

# *Transportation Improvement Program Iowa Region 9*

## **FFY 2026-2029**

**Adopted July 2025**

**Effective Date: October 1, 2025 to September 30, 2026**





**IOWA REGION 9**  
**FFY 2026-2029 TRANSPORTATION**  
**IMPROVEMENT PROGRAM**

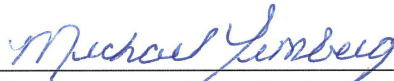
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**FFY 2026, 2027, 2028, and 2029**

**ANNUAL ELEMENTS**

**FOR**

**IOWA REGION 9**



Chair, Transportation Policy Committee

JULY 2025

**\*\*Effective Date: October 1, 2025 to September 30, 2026\*\***

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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<sup>1</sup> Chairman Region 9 Transportation Policy Committee

<sup>2</sup> Vice Chair Region 9 Transportation Policy Committee

<sup>3</sup> The mayors of the cities under 5,000 in the non-urbanized areas of Muscatine and Scott Counties caucused for a representative.

<sup>4</sup> Ex-officio Non-Voting Members

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<sup>2</sup> Transportation Technical Committee Vice Chair

<sup>3</sup> Represents the staff of the cities under 5,000 in the non-urbanized areas of Muscatine and Scott Counties.

<sup>4</sup> Ex-officio Non-Voting Members

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 2026-2029 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](http://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.





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**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 current federal transportation act, the Infrastructure Investment and Jobs Act (2021), 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 2019 – 2029**

Year	STBG + TAP Flex**	Iowa TAP
FFY 2019	\$1,583,324	\$85,311
FFY 2020	\$1,631,876	\$83,222
FFY 2021	\$1,570,085	\$84,599
FFY 2022	\$1,480,902	\$146,264
FFY 2023	\$1,758,615	\$190,646
FFY 2024	\$1,732,739	\$178,725
FFY 2025	\$1,828,229	\$195,604
FFY 2026*	\$1,729,251	\$182,502
FFY 2027*	\$1,761,000	\$188,000
FFY 2028*	\$1,761,000	\$188,000
FFY 2029*	\$1,761,000	\$188,000
<b>TOTAL</b>	<b>\$35,053,564</b>	<b>\$2,968,409</b>

\* 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.

### **Changes to Federal Aid SWAP**

As of 2025, federal aid SWAP is only eligible for STBG funds programmed to cities by RPAs, county and city projects allocated through the Highway Safety Improvement Program (HSIP), and for the 20 percent required federal match for the County Highway Bridge Program (HBP) and City Bridge Program.

### **Projects Prioritization Responsibility**

Programming or prioritizing STBG 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 approved *Iowa Region 9 2045 Long Range Transportation Plan*. A review of historical awards and geographic 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 underwent a review from Fall 2021 to Fall 2023. Appendix B provides the criteria outline used in the most recent 2024 project selection discussion as part of the evaluation process. A revised selection process, modified from the historical evaluation criteria and supplemented with an information checklist, was implemented in Fall 2023 to allow a projects solicitation. The Iowa Department of Transportation has provided Region 9 STBG targets for FFY 2026-2029, 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 held in in Spring 2024. Due to a decrease in the STBG targets for FFY 2026-2029 after the projects in Spring 2024 were awarded a set amount of funds, there is currently a deficit of \$116,100 in STBG funds in FFY 2027 and a deficit of \$201,100 in FFY 2028.

Table 2 outlines the availability of STBG funds for FFY 2026 through FFY 2029.

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

	Balance Carried Over From FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029
STBG Target		\$1,729,251	\$1,761,000	\$1,761,000	\$1,761,000
<b>Total Available for Programming</b>		\$4,642,358	\$2,001,609	\$279,783	\$194,783
<b>Total Combined Programmed</b>		(\$4,370,000)	(\$3,482,826)	(\$1,846,000)	(\$10,000)
<b>STBG Balance</b>	<b>\$4,642,358</b>	<b>\$2,001,609</b>	<b>\$279,783</b>	<b>\$194,783</b>	<b>\$1,945,783</b>
Obligated Funds	\$0	Solicitation of funds is anticipated in Fiscal Year 2026.			
<b>Funds Available for Programming Carrying Over</b>	<b>\$4,642,358</b>				
<b>STBG Programmed Projects Remaining</b>	<b>Amount Debited/Federal Limit</b>	<b>Revised Program Year (FFY)</b>	<b>Year Approved (CY)/Year Programmed (FFY)</b>		
Region 9 Planning – Annual Approval Cycle	\$0/\$10,000	Annually	2025/2026		
Scott County – F45/240 <sup>th</sup> Street (180 <sup>th</sup> – 210 <sup>th</sup> Avenues)	\$0/\$1,800,000	2026	2021/2025		
City of Muscatine – Carver Corner Roundabout/	\$0/\$2,560,000	2026	2024/2026		
Muscatine County – F58 (Wilton east to Cedar County Line)	\$0/\$3,472,826	2027	2021/2025		
Scott County – Y52 (Hwy 130 to 1st Ave)	\$0/1,846,000	2028	2024/2028		

Source: Iowa DOT and Bi-State Regional Commission

### **Iowa Transportation Alternatives Program (TAP)**

Under IJJA, 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. Region 9 receives a designated portion of TAP each year. As with STBG funds, programming of regional TAP funds is a responsibility of the Policy Committee.

A copy of the TAP ranking sheet is included in Appendix B. The TAP Manual and application instructions will be available on the Region 9 Project Programming Process website when a solicitation occurs, and notification will follow the Public Involvement Process outline in the appendix. Region 9 TAP projects are programmed on a regular, but not necessarily annual, basis. Typically, programming is on a two-year cycle. The Iowa Department of Transportation has calculated the TAP targets for FFY 26-FFY 29 as shown in Table 3. The most recent solicitation for TAP projects was held in spring 2025.

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

Balance Carried Over from FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029
TAP Target		\$182,502	\$188,000	\$188,000
Total TAP Available for Programming		\$417,910	\$263,772	\$122,172
Total TAP Programmed		(\$336,640)	(\$329,600)	\$0
<b>TAP Balance</b>	<b>\$417,910</b>	<b>\$263,772</b>	<b>\$122,172</b>	<b>\$498,172</b>

TAP Programmed Projects Remaining	Amount Debited/Federal Limit	Revised Program Year (FFY)	Year Approved (CY)/Year Programmed
			(FFY)
Wilton – West 5 <sup>th</sup> Street Shared Use Path (US6 – Liberty St.)	\$0/224,426	2025	2021/2025
Long Grove – 1 <sup>st</sup> Street Multi-Use Path Phase 2 – (Pine St. – N. Corporate Limits at N. Prairie Ball Diamond Park)	\$0/\$336,640	2026	2021/2024
Muscatine – Mad Creek Trail Phase 1	\$0/329,600	2027	2025/2027

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 2026 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 IIJA, 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**

	2026	2027	2028	2029
County Operations	\$2,027,175.54	\$2,118,398.44	\$2,213,726.37	\$2,313,344.06
County Maintenance	\$3,087,727.56	\$3,226,675.30	\$3,371,875.69	\$3,523,610.09
City Operations	\$1,640,198.52	\$1,714,007.45	\$1,791,137.79	\$1,871,738.99
City Maintenance	\$490,279.86	\$512,342.45	\$535,397.86	\$559,490.77
<b>TOTAL OPERATIONS &amp; MAINTENANCE</b>	<b>\$7,245,381.48</b>	<b>\$7,571,423.64</b>	<b>\$7,912,137.71</b>	<b>\$8,268,183.91</b>

Source: Iowa DOT: "2024 County Secondary Road OM Data;" "2024 City Street Finance Report"

**Table 5: RPA 9 Forecasted Non Federal-Aid Revenues**

	2026	2027	2028	2029
Farm to Market	\$3,018,342.30	\$3,154,167.71	\$3,296,105.25	\$3,444,429.99
Secondary Road Fund	\$19,308,721.80	\$20,177,614.28	\$21,085,606.92	\$22,034,459.23
City Street Fund	\$12,691,728.59	\$13,262,856.37	\$13,859,684.91	\$14,483,370.73
<b>TOTAL REVENUES</b>	<b>\$35,018,792.69</b>	<b>\$36,594,638.36</b>	<b>\$38,241,397.08</b>	<b>\$39,962,259.95</b>

Source: Iowa DOT: "FY 2024 Farm to Market Receipts;" "2024 County Secondary Road Funds Receipts;" and "2024 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 Region 9. 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 fuels and vehicles, proper vehicle and tire maintenance, etc. are among the efforts 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 completed a Carbon Reduction Strategy in November 2023 and outlined at a high level how the funding will be distributed.

## 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 2026-2029 TIP Annual Element pages.

**Table 6: FFY 2026-2029 Transportation Improvement Program Summary of Programmed Federal Funds**

Area/Source	FFY 2026		FFY 2027		FFY 2028		FFY 2029	
	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL
<b>IOWA REGION 9</b>								
Demonstration Funding (DEMO)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation Block Grant Program (STBG)	\$6,812,500	\$4,370,000	\$11,672,000	\$8,820,426	\$3,972,500	\$2,854,000	\$3,972,500	\$3,310,000
FHWA-SPR	\$31,609	\$25,287	\$0	\$0	\$31,609	\$25,287	\$31,609	\$26,778
HBP (FA)	\$3,050,000	\$2,690,000	\$2,850,000	\$2,600,000	\$3,900,000	\$3,480,000	\$3,900,000	\$2,280,000
Transportation Alternatives Program (TAP)	\$561,426	\$336,640	\$412,000	\$329,600	\$0	\$0	\$0	\$0
National Highway Performance Program (NHPP)	\$0	\$0	\$0	\$0	\$4,516,000	\$4,064,400	\$4,516,000	\$4,064,400
BIP Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA Section 5305e	\$31,606	\$25,285	\$0	\$0	\$31,606	\$25,285	\$0	\$0
FTA Section 5339	\$10,973,000	\$8,906,000	\$0	\$0	\$2,398,716	\$2,038,911	\$2,398,716	\$2,619,300
FTA Section 5310/5311	\$2,055,354	\$933,767	\$0	\$0	\$2,439,354	\$1,179,602	\$2,439,354	\$2,439,354
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	\$0	\$0	\$0	\$0
Discretionary Grant	\$0	\$0	\$850,000	\$680,000	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$23,515,495</b>	<b>\$17,286,979</b>	<b>\$15,784,000</b>	<b>\$12,430,026</b>	<b>\$17,289,785</b>	<b>\$13,667,485</b>	<b>\$17,258,179</b>	<b>\$14,739,832</b>

**Table 7: FFY 2026-2029 Transportation Improvement Program  
Summary of SWAP Programmed Funds**

Area/Source	FFY-2026		FFY-2027		FFY-2028		FFY-2029	
	TOTAL	SWAP	TOTAL	SWAP	TOTAL	SWAP	TOTAL	SWAP
<b>IOWA REGION 9</b>								
SWAP- Highway Bridge Program (SWAP-HBP)	\$2,560,000	\$610,000	\$2,100,000	\$420,000	\$0	\$0	\$1,550,000	\$310,000
SWAP-Highway Safety (SWAP-HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$2,560,000</b>	<b>\$610,000</b>	<b>\$2,100,000</b>	<b>\$420,000</b>	<b>\$2,100,000</b>	<b>\$420,000</b>	<b>\$1,550,000</b>	<b>\$310,000</b>

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## Code Explanation

### *Federal, State and Local Funding Sources*

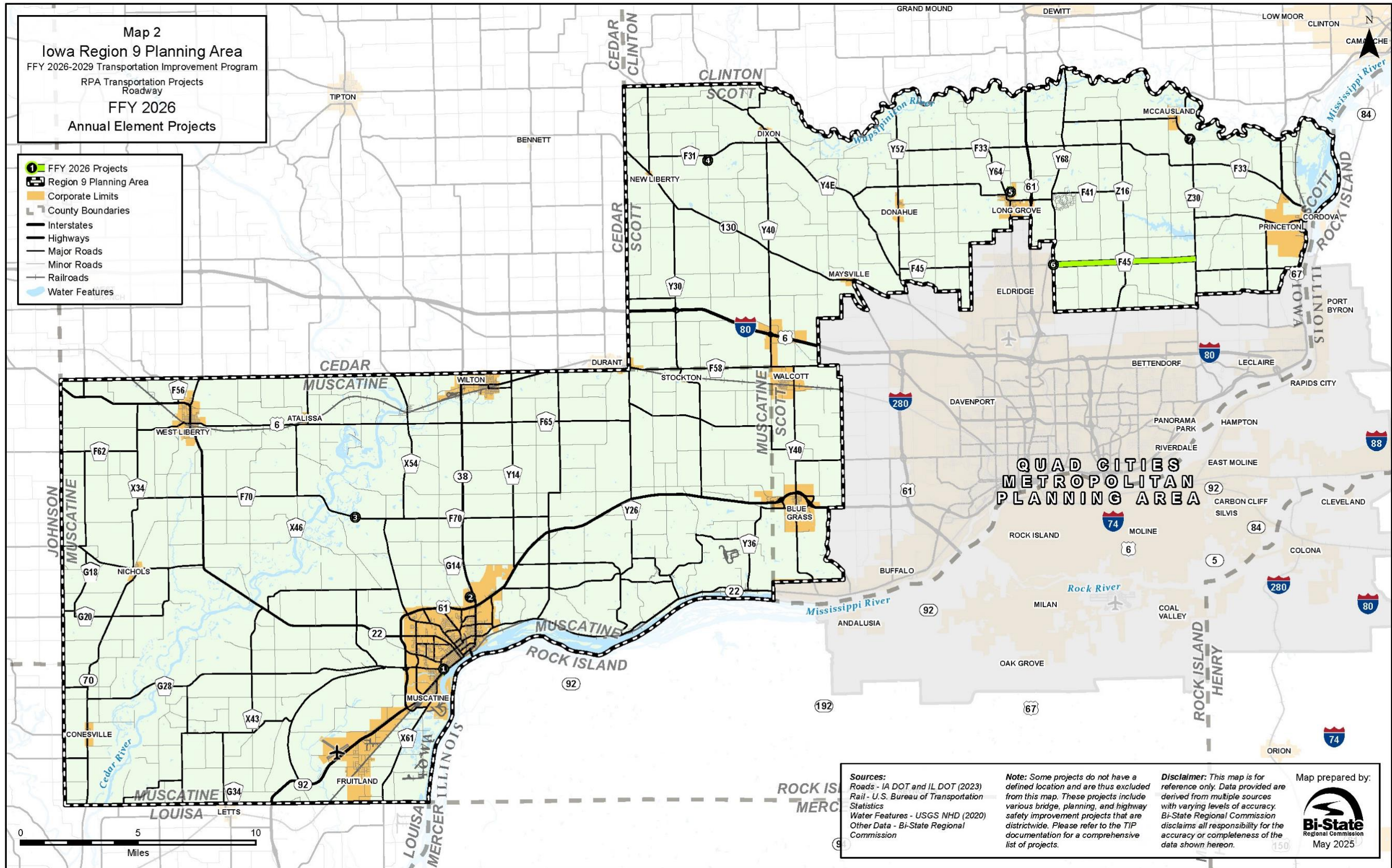
NHS	National Highway System
TAP	Transportation Alternatives Program
STBG	Surface Transportation Block Grant
TASA	Transportation Alternatives Set-Aside
IM	Interstate Maintenance
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
FRT	Federal Recreational Trails
HBRRP	Highway Bridge 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

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***Federal, State and Local Funding Sources Continued***

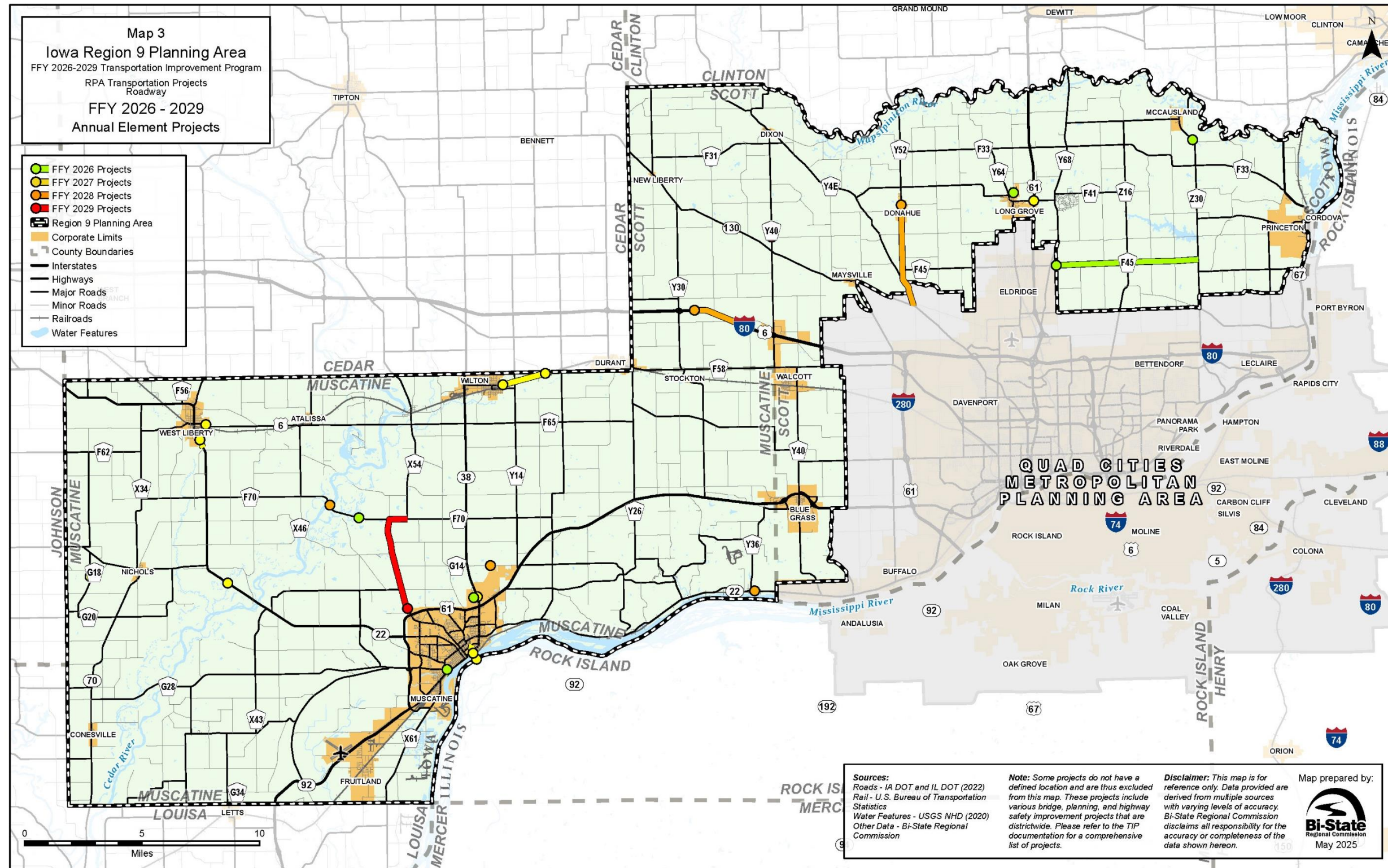
- SEC 5303 Federal Transit Administration Planning Funds
- SEC 5305e Federal Transit Administration Statewide and Nonmetropolitan Transportation Planning
- SEC 5307 Federal Transit Administration Urbanized Area Formula Grants
- SEC 5309 Federal Transit Administration Capital Investment Grants
- SEC 5310 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 2026 Transportation System Projects





Map 3: FFY 2026-2029 Transportation System Projects





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**Section 3**

**Status of FFY2025 &**

**FFY 2026-2029 Annual Elements**



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## Status of FFY 2025 Projects



**REGION 9 FFY 2026-2029 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		
<b>STATE OF IOWA - N/A</b>											
IA-25-01	IA 92: Mississippi River in Muscatine (State Share)	Bridge Washing	\$50,000	\$0		\$50,000	PRF			TPMS #37991	(yearly)
	<b>TOTAL</b>		<b>\$50,000</b>	<b>\$0</b>		<b>\$50,000</b>					
<b>CITY OF MUSCATINE</b>											
	<b>TOTAL</b>		<b>\$0</b>	<b>\$0</b>		<b>\$0</b>					
<b>MUSCATINE COUNTY</b>											
	<b>TOTAL</b>		<b>\$0</b>	<b>\$0</b>		<b>\$0</b>					
<b>SCOTT COUNTY</b>											
SC-25-02	On 35th Ave over a Tributary to Mud Creek, S34 T80N R1E	Bridge Replacement	\$280,000	\$0		\$0		\$280,000	Secondary Road Funds	TPMS #45202	Locally funded project.
	<b>TOTAL</b>		<b>\$280,000</b>	<b>\$0</b>		<b>\$0</b>		<b>\$280,000</b>			
<b>WILTON</b>											
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 #54788	Underway
W-25-02	West 5th Street Resurfacing and Widening (US6 to Liberty St.)	Pavement Resurfacing and Widening	\$7,000,000	\$2,000,000	Federal Earmark	\$0		\$5,000,000	LOC	TPMS #55111	Underway
	<b>TOTAL</b>		<b>\$7,375,000</b>	<b>\$2,224,426</b>		<b>\$0</b>		<b>\$5,150,574</b>			
<b>BI-STATE REGION</b>											
BS-25-01	Region	State Transportation Planning	\$30,633	\$24,506	FHWA-SPR			\$6,127	MEM	TPMS # 533	
	<b>TOTAL</b>		<b>\$6,250</b>	<b>\$5,000</b>	STBG			<b>\$1,250</b>	MEM		
	<b>TOTAL</b>		<b>\$36,883</b>	<b>\$29,506</b>		<b>\$0</b>		<b>\$7,377</b>			

**REGION 9 FFY 2026-2029 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		
<b>CITY OF MUSCATINE</b>													
FFY 2025 Transit Operations (Includes Admin./Maintenance \$)													
MTS-25-01	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 254	O	1	\$1,280,100	\$1,280,100	\$170,390	SEC. 5311	\$312,646	STA	\$797,064	LCL	9984	Authorized
MTS-24-05	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 254	C	1	\$197,539	\$197,539	\$167,908	SEC. 5311 9(c)			\$29,631	LCL	10252	Authorized
MTS-25-08	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 253	C	1	\$197,539	\$197,539	\$167,908	SEC. 5311 9(c)			\$29,631	LCL	11686	Authorized
	<b>TOTAL</b>				\$1,280,100	\$170,390		\$312,646		\$797,064			
<b>RIVER BEND TRANSIT</b>													
FFY2025 Transit Operations (Includes Admin./Maintenance \$)													
RBT-25-01	Replace (12) 158" w.b. ADA Light Duty Buses Vehicle #'s 812,813,814,815,817,818,819,821,825,826,828,829	O	1	\$5,240,578	\$5,240,578	\$439,935	SEC. 5311	\$538,266	STA	\$4,262,377	LCL	10410	Ongoing
RBT-25-02	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 820, 827	C	12	\$161,500	\$1,938,000	\$1,647,300	SEC. 5339			\$290,700	LCL	11020, 11021, 11022, 11023, 11024, 11025, 11026, 11028, 11029, 11030, 11032, 11033	Not funded in CY 2025, Moved to CY 2026
RBT-25-03	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 820, 827	C	2	\$160,200	\$320,400	\$272,340	SEC. 5339			\$48,060	LCL	11027, 11031	Not funded in CY 2025, Moved to CY 2026
	<b>TOTAL</b>				\$7,498,978	\$2,359,575		\$538,266		\$4,601,137			
<b>BI-STATE REGION</b>													
BS-25-02	Transit Planning	P	1	\$ 30,633	\$ 30,633	\$ 24,506	SEC. 5305e	\$0		\$ 6,127	MEM	1464	
	<b>TOTAL</b>				\$30,633	\$24,506		\$0		\$6,127			

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**FFY 2026  
Annual Element**

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**REGION 9 FFY 2026-2029 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 #
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
<b>STATE OF IOWA - N/A</b>										
IA-26-02	Mississippi River in Muscatine (State Share)	Bridge Washing	\$50,000			\$50,000	PRF			TPMS # 37991
	<b>TOTAL</b>		\$50,000	\$0		\$50,000		\$0		
<b>LONG GROVE</b>										
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)	\$661,426	\$336,640	TAP			\$224,786		TPMS # 54883
	<b>TOTAL</b>		\$661,426	\$336,640		\$0		\$224,786		
<b>CITY OF MUSCATINE</b>										
M-25-01	On Park Ave W, Over Mead Creek	Bridge Replacement	\$1,250,000	\$1,250,000	HBP (FA)					TPMS #54977
M-26-02	Carver Corner Roundabout at Hershey and Green	Reconstruction	\$3,200,000	\$2,560,000	STBG			\$640,000	City Funds	TPMS #5688
	<b>TOTAL</b>		\$3,200,000	\$2,560,000		\$0		\$640,000		
<b>MUSCATINE COUNTY</b>										
MC-26-02	On F70, Over LITTLE MOSQUITO CREEK, S31 T78 R02	Bridge Replacement	\$1,200,000	\$960,000	HBP (FA)		SWAP (HBP)	\$240,000		TPMS # 51134
	<b>TOTAL</b>		\$1,200,000	\$960,000				\$240,000		\$0
<b>SCOTT COUNTY</b>										
SC-26-01	On 36th Ave, over Walnut Creek, S22 T80 R1E	Bridge Replacement	\$300,000	\$0				\$300,000	Secondary Road Funds	TPMS # 38956
SC-25-01	On F45, from 180th Ave to 240th Ave	Pavement Rehabilitation	\$3,600,000	\$1,800,000	STBG		FM	\$1,800,000		TPMS #52403
SC-27-01	On 230, Over Trib to Wapsipicon River, S13 T80 R04E	Culvert Replacement	\$600,000	\$480,000	HBP (FA)		HBP-SWAP	\$120,000		TPMS # 45209
	<b>TOTAL</b>		\$4,500,000	\$2,280,000		\$1,920,000		\$300,000		
<b>BI-STATE REGION</b>										
BS-26-01	Region	State Transportation Planning	\$31,609	\$25,287	FHWA-SPR			\$6,322	MEM	TPMS # 633
	Region	State Transportation Planning	\$12,500	\$10,000	STBG			\$2,500	MEM	
	<b>TOTAL</b>		\$44,109	\$35,287		\$0		\$8,822		

REGION 9 FFY 2026-2029 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
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
<b>CITY OF MUSCATINE</b>												
MTS-26-01	FFY 2026 Transit Operations (Includes Admin/Maintenance \$)	O	1	\$1,286,400	\$1,286,400	\$539,290	SEC. 5311	\$330,367	STA	\$396,743	LCL	10714
MTS-23-02	Replace (1) Conversion Van Vehicle #256	C	1	\$111,100	\$111,100	\$94,435	SEC. 5339			\$16,665	LCL	Old 5578 New 10253
MTS-23-04	Replace (1) 176" w.b. ADA Light Duty Buses Vehicle # 255	C	1	\$209,000	\$209,000	\$177,650	SEC. 5339			\$31,350	LCL	Old 5577 New 10254
<b>TOTAL</b>						\$1,586,500		\$330,367		\$444,758		

**RIVER BEND TRANSIT**

RBT-26-01	FFY 2026 Transit Operations (Includes Admin./Maintenance \$)	O	1	\$788,954	\$788,954	\$394,477	SEC. 5311		STA	\$394,477	LCL	10411
RBT-26-02	Replace (12) 158" w.b. ADA Light Duty Buses Vehicle #s 812,813,814,815,817,818,819,821,826,828,829	C	11	\$171,900	\$1,890,900	\$1,607,265	SEC. 5339			\$283,635	LCL	11695, 11694, 11695, 11696, 11697, 11698, 11699, 11701, 11702, 11704, 11705
RBT-26-03	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #s 820, 827	C	2	\$170,500	\$341,000	\$289,850	SEC. 5339			\$51,150	LCL	11700, 11703
RBT-22-04	Construct Vehicle Storage Garage	C	1	\$8,421,000	\$8,421,000	\$6,736,800	SEC. 5339	\$109,600	PTIG	\$1,684,200	LCL	11679
<b>TOTAL</b>						\$11,441,854		\$109,600		\$2,413,452		

**BI-STATE REGION**

BS-26-02	Transit Planning	P	1	\$31,606	\$31,606	\$25,285.00	SEC. 5305e			\$6,321	MEM	1484
<b>TOTAL</b>						\$31,606		\$0		\$6,321		

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**FFY 2027  
Annual Element**

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REGION 9 FFY 2026-2029 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 #
				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	\$828,000	\$662,400	STBG	\$165,600	PRF			TPMS # 54660
IA-27-02	US 61: Co Rd F41 / 267th St Interchange (SB)	Bridge Deck Overlay	\$986,000	\$786,800	STBG	\$197,200	PRF			TPMS # 54661
IA-27-03	IA 38: Mad Creek 0.6 mi N of US 61	Bridge Rehabilitation	\$1,211,000	\$968,800	STBG	\$242,200	PRF			TPMS # 54720
IA-27-04	IA 92: Mississippi River in Muscatine	Bridge Rehabilitation	\$3,077,000	\$2,461,600	STBG	\$615,400	PRF			TPMS # 57421
IA-27-05	IA 92: Mississippi River in Muscatine (State Share)	Bridge Washing	\$50,000			\$50,000	PRF			TPMS # 37991
IA-28-01	US6: E Branch Wapsinonoc Creek 0.3 mi E of IA 70 BRF-60--38-70	Bridge Replacement	\$1,864,000	\$1,478,400	STBG	\$385,600	PRF			TPMS #52529
IA-28-03	A 70: Wapsinonoc Creek 1.1 mi S of US 6	Bridge Deck Overlay	\$889,000	\$711,200	STBG	\$177,800	PRF			TPMS #55759
<b>TOTAL</b>			\$8,905,000	\$7,071,200		\$1,833,800		\$0		

CITY OF MUSCATINE

IA-27-01	Mad Creek Trail Phase I (Mississippi River Trail to 6th St)	Ped/Bike Grade and Pave (DOT Code)	\$412,000	\$329,600	TAP			\$82,400	LOC	TPMS #58026
<b>TOTAL</b>			\$412,000	\$329,600			\$0	\$82,400		

MUSCATINE COUNTY

MC-25-03	On F58 from Wilton east to the Cedar County line	PCC reconstruction widening	\$5,000,000	\$3,482,826	STBG	\$1,517,174	FM			TPMS #47050
MC-27-01	On F58: Over ELKHORN CREEK, S4 T78 R01	Bridge Replacement	\$1,250,000	\$1,000,000	HBP (FA)	\$250,000	WAP (HBP)			TPMS #51133
MC-28-02	On BANCROFT AVE, Over HOCKEYS SLOUGH, S17 T77 R04	Bridge Replacement	\$600,000	\$600,000	HBP (FA)					TPMS # 53005
<b>TOTAL</b>			\$6,850,000	\$5,082,826		\$1,767,174		\$0		

SCOTT COUNTY

SC-27-02	On Y4E over a Tributary to Rock Creek, S3 T80N R1E	Bridge Replacement	\$850,000	\$680,000	Discretionary Grant	\$170,000	FM			TPMS # 31024
SC-27-03	On 85th Ave over Hickory Creek, S9 T79N R2E	Bridge Replacement	\$1,000,000	\$1,000,000	HBP (FA)	\$0				TPMS #56114
<b>TOTAL</b>			\$1,850,000	\$1,680,000		\$170,000		\$0		

BI-STATE REGION

BS-27-01	Region	State Transportation Planning	\$31,609	\$25,287	FHWA-SPR			\$6,322	MEM	TPMS # 533
	Region	State Transportation Planning	\$12,500	\$10,000	STBG			\$2,500	MEM	
<b>TOTAL</b>			\$44,109	\$35,287		\$0		\$8,822		

REGION 9 FFY 2026-2029 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		TPMS ID # REFERENCE # AND/OR INFORMATION
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
<b>CITY OF MUSCATINE</b>												
MTC-27-01	FFY 2027 Transit Operations (Includes Admin./Maintenance \$)	O	1	\$1,358,100	\$1,358,100	\$555,500	SEC. 5311	\$340,300	STA	\$462,300	LCL	10714
MTS-23-03	Replace (1) 176" w.b. ADA Light Duty Low Floor Bus Vehicle # 257	C	1	\$227,700	\$227,700	\$183,545	SEC. 5339			\$34,155	LCL	Old 5579 New 6517
MTS-24-02	Replace (1) 176" w.b. ADA Light Duty Low Floor Bus Vehicle # 258	C	1	\$227,700	\$227,700	\$183,545	SEC. 5339			\$34,155	LCL	6041
	<b>TOTAL</b>				\$1,813,500	\$942,590		\$340,300		\$530,610		
<b>RIVER BEND TRANSIT</b>												
RBT-27-01	FFY2027 Transit Operations (Includes Admin./Maintenance \$)	O	1	\$788,954	\$788,954	\$394,477	SEC. 5311		STA	\$394,477	LCL	10411
RBT-27-02	Replace (9) 158" w.b. ADA Light Duty Buses Vehicle #'s 932,933,934,936,937,940,944,945,946	C	9	\$177,057	\$1,593,513	\$1,354,482	SEC. 5339			\$239,031	LCL	6170, 6188, 6189, 6192, 6203, 6204, 6205, 6206, 6208
RBT-27-03	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 914,915	C	2	\$175,615	\$351,230	\$298,546	SEC. 5339			\$52,684	LCL	6185, 6207
	<b>TOTAL</b>				\$2,733,697	\$2,047,505		\$0		\$686,192		
<b>BI-STATE REGION</b>												
BS-27-02	Transit Planning	P	1	\$31,606	\$31,606	\$ 25,285.00	SEC. 5305e			\$6,321	MEM	1484
	<b>TOTAL</b>				\$31,606	\$25,285		\$0		\$6,321		

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**FFY 2028  
Annual Element**

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**REGION 9 FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT  
TRANSPORTATION PROJECTS  
FFY 2028 ANNUAL ELEMENT (October 1, 2027 - September 30, 2028)**

PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS #
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
<b>STATE OF IOWA - N/A</b>										
IA-28-01	1.80: 0.6 mi E of Co Rd Y30 to 1.1 mi W of Co Rd Y40 (EB/MB)	Pave	\$4,516,000	\$4,064,400	NHPP (FA)	\$451,600	PRF			55631
IA-28-02	IA 22: Stream 0.2 mi E of Co Rd Y-36	Pave	\$1,260,000	\$1,008,000	STBG (FA)	\$252,000	PRF			55679
IA-28-04	IA 92: Mississippi River in Muscatine (State Share)	Bridge Washing	\$50,000			\$50,000	PRF			TPMS # 37991
<b>TOTAL</b>			<b>\$5,826,000</b>	<b>\$5,072,400</b>		<b>\$753,600</b>			<b>\$0</b>	

**CITY OF MUSCATINE**

<b>TOTAL</b>			<b>\$0</b>	<b>\$0</b>		<b>\$0</b>			<b>\$0</b>	
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**MUSCATINE COUNTY**

MC-26-01	On 180th Street G14 over Mad Creek, Near NW Corner, S18 T77 R1W	Bridge Replacement	\$1,800,000	\$1,800,000	HBP (FA)	\$0				TPMS # 44948
MC-28-01	On F 70, Over CEDAR RIVER, S36 T78 R03	Bridge Rehabilitation	\$2,100,000	\$1,680,000	HBP (FA)	\$420,000	SWAP (HBP)			TPMS # 2323
<b>TOTAL</b>			<b>\$3,900,000</b>	<b>\$3,480,000</b>		<b>\$420,000</b>			<b>\$0</b>	

**SCOTT COUNTY**

SC-28-01	On 37th Ave over a Tributary to Mud Creek, S10 T80N R1E	Bridge Replacement	\$300,000						Secondary Road Funds	TPMS # 52997
SC-28-02	On Y52, from Hwy 130 to 1st Ave		\$2,700,000	\$1,836,000	STBG	\$864,000	FM			TPMS \$52402
<b>TOTAL</b>			<b>\$3,000,000</b>	<b>\$1,836,000</b>		<b>\$864,000</b>		<b>\$300,000</b>		

**BI-STATE REGION**

BS-28-01	Region	State Transportation Planning	\$31,609	\$25,287	FHWA-SPR			\$6,322	MEM	TPMS # 533
	Region	State Transportation Planning	\$12,500	\$10,000	STBG			\$2,500	MEM	
<b>TOTAL</b>			<b>\$44,109</b>	<b>\$35,287</b>			<b>\$0</b>	<b>\$8,822</b>		

**REGION 9 FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT  
PUBLIC TRANSIT SYSTEMS  
FFY 2028 ANNUAL ELEMENT (October 1, 2027 - September 30, 2028)**

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
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
MTC-28-01	FFY 2028 Transit Operations (Includes Admin./Maintenance \$)	O	1	\$1,399,900	\$1,399,900	\$572,200	5311	\$350,500	STA	\$477,200	LCL	10714
MTS-24-03	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 259	C	1	\$210,300	\$210,300	\$178,755	SEC. 5339			\$31,545	LCL	6042
MTC-25-02	Replace (1) 176" w.b. ADA Light Duty Bus Low Floor Vehicle # 260	C	1	\$250,500	\$250,500	\$212,925	5311			\$37,575	LCL	11125
<b>TOTAL</b>						<b>\$1,860,700</b>		<b>\$963,880</b>		<b>\$350,500</b>		<b>\$546,320</b>

**CITY OF MUSCATINE**

**RIVER BEND TRANSIT**

RBT-27-01	FFY2026 Transit Operations (Includes Admin./Maintenance \$s)	O	1	\$788,954	\$788,954	\$394,477	SEC. 5311		STA	\$394,477	LCL	10411
RBT-26-04	Replace (12) 158" w. b. ADA Light Duty Buses Vehicle #s 1020, 1021, 1022, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1061, 1062	C	12	\$182,368	\$2,188,416	\$1,860,156	SEC. 5339			\$328,260	LCL	7828, 7829, 7830, 783
<b>TOTAL</b>						<b>\$2,977,370</b>		<b>\$2,254,633</b>		<b>\$0</b>		<b>\$722,737</b>

**BI-STATE REGION**

BS-28-02	Transit Planning	P	1	\$31,606	\$31,606	\$25,285.00	SEC. 5305e			\$6,321	MEM	1484
<b>TOTAL</b>						<b>\$31,606</b>		<b>\$25,285</b>		<b>\$0</b>		<b>\$6,321</b>

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**FFY 2029  
Annual Element**

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**REGION 9 FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT  
TRANSPORTATION PROJECTS  
FFY 2029 ANNUAL ELEMENT (October 1, 2028 - September 30, 2029)**

PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS #
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
<b>STATE OF IOWA - N/A</b>										
IA-29-01	IA 92: Mississippi River in Muscatine (State Share)	Bridge Washing	\$50,000			\$50,000	PRF			TPMS # 37991
IA-29-02	On IA 38, over Mosquito Creek	Bridge Deck Overlay	\$500,000			\$500,000	PRF			TPMS #57966
IA-29-03	On IA 22 over Pine Creek	Bridge Deck Overlay	\$715,000			\$715,000	PRF			TPMS \$57967
	<b>TOTAL</b>		\$1,265,000	\$0		\$1,265,000		\$0		
<b>CITY OF MUSCATINE</b>										
	<b>TOTAL</b>		\$0	\$0		\$0		\$0		
<b>MUSCATINE COUNTY</b>										
	<b>TOTAL</b>		\$0	\$0		\$0		\$0		
<b>SCOTT COUNTY</b>										
SC-29-01	On Y40 over Mud Creek, S6 T79N R2E	Bridge Replacement	\$1,550,000	\$1,240,000	HBP (FA)	\$310,000	HBP-SWAP			TPMS # 55512
	<b>TOTAL</b>		\$1,550,000	\$1,240,000		\$310,000		\$0		
<b>BI-STATE REGION</b>										
BS-29-01	Region	State Transportation Planning	\$31,609	\$25,287	FHWA-SPR			\$6,322	MEM	TPMS # 533
	Region	State Transportation Planning	\$12,500	\$10,000	STBG			\$2,500	MEM	
	<b>TOTAL</b>		\$44,109	\$35,287		\$0		\$8,822		

**REGION 9 FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRE-DRAFT  
PUBLIC TRANSIT SYSTEMS  
FFY 2029 ANNUAL ELEMENT (October 1, 2028 - September 30, 2029)**

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
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	
<b>CITY OF MUSCATINE</b>												
MTC-28-01	FFY 2028 Transit Operations (Includes Admin/Maintenance \$\$\$)	O	1	\$1,440,800	\$1,440,800	\$589,400	5311	\$361,000	STA	\$490,400	LCL	12030
MTC-26-02	Replace (1) 176" w/b ADA Light Duty Low Floor Bus Vehicle # 262	C	1	\$275,500	\$275,500	\$234,175	SEC. 5339			\$41,325	LCL	12033
MCT-25-03	Replace (1) 176" w/b. ADA Light Duty Bus Low Floor Vehicle # 261	C	1	\$275,500	\$275,500	\$234,175	5311			\$41,325	LCL	12032
<b>TOTAL</b>						<b>\$1,981,800</b>	<b>\$1,057,750</b>	<b>\$361,000</b>		<b>\$573,060</b>		
<b>RIVER BEND TRANSIT</b>												
RBT-28-01	FFY2028 Transit Operations (Includes Admin./Maintenance \$\$\$)	O	1	\$788,954	\$788,954	\$394,477	SEC. 5311		STA	\$394,477	LCL	10411
RBT-27-02	Replace (13) 158" w/b ADA Light Duty Buses Vehicle #'s 1103, 1109, 1110, 1113, 1121, 1131, 1133, 1137, 1139, 1141, 1142, 1143, 1135	C	13	\$187,840	\$2,441,920	\$2,075,632	SEC. 5339			\$366,288	LCL	10396, 10397, 10398, 10399, 10400, 10401, 10402, 10404, 10405, 10406, 10407, 10408, 11171
RBT-27-03	Replace (2) 176" w/b. ADA Light Duty Buses Vehicle #'s 1102, 1134	C	2	\$186,309	\$372,618	\$316,726	SEC. 5339			\$55,892	LCL	10395, 10403
<b>TOTAL</b>						<b>\$3,603,492</b>	<b>\$2,786,835</b>	<b>\$0</b>		<b>\$816,657</b>		
<b>BI-STATE REGION</b>												
BS-28-02	Transit Planning	P	1	\$31,606	\$31,606	\$25,285.00	SEC. 5305e			\$6,321	MEM	1484
<b>TOTAL</b>						<b>\$31,606</b>	<b>\$25,285</b>	<b>\$0</b>		<b>\$6,321</b>		

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## Unmet Needs Table

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**Table 8: FFY 2026-2029 Unmet Needs Table**

PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL COST
<b>CITY OF MUSCATINE</b>				
M-12-02	Frontage/Backage Road	Frontage Rd	Construction	\$1,000,000
M-14-01	Cedar Street	Houser to U.S. 61	Reconstruction	\$3,750,000
M-12-03	Lucas Street	Newell to US 61	Reconstruction	\$4,000,000
M	Hershey Avenue	Charles St. to Houser St.	Reconstruction	\$1,700,000
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	Kindler Ave. to Nelson Dr	Reconstruction	\$2,500,000
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 Isett Ave.	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	Woodlawn Ave	Mulberry Ave to Isett Ave.	Reconstruction	\$1,800,000
M	Bidwell Rd	Hwy 61 to Isett Ave	Reconstruction	\$4,400,000
M	Main Street/8th Street	Grandview Ave. to Lucas St.	Reconstruction	\$2,000,000
<b>MUSCATINE COUNTY</b>				
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
MC	X54/F70	Moscow Rd to Muscatine City Limits	Resurfacing	\$3,400,000
MC	F62	X34 to West Liberty City Limits	Reconstruction	\$3,250,000
MC	F62	Johnson Co to X34	Resurfacing	\$3,200,000
MC	F70	Hwy 38 to Hwy 61	Resurfacing	\$4,250,000
MC	X30	Cedar County to Hwy 6	Resurfacing	\$1,500,000
MC	Y26	New Era Rd to Hwy 61	Grade and Pave	\$6,125,000
MC	Y26	Scott County to Hwy 61	Resurfacing	\$7,000,000

PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL COST
MC	F70	Moscow Rd to Hwy 38	Resurfacing	\$2,600,000
<b>CITY OF BLUE GRASS</b>				
BG	E Telegraph Road	N. Mississippi St. to E. Mayne St.	Reconstruction (Minor Collector)	\$2,541,000
<b>SCOTT COUNTY</b>				
SC	240th Avenue/Z30	260th St. to 280th St.	Resurfacing	\$1,700,000
SC	240th Street/F45	115th Ave. to 155th Ave.	Resurfacing	\$2,200,000
SC	115th Avenue/Y52	1st Ave. to Wapsipinicon River	Resurfacing	\$3,570,000
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	\$2,550,000
SC	240th Avenue/Z30	280th St. to Wapsipinicon River	Resurfacing	\$5,015,000
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

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## 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 approved *Region 9 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 at 11:00 a.m., July 11, 2025 at Scott County Secondary Roads, 950 Blackhawk Trail Rd, Eldridge, IA. An agenda with a link to the meeting will be posted a week in advance at <https://bistateonline.org/transportation-and-mobility/iowa-region-9-area/tip-and-funding-projects-region-9>. Its purpose is to receive comments on the FFY 2026-2029 Transportation Improvement Program (TIP) for Iowa Region 9. Comments will be accepted through July 11 at 11:00 a.m. TIP information is available by contacting Zach Sutton at [zsutton@bistateonline.org](mailto:zsutton@bistateonline.org) or (309) 793-6300. Persons requiring special material or presentation format should contact Mr. Sutton on or before July 3, 2025.

Where can I find a copy of the TIP?

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

<https://bistateonline.org/transportation-and-mobility/iowa-region-9-area/tip-and-funding-projects-region-9>

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

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## **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](http://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, 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

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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 enclosure 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](http://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, sex, age, or disability) 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 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 and Executive Order rescissions May 28, 2025

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## Appendix B

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**STBG RANKING**

Ranking Jurisdiction \_\_\_\_\_

Category	Category Weight	Low Score				High Score				Score SCR
		1	2	3	4	1	2	3	4	
<b>PROJECT INVESTMENT</b>	2									
Local Investment and support in the project		—	—	—	—					
Regional Investment in the project		—	—	—	—					
Project readiness for letting		—	—	—	—					
Project supports asset management and system preservation		—	—	—	—					
<b>PUBLIC SAFETY</b>	2									
Project improves an identified transportation safety concern of the area		—	—	—	—					
Project reduces current and/or future congestion		—	—	—	—					
Project creates additional transition or emergency space (i.e. wider shoulder, turn-out lane)		—	—	—	—					
Project enhances the area around it		—	—	—	—					
<b>ECONOMIC IMPACT</b>	1									
Project directly influences job expansion or retention		—	—	—	—					
Project improves general commercial/industrial travel through the region		—	—	—	—					
Project is a link to a corridor or downtown improvement program		—	—	—	—					

Appendix B

Category	Category Weight	Low Score				High Score				Score SCR
		1	2	3	4	1	2	3	4	
<b>TRANSPORTATION NETWORK SUPPORT</b>	1									
Project improves transit, pedestrian, or bicycle safety and/or use within the area		—	—	—	—					
Project improves the interaction between different modes of travel		—	—	—	—					

\_\_\_\_\_ Total

*Total points available cannot exceed total number of projects submitted (for example “4” in this case). The higher point score – the higher the rank, the better the project.*

Sample Key

Muscatine County Road = MC Y14

Muscatine County Road = MC X34

Scott County Bridge = SC 5B

Scott County Bridge = SC 5C

## 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 or County FYP: Yes or No Resolution or Letter of Local Match Commitment: 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
Project supports asset management and system preservation	Improves or enhances pavement condition, facility condition or replaces existing asset.	Existing pavement surface — Existing pavement condition
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:

<b>PUBLIC SAFETY</b>		
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:
<b>ECONOMIC IMPACT</b>		
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?
<b>TRANSPORTATION NETWORK SUPPORT</b>		
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

## Hypothetical Estimate of Total STBG Funds by Geographic Area

Geographic Targets	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 25-28 Total	FFY 25-28 Average/Yr.
<b>STBG Target Total</b>	<b>\$1,729,251</b>	<b>\$1,761,000</b>	<b>\$1,761,000</b>	<b>\$1,761,000</b>	<b>\$5,251,251</b>	<b>\$1,743,103</b>
Muscatine County	\$435,776	\$435,776	\$435,776	\$435,776	\$1,743,103	\$435,776
Scott County	\$435,776	\$435,776	\$435,776	\$435,776	\$1,743,103	\$435,776
City of Muscatine	\$653,663	\$653,663	\$653,663.44	\$653,663.44	\$2,614,654	\$653,663
Small Communities/ Transit/DOT	\$194,036	\$225,785	\$225,785	\$225,785	\$871,392	\$217,848
Region (STBG-Planning)	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000	\$10,000

*Note: This table assumes for STBG an annual average of funds for a 4 year time period (2025-2028) and targets one year's worth of funds to both counties, a year and half to the City of Muscatine, set aside to support the transportation planning process through Bi-State Regional Commission, and a remaining amount based on the annual Region 9 total target for small communities, transit and in the event of a Department of Transportation request*

**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.