

Region 16 FFY2026-2029 Transportation Improvement Program

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RESOLUTION #195-2025

INTRODUCED BY: SEIRPC

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

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

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

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

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



Brent Schleisman, Chairman



Mike Norris, SEIRPC Executive Director

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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)
- Highway Bridge Program (HBP)
- Highway Safety Improvement Program (HSIP)
- Primary Road Fund (PRF)
- Federal Transit Administration (FTA) 5311 and (FTA) 5339

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

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

Figure 1.1: Regional TIP/ State TIP Development Timeline

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

1.2 Planning Area

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

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

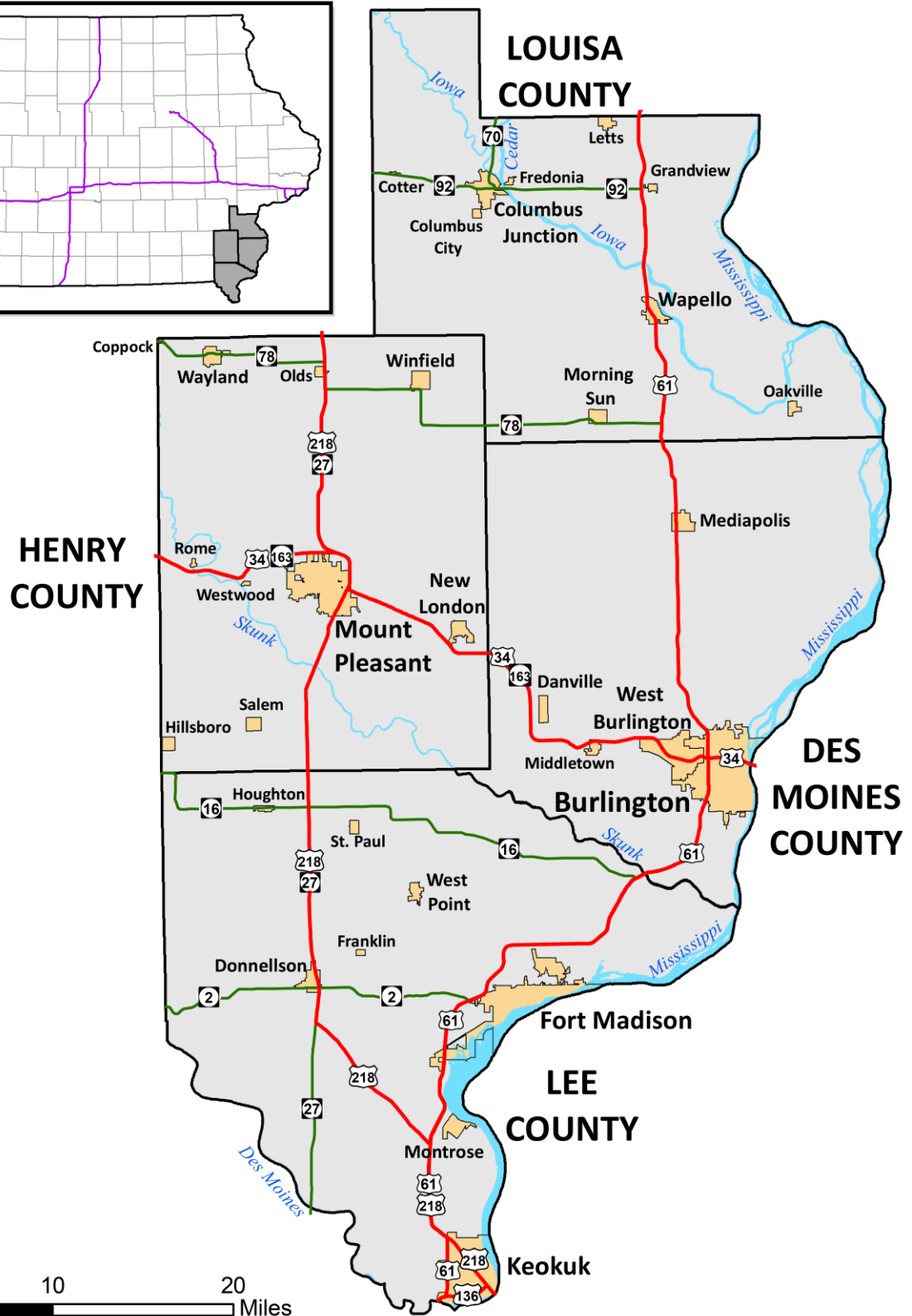
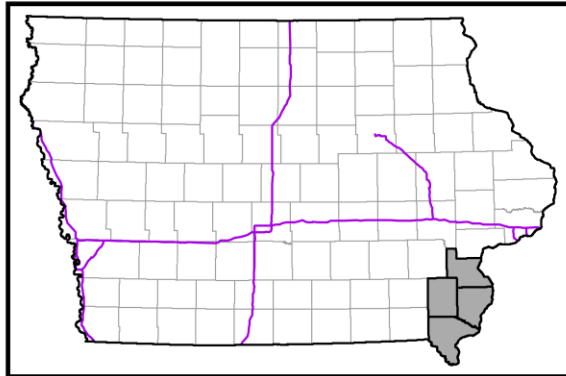
There are four municipalities in the region with over 5,000 residents. These are Burlington (23,637), Fort Madison (9,983), Keokuk (9,462), and Mount Pleasant (8,509). Six other municipalities fall between 1,000 and 3,500 residents – Columbus Junction, Mediapolis, New London, Wapello, West Burlington,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

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

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

Figure 1.2: Region 16 Planning Area

Region 16 Transportation Planning Area



1.3 SEIRPC Organizational Structure

Planning Agency Structure

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

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

SEIRPC Board of Directors

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

Technical Advisory Committee (TAC)

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

Figure 1.3: SEIRPC Board of Directors

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

Figure 1.4: Technical Advisory Committee

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

*Indicates non-voting member

1.4 Public Participation Process

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

Public Notices

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

Public Hearings

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

Annual TIP Project Request Notifications

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

Public Comment

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

Web

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

Newsletter

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

Accommodation

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

2: Region 16 Project Selection Process

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

2.1 STBG Application Process

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

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

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

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

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

2.2 TAP Application Process

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

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

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

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

2.3 County Bridge Project Selection Process

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

2.4 Region 16 Process for Revision to TIP

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

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

Amendment

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

- **Standard Amendment**

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

- **Major Amendment**

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

Administrative Modification

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

Amendment vs. Administrative Modification

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

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

Procedural Requirements for Revisions

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

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

3: STBG and TAP Project Summaries, Scores and Rankings

3.1 FFY2029 Competitive City STBG Application Summaries

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

Sponsor: City of Burlington

Project Name: Agency Street Resurfacing, Curran to Holstein

Total Cost: \$1,325,698

STBG Requested: \$1,104,748

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

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

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

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

Sponsor: City of Danville

Project Name: Main Street Reconstruction, Division to Roosevelt

Total Cost: \$2,129,000

STBG Requested: \$1,703,200

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

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

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

Sponsor: City of Mediapolis

Project Name: Mediapolis Main Street Improvements – Phase 4

Total Cost: \$1,800,000

STBG Requested: \$1,430,000

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

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

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

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

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

Sponsor: City of Mount Pleasant

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

Total Cost: \$3,094,700

STBG Requested: \$1,356,606

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

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

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

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

Sponsor: City of New London

Project Name: Pine Street Reconstruction, Main to Thompson

Total Cost: \$1,533,000

STBG Requested: \$915,000

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

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

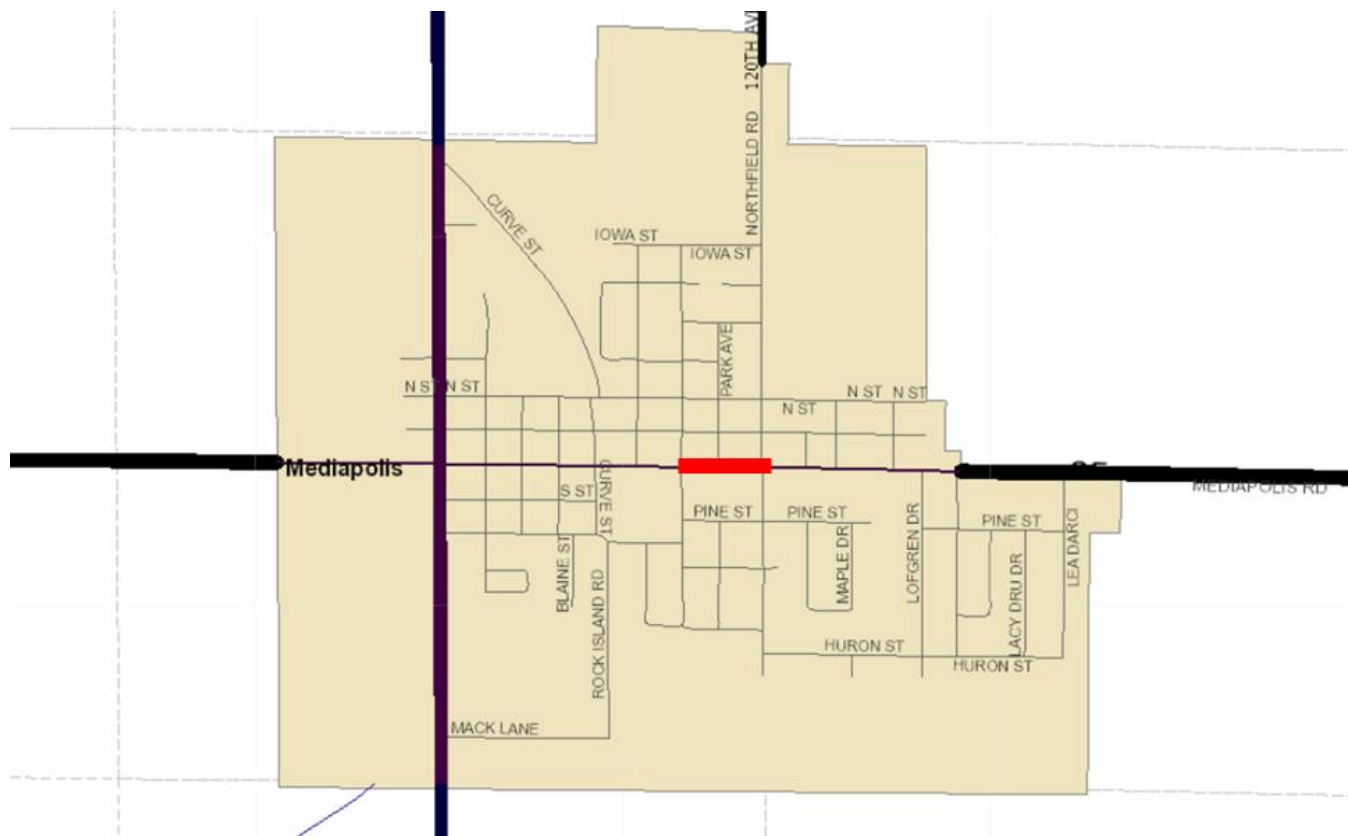
The existing roadway was last resurfaced with an asphalt overlay in 2003, around the time the US 34 bypass opened. Since then, traffic has increased as many residents now use it to access the highway. As a result, the road has reached the end of its design life, and through this project, it will be fully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

3.2 FFY2029 Competitive City STBG Application Scores

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

Figure 3.1: Competitive City STBG Application Scores

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



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

3.3 FFY2029 County STBG Application Summary

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

Sponsor: Des Moines County

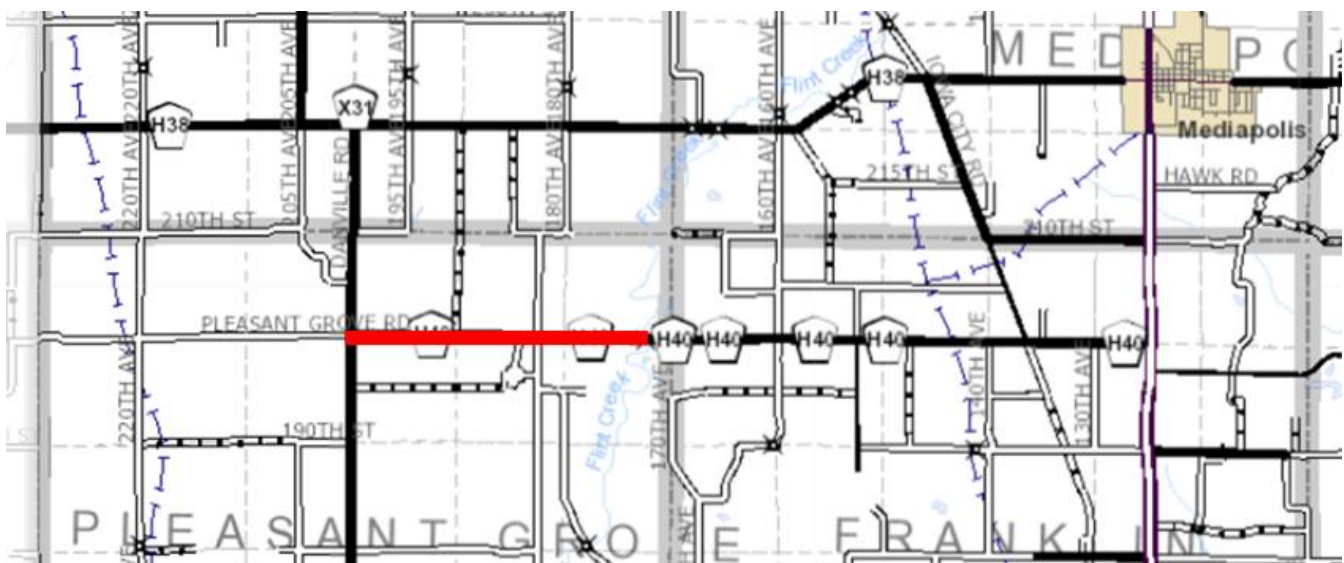
Project Name: Pleasant Grove Road PCC Reconstruction

Total Cost: \$5,100,000

STBG Requested: \$2,500,000

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

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



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

3.4 FFY2029 Competitive Transportation Alternatives Program Summaries

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

Sponsor: City of Burlington

Project Name: Summer Street Trail Extension Project – Phase I

Total Cost: \$441,422

TAP Requested: \$353,137

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

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

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

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

(cont'd on next page)

Sponsor: City of Donnellson

Project Name: Westview Park Trail – Phase II

Total Cost: \$421,000

TAP Requested: \$336,000

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

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

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

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

Sponsor: City of West Burlington

Project Name: Agency Road Trail

Total Cost: \$2,351,000

TAP Requested: \$500,000

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

This project involves the construction of a 1-mile multi-use trail along the north side of Agency Road from Gear Avenue to West Burlington Avenue at the east end of the city. At the west end, it will connect to an existing trail that extends north-south between Westland Mall and Division Street, before turning eastward and extending past the Burlington RecPlex, Flint Ridge Business Park, and Edward Stone Middle School. At the east end, it will feed into an existing sidewalk in the City of Burlington, which follows along Agency past Highway 61 (Roosevelt Avenue) and the Hy-Vee supermarket.

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

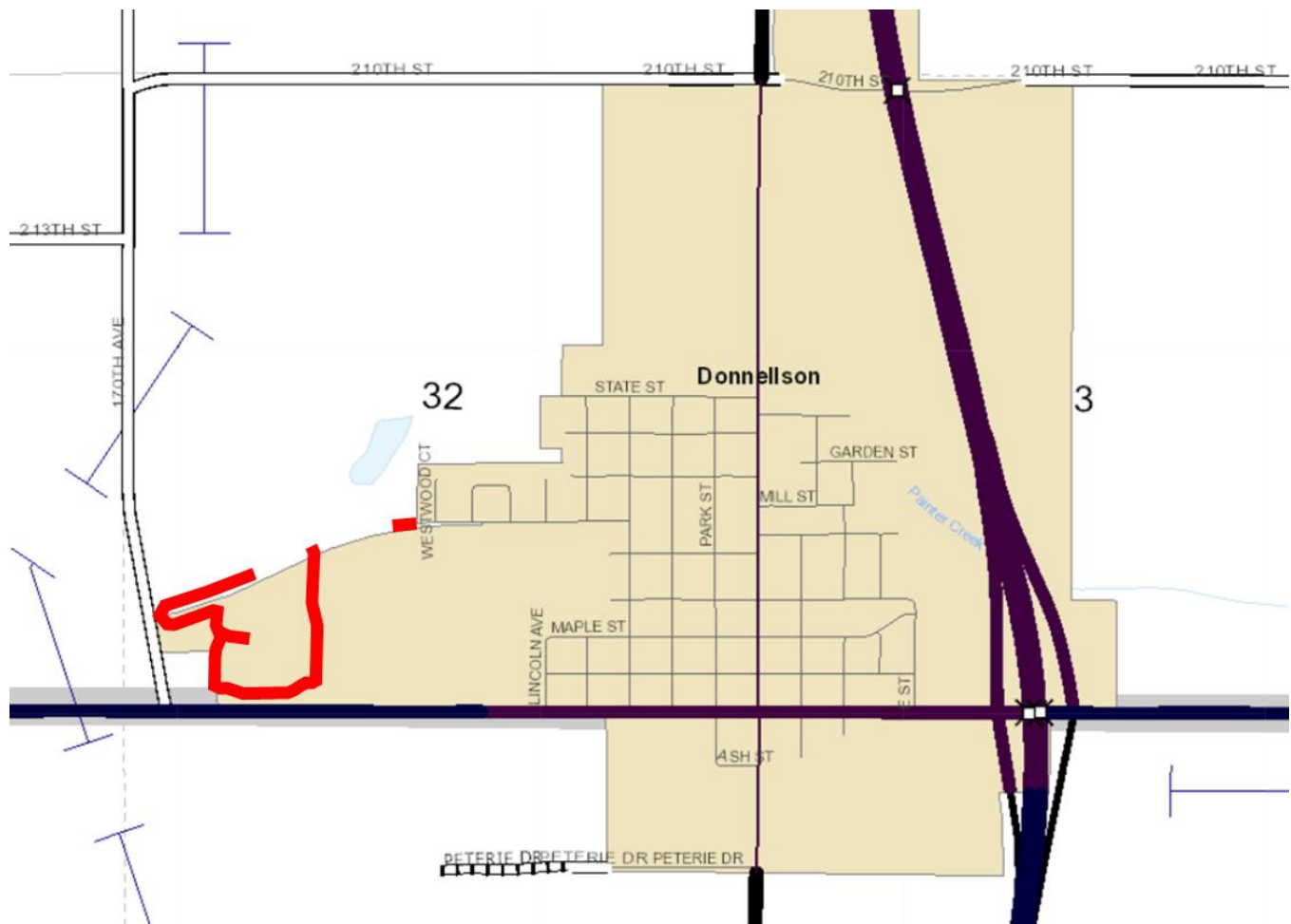
The trail will be separated from the roadway by a safety buffer of green space, though the width will vary, in order to limit impacts to existing trees and private property. It will primarily be built within the existing road right-of-way, though some acquisition and easements will be necessary for several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

3.5 FFY2029 Competitive Transportation Alternative Program Scores

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

Figure 3.2: Competitive Transportation Alternatives Program Application Scores

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



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

4: The Federal Aid Swap Program

SEIRPC Participation in Swap

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

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

Eligibility for Federal Aid Swap

Funding is eligible to be swapped for the following programs:

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

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

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

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

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

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

Match Requirement for STBG Projects

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

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

Planning and Programming Swap Projects

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

Revisions to Swap Projects

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

5: Federal Highway Administration Projects

5.1 FHWA FFY2026-2029 FHWA Projects

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

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

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

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

Figure 5.1: FHWA Projects

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

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

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

Grant Application

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

HBP

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

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

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

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

HBP

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

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

HBP

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

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

HBP

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

HSIP

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

ILL

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

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

ILL

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

NHPP

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

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

NHPP

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

PRF

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

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

PRF

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

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

PRF

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

STBG

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

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

STBG

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

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

STBG

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

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

SWAP-STBG

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

TAP

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

5.2 FHWA Project Status

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

Figure 5.2: FFY 2024 FHWA Project Status

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

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

6: Federal Transit Administration (FTA) Projects

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

Figure 6.1: FTA Projects

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

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

7: Project Location Map

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

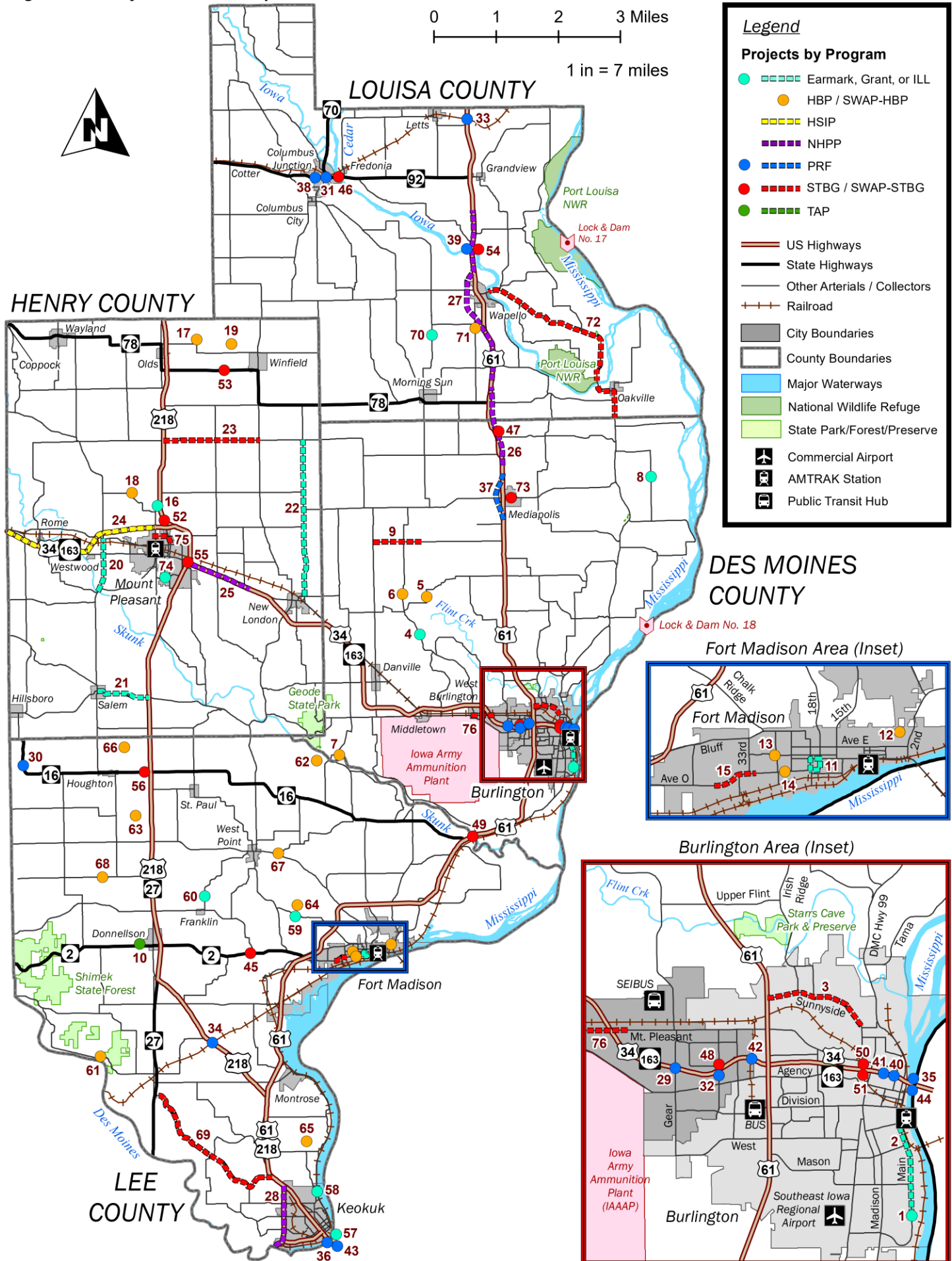
Figure 7.1: Key to Project Location Map

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

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

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

Figure 6.2: Project Location Map



8: Financial Information

8.1 Fiscal Constraint

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

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

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

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

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

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

8.2 Federal Aid by Program and Year

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

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

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

8.3 Operation and Maintenance

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

Figure 7.5: Region 16 Non-Federal Aid Revenues

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

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