

IOWA REGION 9

FFY 2024-2027 TRANSPORTATION

IMPROVEMENT PROGRAM

FFY 2024, 2025, 2026, and 2027

ANNUAL ELEMENTS

FOR

IOWA REGION 9

Chair, Transportation Policy Committee

DRAFT JUNE 2023

****Effective Date: October 1, 2023 to September 30, 2024****

This report was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration; the Federal Transit Administration; and the Iowa Department of Transportation. The preparation of this document was financed in part through federal funds provided by the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the author who is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Iowa Department of Transportation, or the Federal Highway Administration. This report does not constitute a standard, specification or regulation. In accordance with Federal Law and policy, Bi-State Regional Commission is prohibited from discriminating on the basis of race, color, national origin, age, disability, religion, sex, and familial status. (Not all prohibited bases apply to all programs.)



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SECTION I

INTRODUCTION

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Section 1 Introduction

Programming is the transition of projects from planning to design, construction, and implementation. The Transportation Improvement Program (TIP) is a summary of the roadway, public transit, and other related transportation projects in the Region 9 area that are expected to be initiated during the current federal fiscal year (FFY) and the next three subsequent federal fiscal years. Projects will be financed in whole or in part with federal funds or state funds. The Region 9 area includes all of Muscatine County and the non-urban portions of Scott County (see the map on page 1-3). Listed are transportation improvements receiving federal transportation funding. Also included for informational purposes are those street improvements along major roadways (collector, arterial or freeway classification) that will be funded with local dollars only. The TIP is comprised of four Annual Elements, which include projects to be implemented during each year of the four-year period in all of Muscatine County and the non-urbanized area of Scott County. The federally-funded projects address general needs outlined in the adopted Long Range Transportation Plan for the Region 9 area.

The goal of transportation planning in Region 9 is to develop a transportation system that will provide for the safe, efficient, and economical movement of people and goods in a manner that encourages harmonious community interaction and enhances the aesthetic and ecological features of our physical environment.

TIP Process

The Region 9 FFY 2024-2027 Transportation Improvement Program (TIP) is a result of a comprehensive, coordinated, and continuing transportation planning process within the Region 9 area. The program includes the street/highway and transit projects plus related enhancement activities, such as bicycle trail development updates. The document is updated annually on a federal fiscal year basis (October 1 to September 30).

Project priority is given to the initial year Annual Element of the TIP. Projects in the second through fourth year Annual Elements are financially feasible, based on expected funding levels. By programming a project in a particular fiscal year, it is the intent of a jurisdiction to obtain the authorized federal funds and let the project in that year. All funding estimates in this document are based on anticipated state, federal, and local sources for the region in the year of expenditure dollars and provided by the project sponsor. Cost estimates are shown in year of expenditure dollars and range from 2.5% to 5.0%, depending on the jurisdictions' independent methodologies. It is anticipated that funding will be available for all projects included in the TIP Annual Elements tables.

TIP Revisions

Special circumstances may arise, whereby a revision to a project will occur between scheduled periodic TIP updates. In these cases, a revision is categorized as either an "amendment" requiring Policy Committee action or an "administrative modification" in which the revision is made by Bi-State staff and no committee action is taken. Definitions of each are listed below. The revision of SWAP projects will be handled slightly different. Supporting text can be found within the SWAP-STBG text.

Amendment

An amendment is a major revision to the TIP that requires approval by the Policy Committee. In most cases, amendments are brought before the Technical Committee for recommendation of approval as well. Federally-funded projects that are added or deleted from the TIP constitute an amendment. In addition, changes to existing TIP projects are considered amendments when the amount of federal aid is being revised by more than 30%, or the total increase in federal aid exceeds \$2 million, when there is a major change in project scope, when a project listed as a placeholder is awarded federal funds, or when an additional federal funding source is added to a project.

Administrative Modification

An administrative modification is a minor revision to the TIP that does not require approval by the Policy Committee or public review and comment. Revisions to TIP projects that do not revise the amount of federal aid by more than 30% or more than \$2 million, do not significantly change the project scope, or that do not change from one funding source to another are considered administrative modifications. Projects that are moved to another fiscal year within the TIP are also considered administrative modifications.

Public Information Process

Public input opportunities are provided throughout the TIP process. All Transportation Technical and Policy Committee meetings are open to the public. Mailings for these meetings are sent to the Committees, the Regional Transportation Advisory Group (RTAG), the Regional Transportation Interest Group (RTIG), and the media. Membership includes elected officials, DOT and Corps of Engineers representatives, public and private transit representatives, local citizens, air and rail representatives, environmental groups, trail organizations, and local engineering and planning staff. Any individual who requests a meeting notice is placed on the RTAG list. In addition, all meeting notices are physically posted in a public notice area at Bi-State Regional Commission. Technical and Policy Committee agendas and minutes are posted on the Bi-State Regional Commission website: www.bistateonline.org. For each annual TIP update, a public hearing is held prior to the Iowa Region 9 Transportation Policy Committee meeting and prior to the adoption of the TIP, and documented in the minutes of the meeting. A public participation plan (PPP) was adopted by the Transportation Policy Committee and is included in Appendix A.

In matters involving amendments to the Transportation Improvement Program (TIP) a minimum seven (7) day comment period shall be utilized, prior to approval by the Transportation Policy Committee. Additional notice may be provided through meetings of the Transportation Technical Committee in advance of action by the Policy Committee.

SECTION II
TRANSPORTATION IMPROVEMENTS

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Section 2 Transportation Improvements

Public roadways in Region 9 are under the jurisdiction of cities, counties, and the Iowa Department of Transportation. Funding for the planning, engineering, construction, and maintenance of these streets and highways is provided through various combinations of federal, state, and local tax receipts and user fees, including road use/motor fuel taxes, property taxes, special tax levies, and motor vehicle registration and driver's license fees.

The City of Muscatine and River Bend Transit provide public transportation in Region 9. River Bend Transit also provides transit services to Cedar and Clinton Counties in Iowa and the Quad Cities, Iowa/Illinois Metropolitan Planning Area. Funding for transit services is derived from farebox revenues contributed by transit riders, with supplemental funds provided by: 1) local tax revenues and contracts; 2) transit support programs of the Iowa Department of Transportation; and 3) programs of the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT).

Distribution of Federal Transportation Assistance

Since the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, programming of funds in Region 9 has been conducted through a regional planning process. Under the Infrastructure Investment and Jobs Act (2021), the current federal transportation act, programming of funds continues the core principles outlined under ISTEA.

Table 1 Projected Surface Transportation Block Grant Program (STBG) and Iowa Transportation Alternatives Program (TAP) Funds for the Iowa Region 9 Area FFY 2005 – 2027

Year	STBG + TAP Flex	Iowa TAP	Year	STBG + TAP Flex**	Iowa TAP
FFY 2005	\$927,538	\$95,474	FFY2016	\$1,361,677	\$83,900
FFY 2006	\$629,103	\$76,822	FFY 2017	\$1,470,026	\$86,202
FFY 2007	\$723,183	\$78,018	FFY 2018	\$1,467,854	\$84,241
FFY 2008	\$894,360	\$81,880	FFY 2019	\$1,583,324	\$85,311
FFY 2009	\$1,024,088	\$87,678	FFY 2020	\$1,631,876	\$83,222
FFY 2010	\$1,149,287	\$94,304	FFY 2021	\$1,570,085	\$84,599
FFY 2011	\$1,321,275	\$99,846	FFY 2022	\$1,480,902	\$146,264
FFY 2012	\$1,364,408	\$112,716	FFY 2023	\$1,758,615	\$190,646
FFY 2013	\$1,300,576	\$108,268	FFY 2024	\$1,735,971	\$185,737
FFY 2014	\$1,389,015	\$83,811	FFY 2025*	\$1,770,000	\$182,000
FFY 2015	\$1,433,153	\$84,376	FFY 2026*	\$1,803,000	\$198,000
			FFY 2027*	\$1,837,000	\$205,000
			TOTAL	\$31,626,316	\$2,427,669.00

* Includes funds based on targeted funding levels of the Infrastructure Investment and Jobs Act.

** TAP Flex discontinued in FFY2023

Surface Transportation Block Grant Program (STBG) and Iowa Federal-Aid Swap

Each year Region 9 is designated to receive a portion of the Surface Transportation Block Grant Program (STBG) funds, which are available for roadway improvements or non-roadway projects. STBG funds may be spent on roadway projects on federal-aid routes, bridge projects on any public road, transit capital projects, Transportation Alternatives Set-Aside Program (TASA) eligible activities, and planning activities. In 2018, the State of Iowa enabled the Department of Transportation the ability to exchange Surface Transportation Block Grant (STBG) Program, County Highway Bridge Program, City Bridge Replacement Program, Highway Safety Improvement Program (HSIP), and Iowa Clean Air Attainment Program (ICAAP) funds from federal funding to state funding. The state funding is derived from motor vehicle fees and fuel taxes. The exchange is considered dollar for dollar, and must be noted as swapped funds in the TIP. It does not allow an exchange for Transportation Alternative (TA) Set-Aside Program funds, otherwise known in Iowa as Transportation Alternatives Program (TAP) funds. As a result, if eligible, all projects not already in a signed agreement with the Iowa DOT in 2019 are identified with SWAP preceding the funding source. For example, an STBG project would be noted as SWAP-STBG. STBG planning dollars are not eligible SWAP projects. The revision process for SWAP projects differs slightly. The Region 9 Transportation Policy Committee has approved that amendments only take place with the addition of new funds or a change in funding. All other SWAP revisions will be considered an administrative modification.

Changes to Federal Aid SWAP

With the passage of the Infrastructure Investment and Jobs Act (IIJA), the increase in new federal funds has impacted Iowa Department of Transportation's ability to provide SWAP-STBG funds for Local Public Agency (LPA) projects. For counties, any projects that had been programmed for SWAP-STBG and County Highway Bridge (HBP) let in January 2023 or later must utilize federal aid and not be exchanged for state funds. For cities, any projects that had been programmed for SWAP under STBG, Iowa Air Clean Attainment (ICAAP) and City Bridge Program let after February 21, 2023 must utilize federal aid and not be exchanged for state funds.

Projects Prioritization Responsibility

Programming or prioritizing these funds is the responsibility of the Region 9 Transportation Policy Committee. The Policy Committee has directed the Region 9 Transportation Technical Committee to develop and implement a process through which candidate projects for STBG funding are submitted as needed, then evaluated for program eligibility, and reviewed for project merit based on project investment, public safety, economic impact, transportation network support, and consistency with the *Iowa Region 9 2045 Long Range Transportation Plan*. A review of historical awards and geographic equity balance has been part of the decision-making process, and while targets are provided by geographic area, it is used as a benchmark and should not be considered a direct allocation of funds to that geography.

Full consideration is given by both the Region 9 Transportation Technical and Policy Committees to ALL eligible project application submissions. The resulting advisory evaluation and discussion assists the Policy Committee in determining which projects should be selected to receive STBG funding. Region 9 STBG projects are programmed typically on a two-year basis to allow larger projects to be funded. Notice of a solicitation of projects follows the public participation plan. It is then sent concurrent to the eligible jurisdictions in Region 9, the Regional Transportation Advisory Group, and the Regional Transit

Interests groups specific to Region 9 with at least 30 days advanced notice. The STBG Evaluation Process has been undergoing review since Fall 2021. Appendix B provides the criteria outline used in the most recent 2021 project selection discussion as part of the evaluation process. A revised selection process is expected to be implemented by Fall 2023 to conduct a projects solicitation. The Iowa Department of Transportation has provided Region 9 STBG targets for FFY2024-2027, as shown in Table 2. Balances are based on total funding available, projects already programmed funding, and the remaining balance. The most recent solicitation for STBG projects was distributed in summer 2021.

An ancillary program created by the Iowa Department of Transportation called STBG-TAP Flex funds has been discontinued. These funds were able to be used either for STBG or TAP projects through FFY2022, and not available in FFY2023 and moving forward. Table 2 outlines the availability of STBG funds for FFY2024 through FFY2027.

**Table 2 Region 9 Federal-Aid
Surface Transportation Block Grant (STBG)**

Balance Carried Over From 2023		2024	2025	2026	2027
STBG Target		\$1,735,971	\$1,770	\$1,803,000	\$1,837,000
Total Available for Programming		\$3,366,478	\$3,336,478	\$5,129,478	\$6,956,478
Total Combined Programmed		(\$1,800,000)	\$0	(\$10,000)	(\$10,000)
STBG Balance	\$1,630,507	\$1,566,478	\$3,326,478	\$5,119,478	\$6,946,478
Obligated Funds	\$0	Solicitation of funds is anticipated in Fiscal Year 2024.			
Funds Available for Programming Carrying Over	\$1,630,507				
STBG Programmed Projects Remaining		Amount Debited/Federal Limit		Revised Program Year (FFY)	Year Approved (CY)/Year Programmed (FFY)
Region 9 Planning – Annual Approval Cycle		\$0/\$0		Annually	Not programmed in FY24
Muscatine-Grandview Avenue (Carver Intersection, Mississippi Drive/Main/Hershey Ave. to U.S. 61)		\$3,550,000/\$3,550,000		2021	2015/2021
Muscatine County – F58: Durant Corporate Limits to Walcott Corporate Limits *		See Below		2023	2019/2023
Scott County – F58: Durant Corporate Limits to Walcott Corporate Limits*		\$4,700,000/\$4,700,000		2023	2019/2023
Scott County – F45/240 th Street (180 th – 210 th Avenues)		\$0/\$1,800,000		2026	2021/2025
Muscatine County – F58 (Wilton east to Cedar County Line)		\$0/\$2,000,000		2027	2021/2025

Source: Iowa DOT and Bi-State Regional Commission

*Projects have been combined under Scott County's administration

Iowa Transportation Alternatives Program (TAP)

Under FAST, this program is a set-aside from the STBG program. Iowa's Transportation Alternatives Program (TAP), provides funding to expand travel choices and improve the transportation experience. TAP projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. In the past, Region 9 received a designated portion of TAP each year. As with STBG funds, programming of regional TAP funds is a responsibility of the Policy Committee. To allow the RPA's to still be the delegated authority to prioritize projects in their particular region, the Iowa DOT will administer the TAP program with STBG funds, rather than funding apportioned to the state for the federal TA Set-Aside Program.

A copy of the TAP ranking sheet is included in Appendix B. The TAP Manual and application instructions are available on the Region 9 Project Programming Process website (<https://bistateonline.org/transportation/2012-11-14-00-04-13/2012-11-14-00-04-53/project-programming-processes>). Region 9 TAP projects are programmed on a regular, but not necessarily annual, basis. The Iowa Department of Transportation has calculated the TAP targets for FFY23-FFY26 as shown in Table 3. The most recent solicitation for TAP projects was distributed in summer 2021.

**Table 3 Region 9 Federal-Aid
Iowa Transportation Alternatives Program (TAP)**

Balance Carried Over From 2023	2024	2025	2026	2027
TAP Target	\$185,737	\$192,000	\$198,000	\$205,000
Total TAP Available for Programming	\$232,099	\$81,196	\$48,770	\$246,770
Total TAP Programmed	\$336,640	\$224,426	\$0	\$0
TAP Balance	\$232,099	\$81,196	\$48,770	\$246,770

TAP Programmed Projects Remaining	Amount Debited/Federal Limit	Revised Program Year (FFY)	Year Approved (CY)/Year Programmed
			(FFY)
Long Grove – 1 st St. Multi-Use Path Phase I - Grove Rd. to Pine St.)	\$0/\$384,000	2023	2019/2023
Long Grove – 1 st Street Multi-Use Path Phase 2 – (Pine St. – N. Corporate Limits at N. Prairie Ball Diamond Park)	\$0/\$336,640	2024	2021/2024
Wilton – West 5 th Street Shared Use Path (US6 – Liberty St.)	\$0/224,426	2025	2021/2025

Source: Iowa Department of Transportation and Bi-State Regional Commission

Iowa Bridge Program

Priority for bridge projects is evaluated by ranking submitted projects based on the latest inspection that was approved in the Structure Inventory and Inspection Management System (SIIMS) of the Iowa DOT.

If a city wishes to place a bridge on the candidate list, the city submits a request on official letterhead that includes the federal structural number, street name, feature crossed, and

the most recent cost estimate available. The request needs to be signed by a local official (for example city engineer, public works director, mayor, etc.) Counties receive a suballocation of funds from the Iowa DOT and prioritize their projects based on structural sufficiency, geography, and availability of funding versus project costs. Counties select bridge projects based off the aforementioned criteria.

All counties must check the current federal-aid TIP entries for fiscal constraint before submitting projects via TPMS, where the Regional Planning Agency (RPA) will aggregate submitted projects into the regional TIP.

Federal Transit Administration (FTA) Assistance

The transit project listing of the TIP provides information on the transit operating and capital projects for each transit system, and the programming of these projects as recommended by the Region 9 Transportation Technical Committee and adopted by the Region 9 Transportation Policy Committee. (Primary emphasis is on the FFY 2024 Annual Element because programming for future years is highly dependent upon securing proper legislation at the state and federal levels to provide adequate financial support.)

The federal transit assistance funds available to Region 9 for transit come from a number of FTA programs. Under FAST, Bus and Bus Related Equipment and Facilities (5339), funding is provided through formula allocations and competitive grants. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Section 5311 funds are available for capital, planning, and operating projects in rural and non-urbanized areas, and are distributed through the Iowa DOT. Planning assistance for Region 9 planning through Bi-State Regional Commission comes from Section 5305e funds.

Operations and Maintenance

The forecasted average annual operations and maintenance expenditure dollars and forecasted revenue for roadways and bridges on the federal-aid system in the Region 9 area are outlined below in Table 3. These figures do not include operations and maintenance of airports, rails, ports, and trails, which vary and are difficult to track. Table 4 shows forecasted nonfederal-aid revenues from various sources. A 4.5% inflation rate is applied to operations and maintenance expenditures annually.

Annual operations and maintenance expenditures for the transit systems in Region 9 are listed in the Public Transit System tables included in the TIP Annual Element pages.

Table 4 RPA 9 Forecasted Operations and Maintenance Expenditures on Federal-Aid System

	2024	2025	2026	2027
County Operations	\$1,687,326	\$1,763,256	\$1,842,602	\$1,925,519
County Maintenance	\$2,896,936	\$3,027,298	\$3,163,527	\$3,305,885
City Operations	\$3,652,406	\$3,816,765	\$3,988,519	\$4,168,003
City Maintenance	\$160,340	\$167,556	\$175,096	\$182,975
TOTAL OPERATIONS & MAINTENANCE	\$8,397,009	\$8,774,874	\$9,169,744	\$9,582,382

Source: Iowa DOT: "2022 County Secondary Road OM Data;" "2022 City Street Finance Report"

Table 5 RPA 9 Forecasted Non Federal-Aid Revenues

	2024	2025	2026	2027
Farm to Market	\$2,766,805	\$2,891,311	\$3,021,420	\$3,157,384
Secondary Road Fund	\$19,397,931	\$20,270,838	\$21,183,026	\$22,136,262
City Street Fund	\$16,734,578	\$17,487,634	\$18,274,577	\$19,096,933
TOTAL REVENUES	\$38,899,313	\$40,649,782	\$42,479,022	\$44,390,578

Source: Iowa DOT: "FY 2022 Farm to Market Receipts;" "2022 County Secondary Road Funds Receipts;" and "2022 City Street Finance Report - Receipts"

Air Quality Planning

Air quality standards set by the U.S. Environmental Protection Agency identify days with unhealthy amounts of ground-level ozone and particle pollution in the Quad Cities Area. Ozone is a highly reactive, complex form of oxygen, which in large amounts at ground-level is considered a pollutant. Particle pollution is a complex mixture of extremely small particles and liquid droplets in the air. Particles are made up of a number of substances, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. Unlike ozone, particle pollution can occur year-round. Particles with diameters of 2.5 micrometers or smaller are of concern. Public education and promotion of alternative fuel usage, low emission vehicles, proper vehicle and tire maintenance, etc. are among the efforts being used to maintain healthy air quality in the region. The Iowa Clean Air Attainment Program (ICAAP) under the Federal Congestion Mitigation and Air Quality (CMAQ) improvement program and several non-DOT federal funding programs can assist jurisdictions within Region 9 in preserving healthy levels of ozone, particulates, and other pollutants. A new Carbon Reduction Program was created under IIJA with 35% apportioned to the State of Iowa that can be used anywhere in the state. The Iowa DOT is completing a Carbon Reduction Strategy with a deadline in November 2023, and how the funding will remaining funding will be distributed it yet to be determined.

Summary of Programmed Federal and SWAP Funds

Table 6 and 7 provide a summary of programmed federal and SWAP funds by source for projects in the Iowa Region 9 FFY 2024-2027 TIP Annual Element pages.

**Table 6 FFY 2024-2027 Transportation Improvement Program
Summary of Programmed Federal Funds**

Area/Source	FFY 2024		FFY 2025		FFY 2026		FFY 2027	
	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL
IOWA REGION 9								
Demonstration Funding (DEMO)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation Block Grant Program (STBG)	\$0	\$0	\$12,500	\$10,000	\$5,121,500	\$2,657,200	\$9,667,500	\$6,504,000
FHWA-SPR	\$33,501	\$26,801	\$42,618	\$34,094	\$42,618	\$34,094	\$34,094	\$42,618
HBP (FA)	\$737,000	\$737,000	\$400,000	\$320,000	\$1,900,000	\$1,700,000	\$1,620,000	\$1,296,000
Transportation Alternatives Program (TAP)	\$561,426	\$336,640	\$375,000	\$224,426	\$0	\$0	\$0	\$0
National Highway Performance Program (NHPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BIP Grant	\$1,750,000	\$1,400,000	\$0	\$0	\$0	\$0	\$42,618	\$34,094
FTA Section 5305e	\$32,930	\$26,344	\$30,118	\$24,094	\$30,118	\$24,094	\$30,118	\$24,094
FTA Section 5339	\$11,363,820	\$9,247,797	\$2,149,945	\$1,827,453	\$2,486,592	\$2,113,603	\$2,282,920	\$1,940,482
FTA Section 5310/5311	\$7,506,103	\$1,417,151	\$5,945,203	\$1,004,492	\$5,983,603	\$1,021,092	\$6,483,203	\$1,940,482
FTA Section 5317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Iowa Clean Air Attainment Act (ICAAP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Transit Infrastructure Grant (PTIG)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RAISE	\$0	\$0	\$0	\$0	\$2,002,000	\$2,002,000	\$0	\$0
TOTAL	\$21,984,780	\$13,191,733	\$8,955,383	\$3,444,559	\$17,566,430	\$9,552,083	\$20,160,452	\$11,781,770

**Table 7 FFY 2024-2027 Transportation Improvement Program
Summary of SWAP Programmed Funds**

Area/Source	FFY-2024		FFY-2025		FFY-2026		FFY-2027	
	TOTAL	SWAP	TOTAL	SWAP	TOTAL	SWAP	TOTAL	SWAP
IOWA REGION 9								
SWAP-Surface Transportation Block Grant Program (SWAP-STBG)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SWAP- Highway Bridge Program (SWAP-HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,620,000	\$324,000
SWAP-Highway Safety (SWAP-HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$1,620,000	\$324,000

Code Explanation

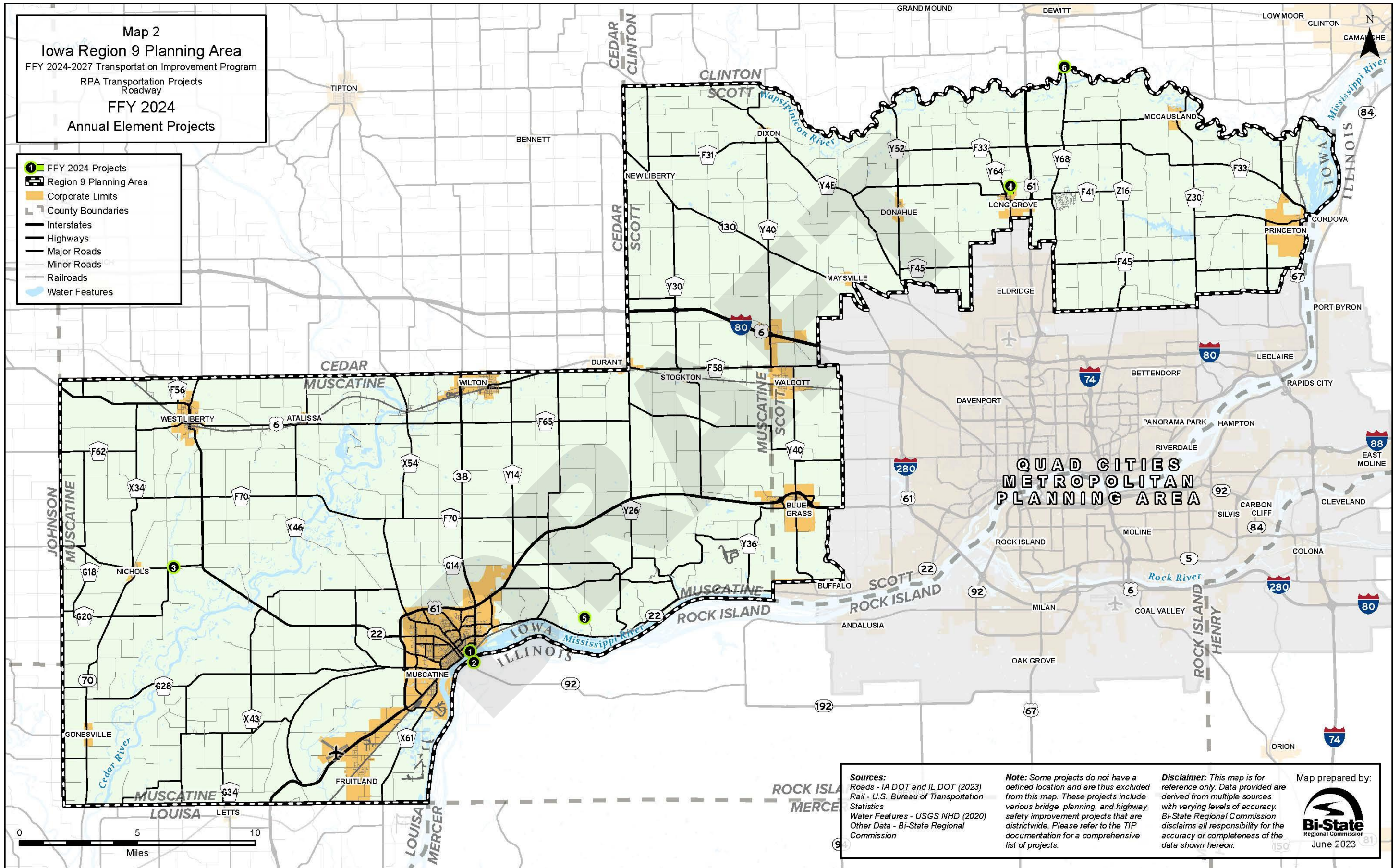
Federal, State and Local Funding Sources

NHS	National Highway System
TEP/TAP	Transportation Enhancement Program/Transportation Alternatives Program
STBG	Surface Transportation Block Grant
TASA	Transportation Alternatives Set-Aside
IM	Interstate Maintenance
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
FRT	Federal Recreational Trails
HBRRP	Highway Bridge Replacement and Rehabilitation Program
CDBG	Community Development Block Grant
FRS	Federal Revenue Sharing
LWCF	Land and Water Conservation Fund
HES	Hazard Elimination and Safety
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
PRF	Primary Road Fund
TAX	Local Tax Sources
RUT	Road Use Tax
RCP	Railroad-Highway Grade Crossing Program
SLT	State Liquor Tax
U-STEP	Urban-State Traffic Engineering Program
C-STEP	County-State Traffic Engineering Program
GOB	General Obligation Bonds
SA	Special Assessment
PRV	Private Interest
BRS	Bridge Replacement Fund
GF	General Fund
TIF	Tax Increment Financing
RISE	Revitalize Iowa's Sound Economy Program
CTY	City - General
CNTY	County - General
FM	Farm-to-Market
LCL	Local
NSB	National Scenic Byways Program
SRTS	Safe Routes to Schools
TSI	Traffic Safety Institute
BROS	Bridge Replacement Off System
CMAQ	Congestion Mitigation and Air Quality Improvement Program
ICAAP	Iowa Clean Air Attainment Program
PTIG	Public Transit Infrastructure Grant
STA	State Transit Assistance
SWAP	Iowa federal aid exchange to state funds
CRRSAA (5311)	Coronavirus Response and Relief Supplemental Appropriations Act of 2021
CARES Act	Coronavirus Aid, Relief, and Economic Security Act

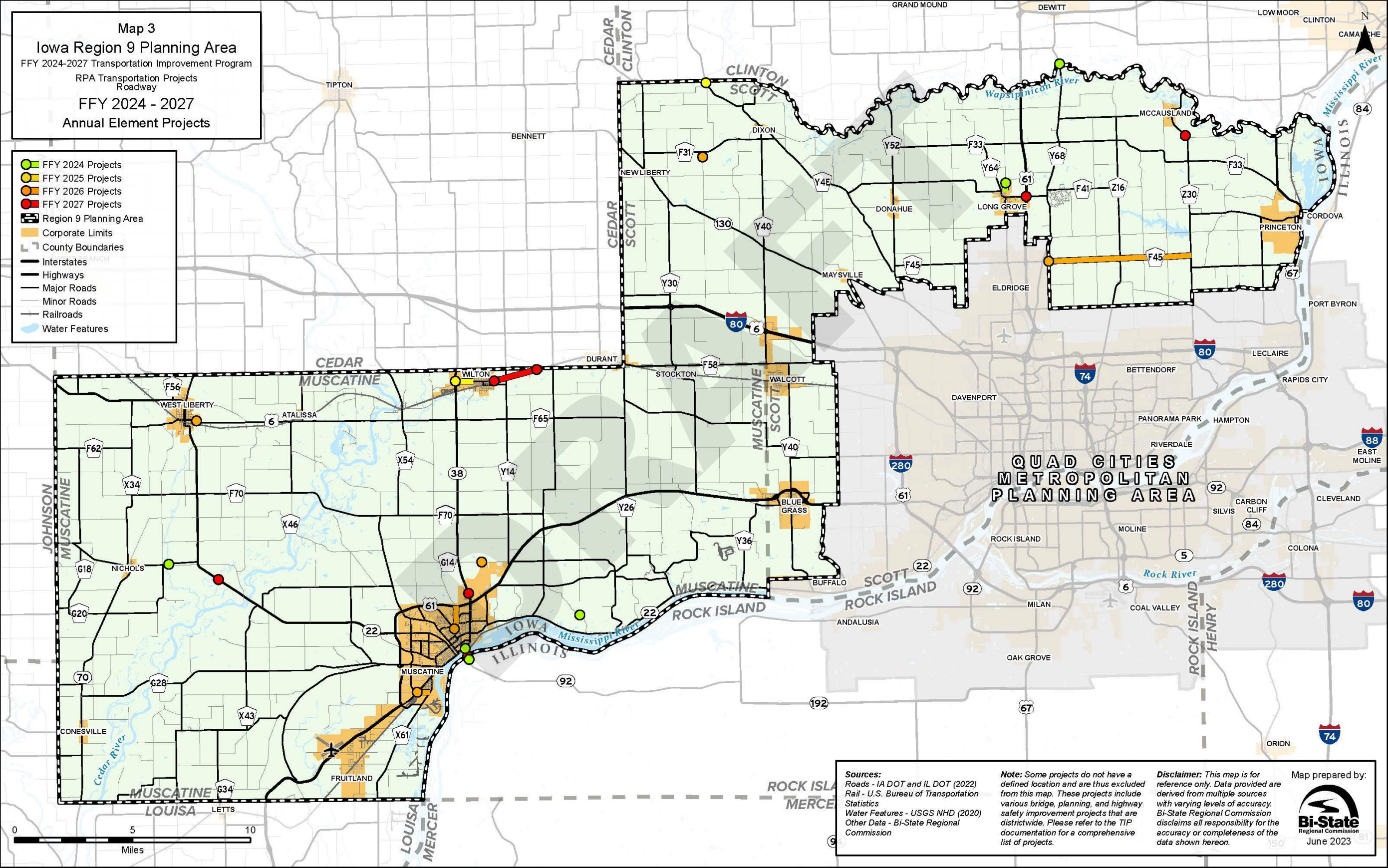
Federal, State and Local Funding Sources Continued

- SEC 5303 Federal Transit Administration Planning Funds
- SEC 5305e Federal Transit Administration Statewide and Nonmetropolitan Transportation Planning
- SEC 5307 Federal Transit Administration Urbanized Area Formula Grants
- SEC 5309 Federal Transit Administration Capital Investment Grants
- SEC 5310 Federal Transit Administration Enhanced Mobility of Seniors and Individuals with Disabilities
- SEC 5311 Federal Transit Administration Rural Formula Grants
- SEC 5316 Job Access and Reverse Commute (JARC)- Program expired
- SEC 5317 New Freedom – Program expired
- SEC 5337 Federal Transit Administration State of Good Repair Grants
- SEC 5339 Federal Transit Administration Bus and Bus Facilities

Map 2 FFY 2024 Transportation Projects



Map 3 FFY 2024-2027 Transportation Projects



Section 3

Status of FFY2023 &

FFY 2024-2027 Annual Elements

Status of FFY 2023 Projects

DRAFT

**REGION 9 FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT
TRANSPORTATION PROJECTS - STATUS
FFY 2023 ANNUAL ELEMENT (October 1, 2022 - September 30, 2023)**

PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS #	PROJECT STATUS
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
STATE OF IOWA - IA											
IA-23-01	IA 92: Mississippi River in Muscatine (State Share)	Bridge Washing	\$50,000			\$50,000	PRF			TPMS # 37991	
IA-23-02	US 6: Sugar Creek 1.7 MI W of W JCT IA 38 BRF-6(0)-38-70	Bridge Deck Overlay	\$493,000	\$394,400	HBP (FA)	\$98,600	PRF			TPMS # 39309	
IA-23-03	US 6: Sugar Creek 1.7 MI W of W JCT IA 38 BRF-6(0)-38-70	Bridge Deck Overlay	\$787,000	\$629,600	HBP (FA)	\$157,400	PRF PRF			TPMS # 39310	
TOTAL			\$1,330,000	\$1,024,000		\$306,000		\$0			
LONG GROVE - LG											
LG-23-01	1st St. Multi-Use Path Phase 1 - First St. (Grove Rd. - Pine St.)	Ped/Bike Grade and Pave (DOT Code)	\$480,000	\$384,000	TAP			\$96,000	LCL	TPMS # 39494	[Pending Policy Approval 7/2023]
TOTAL			\$480,000	\$384,000		\$0		\$96,000			
MUSCATINE COUNTY - MC											
TOTAL			\$0	\$0		\$0		\$0			
SCOTT COUNTY - SC											
SC-22-01	Intersection of Y40 and Hwy 30	Traffic Signs	\$76,000			\$76,000	SWAP-HSIP			TPMS # 47291	
SC-23-01	On F58 from 14th Ave to 60th Ave STP-S-C082(69)-5E-82	Pavement Rehab/Widen	\$5,100,000	\$3,760,000	STBG	\$940,000	SWAP-STBG	\$400,000	Muscatine Co. Farm-to-Market Funds	TPMS # 35835	
TOTAL			\$5,176,000	\$3,760,000		\$1,016,000		\$400,000			
BI-STATE REGION - BS											
BS-23-01	Region	State Transportation Planning	\$27,416	\$21,933	SPR			\$5,483	MEM	TPMS # 533	Underway
TOTAL			\$27,416	\$21,933		\$0		\$5,483			

**REGION 9 FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT
PUBLIC TRANSIT SYSTEMS - STATUS
FFY 2023 ANNUAL ELEMENT (October 1, 2022-September 30, 2023)**

PROJECT NUMBER	PROJECT DESCRIPTION	PROJ. TYPE	# OF UNITS	COST PER UNIT	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS ID # REFERENCE # AND/OR INFORMATION	PROJECT STATUS
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		

CITY OF MUSCATINE

MTS-23-01	FFY 2023 Transit Operations (Includes Admin/Maintenance \$s)	O	1	\$1,174,097	\$1,174,097	\$526,553	SEC. 5311	\$283,155	STA	\$364,429	LCL	4174	
MTS-23-02	Replace (1) Conversion Van Vehicle #256	C	1	\$67,450	\$67,450	\$57,333	SEC. 5339			\$10,118	LCL	5578	Moved to FFY25
MTS-23-03	Replace (1) 176" w.b. ADA Light Duty Low Floor Bus Vehicle # 257	C	1	\$179,620	\$179,620	\$152,677	SEC. 5339			\$26,943	LCL	5579	Moved to FFY25
MTS-23-04	Replace (1) 176" w.b. ADA Light Duty Buses Vehicle # 255	C	1	\$114,760	\$114,760	\$97,546	SEC. 5339			\$17,214	LCL	5577	Moved to FFY25
	TOTAL				\$1,535,927	\$834,109		\$283,155		\$418,704			

RIVER BEND TRANSIT

RBT-23-01	FFY 2023 Transit Operations (Includes Admin /Maintenance \$s)	O	1	\$4,456,354	\$4,456,354	\$444,097	SEC. 5311	\$383,972	STA	\$3,628,285	LCL	1425	
RBT-23-02	Replace (2) 158" w.b. ADA Light Duty Buses Vehicle #s 998, 999	C	2	\$137,698	\$275,396	\$234,086	SEC. 5339			\$41,310	LCL	4909 & 4910	
	TOTAL				\$4,731,750	\$678,183		\$383,972		\$3,669,595			

BI-STATE REGION

BS-23-02	Transit Planning	P	1	\$27,416	\$27,416	\$21,933	SEC. 5305e			\$5,483	MEM	1484	Underway
	TOTAL				\$27,416	\$21,933		\$0		\$5,483			

**FFY 2024
Annual Element**

DRAFT

**REGION 9 FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) -PRE-DRAFT
TRANSPORTATION PROJECTS
FFY 2024 ANNUAL ELEMENT (October 1, 2023 - September 30, 2024)**

PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS #	PROJECT STATUS / NOTES
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
STATE OF IOWA - N/A											
IA-24-01	IA 92: Mississippi River in Muscatine (State Share)	Bridge Washing	\$50,000			\$50,000	PRF			TPMS # 37991	(yearly)
IA-24-02	IA92: Mississippi River in Muscatine (State Share) BRFN-092()-39-70	Bridge Rehabilitation	\$451,000			\$451,000	PRF			TPMS # 45252	
IA-24-03	IA22: Wapsinonoc Creek 1.6 MI E of W JCT IA 70	Bridge Deck Overlay	\$386,000			\$386,000	PRF			TPMS # 45311	
	TOTAL		\$887,000	\$0		\$887,000		\$0			
LONG GROVE											
LG-24-01	1st Street Multi-Use Path Phase 2 - 1st St. (Pine St. - N. Corporate Limits at N. Prairie Ball Diamond Park)	Ped/Bike Grade and Pave (DOT Code)	\$561,426	\$336,640	TAP			\$224,786		TPMS #	
	TOTAL		\$561,426	\$336,640		\$0		\$224,786			
MUSCATINE COUNTY											
MC-24-01	On Trolley Avenue, Near SE Corner NE-NE, S27 T77 R1W	Bridge Replacement	\$737,000	\$737,000	HBP (FA)					TPMS # 36077	
	TOTAL		\$737,000	\$737,000		\$0		\$0			
SCOTT COUNTY											
SC-23-02	On Y68, Over Wapsi River Overflow, S31 T81 R4E	Bridge Replacement	\$1,750,000	\$1,400,000	BIP Grant	\$350,000	(?FM) tpmns: ILL			TPMS # 35837	Moved to FFY24 from FFY23. Updated project cost & funding sources.
	TOTAL		\$1,750,000	\$1,400,000		\$350,000		\$0			
BI-STATE REGION											
BS-24-01	Region	State Transportation Planning	\$33,501	\$26,801	FHWA-SPR			\$6,700	LCL	TPMS # 533	
	TOTAL		\$33,501	\$26,801		\$0		\$6,700			

**REGION 9 FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT
PUBLIC TRANSIT SYSTEMS
FFY 2024 ANNUAL ELEMENT (October 1, 2023-September 30, 2024)**

PROJECT NUMBER	PROJECT DESCRIPTION	PROJ. TYPE	# OF UNITS	COST PER UNIT	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS ID # REFERENCE # AND/OR INFORMATION	PROJECT STATUS/NOTES
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
CITY OF MUSCATINE													
MTS-24-01	FFY 2024 Transit Operations (includes Admin/Maintenance \$)	O	1	\$1,209,300	\$1,209,300	\$542,400	SEC. 5311	\$280,600	STA	\$386,300	LCL	4174	
	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 253	C	1	\$158,100	\$158,100	\$134,385	SEC. 5339			\$23,715	LCL	10251	
MTS-24-05	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 254	C	1	\$158,100	\$158,100	\$134,385	SEC. 5339			\$23,715	LCL	10252	
MTS-22-03	Automatic Drive Through Wash Bay	C	1	\$657,900	\$1,631,700	\$422,559	SEC. 5311	\$600,000	PTIG	\$609,141	LCL	10489 or 10560	
	TOTAL				\$3,157,200	\$1,233,729		\$880,600		\$1,042,871			

RIVER BEND TRANSIT

RBT-22-04	Construct Vehicle Storage Garage	C	1	\$8,069,000	\$8,069,000	\$6,447,200	SEC. 5339	\$400,000	PTIG	\$1,221,800	LCL	10409	Moved from FFY23 to FFY24
RBT-23-03	Replace (6) 176" w.b. ADA Light Duty Buses Vehicle #s 825, 826, 828, 829, 812, 813, 814, 815, 817, 818, 819, 821	C	6	\$148,238	\$889,428	\$756,014	SEC. 5339	\$133,414	LCL	\$133,414	LCL	8, 5419) New -10380,	Moved from FFY23 to FFY25
RBT-24-01	FFY2024 Transit Operations (includes Admin/Maintenance \$)	O	1	\$4,665,103	\$4,665,103	\$452,192	SEC. 5311	\$602,059	STA	\$3,628,285	LCL	1425	
RBT-24-02	Replace (12) 158" w.b. ADA Light Duty Buses Vehicle #s 825, 826, 828, 829, 812, 813, 814, 815, 817, 818, 819, 821	C	12	\$149,393	\$1,792,716	\$1,523,809	SEC. 5339	\$268,907	LCL	\$268,907	LCL	748, 5747, 5748, 574	Amendment 12/15/22 New Federal Ceiling 35% Increase
RBT-24-03	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #s 820, 827	C	2	\$148,238	\$296,476	\$252,005	SEC. 5339	\$44,471	LCL	\$44,471	LCL	5755 & 5750	Admin. Mod. 12/15/22 for a 27% Increase
TOTAL						\$15,712,723	\$9,431,219	\$1,002,059		\$5,296,878			

BI-STATE REGION

BRS-24-02	Transit Planning	P	1	\$32,930	\$32,930	\$26,344	SEC. 5305e	\$0		\$6,586	LCL	1484	
TOTAL						\$32,930	\$26,344	\$0		\$6,586			

**FFY 2025
Annual Element**

DRAFT

REGION 9 FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSPORTATION PROJECTS PRE-DRAFT
FFY 2025 ANNUAL ELEMENT (October 1, 2024 - September 30, 2025)

PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS #	PROJECT STATUS / NOTES
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
STATE OF IOWA - N/A											
IA-25-01	IA 92: Mississippi River in Muscatine (State Share)	Bridge Washing	\$50,000	\$0		\$50,000	PRF			TPMS #37991	(yearly)
	TOTAL		\$50,000	\$0		\$50,000			\$0		
MUSCATINE COUNTY											
	TOTAL		\$0	\$0		\$0			\$0		
SCOTT COUNTY											
SC-23-03	On Y4E, Over Tributary to Rock Creek, S3 T80 R1E	Bridge Replacement	\$400,000	\$320,000	HBP(FA)	\$80,000	HBP-SWAP			TPMS #31024	Moved from FFY23 to FFY25. Updated funding sources.
	TOTAL		\$400,000	\$320,000		\$80,000			\$0		
WILTON											
W-25-01	West 5th Street Shared Use Path (US6 to Liberty St.)	Shared Use Path	\$375,000	\$224,426	TAP	\$0		\$150,574	LOC	TPMS #to be added later	
	TOTAL		\$375,000	\$224,426		\$0		\$150,574			
BI-STATE REGION											
BS-25-01	Region	Transportation Planning	\$42,618	\$34,094	FHWA-SPR			\$8,524	MEM	TPMS # 533	
			\$12,500	\$10,000	STBG			\$2,500	MEM		
	TOTAL		\$55,118	\$44,094		\$0		\$11,024			

**REGION 9 FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT
PUBLIC TRANSIT SYSTEMS
FFY 2025 ANNUAL ELEMENT (October 1, 2024-September 30, 2025)**

PROJECT NUMBER	PROJECT DESCRIPTION	PROJ. TYPE	# OF UNITS	COST PER UNIT	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS ID # REFERENCE # AND/OR INFORMATION	PROJECT STATUS/ NOTES
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
CITY OF MUSCATINE													
MTS-25-01	FFY 2025 Transit Operations (includes Admin/Maintenance \$s)	O	1	\$1,280,100	\$1,280,100	\$552,300	SEC. 5311	\$282,400	STA	\$445,400	LCL	4174	
MTS-23-02	Replace (1) Conversion Van Vehicle #256	C	1	\$97,400	\$97,400	\$82,790	SEC. 5339			\$14,610	LCL	5578	Moved from FFY 23
MTS-23-03	Replace (1) 176" wb ADA Light Duty Low Floor Bus Vehicle # 257	C	1	\$196,300	\$196,300	\$166,855	SEC. 5339			\$29,445	LCL	5579	Moved from FFY 23
MTS-23-04	Replace (1) 176" w.b. ADA Light Duty Buses Vehicle # 255	C	1	\$166,000	\$166,000	\$141,100	SEC. 5339			\$24,900	LCL	5577	Moved from FFY 23
	TOTAL				\$1,739,800	\$943,045		\$282,400		\$514,355			

RIVER BEND TRANSIT

RBT-25-01	FFY2025 Transit Operations (includes Admin./Maintenance \$s)	O	1	\$4,665,103	\$4,665,103	\$452,192	SEC. 5311	\$602,059	STA	\$3,610,852	LCL	10410	
RBT-25-02	Replace (9) 158" w.b. ADA Light Duty Buses Vehicle #s 932, 933, 934, 936, 937, 940, 944, 945, 946	C	9	\$153,875	\$1,384,875	\$1,177,144	SEC. 5339			\$207,731	LCL	6170, 6188, 6189, 6192, 6203, 6204, 6205, 6206, 6208	Amendment Request 12/15/22 New Federal Ceiling 35% Increase
RBT-25-03	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #s 914, 915	C	2	\$152,685	\$305,370	\$259,565	SEC. 5339			\$45,806	LCL	6185, 6207	Admin. Mod. 12/15/22 for a 27% Increase
TOTAL						\$6,355,348		\$602,059		\$3,864,389			

BI-STATE REGION

BS-25-02	Transit Planning	P	1	\$30,117.50	\$ 30,117.50	\$ 24,094.00	SEC. 5305e			\$ 6,023.50	MEM	1484	
TOTAL						\$30,118		\$0		\$6,024			

**FFY 2026
Annual Element**

DRAFT

**REGION 9 FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT
TRANSPORTATION PROJECTS
FFY 2026 ANNUAL ELEMENT (October 1, 2025 - September 30, 2026)**

PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS #	PROJECT STATUS / NOTES
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
STATE OF IOWA - N/A											
IA-26-01	US6: E Branch Wapsinonoc Creek 0.5 mi E of IA 70		\$1,509,000	\$1,207,200	STBG	\$301,800	PRF			TPMS #52529	
	BRF-60(-38-70										
IA-26-02	IA 92: Mississippi River in Muscatine (State Share)	Bridge Washing	\$50,000			\$50,000	PRF			TPMS # 37991	(yearly)
	TOTAL		\$1,559,000	\$1,207,200		\$351,800			\$0		
CITY OF MUSCATINE											
M-26-01	Issett Avenue, Cypress to HWY 61	Planning & Design for reconstruction & streetscape	\$2,002,000	\$2,002,000	RAISE					TPMS #52851	Amendment 12/22 = +2M Fed RAISE & - 18M Local;
M-26-02	Sampson Street, Stewart Road to Grandview Ave.	Reconstruction	\$4,600,000					\$4,600,000	City Funds & STBG		
	TOTAL		\$6,602,000	\$2,002,000		\$0		\$4,600,000			
MUSCATINE COUNTY											
MC-26-01	On 180th Street G14 over Mad Creek, Near NW Corner, S18 T77 R1W	Bridge Replacement	\$500,000	\$500,000	HBP (FA)					TPMS # 44948	
	TOTAL		\$500,000	\$500,000		\$0		\$0			
SCOTT COUNTY											
SC-26-01	On 35th Ave, Over Walnut Creek, S22 T80 R1E	Bridge Replacement	\$400,000	\$400,000	HBP (FA)					TPMS # 38956	Area service system bridge replacement, ILLA allows 100% BROS-BJ funding.
SC-25-01	On F45, from 180th Ave E 6.0 miles to 240th Ave	Pavement Rehab/Widen	\$3,600,000	\$1,440,000	STBG	\$2,160,000	FM			TPMS #52403	Moved from FFY25 to FFY 26
	TOTAL		\$4,000,000	\$1,840,000		\$2,160,000		\$0			
BI-STATE REGION											
BS-25-01	Region	State Transportation Planning	\$42,618	\$34,094	FHWA-SPR			\$8,524	MEM	TPMS # 533	
BS-25-02	Region	State Transportation Planning	\$12,500	\$10,000	STBG			\$2,500	MEM	TPMS # 534	
	TOTAL		\$55,118	\$44,094		\$0		\$11,024			

REGION 9 FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT
PUBLIC TRANSIT SYSTEMS
FFY 2026 ANNUAL ELEMENT (October 1, 2025 -September 30, 2026)

PROJECT NUMBER	PROJECT DESCRIPTION	PROJ. TYPE	# OF UNITS	COST PER UNIT	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS ID # REFERENCE # AND/OR INFORMATION	PROJECT STATUS/NOTES
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
CITY OF MUSCATINE													
MTS-26-01	FFY 2026 Transit Operations (includes Admin/Maintenance \$s)	O	1	\$1,318,500	\$1,318,500	\$568,900	SEC. 5311	\$290,900	STA	\$458,700	LCL	4174	
MTCT-26-02	Replace (1) 176" wb ADA Light Duty Low Floor Bus Vehicle # 262	C	1	\$196,500	\$196,500	\$167,025	SEC. 5339			\$29,475	LCL	9964	Moved to FFY 28
MTCT-26-03	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 263	C	1	\$125,500	\$125,500	\$106,675	SEC. 5339			\$18,825	LCL	9965	Moved to FFY 28
MTS-24-02	Replace (1) 176" wb ADA Light Duty Low Floor Bus Vehicle # 258	C	1	\$202,200	\$202,200	\$171,870	SEC. 5339			\$30,330	LCL	6041	
MTS-24-03	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 259	C	1	\$382,500	\$382,500	\$325,125	SEC. 5339			\$57,375	LCL	6042	
	TOTAL				\$1,640,500	\$842,600		\$290,900		\$507,000			

RIVER BEND TRANSIT

FFY2026 Transit Operations (includes Admin./Maintenance \$s)													
RBT-26-01	Replace (12) 158" w.b. ADA Light Duty Buses Vehicle #s 1020, 1021, 1022, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1061, 1062	O	1	\$4,665,103	\$4,665,103	\$452,192	SEC. 5311	\$602,059	STA	\$3,610,852	LCL	10411	Amendment Request 12/15/22 New Federal Ceiling 35% Increase
RBT-26-02		C	12	\$158,491	\$1,901,892	\$1,616,608	SEC. 5339			\$285,284	LCL	7824, 7825, 7826, 7827, 7828, 7829, 7830, 7831, 7832, 7833, 7834, 7835	
TOTAL						\$6,566,995		\$602,059		\$3,896,136			

BI-STATE REGION

BS-26-02	Transit Planning	P	1	\$30,118	\$30,118	\$24,094	SEC. 5305e			\$6,024	MEM	1484	
TOTAL						\$30,118		\$0		\$6,024			

**FFY 2027
Annual Element**

DRAFT

**REGION 9 FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT
TRANSPORTATION PROJECTS
FFY 2027 ANNUAL ELEMENT (October 1, 2026 - September 30, 2027)**

PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS #	PROJECT STATUS / NOTES
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
STATE OF IOWA - N/A											
IA-27-01	IA 22: Pike Run Creek 1.2 mi E of IA 70	Bridge Deck Overlay	\$785,000	\$628,000	STBG	\$157,000	PRF			54660	
IA-27-02	US 61: Co Rd F41 / 267th St Interchange (SB)	Bridge Deck Overlay	\$785,000	\$628,000	STBG	\$157,000	PRF			54661	
IA-27-03	IA 38: Mad Creek 0.6 mi N of US 61	Bridge Rehabilitation	\$1,869,000	\$1,495,200	STBG	\$373,800	PRF			54720	
IA-27-04	IA 92: Mississippi River in Muscatine	Bridge Rehabilitation	\$3,116,000	\$2,492,800	STBG	\$623,200	PRF			57421	
TOTAL			\$6,555,000	\$5,244,000		\$1,311,000			\$0		
CITY OF MUSCATINE											
TOTAL			\$0	\$0		\$0			\$0		
MUSCATINE COUNTY											
MC-25-03	On F58 from Wilton east to the Cedar County line	PCC reconstruction widening	\$2,500,000	\$1,250,000	STBG	\$1,250,000	FM			TPMS #47050	Moved from FFY25 to FFY27
MC-27-01	On F58, Over ELKHORN CREEK, S4 T78 R01	Bridge Replacement	\$1,020,000	\$816,000	HBP (FA) and SWAP- HBP	\$204,000	SWAP (HBP)			TPMS #51133	
TOTAL			\$1,020,000	\$816,000		\$204,000			\$0		
SCOTT COUNTY											
SC-27-01	On Z30, Over Trib to Wapsipicon River, S13 T80 R04E	Culvert Replacement	\$600,000	\$480,000	HBP (FA)	\$120,000	HBP- SWAP			TPMS # 45209	
TOTAL			\$600,000	\$480,000		\$120,000			\$0		
BI-STATE REGION											
BS-25-01	Region	State Transportation Planning	\$42,618	\$34,094	FHWA- SPR			\$8,524	MEM	TPMS # 533	
BS-25-02	Region	State Transportation Planning	\$12,500	\$10,000	STBG			\$2,500	MEM	TPMS # 534	
TOTAL			\$55,118	\$44,094		\$0		\$11,024			

**REGION 9 FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT
PUBLIC TRANSIT SYSTEMS**

FFY 2027 ANNUAL ELEMENT (October 1, 2026 -September 30, 2027)

PROJECT NUMBER	PROJECT DESCRIPTION	PROJ. TYPE	# OF UNITS	COST PER UNIT	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		IPWS ID# REFERENCE # AND/OR	PROJECT STATUS / NOTES
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
CITY OF MUSCATINE													
MTC-27-01	FFY 2027 Transit Operations (includes Admin/Maintenance \$S)	O	1	\$1,358,100	\$1,358,100	\$586,000	5311	\$299,700	STA	\$472,400	LCL		
MTC-25-02	Replace (1) 176" w.b. ADA Light Duty Bus Low Floor Vehicle # 260	C	1	\$230,000	\$230,000	\$195,500	5311			\$34,500	LCL	6518	
MCT-25-03	Replace (1) 176" w.b. ADA Light Duty Bus Low Floor Vehicle # 261	C	1	\$230,000	\$230,000	\$195,500	5311			\$34,500	LCL	6517	
TOTAL						\$1,818,100		\$299,700		\$541,400			
RIVER BEND TRANSIT													
RBT-27-01	FFY2026 Transit Operations (includes Admin./Maintenance \$S)	O	1	\$4,665,103	\$4,665,103	\$452,192	SEC. 5311	\$602,059	STA	\$3,610,852	LCL	10412	
RBT-27-02	Replace (12) 158" w.b. ADA Light Duty Buses Vehicle #s 1103, 1109, 1110, 1113, 1121, 1133, 1131, 1137, 1139, 1141, 1142, 1143	C	12	\$163,246	\$1,958,952	\$1,685,109	SEC. 5339			\$293,843	LCL	10396, 10397, 10398, 10399, 10400, 10401, 10402, 10404, 10405, 10406, 10407, 10408	
RBT-27-03	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #s 1102, 1134	C	2	\$161,984	\$323,968	\$275,373	SEC. 5339			\$48,595	LCL	10395, 10403	
TOTAL						\$6,948,023		\$602,059		\$3,953,290			
BI-STATE REGION													
BS-26-02	Transit Planning	P	1	\$30,118	\$30,118	\$24,094	SEC. 5305e			\$6,024	MEM	1484	
TOTAL						\$30,118		\$0		\$6,024			

Unmet Needs Table

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Table 8
FFY 2024-2027 Unmet Needs Table [Needs to be updated]

CITY OF MUSCATINE				
M-12-02	Frontage/Backage Road	U.S. 61	Construction	\$1,000,000
M-14-01	Cedar Street	Houser to U.S. 61	Reconstruction	\$3,750,000
M-12-03	Lucas Street	Houser to US 61	Reconstruction	\$3,000,000
M-11-01 (#12)	Mississippi Drive	Canal St. to Broadway St.	Construction	\$2,500,000
M	Hershey Avenue	Green St. to Houser St.	Reconstruction	\$4,000,000
M	Cedar Street	Mississippi River Dr. to Parham St.	Reconstruction	\$4,000,000
M	Mulberry Avenue	3rd St. to Houser St.	Reconstruction	\$11,000,000
M	Houser Street	Mulberry Ave. to Grandview Ave.	Reconstruction	\$12,000,000
M	Fulliam Avenue	Houser St. to Cedar St.	Reconstruction	\$5,000,000
M	Logan Street	Fulliam Ave. to Cedar St.	Reconstruction	\$1,250,000
M	Stewart Road	Sampson St. to Dick Drake Way	Reconstruction	\$2,000,000
M	Dick Drake Way	Grandview Ave. to Stewart Rd.	Shoulder Widening & Reconstruction	\$3,250,000
M	8th Street	Cedar St. to Cypress St.	Reconstruction	\$1,750,000
M	11th Street	Mulberry Ave. to Bidwell Rd.	Reconstruction	\$1,000,000
M	Leroy Street	Mulberry Ave. to Bidwell Rd.	Reconstruction	\$1,750,000
M	Lake Park Boulevard	Park Ave. to Isett Ave.	Reconstruction	\$3,000,000
M	Washington Street	Park Ave. to Cypress St.	Reconstruction	\$2,000,000
M	5th Street	Mulberry Ave. to Park Ave.	Reconstruction	\$2,500,000
M	Main Street/8th Street	Grandview Ave. to Lucas St.	Reconstruction	\$2,000,000
MUSCATINE COUNTY				
MC	F70	Hwy 70 to X54	Reconstruction	\$5,400,000
MC	G28	Hwy 70 to X43	Reconstruction	\$5,100,000
MC	X61	Louisa Co. Line to Fruitland Rd.	Reconstruction	\$1,700,000
CITY OF BLUE GRASS				
BG	E Telegraph Road	N. Mississippi St. to E. Mayne St.	Reconstruction	TBD
CITY OF WILTON				
W	Historic U.S. 6/5th Street	E. Corporate Limits to U.S. 6	Resurfacing	TBD

W	3rd Street	Hwy 6 to Liberty St.	Resurfacing & Culvert Replacement	TBD
SCOTT COUNTY				
SC	Allens Grove Road	275th St. to 115th St.	Grade & Pave	\$6,000,000
SC	240th Avenue/Z30	205th St. to 280th St.	Resurfacing	\$6,375,000
SC	240th Street/F45	115th Ave. to 155th Ave.	Resurfacing	\$3,400,000
SC	115th Avenue/Y52	Hwy 130 to 1st Ave.	Resurfacing	\$3,825,000
SC	115th Avenue/Y52	1st Ave. to Wapsipinicon River	Resurfacing	\$3,570,000
SC	162nd Avenue/Y64	Eldridge N. Corporate Limits to 267th St.	Resurfacing	\$1,955,000
SC	20th Avenue/Y30	200th St. to Hwy 130	Resurfacing	\$5,950,000
SC	60th Avenue/Y40	200th St. to Big Rock Rd.	Resurfacing	\$8,500,000
SC	Big Rock Rd/Y4E	Dixon N. Corporate Limits to 320th St.	Resurfacing	\$8,500,000
SC	240th Avenue/Z30	280th St. to Wapsipinicon River	Resurfacing	\$5,015,000
SC	Maysville Road/Y48	F58 to Hwy 130	Resurfacing	\$3,230,000
SC	270th Street/F41	Y68 to Scott Co. Park Entrance	Resurfacing	\$765,000
SC	160th Street/F65	Y40 to I-280	Resurfacing	\$3,740,000
SC	220th Street/F51	180th Ave to 240th Ave	Grade & Pave	\$9,000,000

Appendices

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Appendix A

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Transportation Improvement Program (TIP) – General Information

What is a TIP?

Transportation Improvement Program (TIP): The document for the Iowa Region 9 Planning Area (RPA) listing transportation projects to be funded under federal transportation programs for a four-year period. To be eligible for federal transportation funding, a project must be included in the TIP.

What is the Process?

Each city and county in the Iowa Region 9 Planning Area has the opportunity to develop and review a list of projects each year that have been programmed and/or identified to receive federal transportation dollars. Projects must be derived from the *Region 9 2045 Long Range Transportation Plan*. Bi-State Regional Commission compiles the list of projects by federal fiscal year for a four-year period. The document is reviewed and recommended for approval to the Transportation Policy Committee by the Transportation Technical Committee. The TIP allows projects to move forward from planning and programming to engineering and construction. The first year of the TIP identifies projects that are being readied for implementation. The process is generally initiated in March and completed by June when the document is considered for adoption by the Policy Committee. As it is approved locally, it is then incorporated or referenced in the State Transportation Improvement Program (STIP).

Public Comment Opportunities?

Public comment opportunities for the TIP can occur at various levels. As communities prepare their community comprehensive plans and conduct capital improvement programming, there are opportunities for citizens to comment on individual projects proposed by the respective jurisdiction.

For the region, public comment opportunities are provided in the development of the Long Range Transportation Plan, which is updated on a five-year cycle. Additionally, the Iowa Region 9 Planning Area receives a local share of Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds for which communities/counties can compete based on an evaluation system rating transportation projects. Input opportunities are available during the respective project ranking process.

The following is one opportunity for public comment on the transportation planning process:

Public Hearing Iowa Region 9 Transportation Improvement Program (TIP)

A public hearing will be held on July 14, 2023 3:00 p.m. at Walcott City Hall, 128 W Lincoln Street, Walcott Iowa. An agenda with a link to the meeting will be posted a week in advance on the Bi-State Regional Commission website calendar at www.bistateonline.org. The purpose is to receive comments on the Iowa Region 9 FFY 2024-2027 Transportation Improvement Program (TIP). Comments will be accepted through the July 14, 2023 public hearing of the Region 9 Transportation Policy Committee. TIP information is available by contacting Zach Sutton at zsutton@bistateonline.org or (309) 793-6300. Persons requiring special material or presentation format should contact Gena McCullough at gmccullough@bistateonline.org on or before July 7, 2023.

Where can I find a copy of the TIP?

A full copy of the draft FFY2024-2027 Transportation Improvement Program can be found at: <https://bistateonline.org/transportation-and-mobility/iowa-region-9-area/tip-and-funding-projects-region-9> one week prior to the public hearing.

Public interested in participating can either refer to the website above for directions or contact Zach Sutton prior to the meeting.

PUBLIC PARTICIPATION PLAN FOR TRANSPORTATION PLANNING IN THE REGION 9 AREA

In compliance with the provisions of the **Infrastructure Investment and Jobs Act (IIJA)**, the Region 9 Transportation Planning Region has approved the following public participation plan to engage interested parties and resource agencies in the transportation planning process.

The transportation planning process takes place at local, regional, tribal, state, and federal levels. It is based on comprehensive, continuing, and coordinated activities that work together to identify, prioritize, and meet transportation needs at these various levels. Public participation in this process begins with finding what opportunities are available and expressing interest or concern.

Bi-State Regional Commission is the Regional Planning Agency (RPA) designated to cooperatively facilitate public participation in the Region 9 transportation planning process in rural Scott County and all of the Muscatine County are in Iowa in cooperation with the communities and counties, and state/federal departments of transportation, and among the various modes of transportation. The RPA is charged with carrying out regional transportation planning that provides early and ongoing opportunities for involvement, timely information, reasonable access to information, adequate notification, diverse participation, and periodic review and evaluation of the participation process. This public participation plan outlines the parameters for conducting these requirements.

Public Notices

All meeting announcements and agendas of the Region 9 Transportation Technical Committee and Policy Committee shall be sent to local news media and the Regional Transportation Advisory Group (RTAG) prior to the actual meeting date no less than 48 hours in advance. It is common practice to send meeting announcements and agendas one week in advance of a meeting. Agendas of these Committees are posted at Bi-State Regional Commission offices and on the Bi-State Regional Commission website (www.bistateonline.org) while minutes are web-posted following approval by these Committees. In addition, proposed amendments to the annual Transportation Improvement Program shall be sent to the same local media and RTAG, as well as local jurisdictions within the Region 9 area, as part of the Technical and/or Policy Committee agenda. Other transportation-related advisory committees may be posted on this website to provide added transportation-related information, such as the Bi-State Regional Trails Committee and Bi-State Region Air Quality Task Force meetings. Notice of public hearings will be published in local newspapers of general circulation and posted on the Bi-State Regional Commission website per the time period noted in "Public Hearings" of this plan.

Regional Transportation Advisory Group

The intent of the federal transportation legislation is to provide a special effort for an early and continuing public involvement process which seeks out and considers the transportation needs of a diverse public, including traditionally underserved populations (Executive Order 12898-Federal Action to Address Environmental Justice in Minority and Low-Income Populations, 1994), as well as providing an opportunity for consultation with resource agencies as defined in the current transportation act. The Regional Transportation Advisory Group (RTAG) will fulfill that role (see

attachment). Involvement in the RTAG is open to any interested party, business, organization, or interested citizen within the Region 9 area wanting to be involved in the transportation planning process. RTAG serves as the diverse, multi-modal advisory group to the Transportation Technical Committee. Input from RTAG members are taken and concerns expressed and relayed to the members of the Transportation Technical Committee. Members will receive all meeting notices, as noted in Public Notices above, for the Technical and Policy Committee meetings. In addition, members will receive proposed Transportation Improvement Program amendments, Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Set-Aside (TASA) submission notices and proposed changes to the Public Participation Plan, Regional Transit Development Plan (TDP), Regional Intelligent Transportation System (ITS) Architecture Plan or the Iowa Region 9 Long Range Transportation Plan (LRTP).

Annual TIP Project Request Notifications

Individual jurisdictions, members of RTAG, and the media shall be informed as to when Region 9 is seeking projects for inclusion in the annual Transportation Improvement Program through an announcement requesting Transportation Improvement Program annual element additions, modifications or deletions for the proposed fiscal years, as part of an annual update cycle, typically thirty (30) days prior to a draft document review by the Technical Committee.

Public Comment/Notification

The general public shall be afforded the opportunity to provide comments via the Technical and Policy Committee meetings on the annual Transportation Planning Work Program (TPWP) activities, Transportation Improvement Program, Regional ITS Architecture Plan, Regional Transit Development Plan, Long Range Transportation Plan (LRTP), and the Public Involvement Process (PPP) through the process outlined under “Public Notices” above. In the case of the Iowa Region 9 Long Range Transportation Plan (LRTP), the Public Participation Plan (PPP), and the prioritization process for the Surface Transportation Block Grant (STBG) Program and the Transportation Alternatives Set-Aside (TASA) Program, a minimum of a thirty (30) day comment period shall be provided prior to action by the Policy Committee. In matters involving adoption of or amendments to the Transportation Improvement Program (TIP), Regional Transit Development Plan (TDP), and Regional ITS Architecture Plan, a minimum seven (7) day comment period shall be utilized prior to approval by the Transportation Policy Committee. The prioritization process of both the Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Set-Aside (TASA) Program will require a minimum thirty (30) day comment/notification period to be provided prior to action by the Region 9 Transportation Policy Committee. In matters involving adoption or amendments to the Transportation Planning Work Program, Transportation Improvement Program (TIP), Regional Transit Development Plan, and Regional ITS Architecture Plan, a minimum of 48 hours, but typically seven (7) day comment period shall be utilized prior to approval by the Transportation Policy Committee. Additional notice may be provided through meetings of the Transportation Technical committee in advance of action by the Policy Committee.

Publications

The RPA shall publish or otherwise make available for public review, at a minimum, the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) in an electronically accessible format and means (to the maximum extent practicable), such as the World Wide Web. The LRTP and TIP publications developed by the RPA will be placed on the Bi-State Regional

Commission website, www.bistateonline.org. Other transportation planning publications may be posted to allow for interested parties to review and access additional RPA transportation planning information. Within these publications, the RPA may employ visualization techniques to help clarify transportation planning issues and/or activities. At a minimum, visualization techniques shall be applied to the LRTP and TIP. Visualization techniques may include maps, graphs, charts, tables, diagrams, or other methods. The LRTP will include a specific public participation outline during the update process that will be reviewed by the Technical and Policy Committees, and the results will be documented in the LRTP.

Public Hearings

Prior to approval of the final Transportation Improvement Program (TIP), the Region 9 Transportation Policy Committee shall hold a public hearing on all the projects being considered for approval in the TIP. The Region 9 Transportation Policy Committee shall hold public hearings, as deemed necessary, for TIP amendments and prior to the approval of the Iowa Region 9 Long Range Transportation Plan. Fourteen (14) days prior notice will be given for all public hearings. No other documents noted will require a public hearing but shall afford public comment opportunities, as noted under “Public Comment.”

Data

As part of non-discrimination requirements, Bi-State Regional Commission will maintain information on protected class (race, color, national origin, gender, age, or disability) and Limited English Proficiency (LEP) populations within the Region 9 Area, including demographics and identification of potential barriers (language, mobility, temporal, or other) that may prevent underserved persons from effectively participating in the metropolitan transportation planning process. This information is contained in the Bi-State Regional Commission Title VI Program and Non-Discrimination Policy.

Accommodation

Persons requiring special material or presentation formats will be asked within a public notice for advance request of at least one week prior to a public hearing prior to consideration of adoption or approval by the Policy Committee. Reasonable accommodations to provide documents in an accessible format, as required by the Americans with Disabilities Act and Executive Order 13166 (Improving Access for Persons with Limited English Proficiency, 2000), will be made when requested by the public. For meeting notices and agendas, requests at least one working day in advance of the meeting is requested for reasonable accommodation prior to consideration of adoption or approval. Persons requesting assistance will be referred to the appropriate Bi-State Regional Commission staff who will make reasonable accommodations for translation services or other accommodations based on the request. Meetings will be held at convenient and accessible locations and times with emphasis to engage minority, low-income, and LEP populations. Receipt of public input will be taken in a variety of formats – written, oral, or other means – where accommodations are requested and reasonable.

Approved Revisions March 22, 2019
Technical Correction to Transportation Reauthorization Name March 30, 2023

Appendix B

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STBG Evaluation Criteria Explanation and Review Checklist

Name of Project/Jurisdiction: _____		_____
PROJECT INVESTMENT		Review
Local investment and support in the project	Identified in a Capital Improvement Program or supported with local resolution from the submitting jurisdiction. Match commitment if necessary. Letters of support (optional). Public input on the project.	CIP: Yes or No Resolution: Yes or No Letters: Yes or No Public Input/Involvement: Yes or No (e.g. in other local plan)
Regional investment in the project	Identified in a regional, or state plan and cited in the application. Is it consistent with the RPA9 Long Range Transportation Plan?	Plan- List RPA9 LRTP consistent: Yes or No
Project readiness for letting	Applicant identifies reasonable timeline and expected or requested project letting by Fiscal Year timeframe and/or estimated construction start. Expected to be less than five years from project award and programming of funds. Status of engineering and design.	Timeline_ Yes or No Within 5 Years: Yes or No Readiness: PE, CE, ROW: Yes or No, each
PUBLIC SAFETY		
Project improves an identified transportation safety concern of the area	Improves or enhances transportation safety by reducing fatalities or severe injuries through appropriate countermeasures, and/or providing alternatives mode choice for transit, pedestrians, bicyclists, and other forms of non-motorized transportation.	# of crashes # of fatalities # of serious injuries # non-motorized crashes, if applicable Countermeasure(s):
Project reduces current and/or future congestion	Improves travel time in a corridor or along a route through capacity improvements, access management, intelligent transportation system technologies, or other means.	Information on traffic operations provided: Yes or No Other:
Project creates additional transition or emergency space	Designed in compatibility and connection with the existing street/roadway network with consideration of multiple users, regardless of ability. Allowance for shoulders, parking, or bicycle lanes. Paved shoulder may be another example.	Buffer elements: Yes or No
Project enhances the area around it	Is consistent with the surroundings and context of the area (downtown, residential, rural, etc.), related to how and who will use the facility.	Note setting:

ECONOMIC IMPACT		
Project directly influences job expansion or retention	Improves access to jobs and benefits economic development for the region. Provides connectivity between residential areas and employment centers.	Note tie to jobs if applicable.
Project improves general commercial/industrial travel through the region	Improves mobility and travel time in a corridor or improves ease of access to a corridor.	Identified freight route or serves local industry/commerce?
Project is a link to a corridor or downtown improvement program	Identified in a local, regional, or state plan related to corridor travel, downtown improvement, or economic development and cited in the application.	Critical corridor? Major arterial or above?
TRANSPORTATION NETWORK SUPPORT		
Project improves transit, pedestrian, or bicycle safety and/or use within the area	Supports mobility and active lifestyles and benefits community health.	Improves personal traveler mobility: Yes or No
Project improves the interaction between different modes of travel	The project provides a connection to existing facilities and/or fills a gap between facilities or modes of transportation.	Connectivity: Yes or No
Evaluation Summary: <input type="checkbox"/> Meets all criteria (100%) <input type="checkbox"/> Substantially meets criteria (>50%) <input type="checkbox"/> Partially meets criteria (>25%, <50%) <input type="checkbox"/> Does not meet criteria (<25%)		

Evaluation summary for prioritizing projects for discussion will be assessed as meets all criteria, substantially meets (>50%), partially meets (>25%, <50%) or does not meet the criteria (<25%) in table above.

Hypothetical Estimate of Total STBG Funds by Geographic Area

Geographic Targets	2022	2023	2024	2025	22-25 Total	22-25 Average/Yr.
STBG-SWAP Target Total	\$1,480,902	\$1,453,000	\$1,453,000	\$1,453,000	\$5,839,902	\$1,459,976
Muscatine County	\$364,994	\$364,994	\$364,994	\$364,994	\$1,459,976	\$364,994
Scott County	\$364,994	\$364,994	\$364,994	\$364,994	\$1,459,976	\$364,994
City of Muscatine	\$547,491	\$547,491	\$547,491	\$547,491	\$2,189,963	\$547,491
Small Communities/ Transit/DOT	\$172,497	\$172,497	\$172,497	\$172,497	\$689,988	\$172,497
Region (STBG-Planning)	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000	\$10,000

Region 9 Transportation Planning Area Ranking Jurisdiction: _____

Transportation Alternatives Program (TAP) Evaluation Form

Applicant/Jurisdiction: _____ Project: _____

Region 9 TAP PROGRAM – RANKING SHEET

(See ranking definitions listed below.)

Evaluation Criteria	Lowest Score 0	1	2	3	Highest Score 4
1. Ability to enhance roadway safety					
2. Accessibility to the public					
3. Compatibility with the surroundings					
4. Connectivity with existing facilities					
5. Cost in relation to public benefit					
6. Environmental and social impacts					
7. Inclusion in state, regional, or local plans					
8. Level of local support					
9. Predicted usage; relative to population					
10. Relationship to active transportation facilities					
11. Relationship to inactive transportation facilities					
12. Visibility from public right-of-way					
13. Additional beneficial effects					
14. Readiness to proceed					
	Sub Total				
Priority Grouping: (A or B): _____ A=40 B=20	Priority Group Points				
	Total Score				

- 0 - The project demonstrates no or negative impact on the criteria.
- 1 - The project demonstrates very little impact on the criteria.
- 2 - The project demonstrates some positive impact on the criteria.
- 3 - The project demonstrates good impact on the criteria.
- 4 - The project demonstrates great impact on the criteria.

NOTE: Minimum total project cost of \$100,000 is required, based on 80/20 matching requirements.

Members of the Region 9 Transportation Technical Committee will rank each project based on the voting outlined in the Technical Committee – Committee and Meeting Procedures.