

IOWA REGION 9
FFY 2022-2025 TRANSPORTATION
IMPROVEMENT PROGRAM

FFY 2022, 2023, 2024, and 2025

ANNUAL ELEMENTS

FOR

IOWA REGION 9

Chair, Transportation Policy Committee

Adopted July __, 2021

Effective Date: October 1, 2021 to September 30, 2022

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Note: Each jurisdiction has one vote, except for ex-officio members.

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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 2022-2025 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

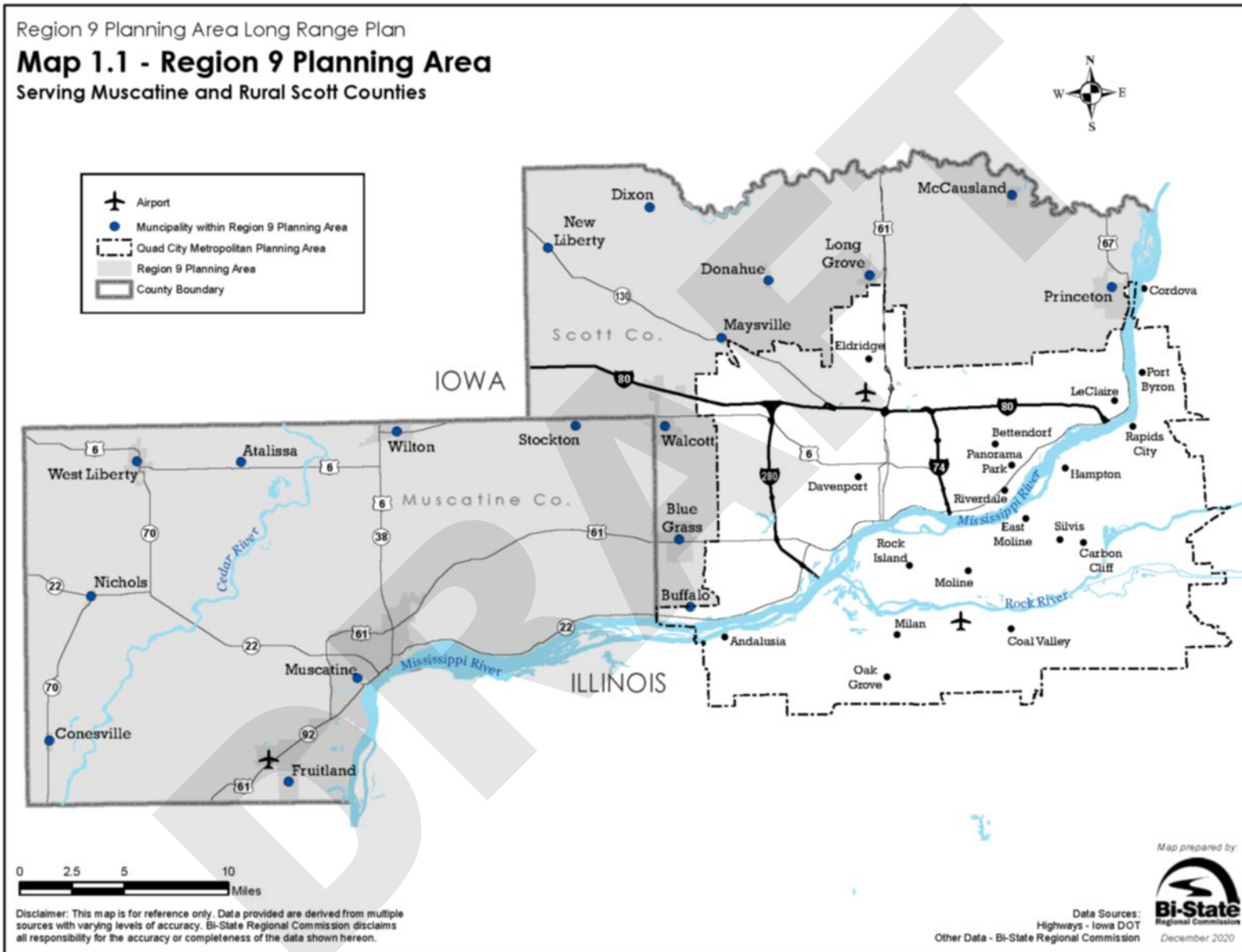
An administrative modification is a minor revision to the TIP that does not require approval by the Policy Committee or public review and comment. Revisions to TIP projects that do not revise the amount of federal aid by more than 30% or more than \$2 million, do not significantly change the project 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 this TIP update, a public hearing was held virtually on July 9, 2021, prior to the Iowa Region 9 Transportation Policy Committee meeting and prior to the adoption of the TIP. 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.

Map 1 Region 9 Planning Area, Non-Urbanized Area



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 **Fixing America's** Surface Transportation (FAST) Act, 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 – 2025

Year	STBG + TAP Flex	Iowa TAP	Year	STBG + TAP Flex	Iowa TAP
FFY 2005	\$927,538	\$95,474	FFY 2015	\$1,433,153	\$84,376
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*	\$1,536,000	\$83,024
FFY 2012	\$1,364,408	\$112,716	FFY 2023*	\$1,536,000	\$83,000
FFY 2013	\$1,300,576	\$108,268	FFY 2024*	\$1,536,000	\$83,000
FFY 2014	\$1,389,015	\$83,811	FFY 2025*	\$1,536,000	\$83,000
			TOTAL	\$26,023,151	\$1,758,792

*Includes funds based on targeted funding levels and FAST Act continuing resolutions.

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.

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 (or most current plan)*. A review of historical awards and geographic equity balance is 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 Manual (2018) can be viewed online by visiting <https://bistateonline.org/transportation/2012-11-14-00-04-13/2012-11-14-00-04-53/project-programming-processes>; and Appendix B provides the criteria outline used in the project selection discussion as part of the evaluation process. The Iowa Department of Transportation has calculated the STBG targets for FFY2022-2025, as shown in Table 2. The most recent solicitation for STBG projects was distributed in summer 2021.

In addition to the STBG and TAP, Region 9 has access to an ancillary program created by the Iowa Department of Transportation called STBG-TAP Flex funds. These funds are able to be used for either STBG or TAP projects. The Region 9 Transportation Policy Committee has decided to maintain the flexibility of these additional funds and consider programming these dollars when concurrent

programming of STBG and TAP funds occur in Region 9. In FFY2015, the Region 9 Policy Committee delegated all TAP Flex funds to be expended in FFY2020, in conjunction with STP funds (prior to being renamed STBG-TAP Flex funds and STBG). Table 2 outlines the availability of STBG funds for FFY2022 through FFY2025.

Table 2 Region 9 Federal-Aid Surface Transportation Block Grant (STBG) and STBG TAP Flex Funds

Balance Carried Over From 2021		2022	2023	2024	2025
STBG Target		\$1,480,902	\$1,453,000	\$1,453,000	\$1,453,000
TAP Flex Target		\$63,240	\$63,000	\$63,000	\$63,000
Total Available for Programming		\$3,758,372	\$3,164,372	\$2,070,372	\$3,576,372
Total Combined Programmed		(\$2,110,000)	(\$2,610,000)	(\$10,000)	(\$10,000)
STBG & TAP Flex Combined Balance	\$2,214,230	\$1,648,372	\$554,372	\$2,060,372	\$3,566,372
Obligated Funds	\$0	Solicitation of funds is anticipated in early 2022.			
Funds Available for Programming Carrying Over	\$2,214,230				
STBG Programmed Projects Remaining		Amount Debited/Federal Limit	Revised Program Year (FFY)	Year Approved (CY)/Year Programmed (FFY)	
Region 9 Planning – Annual Approval Cycle		\$10,000	Annually	2021	
Muscatine-Grandview Avenue (Carver Intersection, Mississippi Drive/Main/Hershey Ave. to U.S. 61)		\$0/\$3,550,000	2021	2015/2021	
Muscatine County – F58: Durant Corporate Limits to Walcott Corporate Limits		\$0/\$2,100,000	2023	2019/2023	
Scott County – F58: Durant Corporate Limits to Walcott Corporate Limits		\$0/\$2,600,000	2023	2019/2023	

Source: Iowa DOT and Bi-State Regional Commission

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 FFY22-FFY25 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 2021		2022	2023	2024	2025
TAP Target		\$83,024	\$83,000	\$83,000	\$83,000
Total TAP Available for Programming		\$362,216	\$61,213	\$144,213	\$227,213
Total TAP Programmed		\$0	\$384,000	\$0	\$0
TAP Balance	\$279,189	\$362,213	\$61,213	\$144,213	\$227,213

TAP Programmed Projects Remaining	Amount Debited/Federal Limit	Revised Program Year (FFY)	Year Approved (CY)/Year Programmed (FFY)
Long Grove – 1 st St: Grove Rd to Long Grove Corporate Limits	\$0/\$384,000	2023	2019/2023

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 2021 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% 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

	2022	2023	2024	2025
County Operations	\$1,714,983	\$1,783,583	\$1,854,926	\$1,929,123
County Maintenance	\$3,631,645	\$3,776,911	\$3,927,987	\$4,085,107
City Operations	\$332,131	\$345,416	\$359,233	\$373,602
City Maintenance	\$765,829	\$796,462	\$828,320	\$861,453
TOTAL OPERATIONS & MAINTENANCE	\$6,444,588	\$6,702,372	\$6,970,466	\$7,249,285

Source: Iowa DOT: "2020 County Secondary Road OM Data;" "2020 City Street Finance Report"

Table 5 RPA 9 Forecasted Non Federal-Aid Revenues

	2022	2023	2024	2025
Farm to Market	\$2,450,754	\$2,548,784	\$2,650,735	\$2,756,765
Secondary Road Fund	\$17,738,732	\$18,448,281	\$19,186,212	\$19,953,661
City Street Fund	\$14,537,956	\$15,119,474	\$15,724,253	\$16,353,223
TOTAL REVENUES	\$34,727,441	\$36,116,539	\$37,561,200	\$39,063,648

Source: Iowa DOT: "FY 2020 Farm to Market Receipts;" "2020 County Secondary Road Funds Receipts;" and "2020 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.

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 2022-2025 TIP Annual Element pages.

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**Table 6 FFY 2022-2025 Transportation Improvement Program
Summary of Programmed Federal Funds**

Area/Source	FFY 2022		FFY 2023		FFY 2024		FFY 2025	
	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)	\$38,331	\$30,665	\$38,331	\$30,665	\$38,331	\$30,665	\$38,331	\$30,665
Transportation Alternatives Program (TAP)	\$0	\$0	\$480,000	\$384,000	\$0	\$0	\$0	\$0
National Highway Performance Program (NHPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,905,000	\$1,524,000
Section 5304	\$25,831	\$20,665	\$25,831	\$20,665	\$25,831	\$20,665	\$25,831	\$20,665
Section 5339	\$6,514,440	\$5,252,274	\$1,115,630	\$948,286	\$1,663,636	\$1,414,091	\$1,412,322	\$1,200,474
Section 5310/5311	\$4,647,540	\$778,949	\$5,163,737	\$818,090	\$5,198,940	\$831,890	\$5,235,240	\$846,190
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
Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA)	\$1,139,900	\$512,150	\$0	\$0	\$0	\$0	\$0	\$0
RAISE Grant	\$0	\$0	\$1,375,000	\$962,500	\$0	\$0	\$0	\$0
TOTAL	\$12,366,042	\$6,594,703	\$8,198,529	\$3,164,206	\$6,926,738	\$2,297,311	\$8,616,724	\$3,621,994

**Table 7 FFY 2022-2025 Transportation Improvement Program
Summary of SWAP Programmed Funds**

Area/Source	FFY-2022		FFY-2023		FFY-2024		FFY-2025	
	TOTAL	SWAP	TOTAL	SWAP	TOTAL	SWAP	TOTAL	SWAP
IOWA REGION 9								
SWAP-Surface Transportation Block Grant Program (SWAP-STBG)	\$0	\$0	\$5,100,000	\$4,700,000	\$0	\$0	\$0	\$0
SWAP- Highway Bridge Program (SWAP-HBP)	\$450,000	\$450,000	\$2,480,000	\$1,517,500	\$1,080,000	\$1,080,000	\$720,000	\$720,000
SWAP-Highway Safety (SWAP-HSIP)	\$76,000	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$526,000	\$526,000	\$7,580,000	\$6,217,500	\$1,080,000	\$1,080,000	\$720,000	\$720,000

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Code Explanation

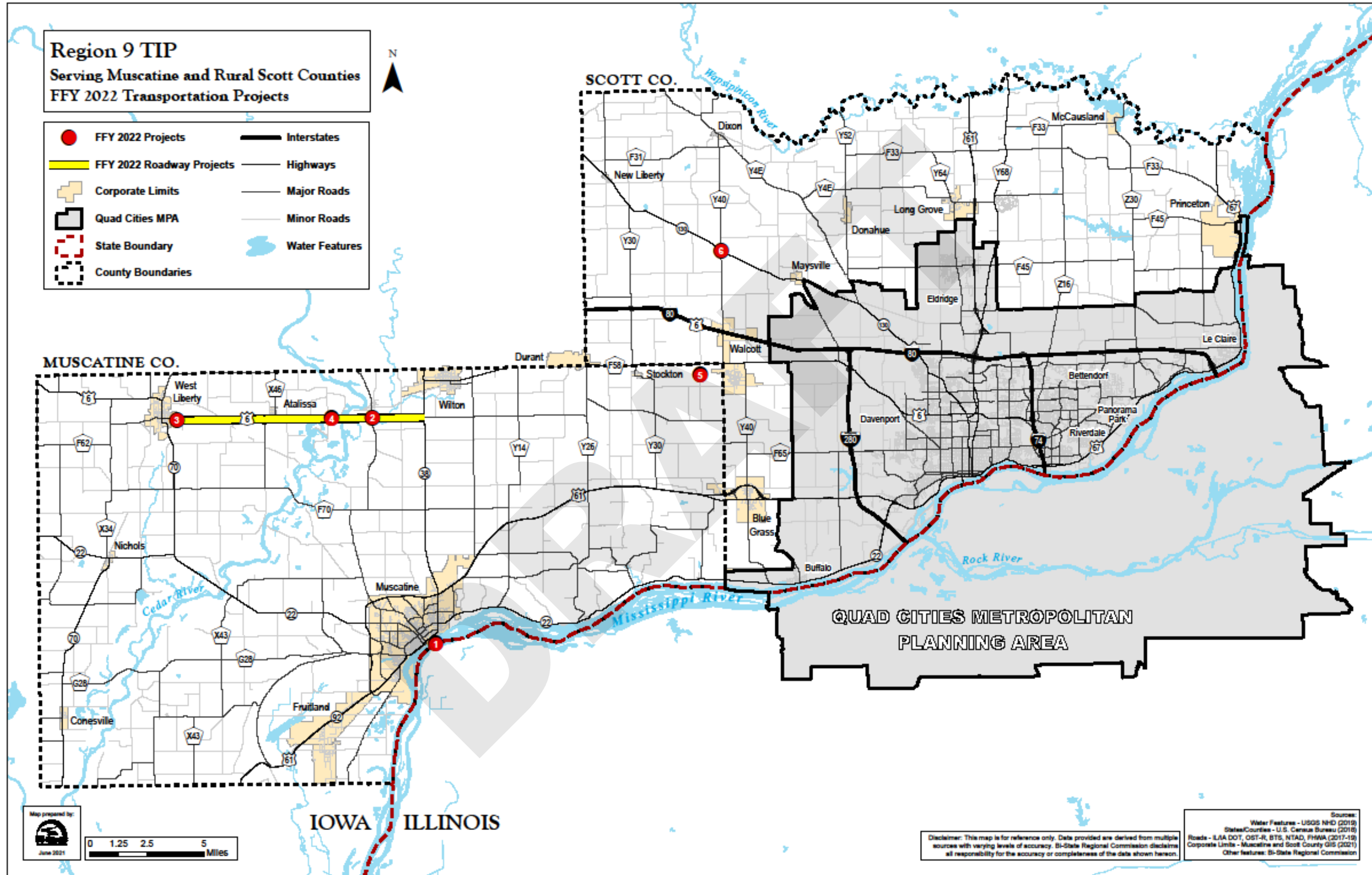
Federal, State and Local Funding Sources

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

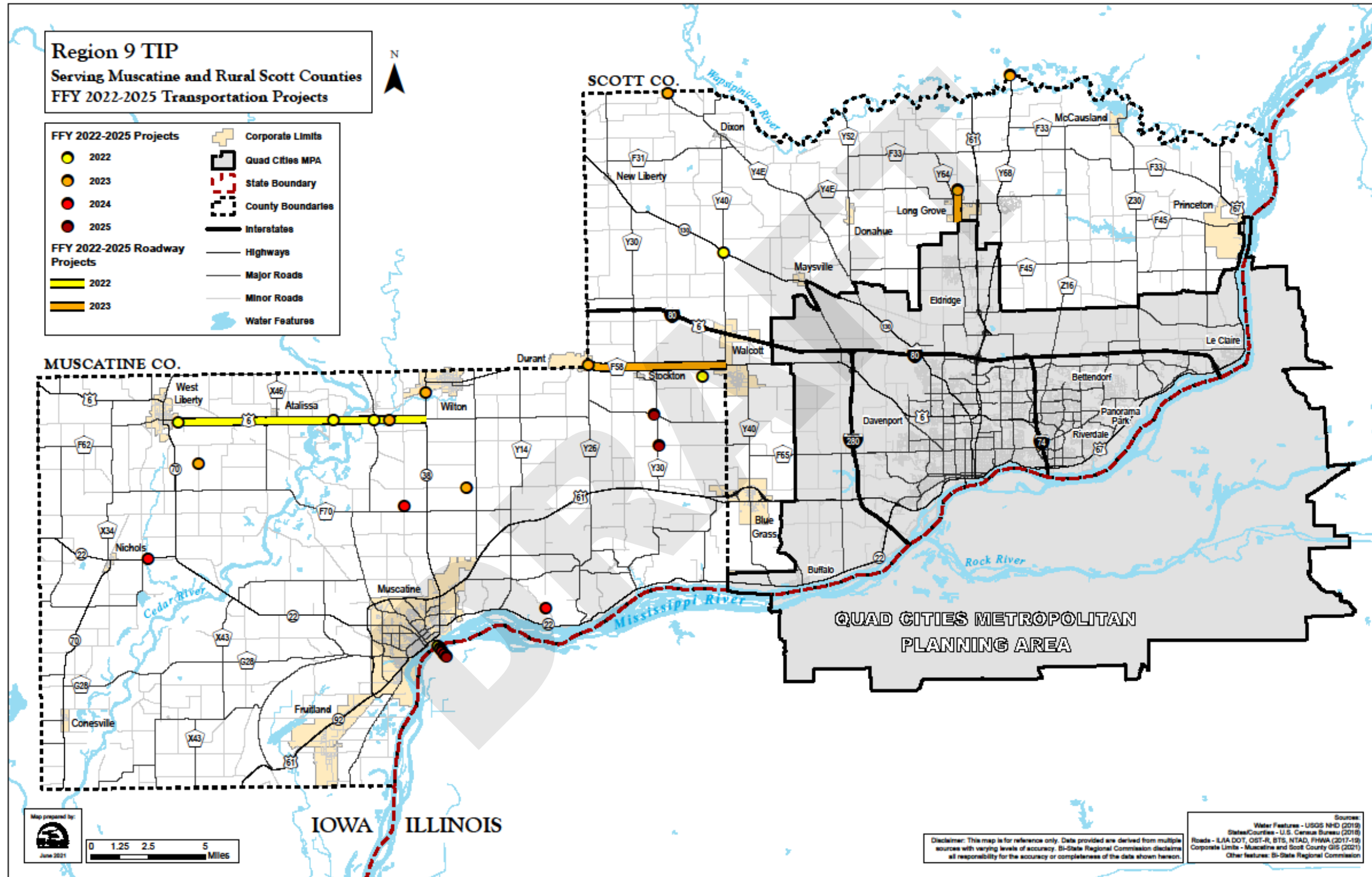
Federal, State and Local Funding Sources Continued

- 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 2022 Transportation Projects



Map 3 FFY 2022-25 Transportation Projects



Section 3
Status of FFY 2021 &
FFY 2022-2025 Annual Elements

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Status of FFY 2021 Projects

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**REGION 9 FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSPORTATION PROJECTS
FFY 2021 STATUS REPORT (October 1, 2020 - September 30, 2021)**

PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		REFERENCE NUMBER AND/OR INFORMATION	PROJECT STATUS/NOTES
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
STATE OF IOWA - N/A											
IA-21-01	092: Mississippi River in Muscatine (State Share) BRFN--092)--39-70	Bridge Washing	\$25,000	\$0		\$25,000	PRF	\$0		TPMS# 37991	
IA-21-02	US6: 1.2 MI E of CO Rd X46 to 1.1 MI W of IA 38 (VAR LOC)	Slope Improvement, Right of Way	\$271,000	\$0		\$271,000	PRF	\$0		TPMS# 39311	Underway
	TOTAL		\$296,000	\$0		\$296,000		\$0			
MUSCATINE COUNTY											
MC-17-01	On 120th STREET: Near NE Corner NW-NW	Bridge Replacement	\$330,000	\$0		\$330,000	SWAP-HBP	\$0		TPMS # 20378	Completed
MC-20-01	On York Avenue, from Near E 1/4 Corner, S2 T78,R1E	Bridge Replacement	\$450,000	\$0		\$450,000	SWAP-HBP	\$0		TPMS# 32310	Will be let in FY22
MC-21-01	On Douglas Avenue, Near SW Corner NE-	Bridge Replacement	\$350,000	\$0		\$350,000	SWAP-HBP	\$0		TPMS # 36076	Let August 17, 2021
	TOTAL		\$1,130,000	\$0		\$1,130,000		\$0			
CITY OF MUSCATINE											
M-19-02	On Grandview Ave, from Hershey Ave. Intersection, Hershey Ave. 2.4 Miles to US 61	Pavement Rehab/Widen	\$9,500,000	\$0		\$3,550,000	SWAP-STBG	\$4,450,000	LCL	TPMS# 34197	Let March 16, 2021
	TOTAL		\$9,500,000	\$0		\$3,550,000		\$4,450,000			
BI-STATE REGION											
BS-21-01	Region	State Transportation Planning	\$37,828	\$30,262	STBG/FHWA-SPR	\$0		\$7,566	MEM	TPMS# 533	Underway

**REGION 9 FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
PUBLIC TRANSIT SYSTEMS
FFY 2021 STATUS REPORT (October 1, 2020-September 30, 2021)**

PROJECT NUMBER	PROJECT DESCRIPTION	PROJ. TYPE	# OF UNITS	COST PER UNIT	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		PROJECT STATUS/NOTES
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
CITY OF MUSCATINE												
MTS-21-01	FFY 2021 Transit Operations (Includes Admin/Maintenance \$)	O	1	\$1,109,300	\$1,109,300	\$443,900	SEC. 5311	\$282,000	STA	\$403,400	LCL	Underway
MTS-21-02	Replace (2) 176" wb ADA Light Duty Bus Vehicle #'s 251, 252	C	2	\$105,605	\$213,210	\$181,229	SEC. 5339	\$0		\$31,982	LCL	Underway
MTS-21-03	Replace (1) 158" wb ADA Light Duty Bus Vehicle #'s 247	C	1	\$101,040	\$101,040	\$85,884	SEC. 5339	\$0		\$15,156	LCL	Underway
	TOTAL				\$1,423,550	\$711,013		\$282,000		\$450,538		
RIVER BEND TRANSIT												
RBT-21-01	FFY2021 Transit Operations (Includes Admin/Maintenance \$)	O	1	\$3,989,640	\$3,989,640	\$356,390	SEC. 5311	\$373,085	STA	\$3,280,165	LCL	Underway
RBT-21-03	Replace (5) 176" w.b. ADA Light Duty Buses Vehicle #'s 440, 441, 442, 443, 444	C	5	\$99,198	\$495,990	\$421,592	OMAQ	\$0		\$74,399	LCL	Ongoing - To be let Sept. 2021
RBT-21-02	Replace (10) 158" w.b. ADA Light Duty Buses Vehicle #'s 516, 517, 522, 523, 524, 526, 527, 528, 529, 530	C	10	\$93,637	\$936,370	\$795,915	SEC. 5339	\$0		\$140,456	LCL	Completed
	TOTAL				\$5,422,000	\$1,573,896		\$373,085		\$3,475,019		
BI-STATE REGION												
BS-21-02	Transit Planning	P	1	\$25,328	\$25,328	\$20,262	SEC. 5304	\$0		\$5,066	MEM	Underway
	TOTAL				\$25,328	\$20,262		\$0		\$5,066		

**FFY 2022
Annual Element**

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REGION 9 FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSPORTATION PROJECTS
FFY 2022 ANNUAL ELEMENT (October 1, 2021 - September 30, 2022)

PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS REFERENCE NUMBER AND/OR INFORMATION	PROJECT STATUS/NOTES
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
STATE OF IOWA - N/A											
IA-22-01	IA92: Mississippi River in Muscatine (State Share) BRFN-0920-3970	Bridge Washing	\$50,000	\$0		\$50,000	PRF	\$0		TPMS # 37991	
IA-22-02	US 6: Sugar Creek 2.3 MI W of IA 38	Bridge Deck Overlay	\$184,000	\$0		\$184,000	PRF	\$0		TPMS # 37990	
IA-22-03	US 6: ECL of West Liberty to IA 38	Pavement Rehab	\$600,000	\$0		\$600,000	PRF	\$0		TPMS # 48498	
IA-22-04	US 6: Near Noble Ave. 2.9 MI E of Co. Rd. X46 of Way	Pipe Culverts/Right of Way	\$117,000	\$0		\$117,000	PRF	\$0		TPMS # 48576	
	TOTAL		\$951,000	\$0		\$951,000		\$0			
MUSCATINE COUNTY											
MC-20-01	On York Avenue, from Near E 1/4 Corner, S2 T8 R1E	Bridge Replacement	\$450,000	\$0		\$450,000	SWAP-HBP	\$0		TPMS# 32310	Will be let in FY22
	TOTAL		\$450,000	\$0		\$450,000		\$0			
SCOTT COUNTY											
SC-22-01	Intersection of Y40 and Hwy 30	Traffic Signs	\$76,000	0		\$76,000	SWAP-HSIP	\$0		TPMS # 47291	
	TOTAL		\$76,000	\$0		\$76,000		\$0			
BI-STATE REGION											
BS-22-01	Region	State Transportation Planning	\$36,331	\$30,665	STBG/FHWA-SPR	\$0		\$7,666	MEM	TPMS # 533	
	TOTAL		\$36,331	\$30,665		\$0		\$7,666			

**REGION 9 FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
PUBLIC TRANSIT SYSTEMS
FFY 2022 ANNUAL ELEMENT (October 1, 2021-September 30, 2022)**

PROJECT NUMBER	PROJECT DESCRIPTION	PROJ. TYPE	# OF UNITS	COST PER UNIT	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		PROJECT STATUS/NOTES
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
CITY OF MUSCATINE												
MTS-22-01	FFY 2022 Transit Operations (includes Admin/Maintenance \$)	O	1	\$1,139,900	\$1,139,900	\$512,150	CRRSAA	\$275,126	STA	\$352,624	LCL	
MTS-22-02	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 253, 254	C	2	\$109,800	\$219,600	\$186,660	SEC. 5339	\$0		\$32,940	LCL	
MTS-22-03	Automatic Drive Through Wash Bay	C	1	\$657,900	\$657,900	\$422,559	SEC. 5311	\$0		\$234,341	LCL	
TOTAL						\$2,017,400		\$275,126		\$619,905		
RIVER BEND TRANSIT												
RBT-22-01	FFY 2022 Transit Operations (includes Admin./Maintenance \$)	O	1	\$3,989,640	\$3,989,640	\$356,390	SEC. 5311	\$373,085	STA	\$3,260,165	LCL	
RBT-22-02	Replace (3) 158" w.b. ADA Light Duty Buses Vehicle #'s 772, 773, 774	C	3	\$96,280	\$288,840	\$245,514	SEC. 5339	\$0		\$43,326	LCL	
RBT-22-03	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 745, 747, 901	C	3	\$102,000	\$306,000	\$260,100	SEC. 5339	\$0		\$45,900	LCL	
RBT-22-04	Construct Vehicle Storage Garage	C	1	\$5,700,000	\$5,700,000	\$4,560,000	SEC. 5339	\$0		\$1,140,000	LCL	
TOTAL						\$10,284,480		\$373,085		\$4,489,391		
BI-STATE REGION												
BS-22-02	Transit Planning	P	1	\$25,831	\$25,831	\$20,665	SEC. 5304	\$0		\$5,166	MEM	
TOTAL						\$25,831		\$0		\$5,166		

**FFY 2023
Annual Element**

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REGION 9 FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSPORTATION PROJECTS
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		REFERENCE NUMBER AND/OR	PROJECT STATUS/NOTES
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
STATE OF IOWA - N/A											
IA-23-01	IA 92: Mississippi River in Muscatine (State Share)	Bridge Washing	\$50,000	\$0		\$50,000	PRF	\$0		TPMS # 37991	
IA-23-02	US8: IAS RR 1.2 MI E of IA 38	Bridge Deck Overlay	\$513,000	\$0		\$513,000	PRF	\$0		TPMS # 39309	
IA-23-03	US 6: Sugar Creek 1.7 MI W of W JCT IA 38	Bridge Deck Overlay	\$855,000	\$0		\$855,000	PRF	\$0		TPMS # 39310	
TOTAL			\$1,418,000	\$0		\$1,418,000		\$0			
MUSCATINE COUNTY											
MC-23-01	On 150th St. near S 1/4 Corner, S30.T78N.R1W	Bridge Replacement	\$340,000	\$0		\$340,000	SWAP-HBP	\$0		TPMS # 37447	
MC-23-02	On Holy Ave, Near NW Corner SW-SW, S20.T78N.R3W	Bridge Replacement	\$385,000	\$0		\$385,000	SWAP-HBP	\$0		TPMS # 37452	
MC-23-03	On Old HWY 927 F58, from Durant Corp. to Walcott Corp.	Pavement Rehab/Widen	\$2,500,000	\$0		\$2,100,000	SWAP-STBG	\$400,000	FM	TPMS # 35023	
TOTAL			\$3,205,000	\$0		\$2,805,000		\$400,000			
SCOTT COUNTY											
SC-23-01	On F58, from Y40 West 6 miles to 14th Avenue	Pavement Rehab/Widen	\$2,600,000	\$0		\$2,600,000	SWAP-STBG	\$0		TPMS # 35835	
SC-23-02	On Y68, Over Wapsi River Overflow S31 T81 RE4	Bridge Replacement	\$1,375,000	\$962,500	RAISE Grant	\$412,500	SWAP-HBP	\$0		TPMS # 35837	
SC-23-03	On Y4E, Over Tributary to Rock Creek, S3 T80 RE 1	Bridge Replacement	\$400,000	\$0		\$400,000	SWAP-HBP	\$0		TPMS # 31024	
TOTAL			\$4,375,000	\$962,500		\$3,412,500		\$0			
LONG GROVE											
LG-23-01	On 1st St. from Grove Rd to Long Grove corporate limits	Ped/Bike Grade and Pave (DOT Code)	\$480,000	\$384,000	TAP	\$0		\$96,000	LCL	TPMS # 39494	
TOTAL			\$480,000	\$384,000		\$0		\$96,000			
BI-STATE REGION											
BS-23-01	Region	State Transportation Planning	\$38,331	\$30,665	STBG/FHWA-SPR	\$0		\$7,666	MEM	TPMS # 533	
TOTAL			\$38,331	\$30,665		\$0		\$7,666			

REGION 9 FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
PUBLIC TRANSIT SYSTEMS
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		PROJECT STATUS/NOTES
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
CITY OF MUSCATINE												
MTS-23-01	FFY 2023 Transit Operations (Includes Admin./Maintenance \$)	O	1	\$1,174,097	\$1,174,097	\$461,700	SEC. 5311	\$272,500	STA	\$439,897	LCL	
MTS-23-02	Replace (1) Conversion Van Vehicle #256	C	1	\$68,110	\$68,110	\$57,894	SEC. 5339	\$0		\$10,217	LCL	
MTS-23-03	Replace (1) 158" w.b. ADA Light Duty Buses Vehicle # 257	C	1	\$107,200	\$107,200	\$91,120	SEC. 5339	\$0		\$16,080	LCL	
MTS-23-04	Replace (1) 176" w.b. ADA Light Duty Buses Vehicle # 255	C	1	\$113,100	\$113,100	\$96,135	SEC. 5339	\$0		\$16,965	LCL	
	TOTAL				\$1,462,507	\$706,849		\$272,500		\$483,159		
RIVER BEND TRANSIT												
RBT-23-01	FFY2023 Transit Operations (Includes Admin./Maintenance \$)	O	1	\$3,989,640	\$3,989,640	\$356,390	SEC. 5311	\$373,085	STA	\$3,260,165	LCL	
RBT-23-02	Replace (2) 158" w.b. ADA Light Duty Buses Vehicle #'s 998, 999	C	2	\$95,988	\$197,976	\$165,280	SEC. 5339	\$0		\$29,696	LCL	
RBT-23-03	Replace (7) 176" w.b. ADA Light Duty Buses Vehicle #'s 200, 201, 202, 241, 242, 243	C	6	\$104,874	\$629,244	\$534,857	SEC. 5339	\$0		\$94,387	LCL	
	TOTAL				\$4,816,860	\$1,059,527		\$373,085		\$3,384,248		
BI-STATE REGION												
BS-23-02	Transit Planning	P	1	\$25,831	\$25,831	\$20,665	SEC. 5304	\$0		\$5,166	MEM	
	TOTAL				\$25,831	\$20,665		\$0		\$5,166		

**FFY 2024
Annual Element**

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REGION 9 FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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		REFERENCE NUMBER AND/OR	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	\$0		\$50,000	PRF	\$0		TPMS # 37991	
IA-24-02	IA92: Mississippi River in Muscatine (State Share) BRFN--092(I)--39-70	Bridge Rehabilitation	\$200,000	\$0		\$200,000	PRF	\$0		TPMS # 45252	
IA-24-03	IA22: Wapsinoc Creek 1.6 MI E of W JCT IA 70	Bridge Deck Overlay	\$386,000	\$0		\$386,000	PRF	\$0		TPMS # 45311	
	TOTAL		\$636,000	\$0		\$636,000		\$0			
MUSCATINE COUNTY											
MC-24-01	On Trolley Avenue, Near SE Corner NE-NE, S27 T77 R1W	Bridge Replacement	\$540,000	\$0		\$540,000	SWAP-HBP	\$0		TPMS # 36077	
MC-24-02	On N Iselt Ave, Over Mosquito Creek, Near NE Corner, S27 T78 R02	Bridge Replacement	\$540,000	\$0		\$540,000	SWAP-HBP	\$0		TPMS # 44842	
	TOTAL		\$1,080,000	\$0		\$1,080,000		\$0			
BI-STATE REGION											
BS-23-01	Region	State Transportation Planning	\$38,331	\$30,665	STBG/FHWA-SPR	\$0		\$7,666	MEM	TPMS # 533	
	TOTAL		\$38,331	\$30,665		\$0		\$7,666			

REGION 9 FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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		PROJECT STATUS/NOTES
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
CITY OF MUSCATINE												
MTS-24-01	FFY 2024 Transit Operations (includes Admin./Maintenance \$s)	O	1	\$1,209,300	\$1,209,300	\$475,500	SEC. 5311	\$280,600	STA	\$453,200	LCL	
MTS-24-02	Replace (1) 158" w.b. ADA Light Duty Bus Vehicle # 258	C	1	\$110,400	\$110,400	\$93,840	SEC. 5339	\$0		\$16,560	LCL	
MCT-24-03	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 259	C	1	\$116,400	\$116,400	\$98,940	SEC. 5339	\$0		\$17,460	LCL	
TOTAL						\$1,436,100		\$280,600		\$487,220		

RIVER BEND TRANSIT												
RBT-24-01	FFY2024 Transit Operations (Includes Admin./Maintenance \$s)	O	1	\$3,989,640	\$3,989,640	\$356,390	SEC. 5311	\$373,085	STA	\$3,260,165	LCL	
RBT-24-02	Replace (2) 158" w.b. ADA Light Duty Buses Vehicle #'s 825, 826, 828, 829, 812, 813, 814, 815, 817, 818, 819, 821	C	12	\$101,763	\$1,221,156	\$1,037,983	SEC. 5339	\$0		\$183,173	LCL	
RBT-24-03	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 820, 827	C	2	\$107,840	\$215,680	\$183,328	SEC. 5339	\$0		\$32,352	LCL	
TOTAL						\$5,426,476		\$373,085		\$3,475,680		

BI-STATE REGION												
BS-24-02	Transit Planning	P	1	\$25,831	\$25,831	\$20,665	SEC. 5304	\$0		\$5,166	MEM	
TOTAL						\$25,831		\$0		\$5,166		

**FFY 2025
Annual Element**

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**REGION 9 FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSPORTATION PROJECTS
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		REFERENCE NUMBER AND/OR	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	\$0		TPMS # 37991	
IA-25-02	US 61: 210th St. 1.1 Mi. N of I-80 (Ramp)	Bridge Rehabilitation	\$1,905,000	\$1,524,000	NHPP	\$381,000	PRF	\$0		TPMS # 48599	
	TOTAL		\$1,955,000	\$1,524,000		\$431,000		\$0			
MUSCATINE COUNTY											
MC-25-01	On 135th St. Near W 1/4 Corner, S22 T78 R1E	Bridge Replacement	\$270,000	\$0		\$270,000	SWAP-HBP	\$0		TPMS # 39014	
MC-25-02	On 120th St. F65 Near NE Corner SW-NE, S16 T78 R1E	Bridge Replacement	\$450,000	\$0		\$450,000	SWAP-HBP	\$0		TPMS # 39015	
	TOTAL		\$720,000	\$0		\$720,000		\$0			
BI-STATE REGION											
BS-23-01	Region	State Transportation Planning	\$38,331	\$30,665	STBG/FFWA-SPR	\$0		\$7,666	MEM	TPMS # 533	
	TOTAL		\$38,331	\$30,665		\$0		\$7,666			

REGION 9 FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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		PROJECT STATUS/NOTES
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
CITY OF MUSCATINE												
MTS-25-01	FFY 2025 Transit Operations (includes Admin/Maintenance \$)	O	1	\$1,245,600	\$1,245,600	\$489,800	SEC. 5311	\$289,000	STA	\$466,800	LCL	
MTS-25-02	Replace (1) 168" w.b. Low floor ADA Light Duty Bus Vehicle # 261	C	1	\$128,750	\$128,750	\$109,438	SEC. 5339	\$0		\$19,313	LCL	
MCT-25-03	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 260	C	1	\$119,900	\$119,900	\$101,915	SEC. 5339	\$0		\$17,985	LCL	
TOTAL						\$1,494,250	\$701,153	\$289,000		\$504,098		
RIVER BEND TRANSIT												
RBT-25-01	FFY 2025 Transit Operations (includes Admin./Maintenance \$)	O	1	\$3,989,640	\$3,989,640	\$356,390	SEC. 5311	\$373,085	STA	\$3,260,165	LCL	
RBT-25-02	Replace (9) 168" w.b. ADA Light Duty Buses Vehicle #'s 932, 933, 934, 936, 937, 940, 944, 945, 946	C	9	\$104,652	\$941,868	\$800,588	SEC. 5339	\$0		\$141,280	LCL	
RBT-25-03	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 914, 915	C	2	\$110,902	\$221,804	\$188,533	SEC. 5339	\$0		\$33,271	LCL	
TOTAL						\$5,153,312	\$1,345,511	\$373,085		\$3,434,716		
BI-STATE REGION												
BS-24-02	Transit Planning	P	1	\$25,831	\$25,831	\$20,665	SEC. 5304	\$0		\$5,166	MEM	
TOTAL						\$25,831	\$20,665	\$0		\$5,166		

Unmet Needs Table

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**Table 8
FFY 2022-2025 Unmet Needs Table**

PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL COST
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	Intersection	Cleveland St. & Park Ave.	Reconstruction	\$2,000,000
M	Mulberry Avenue	3rd St. to Houser St.	Reconstruction	\$11,000,000
M	Lucas Street	Houser St. to 8th St.	Reconstruction	\$4,500,000
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	\$4,000,000
SC	240th Avenue/Z30	205th St. to 260th St.	Resurfacing	\$3,025,000
SC	240th Street/F45	180th Ave. to 240th Ave.	Resurfacing	\$3,300,000
SC	240th Street/F45	115th Ave. to 155th Ave.	Resurfacing	\$2,200,000
SC	115th Avenue/Y52	Hwy 130 to 1st Ave.	Resurfacing	\$2,475,000
SC	115th Avenue/Y52	1st Ave. to Wapsipinicon River	Resurfacing	\$2,310,000
SC	162nd Avenue/Y64	Eldridge N. Corporate Limits to 267th St.	Resurfacing	\$1,265,000
SC	20th Avenue/Y30	200th St. to Hwy 130	Resurfacing	\$3,850,000
SC	60th Avenue/Y40	200th St. to Big Rock Rd.	Resurfacing	\$5,500,000
SC	Big Rock Rd/Y4E	Dixon N. Corporate Limits to 320th St.	Resurfacing	\$1,650,000

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 virtually on July 9, 2021 at 9:00 a.m. An agenda with a link to the meeting will be posted a week in advance at <https://bistateonline.org/meetings/region-9-transportation-policy-committee.html>. Its purpose is to receive comments on the FFY 2022-2025 Transportation Improvement Program (TIP) for Iowa Region 9. Comments will be accepted through July 9, 2021. TIP information is available by contacting Katelyn Miner at kminer@bistateonline.org or (309) 793-6300, ext. 1145. Persons requiring special material or presentation format should contact Ms. Miner on or before July 2, 2021.

Where can I find a copy of the TIP?

A full copy of the Transportation Improvement Program can be found at:

<http://bistateonline.org/transportation/2012-11-14-00-04-13/2012-11-14-00-04-53/region-9-tip>

Public interested in participating can either; refer to the website above for directions, or contact Katelyn Miner by the Friday prior to the meeting, as noted above.

PUBLIC PARTICIPATION PLAN FOR TRANSPORTATION PLANNING IN THE REGION 9 AREA

In compliance with the provisions of the **Fixing America's Surface Transportation (FAST) Act**, 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

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-Swap 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
STBG TAP Flex Target Total	\$63,240	\$63,000	\$63,000	\$63,000	\$252,240	\$63,060
Muscatine County	\$15,765	\$15,765	\$15,765	\$15,765	\$63,060	\$15,765
Scott County	\$15,765	\$15,765	\$15,765	\$15,765	\$63,060	\$15,765
City of Muscatine	\$23,648	\$23,648	\$23,648	\$23,648	\$94,590	\$23,648
Small Communities/ Transit/DOT	\$7,883	\$7,883	\$7,883	\$7,883	\$31,530	\$7,883

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.