Offered : \$754,819 (31%)

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

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



Location of the County STBG project to be funded in FY2030, Lee County

3.4 FFY2030 Competitive Transportation Alternatives Program Summaries

Below is a summary of the two applications received for the Transportation Alternatives Program for FFY2030. The information below reflects what each community requested and may not reflect the actual amount awarded, based on the regional TAP funding targets.

Sponsor: City of Burlington

Project Name: Madison Avenue Trail Extension Project

Total Cost: \$745,756

TAP Requested: \$596,604

Local Share: \$149,152 (20%)

This project involves the construction of a 0.4-mile multi-use trail along the east side of Madison Avenue, extending northward from Shoquoquon Drive to just north of Sunset Avenue. At the south end, it will feed into a separate trail extending westward from Madison to Summer Street, which is planned for construction in 2027. At its north end, it will feed into a set of on-road bike lanes along Madison between Sunset Avenue and South Street. There will be a signalized mid-block crossing between Sunset and Whitewood Street, to allow southbound bicyclists to transition from the bike lane to the off-road trail. This will be adjacent to the former James Madison Middle School.

The new trail will be 10 feet wide and surfaced with concrete. It will follow along the western boundary of Dankwardt Park, replacing an existing sidewalk that is narrow and in poor condition. Accordingly, it will improve bike and pedestrian access into the park, from nearby neighborhoods and the trail connecting to Summer Street. Once completed, that other trail will feed into a larger trail network that extends several miles to the north and west, connecting to the Burlington Regional RecPlex and Southeastern Community College in West Burlington.

Sponsor: City of West Burlington

Project Name: Agency Road Trail

Total Cost: \$1,825,000

TAP Requested: \$500,000

Local Share: \$1,325,000 (73%)

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

second phase would connect the trail with an existing sidewalk in the City of Burlington, which follows along Agency past Highway 61 (Roosevelt Avenue) and the Hy-Vee supermarket.

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

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

3.5 FFY2030 Competitive Transportation Alternative Program Scores

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

Figure 3.2: Competitive Transportation Alternatives Program Application Scores

Rank	TAP Project	Sponsor	Score
1	Agency Road Trail (*)	City of West Burlington	57
2	Madison Avenue Trail Extension Project	City of Burlington	49



Location of the TAP project to be funded in FY2030, City of West Burlington

4: The Federal Aid Swap Program

SEIRPC Participation in Swap

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

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

Eligibility for Federal Aid Swap

Funding is eligible to be swapped for the following programs:

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

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

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

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

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

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

Match Requirement for STBG Projects

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

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

Planning and Programming Swap Projects

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

Revisions to Swap Projects

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

5: Federal Highway Administration Projects

5.1 FHWA FFY2027-2030 FHWA Projects

Continuing from pg. 26 through pg. 37, Figure 5.1 lists all of the projects receiving federal transportation funding through Federal Highway Administration programs from FY2027 through FY2030. These correspond to all of the projects shown in the map in Figure 7.2.

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

Funding is split between each of the four fiscal years from 2027 through 2030. Most projects are programmed to receive funding in one of the four respective years, while others are programmed to receive funding in multiple years, as different elements of the project will be authorized at different times within the 4-year period. In addition, some of the listed projects may have had additional funding authorized prior to FY2027, while others may have additional funding authorized after FY2030

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

[Figure 5.1 begins on the following page]

Figure 5.1: FHWA Projects

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
CHBP								
3508	BROSCHBP-C056(63)--GA-56	Draft TIP Approved	Total	\$1,706,000				\$1,706,000
Lee County	On Chalk Ridge Rd, Over Devil's Creek, from 265th Ave east approx. 220 Feet; NW1/4 S26 T68 R5	1/20/2027	Federal Aid	\$1,364,000				\$1,364,000
	Bridge New-PPCB		Local	\$1,000				\$1,000
			FM	\$341,000				\$341,000
47049	BRS-CHBP-C029(99)--GB-29	Draft TIP Approved	Total	\$1,320,000				\$1,320,000
Des Moines County	On X 40, Over FLINT RIVER, S01, R70, R04	11/17/2026	Federal Aid	\$1,056,000				\$1,056,000
	Bridge Replacement		FM	\$264,000				\$264,000
51021	BRS-CHBP-C056(125)--GB-56	Draft TIP Approved	Total	\$1,057,000				\$1,057,000
Lee County	On J 56, Over BONNELL CREEK, from 200th St N approx. 0.8 miles; S24 T68 R06	1/20/2027	Federal Aid	\$792,000				\$792,000
	Bridge New-CCS		Local	\$1,000				\$1,000
			FM	\$264,000				\$264,000
58077	BRM-CHBP-5292(630)--NB-44	Draft TIP Approved	Total		\$852,500			\$852,500
Mount Pleasant	In the city of Mount Pleasant, On S WALNUT ST north of Harvest Dr, Over Heather Branch	1/19/2028	Federal Aid		\$558,041			\$558,041
	RCB Culvert New - Twin Box		Local		\$294,459			\$294,459
55107	BRS-CHBP-C044(99)--GB-44	Draft TIP Approved	Total		\$1,500,000			\$1,500,000
Henry County	On IOWA AVE, Over BIG CREEK, S28 T72 R06	1/19/2028	Federal Aid		\$1,200,000			\$1,200,000
	Bridge Replacement-PPCB		FM		\$245,472			\$245,472
			Swap		\$54,528			\$54,528
Earmark								
48654	HDP-0977(657)--71-29	Draft TIP Approved	Total	\$11,000,000				\$11,000,000
Burlington	In the city of Burlington, on S MAIN ST, over DRAINAGE	4/20/2027	Federal Aid	\$6,800,000				\$6,800,000
	Bridge Replacement, Outside Services Engineering		Local	\$4,000,000				\$4,000,000
			Swap	\$200,000				\$200,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

Grant Application

52923	DGA-2697()-XT-56	Draft TIP Approved	Total	\$10,419,000				\$10,419,000
Fort Madison	In the city of Fort Madison, On AVE H and AVE L from 18TH ST to 20TH ST, and on 18TH ST and 20TH ST from AVE H to AVE L		Federal Aid					
	Grade and Pave, Outside Services Engineering, Ped/Bike Grade & Pave		Local	\$2,083,800				\$2,083,800
			Grant App	\$8,335,200				\$8,335,200

HBP

55182	BRM-2697(640)--8N-56	Draft TIP Approved	Total	\$1,500,000				\$1,500,000
Fort Madison	In the city of Fort Madison, On RICHARDS DR, Over DRY CREEK, S5 T67 R04	1/20/2027	Federal Aid	\$1,200,000				\$1,200,000
	Bridge Replacement		Swap	\$300,000				\$300,000
54759	BROS-2697(637)--8J-56	Draft TIP Approved	Total	\$650,000				\$650,000
Fort Madison	In the city of Fort Madison, On 3RD ST, Over FORK CREEK, S3 T67 R04	7/20/2027	Federal Aid	\$650,000				\$650,000
	Bridge Replacement							
55109	BROS-C044(104)--8J-44	Draft TIP Approved	Total	\$710,000				\$710,000
Henry County	On 200TH ST, Over LYNN CREEK, S29 T72 R06	11/17/2026	Federal Aid	\$700,000				\$700,000
	Bridge Replacement-CCS		Local	\$10,000				\$10,000
45123	BROS-C056(120)--8J-56	Draft TIP Approved	Total	\$726,000				\$726,000
Lee County	On 145TH ST, Over West Branch Sugar Creek, from 175th Ave W approx. 0.3 miles; S29 T69 R06	1/21/2026	Federal Aid	\$725,000				\$725,000
	Bridge Replacement		Local	\$1,000				\$1,000
45122	BROS-C056(121)--8J-56	Draft TIP Approved	Total	\$801,000				\$801,000
Lee County	On 115TH ST, Over HELL HOLLOW CREEK, from 280th Ave W approx. 0.7 miles; S12 T69 R05	11/17/2026	Federal Aid	\$800,000				\$800,000
	Bridge Replacement		Local	\$1,000				\$1,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

58153	BRS-5195(606)--60-56	Draft TIP Approved	Total	\$601,000				\$601,000
Lee County	In the city of Montrose, On WATER ST, Over Mississippi Slough, from Elm St N Approx. 0.1 miles; S11 T66N R05W	1/20/2027	Federal Aid	\$480,000				\$480,000
	Bridge Replacement		Local	\$1,000				\$1,000
			Swap	\$120,000				\$120,000
58040	BRM-2697(641)--8N-56	Draft TIP Approved	Total		\$4,000,000			\$4,000,000
Fort Madison	In the city of Fort Madison, On AVE L, Over DRY CREEK, S5 T67N R04W		Federal Aid		\$1,200,000			\$1,200,000
	Bridge Replacement		Local		\$800,000			\$800,000
			Grant App		\$1,700,000			\$1,700,000
			Swap		\$300,000			\$300,000
57398	BROS-C044(37)--8J-44	Draft TIP Approved	Total		\$810,000			\$810,000
Henry County	On NASHUA AVE, Over Phillips Creek, S8 T73N R05W		Federal Aid		\$800,000			\$800,000
	Bridge Replacement		Local		\$10,000			\$10,000
53315	BROS-C056()-8J-56	Draft TIP Approved	Total		\$701,000			\$701,000
Lee County	On 270TH AVE, Over LAMALEES CREEK, from J82 N approx. 0.6 miles; S35 T66 R05		Federal Aid		\$700,000			\$700,000
	Bridge Replacement		Local		\$1,000			\$1,000
44932	BRS-C029(F-10)--60-29	Draft TIP Approved	Total		\$800,000			\$800,000
Des Moines County	On GOLDEN RD, Over BIG HOLLOW CREEK, S30 T71 R03		Federal Aid		\$640,000			\$640,000
	Bridge Replacement		Swap		\$160,000			\$160,000
58577	BROS-C044(13)--5F-44	Draft TIP Approved	Total			\$875,000		\$875,000
Henry County	On H 18, Over SUGAR CREEK, S28 T73N R07W		Federal Aid			\$875,000		\$875,000
	Bridge Replacement							
36217	BROS-C044(140)--8J-44	Draft TIP Approved	Total			\$600,000		\$600,000
Henry County	On Logan Avenue, over Dickey Branch, S36, T-71N, R-6W		Federal Aid			\$600,000		\$600,000
	Culvert Replacement							
58571	BROS-C044(16)--8J-44	Draft TIP Approved	Total			\$800,000		\$800,000
Henry County	On CLAYTON AVE, Over SUGAR CREEK, S29 T73N R07W		Federal Aid			\$800,000		\$800,000
	Bridge Replacement							

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

55231	BROS-C056(--5F-56	Draft TIP Approved	Total			\$1,401,000		\$1,401,000
Lee County	On 180TH ST, Over SUGAR CREEK, from 150TH AVE E Approx. 800 feet, S12 T68 R07		Federal Aid			\$1,400,000		\$1,400,000
	Bridge Replacement		Local			\$1,000		\$1,000
55229	BROS-C056(--8J-56	Draft TIP Approved	Total			\$816,000		\$816,000
Lee County	On 165TH AVE, Over SUGAR CREEK, from 110th St. N Approx. 0.4 miles, S6 T69 R06		Federal Aid			\$815,000		\$815,000
	Bridge Replacement		Local			\$1,000		\$1,000
47052	BRS-C029(PG16)--60-29	Draft TIP Approved	Total			\$1,000,000		\$1,000,000
Des Moines County	On BEAVERDALE RD, Over FLINT RIVER, S23 T71 R04		Federal Aid			\$800,000		\$800,000
	Bridge Replacement		Swap			\$200,000		\$200,000
58402	BRS-C058(GV143)--60-58	Draft TIP Approved	Total			\$500,000		\$500,000
Louisa County	On X43, Over Indian Creek, in S6, T75N, R03W		Federal Aid			\$400,000		\$400,000
	Bridge Replacement-PPCB		Swap			\$100,000		\$100,000
53174	BROS-C029(A-3)--8J-29	Draft TIP Approved	Total				\$300,000	\$300,000
Des Moines County	On SKUNK RIV RD, Over SMALL STREAM, S7 T69 R04		Federal Aid				\$300,000	\$300,000
	Culvert Replacement							
58572	BROS-C044(156)--5F-44	Draft TIP Approved	Total				\$2,800,000	\$2,800,000
Henry County	On Agency Road (J 6W), Over CEDAR CREEK, S9 T70N R07W		Federal Aid				\$2,800,000	\$2,800,000
	Bridge Replacement							
55230	BROS-C056(--8J-56	Draft TIP Approved	Total				\$741,000	\$741,000
Lee County	On 228TH AVE, Over PICAYUNE CREEK, from 149TH ST N Approx. 0.1 miles, S30 T69 R05		Federal Aid				\$740,000	\$740,000
	Bridge Replacement		Local				\$1,000	\$1,000

HSIP

58980	HSIPX-034(--3L-44	Draft TIP Approved	Total	\$3,100,000				\$3,100,000
Iowa Department of Transportation	US 34: Jefferson Co Line to Grand Ave (WB)		Federal Aid	\$2,790,000				\$2,790,000
	Pavement Widening		DOT	\$310,000				\$310,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HSIP

58983	HSIPX-218()-3L-56	Draft TIP Approved	Total	\$1,000,000				\$1,000,000
Iowa Department of Transportation	US 218: IA 16 Intersection and Co Rd J20 Intersection		Federal Aid	\$900,000				\$900,000
	Grade and Pave		DOT	\$100,000				\$100,000

ILL

53123	ILL-C044(W55)--92-44	Draft TIP Approved	Total	\$2,310,000				\$2,310,000
Henry County	On W55, Skunk River bridge to Old Hwy 34		Federal Aid					
	HMA Resurfacing with Milling		FM	\$10,000				\$10,000
			Other	\$2,300,000				\$2,300,000
52926	ILL-3942()-93-56	Draft TIP Approved	Total		\$30,000,000			\$30,000,000
Keokuk	In the city of Keokuk, Keokuk Rail Bridge over Mississippi River		Federal Aid					
	Bridge Painting, Bridge Repair, Pier Repair		Local		\$6,000,000			\$6,000,000
			Other		\$24,000,000			\$24,000,000
58047	ILL-3942()-93-56	Draft TIP Approved	Total		\$846,000			\$846,000
Keokuk	In the city of Keokuk, On RIVER RD, from Athens Ave N approx. 0.2 mi.		Federal Aid					
	Bridge Deck Overlay, Grade and Pave		Local		\$169,200			\$169,200
			Other		\$676,800			\$676,800
44833	ILL-C029(91)--92-29	Draft TIP Approved	Total				\$2,500,000	\$2,500,000
Des Moines County	On 40TH AVE, Over HAWKEYE DOLBEE CHANNEL, S20 T72 R01	8/20/2030	Federal Aid					
			Other				\$2,500,000	\$2,500,000
53136	ILL-C044(J20)--92-44	Draft TIP Approved	Total				\$4,500,000	\$4,500,000
Henry County	On Salem Rd (J20), from W55 E to HWY 218		Federal Aid					
	PCC Pavement - Replace		Other				\$4,500,000	\$4,500,000
53143	ILL-C044(X23)--92-44	Draft TIP Approved	Total				\$3,500,000	\$3,500,000
Henry County	On Racine Avenue (X23), from the intersection of X23 & H28 S to intersection of X23 & 260th St.		Federal Aid					
	PCC Pavement - Replace		Other				\$3,500,000	\$3,500,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

NHPP

48607	NHSX-061()--3H-58	Draft TIP Approved	Total	\$47,068,000		\$83,979,000	\$23,047,000	\$154,094,000
Iowa Department of Transportation	US 61: 0.5 mi N of IA 78 to 2.0 mi S of IA 92		Federal Aid	\$34,814,400		\$67,183,200	\$18,429,600	\$120,427,200
	Bridge New, Grading, Pave		DOT	\$12,253,600		\$16,795,800	\$4,617,400	\$33,666,800
58943	NHSX-218()--3H-56	Draft TIP Approved	Total	\$4,781,000				\$4,781,000
Iowa Department of Transportation	US 218: 0.25 mi S of 190th St to 0.5 mi S of IA 16 (NB)		Federal Aid	\$3,824,800				\$3,824,800
	Pavement Rehab		DOT	\$956,200				\$956,200
58944	NHSX-218()--3H-56	Draft TIP Approved	Total	\$6,065,000				\$6,065,000
Iowa Department of Transportation	US 218: 0.25 mi S of 190th St to Henry Co Line (SB)		Federal Aid	\$4,852,000				\$4,852,000
	Pavement Rehab		DOT	\$1,213,000				\$1,213,000
57890	NHSX-061()--3H-56	Draft TIP Approved	Total				\$13,492,000	\$13,492,000
Iowa Department of Transportation	US 61: In Keokuk, Des Moines River Bridge to US 218		Federal Aid				\$10,793,600	\$10,793,600
	Grade and Pave		DOT				\$2,698,400	\$2,698,400

PRF

52639	BRFN-019()--39-56	Draft TIP Approved	Total	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
Iowa Department of Transportation	IA 136: Mississippi River in Keokuk (State Share)		Federal Aid					
	Bridge Cleaning		DOT	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
37924	BRFN-034()--39-29	Draft TIP Approved	Total	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
Iowa Department of Transportation	US 34: Mississippi River in Burlington (State Share)		Federal Aid					
	Bridge Cleaning		DOT	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
55718	BRFN-061()--39-58	Draft TIP Approved	Total	\$1,190,000				\$1,190,000
Iowa Department of Transportation	US 61: Iowa River 4.2 mi S of IA 92		Federal Aid					
	Bridge Painting		DOT	\$1,190,000				\$1,190,000
55591	BRFN-092()--39-58	Draft TIP Approved	Total	\$632,000				\$632,000
Iowa Department of Transportation	IA 92: Monkey Run Creek 0.6 mi W of IA 70 in Columbus Jct		Federal Aid					
	Bridge Deck Overlay		DOT	\$632,000				\$632,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PRF

58982	NHSN-061()--2R-58	Draft TIP Approved	Total	\$800,000				\$800,000
Iowa Department of Transportation	US 61: 0.4 mi N of the Iowa River to 1.8 mi S of IA 92		Federal Aid					
	Pavement Rehab		DOT	\$800,000				\$800,000
39230	STPN-061()--2J-29	Draft TIP Approved	Total	\$2,306,000				\$2,306,000
Iowa Department of Transportation	US 61: N of Mediapolis to 0.5 mi N of IA 78		Federal Aid					
	Bridge New, Right of Way		DOT	\$2,306,000				\$2,306,000
55592	BRFN-019()--39-56	Draft TIP Approved	Total		\$40,000			\$40,000
Iowa Department of Transportation	IA 136: Mississippi River in Keokuk		Federal Aid					
	Bridge Rehabilitation		DOT		\$40,000			\$40,000
55720	BRFN-034()--39-29	Draft TIP Approved	Total		\$481,000			\$481,000
Iowa Department of Transportation	US 34: 5th St 2.0 mi E of US 61 in Burlington		Federal Aid					
	Bridge Rehabilitation		DOT		\$481,000			\$481,000
55717	BRFN-034()--39-29	Draft TIP Approved	Total		\$3,051,000			\$3,051,000
Iowa Department of Transportation	US 34: BNSF RR 0.3 mi W of US 61 in West Burlington (EB/WB)		Federal Aid					
	Bridge Deck Overlay		DOT		\$3,051,000			\$3,051,000
55719	BRFN-034()--39-29	Draft TIP Approved	Total		\$437,000			\$437,000
Iowa Department of Transportation	US 34: 4th St 2.1 mi E of US 61 in Burlington		Federal Aid					
	Bridge Rehabilitation		DOT		\$437,000			\$437,000
57927	BRFN-034()--39-29	Draft TIP Approved	Total			\$1,000,000		\$1,000,000
Iowa Department of Transportation	US 34: Mississippi River in Burlington		Federal Aid					
	Bridge Painting		DOT			\$1,000,000		\$1,000,000

STBG

54667	BRF-034()--38-29	Draft TIP Approved	Total	\$1,080,000				\$1,080,000
Iowa Department of Transportation	US 34: Broadway Ave 1.0 mi W of US 61 in Burlington (WB)		Federal Aid	\$864,000				\$864,000
	Bridge Deck Overlay		DOT	\$216,000				\$216,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

54679	BRF-034()--38-29	Draft TIP Approved	Total	\$2,823,000				\$2,823,000
Iowa Department of Transportation	US 34: BNSF RR and City Streets 1.4 mi E of US 61 in Burlington		Federal Aid	\$2,258,400				\$2,258,400
	Bridge Rehabilitation		DOT	\$564,600				\$564,600
54579	BRF-034()--38-29	Draft TIP Approved	Total	\$4,467,000				\$4,467,000
Iowa Department of Transportation	US 34: BNSF RR and City Streets 1.5 mi E of US 61 in Burlington		Federal Aid	\$3,573,600				\$3,573,600
	Bridge Rehabilitation		DOT	\$893,400				\$893,400
52645	BRF-061()--38-29	Draft TIP Approved	Total	\$1,588,000				\$1,588,000
Iowa Department of Transportation	US 61: Skunk River 0.5 mi N of IA 16 (SB)		Federal Aid	\$1,270,400				\$1,270,400
	Bridge Deck Overlay		DOT	\$317,600				\$317,600
55772	BRF-092()--38-58	Draft TIP Approved	Total	\$2,335,000				\$2,335,000
Iowa Department of Transportation	IA 92: Iowa River 0.5 mi E of IA 70		Federal Aid	\$1,868,000				\$1,868,000
	Bridge Deck Overlay		DOT	\$467,000				\$467,000
55721	BRF-218()--38-44	Draft TIP Approved	Total	\$641,000				\$641,000
Iowa Department of Transportation	US 218: US 218 Ramp G 3.3 mi N of S Jct US 34		Federal Aid	\$512,800				\$512,800
	Bridge Deck Overlay		DOT	\$128,200				\$128,200
949	RGPL-PA16(RTP)--ST-00	Draft TIP Approved	Total	\$162,473	\$162,473	\$162,473	\$162,473	\$649,892
RPA 16	SEIRPC: RPA 16 TRANSPORTATION PLANNING		Federal Aid	\$129,978	\$129,978	\$129,978	\$129,978	\$519,912
	Trans Planning		Local	\$32,495	\$32,495	\$32,495	\$32,495	\$129,980
			Regional	\$129,978	\$129,978	\$129,978	\$129,978	\$519,912
45883	STP-S-C056(124)--5E-56	Draft TIP Approved	Total	\$5,036,000				\$5,036,000
Lee County	On W 62, from Hwy 27 E approx. 9.5 miles to Hwy 61	11/17/2026	Federal Aid	\$1,781,551				\$1,781,551
	Pavement Rehab		Local	\$1,000				\$1,000
			FM	\$3,253,449				\$3,253,449
			Regional	\$1,781,551				\$1,781,551

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

50896	STP-S-C058(72)--5E-58	Draft TIP Approved	Total	\$5,030,000				\$5,030,000
Louisa County	On X99, from COUNTY LINE 12 miles to WAPELLO BRIDGE	11/17/2026	Federal Aid	\$1,658,926				\$1,658,926
	HMA Resurfacing with Milling		FM	\$2,871,074				\$2,871,074
			Swap	\$500,000				\$500,000
			Regional	\$1,658,926				\$1,658,926
55598	BRF-078()-38-44	Draft TIP Approved	Total		\$1,473,000			\$1,473,000
Iowa Department of Transportation	IA 78: Stream 2.0 mi W of W Jct Co Rd W66		Federal Aid		\$1,178,400			\$1,178,400
	Bridge Replacement		DOT		\$294,600			\$294,600
37505	STP-S-C044(170th)--5E-44	Draft TIP Approved	Total		\$3,643,000			\$3,643,000
Henry County	On H-28 from Hwy 218 E approximately 9 miles to County line		Federal Aid		\$1,742,962			\$1,742,962
	HMA Resurfacing with Milling		Local		\$10,000			\$10,000
			FM		\$1,890,038			\$1,890,038
			Regional		\$1,742,962			\$1,742,962
54541	BRF-016()-38-56	Draft TIP Approved	Total			\$3,417,000		\$3,417,000
Iowa Department of Transportation	IA 16: Sugar Creek 0.3 mi W of US 218		Federal Aid			\$2,722,400		\$2,722,400
	Bridge Replacement, Right of Way		DOT			\$694,600		\$694,600
57891	BRF-061()-38-58	Draft TIP Approved	Total			\$3,900,000		\$3,900,000
Iowa Department of Transportation	US 61: Iowa River 4.2 mi S of IA 92		Federal Aid			\$3,120,000		\$3,120,000
	Bridge Deck Overlay		DOT			\$780,000		\$780,000
57926	BRF-218()-38-44	Draft TIP Approved	Total			\$2,329,000		\$2,329,000
Iowa Department of Transportation	US 218: US 34 Interchange (NB/SB)		Federal Aid			\$1,863,200		\$1,863,200
	Bridge Deck Overlay		DOT			\$465,800		\$465,800
55128	STP-S-C029(PGPCC2029)--5E-29	Draft TIP Approved	Total			\$5,300,000		\$5,300,000
Des Moines County	On H 40, Approx. 2.7 Miles East of Danville Road		Federal Aid			\$1,742,962		\$1,742,962
	PCC Pavement - Replace		FM			\$3,557,038		\$3,557,038
			Regional			\$1,742,962		\$1,742,962

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

52521	BRF-061()--38-56	Draft TIP Approved	Total				\$4,113,000	\$4,113,000
Iowa Department of Transportation	US 61: Lost Creek 2.4 mi S of IA 16 (NB)		Federal Aid				\$3,284,800	\$3,284,800
	Bridge Replacement, Right of Way		DOT				\$828,200	\$828,200
58981	BRF-070()--38-58	Draft TIP Approved	Total				\$2,038,000	\$2,038,000
Iowa Department of Transportation	IA 70: Iowa River 0.9 mi N of IA 92		Federal Aid				\$1,630,400	\$1,630,400
	Bridge Deck Overlay		DOT				\$407,600	\$407,600
53195	STP-S-C056()--5E-56	Draft TIP Approved	Total				\$2,401,000	\$2,401,000
Lee County	On 303rd AVE (X32), from Fort Madison Corp. Limits N approx. 2.7 miles to J48 Pavement Rehab, PCC Pavement - Replace		Federal Aid				\$1,742,962	\$1,742,962
			Local				\$1,000	\$1,000
			FM				\$657,038	\$657,038
			Regional				\$1,742,962	\$1,742,962

SWAP-HSIP

58561	HSIP-SWAP-C056()--FJ-56	Draft TIP Approved	Total	\$128,320				\$128,320
Lee County	On Various Traffic Signs		Federal Aid					
			Local		\$1,000			\$1,000
			Swap		\$127,320			\$127,320

SWAP-STBG

54737	STBG-SWAP-0977(678)--SG-29	Draft TIP Approved	Total	\$2,230,000				\$2,230,000
Burlington	In the city of Burlington, on SUNNYSIDE AVE, from Roosevelt Ave to Osborn St Grade and Pave, HMA Resurfacing, Outside Services Engineering	12/15/2026	Federal Aid					
			Local		\$772,367			\$772,367
			Swap		\$1,457,633			\$1,457,633
			Regional		\$1,457,633			\$1,457,633
48640	STBG-SWAP-2697(642)--SG-56	Draft TIP Approved	Total	\$3,800,000				\$3,800,000
Fort Madison	In the city of Fort Madison, On AVE O from 41st St E to 36th St and on AVE L from 35th St E to approx 82 ft W of 29th St Outside Services Engineering, PCC Overlay, Ped/Bike Grade & Pave	1/20/2027	Federal Aid					
			Local		\$2,412,068			\$2,412,068
			Swap		\$1,387,932			\$1,387,932
			Regional		\$1,387,932			\$1,387,932

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

SWAP-STBG

55866	STBG-SWAP-8255()--SG-29	Draft TIP Approved	Total		\$2,708,758			\$2,708,758
West Burlington	In the city of West Burlington, On MT PLEASANT ST, from approx. 550 ft east of US 34 Ramp E west to City Limits		Federal Aid					
	Outside Services Engineering, Pavement Rehab, Ped/Bike Paving		Local		\$1,282,698			\$1,282,698
			Swap		\$1,426,060			\$1,426,060
			Regional		\$1,426,060			\$1,426,060
55133	STBG-SWAP-4930()--SG-29	Draft TIP Approved	Total			\$1,800,000		\$1,800,000
Mediapolis	In the city of Mediapolis, On MAIN ST from Harrison St E to Northfield St		Federal Aid					
	Outside Services Engineering, PCC Pavement - Grade and Replace, Ped/Bike Grade & Pave		Local			\$373,940		\$373,940
			Swap			\$1,426,060		\$1,426,060
			Regional			\$1,426,060		\$1,426,060
59112	STBG-SWAP-0977()--SG-29	Draft TIP Approved	Total				\$2,021,547	\$2,021,547
Burlington	In the city of Burlington, On Mount Pleasant St from Curran St to W Roosevelt Frontage		Federal Aid					
	Grade and Pave, HMA Resurfacing, Outside Services Engineering, Ped/Bike Grade & Pave		Local				\$595,488	\$595,488
			Swap				\$1,426,059	\$1,426,059
			Regional				\$1,426,059	\$1,426,059

TAP

58046	TAP-R-2040()--8T-56	Draft TIP Approved	Total	\$421,000				\$421,000
Donnellson	In the city of Donnellson, loop trail connection within Westview Park, and entrance signage at Burlington St trailhead		Federal Aid	\$336,000				\$336,000
	Outside Services Engineering, Ped/Bike Grade & Pave		Local	\$35,000				\$35,000
			Other	\$50,000				\$50,000
			Regional	\$336,000				\$336,000
58256	TAP-U-0977(680)--8I-29	Draft TIP Approved	Total	\$942,000				\$942,000
Burlington	In the city of Burlington, trail from Summer St approx 500 ft N of Lynnwood Dr to Madison Ave at Dankwardt Park	2/16/2027	Federal Aid	\$750,000				\$750,000
	Outside Services Engineering, Ped/Bike Grade & Pave		Local	\$67,000				\$67,000
			Other	\$125,000				\$125,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

TAP

59110	TAP-R-8255()-8T-29	Draft TIP Approved	Total			\$1,825,000		\$1,825,000
West Burlington	In the city of West Burlington, trail along W Agency Rd from S Gear Ave to Broadway St		Federal Aid			\$404,033		\$404,033
	Outside Services Engineering, Ped/Bike Grade & Pave		Local			\$1,420,967		\$1,420,967

5.2 FHWA Project Status

The table below (continued on pg. 39) provides an update on the letting status of FHWA Projects programmed in FFY2024.

Figure 5.2: FFY 2026 FHWA Project Status

PROGRAM	SPONSOR	PROJECT NUMBER	LOCATION	STATUS
Grant Application	Burlington	DGA-0977(--XT-29	In the city of Burlington, on S MAIN ST, from Angular St S to approx. 450 ft south of Cascade Blvd	Dropped
HBP	Burlington	BRM-0977(657)--8N-29	In the city of Burlington, on S MAIN ST, over DRAINAGE	Rolled into Next Year
Grant Application	Des Moines County	DGA-C029(99)--XT-29	On X 40, Over FLINT RIVER, S01, R70, R04	Rolled into Next Year
Grant Application	Fort Madison	DGA-2697(--XT-56	In the city of Fort Madison, On AVE H and AVE L from 18TH ST to 20TH ST, and on 18TH ST and 20TH ST from AVE H to AVE L	Rolled into Next Year
HBP	Fort Madison	BROS-2697(637)--8J-56	In the city of Fort Madison, On 3RD ST, Over FORK CREEK, S3 T67 R04	Rolled into Next Year
HBP	Fort Madison	BRM-2697(640)--8N-56	In the city of Fort Madison, On RICHARDS DR, Over DRY CREEK, S5 T67 R04	Rolled into Next Year
SWAP-STBG	Fort Madison	STBG-SWAP-2697(642)--SG-56	In the city of Fort Madison, On AVE O from 41st St E to 36th St and on AVE L from 35th St E to approx 82 ft W of 29th St	Rolled into Next Year
HBP	Henry County	BROS-C044(100)--8J-44	On LEXINGTON AVE, Over small creek, S12 T73 R06	Let
ILL	Henry County	ILL-C044(W55)--92-44	On W55, Skunk River bridge to Old Hwy 34	Rolled into Next Year
HSIP	Iowa DOT - RPA 16	HSIPX-034-9(260)--3L-44	US 34: Jefferson Co Line to Grand Ave (WB)	To Be Let: 09/15/26
HSIP	Iowa DOT - RPA 16	HSIPX-034(--3L-44	US 34: Jefferson Co Line to Iowa Ave (EB)	Let
HSIP	Iowa DOT - RPA 16	HSIPX-218(--3L-56	US 218: IA 16 Intersection and Co Rd J20 Intersection	To Be Let: 09/15/26
NHPP	Iowa DOT - RPA 16	NHSX-034(--3H-44	US 34: E US 218 Interchange to E of Nebraska Ave (WB)	Let
NHPP	Iowa DOT - RPA 16	NHSX-061(--3H-58	US 61: 0.5 mi N of IA 78 to 2.0 mi S of IA 92	Rolled into Next Year
NHPP	Iowa DOT - RPA 16	NSHN-061(1)--2R-29	US 61: N of Mediapolis to 0.5 mi N of IA 78	Let
NHPP	Iowa DOT - RPA 16	NHSX-218(--3H-56	US 218: 0.25 mi S of 190th St to 0.5 mi S of IA 16 (NB)	To Be Let: 09/15/26
NHPP	Iowa DOT - RPA 16	NHSX-218(--3H-56	US 218: 0.25 mi S of 190th St to Henry Co Line (SB)	To Be Let: 09/15/26
PRF	Iowa DOT - RPA 16	BRFN-016(--39-56	IA 16: Little Cedar Creek 1.7 mi E of Co Rd W46	Let
PRF	Iowa DOT - RPA 16	BRFN-092(--39-58	IA 92: Main St and Collins Rd 0.3 mi W of IA 70 in Columbus Jct	Let

PROGRAM	SPONSOR	PROJECT NUMBER	LOCATION	STATUS
PRF	Iowa DOT - RPA 16	BRFN-034()--39-29	US 34: Broadway Ave 1.0 mi W of US 61 in West Burlington (EB)	Let
PRF	Iowa DOT - RPA 16	BRFN-034()--39-29	US 34: Gear Ave 1.6 mi W of US 61 in West Burlington	Let
PRF	Iowa DOT - RPA 16	BRFN-034()--39-29	US 34: Mississippi River in Burlington (State Share)	Let
PRF	Iowa DOT - RPA 16	BRFN-061()--39-58	US 61: DME RR 3.4 mi N of W Jct IA 92 (NB)	Let
PRF	Iowa DOT - RPA 16	STPN-061()--2J-29	US 61: S of 210th St to N of Mediapolis	Let
PRF	Iowa DOT - RPA 16	BRFN-019()--39-56	IA 136: Mississippi River in Keokuk (State Share)	Let
PRF	Iowa DOT - RPA 16	BRFN-218()--39-56	US 218: BNSF RR 4.4 mi S of US 61	Let
STBG	Iowa DOT - RPA 16	BRF-002()--38-56	IA 2: Big Sugar Creek 3.4 mi W of W Jct US 61	Let
STBG	Iowa DOT - RPA 16	BRF-092()--38-58	IA 92: Iowa River 0.5 mi E of IA 70	Rolled into Next Year
STBG	Iowa DOT - RPA 16	BRF-061()--38-29	US 61: Branch Smith Creek 1.0 mi S of Louisa Co	Let
Grant Application	Lee County	DGA-C056(63)--XT-56	On Chalk Ridge Rd, Over Devil's Creek, from 265th Ave east approx. 220 Feet; NW1/4 S26 T68 R5	Rolled into Next Year
Grant Application	Lee County	DGA-C056(125)--XT-56	On J 56, Over BONNELL CREEK, from 200th St N approx. 0.8 miles; S24 T68 R06	Rolled into Next Year
HBP	Lee County	BROS-C056(121)--8J-56	On 115TH ST, Over HELL HOLLOW CREEK, from 280th Ave W approx. 0.7 miles; S12 T69 R05	Rolled into Next Year
HBP	Lee County	BROS-C056(120)--8J-56	On 145TH ST, Over West Branch Sugar Creek, from 175th Ave W approx. 0.3 miles; S29 T69 R06	Rolled into Next Year
HBP	Lee County	BROS-C056(113)--8J-56	On 265TH AVE, Over tributary to Devil's Creek, from Chalk Ridge Rd N approx. 500 Feet; NW1/4 S26 T68 R05	Let
HBP	Lee County	BROS-C056(117)--5F-56	On BELFAST RD, Over MONK CREEK, from 140th Ave east approx.0.8 miles; NE1/4 S2 T66 R07	Let
Grant Application	Louisa County	DGA-C058()--XT-58	On M AVE, Over SMALL STREAM, S7 T73N R03W	Dropped
STBG	Mount Pleasant	STP-U-5292(629)--70-44	In the city of Mount Pleasant, On Winfield Ave from Broadway St to Grand Ave; Trail on Grand Ave from Winfield to Baker	Let

6: Federal Transit Administration (FTA) Projects

This page provides information on projects for the Burlington Urban Service (BUS) and Southeast Iowa BUS (SEIBUS) that will be receiving federal transportation funding from FFY2027 to FFY2030.

Figure 6.1: FTA Projects

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11688 SEIBUS	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 111	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
11730 Burlington Urban Service	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 732	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
11732 Burlington Urban Service	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 731	Total	\$305,800				\$305,800
				FTA	\$259,930				\$259,930
				Local	\$45,870				\$45,870
11736 Burlington Urban Service	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) VSS Unit # 724	Total	\$305,800				\$305,800
				FTA	\$259,930				\$259,930
				Local	\$45,870				\$45,870
11738 Burlington Urban Service	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 736	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
12144 SEIBUS	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 121	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
12145 SEIBUS	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 122	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
12146 SEIBUS	5311 TIP Approved	Capital	Minivan VSS Unit # 131	Total	\$138,700				\$138,700
				FTA	\$110,960				\$110,960
				Local	\$27,740				\$27,740
12147 SEIBUS	5339 TIP Approved	Capital	Light Duty Bus (176" wb) VSS Unit # 132	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
1670 Burlington Urban Service	5311,STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,050,850	\$1,050,850	\$1,050,850	\$1,050,850	\$4,203,400
				FTA	\$453,730	\$453,730	\$453,730	\$453,730	\$1,814,920
				DOT	\$247,120	\$247,120	\$247,120	\$247,120	\$988,480
				Local	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000
1675 SEIBUS	5311,STA TIP Approved	Operations	General Operations/Maintenance/Administration	Total	\$1,302,232	\$1,302,232	\$1,302,232	\$1,302,232	\$5,208,928
				FTA	\$430,914	\$430,914	\$430,914	\$430,914	\$1,723,656
				DOT	\$440,404	\$440,404	\$440,404	\$440,404	\$1,761,616
				Local	\$430,914	\$430,914	\$430,914	\$430,914	\$1,723,656
1694 RPA 16	5311 TIP Approved	Planning	RPA Transportation Planning	Total	\$39,579	\$39,579	\$39,579	\$39,579	\$158,316
				FTA	\$31,663	\$31,663	\$31,663	\$31,663	\$126,652
				Local	\$7,916	\$7,916	\$7,916	\$7,916	\$31,664

7: Project Location Map

Below is a listing of all of the projects receiving federal transportation funds in Region 16 from FY2027 through FY2030. This table continues through p. 44, followed by a map that shows their precise location within the region. The numbers on the left side of the table correspond to those on the map.

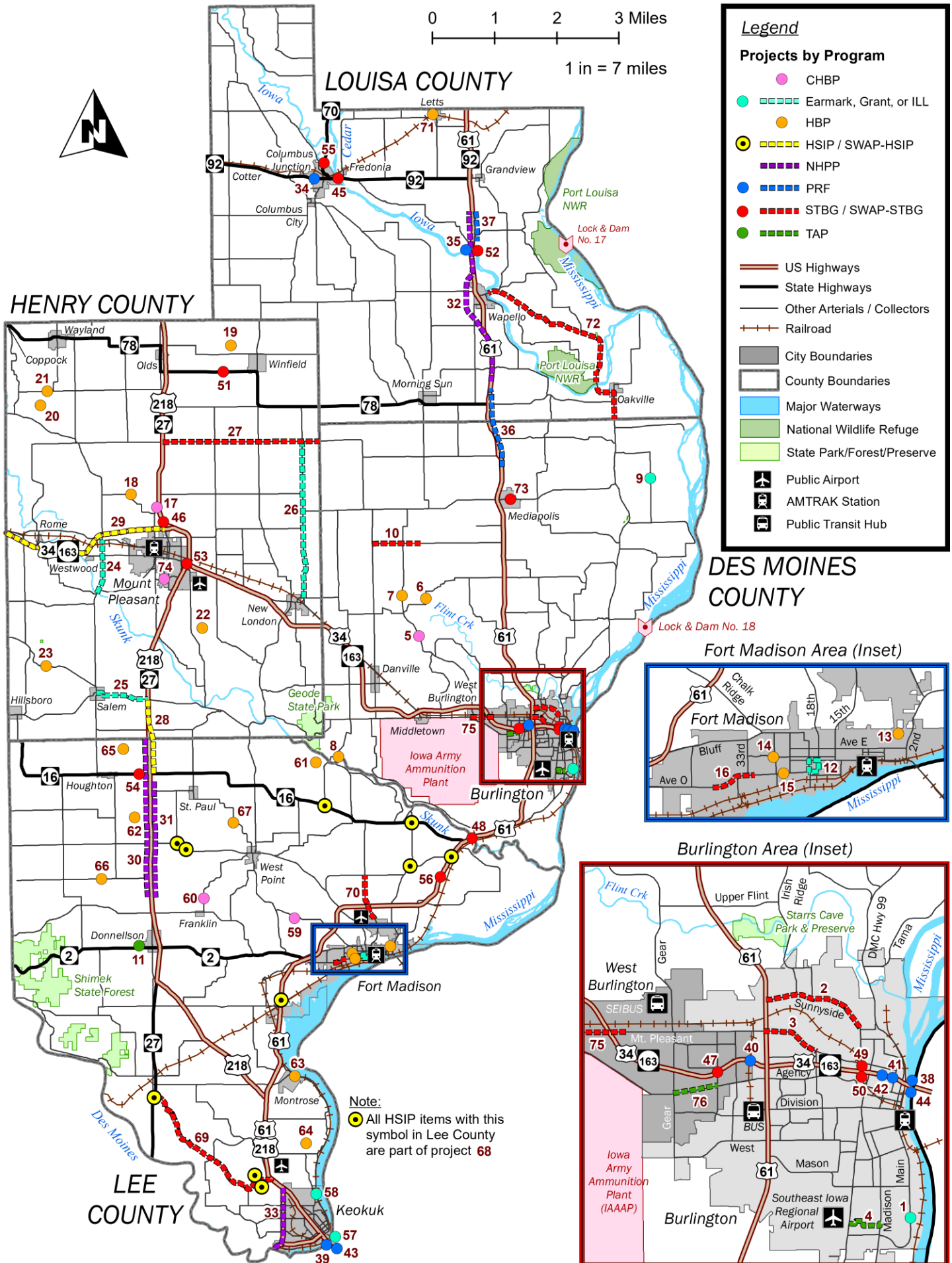
Figure 7.1: Key to Project Location Map

Map #	Sponsor	Project Description	Funding Source	Fiscal Year
1	City of Burlington	Bridge Replacement: South Main Street over Cascade Ravine	Earmark	2027
2	City of Burlington	Sunnyside Avenue Reconstruction - Roosevelt to Osborn	SWAP-STBG	2027
3	City of Burlington	Mount Pleasant Street Resurfacing, Roosevelt Avenue to Curran Street	SWAP-STBG	2030
4	City of Burlington	Summer Street-Dankwardt Park Connector Trail	TAP	2027
5	Des Moines County Secondary Roads	Bridge Replacement: X40 over Flint Creek	CHBP	2027
6	Des Moines County Secondary Roads	Bridge Replacement: Golden Road over Big Hollow Creek	HBP	2028
7	Des Moines County Secondary Roads	Bridge Replacement: Beaverdale Road over Flint Creek	HBP	2029
8	Des Moines County Secondary Roads	Bridge Replacement: Skunk River Road over small stream	HBP	2030
9	Des Moines County Secondary Roads	Bridge Replacement: 40th Avenue over Hawkeye-Dolbee Channel	ILL	2030
10	Des Moines County Secondary Roads	H40 Reconstruction, East of Danville Road	STBG	2029
11	City of Donnellson	Westview Park Trail Loop	TAP	2027
12	City of Fort Madison	Business 61 Reconstruction - Portions of 18th St, 20th St, Avenue H, and Avenue L	Grant Application	2027
13	City of Fort Madison	Bridge Replacement: 3rd Street over Fork Creek	HBP	2027
14	City of Fort Madison	Bridge Replacement: Richards Drive over Dry Creek	HBP	2027
15	City of Fort Madison	Bridge Replacement: Avenue L over Dry Creek	HBP	2028
16	City of Fort Madison	Avenue L and O Rehab, 30th Street to 41st Street	SWAP-STBG	2027
17	Henry County Secondary Roads	Bridge Replacement: Iowa Avenue over Big Creek	CHBP	2028
18	Henry County Secondary Roads	Bridge Rehab: 200th Street over Lynn Creek	HBP	2027
19	Henry County Secondary Roads	Bridge Replacement: Nashua Avenue over Phillips Creek	HBP	2028
20	Henry County Secondary Roads	Bridge Replacement: Clayton Avenue over Sugar Creek	HBP	2029
21	Henry County Secondary Roads	Bridge Replacement: H18 over Sugar Creek	HBP	2029
22	Henry County Secondary Roads	Culvert Replacement: Logan Avenue over Dickey Branch	HBP	2029

Map #	Sponsor	Project Description	Funding Source	Fiscal Year
23	Henry County Secondary Roads	Bridge Replacement: Agency Road over Cedar Creek	HBP	2030
24	Henry County Secondary Roads	W55 Resurfacing, 235th St to Skunk River bridge	ILL	2027
25	Henry County Secondary Roads	J20 Resurfacing, from W55 to Hwy 218	ILL	2030
26	Henry County Secondary Roads	X23 Resurfacing, from H28 to 260th St	ILL	2030
27	Henry County Secondary Roads	H28 Resurfacing, from Hwy 218 to Oasis Ave	STBG	2028
28	Iowa Department of Transportation	Grade and Pave: Hwy 218 from IA 16 to J20	HSIP	2027
29	Iowa Department of Transportation	Pavement Widening: Hwy 34 from Jefferson County line to Grand Ave (westbound)	HSIP	2027
30	Iowa Department of Transportation	Pavement Rehab: US 218 from 190th St to Henry County Line (southbound)	NHPP	2027
31	Iowa Department of Transportation	Pavement Rehab: US 218 from 190th St to IA 16 (northbound)	NHPP	2027
32	Iowa Department of Transportation	Grade and Pave: US 61, north of IA 78 to south of IA 92	NHPP	2027-2030
33	Iowa Department of Transportation	Grade and Pave: US 61, from US 218 to Des Moines River Bridge	NHPP	2030
34	Iowa Department of Transportation	Bridge Deck Overlay: IA 92 over Monkey Run Creek	PRF	2027
35	Iowa Department of Transportation	Bridge Painting: US 61 over Iowa River	PRF	2027
36	Iowa Department of Transportation	New Bridge, ROW: US 61 from north of Mediapolis to north of IA 78	PRF	2027
37	Iowa Department of Transportation	Pavement Rehab: US 61 from south of G56 to north of 130th St	PRF	2027
38	Iowa Department of Transportation	Bridge Cleaning: US 34 over Mississippi River	PRF	2027-2030
39	Iowa Department of Transportation	Bridge Cleaning: US 136 over Mississippi River	PRF	2027-2030
40	Iowa Department of Transportation	Bridge Deck Overlay: US 34 over BNSF Railroad	PRF	2028
41	Iowa Department of Transportation	Bridge Rehab: 4th Street over US 34	PRF	2028
42	Iowa Department of Transportation	Bridge Rehab: 5th Street over US 34	PRF	2028
43	Iowa Department of Transportation	Bridge Rehab: US 136 over Mississippi River	PRF	2028
44	Iowa Department of Transportation	Bridge Painting: US 34 over Mississippi River	PRF	2029
45	Iowa Department of Transportation	Bridge Deck Overlay: IA 92 over Iowa River	STBG	2027
46	Iowa Department of Transportation	Bridge Deck Overlay: IA 438 Northbound Ramp over US 218	STBG	2027
47	Iowa Department of Transportation	Bridge Deck Overlay: US 34 over Broadway Street (westbound)	STBG	2027
48	Iowa Department of Transportation	Bridge Deck Overlay: US 61 over Skunk River	STBG	2027
49	Iowa Department of Transportation	Bridge Rehab: US 34 over Osborn Street and BNSF Railroad	STBG	2027

Map #	Sponsor	Project Description	Funding Source	Fiscal Year
50	Iowa Department of Transportation	Bridge Rehab: US 34 EB ramp at Central Ave	STBG	2027
51	Iowa Department of Transportation	Bridge Replacement: IA 78 over Stream	STBG	2028
52	Iowa Department of Transportation	Bridge Deck Overlay: US 61 over Iowa River	STBG	2029
53	Iowa Department of Transportation	Bridge Deck Overlay: US 218 over US 34	STBG	2029
54	Iowa Department of Transportation	Bridge Replacement: IA 16 over Sugar Creek	STBG	2029
55	Iowa Department of Transportation	Bridge Deck Overlay: IA 70 over Iowa River	STBG	2030
56	Iowa Department of Transportation	Bridge Replacement: US 61 over Lost Creek (NB)	STBG	2030
57	Keokuk	Bridge Rehab: Railroad Bridge over Mississippi River	ILL	2028
58	Keokuk	River Road Resurfacing and Bridge Replacement over Prices Creek	ILL	2028
59	Lee County Secondary Roads	Bridge Replacement: Chalk Ridge Road over Devil's Creek	CHBP	2027
60	Lee County Secondary Roads	Bridge Replacement: J56 over Bonnell Creek	CHBP	2027
61	Lee County Secondary Roads	Bridge Replacement: 115th St over Hell Hollow Creek	HBP	2027
62	Lee County Secondary Roads	Bridge Replacement: 145th St over West Branch Sugar Creek	HBP	2027
63	Lee County Secondary Roads	Bridge Replacement: Water Street over Mississippi Slough (in Montrose)	HBP	2027
64	Lee County Secondary Roads	Bridge Replacement: 270th Avenue over Lamalees Creek	HBP	2028
65	Lee County Secondary Roads	Bridge Replacement: 165th Avenue over Sugar Creek	HBP	2029
66	Lee County Secondary Roads	Bridge Replacement: 180th St over Sugar Creek	HBP	2029
67	Lee County Secondary Roads	Bridge Replacement: 228th Ave over Picayune Creek	HBP	2030
68	Lee County Secondary Roads	Intersection Safety Countermeasures - Signs	STBG	2027
69	Lee County Secondary Roads	W62 Resurfacing, from IA 27 to US 61	STBG	2027
70	Lee County Secondary Roads	303rd Ave (X32) Resurfacing, from Fort Madison city limits to J48	STBG	2030
71	Louisa County Secondary Roads	Bridge Replacement: X43 over Indian Creek (in Letts)	HBP	2029
72	Louisa County Secondary Roads	X99 Resurfacing, Wapello Bridge to County Line	STBG	2027
73	Mediapolis	Main Street Reconstruction, Harrison St to Northfield St	STBG	2029
74	Mount Pleasant	Culvert Replacement: Walnut Street over Heather Branch	CHBP	2028
75	West Burlington	Mount Pleasant Street Resurfacing, from US 34 interchange to west City Limits	TAP	2028
76	West Burlington	Agency Road Trail - Gear Ave to Broadway St	TAP	2029

Figure 7.2: Project Location Map



8: Financial Information

8.1 Fiscal Constraint

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

The TAP program includes negative balances for the first three years, as projects are eligible to be programmed prior to the official funding award year. The program is fiscally constrained over the full four-year period, however, as two of the four years do not include programmed projects, and the final balance for FY2030 is positive.

Figure 8.1: FFY2027 – FFY2030 STBG Fiscal Constraint – SEIRPC STBG Program

FFY2026 2nd Quarter Report Balance (April 2026)			\$3,495,951
FFY	STBG Target	Programmed	Projected Balance
2027	\$3,298,879	\$6,416,020	\$378,810
2028	\$3,299,000	\$3,299,000	\$378,810
2029	\$3,299,000	\$3,299,000	\$378,810
2030	\$3,299,000	\$3,298,999	\$378,811
Total Amount Programmed		\$16,313,019	

Figure 8.2: FFY2027 – FFY2030 TAP Fiscal Constraint – SEIRPC TAP Program

FFY2026 2nd Quarter Report Balance (April 2026)			-\$416,768
FFY	TAP Target	Programmed	Projected Balance
2027	\$330,925	\$336,000	-\$421,843
2028	\$331,000	\$0	-\$90,843
2029	\$331,000	\$404,033	-\$163,876
2030	\$331,000	\$0	\$167,124
Total Amount Programmed		\$740,033	

8.2 Federal Aid by Program and Year

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

Figure 8.3: FFY2027 – FFY2030 Funding by Program and Year (in Thousands)

Program		FFY 2027	FFY 2028	FFY 2029	FFY 2030
Competitive Highway Bridge Program (CHBP)	Federal Aid	\$3,212	\$1,540	\$0	\$0
	Total Project Costs	\$4,083	\$2,080	\$0	\$0
Earmarks	Federal Aid	\$6,000	\$0	\$0	\$0
	Total Project Costs	\$10,000	\$0	\$0	\$0
Grant Applications	Total Project Costs	\$10,419	\$2,900	\$0	\$0
Highway Bridge Program (HBP)	Federal Aid	\$5,355	\$3,558	\$5,690	\$3,840
	SWAP	\$620	\$515	\$300	\$0
	Total Project Costs	\$5,988	\$6,584	\$5,992	\$3,841
Highway Safety Improvement Program (HSIP)	Federal Aid	\$3,690	\$0	\$0	\$0
	Total Project Costs	\$4,100	\$0	\$0	\$0
Swap – Highway Safety Improvement Program (SWAP-HSIP)	Federal Aid	\$627	\$0	\$0	\$0
	Total Project Costs	\$628	\$0	\$0	\$0
Illustrative Projects (ILL)	Total Project Costs	\$2,310	\$30,846	\$0	\$10,500
National Highway Performance Program (NHPP)	Federal Aid	\$43,491	\$0	\$67,183	\$29,223
	Total Project Costs	\$57,914	\$0	\$83,979	\$36,539
Surface Transportation Block Grant Program (STBG)	Federal Aid	\$13,918	\$3,051	\$9,579	\$6,788
	Total Project Costs	\$22,662	\$5,278	\$15,108	\$8,714
Swap – Surface Transportation Block Grant Program (SWAP-STBG)	SWAP	\$2,846	\$1,426	\$1,426	\$1,426
	Total Project Costs	\$6,030	\$2,709	\$1,800	\$2,022
Transportation Alternatives Program (TAP)	Federal Aid	\$1,086	\$0	\$404	\$0
	Total Project Costs	\$1,363	\$0	\$1,825	\$0

(table continued on next page)

(table resumes from previous page)

Program		FFY 2027	FFY 2028	FFY 2029	FFY 2030
FTA 5311 (Formula Grants for other than Urbanized Areas)	Federal Aid	\$916	\$916	\$916	\$916
	<i>Total Project Costs</i>	<i>\$2,393</i>	<i>\$2,393</i>	<i>\$2,393</i>	<i>\$2,393</i>
FTA 5339 (Bus and Bus Facilities)	Federal Aid	\$1,747	\$0	\$0	\$0
	<i>Total Project Costs</i>	<i>\$2,063</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Total	Federal Aid	\$79,415	\$9,066	\$83,772	\$40,768
	SWAP	\$4,093	\$1,941	\$1,726	\$1,426
	Federal Aid + SWAP	\$83,508	\$11,006	\$85,498	\$42,194
	<i>Total Project Costs</i>	<i>\$129,954</i>	<i>\$49,889</i>	<i>\$111,097</i>	<i>\$64,009</i>

8.3 Operation and Maintenance

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

Figure 7.4: Region 16 Operations and Maintenance Costs

Fiscal Year	2025	2026	2027	2028	2029	2030
City Operation Costs	\$3,524,474	\$3,630,208	\$3,739,114	\$3,851,288	\$3,966,827	\$4,085,831
City Maintenance Costs	\$340,204	\$350,410	\$360,922	\$371,750	\$382,903	\$394,390
County Operation Costs	\$3,185,078	\$3,280,630	\$3,379,049	\$3,480,421	\$3,584,833	\$3,692,378
County Maintenance Costs	\$6,896,195	\$7,103,081	\$7,316,173	\$7,535,658	\$7,761,728	\$7,994,580
Total Region 16 O and M Costs	\$13,945,951	\$14,364,330	\$14,795,259	\$15,239,117	\$15,696,291	\$16,167,179

Figure 7.5: Region 16 Non-Federal Aid Revenues

Fiscal Year	2025	2026	2027	2028	2029	2030
City Receipts	\$33,038,248	\$34,029,395	\$35,050,277	\$36,101,786	\$37,184,839	\$38,300,384
Farm to Market Receipts	\$4,824,426	\$4,969,159	\$5,118,234	\$5,271,781	\$5,429,934	\$5,592,832
Secondary Road Fund Receipts	\$26,189,199	\$26,974,875	\$27,784,121	\$28,617,645	\$29,476,174	\$30,360,459
Total Region 16 Revenues	\$64,051,873	\$65,973,429	\$67,952,632	\$69,991,211	\$72,090,947	\$74,253,676

*The values for 2026 through 2030 in Figures 7.4 and 7.5 are estimated assuming a 3% annual increase from the 2025 values reported by the Iowa DOT.