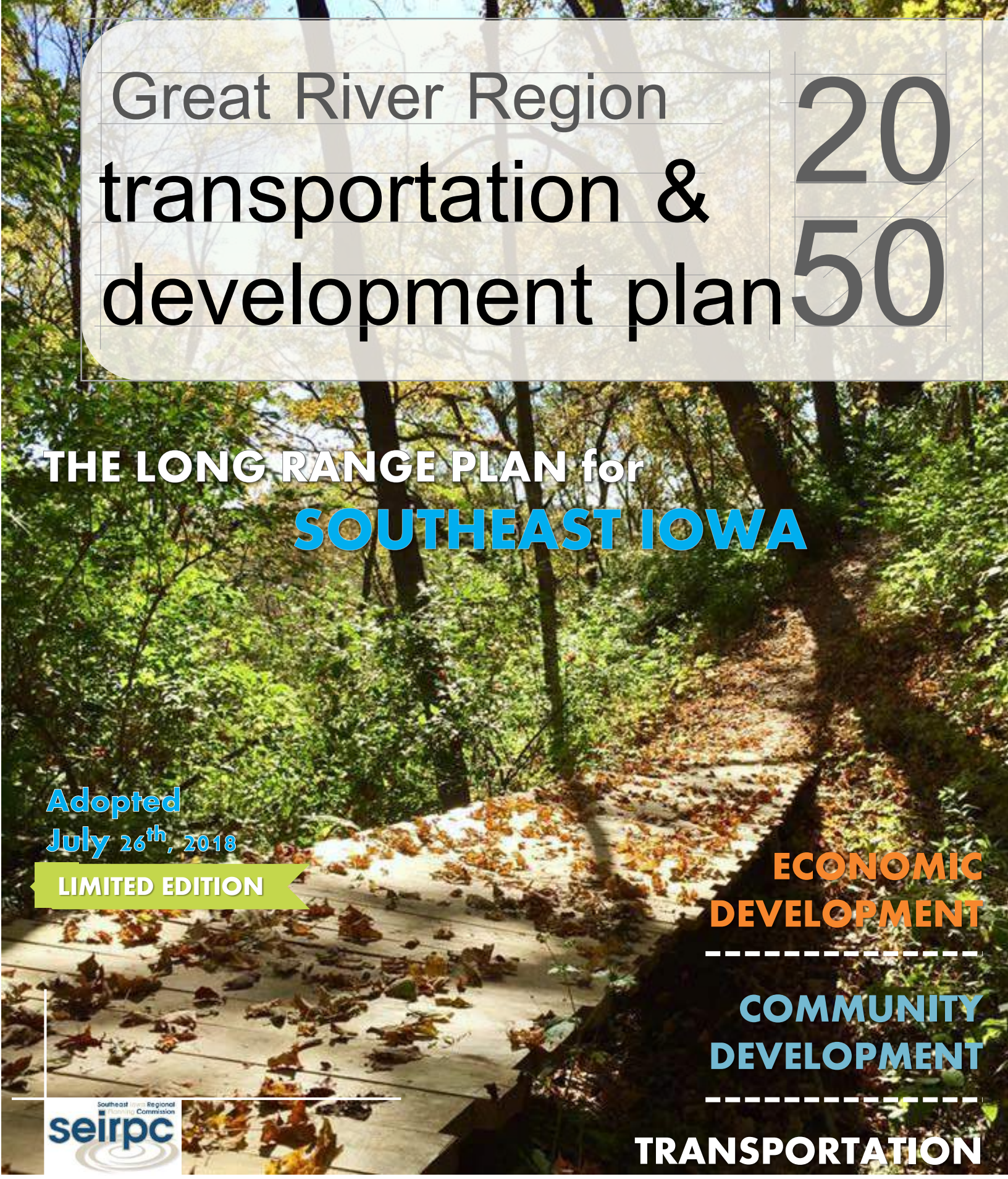
Great River Region transportation & development plan 2050



THE LONG RANGE PLAN for SOUTHEAST IOWA

Adopted
July 26th, 2018

LIMITED EDITION

ECONOMIC DEVELOPMENT

COMMUNITY DEVELOPMENT

TRANSPORTATION

seirpc
Southeast Iowa Regional Planning Commission

Southeast Iowa Regional Planning Commission
211 N Gear Avenue, Suite 100
West Burlington, IA 52655

RESOLUTION OF APPROVAL

RESOLUTION #134-2018
INTRODUCED BY: SEIRPC
INTENT: ADOPT GREAT RIVER REGION TRANSPORTATION AND DEVELOPMENT PLAN - 2050 [SERVING AS REGIONAL COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGIES (CEDS) AND LONG RANGE TRANSPORTATION PLAN (LRTP)]

WHEREAS, the Great River Region Transportation and Development Plan 2050 is a regional long range plan to move the Southeast Iowa Region forward on shared strategies regarding economic development, community development, and transportation; and

WHEREAS, the Great River Region Transportation and Development Plan 2050 serves as the regional LRTP, is required to be updated every 5 years to qualify for Iowa Department of Transportation (Iowa DOT) planning funds, and has been developed in compliance with Iowa DOT guidelines; and

WHEREAS, the Great River Region Transportation and Development Plan 2050 serves as the regional CEDS, is required to be updated every 5 years for SEIRPC to qualify for US Economic Development Administration (EDA) planning assistance, and has been developed in compliance with EDA guidelines; and

WHEREAS, the Great River Region Transportation and Development Plan 2050 was developed in accordance with the approved Public Participation plan and included input of Southeast Iowa residents expressed through surveys, interviews, public meetings, and a public hearing; and

NOW, THEREFORE BE IT RESOLVED, The Southeast Iowa Regional Planning Commission Board of Directors accepts and receives the Great River Region Transportation and Development Plan 2050 update on this 26th Day of July, 2018.

Brent Schleisman, Chairman

Mike Norris, SEIRPC Executive Director

ACKNOWLEDGEMENTS

CEDS STRATEGY COMMITTEE

DR. MICHAEL ASH, *Southeastern Community College (SCC) Committee Chair*
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CAROLYN FARLEY, *Iowa Workforce Development*
DAN WIEDEMEIER, *H. Daniels and Associates*
DAVE GEORGE, *Two Rivers Bank & Trust*
GARY FOLLUO, *Lee County Board of Supervisors*
JACOB NYE, *IBEW Local 13*
JAKE TANUMIHARDJO, *Great River Health Systems*
KRISTI RAY, *Mt. Pleasant Area Chamber Alliance*
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KANSHA TIWARI, *Regional Planner*
STEVEN STRANSKY, *Regional Planner*
DEBBIE LAUGHLIN, *Administrative Assistant*

A special thank you to our regional stakeholder interviewees, the 300 individuals that participated in the CEDS-LRTP public survey, and those that attended our public meetings!!

FROM THE EXECUTIVE DIRECTOR

"The Great River CEDs plan is a regional effort to identify strengths, weaknesses and priorities to move the region forward on shared strategies regarding economic development, community development and transportation."

Dear Southeast Iowans –

The Transportation and Development Plan for the Great River Region (also known as the Comprehensive Economic Development Strategy or CEDS) is Southeast Iowa's regional development plan. It includes the topics of transportation, community development, and economic development priorities.

Since 1978 SEIRPC has brought the region together via a regional plan to discuss the future and how to improve it. The plan most typically identifies trends, priorities and implementation strategies. Some highlights of the current 2012 plan's impact on Southeast Iowa (direct or indirect) includes:

- $14 million in federal transportation funds programmed
- $4.3 million in water and sewer grants secured
- 375 jobs created or retained with assistance from revolving loan funds
- $2.3 million loaned from revolving loan funds for businesses
- 95 down payment assistance projects
- 195 housing units rehabilitated
- Regional marketing agreement of economic development sites
- Two housing studies completed
- Regional manufacturing partnership initiated
- Four comprehensive/general plans for local government completed or near completion

The Transportation and Development Plan is the product of several interviews, surveys, committee meetings, and hundreds of comments from residents, workers, businesses, and government leaders. The Plan sets a clear vision, containing clear images everyone can understand in a form that is highly accessible and engaging.

Upon completion, the Transportation and Development Plan will be used to focus local and regional efforts, clearly state the region's priorities, and help secure outside funds from state, federal, and private organizations.

This is a vision of the future worthy of our dynamic and vibrant region – and it is a vision we will realize together.

Mike Norris
Executive Director, SEIRPC

TABLE of CONTENTS

Travelling to our Future

Your Great River CEDs Plan

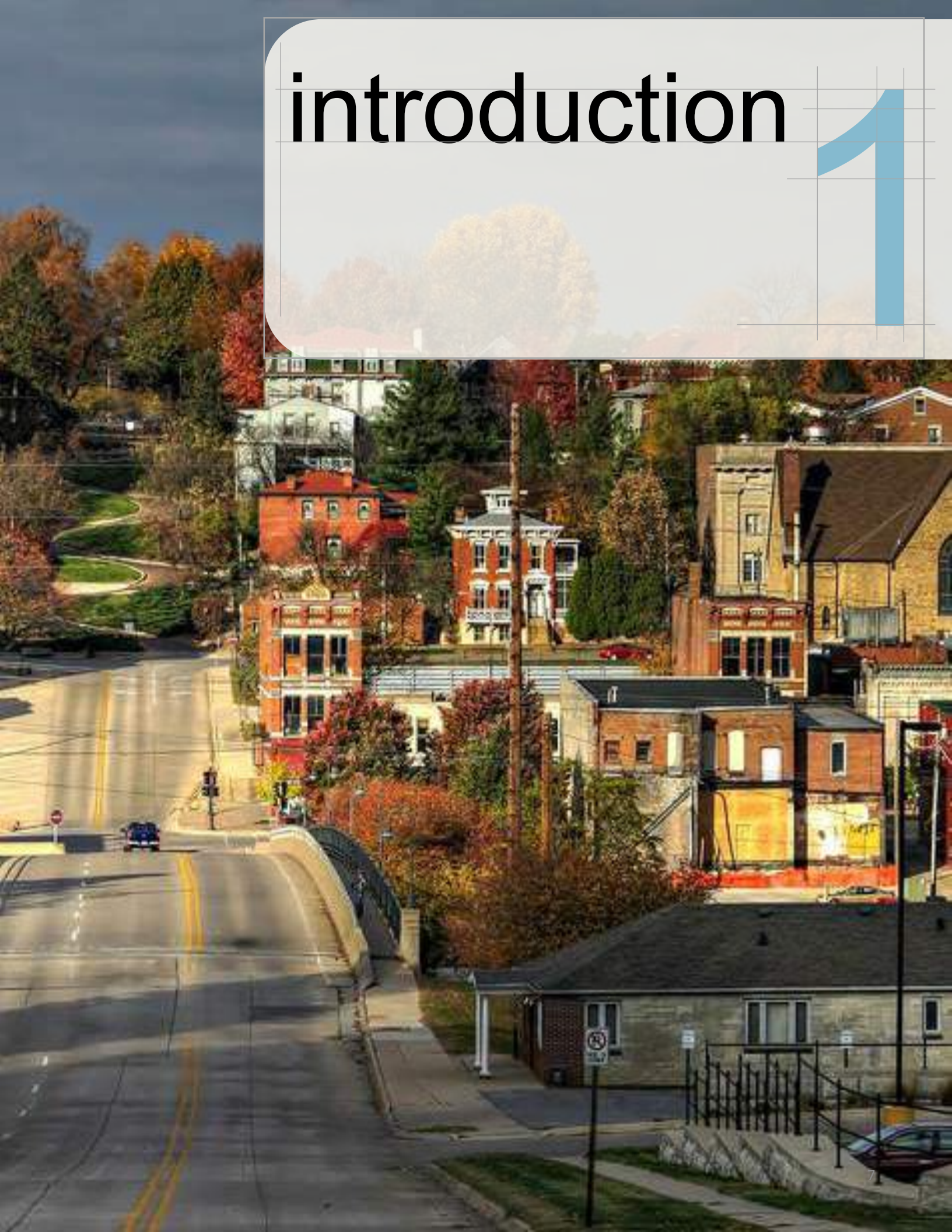
Metaphorically, the Transportation and Development Plan is a road map for our region's journey to a successful future. But our literal journeys—and real means of transportation—are crucial to quality of life, community and economic development.

SEIRPC is required by the Economic Development Administration (EDA) to create a Comprehensive Economic Development Strategy (CEDs) every 5 years. The Transportation and Development Plan was developed in conjunction with the region's Long Range Transportation Plan (LRTP), a requirement by the Iowa Department of Transportation (DOT) to update every 5 years. Both CEDS and LRTP are regional efforts to identify strengths, weaknesses, and priorities, and work together on shared strategies for the Southeast Iowa Region. SEIRPC previously maintained a separate regional Comprehensive Economic Development Strategy, Long Range Transportation Plan, Regional Utility Survey, and other work with regional needs. This plan integrates components from all four areas, and outlines a set of strategies and specific action items to pursue, as well as a series of performance measures to track our progress over time. This Transportation and Development Plan for the Great River Region is our vision to move the region forward for years to com.

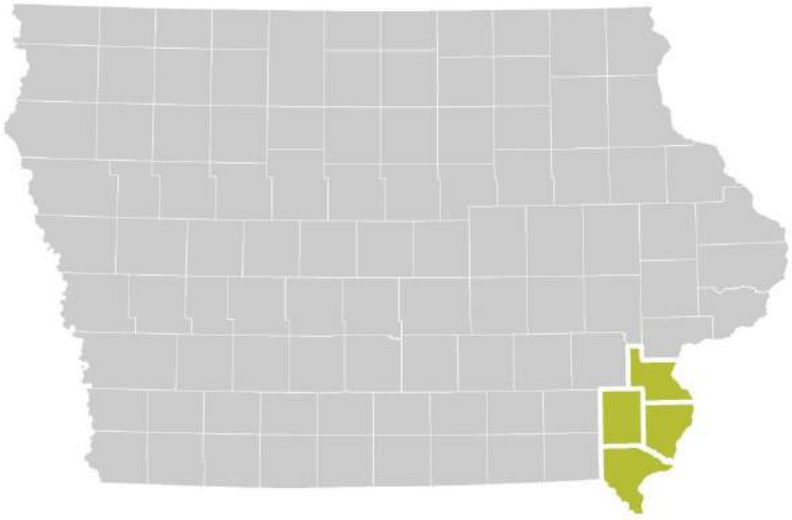
"While the plan meets the requirements, the plan's purpose and outcomes go far beyond what is necessary by identifying key strategies to strengthen Southeast Iowa."

- Transportation and Development Plan for Great River Region

introduction 1



REGIONAL OVERVIEW



Lee
Louisa
Henry
Des Moines

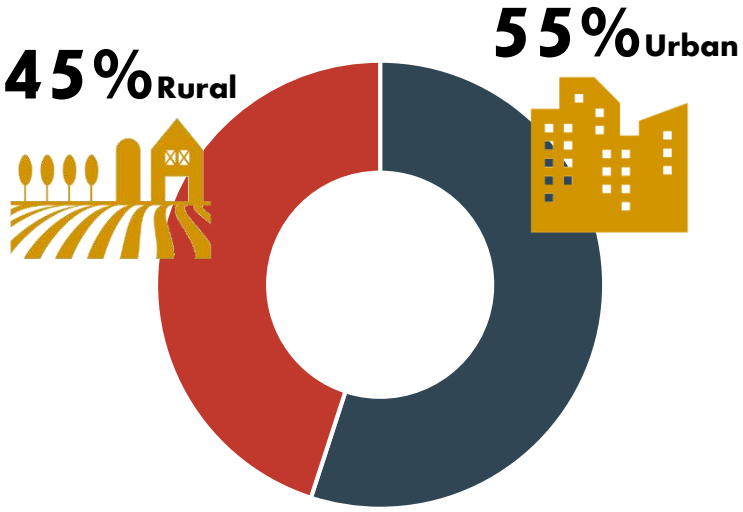
4 Counties

31 Municipalities

108,000 Population of 4 counties

25,000 Population of the largest city (Burlington)

<4,000 Population of all but four municipalities (Fort Madison, Mount Pleasant, Keokuk, Burlington)



55%

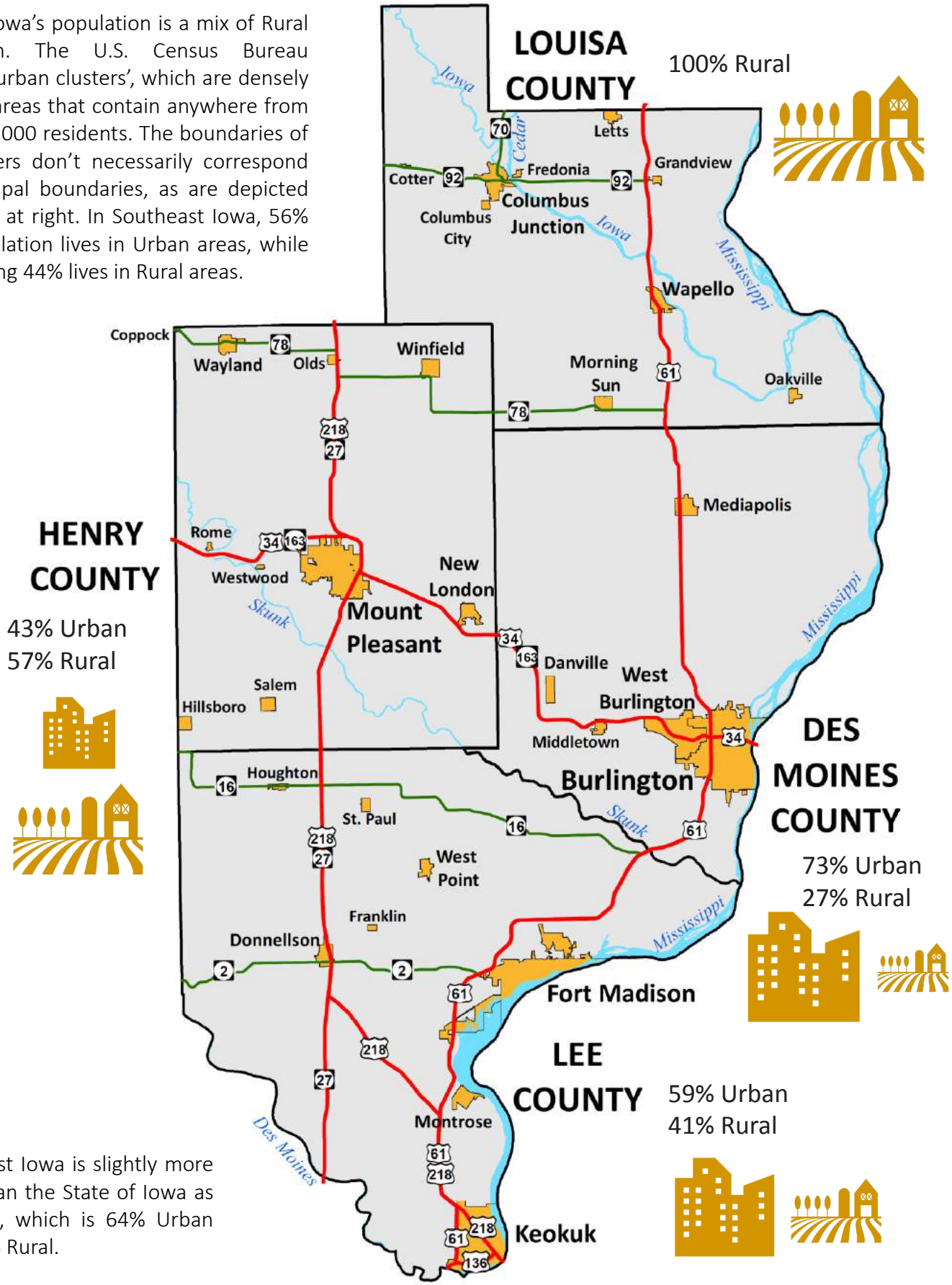
of population classified as Urban

45%

of population classified as Rural

REGIONAL OVERVIEW

Southeast Iowa's population is a mix of Rural and Urban. The U.S. Census Bureau delineates 'urban clusters', which are densely developed areas that contain anywhere from 2,500 to 50,000 residents. The boundaries of these clusters don't necessarily correspond with municipal boundaries, as are depicted on the map at right. In Southeast Iowa, 56% of the population lives in Urban areas, while the remaining 44% lives in Rural areas.

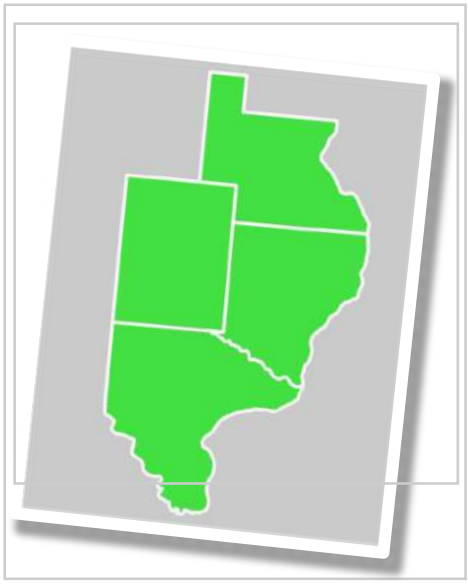


Southeast Iowa is slightly more Rural than the State of Iowa as a whole, which is 64% Urban and 36% Rural.

Not Just "A" Plan. The Plan.

Your Plan...

The Great River Region CEDS is the long range plan for Des Moines, Henry, Lee, and Louisa Counties and was developed by the Southeast Iowa Regional Planning Commission (SEIRPC). It is a regional effort to identify strengths, weaknesses and priorities to move the region forward on shared strategies regarding economic development, community development and transportation. SEIRPC previously maintained a separate regional Comprehensive Economic Development Strategy, Long Range Transportation Plan, Regional Utility Survey, and other work with regional needs. This plan will integrate components from these four areas into one long range plan to meet state and federal requirements. While the plan will meet these requirements the plan's purpose and outcomes will go far beyond what is necessary by identifying key strategies to strengthen Southeast Iowa.



SEIRPC believes that the key to a successful regional plan is that it must involve input and participation by all of the region's stakeholders including public entities, private companies, citizens, civic and philanthropic organizations, educational institutions, and so on. By reaching out to as many stakeholders as possible, such participation creates a broad sense of ownership in the plan and ongoing devotion to the implementation of the plan.

The Great River Region CEDS achieved unprecedented participation through a multi-pronged outreach approach to garner as much input and consensus as possible. When we say that "this plan is your plan" and "you helped to create it," we mean it literally, as the Great River Region CEDS strategies come directly from our partners' planning documents and citizens' input.

This process started with the formation of the CEDS steering committee that is geographically balanced among the region's four counties and includes participation from the public sector, private sector, education institutions, minority groups, labor groups, and other community leaders. This group helped to set the foundation for the diverse public input process that included public meetings, a region wide online survey, approximately 15 interviews with local government, private sector, schools/ education, healthcare throughout Southeast Iowa, and the formation of three subcommittees to review and refine the input received. In the end, more stakeholders than ever can say that the Great River Region CEDS expresses their thoughts, values, goals, and visions for Southeast Iowa.

PUBLIC ENGAGEMENT PROCESS

In today's busy world, where there is no one way to reach people, SEIRPC look for new ways to engage the public and generate buzz. Additional public input details and results are included in Appendix B.

1.

Social Media

In this age of technology, SEIRPC used web-based tools to reach out to a large number of constituents. The SEIRPC Facebook (with over 400 followers) offered a live forum for constant updates, discussions, opportunities to get involved in the process, reaching about 4,000 people. Other tools such as SEIPRC monthly newsletter continued to reach a broad audience.

2.

CEDS Strategy Committee

Three CEDS strategy committee meetings throughout the plan development process were held. to determine the entire CEDS process, review public input, highlight the key data, review performance measures from 2012 Great River CEDs plan and receive feedback on key strategies and action items. The first meeting was to provide a background on the Transportation and Development Plan, its purpose, how the plan is used and how it is developed. The role of the Strategy Committee was also described during this meeting.

3.

Subcommittee Meetings

In addition to receiving feedback from the Strategy Committee, SEIRPC staff also formed three separate sub-committees to hear from experts in different components of the plan. Three separate meetings were held with the subcommittees to understand their thoughts on the background data and public feedback we had received. Another purpose of the meetings was to let the subcommittees' share their ideas for strategies or action items. The three different subcommittees are listed below:

- Transportation
- Economic Development
- Community Development

"The presence (or absence) of recreation and other lifestyle amenities greatly influence where people choose to live."

- Local government

"The supply of available jobs greatly exceeds the supply of applicants."

- Private Industry

"We need to work better to keep the talent here after students graduate."

- Schools and Colleges

"We are still very auto-dependent. But demand for other modes (bike, rideshare, transit) is growing."

- Healthcare

"There's not enough housing – as a whole, and based on income range and lifestyle preferences."

- ALL Sectors

Presentation during Transportation and Development committee meeting

4.

Stakeholder Interviews

SEIRPC staff conducted interviews in person and over the phone from August to October 2017. Contacts, selected in advance by SEIRPC, were based on following primary criteria:

- Major community stakeholder, significantly invested in one or more of the four counties in the region
- Represents one of four stakeholder categories – city government, private sector, schools/education, and health care
- The entity (or the specific staff person) was NOT interviewed as part of the previous 2012 CEDs/LRTP update process

Four meetings were held in each of the four counties in the region – one for each of the four stakeholder categories (a representative from private industry in Lee County was not included).

"A good plan is only as good as the ideas, input, and data that we use to develop it. This is why we have worked hard to set up interviews with key stakeholders in Southeast Iowa and create a survey that allows people to provide us with key needs in the region and their ideas to fix these needs."

---- Mike Norris,
SEIRPC Executive Director

Questions pertained to 3 topics –

Transportation Community Development Economic Development

The stakeholder interview participants were as follows, organized by county and stakeholder category:

Interview Organization	County	Type
Great River Health Systems	Des Moines	Healthcare
Silgan Containers	Des Moines	Private Sector
City of Burlington/West Burlington	Des Moines	Local Government
Burlington Community School District	Des Moines	Schools
Lee County Public Health	Lee	Healthcare
Central Lee Community School District	Lee	Schools
City of Keokuk	Lee	Local Government
Bug Soother	Louisa	Private Sector
Community Health Centers of Southeast Iowa - Columbus City	Louisa	Healthcare
Columbus Junction School District	Louisa	Schools
City of Wapello/Columbus Junction	Louisa	Local Government
Henry County Health Center/Henry County Public Health	Henry	Healthcare
City of Mount Pleasant/New London	Henry	Local Government
Wal Mart Distribution Center	Henry	Private Sector
Iowa Wesleyan University	Henry	Schools

5.

Regional Survey

The regional survey was used to identify strengths, weaknesses, priority projects in the Southeast Iowa related to transportation , economic development, and community development. The 25-question survey was made available to the public through SurveyMonkey.com in July and August 2017.

Q2: What do you consider as the top 5 strengths of the Transportation System in Southeast Iowa?

Answered: 237 Skipped: 62

ANSWER CHOICES	RESPONSES	
Minimal traffic congestion	67.09%	159
Region is well connected to other areas via 4 lane highways	50.21%	119
Mississippi River is a major freight asset	46.84%	111
Highways are in good condition	44.73%	106
Mississippi River Bridges provide connections to adjacent states	37.97%	90
Amtrak Services are readily available	35.02%	83

Surveys were open for any input from the general public, with advertisements made via local newspaper, Facebook, regional newsletters, and websites. Direct e-mails were also sent to regional leaders. The survey questions and statistics are in Appendix B.

300 **Total Responses**

Des Moines County – 141 responses (47%)

Lee County – 80 responses (27%)

Henry County – 56 responses (19%)

Louisa County – 17 responses (6%)

Outside SEIRPC region – 6 responses (2%)

9% **Increased Response Rate**

From 2012 CEDs/ LRTP update

6.

Public Meetings

SEIRPC held 4 public open house meetings, one in each of the region's four counties to gather community input on the draft Transportation and Development Plan for the Great River Region. List of attendees and comments sheet is in Appendix B. Each event was free and open to the public. The purpose of these meeting was to provide an overview of and gather input on the draft Transportation and Development Plan for the Great River Region. This open house offered mutual benefits by allowing SEIRPC an opportunity to explain regional trends, the key strategies identified to improve the Great River Region, and allowing the public to express their opinions and ask questions. Furthermore, the plan was made available on SEIRPC's website and was open for public comment from June 1st to July 20th .

The public meetings were held at the following locations and dates from 4:30 to 6:00 pm:

- **Louisa County:** Monday, July 2nd, Charles Briggs Civic Center, Wapello
- **Lee County:** Wednesday, July 11th, Pilot Grove Savings Bank, Donnellson
- **Henry County:** Monday, July 16th Iowa Wesleyan University, Mount Pleasant
- **Des Moines County:** Tuesday, July 17th, SEIRPC Office, West Burlington

understanding Southeast Iowa

2

NOTE: Refer to Appendix C for all data and information sources for this section

HISTORY OF SOUTHEAST IOWA, 1800 TO 2018

UNDERSTANDING OUR PAST, PLANNING FOR OUR FUTURE

Sociocultural

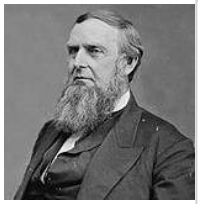
1812
The military post, Fort Madison, established on the site of the future city; It is soon destroyed and abandoned

1832
Black Hawk Purchase opens land west of the Mississippi River for European settlement.

1837
Burlington becomes the first incorporated City in Southeast Iowa; also serves briefly as capital of the Iowa Territory

1842
The college now known as Iowa Wesleyan University (IWU) is established in the recently settled town of Mount Pleasant

1846
Mormon exodus from Nauvoo, Illinois begins, with many camping temporarily near Montrose; Iowa gains statehood that same year



1865
Mount Pleasant native James Harlan, then US Senator from Iowa, appointed as US Secretary of the Interior by President Lincoln, father-in-law to Harlan's daughter

1869
Burlington-born Arabella Mansfield becomes the first woman in America with a license to practice law, sworn in at Mount Pleasant's Union Block building.

1887
Renowned conservationist Aldo Leopold born in Burlington; Grandfather Charles Starker serves as a landscape architect for Snake Alley, built 7 years later

1920
One of the first Junior Colleges in Iowa is established at the new Burlington High School building.

Transportation

1805
Zebulon Pike explores the upper Mississippi River, with a group of Natives helping him cross the Des Moines Rapids (near present day Keokuk)

1829
John Jacob Astor established fur trading posts at present-day Burlington and Keokuk

1855
Chicago, Burlington & Quincy (CB&Q) Railroad completed through Des Moines and Henry Counties; the company is headed for many years by Charles Perkins of Burlington

1858
Chicago, Rock Island and Pacific Railroad completed through northern Louisa County; influences the later establishment of Columbus Junction, where this line met a branch of the CB&Q

1868-1871
Burlington and Keokuk Rail Bridges completed across the Mississippi River, bringing about an era of economic prosperity

1883
CB&Q Railroad Shops completed in 1883; City of West Burlington founded for CB&Q workers' housing

1887
Fort Madison Rail Bridge completed across Mississippi River, with Santa Fe Railroad establishing a new route through Lee County, along with repair shops in Fort Madison

1913
Mississippi River Lock and Dam No. 19 completed at Keokuk, eliminating the obstacle of the Des Moines Rapids

1914
'Convict Highway', early prototype paved roadway completed using State prison labor at Fredonia

Sociocultural

1940
Iowa Army Ammunition Plant (IAAAP) established by Middletown, on 20,000 acres acquired by the US government for producing war munitions

1950
The first Midwest Old Threshers Reunion is held in Mount Pleasant, the beginning of a yearly tradition that continues to this day

1961
The Rath meat packing plant (now Tyson Foods) is opened at Columbus Junction, and has since attracted a large number of immigrants from Latin America and Southeast Asia

1967
Southeastern Community College established, consolidating two junior colleges in Burlington and Keokuk.

Transportation

1928
90-year old Alex Coleman – who personally hated to drive – donates $300,000 to the public for construction of a 10-mile paved road east of Hillsboro, to improve transportation for area farmers.

1943
First established in 1929, the Burlington Municipal Airport is expanded for commercial service, with newly paved runways. Keokuk's first airport opens 3 years later.

1967
Passenger train service eliminated in Keokuk, signaling an end to the heyday of American rail transportation; Numerous low-traffic freight lines in the region are closed by 1990

1970
Construction begins on the future US 34 freeway through Burlington, the region's first limited access highway

Southeast Iowa Regional Planning Commission
seirpc

1973

Southeast Iowa Regional Planning Commission initially established, encompassing the same 4-county region it represents today. SEIBUS is later established as the regional transit provider.

1980
Southeast Iowa reaches its peak population of 120,000. The subsequent Farm Crisis causes a decrease statewide.

1986
Burlington, Keokuk, and Fort Madison are among the first 5 cities in Iowa to establish a Main Street program. Mount Pleasant starts its own soon after.

1999
Former Mount Pleasant Mayor Tom Vilsack elected Governor of Iowa; later appointed US Secretary of Agriculture

2008
Serious flooding impacts the region's low-lying river communities, particularly Oakville, where SEIRPC assists with buyouts of many flood-damaged properties

2013-2015
Iowa Fertilizer Plant established near Wever in Lee County – one of the largest economic development projects in Iowa in recent years

1989
The region's first paved multi-use trail segment is completed in Mount Pleasant, near the Old Threshers Grounds

1993
Great River Bridge opens at Burlington, replacing the 2-lane MacArthur Bridge from 1917 – just months after the devastating Great Flood of 1993

2004
East-west 4-lane highway completed from Burlington to Des Moines (US 34 and Iowa 163).

2006
Completion of the Avenue of the Saints, a 4-lane highway from St. Paul to St. Louis, first envisioned 20 years earlier by Mount Pleasant businessman Ernie Hayes.

AVENUE OF THE SAINTS

2017
First segment of 4-lane highway completed for Highway 61 between Burlington and Muscatine County

"The demographics are shifting – there are many more elderly and low income people. Transportation needs will change as a result."

--Regional Healthcare Stakeholder

"There is a 'domino effect', where amenities like housing, recreation, and schools have an impact on economic development."

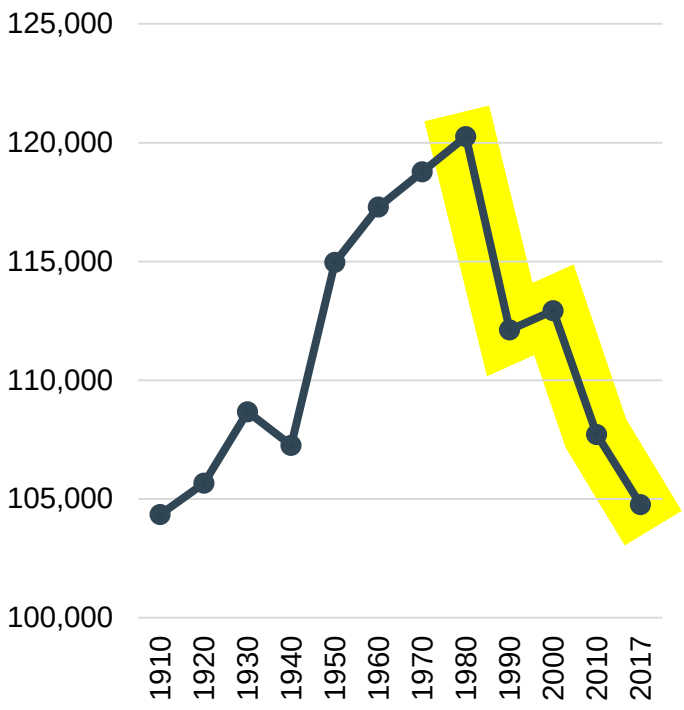
--Regional Private Industry Stakeholder

SO, YOU THINK YOU KNOW SOUTHEAST IOWA?

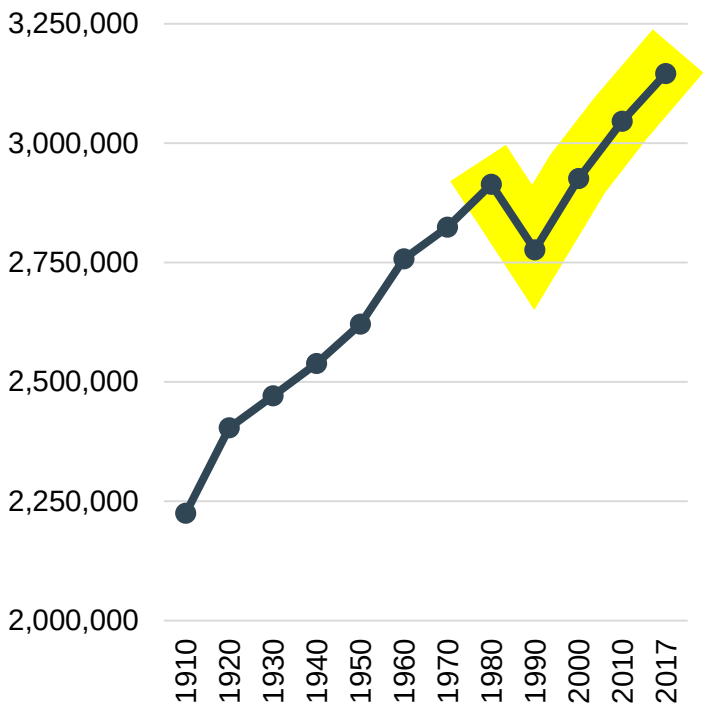
... LOOK AGAIN

Perception does not always reflect reality. This chapter of the plan studied demographics, transportation, housing, economics, and community development to clarify the facts and more accurately understand the challenges faced by our 4-county region, as a baseline for planning.

DEMOGRAPHIC INSIGHTS



4-county region

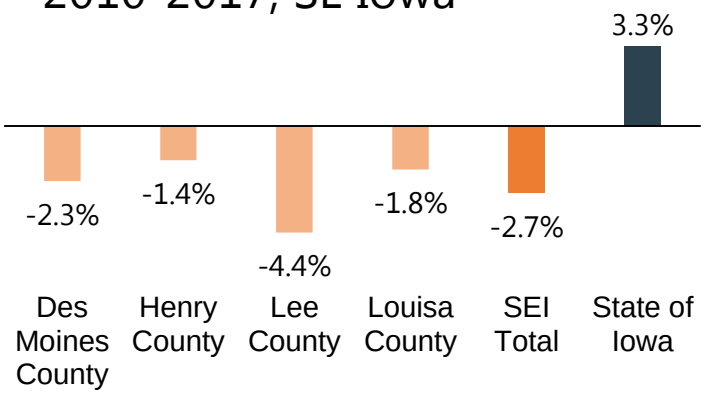


Iowa

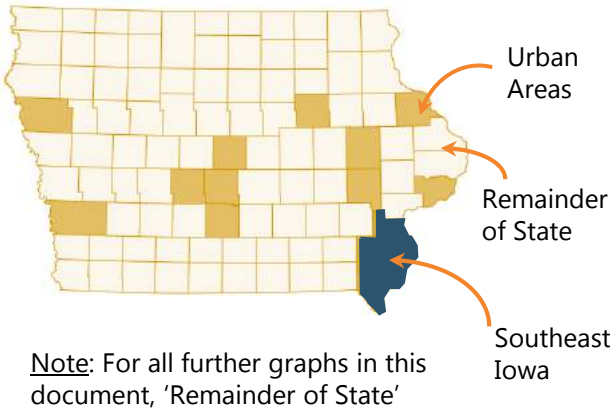
Historically, Southeast Iowa's population was consistently increasing for every decade from 1910 to 1980 (except the 1930s during the Great Depression). The Farm Crisis of the 1980s hit both Southeast Iowa and the state as a whole very hard, as both saw a pronounced drop in population. However, while the state managed to rebound successfully following this slump, Southeast Iowa has continued the downward trend, although at a much less pronounced rate than the 1980s.

DEMOGRAPHIC INSIGHTS

% net population change 2010-2017, SE Iowa



Southeast Iowa's population declined by 2.7% from 2010 to 2017. This trend is concerning, as the state's total population is growing, in nearly inverse proportion to Southeast Iowa. This trend has been consistent, as Southeast Iowa declined by 4.5% from 2000 to 2010, while the State grew by 4.1%. Henry County has been shrinking at the slowest rate, while Lee County has decreased the fastest.



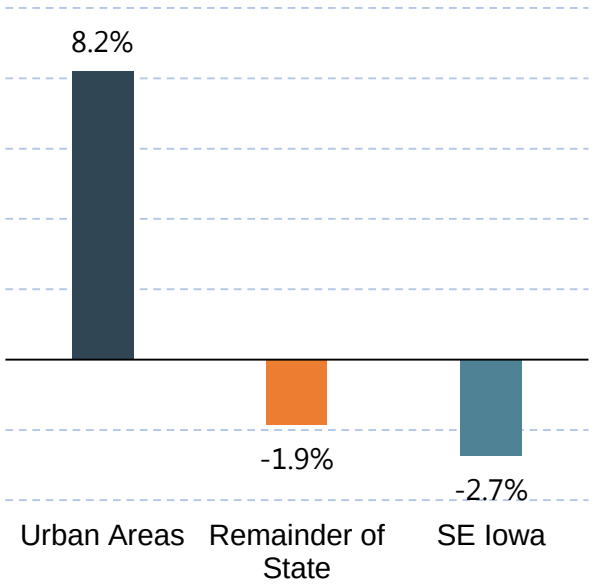
Note: For all further graphs in this document, 'Remainder of State' includes all Iowa counties minus Urban Areas AND Southeast Iowa.

As predicted ...

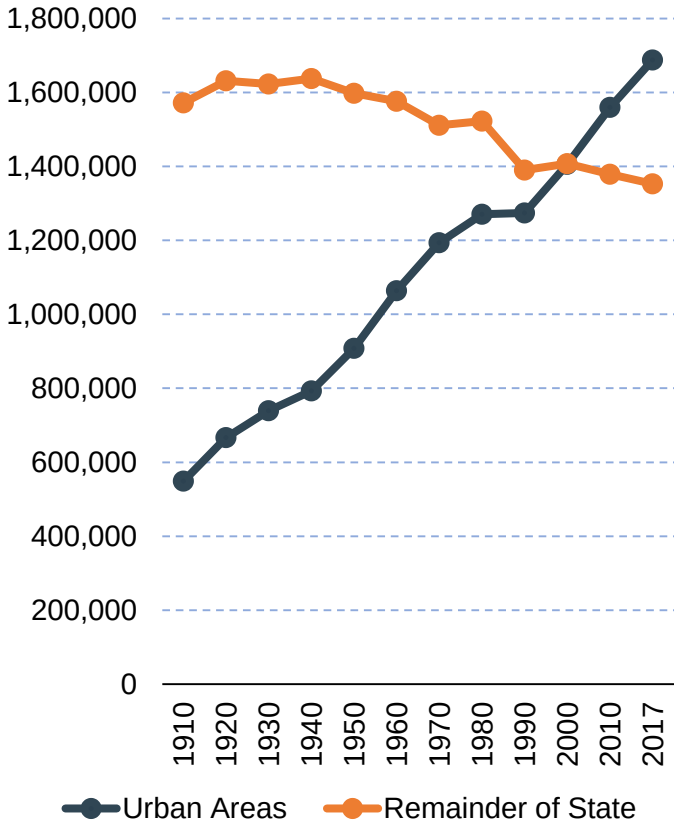
This population decline trend is not unique to our region. Since the mid 1900s, urban areas in the state (including Des Moines/Ames, Cedar Rapids/Iowa City, Davenport, Waterloo, Council Bluffs, Dubuque, and Sioux City) have been gaining population while remainder of the state (including Southeast Iowa counties) experienced a population decline. However, Southeast Iowa has experienced a slightly steeper population decline since 2010, as compared to other non-urban counties in the state.

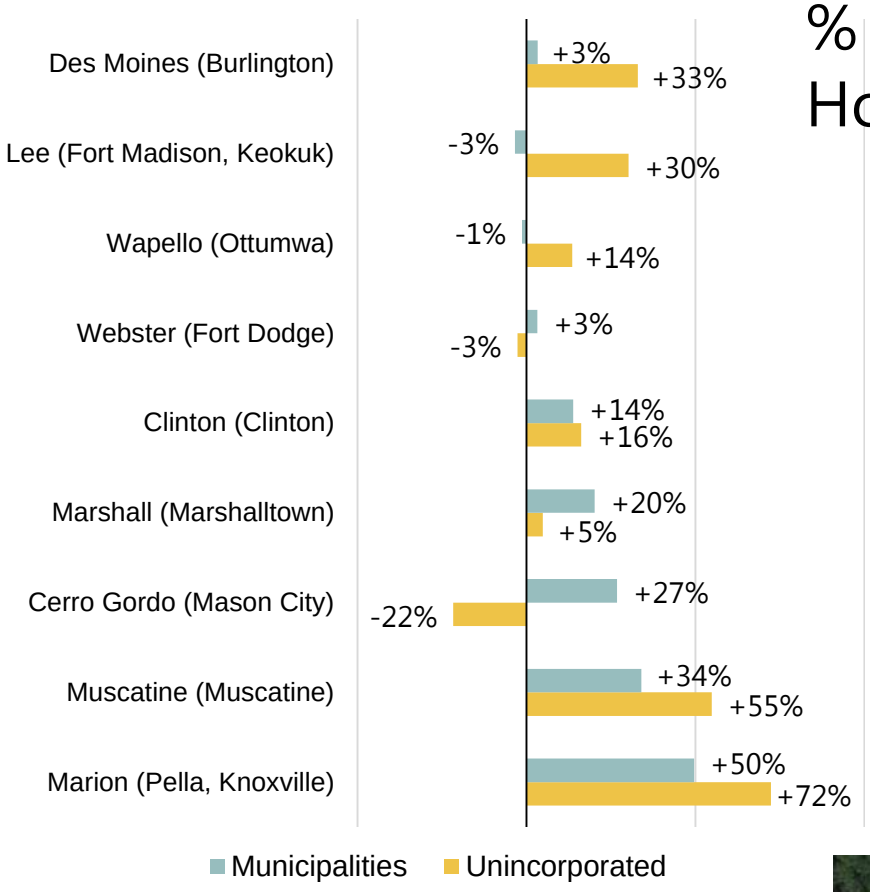
However

Iowa Population Change (%), 2010-2017



Iowa Population, 1910-2017





% Change in Number of Households, 1970-2010

Wow

The number of households in unincorporated areas of Lee and Des Moines county is much higher than demographically similar counties. As a result, the urban population in Des Moines and Lee Counties seems to be shrinking or staying relatively steady. These comparable counties were selected based on the presence of 20 to 25 thousand people living in urban areas. While some other counties (such as Muscatine and Marion) also show high growth in rural areas, a similar rate of growth is also occurring in their urban areas, unlike Des Moines and Lee Counties.

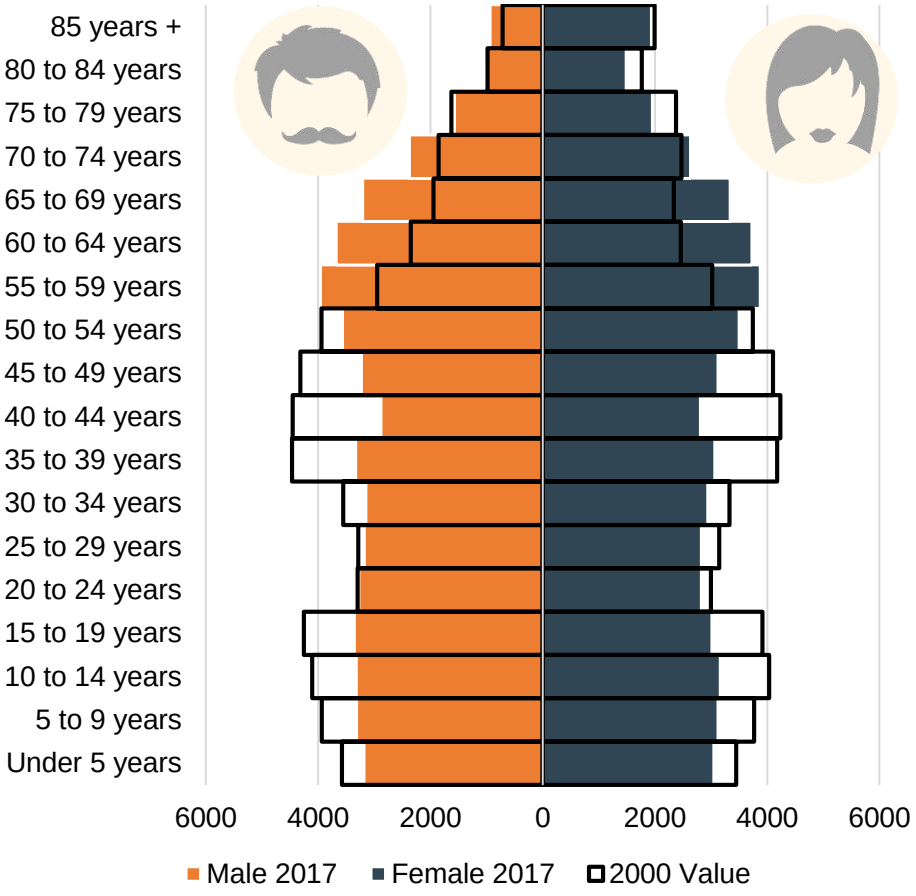
Southeast Iowa accounts for

9%

of net growth in unincorporated areas in Iowa households since 1970

DEMOGRAPHIC INSIGHTS

Age Pyramid 2000-2017



Aging Population

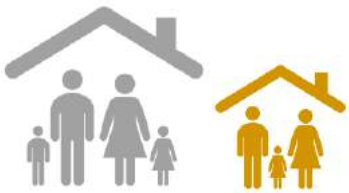
A decreasing population rarely means that the numbers are shrinking for people of all ages. Looking at the region's population pyramid, changes by age cohorts can be seen from 2000 to 2017. The influence of the 'Baby Boom' generation can be seen in the increasing number aged 55 to 74 years, and corresponding decrease in those aged 35 to 54 years. More alarmingly, the number of people under the age of 20 has noticeably decreased. Overall, the population over 35 years makes up a considerable segment of the population, reflecting a limited number of 'millennials' or young professionals.

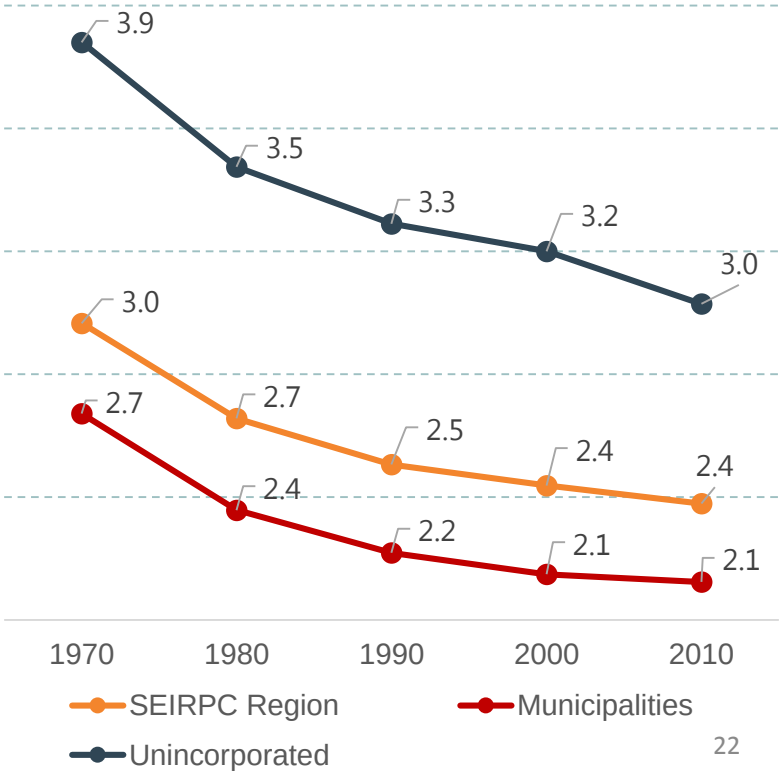
58%

of Southeast Iowans are above 35 years old.

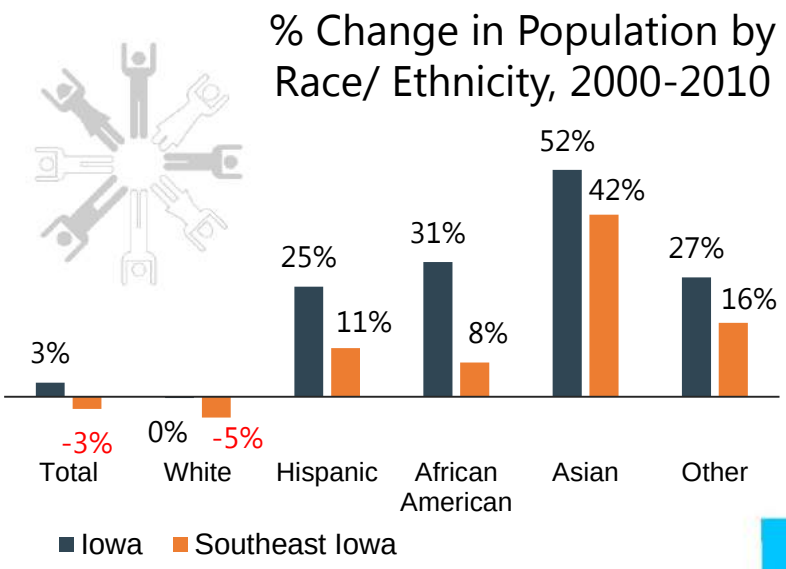
Change in median household size

Population loss does not automatically translate to fewer households. As is typical of Iowa as a whole, the average household size in Southeast Iowa is shrinking. This means that there are fewer people, but more households. Two major explanations for this are: elderly people living longer and choosing to live independently well into old age, and young people living alone and with fewer children. Larger families are still more common in rural areas with heavy agricultural economies.





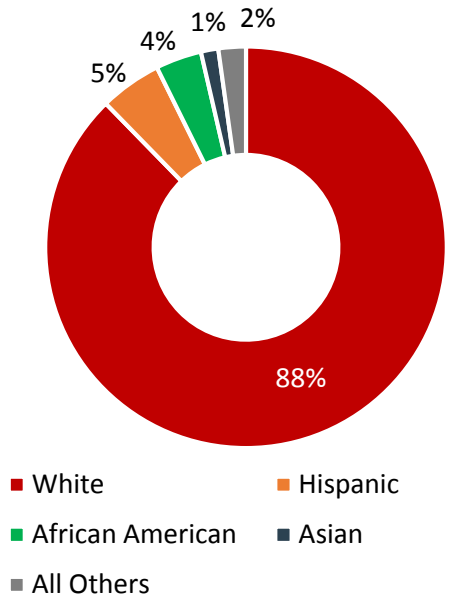
HOW DIVERSE IS SOUTHEAST IOWA?



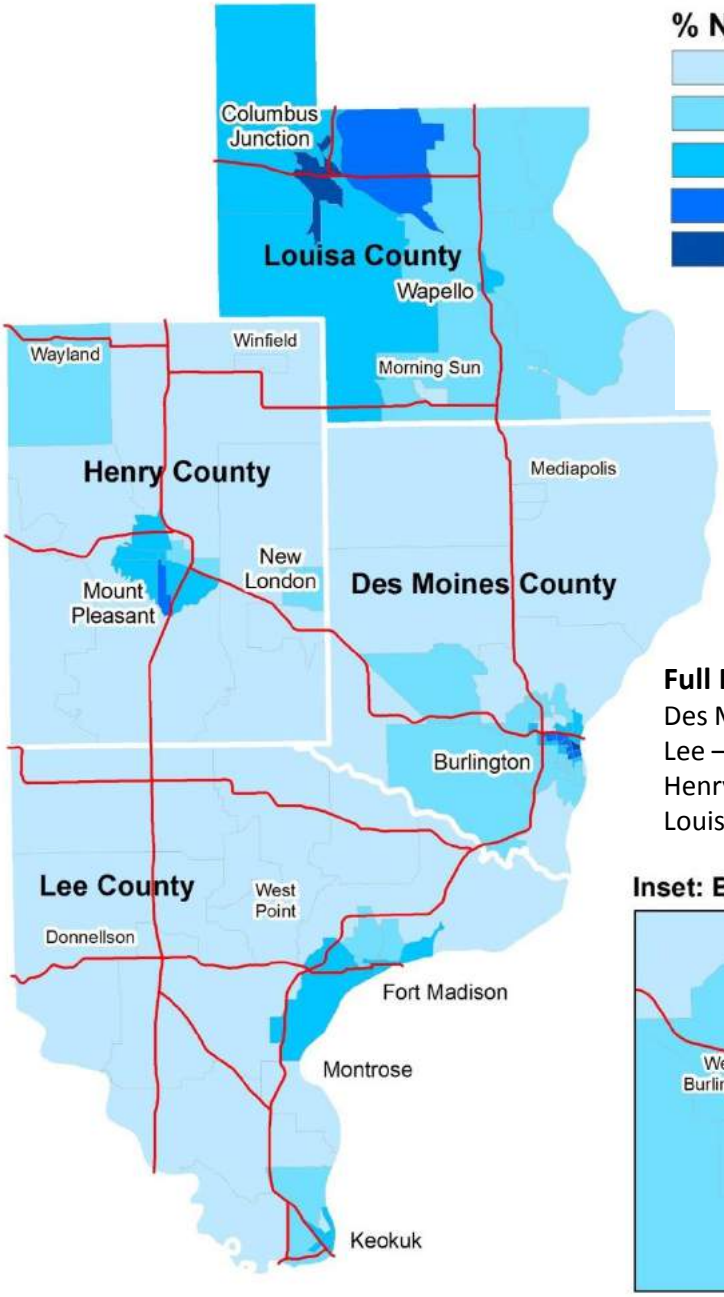
While Southeast Iowa's population is decreasing overall, it is also becoming more racially and ethnically diverse. While the population identifying as 'White alone' has decreased slightly, those identifying as Hispanic, Black, Asian, or multi-racial have seen substantial growth.

This pattern is particularly pronounced among children and adults. This suggests that Southeast Iowa's population will diversify at an ever-expanding degree in the coming decades, regardless of whether or not a significant amount of in-migration from elsewhere occurs.

Overall however, Southeast Iowa still has a largely homogenous racial composition, which is consistent with the State as a whole. Non-Hispanic Whites comprise nearly 9 out of every 10 residents in the region.



Columbus Junction is by far the most diverse community in the region, with a large number of Hispanic and Southeast Asian residents (only 36% White as of 2016). Burlington, Mount Pleasant, and Fort Madison are slightly more diverse than the region as a whole.



Note: *Due to significant margin of error for 2016 5-Year ACS data at the Block Group level, data from the 2010 Census was substituted for purposes of this map illustration.*

Full Region – 12.3%
Des Moines – 12.6%
Lee – 9.3%
Henry – 11.7%
Louisa – 21.6%

Inset: Burlington Area

HOW DIVERSE IS SOUTHEAST IOWA?

Limited English Proficiency

At the regional level, English language proficiency is not a matter of concern. However, in a few specific areas of the region, the community impact of limited English proficiency is substantial. This is especially true in Columbus Junction, where around 15% of residents speak English less than 'well' (which includes 'not very well' and 'not at all').

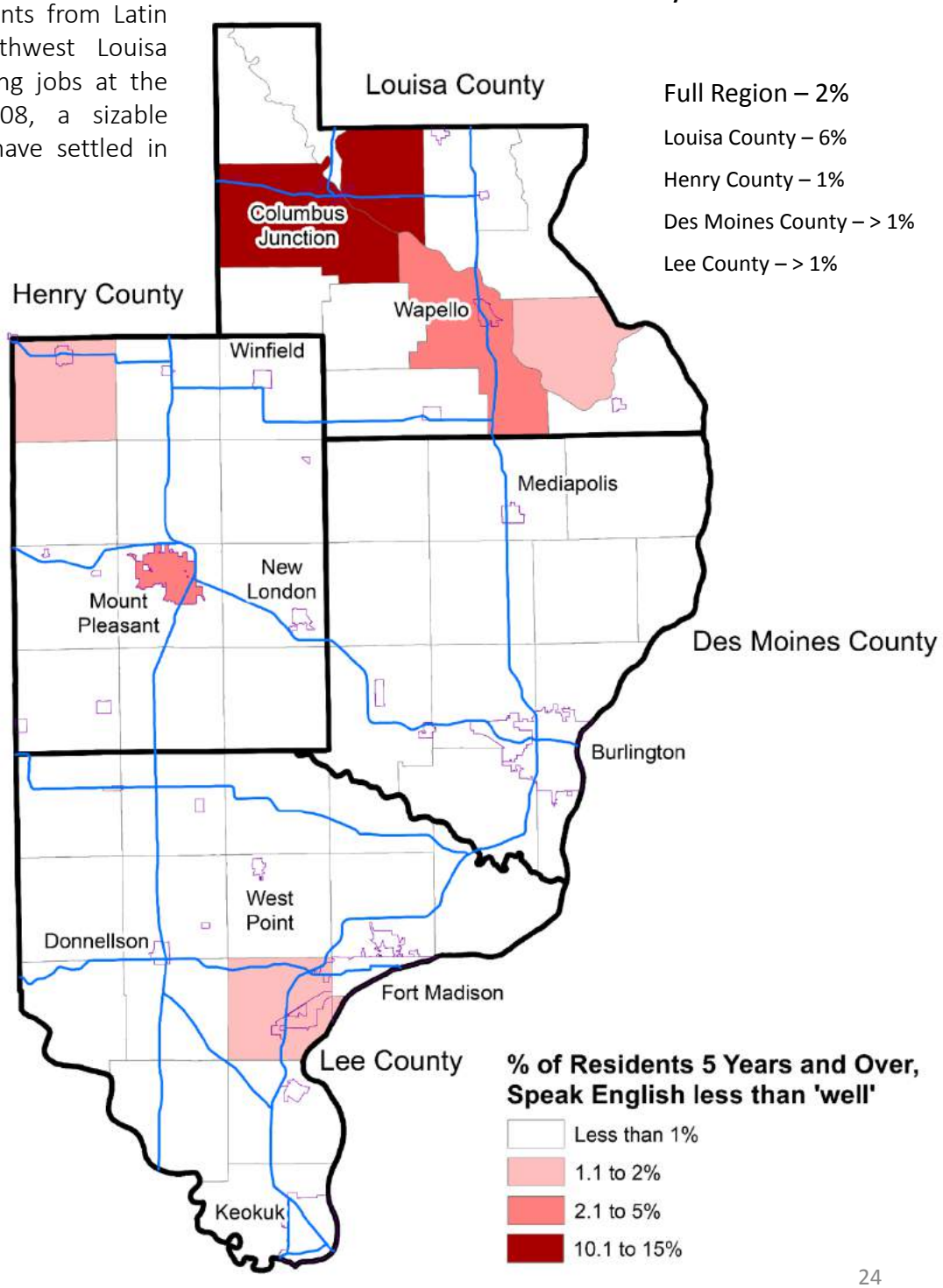
Downtown Columbus Junction, home to an extensive number of minority-owned businesses

Since the 1980s, many immigrants from Latin America have settled in Northwest Louisa County, attracted by meatpacking jobs at the Tyson Foods plant. Since 2008, a sizable number of Burmese refugees have settled in the community as well.

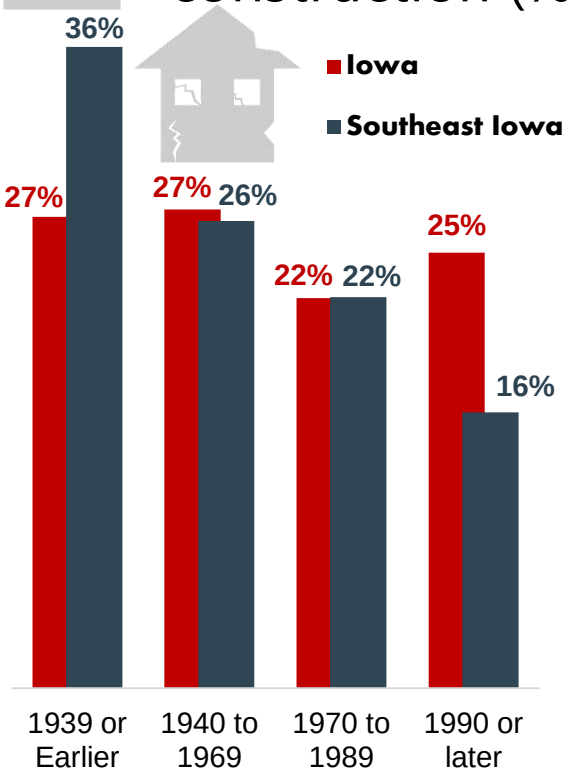
Spanish language newspaper published in Mount Pleasant, and distributed throughout Southeast Iowa and Western Illinois

A lack of sufficient bilingual resources can cause serious challenges for small rural communities. It is particularly challenging for the school system, but communicating with these residents on civic matters (i.e. utility payments and code enforcement) is also a recurring challenge for community officials and staff.

The issue is especially pronounced for the Burmese population, as it can be very difficult to translate for those whose language is so comparatively obscure in the United States.



Housing - year of construction (% by era)



Only

16%

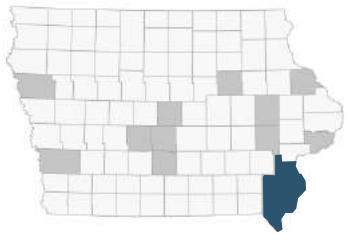
of Southeast Iowa housing stock was built since 1990

Southeast Iowa's housing stock is comparatively older than that of the state as a whole. Over 1/3 of the region's housing units were built before 1940, compared to just over 1/4 for the entire state. This trend is largely driven by cities like Burlington, Fort Madison, and Keokuk, where that figure is between 45 and 50%. Conversely, only 16% of Southeast Iowa's housing units were built since 1990, compared to 25% for the state as a whole.

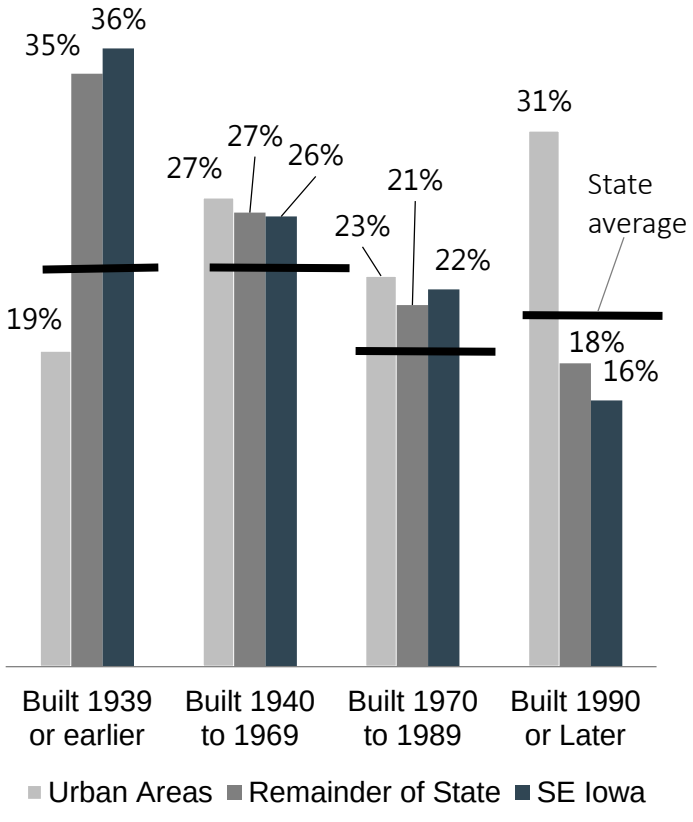
Not so unusual …

The presence of an older housing stock is not unique to Southeast Iowa – rather, it is typical of rural areas that have experienced a declining or stagnating population in recent decades. Most of Iowa's recent housing growth has been occurring in the state's urban counties, where the statistics sharply contrast with the rural counties. Any brief visit to the fringes of Iowa City or Des Moines will make this trend readily apparent.

However

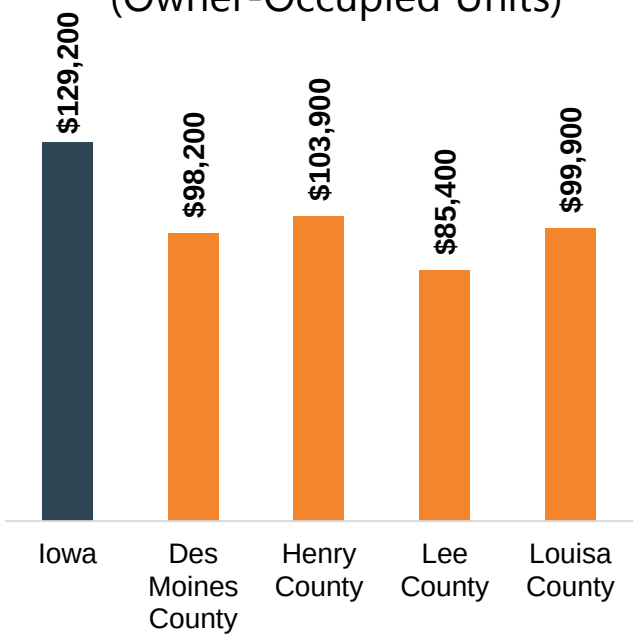


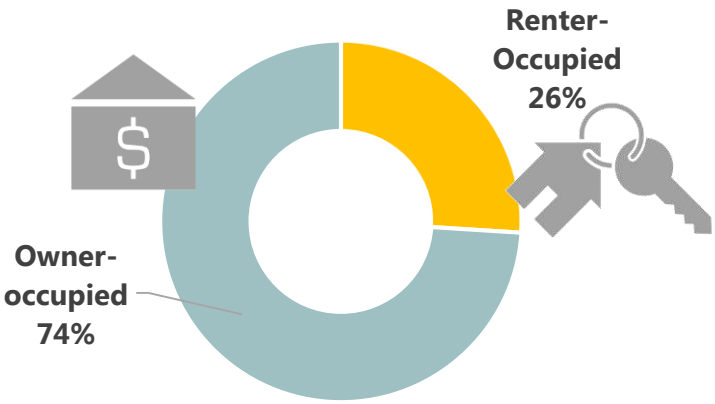
Housing – year of construction (% by era)



HOUSING INSIGHTS

Median Home Value
(Owner-Occupied Units)





74%

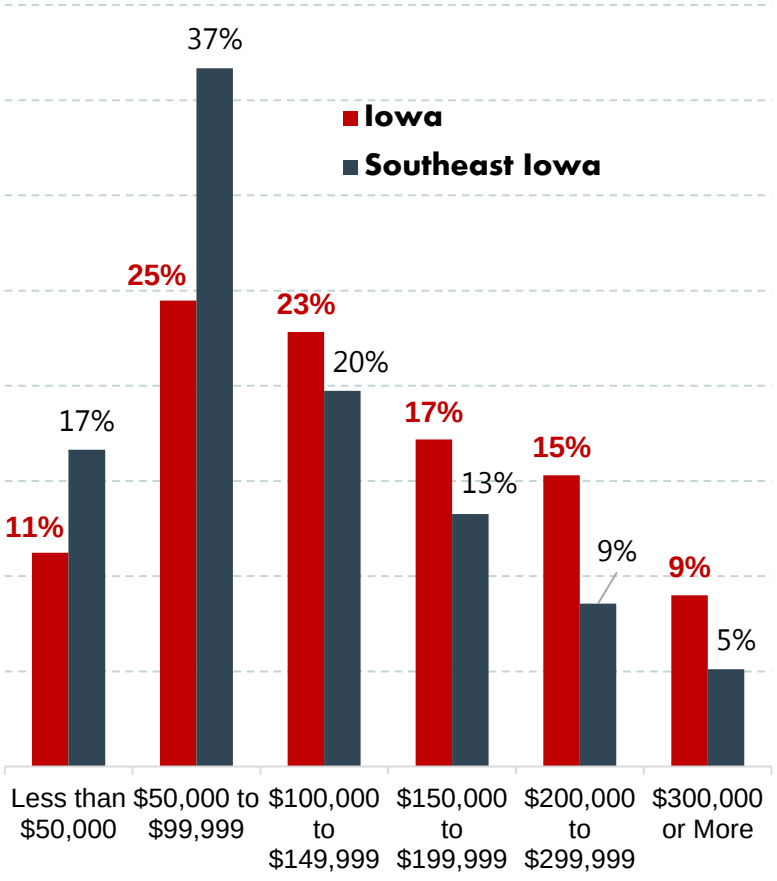
of occupied homes in Southeast Iowa are owner-occupied, compared to 71% for the entire State of Iowa

$96,850

is the average value of an owner-occupied home in Southeast Iowa

The older housing stock also affects other housing factors such as housing values. The region's housing stock has lower values compared to the State of Iowa. With older housing units, the value will be lower which can explain the large $50,000-$99,999 cohort of housing units. The region's median housing value is $96,850; substantially lower than the state's median house value of $129,200.

% of Owner-Occupied Units by Valu



Estimated average income

$29,000

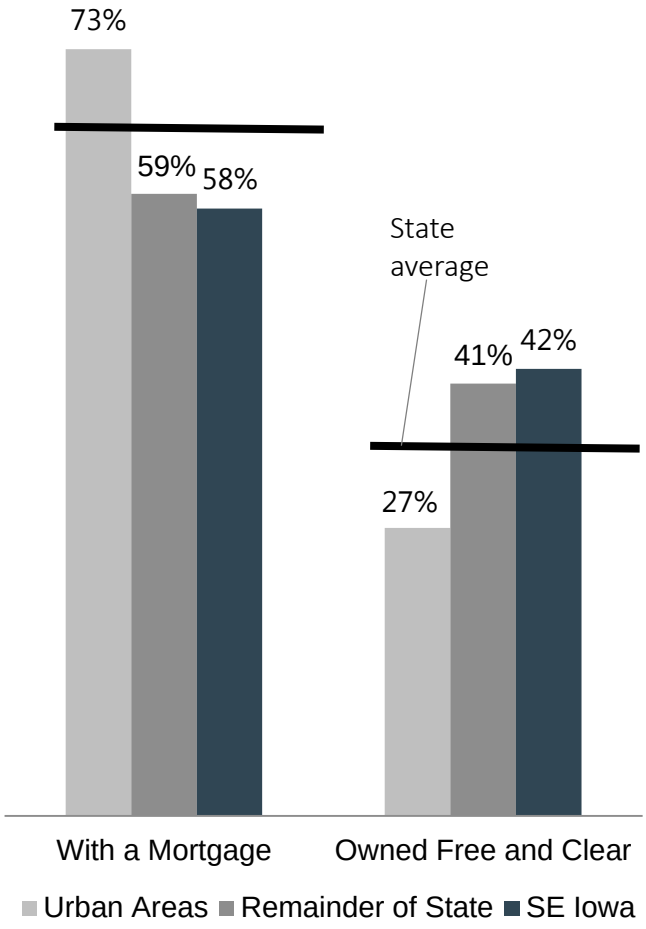
% of owner-occupied homes with a mortgage

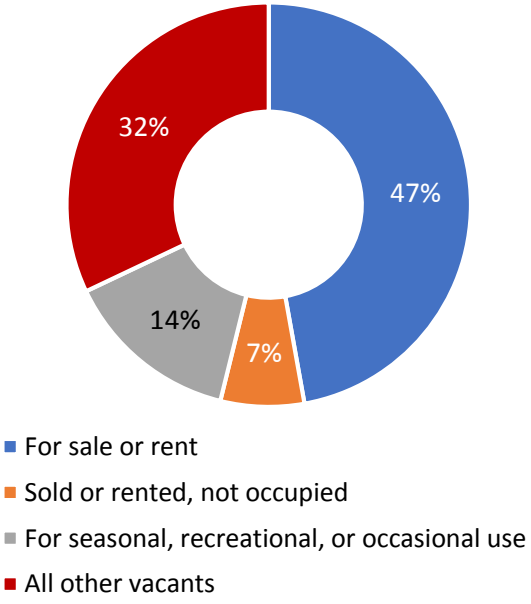
In Southeast Iowa, noticeably fewer owner-occupied homes have a mortgage than the state as a whole. Once again, the discrepancy between Iowa's urban and rural counties is substantial, with mortgages very common in the urban counties. Southeast Iowa is largely consistent with the other rural areas of the state.

However, the larger cities of Burlington, Keokuk, and Fort Madison have some of the highest rates of free-and-clear ownership, when compared to all other Iowa municipalities of a similar size. At first, this may seem to be a positive indicator, with the risk of widespread foreclosures less daunting.

But when viewed alongside the variables of housing age and value, this collectively high level of outright ownership presents serious concerns. This is particularly true considering the region's aging population and low average income.

With an abundance of old, low value housing remaining in the same hands for decades, the limited resale value offers little hope that necessary repairs and renovation will be undertaken. While the continued use of funding assistance programs (for renovation) will certainly help, it is likely that demolition/redevelopment will be the most viable option in many cases.





Vacant Housing Units

Of all housing units in Southeast Iowa, 9.2% are currently vacant, compared to 8.6% for the State of Iowa as a whole. Homes are vacant for a number of reasons – some are presently for sale or rent, while others are owned or rented but temporarily unoccupied. Finally, another subset of homes are meant solely for seasonal/recreational use (i.e. 'summer homes'). About 1/3 of Southeast Iowa's vacant homes are classified as 'other vacants'.

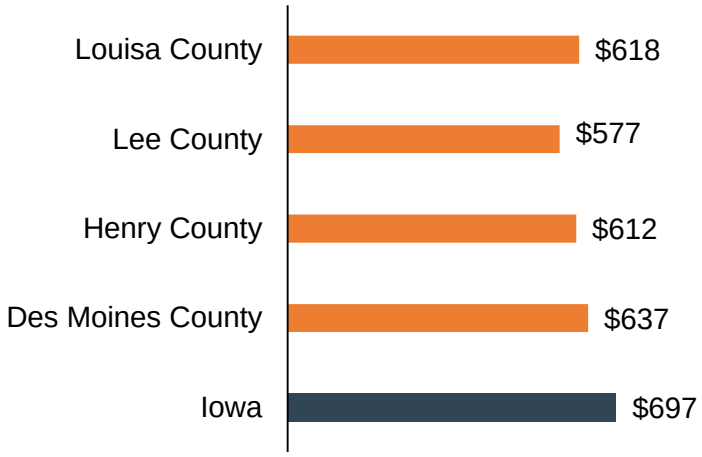
It can be inferred that this category includes all homes that have been abandoned, foreclosed, or condemned. While this is consistent with the state as a whole, older communities like Fort Madison and Keokuk exceed the regional percentage, and account for a combined 400 homes, with 300 more in Burlington.

HOUSING INSIGHTS

How much are renters paying?

There is no doubt that Southeast Iowa is affordable for young professionals. Market rents are lower than what most people can afford on an average salary, although comparable to Iowa's gross rent. Southeast Iowa has low living costs that can attract a highly skilled and energetic population to the region. This will assist businesses in attracting employees because there is an available affordable housing option for workers, potentially attracting new businesses to locate in the region.

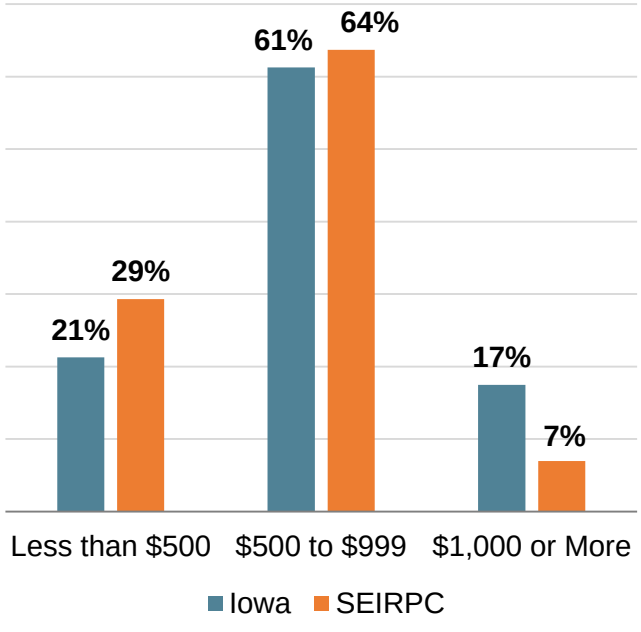
Median Gross Rent
(Renter-Occupied Units)



$611

is the average market rent in Southeast Iowa

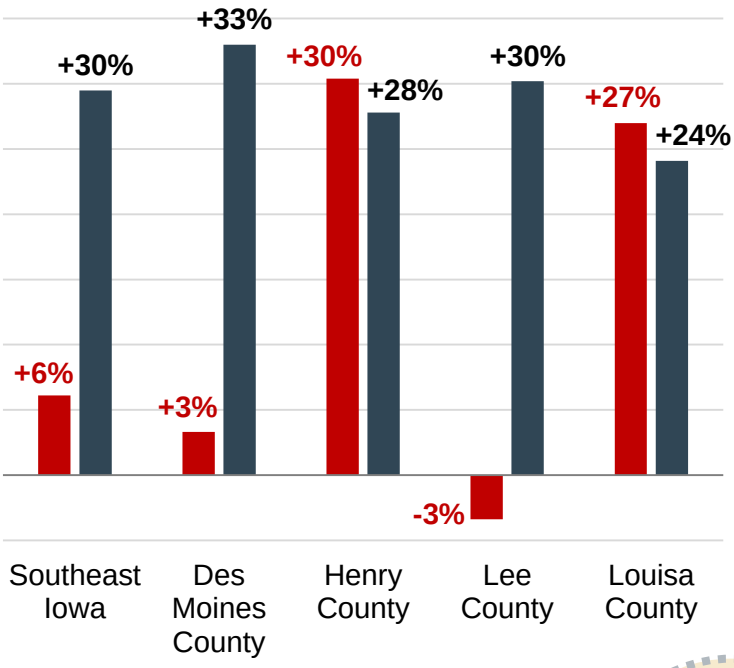
% of Renter-Occupied Units by Gross Rent



2/3

renters in Southeast Iowa are paying less than $1000 for rent

% increase in number of households, 1970 - 2010

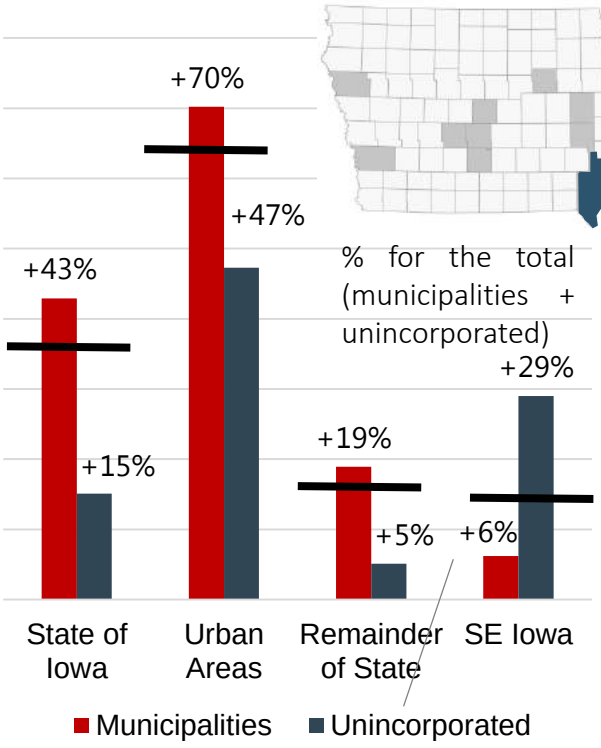


Southeast Iowa accounts for 9% of the net growth in housing units in the unincorporated areas of Iowa, despite only constituting 3% of the state's total population. In sharp contrast, the region only accounts for 1% of the net growth in housing units in Iowa's municipalities.

However, this **TREND** is unique to Southeast Iowa

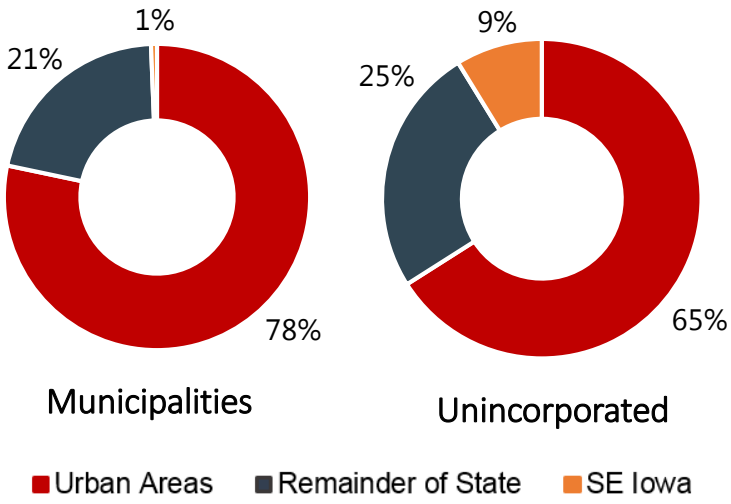
Not within city limits...

There is a perception that housing growth in unincorporated areas is higher in Southeast Iowa. In this case, perception and reality are in agreement. A large number of Southeast Iowans prefer living outside city limits. Southeast Iowa accounts for a disproportionate share of the unincorporated housing growth statewide (compared to being only 3% of Iowa's population).



% for the total (municipalities + unincorporated)

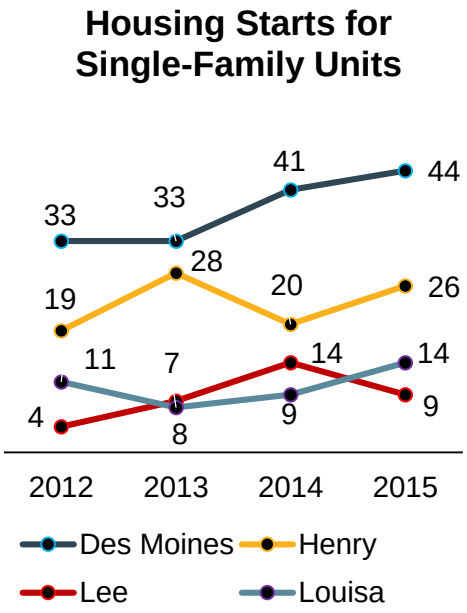
Net growth in all Iowa households, 1970-2010

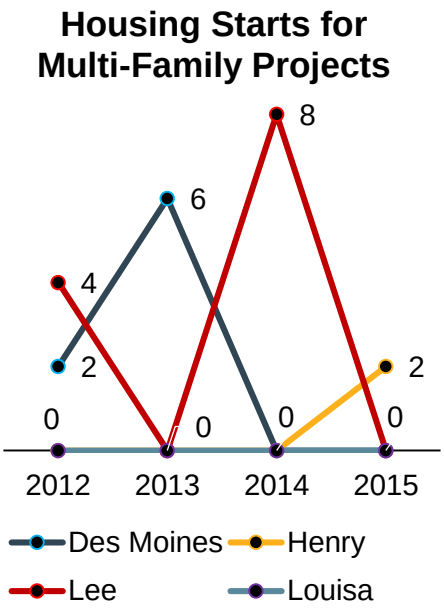


Southeast Iowa is an anomaly among rural parts of the state. Not all other rural counties are experiencing this trend of increased household growth in unincorporated areas. Over the 40 year period from 1970 to 2010, there was a 29% increase in the number of households in the unincorporated areas of Southeast Iowa, whereas it was only 5% for the other rural areas of the state.

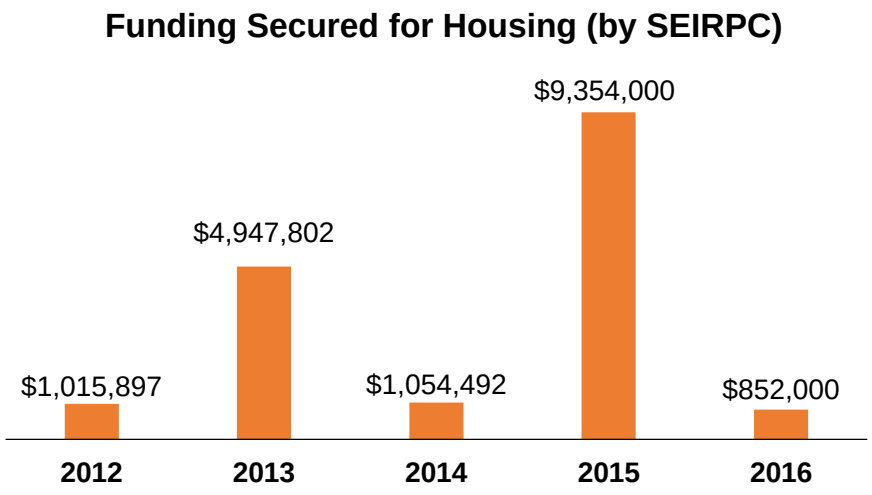
HOUSING INSIGHTS

The creation of additional housing has proven to be a challenge in a rural region without population growth. However, there are a number of strategies that can and should be employed to encourage the creation of significantly more housing – particularly affordable and affordable market-rate units.

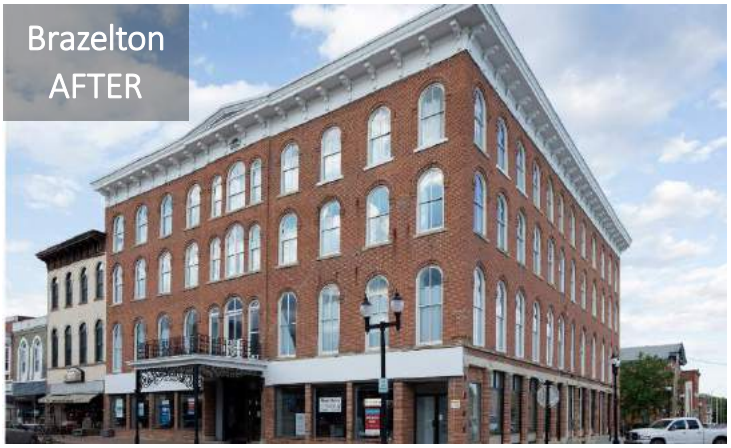




All four counties have seen a positive growth in the number of single-family units. Although, there has been a slower growth in the multi-family projects, these are most notable in Des Moines and Lee county. Des Moines and Henry county has seen a higher recent growth in the construction of its single–family housing stock as compared to Lee and Louisa. Lee County is experiencing a slow housing market and has not attracted any new multi-family projects since 2012. These trends are likely caused by the steady decrease in population.



The relation between funding secured for housing by SEIRPC and new construction of multi-family projects is apparent. In recent years, SEIRPC has secured various grants from the Iowa Economic Development Authority for new multi-family projects. Several of these involved iconic downtown buildings that had long been underutilized, such as the Brazelton building in Mount Pleasant, and the old Lee County Savings Bank building in Fort Madison.



HOUSING INITIATIVES

SEIRPC is directly involved with several housing initiatives, which tackle the region's housing issues from multiple angles, including the addition of new housing units, and the enhancement of existing housing.

Great River Housing Trust Fund

Established in 2011, the ***Great River Housing Trust Fund (GRHTF)*** works to promote affordable housing in Southeast Iowa, through a multi-pronged approach. This includes the rehabilitation of existing owner-occupied homes, down payment assistance for first time home buyers, and partnerships with private developers. Funding is targeted to individuals low-to-moderate income (as defined by the US Department of Housing and Urban Development).

Since 2011, GRHTF has provided over $3.4 million in assistance for over 250 individual projects. This includes 130 Home Rehabilitation projects and 111 Down Payment Assistance projects, along with 1 upper story rehabilitation project, and 11 projects with funding assistance for new construction.

To complement the State funding for this program, SEIRPC holds an annual Golf Outing as a fundraiser for GRHTF.


New SIHI home in Mount Pleasant

Southeast Iowa Housing, Inc.

In contrast to GRHTF, ***Southeast Iowa Housing, Inc. (SIHI)*** functions primarily to facilitate the construction of new homes. SIHI works with local communities to select vacant lots, primarily for infill construction in existing neighborhoods. The intent is to expand the supply high-quality affordable housing in these communities. For some of these projects, SIHI has partnered with building trades programs at local schools, to give students practical experience in their own community.

Keokuk Neighborhood Initiative

The ***Keokuk Neighborhood Initiative (KNI)*** is a great example of a locally-driven effort to improve the housing stock in a specific community. KNI is a nonprofit organization that was founded in 2017, as a partnership between the City of Keokuk, the local chamber of commerce, and SEIRPC. It also involves a local real estate firm, and buy-in from prominent local businesses and industries, including Roquette America, Inc. In a city with 45% of housing units built before World War II, KNI works to enhance Keokuk's older neighborhoods through a two-step process – acquire and demolish dilapidated homes, and build new homes on these and other, existing vacant lots.

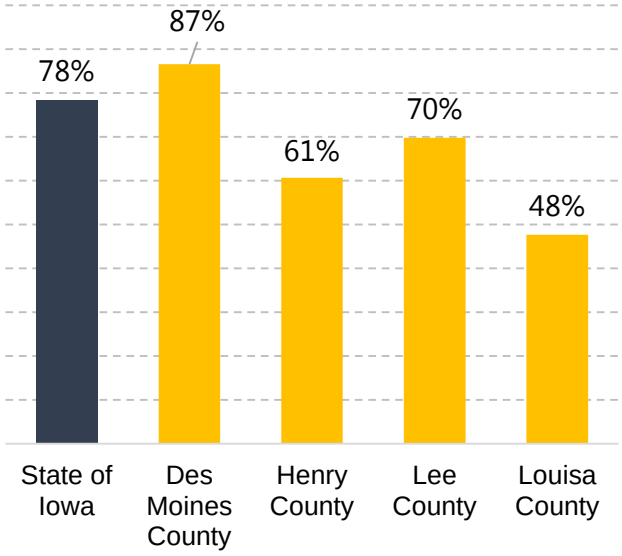
UTILITIES AND PUBLIC SERVICES

For most of the larger communities in Southeast Iowa, *water* and *sewer* service is provided by the municipality, or a separate entity under direct contract with the city. In most rural areas of Des Moines, Henry, and Lee Counties, rural water service is available from the Rathbun Regional Water Association, with water sourced from Rathbun Reservoir in Appanoose County. Many properties are served instead by private wells, and rural sewer service is typically accounted for by private septic systems.

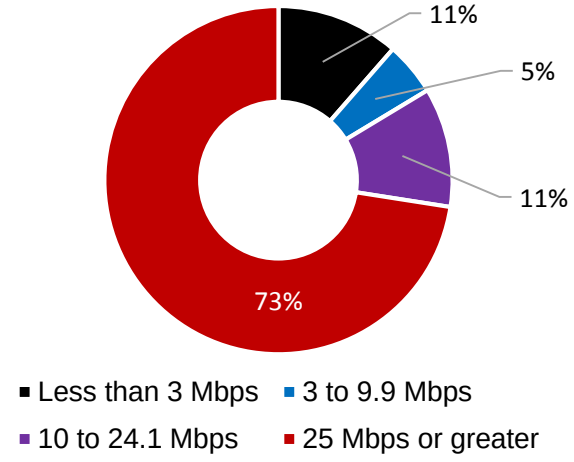
Most *electric* service is provided by the Interstate Power and Light Company (Alliant Energy), Access Energy, or Eastern Iowa Rural Electric Cooperative (REC). Their are also four municipal electric providers within the region, in Danville, Mount Pleasant, New London, West Point. *Natural gas* is provided by either MidAmerican Energy, Interstate Power and Light Company, or Liberty Utilities (the latter covering southern Lee County only).

Several telecommunications companies provide *fiber/internet* service for all our portions of the region, including Mediacom, Century Link, and Windstream.

% of Households with High Speed Broadband Service



Highest Download Speed Available by Household



73%

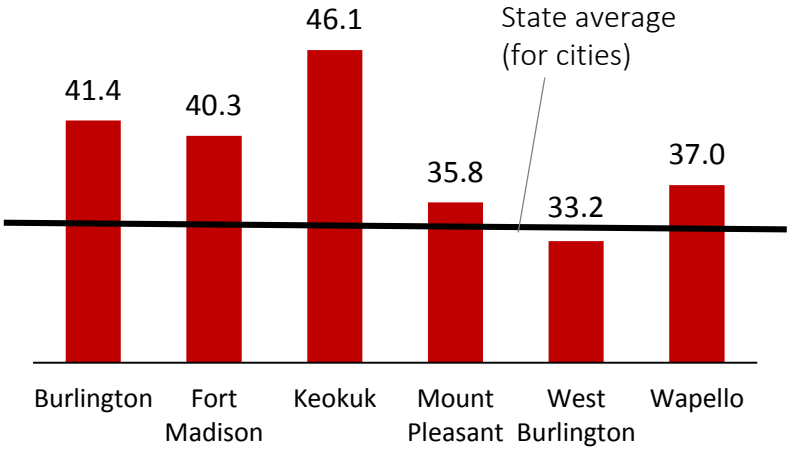
Of SE Iowa households have access to high speed broadband service

The availability and speed of broadband service continues to vary within the region, largely between urban and rural locations, where access is limited. As of 2015, approximately 12,000 Southeast Iowa households were not yet served by broadband with at least 25 Mbps download and 3 Mbps upload speeds (or 'high speed' as referenced on the graph at left). Among those, 5,000 households weren't even served by the much slower 3 Mbps download and 768 Kbps upload speeds.

Most of the larger communities provide their own residential *garbage pick-up* services. A number of local private companies provide this same service for commercial and multi-family properties.

Waste disposal is handled by several countywide/regional entities, including the Des Moines County Regional Solid Waste Commission, Louisa Regional Solid Waste Agency, and Great River Regional Waste Authority (GRRWA), which serves Lee and Henry Counties.

Consolidated Tax Rate - Selected Cities



The graph at left highlights the consolidated tax rate for Southeast Iowa's six largest cities. This is the sum of all levying authorities (in addition to the city's own rate), that levy taxes on property in that city. For all municipalities in Iowa, the average rate is 33.9. The region's three largest cities are well above this level, with Keokuk being the third highest in the state, for cities with over 5,000 residents. This places a considerable burden on individual taxpayers in these older communities with historically manufacturing-dominated economies.

A number of challenges help explain why the cost of providing these services can be so high, including:

Effects of Sprawl Development – When sprawl development patterns occur simultaneously with population loss, utility systems (along with streets and sidewalks) become costlier to build and maintain. At the same time, when substantial housing construction occurs outside city limits, homeowners typically pay sizable amounts to install their own individual septic systems and wells. This mismatch in tax base puts significant strain on the city's ability to finance needed utility improvements.

Sewer Separation – Under federal requirements from the US Environmental Protection Agency (EPA), larger communities like Burlington and Keokuk have been forced to undergo the extensive, costly process of separating their combined sanitary and storm sewer systems. While these actions have a clear environmental benefit, cities with comparatively low incomes and a declining population must struggle to accommodate these mandated projects into their already strained municipal budgets.

In some cases, older rural residential areas end up struggling with poorly designed sanitary systems, which can have serious health and environmental consequences. In 1960, the Lenox Park subdivision was annexed into the City of Burlington, in order to access city water and sewer. Today, the Mooar/Powdertown area near Keokuk faces a similar dilemma, but its distant location makes the connection to city services too cost-prohibitive.

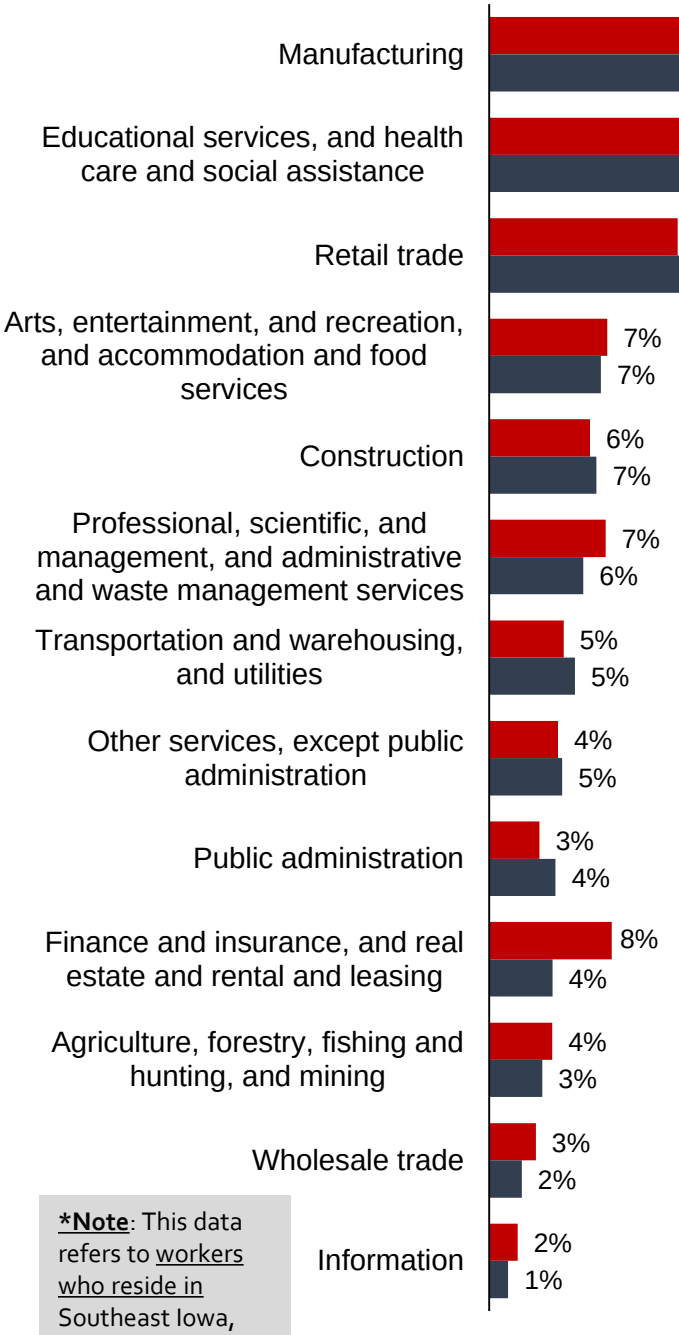
Small Cities and the Provision of Services – Like most of the state, Southeast Iowa has numerous small municipalities with less than 1,000 residents, more than half of which have less than 500. As these towns continue to lose population, and economic development prospects are minimal, the cost of providing quality services to their residents becomes a serious challenge. This is true even when the city contracts with an outside entity for providing these services. In 2017, residents of the City of Mount Union (in Henry County) voted in favor of disincorporation, largely to avoid debts incurred with a sewer service provider.

EMPLOYMENT IN SOUTHEAST IOWA

Where Residents are Employed

When classifying what profession each resident works in, the US Census Bureau breaks down jobs into 13 industry categories. Industry employment for Southeast Iowa is outlined in the graph below. This shows that the largest employment industry in the region is ***manufacturing***, followed by ***educational services, and health care and social assistance***, and then ***retail trade***, which is either similar to or exceeds state employment trends.

Employment by Industry



***Note**: This data refers to workers who reside in Southeast Iowa, NOT jobs based in Southeast Iowa.

Manufacturing

Education/
Health Care

Retail Trade

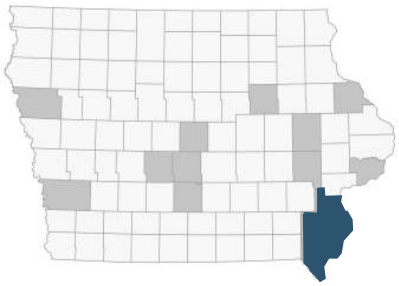
Finance/Insurance/
Real Estate

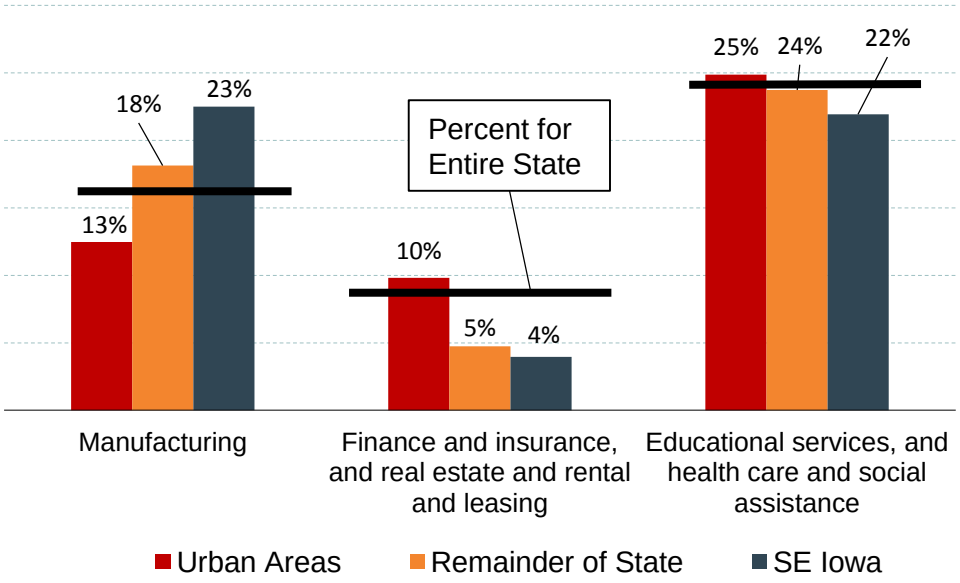
Information

EMPLOYMENT IN SOUTHEAST IOWA

It is clear that Southeast Iowa has a strong economic reliance on manufacturing jobs, especially when compared with the State as a whole. Conversely, the low numbers for the information, and finance/insurance/real estate fields is concerning, as this indicates that the region's workforce needs to be further diversified, in order to become more resilient to both local and national employment trends in any one particular sector.

The situation is not unique to Southeast Iowa however, as it fares similarly to other rural areas of the state, in sharp contrast to the selected urban counties. Still, manufacturing is noticeably higher than in the other rural counties.





Top Employment Clusters in Southeast Iowa

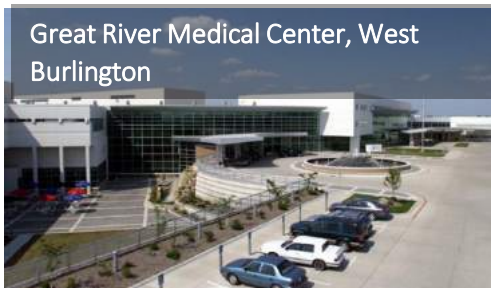
A cluster is a regional concentration of related industries. According to the Institute for Strategy and Competitiveness, at Harvard Business School, the following specific industry clusters have the largest employment figures in Southeast Iowa. ***Traded Clusters*** serve markets beyond the region they are located in, while ***Local Clusters*** serve the local market. Despite their high regional ranking, some of these clusters have lost a significant number of jobs in the past twenty years, particularly those involved in manufacturing.

	Cluster	# Jobs - 2016	Change 1998-2016
Traded Clusters	Livestock Processing *(i.e. Meat Processing)*	3,080	Added Jobs (+42%)
	Production Technology and Heavy Machinery	2,710	Added Jobs (+37%)
	Business Services *(i.e. Engineering)*	2,455	Lost Jobs (-26%)
	Distribution and Electronic Commerce	2,292	Added Jobs (+61%)
	Food Processing and Manufacturing	1,661	Lost Jobs (-15%)
	Downstream Metal Products *(i.e. Ammunition)*	1,370	Lost Jobs (-11%)
	Vulcanized and Fired Materials *(i.e. Rubber)*	1,125	Lost Jobs (-43%)
Local Clusters	**Cluster**	**# Jobs - 2016**	**Change 1998-2016**
	Local Health Services	7,843	Added Jobs (+26%)
	Local Hospitality Establishments	3,719	Lost Jobs (-7%)
	Local Real Estate, Construction, and Development	3,634	Added Jobs (+6%)
	Local Motor Vehicle Products and Services	2,329	Lost Jobs (-0.1%)
	Local Commercial Services	2,279	Added Jobs (43%)

EMPLOYMENT IN SOUTHEAST IOWA

Largest Employers

The list below highlights the 15 largest employers in the region, based on the most recently available data from Iowa Workforce Development. These same employers are highlighted on the map on the following page, which also includes a number of slightly smaller employers, and concentrated areas of employment such as Downtown business districts and retail shopping areas. Each of the four counties, and all of the five largest cities are represented in the top 15. Many of the largest are manufacturing firms, along with a hospital and casino/entertainment complex, both in the Greater Burlington area.


Great River Medical Center, West Burlington


Henniges Automotive, Keokuk


Tyson Foods, Columbus Junction


Walmart Distribution, Mount Pleasant


Siemens Wind Energy, Fort Madison

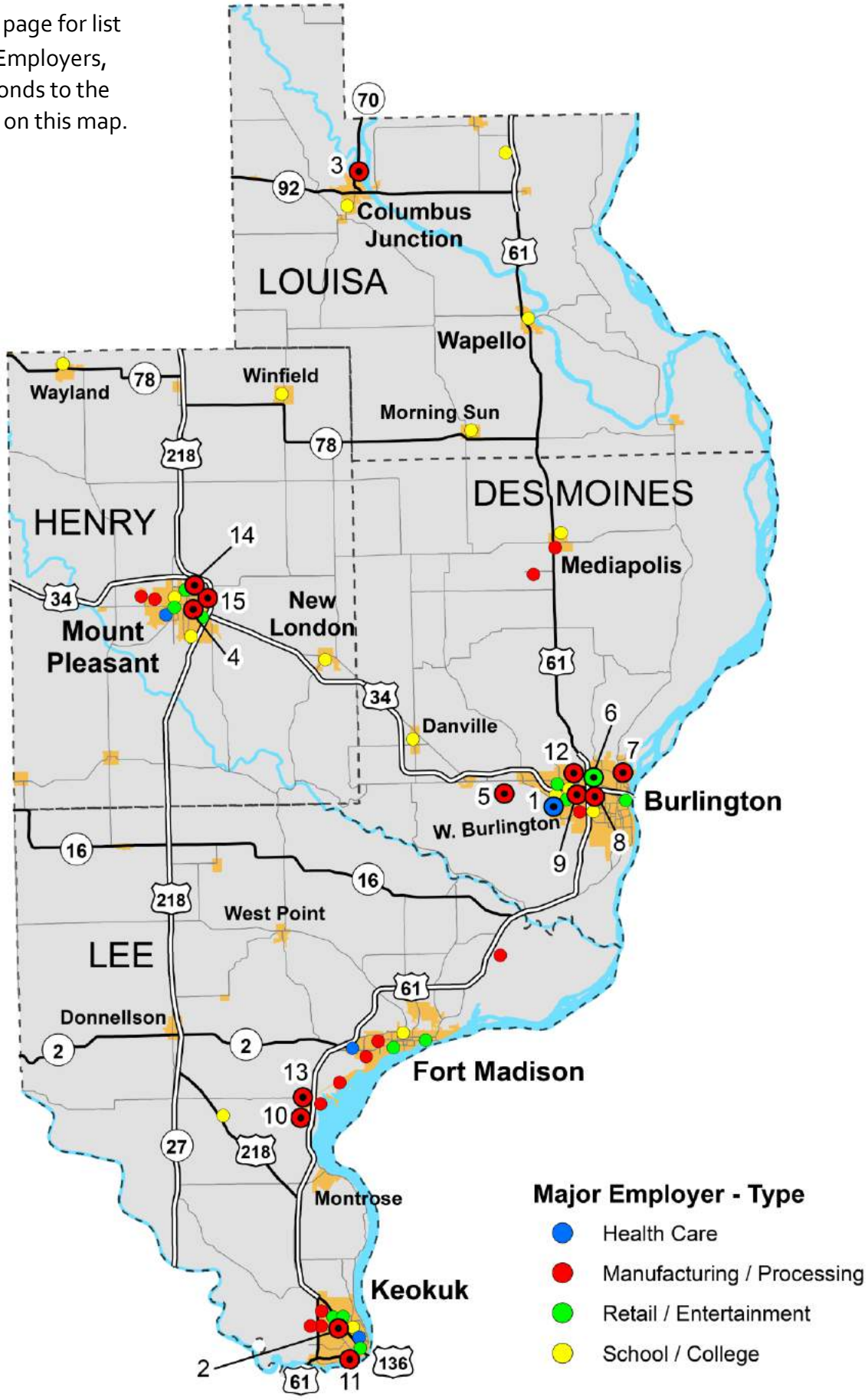

CNH America, Burlington

Top 15 Largest Employers in Southeast Iowa

#	Name	County	Type	Employees
1	Great River Medical Center/Klein Center	Des Moines	Hospital/Nursing Home	1000-4999
2	Henniges Automotive	Lee	Manufacturing - Automobile Parts & Supplies	1000-4999
3	Tyson Foods Inc.	Louisa	Food Processing - Meat Products	1000-4999
4	Alaniz Metro Group /Innovaire	Henry	Manufacturing - Printers/Marketing Services	500-999
5	American Ordnance LLC	Des Moines	Manufacturing - Small Arms Ammuniton	500-999
6	Catfish Bend Casino Corp/Pzazz	Des Moines	Casino	500-999
7	CNH America (Case New Holland)	Des Moines	Manufacturing - Farm Equipment	500-999
8	Federal-Mogul Corp. (Champion)	Des Moines	Manufacturing - Automobile Parts & Supplies	500-999
9	GE Company (General Electric)	Des Moines	Manufacturing - Electric Equipment	500-999
10	Pinnacle Foods	Lee	Food Processing - Canned Meat Products	500-999
11	Roquette America	Lee	Food Processing - Grain Drying	500-999
12	Shearer's Snacks	Des Moines	Food Processing - Snack Foods	500-999
13	Siemens Wind Energy	Lee	Manufacturing - Wind Turbine Blades	500-999
14	Walmart Distribution Center	Henry	Distribution Center	500-999
15	West Liberty Foods	Henry	Food Processing - Meat Products	500-999

MAJOR EMPLOYERS OF SOUTHEAST IOWA

* See previous page for list of Largest 15 Employers, which corresponds to the numbers shown on this map.

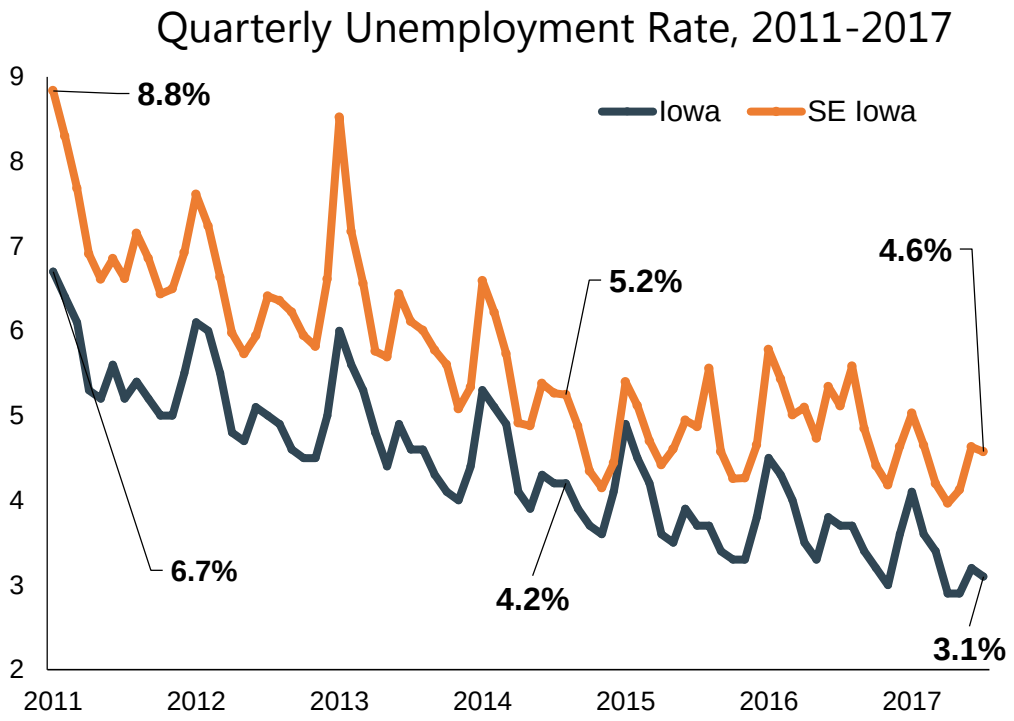


EMPLOYMENT IN SOUTHEAST IOWA

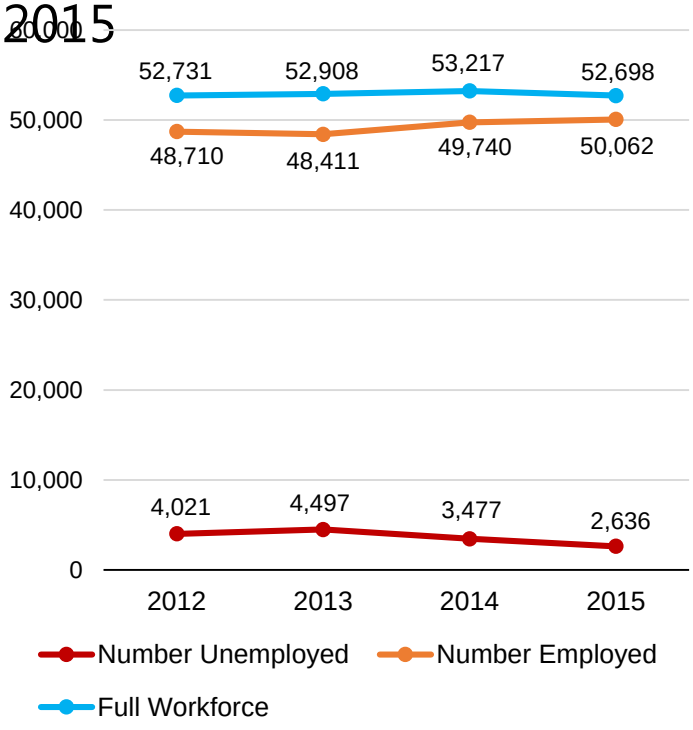
Unemployment Rate

From month to month, the unemployment rate steadily decreased from 2011 to 2017, following the Great Recession.

In general, Southeast Iowa tends to have a higher unemployment rate than the state as a whole, with Lee County consistently being ranked highest out of all 99 counties.



Regional Employment, 2012-2015

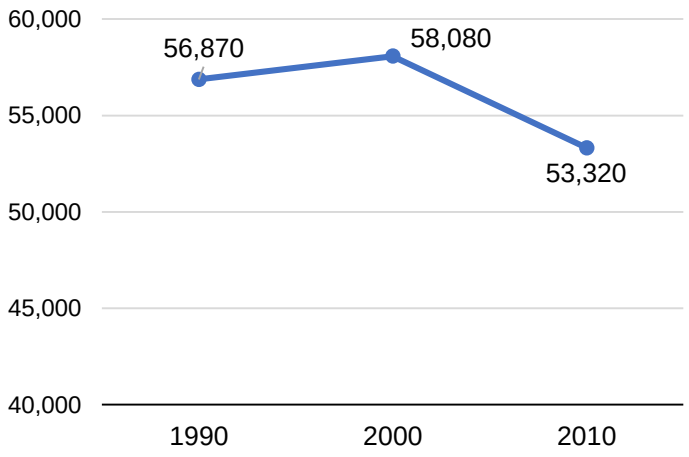


Regional employment highlights the increasing size of the workforce since 2012. The base workforce tends to fluctuate from year to year; however, there is a positive trend in employment for nearly every year from 2012 to 2015.

Southeast Iowa's unemployment rate in 2017 was

4.5%

Civilian Labor Force

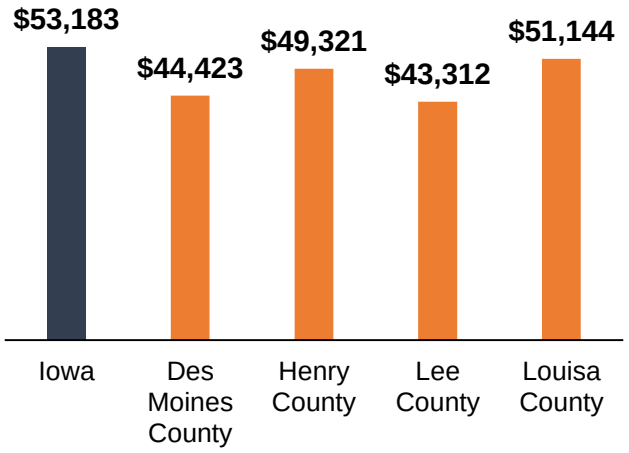


Over the long term, the region has seen the size of its labor force shrink in contrast to the state as a whole. This appears to be a natural consequence of the decline in overall population during that same period.

HOW MUCH ARE SOUTHEAST IOWANS EARNING?

Median Household Income

The average household income for Southeast Iowa is $6,000 less than that for the state as a whole. Within the region, rural areas tend to have higher incomes than urban areas, as indicated by the lower values for Des Moines and Lee Counties. Of the larger cities in the region, Mount Pleasant has the highest at $46,804. This is followed by Fort Madison ($42,448), Burlington ($40,381), and Keokuk ($34,847)



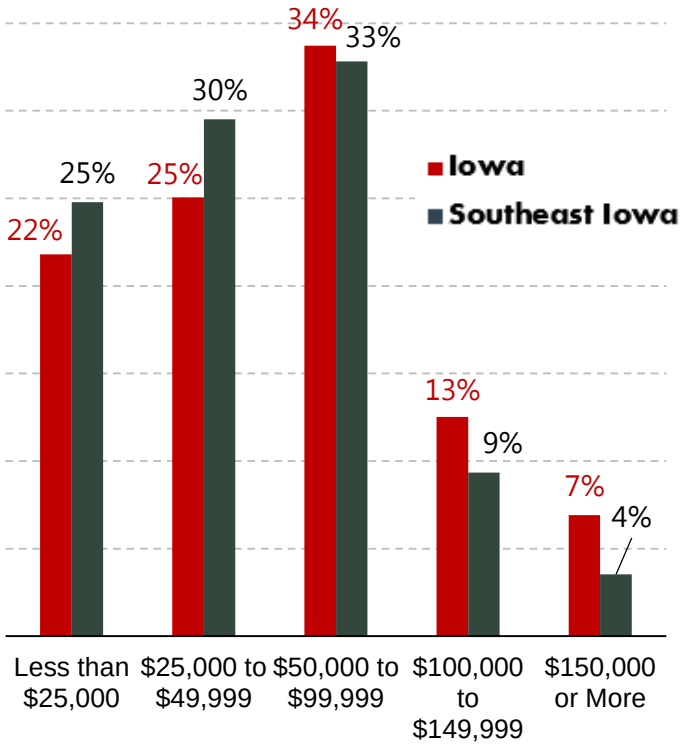
% of Households by Income Range

When broken down by income ranges, Southeast Iowa exceeds the State as a whole for the two brackets under $50,000. Those earning between $50,000 and $100,000 are roughly the same for both, while Southeast Iowa lags behind the State for the brackets over $100,000.

Southeast Iowa's statistics are similar to the other rural areas of the state, although slightly more pronounced in each direction. Iowa's urban counties noticeably buck the trend, with a much larger share of higher-earning households.

$47,576

is the average annual income for a household in Southeast Iowa



Family vs. Non-Family Households

For family households in Southeast Iowa, the average annual income is $59,184, which is 15% lower than that of the State of Iowa as a whole. For non-family households, the average income is only 4% lower than the State as a whole. This indicates that families are more impacted by the overall state-to-regional income disparity than non-family households, which are primarily composed of single individuals living alone (of all ages).

United States Census Bureau DEFINITIONS

Family Household:

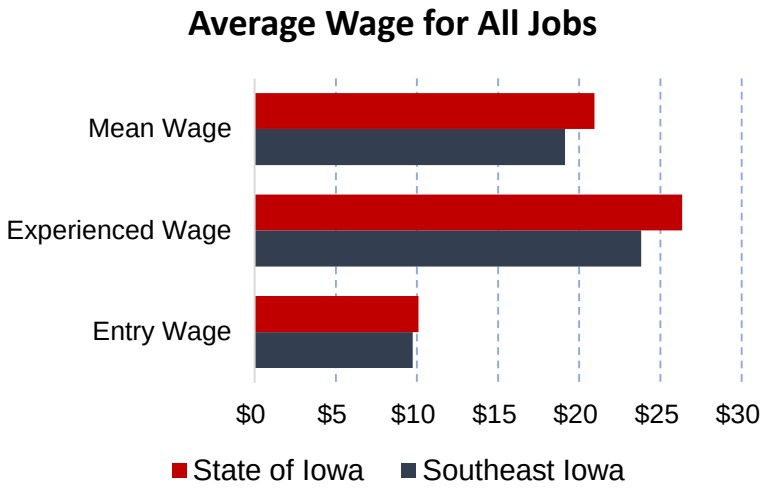
A group of two or more people related by birth, marriage or adoption, and residing together

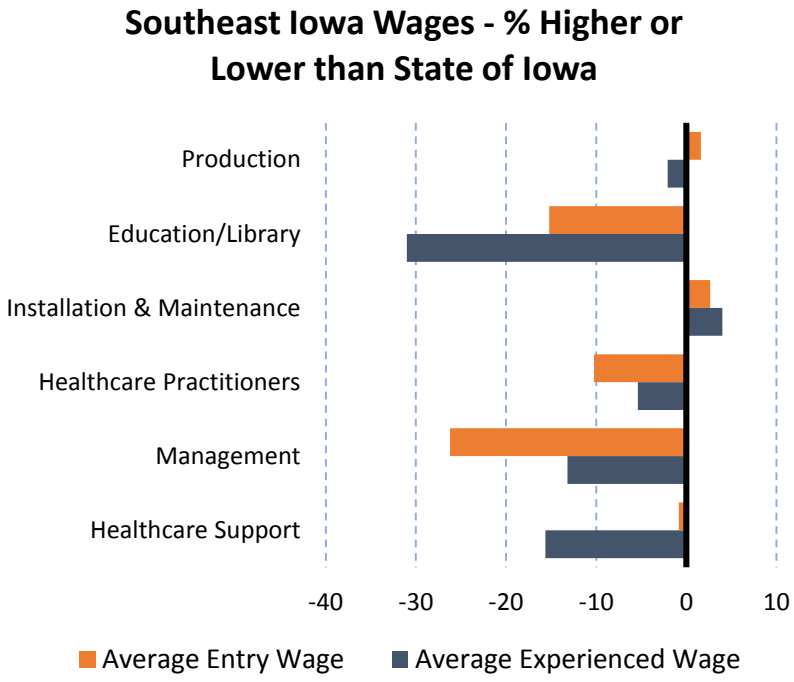
HOW MUCH ARE SOUTHEAST IOWANS EARNING?

Wage Rates

According to Iowa Workforce Development, the mean hourly wage for all jobs in Southeast Iowa is $19.12. This is $1.81 less than the mean hourly wage for the State of Iowa as a whole.

When broken further by job experience level, the average entry wage in Southeast in Iowa is $9.74, while the average experienced age is $23.81. The former is 4% lower than that of the State of Iowa, while the latter is 11% higher than that of the State. This suggests **that it may become more difficult for Southeast Iowa employers to retain workers as they gain experience, due to the presence of comparatively higher wages elsewhere in the state.**





When broken down into individual professional categories, Southeast Iowa wages are consistently lower than those of the State as a whole, and only exceed the State for two major categories. One of these is entry-level jobs in the 'Production' category, which has the highest number of workers out of all the categories, and thus shows that the high concentration of manufacturers in the region is able to keep wages reasonably competitive.

Conversely, 'Management' and 'Education/ Library' jobs in Southeast Iowa (both entry and experienced) have an hourly wage that is more of at least 10% lower than the State as a whole. The situation is similar for experienced 'Healthcare Support' jobs.

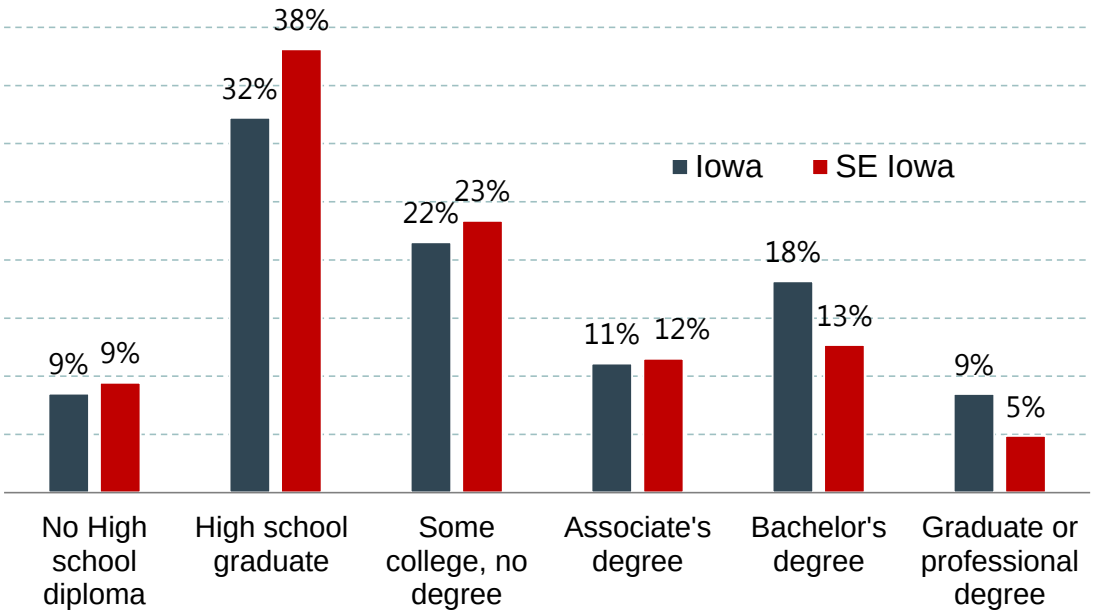
Poverty in Southeast Iowa

According to Census estimates, over the past year, approximately 15% of Southeast Iowa residents had an income classified as below the poverty level, with the numbers of the four counties ranging from 13 to 17%. The same value for the State of Iowa as a whole is 12%. For individuals under the age of 18, the regional value jumps to 21%. For those who are 65 and older, the figure was 9%. From the perspective of a household unit, 11% of Southeast Iowa families had an income below the poverty level, compared to 8% for the State of Iowa as a whole.

15%

of Southeast Iowa's have an income that is below poverty level

HOW EDUCATED ARE SOUTHEAST IOWANS?

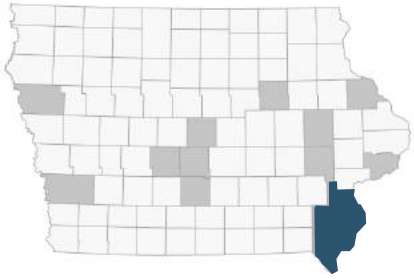


Highest level of education completed

The percent of adults with at least a high school diploma or associate's degree is much higher than state average. Attainment of a bachelor's, degree or higher is noticeably less common in Southeast Iowa. This reflects the historically strong role that manufacturing has played in the region's economy.

18%

of Southeast Iowa's adults have a Bachelor's Degree or Higher



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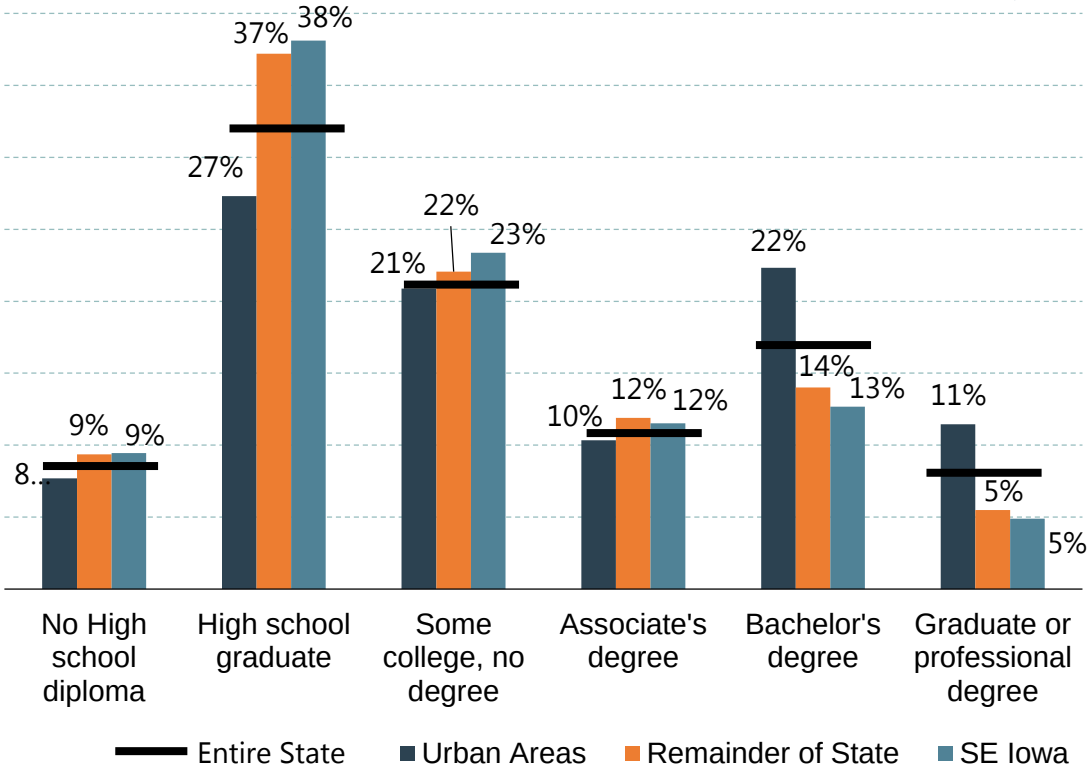


The statewide statistic for bachelor's degree or higher is heavily skewed by the state's larger urban areas, including those containing a large postsecondary institution, such as Iowa City and Ames. Southeast Iowa is largely consistent with the other rural areas of the state, in terms of its educational attainment.

CHALLENGES FACING LOCAL SCHOOL DISTRICTS

Graduation Rate

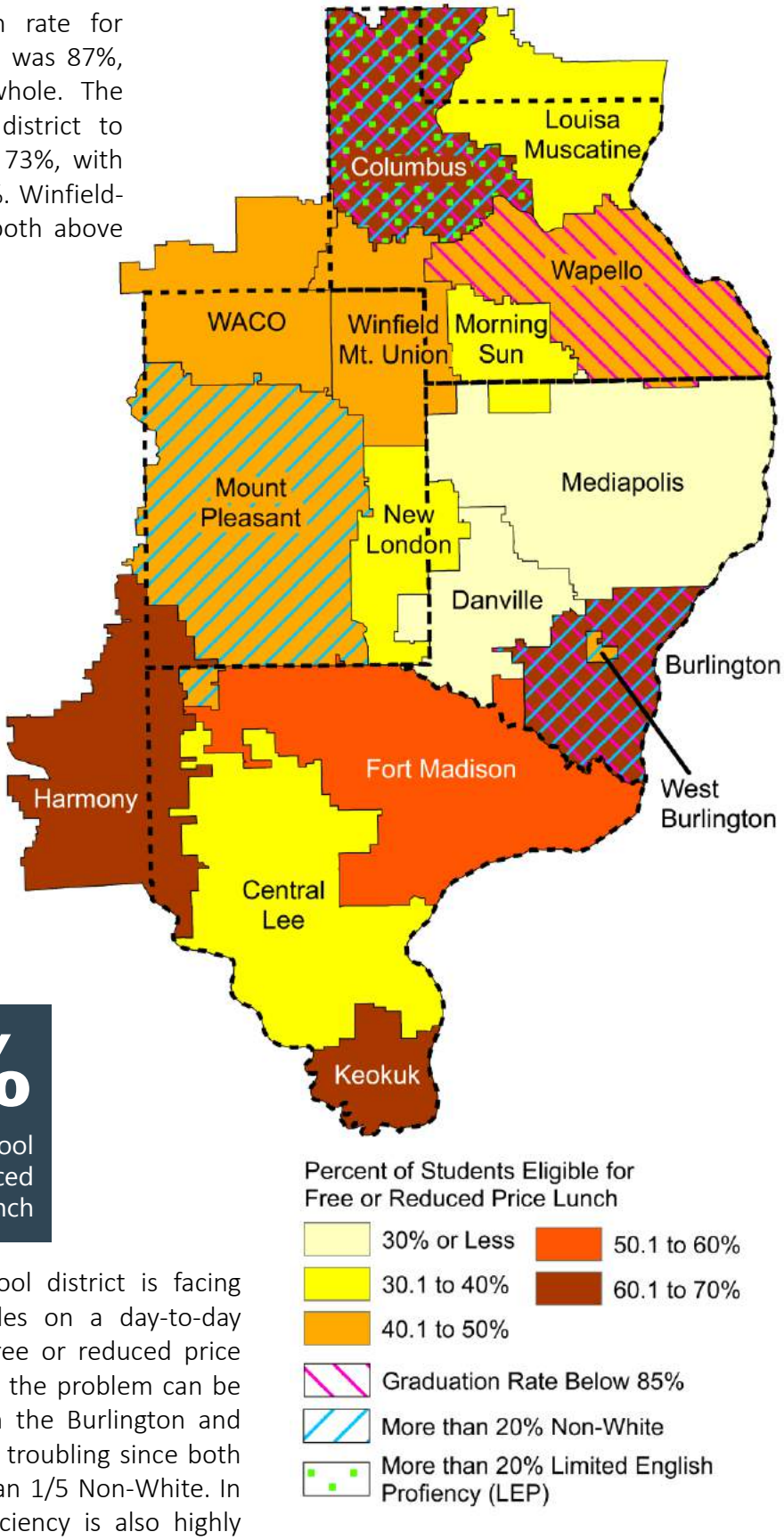
For the Class of 2017, overall graduation rate for Southeast Iowa's public high school students was 87%, compared to 91% for the State of Iowa as a whole. The rate varies considerably from one school district to another. By far the lowest is Burlington, at 73%, with Columbus and Wapello also falling below 85%. Winfield-Mount Union and Danville are the highest, both above 95%.

Free/Reduced Lunch

Half of all students attending public school in Southeast Iowa are eligible for Free or Reduced Price Lunch. For the State of Iowa as whole, only 2/5 of students fall into this category. Five of the 16 Districts in the region exceed the 50% threshold, with Burlington, Columbus, and Harmony all between 60 and 70%. Mediapolis and Danville are the lowest, both at 25%.

50%

of Southeast Iowa's public school students are eligible for Free or Reduced Price Lunch



A low graduation rate suggests that a school district is facing serious performance and budgetary obstacles on a day-to-day basis, as does a high rate of eligibility for free or reduced price lunch. Combined together, the magnitude of the problem can be significantly worse. This is the case for both the Burlington and Columbus School Districts, which is especially troubling since both of these have a student body that is more than 1/5 Non-White. In the case of Columbus, Limited English Proficiency is also highly prevalent.

Community Colleges

The Southeastern Community College District comprises all of Des Moines, Henry, and Lee Counties, along with the southern half of Louisa County (including Wapello). The main campus of *Southeastern Community College (SCC)* is located in West Burlington, and there is also a satellite campus in Keokuk.

In 2015, SCC began implementing a major capital improvement campaign called Building the Dream. This is meant to both modernize its facilities, and improve its appeal to prospective students looking for a quality 2-year college experience close to home. A significant focus of this campaign is on career preparation for existing and prospective employers, including those in manufacturing and health care.

This campaign involved capital projects at both campuses of SCC. At the main West Burlington campus, this included the new Health Professions Center and Hall of Sciences, along with an additional multi-story residence hall (Blackhawk Tower), where the first floor serves as a Student Center. At the Keokuk Campus, the new Industrial Technologies Training Center was built in order to provide additional space for the growing program, which is unique to the Keokuk campus, and draws students from around the region.

Academic programs at Southeastern Community College include (but are not limited to) the following:

- Accounting
- Administrative Professional
- Advanced Automation and Robotics
- Advanced Manufacturing Technology
- Animation for TV/Film/New Media
- Associate of Arts
- Associate of Science
- Automotive Technology
- Collision Repair and Restoration
- Construction Technology
- Electronics Technology
- Emergency Medical Services
- Entrepreneurship
- Food Production and Agriculture
- Industrial Maintenance Technology
- Information Technology
- Nursing
- Welding

Northern Louisa County is part of the Eastern Iowa Community College District. The cities of Columbus City, Columbus Junction, Cotter, Fredonia, Grandview, and Letts are located in this area. Students attend *Muscatine Community College*, which is located anywhere from 15 to 20 miles away, on the northeast side of the City of Muscatine.

HIGHER EDUCATION OPTIONS, CLOSE TO HOME

Iowa Wesleyan University

Iowa Wesleyan University (IWU) is the only four-year post-secondary institution located in Southeast Iowa. It is also the oldest such institution in Iowa, having been founded in 1842, four years prior to statehood. A private institution affiliated with the United Methodist Church, IWU is situated on a 4-acre campus on the north side of Mount Pleasant. It offers 30 individual academic programs, with an emphasis on Liberal Arts and Sciences. In terms of athletics, it has 10 intercollegiate teams in NCAA Division III.

IWU features three on-campus residence halls, and in 2017, it had a total enrollment of 520 students. Enrollment has risen sharply in the last five years, as IWU has implemented a major rebranding effort. The school is also actively exploring opportunities to expand both the extent of its academic programs, and its level of involvement with the community – at both the local and regional level.

Iowa Wesleyan University offers undergraduate degrees in the following fields:

- Biology
- Business Administration
- Christian Studies
- Criminal Justice
- Digital Media Design
- Elementary Education
- Exercise Science and Wellness
- Human Services
- Humanities
- Music
- Nursing
- Physical Education (K-12)
- Psychology
- Secondary Science Education
- Social Work

Other Nearby Institutions

Several other institutions of higher learning are located are within 50 miles of Southeast Iowa. These include two large public universities, the University of Iowa (Iowa City), and Western Illinois University (Macomb). Private institutions include the Maharishi University of Management (Fairfield), Culver-Stockton College (Canton, Missouri), Monmouth College (Monmouth, Illinois), and Knox College (Galesburg, Illinois).

LET'S INNOVATE!

The *Innovation Index* is a cumulative measure of several economic factors, which provides perspective on a county or region's competitive strengths, weaknesses, and potential. It is compiled by *Stats America*, a service of the Indiana Business Research Center (IBRC), supported by the US Economic Development Administration.

Each county or region in the United States is ranked in terms of its relative capacity for innovation, on a scale from Very Low to Very High. Southeast Iowa ranks 197th of all 384 Economic Development Districts, which means that it has *Normal Relative Capacity* for innovation. It deviates only slightly from the average index value for all EDDs (96.3 vs. 96.7 for the average).

Southeast Iowa has
NORMAL
Relative Capacity for Innovation

But

Des Moines and Henry Counties have
HIGH
Relative Capacity for Innovation

Taken at the county level, however, two of the region's four counties (Des Moines and Henry) rank high enough to have *High Relative Capacity* for innovation, with each exceeding both the *state* median value and the *national* median value, for counties.

In addition, the Southeast Iowa region fares better compared to most neighboring EDDs in the Tri-State area, with only the larger urban areas of Iowa City-Cedar Rapids, Quad Cities, and Dubuque having a higher ranking. The close proximity of these innovative knowledge centers also offers peripheral benefits to Southeast Iowa.

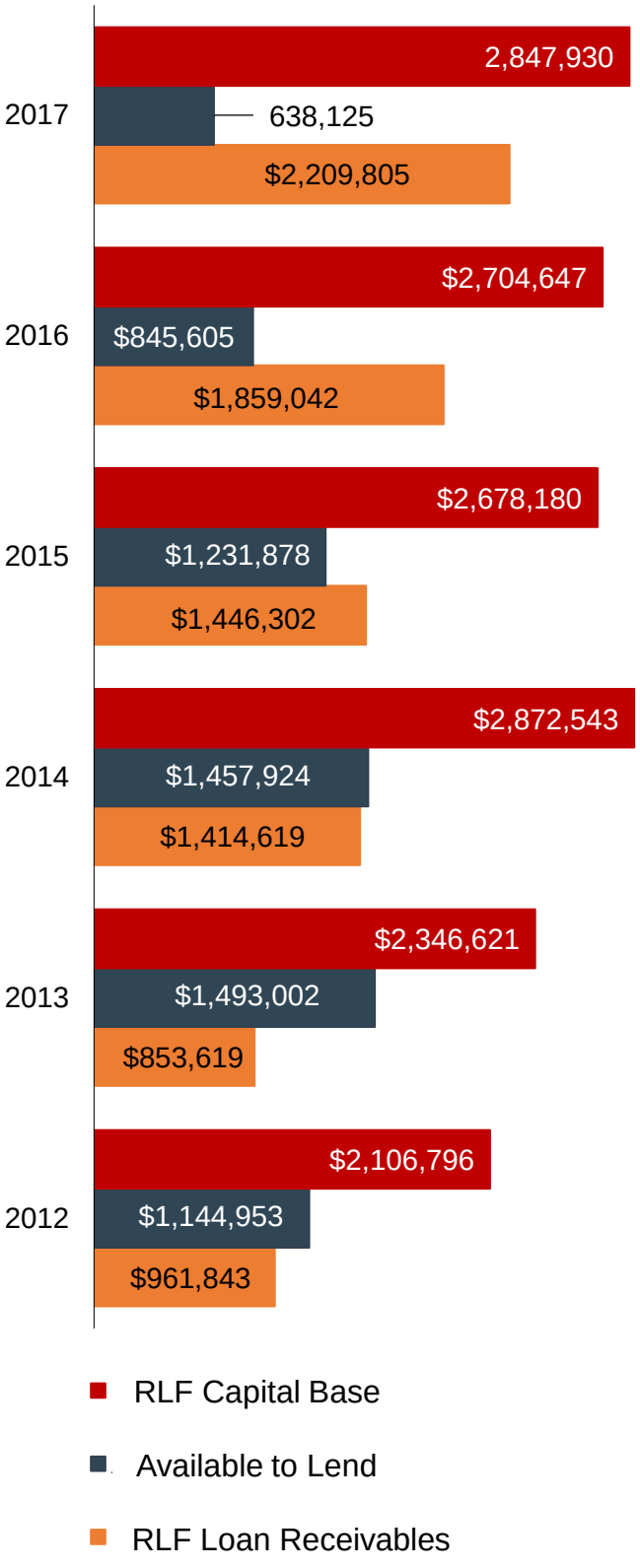
Among the individual factors that comprise the Innovation Index, Southeast Iowa fares particularly well on the following:

- ***Economic Well-Being Index*** – economic well-being and standard of living for *residents (SE Iowa value of 129.3)*
- ***Business Profile Index*** – local business conditions and resources available to entrepreneurs *(SE Iowa value of 112.9)*
- ***Human Capital and Knowledge Creation Index*** – the population and labor force's ability to innovate *(SE Iowa value of 103.1)*

Conversely, Southeast Iowa falls below the national average for these two factors:

- ***Employment and Productivity Index*** – economic improvement and the direct outcomes of innovation *(SE Iowa value of 98.9)*
- ***Business Dynamics Index*** – entry and exit of individual firms, as a measure of the region's competitiveness *(SE Iowa value of 52.6)*

Revolving Loan Fund (RLF)



SEIRPC assists with business development by administering a *Revolving Loan Fund (RLF)*, a source of money from which loans are made for business development and expansion projects.

In FY2017, loans totaling $687,783 were made through RLF funding pools. This included a $600,000 loan for Keokuk Mills, LLC, and an $88,000 loan for Midwest Eye Clinic (in Burlington). SEIRPC staff continues its outreach and marketing strategies throughout the year, having made multiple personal visits with potential clients.

RLF ASSISTANCE HELPED CREATE AND RETAIN 208 JOBS IN FY2017

$600,000 to reopen Keokuk Steel Castings, largest loan in SEIRPC history!

MORE REVOLVING LOAN FUND PROJECTS

River Ridge Dental maintained 8.5 jobs through a business succession plan

Bark and Play was established as a new business, creating 3 jobs

Small Business Development Center (SBDC)

Revolving Loan Funds are only one tool available to assist in expansion of existing businesses or starting a new business in Southeast Iowa. The *Southeastern Iowa Small Business Development Center,* located in downtown Burlington at RiverPark Place, offers loan packaging, financial projections, and feasibility and business plan writing assistance.

AMERICA'S SBDC IOWA

Wake 'n Bake Breakfast Company developed a business plan with assistance from SBDC, and was awarded $6,000 through a local entrepreneurship competition.

In addition to this, counselors are available to coach a new or existing business with all aspects of managing a business, from setting up and managing a record keeping system, to marketing and sales. The SBDC offers a wide variety of business classes including Basic Business Accounting, Writing a Winning Business Plan, and QuickBooks.

SCC

The SBDC program started at Southeastern Community College in November 1987 as a branch office of Indian Hills Community College. In 1989, it became an independent entity for serving the four-county region of Des Moines, Henry, Lee and Louisa counties.

COMMUTING PATTERNS IN SOUTHEAST IOWA

U.S. Census estimates for 2015 show that nearly 17,000 people work in the region, but reside elsewhere. Conversely, around 16,000 people live in the region, but work elsewhere. Another 36,000 people both live and work in the region.

This indicates that Southeast Iowa is a net importer of workers, but to a fairly minimal degree.

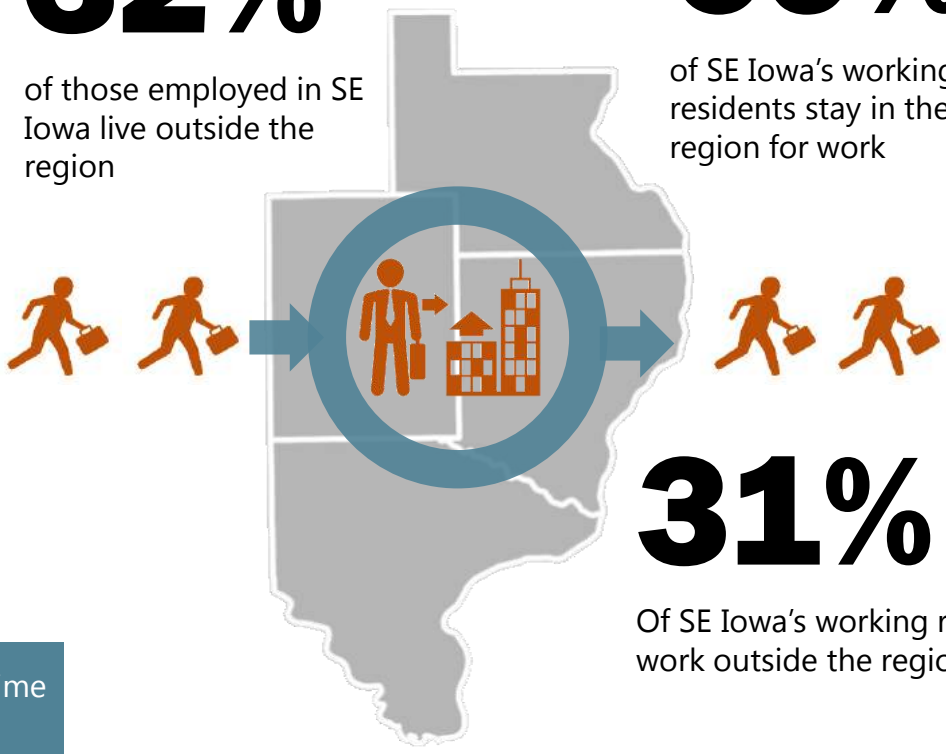
Over 50% people are employed and live in Southeast Iowa, which reflects that the region can be a desirable place to live and work.

32%

of those employed in SE Iowa live outside the region

69%

of SE Iowa's working residents stay in the region for work



31%

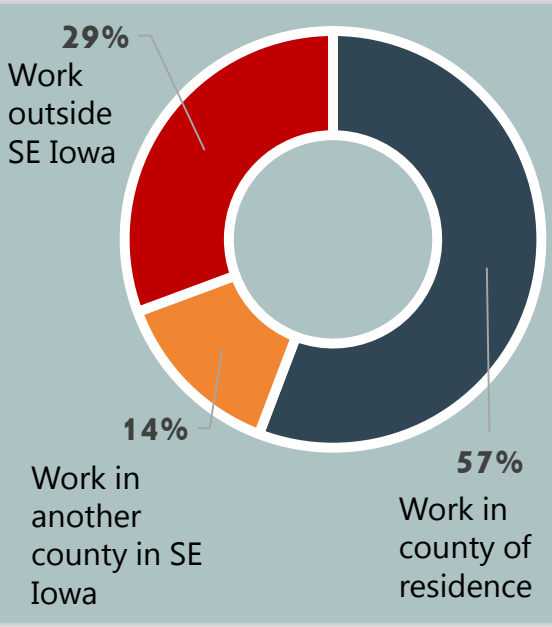
Of SE Iowa's working residents work outside the region

The average commute time for Southeast Iowans is

19

minutes everyday

As is to be expected, counties with larger cities and numerous industries (like Des Moines) tend to have a higher share of residents who stay in the county for work. In contrast, rural counties (like Louisa) tend to have a larger share of their residents commuting to a larger neighboring county like Des Moines or Muscatine.

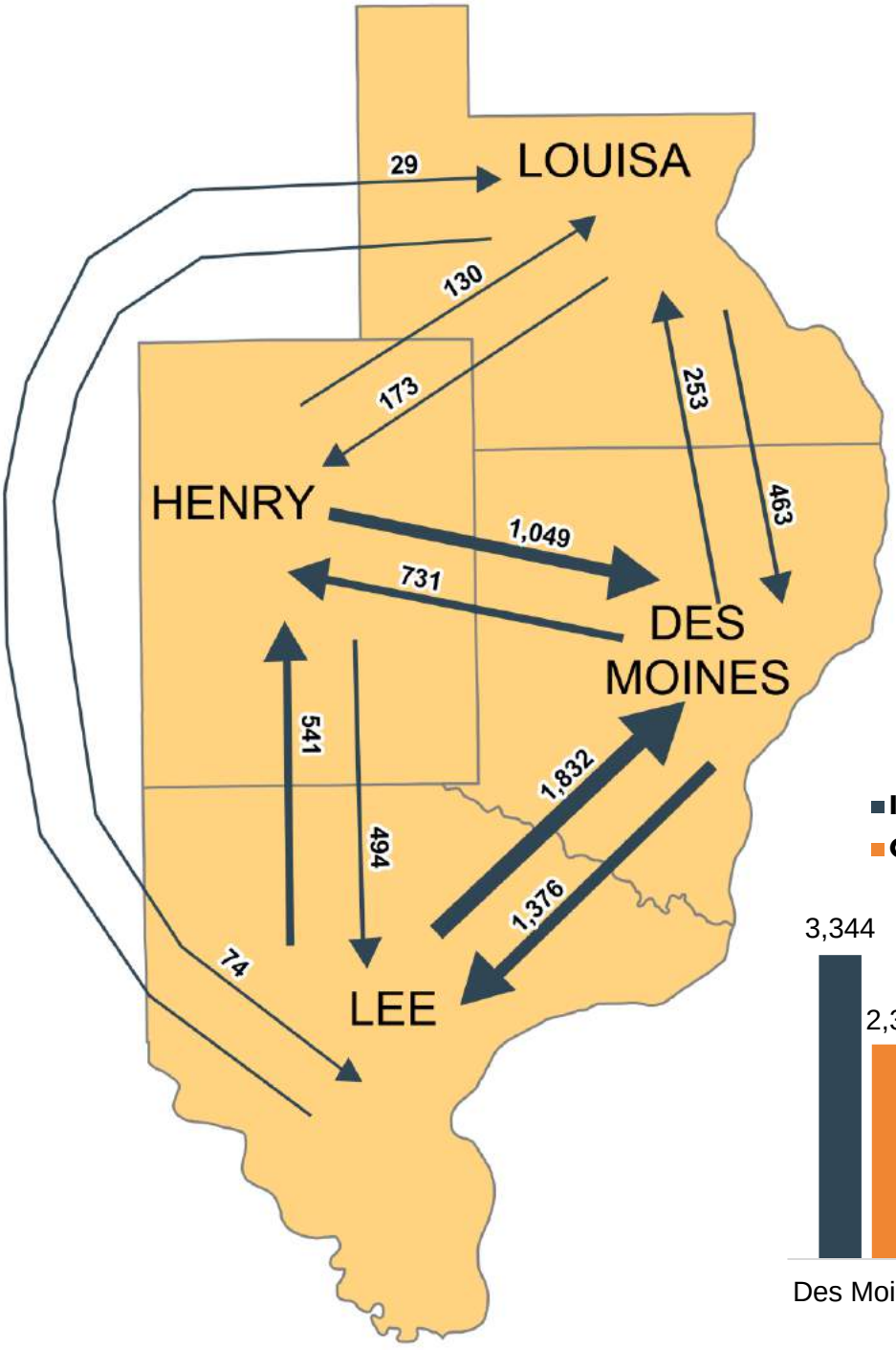


Where do Southeast Iowans work?

A majority of Southeast Iowa's working residents are employed in their county of residence, while 14% work in one of the region's other three counties. The remaining residents travel outside Southeast Iowa for work, many in nearby cities like Muscatine, Davenport, Iowa City, Cedar Rapids, Fairfield, and Quincy, Illinois.

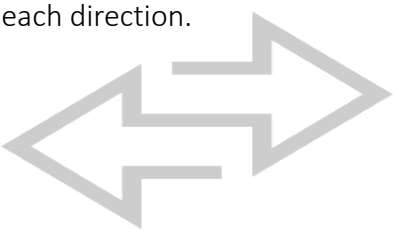
The average commute time for Southeast Iowa's working residents is 19 minutes, consistent with the State as a whole. Of the four counties, Louisa County's average commute time is the highest (23 minutes), while Des Moines County's is the lowest (at 16 minutes). The other two fall right around the regional average.

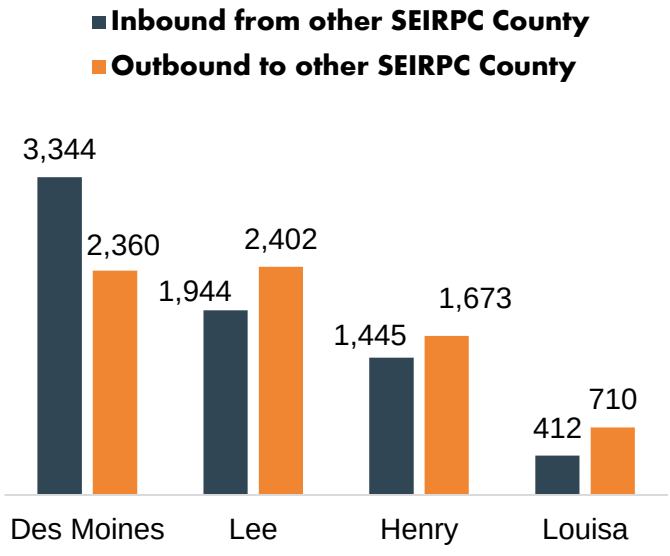
COMMUTING PATTERNS IN SOUTHEAST IOWA



Intraregional Commuting

Many people live in one of the four counties of Southeast Iowa, and work in another. Des Moines County receives the largest number of inbound workers from the other three counties. It also receives more workers from the other counties than it loses to them. Conversely for the other three, their outbound exceeds their inbound. The flow of workers between Des Moines and Lee Counties is particularly heavy, With more than 1,300 people traveling in each direction.



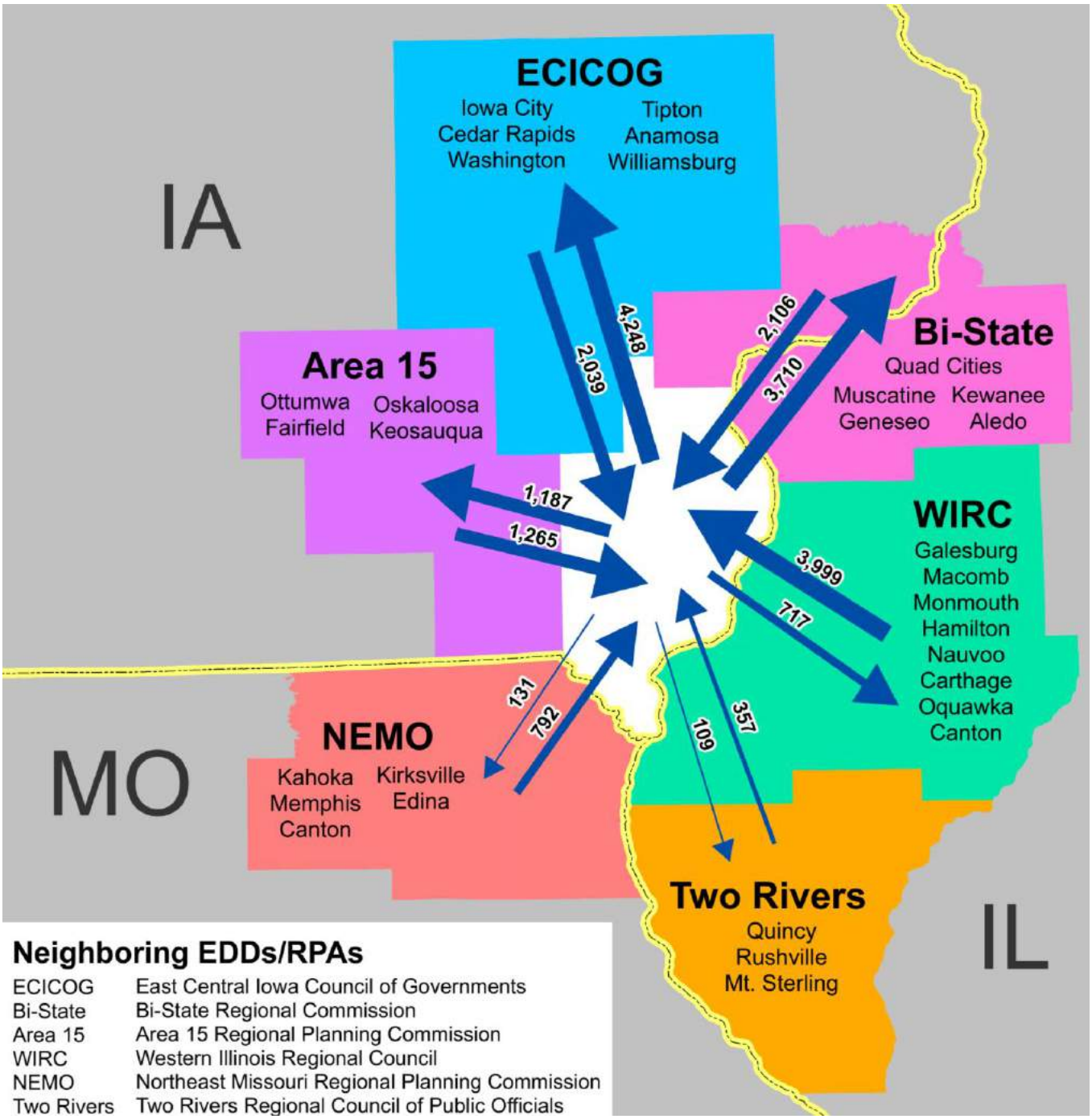


COMMUTING PATTERNS IN SOUTHEAST IOWA

Interregional Commuting

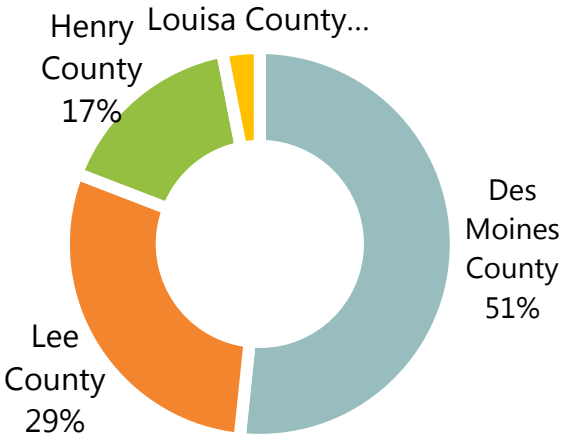
Southeast Iowa attracts a sizable number of workers from Western Illinois and Northeast Missouri, due to their close proximity and the comparative lack of jobs available in these largely rural counties. Conversely, a sizable number of Southeast Iowa residents commute to the larger urban population centers to the north, including the Quad Cities, Iowa City, and Cedar Rapids. Muscatine in particular attracts a large number of residents from neighboring Louisa County, given its very close proximity. However, the reverse is also true, as many Muscatine County residents (primarily from Muscatine and Conesville) work at the Tyson Foods plant in Columbus Junction.

The map below displays commuting patterns at the level of Economic Development Districts (or alternatively, Regional Planning Affiliations).



REGIONAL SALES

Where do Southeast Iowans shop?



By building on Southeast Iowa's strength as a as a great region for local people to live, play, work and shop, Southeast Iowa can maintain its authenticity and charm while simultaneously attracting more visitors their spending dollars.

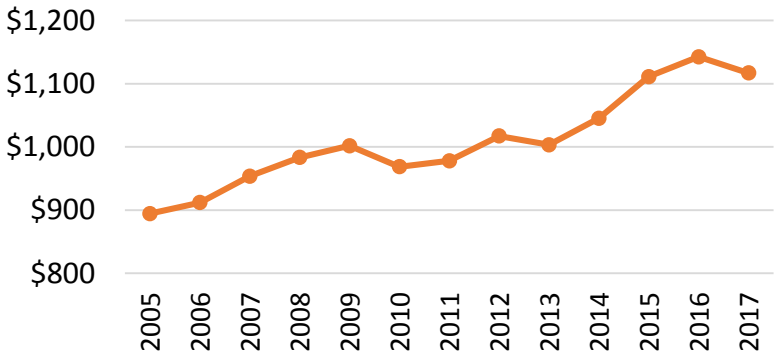
Southeast Iowa's total taxable retail sales in FY2017 were

$1.1 billion

Half of the region's retail sales occur in Des Moines County, as Greater Burlington serves as a regional shopping hub in addition to having the largest urban population. Southeast Iowa saw a 25% increase in taxable retail sales since 2006, with two of its counties (Des Moines and Henry) on pace with the statewide rate of increase (31%).

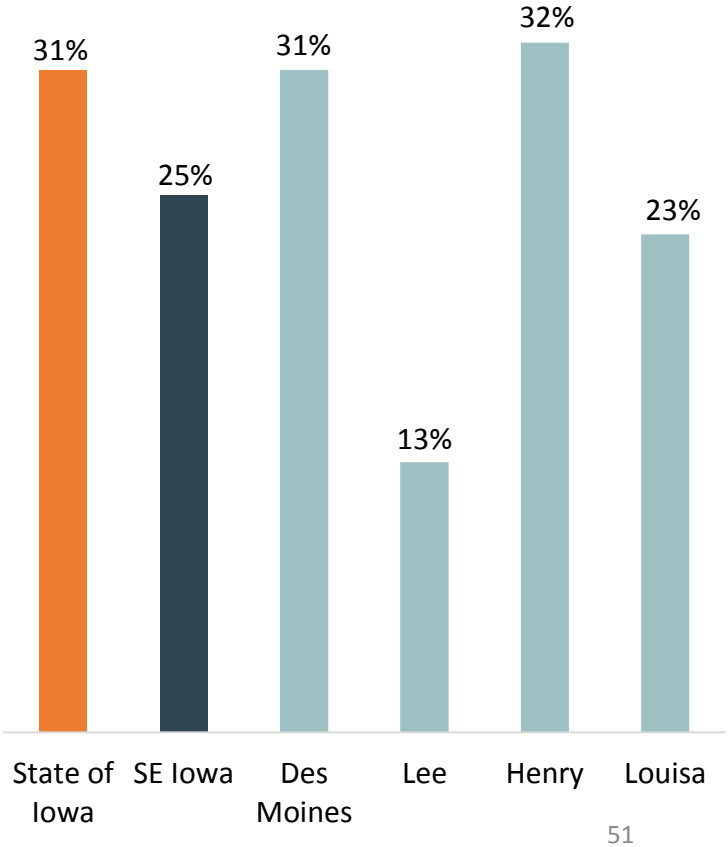
Des Moines County has the 12th highest Per Capita Taxable Retail Sales of all Iowa Counties

Southeast Iowa Taxable Retail Sales (in Millions)



Following the recession, a pronounced rate of growth in retail sales occurred from 2013 to 2016, followed by a slight drop in 2017. Accounted for largely by Des Moines and Lee Counties, this drop followed the opening of the Iowa Fertilizer Plant, when the thousands of temporary construction workers left the region.

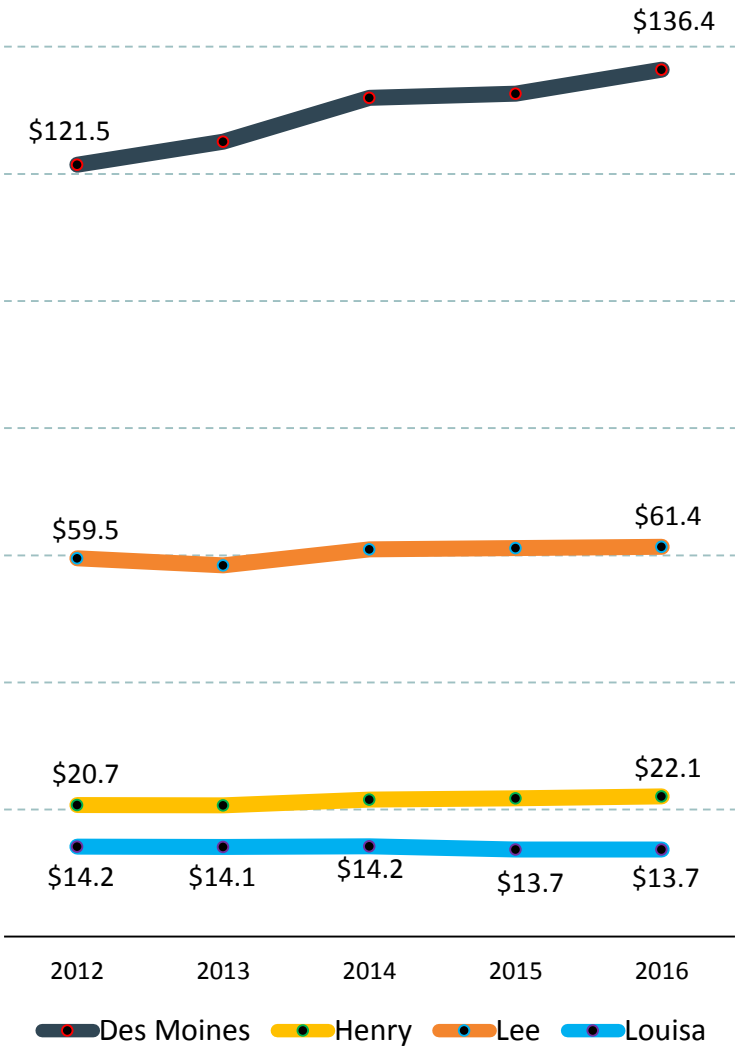
% Change in Annual Taxable Retail Sales, 2005 to 2017



TOURISM

Sweet Corn Festival, West Point

Tourism expenditure (in millions)



Tourism to Southeast Iowa has increased by 8% from 2012 to 2018, a total of $234 million dollars in expenditures, creating a positive economic impact on the area. The region's travel-generated payroll has also seen positive growth. This is defined as the wage and salary income paid to employees directly serving the traveler within the industry sectors from which these travelers purchase goods and services. Of all the counties in the region, Des Moines County has the largest tourism expenditures and is ranked 9th out of the state's 99 counties. Lee County is the second largest expenditures in the region and is ranked 37th out of the 99 counties. However, there is a large gap between tourism expenditure in Des Moines county and the other Southeast Iowa counties, which means there are opportunities to increase tourism expenditures in other parts of the region.

The following page includes a map (and corresponding list) that highlights the most prominent tourist destinations in the region. This includes outdoor recreation facilities, other standalone destinations that are typically accessible year-round, and major recurring events that tend to draw large crowds. It also highlights three signed routes to guide motorists along a scenic corridor with historic or cultural significance. In Lee County, two of these overlap along Highway 2 west of Donnellson.

Tourist Destinations of Southeast Iowa

Standalone Destinations

1. Aspen Grove Cemetery *(Burlington)*
2. Catfish Bend Casino/Pzazz *(Burlington)*
3. Harlan-Lincoln House *(Mt. Pleasant)*
4. Harvestville Farm *(Donnellson)*
5. Iowa State Penitentiary *(Ft. Madison)*
6. Lewelling Quaker Museum *(Salem)*
7. Lock and Dam No. 19 *(Keokuk)*
8. Keokuk National Cemetery
9. Keokuk River Barge
10. Old Fort Madison
11. Snake Alley *(Burlington)*
12. Swedish American Museum *(Swedesburg)*
13. Swinging Bridge *(Columbus Junction)*
14. Toolesboro Mounds *(Louisa County)*

Outdoor Recreation

15. Baxter Sports Complex *(Ft. Madison)*
16. Big Hollow Recr. Area *(Des Moines Co.)*
17. Burlington Regional RecPlex
18. Crapo Park *(Burlington)*
19. Geode State Park *(Henry County)*
20. Lake Wilderness Campground *(Lee Co.)*
21. North Gorge *(Burlington)*
22. Oakland Mills Park *(Henry County)*
23. Pollmiller Park *(West point)*
24. Port Louisa Nat'l Wildlife Refuge *(Louisa)*
25. Rand Park *(Keokuk)*
26. Shimek State Forest *(Lee County)*
27. Spirit Hollow Golf Course *(Burlington)*
28. Starr's Cave Park & Preserve *(Burlington)*
29. Timberghost Lodge *(Des Moines County)*
30. Wilson Lake Park *(Lee County)*

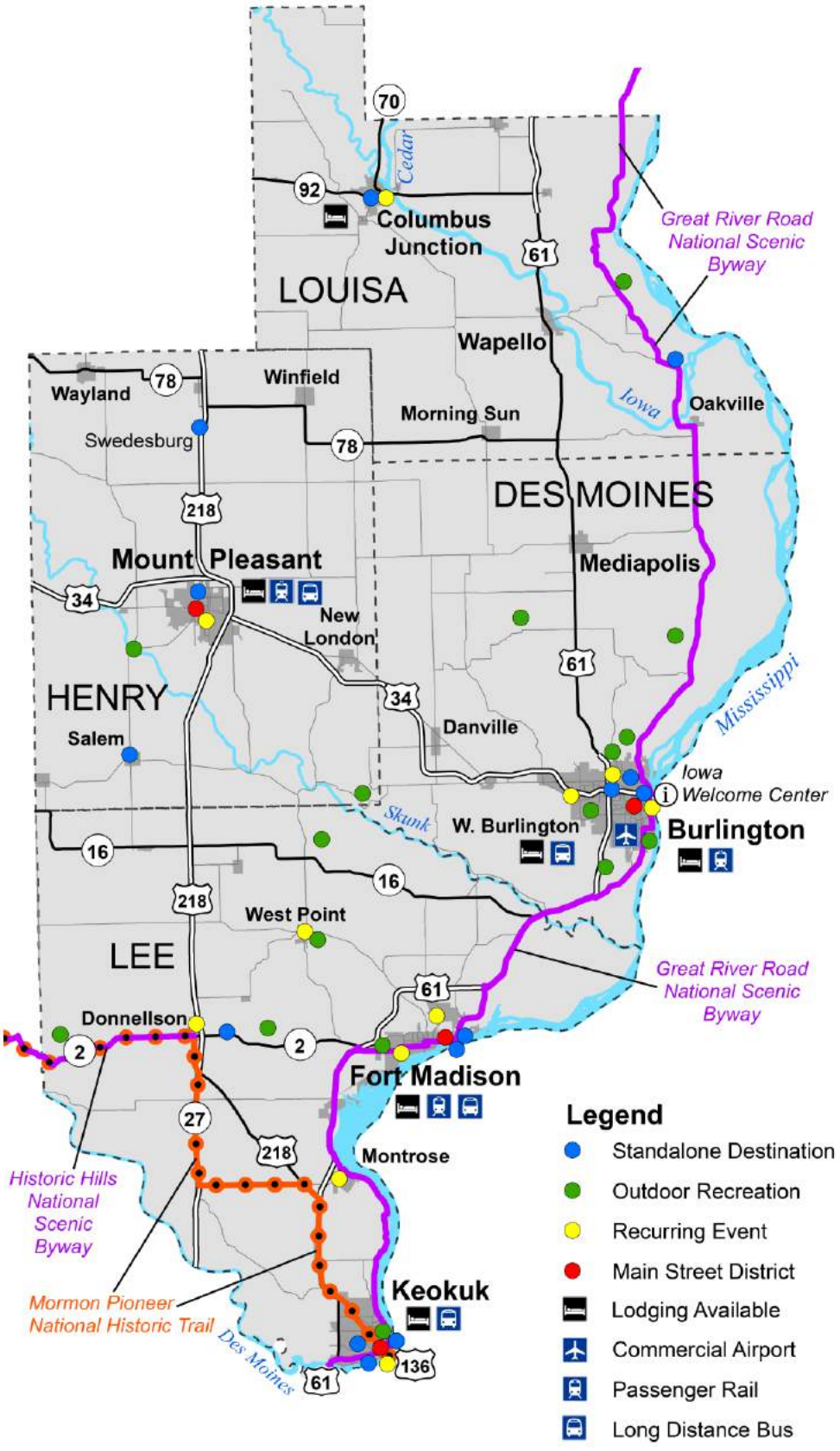
Recurring Events

31. Burlington Bees Baseball *(Burlington)*
32. Des Moines County Fair *(W. Burlington)*
33. Lee County Fair *(Donnellson)*
34. Louisa County Fair *(Columbus Junction)*
35. Mexican Fiesta *(Ft. Madison)*
36. Midwest Old Threshers' Reunion and Henry County Fair *(Mt. Pleasant)*

35. Montrose Watermelon Festival
36. Rollin' On The River Bluesfest *(Keokuk)*
37. Steamboat Days *(Burlington)*
38. Tri-State Rodeo *(Ft. Madison)*
39. West Point Sweet Corn Festival

Main Street Districts

40. Downtown Partners, Inc. *(Burlington)*
41. Fort Madison Main Street
41. Main Street Keokuk
42. Main Street Mount Pleasant



HOW HEALTHY ARE SOUTHEAST IOWANS?

County Health Rankings

According to *County Health Rankings*, compiled by the Robert Wood Johnson Foundation, counties in Southeast Iowa fare comparatively poorly with the remainder of the State. This is especially true for Des Moines and Lee, which are usually toward the very bottom. Henry County has usually ranked the highest of the four.

Health Factors

Using a variety of statistics, Health Factors focuses on the conditional elements that influence the health of a county:

- Health Behaviors
- Clinical Care
- Social & Economic Factors
- Physical Environment

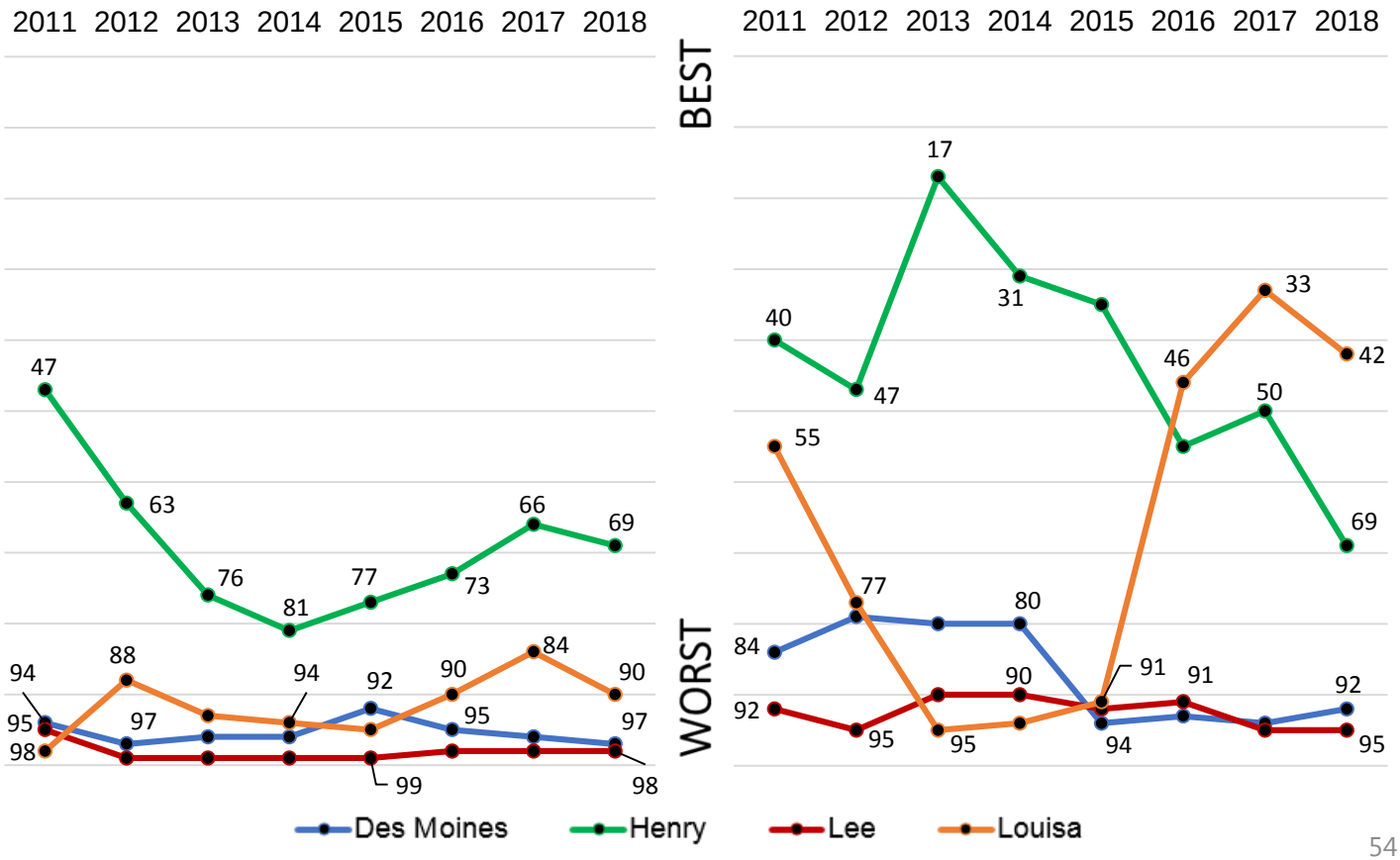
Des Moines and Lee Counties have consistently ranked in the bottom 10 each year.

Health Outcomes

Health Outcomes is based on statistics for two types of measures, which reflect how long people live and how healthy people feel:

- Length of Life
- Quality of Life

Louisa County's ranking has improved significantly, whereas Henry County's has dropped.

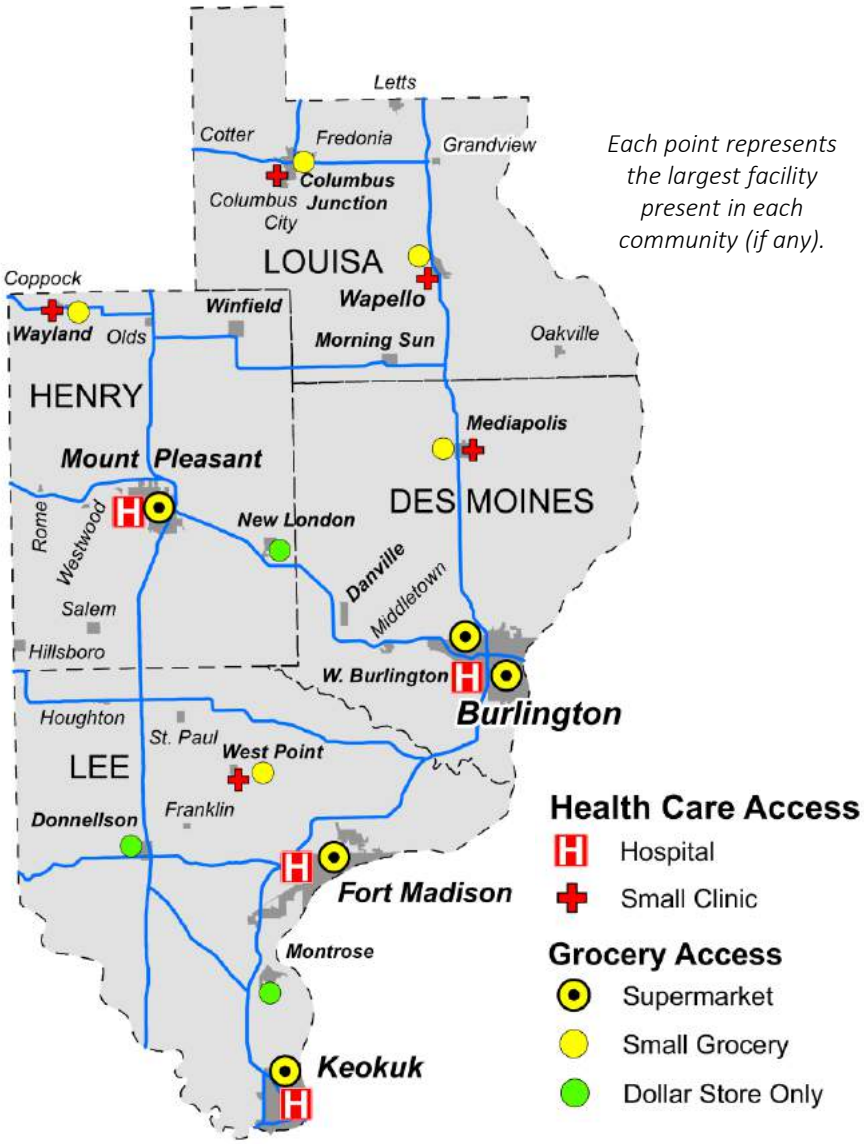


HOW HEALTHY ARE SOUTHEAST IOWANS?

The two broad categories of 'Health Factors' and 'Health Outcomes' are each comprised of several sub-categories, whose individual scores are weighted to produce the total score. For these six sub-categories, the rankings for each county in Southeast Iowa are displayed in the table below. Those that fall in the State's bottom quadrant (75 to 99) are shown in red.

	Health Factors				Health Outcomes	
	Health Behaviors	Clinical Care	Social & Economic Factors	Physical Environment	Length of Life	Quality of Life
Des Moines	98	27	97	84	79	95
Henry	84	26	62	82	47	80
Lee	95	65	98	99	93	97
Louisa	82	93	76	89	35	57

Health and Grocery Access



Each point represents the largest facility present in each community (if any).

Southeast Iowa counties all fare poorly in the category of Health Behaviors, which includes statistics for obesity, smoking, physical inactivity, access to exercise opportunities and healthy food choices, excessive drinking, and sexually transmitted infections. The same is true for Physical Environment, a broader category that encompasses air pollution levels, drinking water safety, severe housing problems, and the tendency for individuals to spend many hours commuting to work alone.

The category of Social & Economic Factors reflects a number of statistics included elsewhere in this document, including income levels and poverty, unemployment, prevalence of single-parent households, crime rate, and educational attainment. Henry and Louisa County each fare noticeably better than the others in this category.

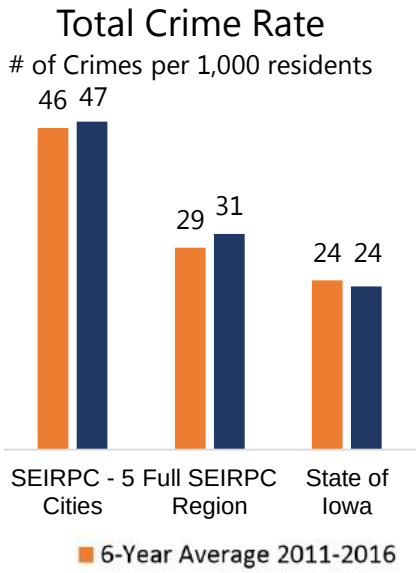
Clinical Care focuses primarily on the availability of comprehensive health care resources in the community, including primary care physicians, dentists, and mental health providers. Southeast Iowa fares much better in this category, with the exception of Louisa County, which does not have its own full service hospital – only a few small clinics.

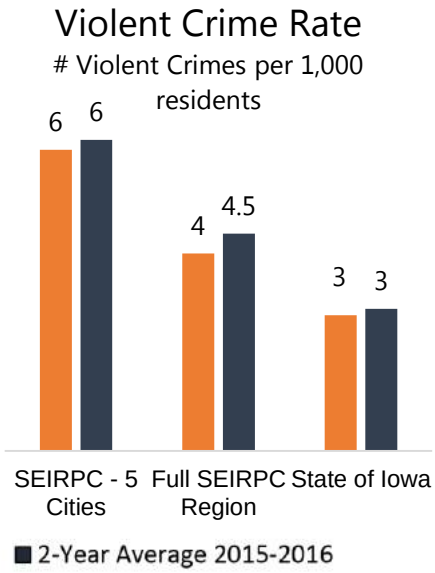
SOCIOECONOMIC INSIGHTS

The economic situation is clearly improving, but decline and stagnation in recent decades has yielded several enduring consequences…

Crime Rate

Crime has been a topic of concern in Southeast Iowa over the past 5 years, particularly in the region's larger cities such as Burlington and Keokuk. The degree of concern has clearly been enflamed by media coverage and public perception, since the region's crime rate was very low to begin with, compared to other areas of the Midwest. Still, the basic reality is that the region's crime rate is now higher than the state as a whole, and has increased over time. This is according to FBI crime statistics compiled by local law enforcement agencies.





37%

Of Southeast Iowa families with children are headed by a single-parent.

Other interrelated issues include:

Drug Abuse, Homelessness, and Dropping out of High School

While most of this trend is driven by non-violent property crimes, violent crimes are also occurring at a more frequent rate than in the state as a whole, with this pattern largely influenced by the region's 5 largest cities. Local officials and community boosters have been quick to recognize the serious implications this has for the region's future economic prospects and quality of life. As such, formal efforts have been undertaken by these leaders, in conjunction with local law enforcement, to both better understand the scope and root causes of the problem, as well as actively deter it in the future.

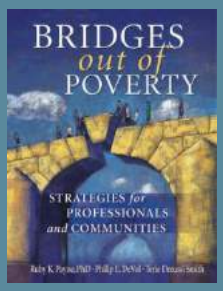
Mental Health Services

Ready access to mental health services can play a major role in reducing the prevalence of crime, drug abuse, and homelessness. Unfortunately, as the nature of mental health treatment has changed significantly in recent decades, supply is often not enough to meet demand. In Southeast Iowa, this problem was greatly exacerbated by the 2015 closure of the State Mental Health Institute in Mount Pleasant. Health care providers, counselors, and social service organizations have been forced to fill the void at the local level, with limited resources available to combat such a widespread and complex problem.

While far from being an automatic predictor of future problems, children raised in single-parent households are statistically more likely to experience socioeconomic challenges later in life. Over 2/3rds of Southeast Iowa families with children are headed by a single-parent (37%), which significantly exceeds the statewide rate of 31%. Des Moines County ranks the highest of all 99 counties, at 41%, while Lee County is the third highest, at 39%.

Building Bridges Out of Poverty

Bridges out of Poverty is a conceptual framework for communities to utilize in tackling the multiple interrelated issues that contribute to the problem of chronic, generational poverty.

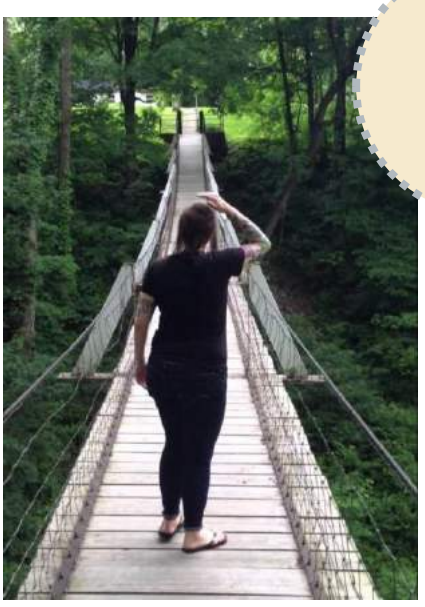


In Southeast Iowa, an initiative called ***Building Bridges*** was established to implement these strategies at the local level. First started in Burlington, it has since spread to the communities of Lee County. Numerous professionals in the region (public, private, and non-profit) have eagerly joined forces in this effort. One of the critical aspects of this program is its non-judgmental approach to the behaviors and motivations of the people who struggle through these common problems.

just remember:

Sometimes the bridge looks like THIS

But



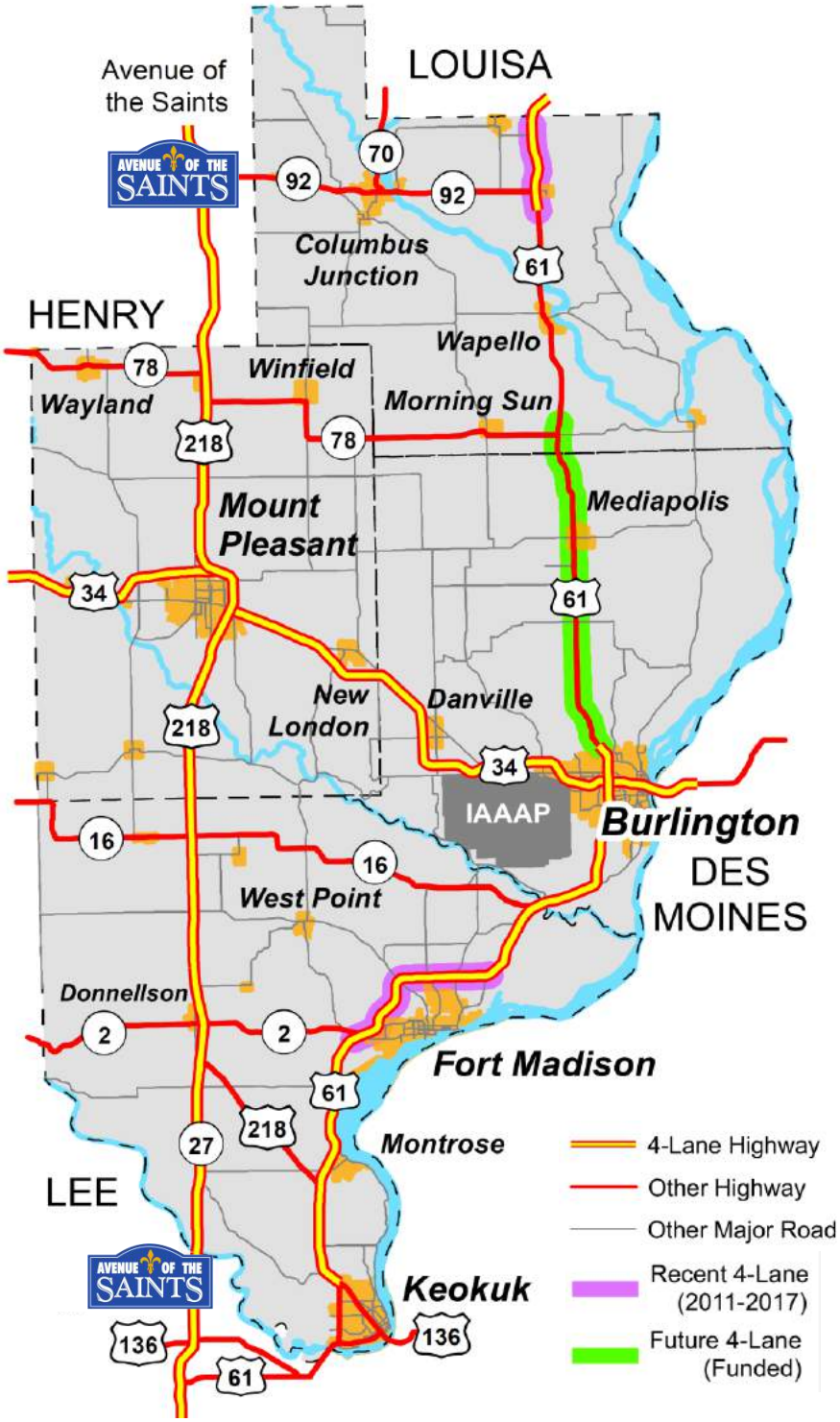
More often it looks (and feels) like THIS

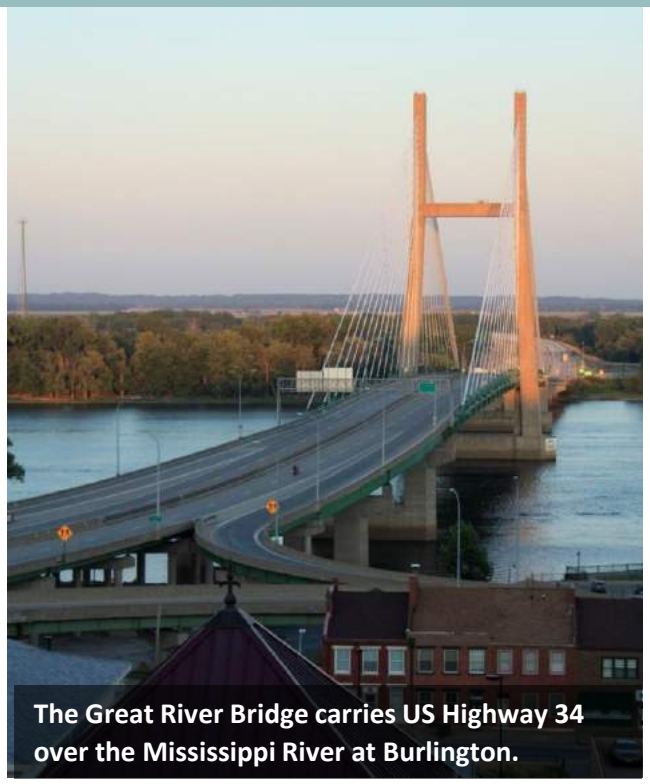
With patience, collaboration, and hard work, Southeast Iowa can overcome the problem of generational poverty!

ROAD AND HIGHWAY TRANSPORTATION

The transportation system of Southeast Iowa is exceptionally diverse for its comparatively small, largely rural population.

Highway System





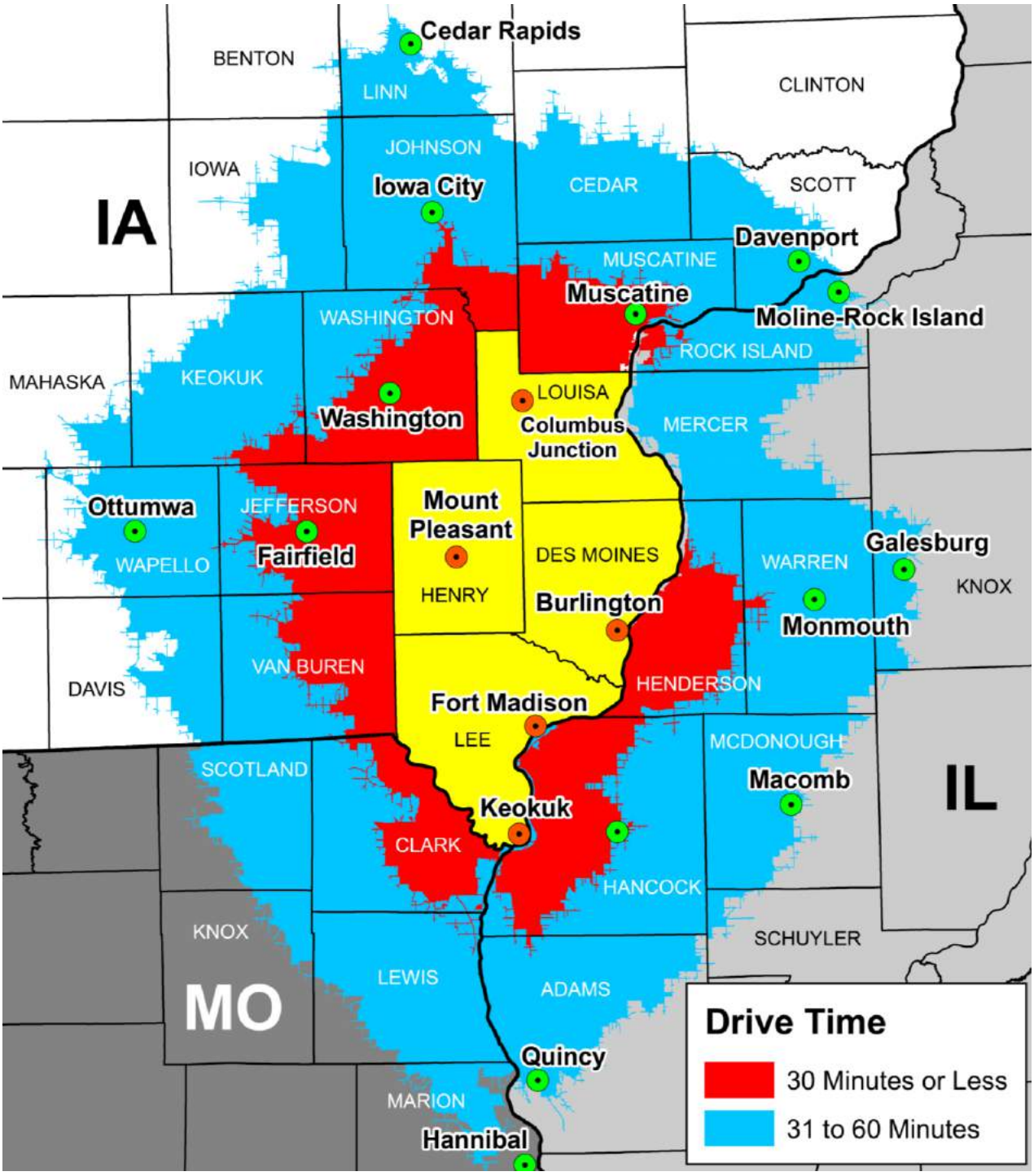
The Great River Bridge carries US Highway 34 over the Mississippi River at Burlington.

Access to the Mississippi River, a historic presence of railroad hubs, and an ever-expanding 4-lane highway network are just some of the numerous components that make up this dynamic transportation system.

In terms of signed highway routes, Southeast Iowa is crossed by four US Highways – 34, 61, 136, and 218, along with six State Highways – 2, 16, 27, 70, 78, and 92. The Avenue of the Saints is a continuous north-south 4-lane highway passing through the western half of the region (it switches from US Highway 218 to State Highway 27 at Donnellson).

Highway 61 is 4-lanes between Burlington and Keokuk, with another portion north of Wapello completed in 2017. Highway 34 is 4-lanes from Burlington westward, but drops to 2 lanes shortly after entering Illinois to the east. Efforts are quickly progressing for upgrading Highway 61 to four lanes from Burlington to southern Louisa County.

HOW FAR IS IT FROM SOUTHEAST IOWA TO ..... ?



The map above was calculated using the 'Drive Time' feature in the ArcMap GIS software. Areas in red are within 30 minutes of one or more municipalities in Southeast Iowa. Areas between 30 and 60 minutes from the region are shown in blue. Several larger urban areas are less than an hour from at least part of the region, including the Quad Cities, Iowa City, Cedar Rapids, and Quincy.

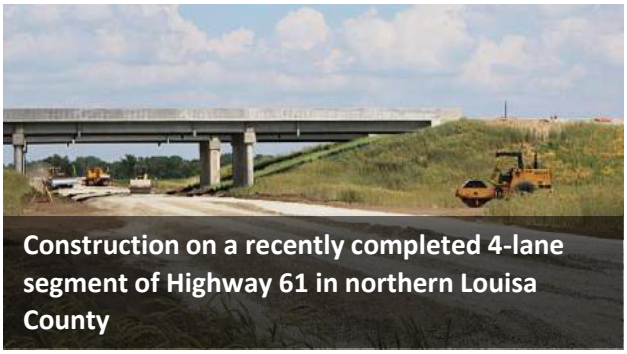
This indicates that commuting, shopping, and commercial shipping opportunities are plentiful for the residents and business of Southeast Iowa. The presence or lack of 4-lane highways helps explain why the red and blue further from the region in certain areas. The absence of any bridges over the Mississippi River between Burlington and Muscatine is made apparent by the lack of any red in Mercer County, Illinois.

Expanding the 4-Lane Highway Network

Enormous strides have been made in the last three decades, to upgrade Southeast Iowa's busiest routes to 4-lane divided highways. One of the most prominent examples is the Avenue of the Saints, which is 4-lanes throughout the region, and onward to points north and south, including Iowa City, Cedar Rapids, Waterloo, Hannibal, and St. Louis. Also completed in the mid 2000s, State Highway 163 is 4-lanes from Burlington to Des Moines, co-signed as US 34 from Burlington to Ottumwa. In 2011, the 4-lane Highway 61 bypass of Fort Madison greatly enhanced regional transportation, through establishing a more direct connection between Burlington and Keokuk.

Several critical gaps remain along the Highway 61 corridor between Dubuque and St. Louis. Most notable is the section between Burlington and Muscatine, while another shorter gap exists between Keokuk and the Avenue of the Saints, requiring collaboration with the Missouri Department of Transportation.

Progress is already progressing on Burlington to Muscatine section, starting with the 2017 completion of a 5.8 segment from the Muscatine County line to just south of Grandview. At the other end, construction work commenced in the summer of 2018 for a 10.6 mile section between Burlington and Mediapolis. Funding has also been secured for some right-of-way acquisition and grading work for two subsequent sections to the north – a bypass of Mediapolis, and extending from there to just north of State Highway 78.



Construction on a recently completed 4-lane segment of Highway 61 in northern Louisa County

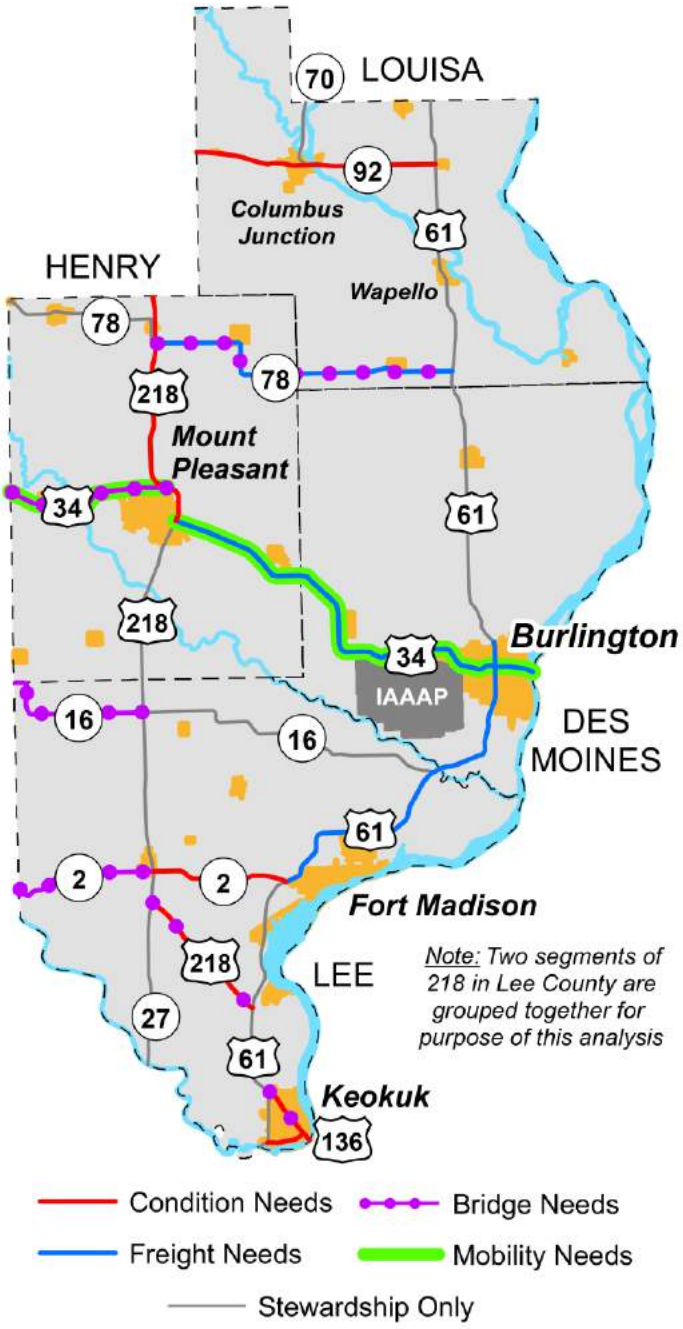
The remaining 10-mile segment in central Louisa County remains a more distant prospect, with significant environmental challenges in the area around the Iowa River crossing. A preferred alignment has been established, but it may be as long as ten years before this section is open to traffic. A similar situation exists for the US 34 corridor in Illinois, between Burlington and Monmouth. While outside the SEIRPC region, this is still a crucial travel artery for the region's residents, and Western Illinois residents who work and shop in the Burlington area.

Two regional coalitions have worked for several decades to pursue upgrades to the 61 and 34 highway corridors. The *Highway 61 Coalition* and *Highway 34 Coalition* are each comprised of many stakeholders in Southeast Iowa, including civic leaders, economic development professionals, and private citizens.

While all of Highway 34 in Southeast Iowa is now 4 lanes, the crucial eastward connection into Illinois is compromised by two remaining 2-lane sections between Gulf Port and Monmouth, with a total of 20 miles. This includes areas with no shoulders and deep ditches, where fatal crashes have been common. In 2015, a six-mile bypass was completed around the town of Biggsville. This was thanks in large part to the support of State representatives, along with aggressive lobbying by a local group called *34 Voices*, comprised of students at a high school along the highway.

Regional Highway Needs

In 2017, the Iowa DOT released a statewide long-range transportation plan, *Iowa in Motion 2045*. As part of the development of this plan, an analysis of highway improvement needs was conducted. Highway corridors and individual segments were analyzed in terms of several different types of needs – capacity, mobility & safety, freight, condition, operations, and bridges. The map below displays the needs of highway segments in the Southeast Iowa region. Two types of needs were not present on any routes in this region – *operations* (which was only concerned with Interstate highways, and *capacity*, as current traffic patterns suggest that existing capacity will be sufficient for traffic demand through at least 2040.



The *mobility and safety* analysis looked at rural two-lane highways that lacked any current or future capacity needs, but would benefit from certain comparatively low-cost enhancements, such as turn lanes and passing lanes at strategic locations, wider paved shoulders, and access changes. A highway with these types of improvements is typically referred to as a *Super 2*. While Highway 34 is four-lanes throughout Southeast Iowa, the two-lane portion of this same highway from Ottumwa to Interstate 29 was identified as a targeted corridor for mobility improvements.

The *freight* analysis looked at freight bottlenecks that were identified as part of the *Iowa State Freight Plan (2016)*. These are locations where freight movement may be hindered and improvements to facilitate more efficient movement should be considered. Three such highway segments were identified in Southeast Iowa, on US 34, US 61, and Iowa 78.

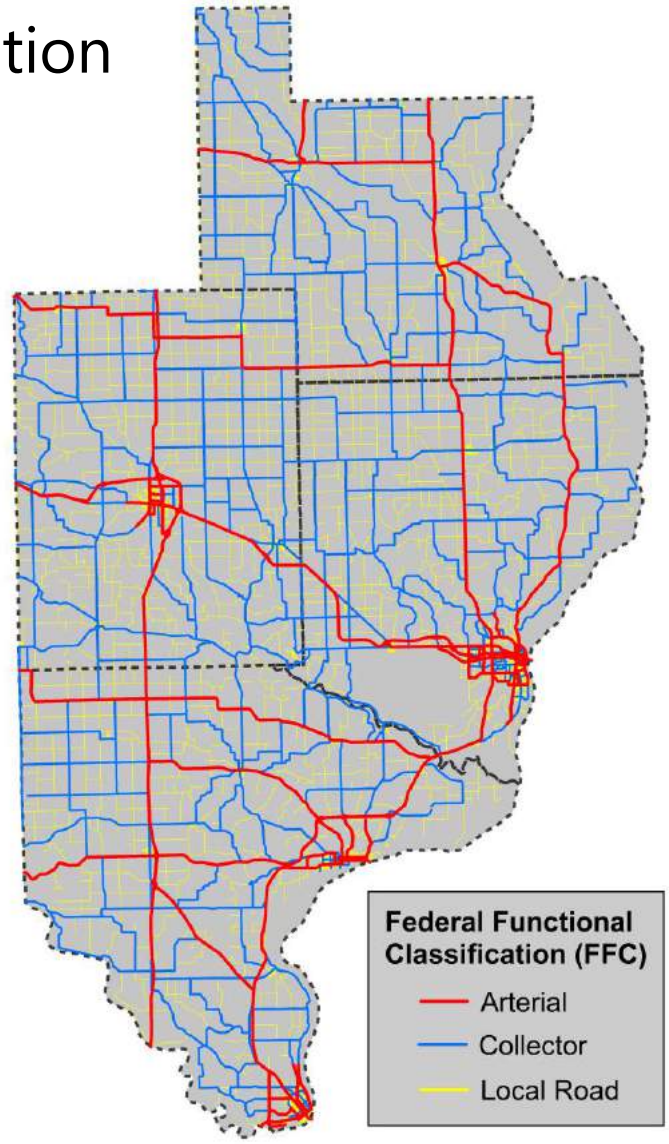
The *condition* analysis used the Infrastructure Condition Evaluation (ICE) tool, to evaluate the overall structural and service condition of highway segments. Various measures, including Pavement Condition Index (PCI) and AADT, are utilized as part of the ICE evaluation. Several segments were identified in Southeast Iowa, including two east-west routes between Highway 61 and the Avenue of the Saints in Lee County, and another in Louisa County.

The *bridge* analysis identifies highway segments that include bridges that rated in the bottom 5% of all bridges statewide, using the bridge condition index. It should be noted that one of these segments includes a bridge outside the region in Van Buren County (Highway 2). The bridge on Highway 78 has an embargo which caused this segment to have a freight need as well.

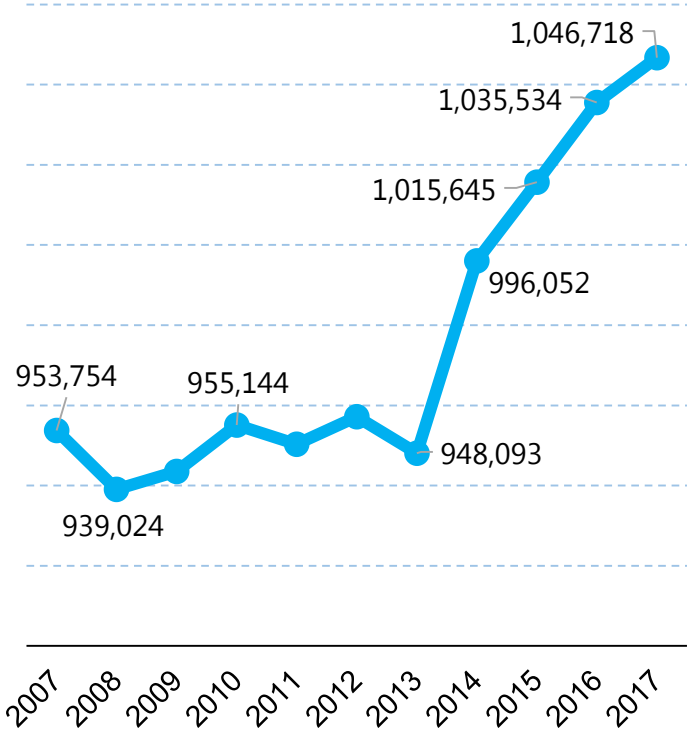
Federal Functional Classification

Different roadways provide different functions within the local community. Federal Functional Classification (FFC) is a system of categorizing all public roads according to a hierarchy of significance. It is also used to determine which roads are eligible for Federal funding.

With no Interstate Highways in Southeast Iowa, Arterials are at the high end of the regional hierarchy, and are the most likely to serve long-distance travel. Collectors serve primarily to funnel traffic between Arterials and Local Roads. Their traffic volume is typically lower than Arterials, and often the heaviest when residents travel to and from work. Local Roads are those that are not eligible for Federal funding, and largely serve only residents within a particular neighborhood, or workers/patrons within a particular commercial area.



	SE Iowa Mileage	SE Iowa Percentage	Iowa Percentage
Interstate	0	0%	1%
Arterial	416	12%	9%
Collector	1,113	31%	28%
Local Road	2,055	57%	63%
Total	**3,584**		



Vehicle miles traveled

Vehicle Miles Traveled (VMT) is the total mileage of all vehicles on the region's public roads in a given year.

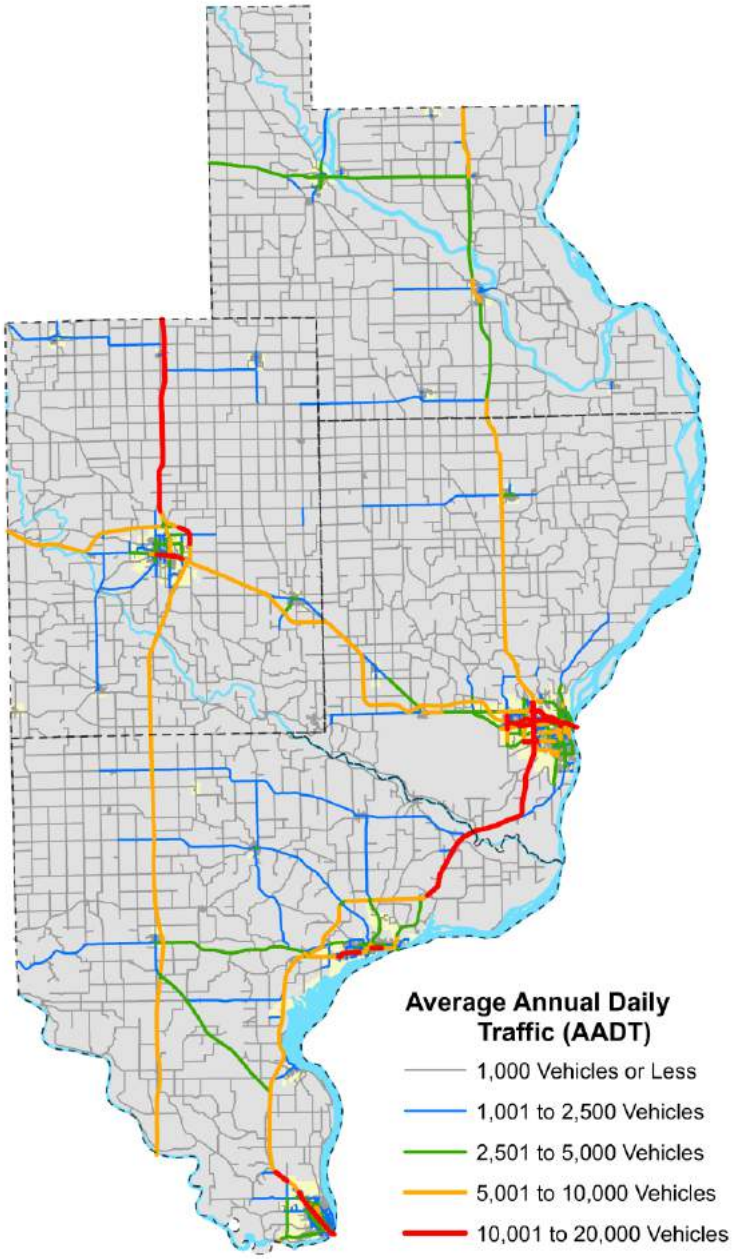
Over 1 million miles
Were traveled on Southeast Iowa roads in 2017

The sizable increase in VMT from 2013 to 2014 and was most pronounced in Lee County, after construction of the Iowa Fertilizer Plant had begun. However, the trend has continued upward through 2017, after the plant was fully operational, and is apparent in the other counties as well. Between 2007 and 2017, the region's VMT increased at a faster rate than the State as a whole (10%, compared to 7%).

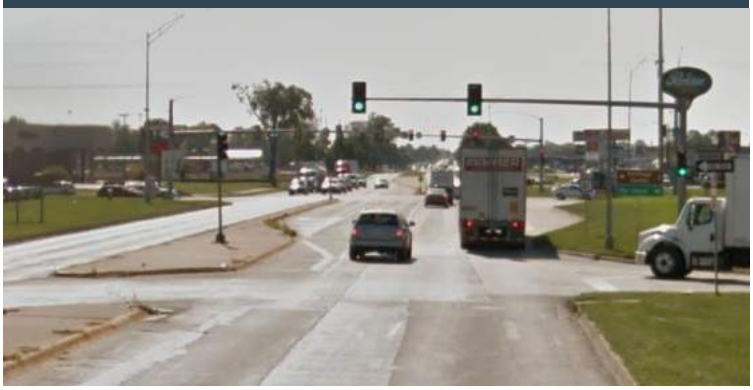
ROAD AND HIGHWAY TRANSPORTATION

Average Annual Daily Traffic (AADT) is a measure of the average number of vehicles that travel a given roadway segment on any given day (within a specific year). This includes traffic moving in both directions.

Only a few road segments in Southeast Iowa average more than 10,000 vehicles per day, most of which are part of major highway routes (such as US 61 between Burlington and Fort Madison, and US 218 north of Mount Pleasant). The vast majority of roads in the region see no more than 5,000 vehicles per day. In rural areas, most roads (outside of major highways) see no more than 1,000 vehicles per day.



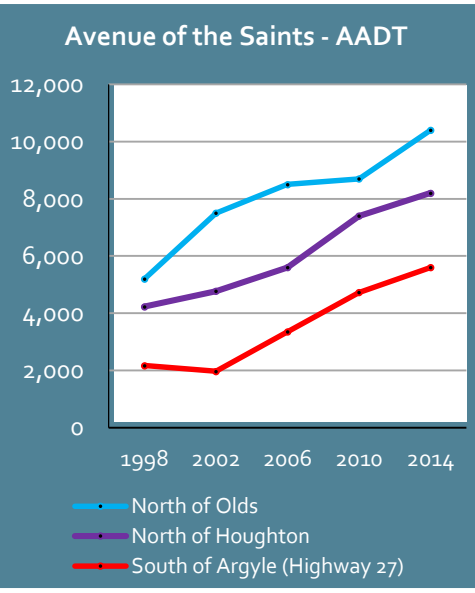
In 2016, the highest AADT in Southeast Iowa was on Roosevelt Avenue (Highway 61) between Highway 34 and Agency Street (19,500 vehicles per day).



A NEW HIGHWAY CHANGES TRAFFIC PATTERNS

The establishment of the 4-lane Avenue of the Saints has yielded a significant increase in traffic volume along the US 218 corridor. Some locations saw the volume double or even triple over that period. It is clear that many more vehicles (particularly trucks) are now using this as an alternative to other highway corridors, including some Interstates.

The highway has also heavily influenced commuting patterns, as travel time to employment hubs like Iowa City, Cedar Rapids, and Quincy has been reduced. Several ***park-and-ride*** facilities have been established to assist carpooling commuters. One of these (pictured at left) is in the City of Olds.

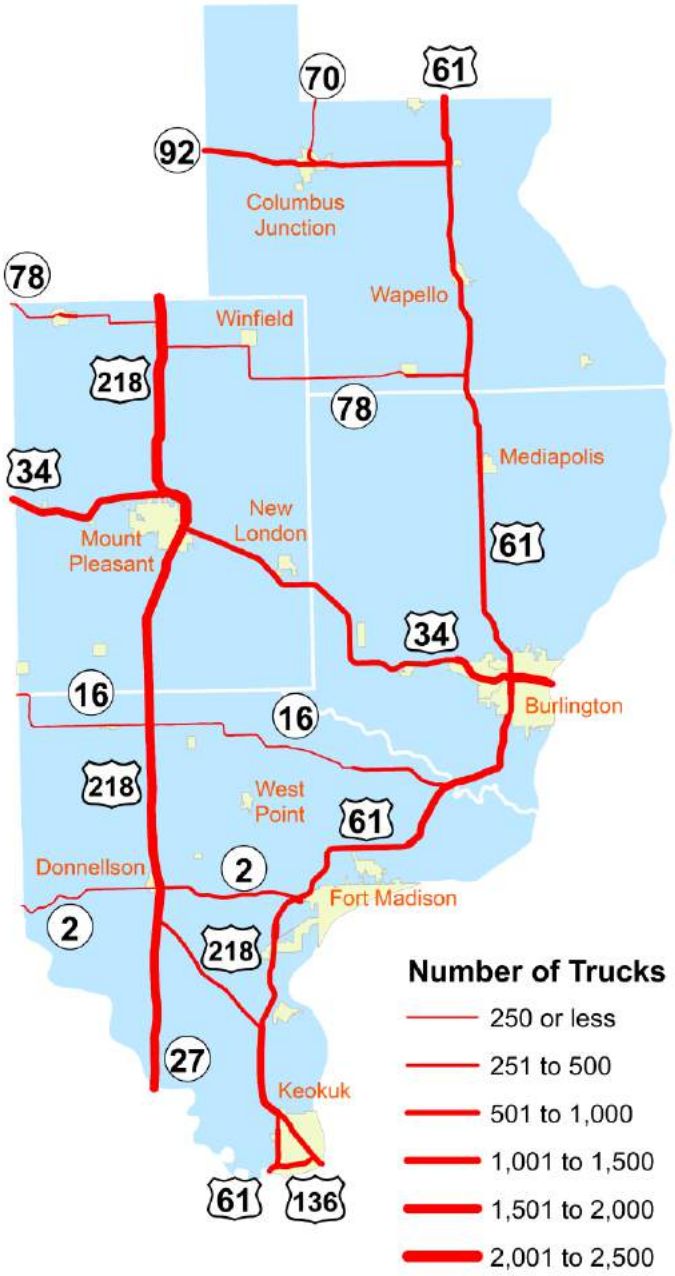


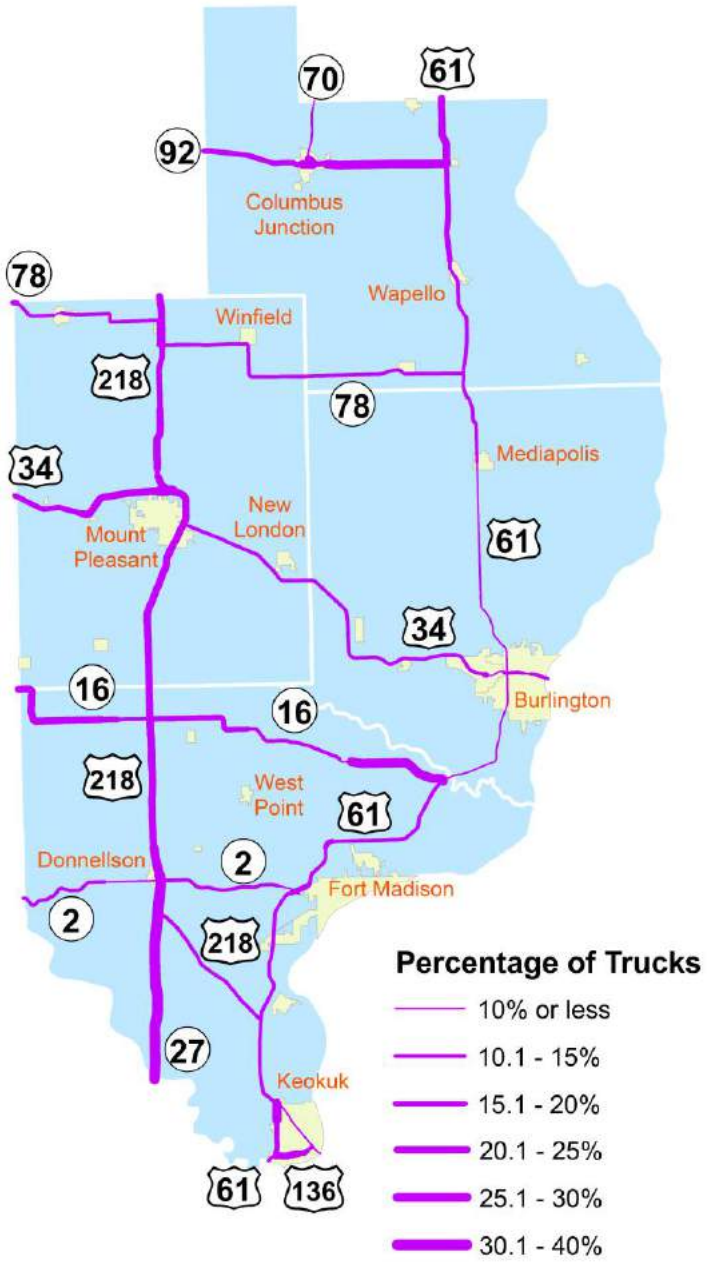
TRUCK TRAFFIC IN SOUTHEAST IOWA

In Southeast Iowa, some of the heaviest truck traffic is found on the Avenue of the Saints. For the portion signed as Highway 27 (south of Donnellson), over 30% of AADT is accounted for by trucks. Total volume is highest north of Mount Pleasant (toward Cedar Rapids). Several industrial facilities help explain locally concentrated areas of truck traffic on the maps below (i.e. the Tyson Foods plant in Columbus Junction).

AADT provides a measure of all traffic on a given roadway, including personal automobiles, passenger vehicles, and commercial trucks. For US and State Highway routes, statistics are available on the volume of truck traffic – on its own, and as a percentage of the total AADT.

Pilot Travel Center opened in Mount Pleasant in 2014, serving traffic on the Avenue of the Saints and US 34



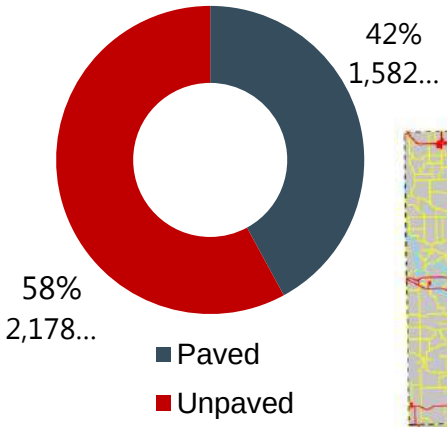


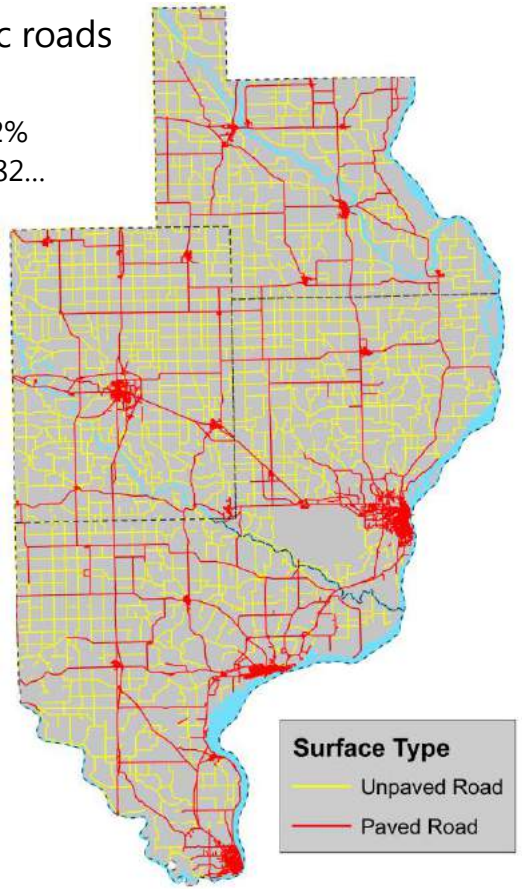
Paved v. Gravel roads

As is typical in the State of Iowa, many of Southeast Iowa's rural roads have a gravel surface. Roads chosen for paving typically have a higher traffic volume, or are part of the Farm-to-Market system.

Because much of Southeast Iowa's land area is rural and agricultural, nearly 60% of the region's road mileage is gravel. The presence of 4 densely populated urban areas helps balance out the total, with over 1,000 miles of paved roads.

All public roads





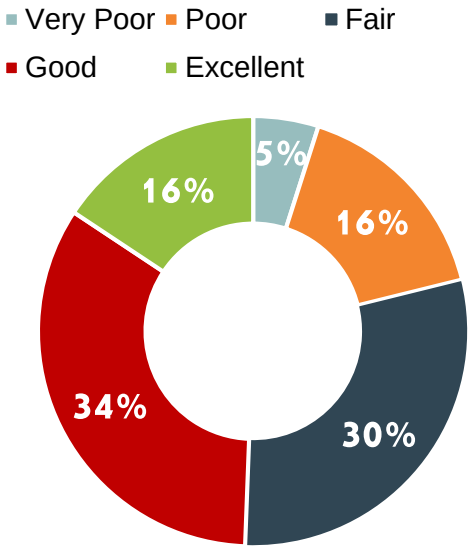
Pavement Condition Index (PCI)

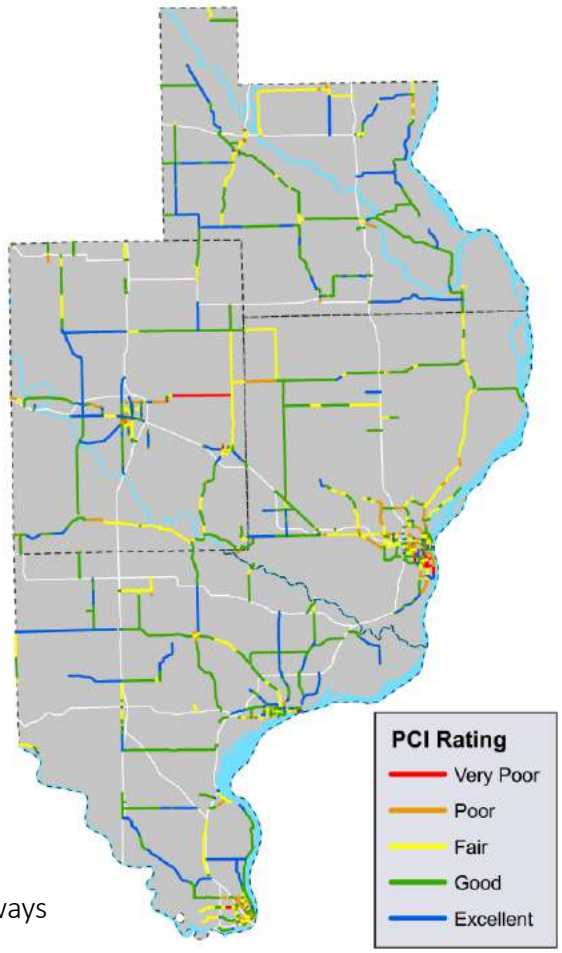
The Pavement Condition Index is a reliable means of comparing the condition of paved roads, both at the surface and subbase level. Accordingly, some roads may be rated poorly, yet feel smooth to drive on. Others may rate well, despite having a bumpy or potholed surface.

PCI tends to vary significantly between city and county road systems. Because the vast majority of county roads aren't paved, the paved roads are rehabbed frequently, due to their strategic importance to the overall network. In cities, there are many low-traffic residential streets, and the cost of routine maintenance is often prohibitive.

In rural areas of Southeast Iowa, 71% of roads are in Good or Excellent condition, while only 6% are in Poor or Very Poor condition. In urban areas, 37% of roads are Poor or Very Poor, while only 28% are Good or Excellent. The map at left highlights only those roads classified as an arterial or collector.

PCI rating – Paved Arterial and Collector Roads *



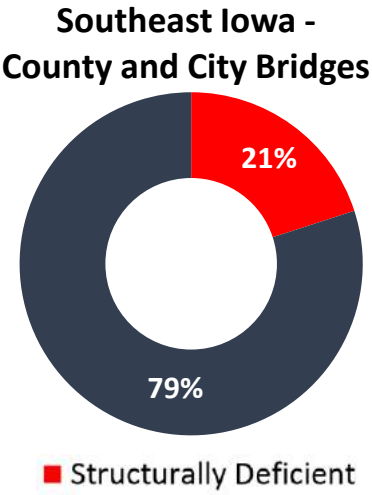


* Does not include US and State Highways

BRIDGE CONDITION

As of 2017, the Federal Highway Administration (FHWA) reports that there are a total of 720 road bridges in Southeast Iowa. Of those owned and/or maintained by the State, a County, or a City, 110 are classified as *Structurally Deficient*, meaning that one or more structural elements are in need of repair or replacement.

When bridges on the National Highway System (State or US Highways) are removed, approximately 21% of all County and City bridges in Southeast Iowa are classified as Structurally Deficient. This suggests that the region is performing better than the State of Iowa as a whole, for which that same figure is approximately 24%.



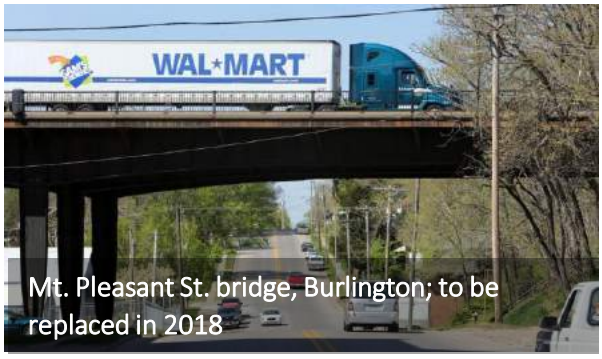
Disclaimer: Effective beginning in 2018, the rating criteria for determining which bridges are Structurally Deficient has been changed by FHWA. Accordingly, the above data will not be directly comparable to any subsequent data from FHWA.

The Iowa DOT's *Iowa Bridge Condition Index* measures the overall condition of a bridge, with each rated as either 'good', 'fair', or 'poor'. It takes multiple factors into account, including:

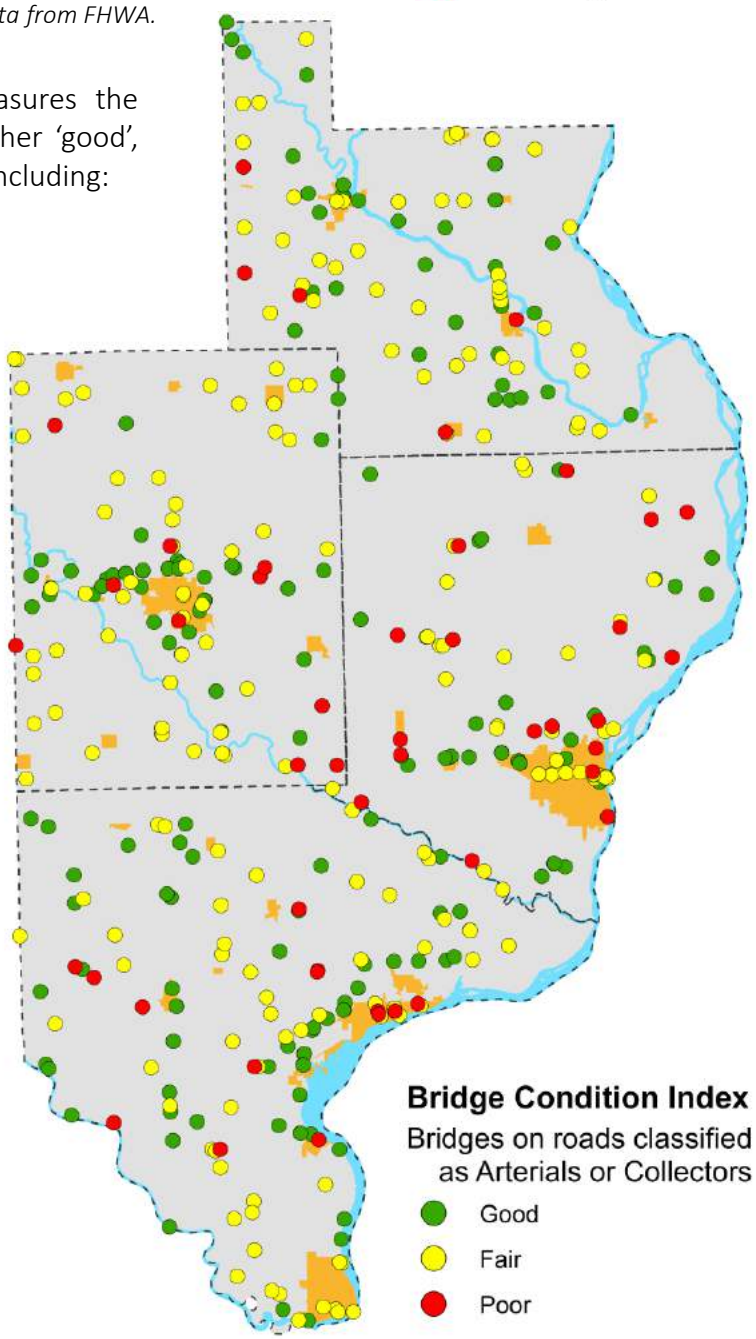
- Structural condition
- Load carrying capacity
- Horizontal and vertical clearances
- Measured traffic levels
- Length of detour required if unusable

Of all Southeast Iowa bridges located on arterial or collector roads, 41% are rated 'good', 48% are 'fair', and 11% are 'poor'.


New Highway 99 bridge over Iowa River, Oakville (2013)



Mt. Pleasant St. bridge, Burlington; to be replaced in 2018

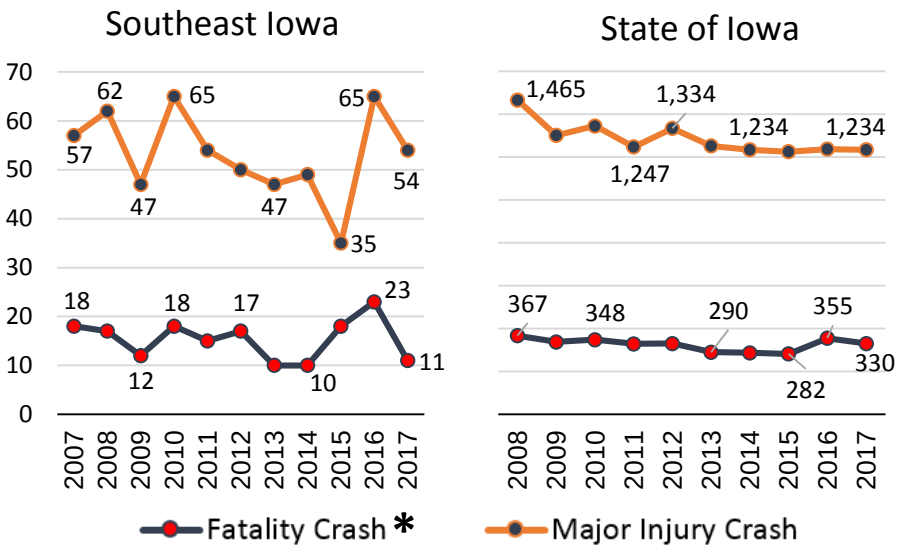


VEHICLE CRASHES AND TRAFFIC SAFETY

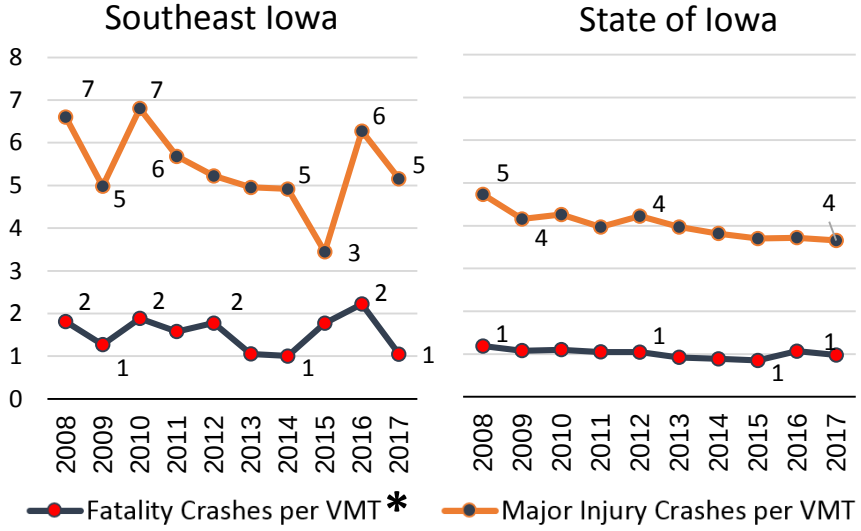
The number of serious vehicle crashes in Southeast Iowa has remained relatively stable over the past decade. Because of the smaller population, year-to-year fluctuations appear more pronounced. Therefore, a sudden spike is not necessarily indicative of a prolonged trend, and may simply represent a data outlier.

Fluctuations in the number of serious crashes do not take into account concurrent shifts in the total volume of traffic, which may help explain these changes. The crash rate shown in the graphs at left is calculated by dividing the total number of crashes by the number of vehicle miles traveled (VMT) for that year. In the long term, it the region's trend largely mirrors the State's, although there were notable fluctuations from year to year, which gravitate around the general trend line.

Number of Serious Crashes by Year



Rate of Serious Crashes per Vehicle Miles Traveled

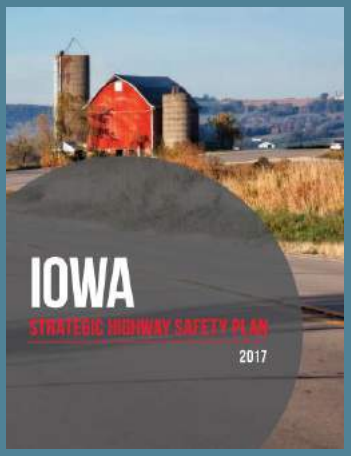


* *A crash is considered a 'fatality' when death occurs within 30 days of the crash.*

Strategic Highway Safety Plan

The Iowa DOT regularly prepares a Strategic Highway Safety Plan (SHSP), a statewide planning document with a framework for reducing fatalities and serious injuries on all public roads. Some of the key strategies outlined in the current SHSP include:

- Enhance driver education, and develop a multimedia education campaign
- Deploy high-visibility enforcement, involving state-of-the-art technology
- Deploy state-of-the-art technology
- Expand impaired driving enforcement programs
- Use roadway engineering to prevent lane departures and improve intersections
- Enhance multiagency collaborative efforts
- Improve the quality and accessibility of safety data



VEHICLE CRASHES AND TRAFFIC SAFETY

Several methods have been actively utilized to implement the strategies of the SHSP within in Southeast Iowa. These include local actions such as the use of traffic speed indicators by local law enforcement agencies, as well as statewide initiatives with local participation, such as the development of Local Road Safety Plans.

Traffic Speed Indicators

These specialized devices can be used to both visually display the speeds of traveling motorists, and record data that indicates the percentage and frequency of speed violations. In Southeast Iowa, several law enforcement agencies and school districts have purchased their own equipment to utilize for speed enforcement. In addition, since 2012, SEIRPC has offered a Speed Indicator Sharing Program, where a set of devices are shared between numerous local communities, who use them on an as-requested basis.

Local Road Safety Plans

Beginning in 2016, the Iowa DOT embarked on an extensive project to better identify dangerous rural road segments and intersections on a county-by-county basis. The DOT used these findings to consult with county engineers and other local stakeholders about strategies for reducing the incidence of serious crashes in that county.

This addressed not only the conditions of the road itself ('engineering'), but several other 'E' factors, such as 'education' to reduce the influence of human error on crashes. Lee County, which has the highest crash rate in Southeast Iowa, has begun actively pursuing safety upgrades along its more dangerous roads, typically found in areas of hilly terrain.

Safety Improvement Candidate Locations

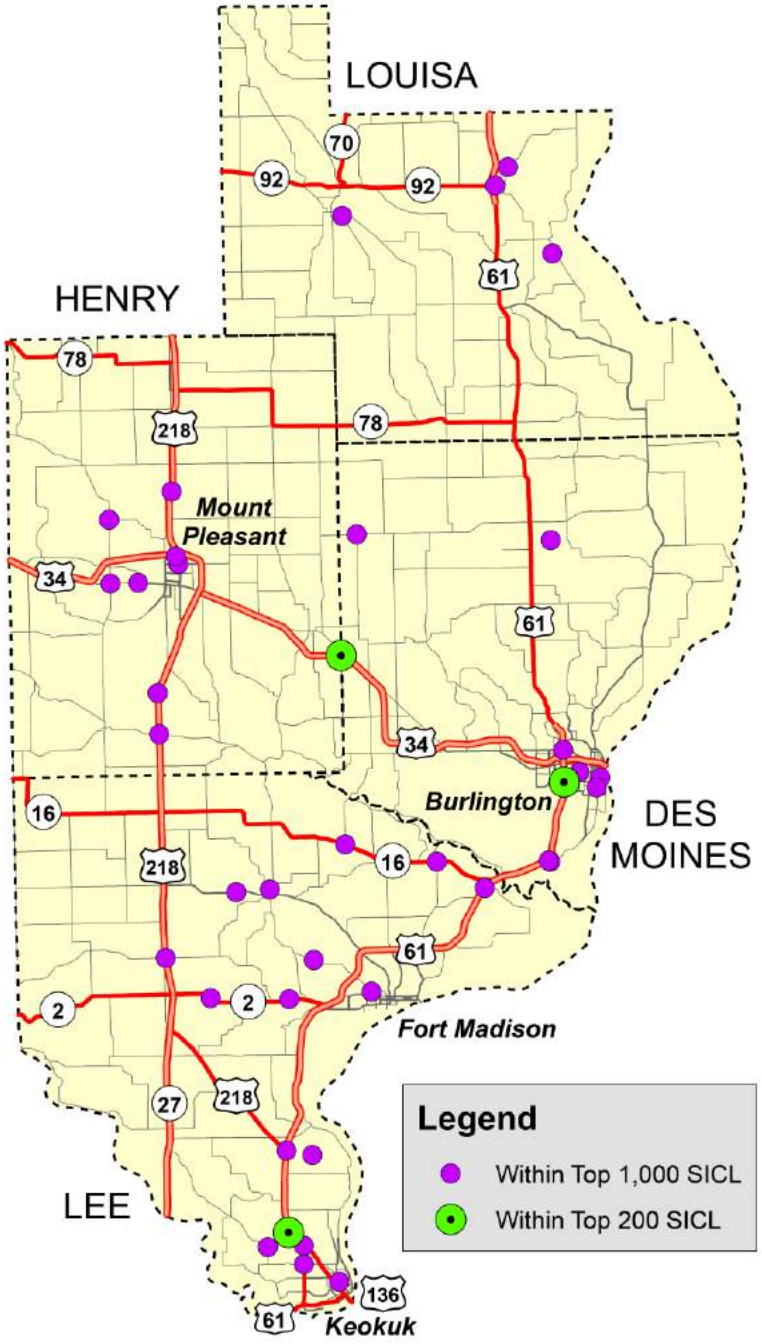
The Iowa DOT maintains a list of the Top 200 Safety Improvement Candidate Locations (SICL), for roadway intersections throughout the state. The list is calculated based on several criteria, including number of crashes, severity of crashes, and the rate at which crashes occur. Of those 200 intersections, three of them are located in Southeast Iowa. All three are located along four-lane US Highways, with two of them being at-grade, uncontrolled intersections in rural areas, while the other is an urban stoplight intersection.

Of greatest concern is the intersection of US 61 and West Avenue in Burlington, which ranks at number 9 statewide (out of 200). Northbound into Burlington on Highway 61, this is the 2nd of 10 stoplights along this urban section of the highway. As of 2014, traffic counts are in excess of 11,000 vehicles per day, for each of the four road segments feeding into the intersection. It is near several schools, numerous commercial businesses, a sports complex, and a growing industrial park. This intersection is presently being assessed as part of a larger corridor study for Highway 61 in Burlington. This study is intended to determine ways for improving traffic flow, and better coordinate the system of stoplights.

Next, at number 127 is the intersection between US 34 and Des-Moines Henry Avenue, at the Des Moines-Henry County line. This at-grade intersection serves as the east side entrance to a business route for US 34 in the City of New London. Safety has been an ongoing concern for this intersection since the US 34 bypass opened to traffic in 2002. Measures have already been taken to address this, including installation of 'traffic approaching when flashing' signs, and the paving of an 800-foot turn lane for exiting traffic, with a 20-foot buffer from through traffic.

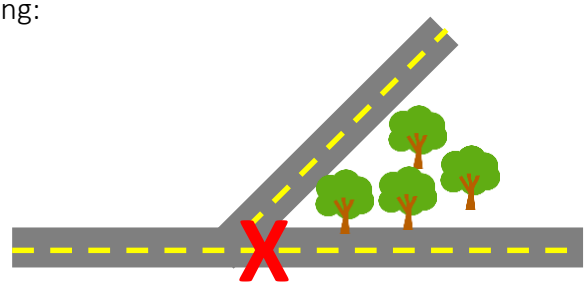
Finally, at number 157 is the intersection of US 61 and 353rd Street in Lee County, north of Keokuk. This is the southern entry point for 243rd Avenue, the former alignment of US 61, which parallels the current highway for a 4.5 mile stretch. It provides direct access to several rural residential areas and an adjacent business. The two parallel roadways approach each other in an acute V-shape, with only a 100-foot segment of 353rd Street between the two. This and other similar intersections are good candidates for seeking TSIP and HSIP grant funding for improvements.

SICL Intersections

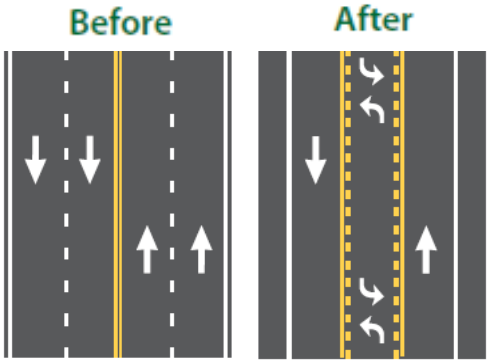


When expanded to the Top 1,000 Safety Improvement Candidate Locations, there are 39 intersections in Southeast Iowa, with 12 of these classified as being in 'rural' areas, and the remaining 27 in 'urban areas'. Several characteristics are common among these intersections, including:

- Minor road with at-grade access to a major highway
- Access to a highway on the fringe of an urbanized area
- Approaches with acute angles
- Poor visibility/blind curves
- Heavy traffic volume



Four-to-Three-Lane Conversions



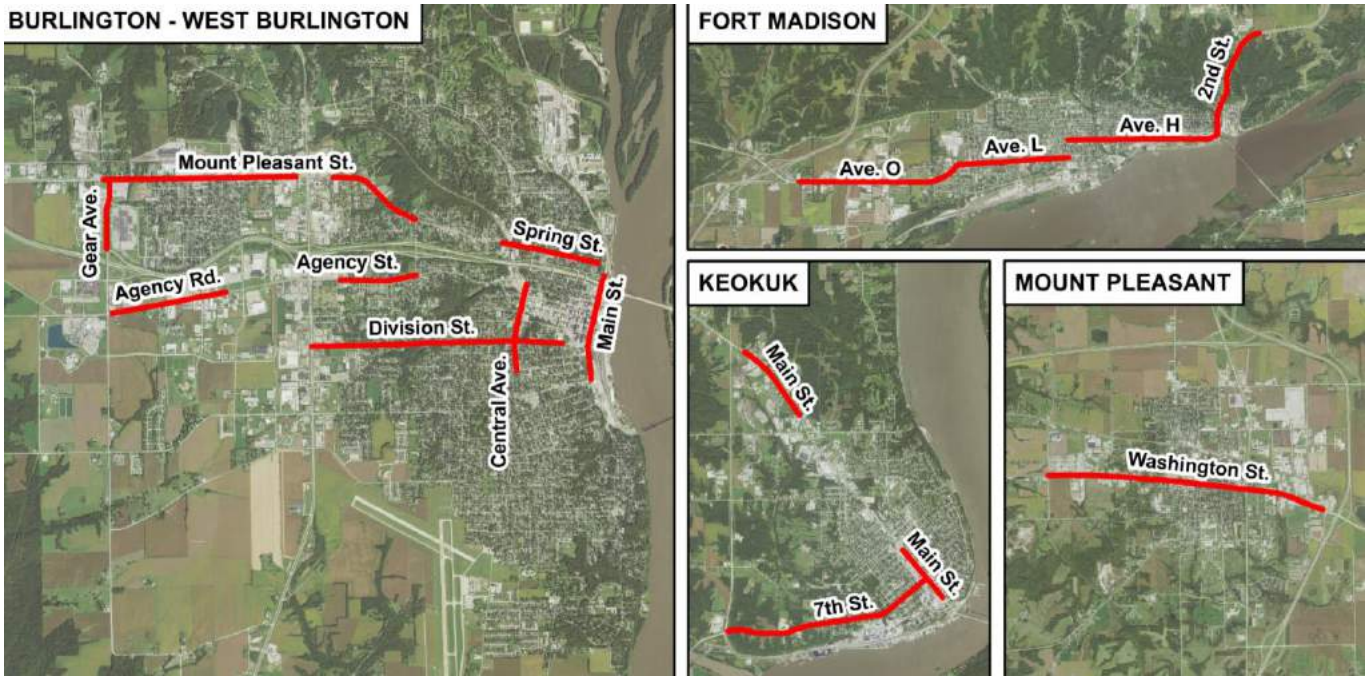
In 2017, the Iowa DOT released a study named 'Statewide Screening for Potential Lane Reconfiguration' on the topic of 4 to 3-lane conversions, where 4-lane undivided roadways are reconfigured to one lane in each direction, plus a reversible middle turn lane (commonly referred to as a 'road diet'). The benefits of this change are numerous and include:

- reduced left turn conflicts at intersections
- reduced rates of speeding
- improved pedestrian safety and comfort
- Room to accommodate bike lanes, widened sidewalks, on-street parking, and/or landscaping expansion


Existing 4-lane roadway in Burlington


4 to 3-lane conversion, Fairfield

The DOT study included a statewide inventory of all 4-lane urban road segments where a road diet was warranted, based on measurable characteristics such as traffic counts and crash rate. In Southeast Iowa alone, there were 14 such segments identified (as shown on the map below). This includes the vast majority of undivided 4-lane roads in the region, as the traffic volume simply doesn't justify the presence of two lanes in each direction.

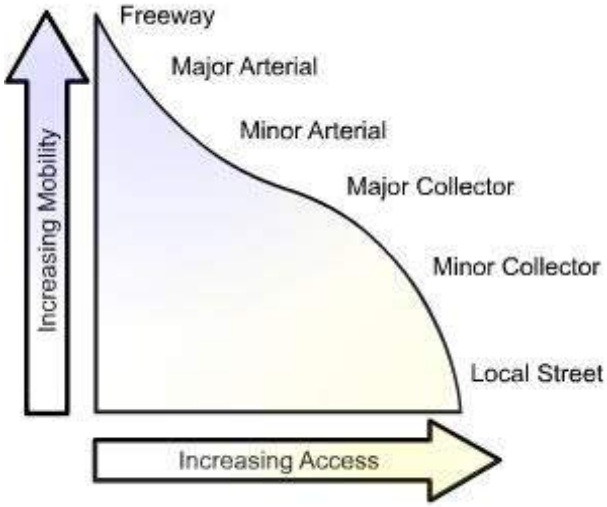


Historical context sheds light on this current situation. In 1960, when the City of Burlington had a population of 32,500, a planning study projected that the population would grow to 62,000 by 1980, and traffic volumes would increase by 140%. In sharp contrast, the population gradually declined to the present day value of 25,000. As a result of this wildly inaccurate prediction, numerous arterials in Burlington were soon after widened from 2 to 4 lanes – many of the very same streets that have been found to be good candidates for a road diet today.

Four-to-three-lane conversions also present great opportunities for complete streets enhancements, as their is usually sufficient space leftover for a bike lane in one or both directions. Illustrated here is a before- and after comparison, proposed as part of the *Keokuk Comprehensive Plan* (2018).

Access Management

Without proper coordination, development patterns can have an adverse affect on traffic flow and safety. The Federal Highway Administration defines *Access Management* as 'the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity and speed'. The functional class of the roadway is used to determine the appropriate balance between mobility of traffic and access to individual properties. Local communities are encouraged to implement access management policies for controlling the number and configuration of access points on high traffic arterial streets.



At right are images of two separate commercial corridors in the Burlington-West Burlington area. The roadway in the top image had frontage roads installed to access all of the businesses along it, with the only direct access points being at signalized intersections with major streets. In contrast, the corridor in the bottom image is cluttered with numerous access driveways for individual businesses, having been developed without a coordinated access plan. In other areas of this same corridor, more recent developments have taken access management into account.

ITS ROUNDABOUT THAT TIME!

Roundabouts are becoming an increasingly popular choice for reengineering intersections in Iowa, among many other states.

Roundabouts offer many significant benefits, including:

- Prevents deadly T-bone and head-on collisions (common at intersections with right angle turns)
- Improved traffic flow, particularly during peak hours
- Reduced crossing width for pedestrians
- Eliminates maintenance costs for stoplights

Roundabout in Coralville, Iowa

In 2017, Southeast Iowa saw the development of its first roundabout on a public road system. This roundabout sits at the intersection of West Avenue and West Burlington Avenue on the southwest side of Burlington. This busy intersection had been served by a stoplight for many years prior, with a significant amount of traffic funneling through to destinations such as the Burlington Regional RecPlex, the Great River Medical Center, Southeastern Community College, and Walmart. Traffic also tended to back up at the end of work shifts for several employers in the Flint Ridge Business Park.

The roundabout was partly funded through a RISE grant from the Iowa DOT, as a condition of Silgan Containers choosing to open a new manufacturing facility nearby.

Burlington Roundabout – Before

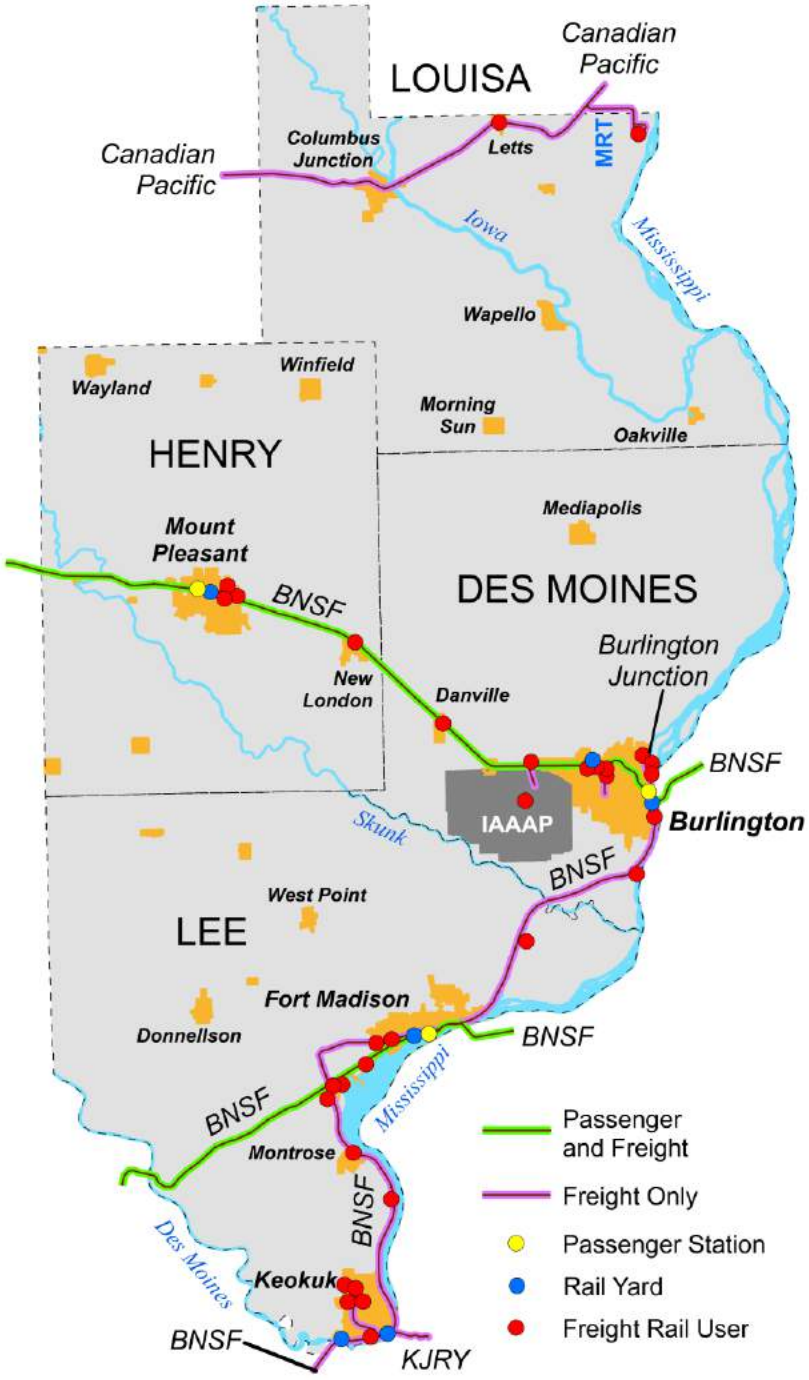
Burlington Roundabout – After

Freight Rail

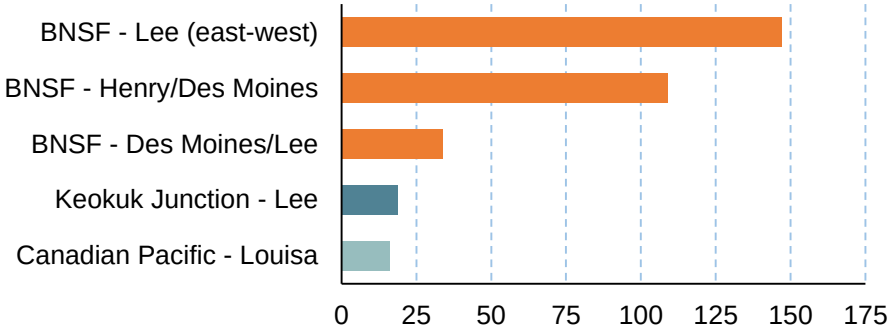
The history of Southeast Iowa is closely linked with the development of rail transportation in the mid to late 1800s. Burlington and Fort Madison were major hubs for the Chicago, Burlington and Quincy (CB&Q) and Santa Fe railroads, with repair shops providing jobs that supported hundreds of families. Several towns such as Columbus Junction and Mediapolis owe their very existence to the establishment of railroad lines.

Unfortunately, the mid-20th Century saw a pronounced shift to auto transportation, for the movement of both passengers and freight. As a result, several lower traffic rail lines in the region were eliminated entirely, while towns with a continued freight rail presence (such as Keokuk) lost their passenger service.

Today, freight rail continues to play an important role in Southeast Iowa's transportation system. *BNSF Railway* now operates two busy east-west mainline routes through the region, along with a north-south line from Burlington to Keokuk, and on into Missouri. Also, Canadian Pacific Railway operates a line through northern Louisa County, and there are two prominent shortline railroads that serve local industries – *Burlington Junction Railway* and *Keokuk Junction Railway (KJRY)*.



Annual Gross Tons Per Mile (in millions)



Within Southeast Iowa, the two east-west BNSF rail lines carry over

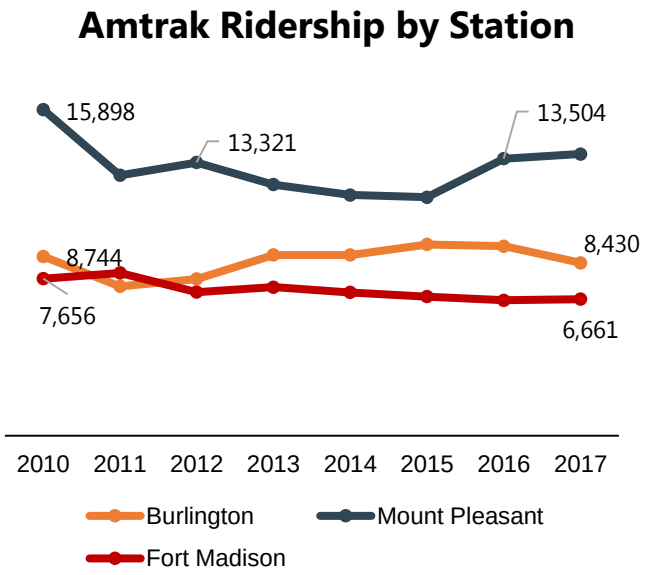
100 million

gross tons of freight per mile, each year. These are among the busiest rail lines in the entire state of Iowa.

RAIL TRANSPORTATION

Passenger Rail

Southeast Iowa also retains a uniquely strong presence for passenger rail, with two Amtrak lines (*California Zephyr* and *Southwest Chief*) passing through the region. There are also three Amtrak stations – two for the California Zephyr (Burlington and Mount Pleasant), and one for the Southwest Chief (Fort Madison). The Zephyr travels from Chicago to San Francisco, with connections to Omaha, Denver, and Salt Lake City. The Chief travels from Chicago to Los Angeles, passing through Kansas City and Albuquerque.



Rail Issues and Concerns

Intermodal Freight Facility – One notable issue is the limited availability of sites for building an intermodal freight facility. Several undeveloped sites have previously been considered for such a facility in Southeast Iowa, but the size and physical dimensions of these sites have proven to be insufficient for the purpose. In order to compete with other Midwestern locations, such as metro Chicago, it would be necessary for such a facility to match its physical size and scale.

Railroad Quiet Zones – In 2009, the City of Burlington worked with BNSF Railway to establish a Quiet Zone in the Downtown area. Within these zones, trains are not required to blow their horns at crossings, except in emergencies. An early adopter of this strategy in the Midwest, Burlington's success has influenced other cities like Fairfield, Ottumwa, and Galesburg, IL, to pursue it as well. With the significant quality of life benefits this offers, many residents and business owners in Southeast Iowa have expressed interest in having a Quiet Zone established in their towns as well. However, because this often requires one or more crossings to be closed (when several occur over a short span of track), local leaders are often hesitant to pursue it.

Continued Amtrak Service – In recent years, the continued availability of Amtrak Service in the rural Midwest has regularly come into question. With a greater share of investment going to larger population centers on the east and west coasts, passenger train advocates and riders have expressed concerns that long distance routes through the heart of the country (like the California Zephyr and Southwest Chief) will soon go on the chopping block. This is of particular concern in rural regions like Southeast Iowa, where Amtrak provides a significant economic and mobility advantages. In addition, loss of the service would come at a very inopportune time, as local communities have already invested significant sums of money in facility upgrades to their stations.

Mississippi River Rail Bridges – Future Improvements

There are three operational rail bridges that cross the Mississippi River from Southeast Iowa to Illinois. Considering the immense economic and logistical impact they have on the region, the future maintenance and functional performance of these bridges should be seen as major regional priorities.

Burlington Rail Bridge – A bridge has crossed the river at this site since 1867. In 2010, the existing swing span bridge was replaced with a new vertical-lift structure, where the track is raised for barge traffic to pass under. With this substantial investment recently completed, there aren't any major concerns about the bridge's structural condition. However, following recent river floods, there has been concern from the agricultural sector about the bridge's impact on the flow of floodwaters in the surrounding area.

Fort Madison Toll Bridge – This bridge is the only remaining combined road and rail bridge on the Mississippi River between Davenport and St. Louis. Cars travel on the upper deck, while the lower deck is for trains. A swing span opens for barge traffic, which temporarily blocks all road and rail crossings. Since its construction in 1927 (when it replaced the original 1887 structure), this bridge has served as the sole means of crossing the river between Burlington and Keokuk. It is privately owned and operated by BNSF Railway, and motorists are charged a one-way toll for traveling from Iowa to Illinois.

Sharp angled turn on the bridge's west approach

A major logistical challenge is presented by the antiquated design of the roadway approaches to the bridge, which present a safety hazard for large trucks. As a result, there is currently an embargo that prevents trucks beyond a certain weight and length limit from using this bridge. Naturally, this is an economic disadvantage for industries in Fort Madison and Illinois.

Funding has recently been secured to conduct a feasibility study, for improvements to the bridge which could allow the embargo to be removed.

Keokuk Rail Bridge – This swing span bridge is currently the oldest of the three, built in 1916 on piers from the original 1869 bridge. Designed by renowned civil engineer Ralph Modjeski, it has been owned and maintained by the City of Keokuk since 1947. It serves a rail line operated by Keokuk Junction Railway, connecting Keokuk with Peoria, Illinois. A recent structural assessment indicates that the bridge is in need of several structural repairs, primarily to address decaying river piers and loss of paint on the main structure.

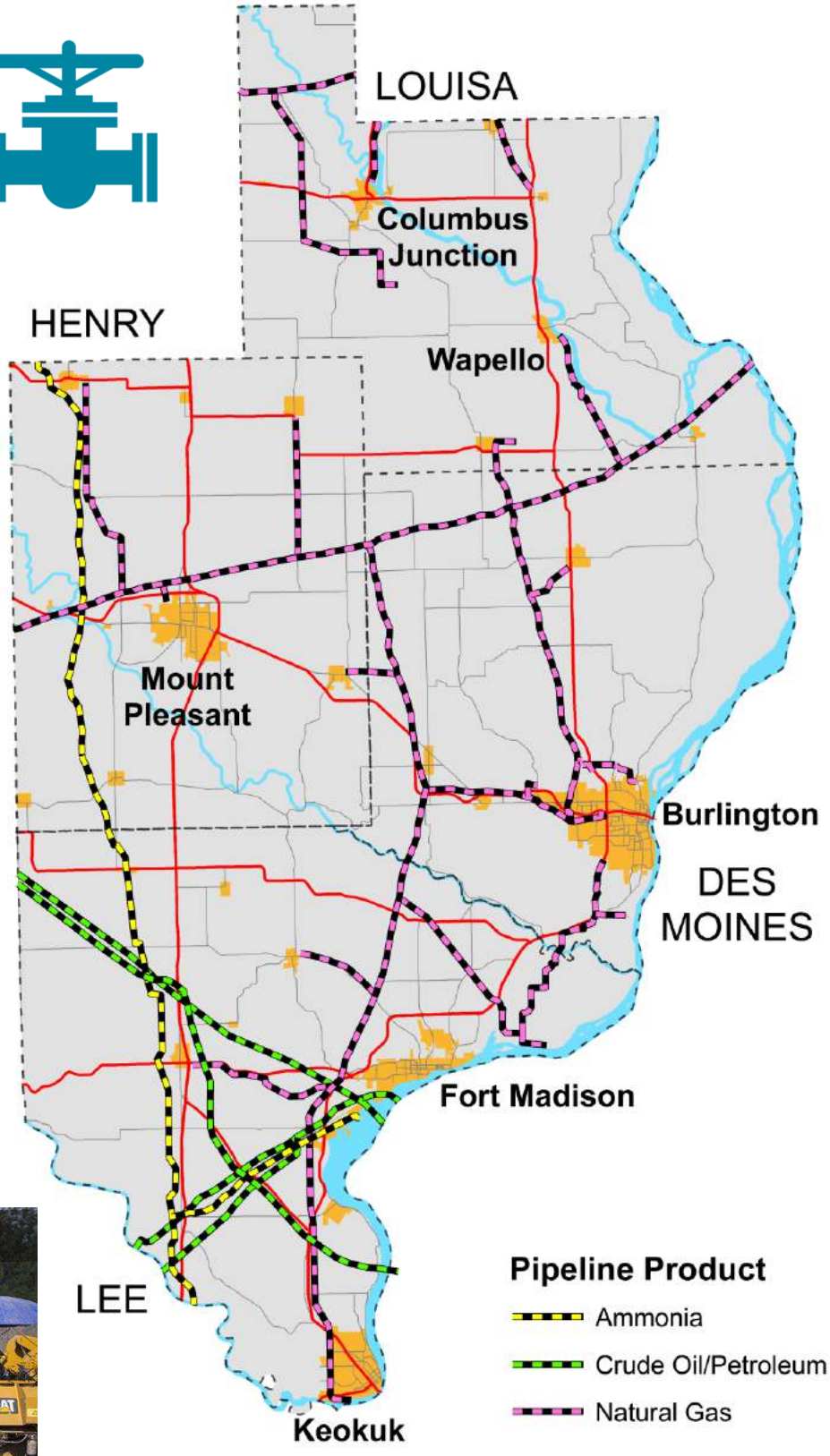
PIPELINES

Several pipelines crisscross Southeast Iowa, carrying natural resources such as crude oil, natural gas, and ammonia. Natural gas is the most common, as many of these pipelines serve as distribution lines for local providers such as Alliant Energy and Liberty Utilities.

Many of these pipelines have been in place for a decade or more. The most recently developed was the Dakota Access Pipeline (DAPL), put in place in 2017. The DAPL carries shale oil from North Dakota to an oil storage hub in southern Illinois. It passes diagonally through Lee County, and under the Mississippi River to the south of Montrose.

Knowledge of these pipelines (and their precise location) is critical in making decisions regarding land use, including transportation projects such as new roads and rail lines.


Installation of Dakota Access Pipeline, 2017



RIVER TRANSPORTATION

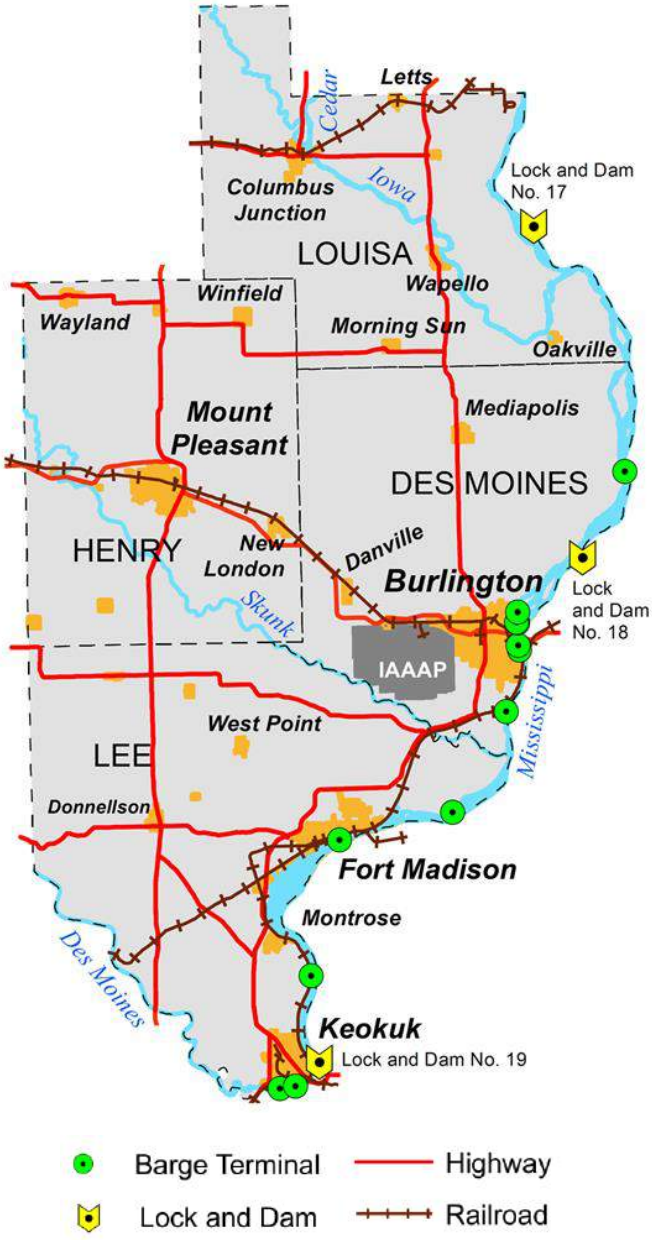
The Mississippi River is easily Southeast Iowa's most underappreciated transportation asset. While it was one of the biggest influences in the early settlement of the region, rail and vehicular travel now largely obscures the river as a viable transportation artery.

For the average citizen, independent recreational boating is the most common means of using the river. Public access points are found all along its length, with formal boat docks present in Burlington, Fort Madison, and Keokuk. There are also several companies that operate excursion/cruise boats up and down the river, such as the American Queen.

Fort Madison Marina

American Queen, Burlington

The bulk of river travel, however, is accounted for by commercial freight shipping, through the use of barge and tow fleets. There are 11 barge terminals along the Mississippi River in Southeast Iowa – six in Des Moines County, and five in Lee County. Two of these offer their own towing service, while the others are solely used for transferring and storing individual commodities on land. The two tow service providers are Matteson Marine Service, Inc. in Burlington, and Hall Towing, Inc. in Fort Madison. In 2016, the latter was awarded a $480,000 grant in the inaugural round of the Iowa DOT's LIFTS program. The funds went to the construction of a new warehouse and dock for barge-to-truck transload.

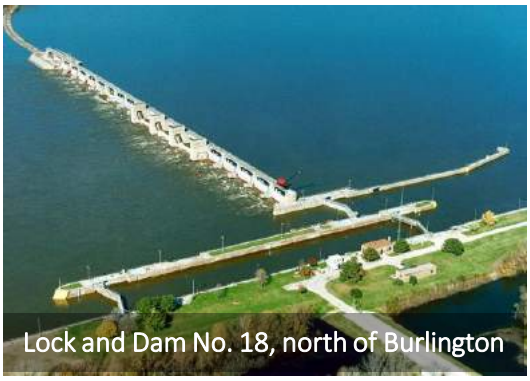


Many of Southeast Iowa's barge terminals are used for transferring agricultural products, such as corn, soybeans, grain, fertilizer, and other byproducts. Several others are used solely for the transport of coal, such as Henderson River Logistics, LLC, which operates a major rail-to-barge transload facility for coal, located between Montrose and Keokuk. Most of the terminals are transfer points within a longer overall journey, while others serve as the origin or destination point for commodities, such as Roquette America, Inc. in Keokuk, and the Alliant Energy-Burlington Generating Station.

Lock and Dam System

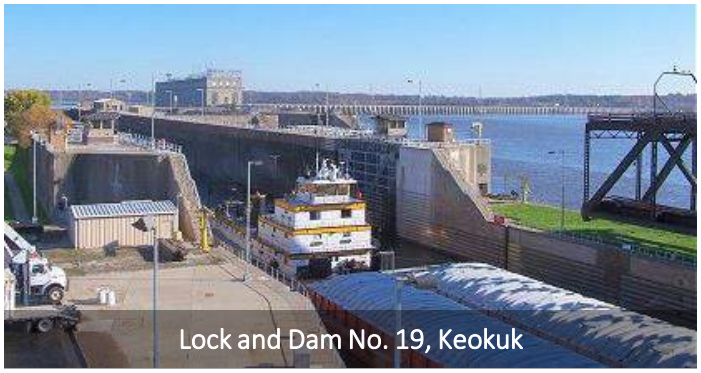
Long distance trips along the Upper Mississippi River require passage through an extensive lock and dam system, which is maintained by the US Army Corps of Engineers. Three of these are located along the portion of the river that borders Southeast Iowa. Lock and Dam No. 17 is located in Central Louisa County, while No. 18 is just north of Burlington, and No. 19 (pictured at right) is directly between Keokuk and Hamilton, Illinois.

Roughly
20 million tons
of cargo passes through each of the three Southeast Iowa locks over the course of a year


Lock and Dam No. 18, north of Burlington

The aging infrastructure of the lock and dam system is a matter of significant concern, at both the national and regional level. Like many of the Upper Mississippi locks & dams, two of those in Southeast Iowa are between 20 and 30 years past their design life. Therefore, in addition to being in regular need of structural repairs, they've become technologically outdated and inefficient. Both of these locks opened to traffic in the late 1930s, and very little has been done to upgrade these facilities to improve traffic flow. With chambers of 110 by 600 feet, a typical 15-barge tow must be split into two trips through the lock, which takes about 90 minutes.

The situation is not as dire for Lock and Dam No. 19 (at Keokuk). While a lock and dam at this location precedes all others on the Upper Mississippi (first developed in 1913), the lock went through a massive expansion project in the 1950s, and with a length of 1,200 feet, it can accommodate an entire 15-barge tow in one trip, which significantly reduces locking time. It is also the northernmost Mississippi River lock that is open to barge traffic throughout the winter. At the same time, it is still 10 to 20 years past its design life.

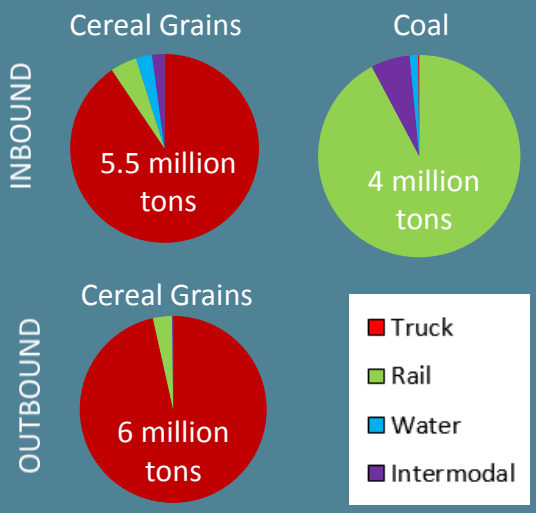

Lock and Dam No. 19, Keokuk

FOCUS ON FREIGHT

In terms of freight cargo, tens of millions of tons pass through Southeast Iowa each year, by truck, rail, and barge combined. A significant amount of this cargo switches from one mode to another while it is in the region. Barge-to-truck and barge-to-rail are particularly common for intermodal transport.

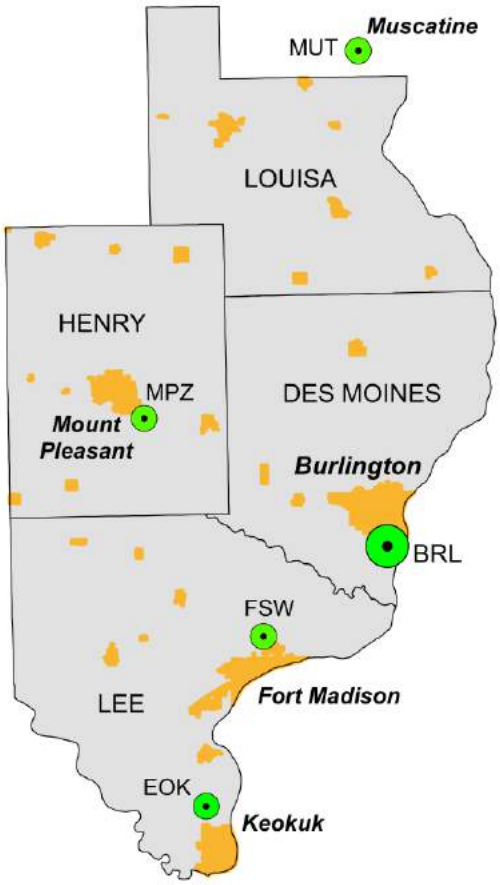
Consistent with the influence of agriculture on the region's economy, products classed as 'cereal grains' account for a large share of both inbound and outbound freight, particularly by truck. For rail transport, 'coal' accounts for a especially high share. Also, in Lee County, Hendricks River Logistics brings in a significant among of coal by rail, which is then offloaded onto barges.

Top Commodities by Transport Mode



AIR TRANSPORTATION

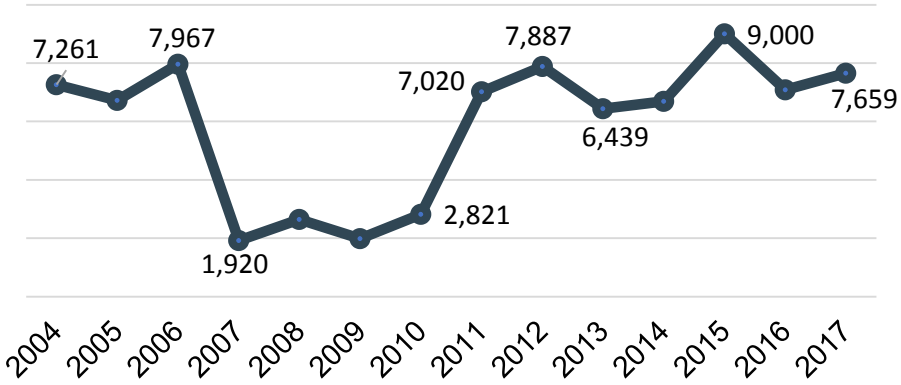
Southeast Iowa is home to one non-primary commercial service airport, in Burlington. There are also 3 general aviation airports, serving Fort Madison, Keokuk, and Mount Pleasant, respectively. In addition, the *Muscatine Municipal Airport (MUT),* a general aviation airport, is located 2 miles north of Louisa County, which does not have its own airport facility.



Burlington is home to the *Southeast Iowa Regional Airport (BRL)*, the region's only commercial service airport. It has a primary runway of 6,700 feet, a secondary runway of 5,350 feet, and has 52 aircraft based on the field. Passenger service for the Southeast Iowa Regional Airport is provided by Air Choice One, and daily flights are available to Chicago, St. Louis, and Minneapolis (through Mason City). However, the bulk of the airport's operations are general aviation flights.

Funding for its commercial service operations is provided through Essential Air Service, a federal government program designed to keep commercial air service in smaller cities with comparatively low passenger volume.

Southeast Iowa Regional Airport – Annual Enplanements



The Southeast Iowa Regional Airport has successfully rebounded from a significant and prolonged slump in passenger usage, between 2006 and 2011, when total enplanements barely exceeded 2,000 a year. Thanks to a switch in service providers, and an aggressive new marketing campaign, the number of passengers has returned to prior levels, generally around 7,500 to 8,000 per year.

The *Keokuk Municipal Airport (EOK)*, positioned one mile north of the City, is classified as an Enhanced Service Airport. This means that it has a runway longer than 5,000 feet (in this case, 5,500 feet), along with facilities and services that can accommodate a full range of general aviation activity, including most business jets. It attained this status following a major expansion in 1986. The airport has its own on-site maintenance shop, which is unique within the region. It also has one precision runway, and 25 based aircraft.

AIR TRANSPORTATION

The *Mount Pleasant Municipal Airport (MPZ)*, is located at the far southeast corner of the city, near the US 34/218 interchange. Its single paved, nonprecision runway is 4,000 feet long, and has an inventory of 21 based aircraft. In addition to its use as a general aviation facility, it has its own 'ag aviation' fleet for spraying crops on farms throughout the county. Plans are currently in place to extend the runway by 800 feet. This follows concerns that its minimal length could hamper local economic development efforts, by being unable to accommodate large corporate jets.

The youngest airport in the region is the *Fort Madison Municipal Airport (FSW)*, established in 1959. Located at the northern edge of the city, it has a 4,000 foot paved, nonprecision runway, and 8 based aircraft. Similar to Mount Pleasant's airport, its operations are limited by the short length of its runway. In addition, it has very limited hangar space available. However, the City of Fort Madison is conveniently close to both the Burlington and Keokuk airports, which are each within 15 miles of the City, and have lengthy runways with precision guidance technology available.

Residents of Southeast Iowa have convenient access to multiple primary airports in the surrounding Tri-State region of Iowa, Illinois, and Missouri. There are 4 primary airports within 100 miles of the region, with direct connections to places as far away as Atlanta, Tampa, Washington, DC, and Las Vegas. In addition, the Chicago and St. Louis Airports are less than 200 miles away.

Nearest Primary Airports to Southeast Iowa

Airport	Location	Distance
Quincy Regional Airport	Quincy, IL	50-75 miles
Quad City International Airport	Moline, IL	50-75 miles
The Eastern Iowa Airport	Cedar Rapids, IA	75-100 miles
Peoria International Airport	Peoria, IL	75-100 miles
Des Moines International Airport	Des Moines, IA	100-150 miles
St. Louis Lambert International Airport	St. Louis, MO	100-150 miles
Chicago O'Hare International Airport	Chicago, IL	150-200 miles

Future Needs

The Iowa DOT's *Aviation System Plan 2010-2030* provides guidance for future developments and upgrades on a statewide basis, as well as for each of Iowa's individual airports. The following are among the primary goals specified for the four airports in Southeast Iowa:

	Burlington	Keokuk	Mount Pleasant	Fort Madison
Rehabilitate or expand runways/taxiways	✓	✓	✓	✓
Install or replace runway lighting system		✓	✓	
Remove obstructions from runway approaches	✓	✓		✓
Acquire snow removal equipment	✓	✓	✓	
Improve or expand hangar space	✓	✓		
Improve vehicle access road and/or parking	✓			✓
Provide rental aircraft and flight instruction				✓

SEIBUS

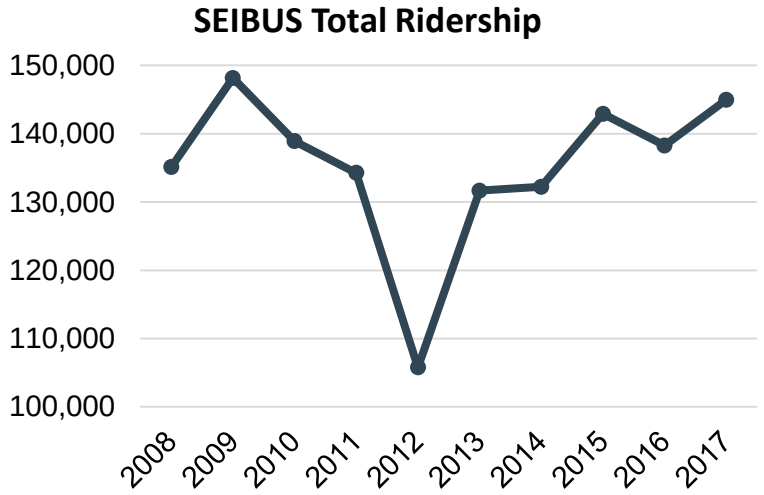
SEIBUS (Southeast Iowa BUS) is the regional transit provider for Southeast Iowa, with service provided throughout Des Moines, Henry, Lee, and Louisa Counties, Monday through Friday. Rides are also offered to medical appointments in Iowa City. It is operated by the Southeast Iowa Regional Planning Commission, with scheduling and management operated out of the SEIRPC office in West Burlington.

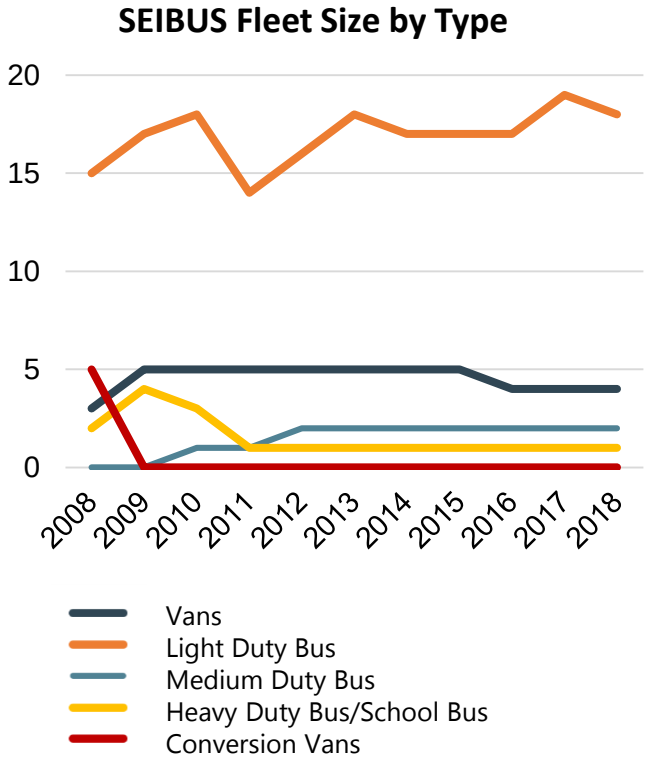
SEIBUS does not have fixed routes. Instead, rides are available to the general public on an on-demand basis, with different schedules for the cities in which buses are stationed. One-way and round-trip fares are offered, along with a monthly pass within individual counties. It also provides a shuttle service for major annual events like the Midwest Old Thresher's Reunion and Tri-State Rodeo.

The graph on at right provides a snapshot of SEIBUS ridership since 2008. The overall ridership trend has been consistent, with the drop in 2012 being a significant outlier. Ridership has seen a gradual upward trend since then.

145,000

rides provided to passengers through SEIBUS in Fiscal Year 2017





SEIBUS provides services through the use of their vehicle fleets. The graph on the left provide some details on SEIBUS fleet including the size and types of vehicles. SEIBUS runs a number of vans, light duty, medium duty, and heavy duty or school buses.

The average age of SEIBUS fleet has been reducing over time. Ten years ago, the average age of SEIBUS inventory was 12 years, whereas as of 2018, it has reduced to 6 years. This trend suggests that the number of newer/ upgraded vehicles has increased modestly. This includes 2018 models of vans, 2017 models of light-duty vehicles, and more.

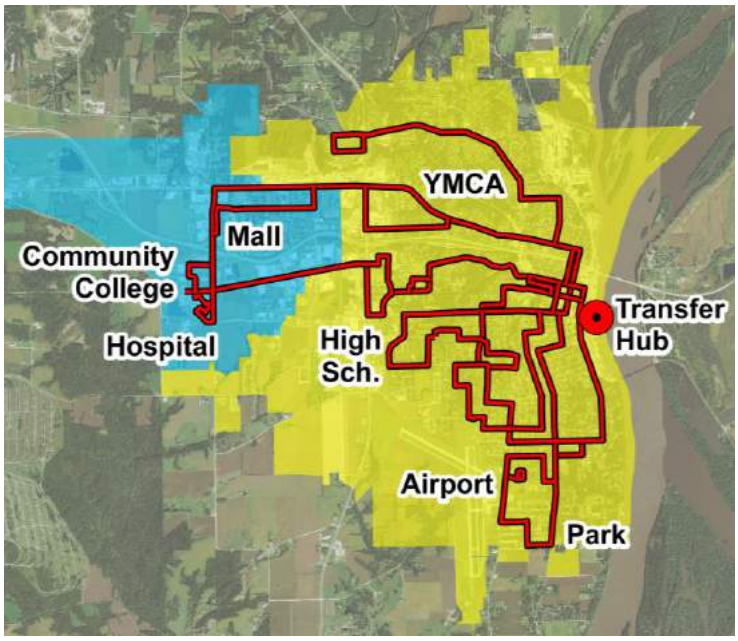
6 years

Average age of vehicle in SEIBUS fleet

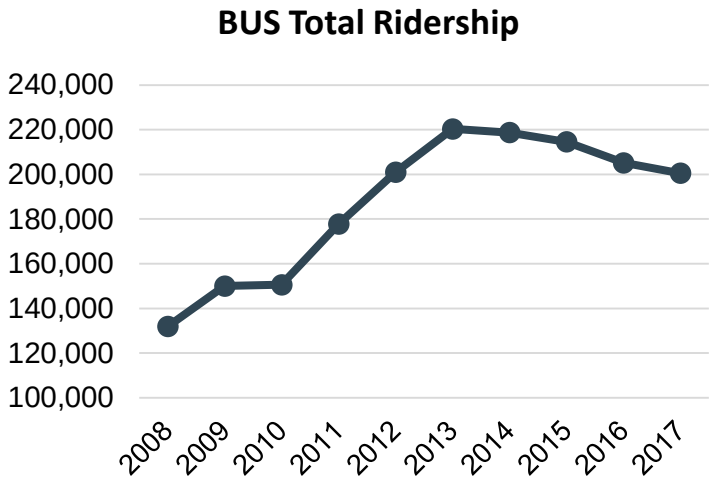
Burlington Urban Service

Burlington Urban Service (BUS) is the transit provider for the Burlington urban area, which includes the Cities of Burlington and West Burlington. It is operated by the City of Burlington Public Works Department. Services are available to the general public 6 days a week during the morning and afternoon, with Saturday rides required to be scheduled in advance, during the work week. Fares are calculated on a per-ride basis, and monthly, 6-month, and annual rates are also available.


BUS transfer hub at Amtrak Depot

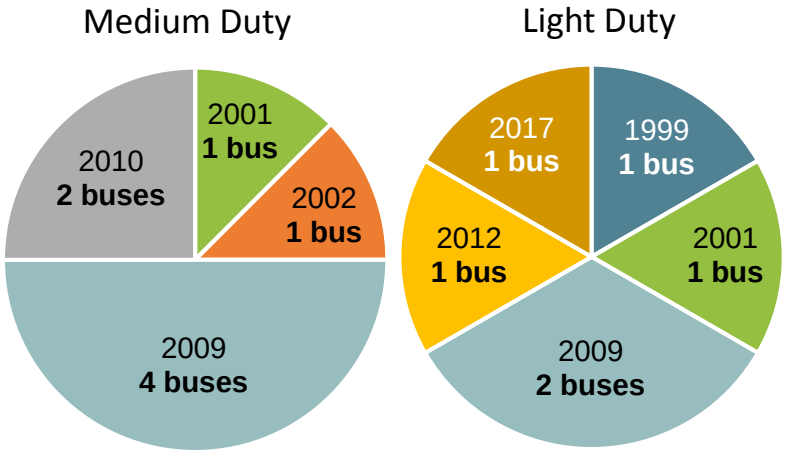


BUS has a series of six fixed routes, operating at certain times of day, along with two shuttles and a para transit vehicle, for on-demand response. The fixed routes radiate outward from the main transfer hub, centrally located at the Amtrak Depot, just south of Downtown. Major destinations include medical facilities, schools, and shopping areas.



The graph on the right provides a snapshot of BUS ridership since 2008. Overall, between 2008 and 2013, ridership increased by an impressive 67%, trending gradually upward over that period. However, ridership has seen a modest decline since then, decreasing by 10% from 2013 to 2017.

200,000
rides provided to passengers through BUS in Fiscal Year 2017



As of 2018, the BUS fleet includes 14 buses, all of which are ADA compliant. This includes a mix of 6 light duty and 8 medium duty buses. Three quarters of the medium duty bus fleet is between 5 and 10 years old, while the remaining two are just over 15 years old. Half of the light duty buses are between 5 and 10 years old, while 2 buses are over 15 years old, and another is the fleet's new model, from 2017.

Burlington Trailways

Intercity passenger bus service is provided by *Burlington Trailways*, a private company whose corporate headquarters and regional bus hub are both located in West Burlington. Additional stops are located in Mount Pleasant, Fort Madison, and Keokuk, and its full network extends throughout Eastern Iowa and Western Illinois, along with direct connections to Chicago, St. Louis, Indianapolis, Omaha, and Denver. As part of the larger, national Trailways network, Burlington Trailways provides connections to other bus systems in different regions. Passengers can transfer directly to Greyhound Lines, Barons Bus Lines, and Jefferson Lines.

Burlington Trailways has direct roots in our region. It was founded in Burlington in 1929, as a subsidiary of the CB&Q railroad. Not long after, it was one of the charter members of what is today known as the Trailways Transportation System.

Passenger Transportation Plan (PTP)

As Southeast Iowa's regional transportation planning body, SEIRPC is the organization responsible for the creation of the *Region 16 Passenger Transportation Plan (PTP)*, which is updated every 5 years. The PTP was created by the Iowa DOT's Office of Public Transit (OPT), to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation systems. The plan provides needs-based justification for passenger transportation projects, incorporates federal requirements for coordinated planning, and provides justification for any state or federal transit funding provided to the region.

Ultimately, the goals of developing the PTP are to:

- Provide a better understanding of passenger transportation services in Region 16;
- Facilitate coordinated transportation services within the region;
- Provide options to address service gaps, fleet needs, and facility needs; and
- Assist in creating a better passenger transportation system in Region 16

TRANSIT ADVISORY COMMITTEE (TRAC)

The purpose of the ***Transit Advisory Committee (TRAC)*** is to provide input and review for the development and implementation of the Region 16 Passenger Transportation Plan. The TRAC monitors the progress of the PTP throughout the year, offers general guidance, and recommends the final version of the PTP to the SEIRPC Board of Directors for approval. The main tasks performed by the Transit Advisory Committee are to identify passenger transportation needs, identify projects to address theses needs, prioritize projects, and work to implement priority projects/improve coordination amongst different agencies.

Regional unmet needs

The Southeast Iowa Regional Planning Commission held a regional Passenger Transportation Coordination Workshop in 2014 at the SEIRPC offices. The purpose of the workshop was to educate regional transportation providers, health and human service providers, and non profits about socioeconomic trends impacting our region. Furthermore, the workshop was intended to facilitate a discussion on current transportation services in the region, identify unmet transportation needs, and to identify strategies for how to meet these needs. The intent was to utilize the input received from the workshop to identify and implement opportunities to improve transportation services in Southeast Iowa.

Unmet needs and challenges identified in the PTP included:

- Services for hearing impaired population
- Services for LEP and minority populations
- Providing services regionally outside of medical services – not many options for non medical service
- Hours of operation are not conducive for all users (working class, low income, and disabled)
- Wheelchair enabled vehicles from rural areas to urban areas is in demand
- Appeal of transit to general public is a concern
- Advertisement and marketing of services is not done well
- Waiting time and frequency of service is too slow
- Transportation for employees without vehicles
- Lack of capital funds for replacement of vehicles
- Need more opportunities for contracted and sub contracted services with public transit providers
- Have not worked to promote or enhance the environmental and health benefits associated with transit , such as reduced emissions, adding bike racks
- Burlington Urban Service transfer location at the Burlington Depot is not handicap accessible
- High wages and costs associate with providing services
- Finding volunteers for transportation services

These unmet needs were used to determine regional priorities and strategies for passenger transportation services in Southeast Iowa.

Addressing these needs

SEIRPC has made several efforts to meet regional unmet needs. These efforts and strategies that have been identified for improving passenger transportation services in Southeast Iowa include:

- The TRAC has been an active group and has continued to meet quarterly to discuss transportation service needs in Southeast Iowa.
- Identifying opportunities to fund vehicle expansion including STP funding or through local partnerships

- Performing user surveys to gauge rider needs
- Gather information on existing services including time, ridership, operation cost, hours of operation, etc.;
- Creating rider survey for transit agencies, human service agencies, etc. to document need for trips during hours and days not currently served
- Collecting data and compile list of times and destinations of riders to determine opportunities for coordination
- Reviewing past and conduct new surveys to identify potential opportunities for coordination;
- Using collected information to determine the financial feasibility of expanding service.

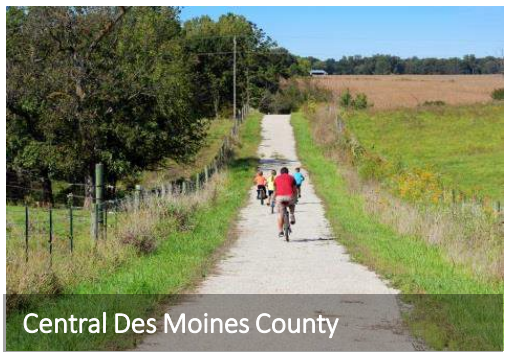
BICYLING AND MULTI-PURPOSE TRAILS

Over the past two decades, Southeast Iowa has made great strides in expanding opportunities for bicyclists, both for recreational and personal transportation purposes. Cities like Burlington and Mount Pleasant were some of the first to dedicate off-road multi-purpose trails, while others have taken on the task more recently. These trails go beyond the typical enclosed loops found within individual parks and recreation areas, extending outward to connect multiple neighborhoods with recreation areas and employment destinations.

Existing efforts to promote trail construction are strongly encouraged. Recently established non-profit entities such as *PORT of Fort Madison* and the *Louisa County Trails Council* have proven indispensable to their communities' ambition for developing functional trails systems. PORT alone was able to develop three segments of trail within a 5 year period, following a strategy outlined in the *Fort Madison Comprehensive Plan* from 2013.

Over the course of 30 years, Mount Pleasant has developed a continuous trail that forms an arc around the south and east sides of the city. Efforts to complete a full trail loop around the city are strongly encouraged – for Mount Pleasant itself, as well as other regional communities that can learn from and follow their example. Trail systems, no matter how small, can have a major positive impact on the quality of life in smaller communities that have suffered ongoing population loss.

Progress on longer-distance trails that connect multiple communities has been slower, as support for their construction and funding has not been as pronounced in rural areas where agriculture is predominant. One major success story has been the *Flint River Trail* (pictured below), which now extends over 9 miles to connect the Greater Burlington area with Des Moines County's Big Hollow Recreation Area. Another segment of this trail exists in Burlington near the Mississippi River, and plans are already in place to connect the two together.



Central Des Moines County

Flint River Trail

Burlington North Riverfront

Another option is on-road signed bike routes, including both 'share-the road' segments (signage only) and dedicated paved shoulders or marked bike lanes. The most prominent of these is the *Mississippi River Trail (MRT)*, a planned 10-state corridor that follows the river on both sides. In recent years, a paved shoulder was added along 13-mile segment in east-central Louisa County. At the same time, significant gaps remain in the official signed corridor, in the rural areas in between Burlington, Fort Madison, and Keokuk.

BICYCLING AND MULTI-PURPOSE TRAILS

The map at right displays an inventory of all existing bike routes in Southeast Iowa, including both off-road and on-road facilities. It also includes facilities that don't yet exist as of July 2018, but are programmed to receive funding for construction within the next four years. These are displayed in red, along with trails and on-road facilities that were established since the last update to SEIRPC's Long Range Transportation Plan in 2012.

As of 2012, there were 113 miles of dedicated bike paths in Southeast Iowa. Another 18 miles were added from 2012 to 2018, putting the total at 131 miles. With another 17 miles already programmed to receive funding, the addition of 35 miles yields an increase of 31% in mileage secured since 2012. Once full build-out of the aforementioned projects is completed, there will be nearly 150 miles of off-road and on-road bike paths in Southeast Iowa!

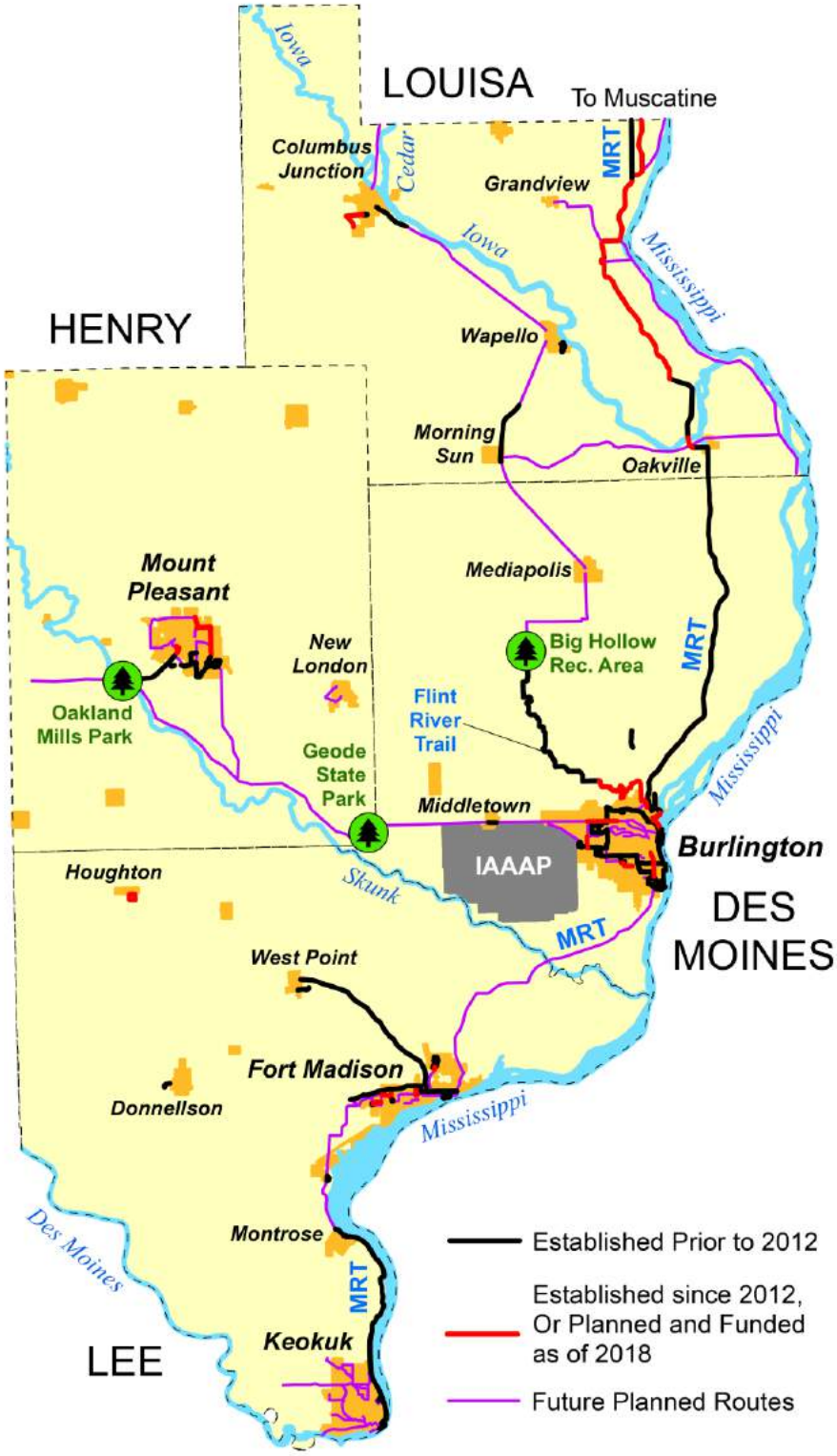
As of 2018, there are now

131 miles

of bike trails and on-road bike routes in Southeast Iowa

Of the total inventory of 149 miles, 1/3 of these (50 miles) will be off-road, while the remaining 99 miles are on-road, including bike lanes, paved shoulders, and signed share-the-road routes.

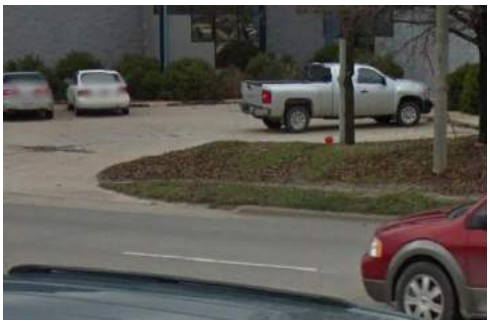
Southeast Iowa Bike Routes



The map also displays approximately 180 miles of additional planned bike routes, which were collected from numerous local plans from the Cities and Counties within the region. Much of that mileage is made up of long-distance trails that would connect multiple communities to one another, and to major recreational destinations. There are also more extensive trail systems envisioned for the region's four largest cities, and a few connections for smaller communities as well.

SIDEWALKS AND THE PEDESTRIAN NETWORK

The status of pedestrian connectivity varies considerably from one community to another, and from one part of town to another. Older neighborhoods and Downtown areas typically have a fully developed and interconnected sidewalk grid. More recently developed areas tend to have missing pieces within the sidewalk grid, or sidewalks are absent entirely.



In some instances, deficiencies are readily apparent to the untrained eye, such as the well-worn 'goat path' pictured at left, which employees of a Keokuk manufacturing plant have used to reach nearby shopping and dining destinations. In many others, however, the issue remains hidden to those without a direct stake in the matter. For this reason, it is recommended that community planners conduct an inventory of their pedestrian network, to identify strategic gaps, and prioritize areas for new sidewalk (or trail) construction.

RETROFITTING THE SYSTEM

In the mid to late 20th Century, many communities neglected to accommodate the needs of pedestrians and bicyclists in new development projects. In addition, older, narrow sidewalks weren't upgraded to modern standards, and many have decayed or even disappeared entirely in some places. In recent years, this trend has reversed, with local governments recognizing the need to retrofit these areas with functional pedestrian and bike connections. A popular source of funding assistance has been the Safe Routes to School program, which allows communities to prioritize sidewalk construction in the vicinity of schools.

New sidewalk in Keokuk, funding through the Safe Routes to School program (2012)

The condition of sidewalks also varies considerably, and may create just as much of an impediment to pedestrian mobility as having no sidewalks at all. Small towns often have limited budgets, and sidewalk repair and upgrades have not been considered a priority in recent decades. As such, their sidewalks tend to be too narrow, as well as cracked and uneven in many places. This creates challenges for some users, including the elderly, as well as wheelchair users and parents with children in strollers.

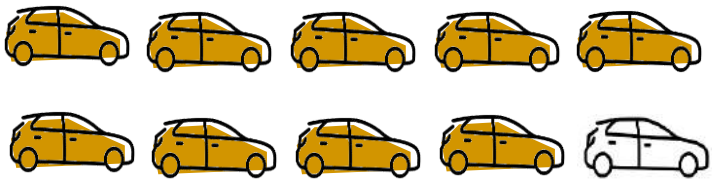
Accessibility for disabled individuals has also become a major concern, in particular due to Southeast Iowa's aging population. Cities are now proactively taking this into account when new sidewalks are constructed, or old ones are replaced. To ensure compliance with the Americans with Disabilities Act of 1990 (ADA), pedestrian crossings are fitted with wide curb cuts and detectable warnings. Challenges still exist, particularly in areas of hilly terrain, such as the north side of Downtown Burlington. In numerous places, stairs exist as part of the sidewalk, to account for the steep grade.

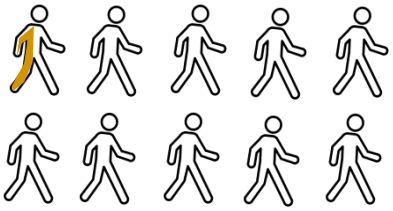
Existing crossing made ADA compliant with curb cuts and detectable warnings, Burlington

YIELD TO PEDESTRIANS

Every trip we make begins and ends as a pedestrian

- whether we drive, ride our bike, or take the bus





89%

Of Southeast Iowans drive to work on a regular basis

While only

3%

Of Southeast Iowans walk to work on a regular basis

The concept of Complete Streets is based on the notion that city streets should be designed and operated in a way that allows for safe, convenient, and comfortable use by people of all ages and abilities, regardless of their travel mode. The precise form this takes will vary from one place to another, depending on the typical demand for each travel mode in a particular community or neighborhood.

Bike lane with sharrows - 24th Street in Fort Madison; installed during resurfacing in 2016

In some cases, only minor changes need to be made to make an existing street into a 'complete street'. In others, more drastic changes will be necessary, including a full reengineering of the roadway.

Complete Streets aims to correct for several generations of over-reliance on automotive transportation, which as a result, has made alternative modes inconvenient, even in places which were initially designed for them, such as Downtown business districts.

Individual cities in Southeast Iowa are encouraged to adopt and implement their own Complete Streets policy. Initial public resistance to the idea is to be expected, given the prevailing auto-centric mindset. But the effort will be worth it, as Complete Streets can make a big difference in the cultural vitality and economic resiliency of a community.

Transportation Projects and Environmental Regulations

When planning for an upcoming transportation infrastructure project, it is crucial to consider the impact that this project will have on the natural environment. This encompasses multiple areas of consideration, including wildlife habitat, storm water drainage patterns, and sites of historic or archaeological significance.

In recent decades, an extensive regulatory system has been developed to address these sensitive features, which may be impacted by transportation projects such as the development of a new highway, or the expansion of an existing highway. In Iowa, this involves multiple regulatory agencies such as the *Iowa Department of Natural Resources (IDNR), State Historic Preservation Office (SHPO),* and *the Iowa Archaeological Society.* It also involves Federal entities such as the *Environmental Protection Agency (EPA)* and *Federal Emergency Management Agency (FEMA)*.

Enforcement Tools and Legislative Foundation

Much of the foundation for the regulations enforced by the aforementioned agencies is found in State and Federal legislation. A few particularly important examples are listed below.

National Environmental Policy Act (NEPA) – This legislation was created as a means to protect and enhance the environment. For transportation infrastructure projects using federal funding, NEPA requires that an environmental review be conducted and documented as part of the project development. Depending on the nature of the project, required documents can include a *Categorical Exclusion (CE)*, *Environmental Assessment (EA)*, and/or an *Environmental Impact Statement (EIS)*. The process involves consideration of multiple alternatives for the project, and how each would impact the environment.

Other Federal Environmental Legislation – The *Clean Water Act (CWA)* is used to restore and maintain the chemical, physical, and biological integrity of the nation's waters, by preventing pollution from entering these water environments. Permits must be obtained for a transportation project if dredged or fill materials are to be discharged into navigable waters. The *Endangered Species Act* is meant to ensure that transportation and other development projects do not have the potential to negatively impact endangered or threatened species of animals and plants.

National Historic Preservation Act (NHPA) – In protecting historic and prehistoric resources, the NHPA requires that a detailed assessment be made on a transportation project's potential impact on these resources.

Iowa State Code Requirements – A number of legislative mandates have been established at the State level, which create further regulatory requirements for transportation projects. This includes the *Sovereign Lands Construction Project* (for any development on State-owned land), *Flood Plain Development Permit*, and additional legislation concerning endangered species, air quality monitoring, disposal of soil and other construction waste material, and the avoidance of prime agricultural lands.

Consequences of Insufficient Regulations

Before this regulatory system was firmly established, the integrity of environmental and historical resources was often taken for granted until it was too late. In Southeast Iowa, a prominent local example was the construction of the US 34 freeway in Burlington, in the early 1970s. In the North Hill neighborhood, ten square blocks of land were acquired, and over one hundred historic homes and other buildings were demolished to make way for the new highway. Other projects have brought about unforeseen liabilities in the form of flood risk, such as the construction of rail yards by the riverfront, as in Burlington, Fort Madison, and Keokuk.

Blocks being cleared for US 34 freeway in Burlington., c. 1970

The 34 freeway in Burlington today

The Process In Action Today

Today, transportation projects with similar environmental ramifications are required to go through an extensive regulatory process, to minimize the potential for negative environmental impact. Certain measures can be undertaken, in order to allow the project to proceed without compromising its intended purpose. In the example depicted at right, a planned 4-lane highway is being routed slightly away from the current 2-lane alignment, in order to avoid two historic structures that lie in close proximity to the road on either side.

Creation of Trumpeter Marsh as wetland mitigation project, Lee County

Another commonly encountered issue is the impact on wetland environments. If the alignment of a new road causes a natural wetland area to be disturbed, then action must be taken to mitigate this loss, by establishing a new wetland at a strategic location nearby. An example of this is Trumpeter Marsh in central Lee County, which was created to mitigate wetland loss from widening Highway 61 from two to four lanes.

Archaeological and Historic Sites

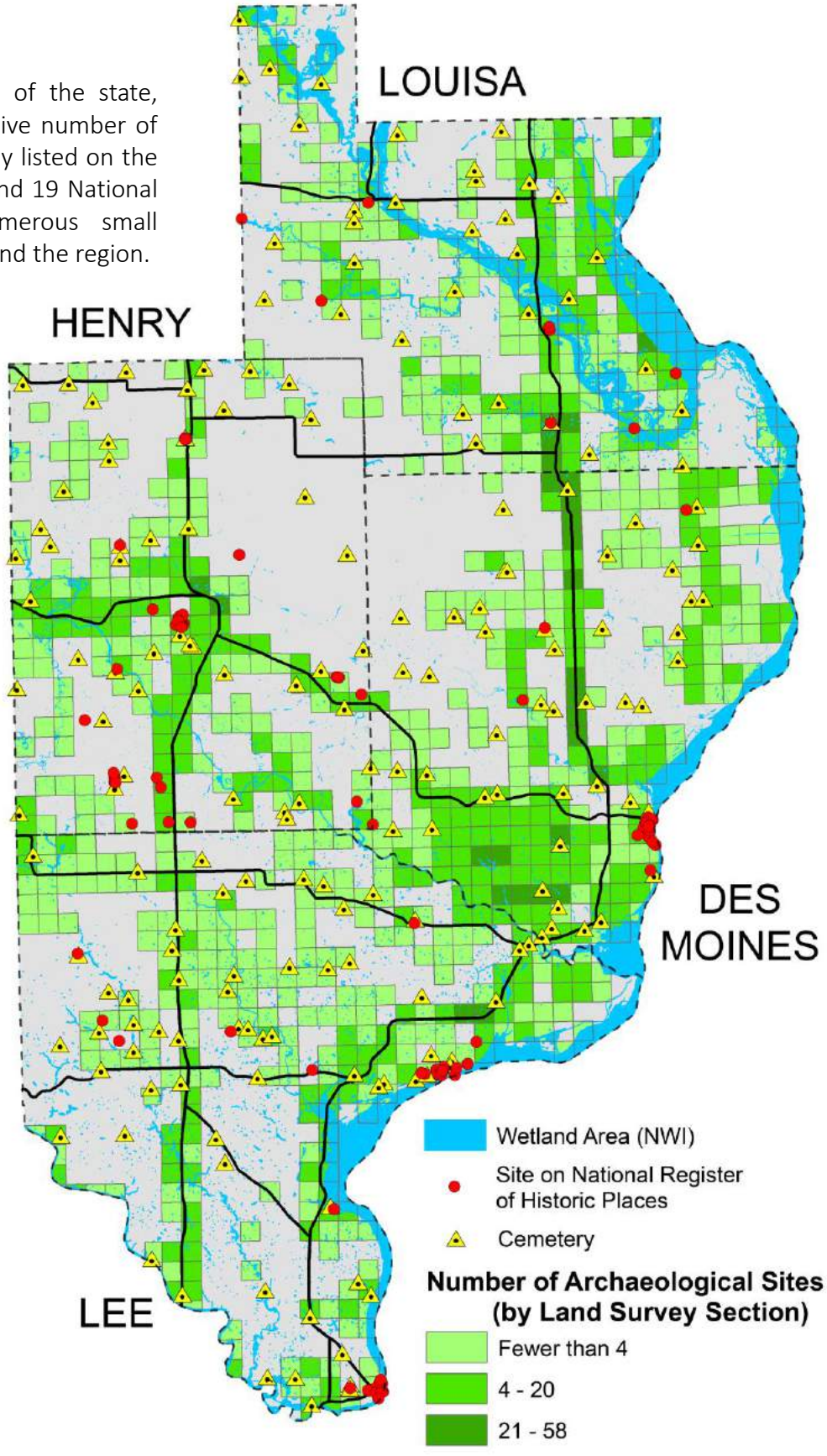
As one of the earliest settled parts of the state, Southeast Iowa is home to an extensive number of historic sites, including 114 individually listed on the *National Register of Historic Places*, and 19 National Historic Districts. In addition, numerous small pioneer cemeteries are scattered around the region.

There are also many recorded archaeological sites in the region, with the heaviest concentrations found along waterways and in areas of hilly terrain, where settlements and hunting grounds were common, due to plentiful resources being available. They are also common where highway construction projects have been undertaken in recent decades.

Wetlands

The *National Wetlands Inventory (NWI)* is a nationwide inventory of wetland areas prepared by the U.S. Fish and Wildlife Service. According to the NWI, Southeast Iowa includes 128 square miles of wetlands. In all, this encompasses permanent waterways such as lakes and rivers, as well as marshes and swamps that are sometimes only saturated on a seasonal basis.

Extensive wetland areas are found within the floodplains of major rivers such as the Mississippi, Iowa, and Cedar. The Iowa River wetlands present regulatory challenges for the planned four-lane upgrade of Highway 61 north of Wapello.



THREATENED AND ENDANGERED SPECIES

There are seven animal species that are Federally classified as 'threatened' or 'endangered' in all or part of Southeast Iowa. Five of these are endangered, meaning that they are in danger of extinction throughout all or of a significant portion of their current range of habitat. The two others are threatened, meaning that they are likely to become an endangered species in the foreseeable future.

Many of the species on this list are threatened or endangered throughout the Midwestern United States. The endangered status of the Indiana Bat is particularly important for regulatory purposes, with regard to transportation and development projects. In the Starr's Cave Park and Preserve, in Des Moines County, the cave itself is currently off-limits to the general public, as the bat is known to make its home there.


Indiana Bat


Sheepnose Mussel


Eastern Massasauga Rattlesnake

Threatened and Endangered Species in Southeast Iowa *(Federal Classification)*

Species	Class	Location	Federal Status
Indiana Bat	Mammals	Des Moines, Lee, and Louisa	Endangered
Northern Long-Eared Bat	Mammals	Des Moines, Lee, and Louisa	Threatened
Eastern Massasauga (Rattlesnake)	Reptiles	Lee	Threatened
Fat Pocketbook	Freshwater Mussels	Des Moines	Endangered
Higgin's-Eye Pearly Mussel	Freshwater Mussels	Des Moines, Lee, and Louisa	Endangered
Spectaclecase	Freshwater Mussels	Des Moines and Lee	Endangered
Sheepnose	Freshwater Mussels	Henry	Endangered

Numerous other plant and animal species are classified as endangered or threatened at the State level, but not the Federal level. In Southeast Iowa, this includes several bird, fish, insect, and plant species, in addition to mammals, reptiles, and mussels. In addition to 'threatened' and 'endangered', the State assigns a third category called 'special concern'. Those in this category are not fully protected by the State's Endangered Plants and Wildlife law, but restrictions are in place for matters like hunting, fishing and harvesting. Information on the status of each species (by county) is available online through an interactive website called the Iowa Natural Areas Inventory (INAI), maintained by the Iowa DNR.

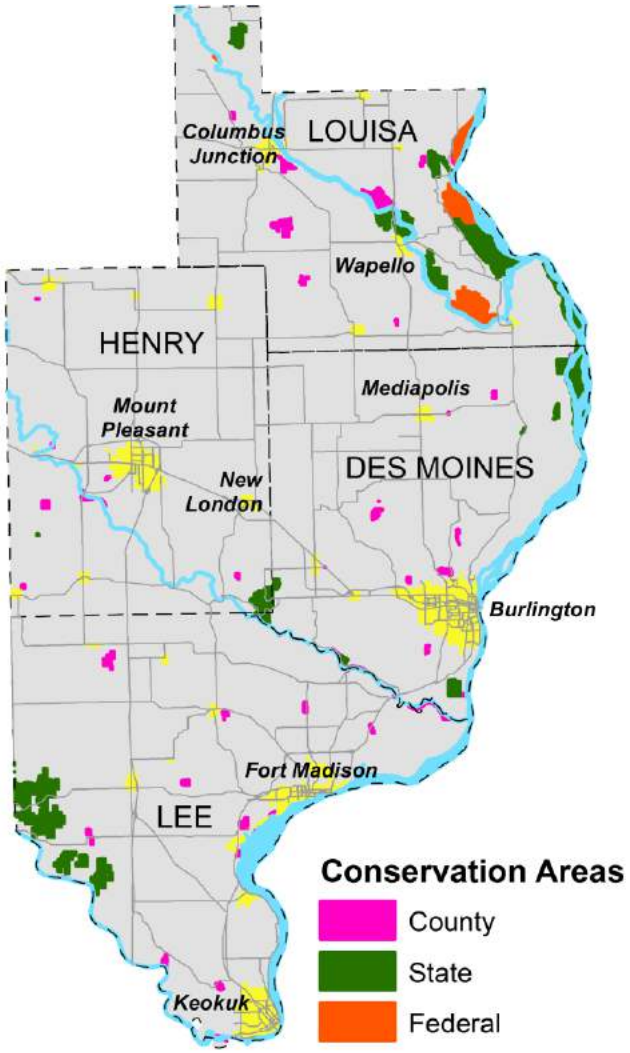
A common explanation for threatened or endangered status is the loss of natural habitat through man-made alterations, such as tree and woodland removal or filling in wetlands. Accidental fatalities (through vehicle impact or mowing) are also common. It is notable that four of the seven species are freshwater mussels, mostly in counties along the Mississippi River. This is largely the result of their depletion in the late 19th and early 20th centuries, for the locally prominent pearl button industry.

Conservation Areas

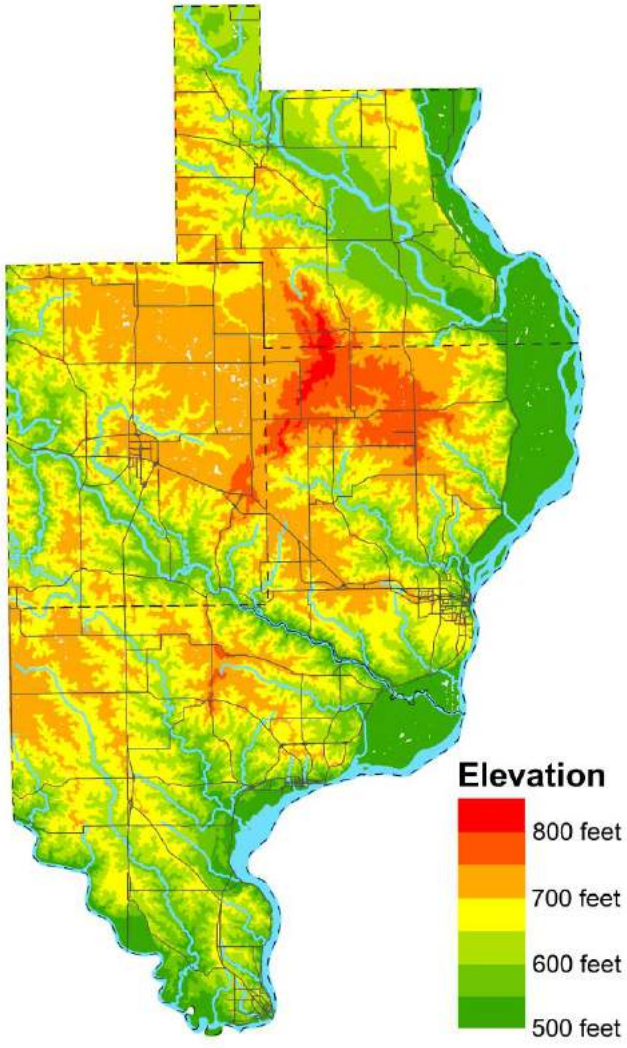
Southeast Iowa is home to numerous protected conservation areas, including those under County, State, and Federal jurisdiction. Among the State facilities are Geode State Park (Henry and Des Moines Counties), and Shimek State Forest (Lee County).

The Federal lands comprise several separate areas of the Port Louisa National Wildlife Refuge (pictured below), found along the Mississippi and Iowa Rivers in Louisa County.

Conservation areas are most prevalent in Louisa County, as it has many sensitive low-lying wetland areas, found near the confluence of the Iowa River with the Mississippi River.



Landforms and Hydrology



The landscape of Southeast Iowa is heavily influenced by rivers and waterways. While the Mississippi River comprises its eastern border, several interior rivers drain into it within the region, carrying with them the waters of numerous upstate watersheds.

Areas of sharp geographic relief extend along the numerous creeks, tributaries, and minor streams that cross through the region, largely at a northwest-to-southeast angle. This has considerable ramifications for transportation, as roads must often take the least direct path to avoid steep gradients. Also, the many angled streams have required the installation of numerous bridges, for roads that conform to the N-S-E-W grid of the Public Land Survey System.

Along the Mississippi River, there are several large areas of flat bottomland, which are extensively cultivated for farming, due to the presence of highly fertile soils.

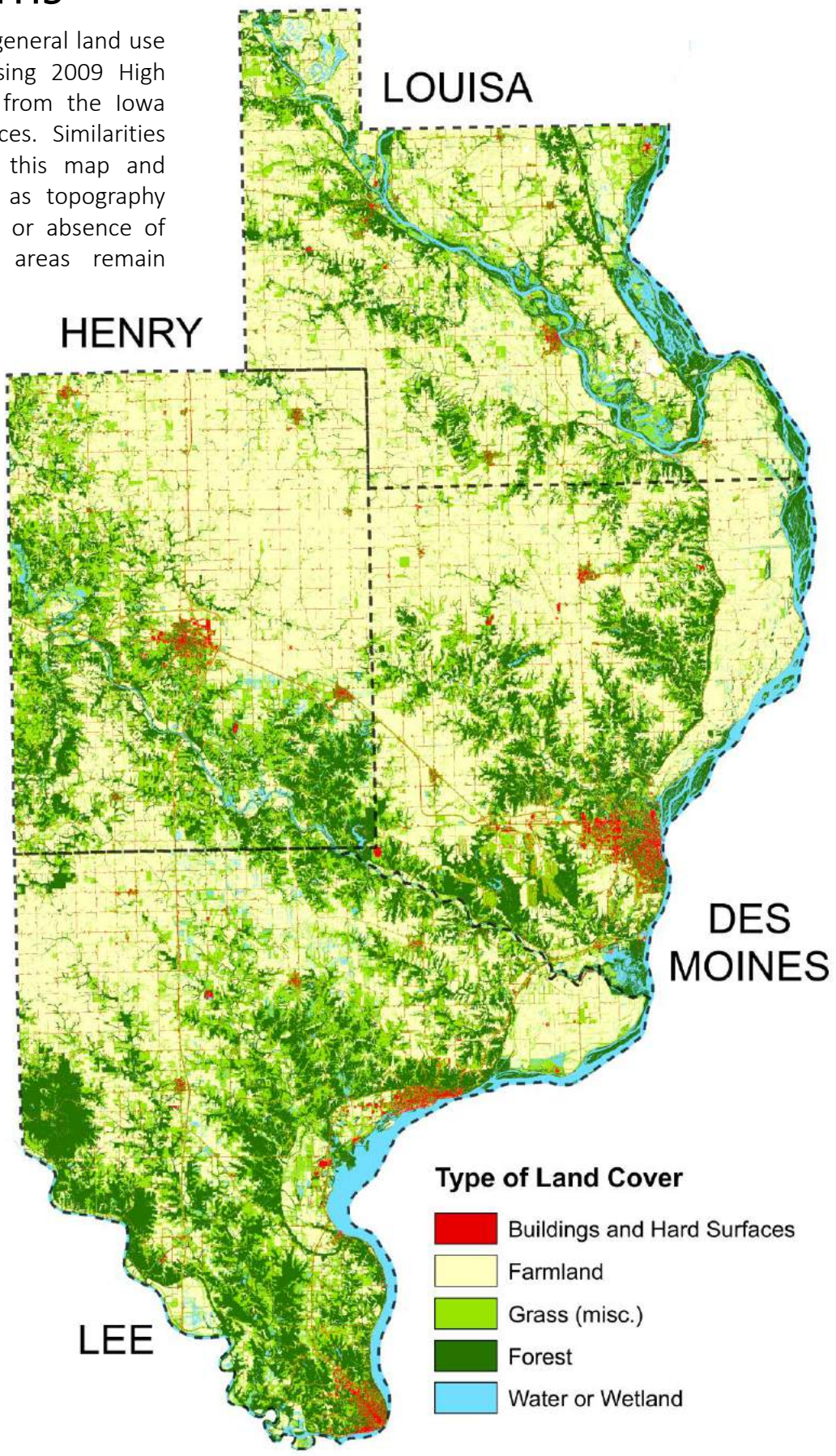
Land Use Patterns

The map at right highlights the general land use patterns of Southeast Iowa, using 2009 High Resolution Land Cover images from the Iowa Department of Natural Resources. Similarities are readily apparent between this map and those on the preceding page, as topography heavily influences the presence or absence of agriculture, and conservation areas remain largely undeveloped.

As to be expected, farmland is the dominant use of land in Southeast Iowa, although its prevalence varies from one part of the region to another. It is most common in areas of flat terrain, such as the high plateau in northeast Henry County, or the low valleys along the Mississippi River.

Forests cover the areas of hilly terrain around streams and drainage ravines. A few conservation areas also stand out, such as Shimek State Forest in western Lee County.

Buildings and hard surfaces are primarily found in dense clusters within the region's cities, with rural dwellings and farm buildings barely noticeable when scattered among the farmland. The 'grass' land cover largely represents transition areas between farmland and forest, or buildings and farmland. This is usually composed of imported species, as opposed to native prairie grasses.



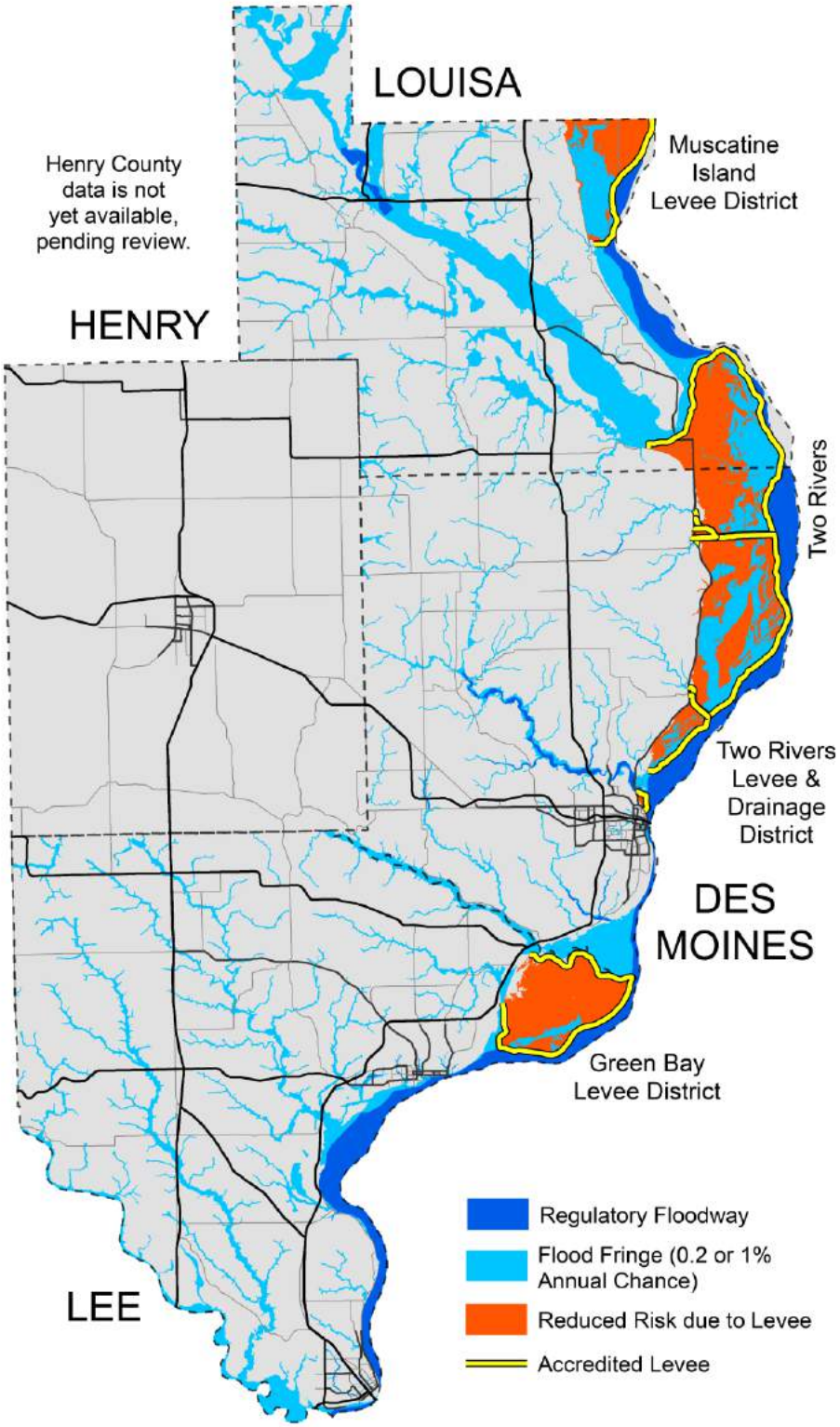
Floodplains

Each of the region's four counties participate in the National Flood Insurance Program (NFIP), through FEMA (the Federal Emergency Management Agency). Prior to 2018, Henry County did not participate.

Areas designated as a 'flood fringe' have a 0.2 or 1% annual chance of experiencing flooding. Some of these along the Mississippi River are shown as having a 'reduced risk', due to the presence of an accredited levee. The Regulatory Floodway encompasses active stream channels and immediately adjacent areas, which should be kept unobstructed from development, to allow the natural discharge of floodwaters.

Most of these bottomland areas along the Mississippi River are protected by levees, along with accompanying drainage systems to regulate surface water flow. The three largest of these are maintained by organized levee districts – Green Bay, Two Rivers, and Muscatine Island.

River flooding at Fort Madison, 2008



Transportation projects within a mapped floodplain will require a floodplain development permit, in addition to other applicable environmental permits. This is especially critical when a new road or rail alignment will be established, as the surface must be elevated about the 100-year flood elevation. Across the river in Illinois, this is one of several factors that has delayed construction of a 4-lane upgrade for Highway 34, as the levees protecting the bottomland have not been fully re-accredited, following the 2008 flood. As such, fill must be utilized to raise the roadbed above the natural elevation of the surrounding landscape.

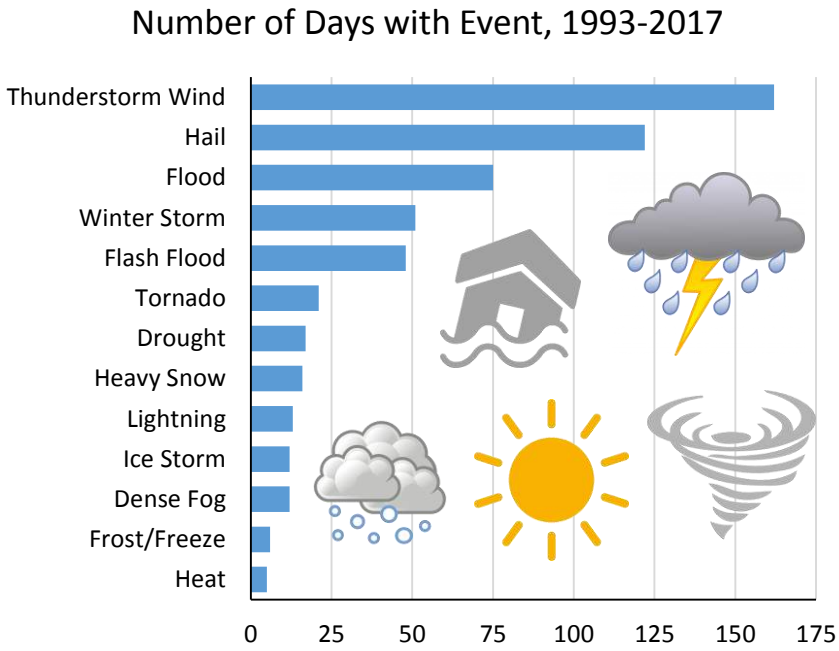
SECURITY MEASURES AND DISASTER PREPAREDNESS

Protecting the transportation network from natural disasters and human-caused threats is always a matter of concern for federal, state, and local governments. Of all forms of infrastructure that are impacted by these incidents, transportation has an especially broad impact, as it serves as the means in which people to evacuate to safety from the affected area. It is also used for emergency transport (i.e. ambulances).

Images of clogged freeways in hurricane-prone areas may seem like a challenge far removed from the rural Midwest, but a number of other threats are likely to present themselves, some being far more prevalent than others, depending on the season or physical location.

Natural Disasters in Southeast Iowa

The chart at right highlights the occurrence of various weather events over the 25 year period from 1993 to 2017. It represents the number of days in which an event of each type was recorded somewhere in the region. This historical data comes from the *National Oceanic and Atmospheric Administration (NOAA),* through its *National Centers for Environmental Information (NCEI)*. Typical of the Midwestern US, the most common damaging storm events in Southeast Iowa are wind from severe thunderstorms, hail, floods, winter storms, and tornadoes. Naturally, the individual events over that period vary in terms of severity and amount of damage caused.

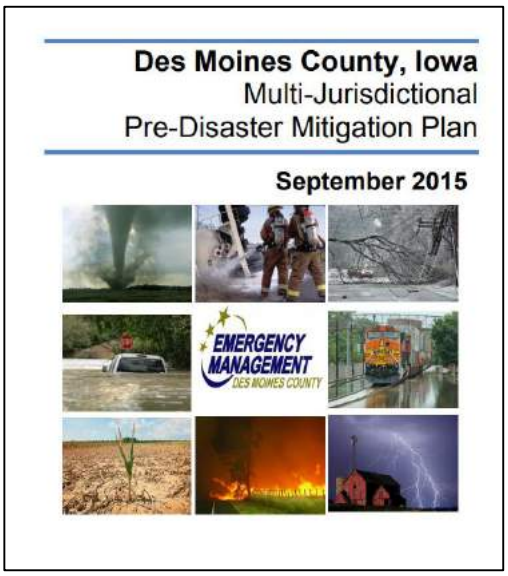


Tornado near Salem, May 2017 *(photo: Jesse Risley)*

Highway 92 during 2008 flood in Columbus Junction

Planning and Monitoring Efforts

At the local level, each county has an Emergency Management Agency (EMA) to oversee emergency management activities. These revolve around four general concepts: preparedness, response, recovery, and mitigation. The latter refers to efforts taken to reduce or eliminate future risk from hazards.



One important mitigation activity is the development of a Hazard Mitigation Plan (HMP), which outlines the potential for natural and manmade disasters, along with the potential impact that these may have. These plans must be routinely updated, and SEIRPC has assisted in the preparation of the most recent HMPs for three of the region's four counties.

Humorous, yet meaningful use of dynamic message sign

At the state level, a number of intelligent transportation systems (ITS) activities are available to assist the public during emergency events. This includes the 511 Traveler Information System, which provides real-time information on roadway travel conditions and construction activity. The Iowa DOT also utilizes dynamic message signs (DMS), large overhead signs for communicating information on weather, detours, and promotion of safe driving practices.

At the federal level, the Federal Highway Administration (FHWA) operates a multifaceted program called *Emergency Transportation Operations (ETO)*, which addresses events through different approaches based on their probability of occurrence, the severity of impact, and the complexity of response necessary.

Within ETO, high probability-low severity events are addressed through the *Traffic Incident Management (TIM)* program. TIM is a planned and coordinated process to detect, respond to, and clear traffic incidents, so that traffic flow may be restored as safely and quickly as possible.


Serious crash on Highway 61 in Lee County, 2018

In contrast, low probability-high impact events are covered through the *Disaster/ETO program*, in which FHWA works with local, state, and federal officials to handle the coordination of traffic movement. Hurricane evacuation falls into this category, in which local governments need a greater level of state and federal support.

Another federal program, this time overseen by the Department of Homeland Security, is the *National Response Framework (NRF)*. Established in 2008, it enables all response partners to prepare for and provide a unified response to disasters and emergencies. NRF provides the structure for a national incident management policy, while the *National Incident Management System (NIMS)* offers a template for managing individual incidents. It involves scalable concepts, terminology, and organizational processes for addressing all types of hazards.

THE FOLLOWING PAGES IDENTIFY AND OUTLINE A SET OF

STRENGTHS

CONTINUING

CHALLENGES

AND FUTURE

PRIORITIES

FOR THE SOUTHEAST IOWA REGION.

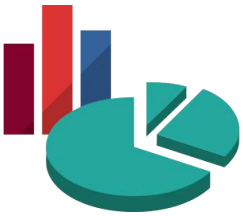
THESE ARE EACH SPLIT INTO THREE GENERAL CATEGORIES:

COMMUNITY DEVELOPMENT,

ECONOMIC DEVELOPMENT, AND

TRANSPORTATION.

FIRST, THERE IS A LIST OF COMMONLY ENCOUNTERED OBSERVATIONS FROM THE PUBLIC SURVEY AND STAKEHOLDER INTERVIEWS. IN SOME CASES, INCONSISTENCIES ARE APPARENT, REFLECTING THE SOMETIMES DIFFERING PERSPECTIVES AND OPINIONS OF INDIVIDUAL STAKEHOLDER GROUPS.



THEN, THERE IS A LIST OF DATA FINDINGS FROM EARLIER IN THIS PLAN, SUMMARIZED AS THEY PERTAIN TO REGIONAL STRENGTHS AND WEAKNESSES.

THIS INFORMATION WAS USED TO IDENTIFY THE KEY STRATEGIES AND ACTION ITEMS THAT COMPRISE THIS PLAN.

WHAT ARE OUR STRENGTHS?

The PEOPLE say:

COMMUNITY DEVELOPMENT

- Small town atmosphere
- Sense of security and community
- Reliable utilities
- Large number of rivers and lakes
- Parks and Recreation, well kept and many options with a variety of amenities available
- Strong agricultural production, agricultural communities and natural resources
- Infrastructure – water, sewer, telecommunications/internet
- Fiber optic starting to become available in SE Iowa
- Broadband access in rural communities
- Housing programs available
- Social service agencies such as Hope Haven, Des Moines County Special Needs Foundation, etc.
- Land Use planning and zoning enforcement
- Elderly services such as quality medical care, housing options, quality food, etc.
- Youth services such as after school programs, recreation activities, etc.
- Hazard mitigation and disaster recovery, good emergency planning

TRANSPORTATION

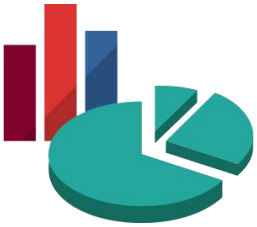
- Minimal traffic congestion
- Well-connected to other areas via 4-lane highways
- Mississippi River is a major freight asset
- Good highway conditions
- SEIBUS and BUS – local and regional transit available
- Growing trails network
- Highways make it easy to ship goods into and out of region
- Multiple barge facilities and locks and dams support river transportation
- Available rail infrastructure for shipping goods (mainline rail and shortlines)
- Several short line rail services to support local businesses
- Several options available for general aviation services

ECONOMIC DEVELOPMENT

- Small/ local businesses
- Access to good medical facilities
- Opportunities for workforce training at local community colleges
- Active economic development departments working towards retaining and attracting businesses and jobs
- SCC relationship with employers – i.e. recruiting graduates for employment
- The economy of Iowa has been impacted less than other states and larger metropolitan areas
- Construction and industry are booming
- Regional draw for retail shopping
- Businesses incentives available for new industry
- Regional collaboration between regional partners
- Good loan availability
- Educated workforce

> "Regional agricultural wealth is a stabilizing asset. Road, rail and river transportation systems are a strength."
>
> – Survey Respondent

WHAT ARE OUR STRENGTHS?



The DATA says:

COMMUNITY DEVELOPMENT

- Significant investments have recently been made in Downtown upper story housing throughout the region.
- SEIRPC secured over $15 million for housing projects between 2012 and 2015.
- Nearly 3/4 of the region's households have access to high speed broadband service.
- Local colleges have recently made substantial investments in new programs and facility upgrades, with a strong emphasis on workforce training.
- In addition to those within the region itself, there are numerous institutions of higher learning are within 50 miles of the region.
- Most of the region's residents have convenient local access to quality clinical care services.

TRANSPORTATION

- Southeast Iowa is well served by a network of modern four-lane highways, both internally and externally.
- More through traffic is utilizing the Avenue of the Saints and Highway 34, which can expand the region's travel oriented economy.
- There is a diverse range of transportation options available, including auto, rail, barge, air, bike/pedestrian, and transit.
- Traffic congestion is not a significant issue for the region.
- Overall, Southeast Iowa's bridges are in better condition than those of the State as a whole.
- Amtrak and transit ridership rates have remained steady.
- After a recent slump, enplanements at the Southeast Iowa Regional Airport have rebounded, and since remained steady.
- A substantial amount of new trails and on-road bike facilities have been established in recent years.
- Local Road Safety Plans have been developed for all four of the region's counties.
- Several local advocacy groups are active in promoting trail construction, highway upgrades, and other transportation improvements.

ECONOMIC DEVELOPMENT

- The region's unemployment rate has decreased proportionally to the Statewide rate over the past 10 years.
- More people commute into Southeast Iowa for work, than leave for employment in another region.
- The average commute time is comparatively low, which enables individual communities to benefit from job growth in other towns in the region.
- Revolving Loan Fund (RLF) assistance from SEIRPC helped create and retain over 200 jobs in Fiscal Year 2017
- The region's population loss is not unique, as it is largely consistent with other rural regions of Iowa.
- Regional retail sales and tourism expenditures have been steadily increasing over time.
- The region's population is becoming more diverse, with immigrant and refugee groups helping to expand the local talent pool.
- Two of the region's four counties have a high relative capacity for economic innovation.

WHAT ARE OUR CHALLENGES?

The PEOPLE say:

COMMUNITY DEVELOPMENT

- Lack of diverse shopping, entertainment, restaurants, and social activities
- Condition of housing and rehabilitation costs
- Lack of diversity in housing stock - sizes, price range, types
- Lack of affordable quality rental housing
- High levels of crime
- Lack of water recreation amenities, camping, trails, maintaining existing areas and including necessary upgrades (restrooms)
- Lack of coordination between neighboring/overlapping jurisdictions with cooperative comprehensive and land use planning
- Lack of zoning ordinances and zoning enforcement in county areas/Outdated zoning regulations in small communities
- Condition of historic buildings and efforts for historic preservation
- Broadband capability and availability in rural areas

TRANSPORTATION

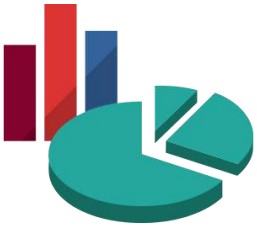
- Highway 61 North to Muscatine not completed as four-lane, along with safety and operations issues through larger communities (Burlington and Keokuk)
- Highway 34 East through Illinois not completed as four-lane
- Poor local road conditions
- Lack of pedestrian and bicycle friendly streets
- Insufficient bike and hiking trails
- Bridges need better maintenance
- Lack of pedestrian and bicycle friendly streets
- Antiquated Mississippi River Rail Bridge
- Antiquated lock and dam system
- Passenger train depots need improvements and offer minimal amenities
- Lack of intermodal transportation options
- Commercial air service with baggage connections
- Bus services not on weekends and no regular schedule

ECONOMIC DEVELOPMENT

- Lack of quality, high paying jobs
- Young professionals originally from the area going elsewhere to seek employment
- Lack of lifestyle amenities in the more rural areas (such as retail, recreation, dining, event space etc.)
- Aging population
- Difficult to recruit and keep young, qualified workers from outside of the region including teachers, health care workers, and both managerial positions and wage workers for large industries
- Low-skilled manufacturing workforce, and lack of local talent for higher-skilled, technical positions – industry as well as medical professionals
- High land prices and construction costs (at the regional level)
- Lack of diverse economy
- No continuity or collaboration between the many different economic development groups within the region
- High cost of taxes, especially commercial taxes
- Workforce training
- No regional marketing plan – every city and county do their own thing

"If you can breathe, they' ll give you the job"
– Survey respondent

WHAT ARE OUR CHALLENGES?



The DATA says:

COMMUNITY DEVELOPMENT

- More than 1/3 of the region's housing stock is at least 80 years old, while less than 1/5 is fewer than 30 years old.
- The region's average home value is significantly lower the State average.
- Housing growth in unincorporated areas is outpacing growth in municipalities, which impacts the municipal tax base.
- The consolidated tax rates of the region's larger cities are much higher than the State average.
- Specific areas of the region (mostly rural) still have little to no access to high speed broadband service.
- Certain communities such as Columbus Junction have a high percentage of low English proficiency.
- Southeast Iowa Counties fare poorly on the County Health Rankings for the State of Iowa.
- Half of the region's public school students are eligible for free or reduced price lunch.
- More than 1/3 of the region's families with children are headed by a single parent.
- Within the State of Iowa, the region has a comparatively high crime rate.
- Access to mental health services is a challenge, particularly following the 2015 closure of the Mount Pleasant Mental Health Institute.

TRANSPORTATION

- In the region's cities, many lower-traffic local roads are in very poor condition.
- The timeframe for upgrading Highway 34 to four lanes in neighboring Illinois is still unclear
- Several gaps remain in upgrading Highway 61 to four lanes throughout the region.
- Despite multiple options available, the vast majority of freight movement in Southeast Iowa is accounted for by trucks.
- Traveling from one community to another by bike is a challenge, as there are few dedicated spaces to bike in rural areas.
- The plentiful presence of wetlands, floodplains, and archaeological/historical sites creates regulatory challenges for transportation projects.
- The region is home to several of the most crash-prone intersections in the State.
- Two of the three locks on the Mississippi River are over 20 years past their design life, and tend to cause significant delays in barge movement.

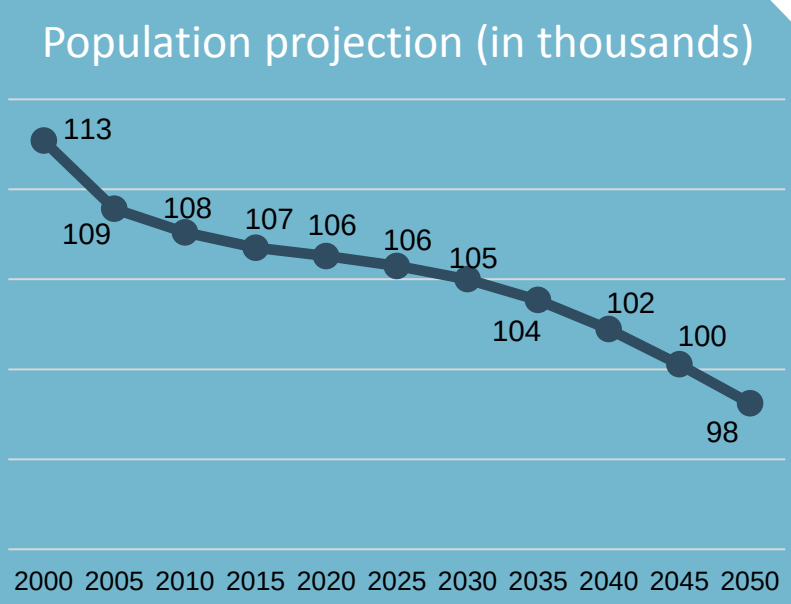
ECONOMIC DEVELOPMENT

- The population of Southeast Iowa is gradually shrinking.
- The region is experiencing an aging population, with a lower share of younger residents than the historic norm.
- A disproportionately high share of the region's workers are employed in a 'manufacturing' field.
- A disproportionately small share of the region's workers are employed in high-tech or white collar occupations.
- Southeast Iowa has lower average wages and annual income than the State of Iowa as a whole.
- Compared to the State, Southeast Iowa has a significantly smaller share of residents with advanced degrees.
- The recent trend of increased retail sales and tourist expenditures may be difficult to maintain, as this same period dovetails with the influx of temporary workers for the Iowa Fertilizer Plant.

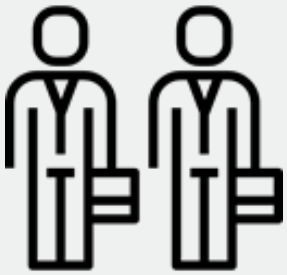
and who

ARE WE BECOMING?

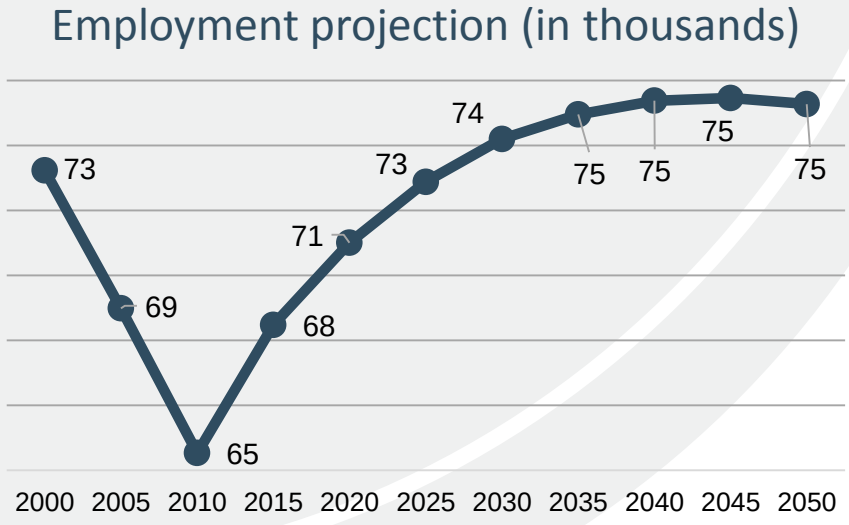
- Smaller
- Older
- More racially and ethnically diverse



The population projections show a general decline of population for the region. This can be caused by a variety of factors, such as out-migration being greater than regional reproduction rates, or natural decline being greater than in-migration and fecundity rates. The downward trend in population will play a role in future economic and community development decisions moving forward.



The employment projections show a general rise in the number of employed population in the region. This can be caused by a variety of factors, such as positive growth in tourism industry, decreasing unemployment rate following the Great Recession and increasing size of the workforce since 2010.



WHAT ARE OUR PRIORITIES?

COMMUNITY DEVELOPMENT

- Improve communications infrastructure with broadband/ fiber, cellular 4g/ 5g capabilities, wireless hot spots
- Continue affordable housing programs, incentivize new construction, and rehabilitate older homes-- particularly rentals
- Reduce crime levels
- Enforce rental ordinances and nuisance regulations to improve the condition of available rental housing
- Water and sewer maintenance, replacement, and expansion to handle future growth
- Improve and enhance existing recreational facilities, develop more indoor recreation spaces to keep up with demand
- Rehabilitation of old housing, particularly rentals, and new home construction
- Smaller towns need to try and provide more 'college town' amenities to bring local young people back after college
- Cooperation between cities and school districts
- Promote new housing development of all kinds – primarily infill development in older neighborhoods

TRANSPORTATION

- Four lane highways – Highway 61 North and Highway 34 East
- Highway and local road maintenance
- Utilize the river for tourism and recreational services
- Bridge maintenance and replacement
- Maintain Amtrak services
- Mississippi River bridges provide connections to adjacent states
- Uber and taxi services with a reliable time schedule and technology assistance
- Need more ADA compliant vehicle designs that are patient-friendly
- On-demand ride services
- Employee busing system for smaller communities
- Lobby for more money from bridge replacement grants
- Secure additional funding for trail connectivity, road maintenance
- Develop a regionally-connected trails system
- Assist with local communities in applying for Surface Transportation Block Grant (STBG) funding
- Bike trail link-up with Highway 99 bridge from the east side
- Highway and road maintenance, development

ECONOMIC DEVELOPMENT

- Job creation and retention
- Create vibrant downtowns and communities where young people want to live
- Train workforce to fill current openings and improve skills
- Attract sustainable businesses
- Encourage all types of businesses including commercial, office, manufacturing, technology, etc.
- Focus on expanding the high-skilled manufacturing workforce
- Improve communication and collaboration between different agencies/organizations in the community
- Get Iowa Wesleyan and SCC better involved in community/economic development initiatives – direct cooperation with municipal entities (includes things like staffing for SCC programs, daycare, transportation options)
- Asset mapping at the regional level to highlight what is most important
- Focus on housing, recreation and other amenities (i.e. daycare) – these have a 'domino effect' on economic development
- Strengthen technical education through collaboration between different school districts in the region
- Downtown revitalization efforts and restoring old commercial buildings

"Improve neighborhood conditions, to remove blight, as well as alleviate concentrated social problems such as single parenthood, dropping out of high school, and early childhood issues."

– Interviewee

growing forward

3

CREATING OUR PATH

Comments received on each of these three key areas of the plan: community development, economic development, and transportation, are all related back to one theme that represents the vision for the future of the Great River Region.

Your regional vision

TO HAVE THE HIGHEST QUALITY OF LIFE IN IOWA

COMMUNITY DEVELOPMENT

- Infrastructure
- Sustainability
- Housing
- Amenities
- Planning

ECONOMIC DEVELOPMENT

- Workforce
- Education
- Marketing
- Cooperation
- Investment

TRANSPORTATION

- Preservation
- Livability
- Mode Choice
- Safety
- Freight movement
- Financial opportunity

Key strategies and action items have been identified for each of the focus areas, to help us fulfill the region's vision for the future. These strategies and action items were determined based on regional data trends, and from public comments listed in the strengths, weaknesses, and priorities. Action items are split into three categories, based on their timeline. The first two categories are generally comprised of more targeted objectives that can be fully accomplished over a short period (*5 YEARS OR LESS* and *6 YEARS OR MORE*). The third (*ONGOING*) includes those that, by their very nature, must be continually implemented in order to be effective.

Transportation

Strategy A: Sustain, improve, and expand the regional transportation system for the efficient movement of goods and services.

5 Years or Less.

- **(A1)** Work closely with Iowa DOT and the Highway 61 Coalition to complete the 4-lane upgrade of US Highway 61 from Burlington to Muscatine, and seek improvements for the segment through Burlington (Roosevelt Ave.) and from south of Keokuk into Missouri.
- **(A2)** Work closely with Highway 34 Coalition and Illinois DOT to upgrade US Highway 34 to four lanes from Burlington to Monmouth
- **(A3)** Work with local communities to identify ways to upgrade, improve, or replace the rail bridges over the Mississippi River.
- **(A4)** Form a regional committee and develop a regional freight plan for rail, barge, roadway and intermodal improvements that are needed to assist existing businesses and support future business investment.

6 Years or More.

- **(A5)** Facilitate studies of supplemental highway corridors that would be impacted by the 4-lane upgrade of Highway 61 (State Highways 92 and 78 in Louisa County, US Highway 218 diagonal portion in Lee County)
- **(A6)** Meet with state legislators, federal legislators, Army Corps of Engineers, etc. to encourage and plan for improvements to the lock & dam system.
- **(A7)** Coordinate with local communities and private industries, to establish or update formal regional truck routes for the routine shipment of goods

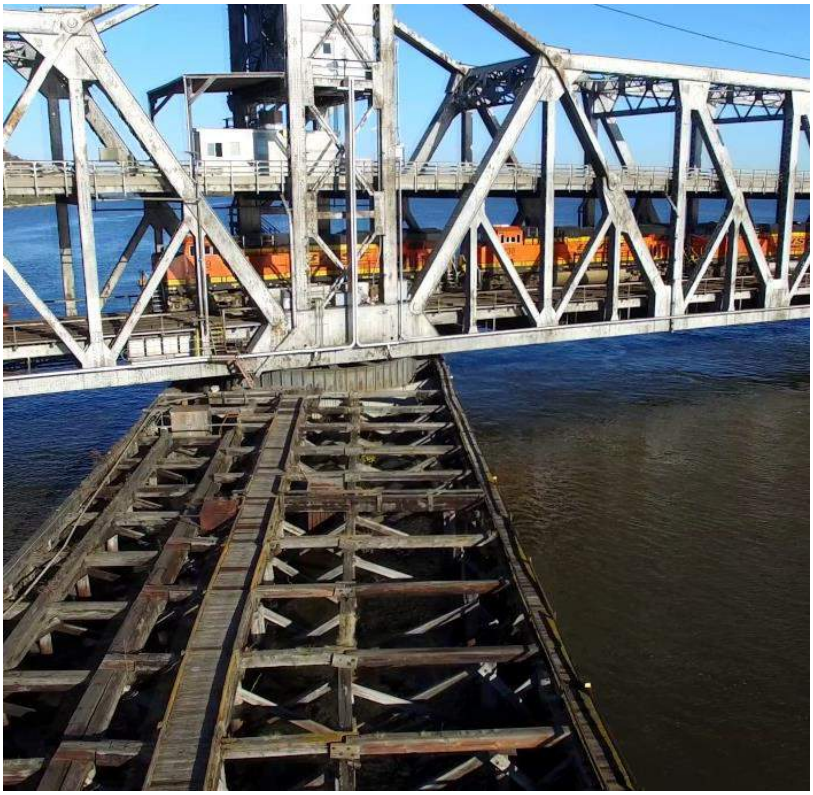
Ongoing.

- **(A8)** Utilize the region's existing assets and connections (rail, barge, and intermodal) to reduce the share of regional freight movement that occurs by truck alone.
- **(A9)** Work with the Southeast Iowa Regional Economic Development and Port Authority to develop multi-modal freight facilities.

SIREPA
SOUTHEAST IOWA REGIONAL ECONOMIC & PORT AUTHORITY

Transportation

Strategy B: Improve existing infrastructure and ensure adequate maintenance of the system.



5 Years or Less.

- **(B1)** Work with regional partners to incorporate storm water best management practices into transportation projects, including curb and gutter usage, and strategic placement of bioswales and retention ponds.
- **(B2)** Facilitate collaboration between municipal and county governments, for projects that would cross jurisdictional boundaries and mutually benefit each.

Ongoing.

- **(B3)** Work with local governments and other entities to pursue eligible federal, state, local, and private funding sources for transportation projects.
- **(B4)** Educate regional partners on current best practices for transportation maintenance, including cost-saving opportunities and the incorporation of elements that make their projects better candidates for grant funding.
- **(B5) Work with regional partners to facilitate the replacement of functionally obsolete or structurally deficient bridges, and secure additional funding for these projects**
- **(B6)** Work to coordinate needed transportation and utility improvements at the local level, to yield greater cost savings on construction work.
- **(B7)** Encourage regional partners to preserve, replace, or upgrade existing infrastructure before building new – and likely redundant and unnecessary – transportation infrastructure.
- **(B8)** Prioritize the functionality of individual roads within the regional network, so that regional highways are enhanced for more efficient movement between places, while the negative impacts of city arterial and collector streets are minimized through traffic calming measures, streetscape enhancements, and greater speed enforcement.

Transportation

Strategy C: Improve the regional transportation system to make it a safe place to travel for users of all modes..

5 Years or Less.

- **(C1)** Assist in the implementation of each county's Local Road Safety Plan, and identify funding opportunities for recommended projects.
- **(C2)** Promote the use of intersection safety improvements, including roundabouts and separated turn lanes, wherever applicable.

6 Years or More.

- **(C3)** Prepare local road safety assessments that cover the region's city streets, in addition to county roads that have already been assessed.

Ongoing.

- **(C4)** Work with regional partners and Iowa DOT to implement safety improvements in locations where improvements are most needed, including pedestrian and bicycle improvements, reducing roadway width, or the addition of lighting, signage, colored pavement, or speed control devices.
- **(C5)** Identify and secure funding sources to implement traffic safety projects.
- **(C6)** Work with local entities whenever a major new public facility is proposed, such as a school or medical clinic, to ensure that pedestrian needs are adequately taken into account.

Strategy D: Increase public awareness of transportation issues in the region, and actively seek public involvement when implementing solutions.

5 Years or Less.

- **(D1)** Gather direct data and feedback that can be used to support additional improvements, including traffic and trail counts, and input from targeted groups such as large employers and transit users.
- **(D2)** Hold additional public information meetings and workshops when projects are in the early development stage, to promote increased awareness and improved perceptions.
- **(D3)** Work to coordinate and streamline the efforts of local biking and trails organizations, to facilitate projects with a significant cross-jurisdictional impact.

Ongoing.

- **(D4)** Use various outlets, including social media and print publications, to inform the public when transportation improvement projects are implemented, such as new trail segments, and the repair of roads segments and bridges.
- **(D5)** Emphasize the direct economic and quality of life benefits that the average Southeast Iowa resident will obtain from transportation investments, illustrating why they are worthy of their personal investment.

Transportation

Strategy E: Offer multiple transportation choices that are each safe, accessible, and convenient, to make Southeast Iowa a better place to live, work, travel, and operate a business.

5 Years or Less.

- **(E1)** Complete the Flint River Trail, as a model for future long-distance regional trail projects.
- **(E2)** Educate regional partners and the general public on transportation best practices that enhance quality of life, such as Complete Streets, traffic calming, non-vehicular greenways, and railroad quiet zones.
- **(E3)** Coordinate the development of additional, strategically located park-and-ride facilities in Southeast Iowa, to encourage carpooling for long distance commuters.
- **(E4)** Work with companies such as Uber and Lyft to make ride-sharing services available in the region.
- **(E5)** Work with state and federal legislators to keep and expand Amtrak services at the three stations in Southeast Iowa.

6 Years or More.

- **(E6)** Complete designation and construction of Mississippi River Trail through the entire region.
- **(E7)** Complete a study and work on construction of regional trail hub at Lake Geode State Park, extending to communities and parks throughout the region.

Ongoing.

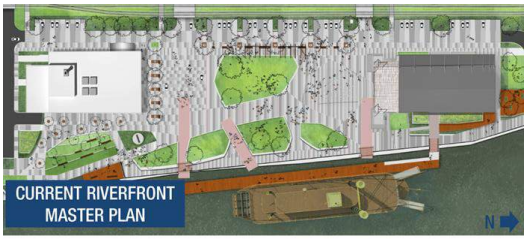
- **(E8)** Work with regional partners to create and implement local trails plans, as well as coordinate those between neighboring jurisdictions.
- **(E9)** Work to keep and expand commercial air service at Southeast Iowa Regional Airport.
- **(E10)** Enhance the aesthetics of, and amenities offered, at rail, air, and bus facilities, so that these can serve as memorable, welcoming gateways to the community, just as highway entrances already do.
- **(E11)** Work to improve the coordination of transit services in the region, between Burlington Urban Service (BUS), Southeast Iowa Bus (SEIBUS), Burlington Trailways and local school districts, to increase the efficiency of each system, and better serve the day-to-day transportation needs of area residents.

Community Development

Strategy F: Improve the region's quality of life to attract and retain residents.

5 Years or Less.

- **(F1)** Enhance the supply and quality of child-friendly recreational amenities, to attract families in the region.
- **(F2)** Promote coordinated efforts between school districts and community parks departments to enhance the availability and quality of recreational facilities that serve the entire community.
- **(F3)** Facilitate coordination between law enforcement, social service organizations, neighborhood groups, and public health entities to reduce crime by addressing the root socioeconomic causes.



Ongoing.

- **(F4)** Work with local partners to plan and secure funding for enhanced recreational amenities in the region, such as fully functional trails systems, parks, water recreation, natural areas, and indoor sports facilities.
- **(F5)** Assist in the efforts of public health organizations and initiatives in the region (i.e. Des Moines County Living Well), to improve the region's performance in the County Health Rankings.
- **(F6)** Assist economic development groups and real estate professionals in efforts to recruit targeted commercial development in areas of high local demand, such as restaurants, grocery stores, and retail.
- **(F7)** Work to expand cultural enrichment opportunities, such as arts programs, entertainment facilities, and historic preservation and interpretation.

Strategy G: Improve regional utility and broadband infrastructure for current and future needs.

5 Years or Less.

- **(G1)** Encourage efforts to minimize the impact of drainage on sewer systems, such as regulations or incentives to reduce impervious surfaces, and more widespread use of stormwater best management practices such as permeable pavers, bioswales, and rain barrels.

6 Years or More.

- **(G2)** Periodically update and distribute a regional utility rate analysis.
- **(G3)** Encourage GIS mapping of all regional utilities, including all relevant attributes such as sewer and water main width and electrical voltage capacity.

Ongoing.

- **(G4)** Assist in planning for water and sewer projects, and secure funding for them through Community Development Block Grants (CDBG), the State Revolving Fund (SRF), and other sources such as the USDA.
- **(G5)** Identify resources, partnerships, and other opportunities to quickly and efficiently expand broadband access and reliable cell phone service throughout the region.

Community Development

Strategy H: Provide a sufficient amount of quality housing for all ages, household types, and income levels.

5 Years or Less.

- **(H1)** Incentivize infill housing development (including new construction and conversion of existing buildings), to take advantage of existing roads, sidewalks, and utility connections.
- **(H2)** Encourage aggressive enforcement of rental housing and nuisance ordinances, to ensure that all rental properties are safe and clean for occupation, and do not foster criminal activity or contribute to a sense of visual and economic blight in neighborhoods or cities.
- **(H3)** Work directly with large employers to identify strategies for pursuing and coordinating workforce housing development.
- **(H4)** Develop policies and incentives that encourage home construction within incorporated municipalities to take advantage of existing infrastructure and nearby services, jobs and schools.
- **(H5)** Establish a pilot land bank to stabilize, rehabilitate and redevelop properties.

Ongoing.

- **(H6)** Assist local governments and private developers with funding incentives for new home construction, such as Tax Increment Financing (TIF), Tax Abatements, Workforce Housing Tax Credits, Low Income Housing Tax Credits, grants, loans and other sources.
- **(H7)** Utilize Great River Housing, Inc. and Southeast Iowa Housing, Inc. to assist low to moderate income residents with funding assistance for home rehabilitation, new home construction, and down payment assistance.
- **(H8)** Pursue extensive development of housing types that are favorable to young professionals and baby boomers in the 'empty nester' life stage, including townhomes, condominiums, and Downtown upper-story units.
- **(H9)** Assist communities in prioritizing specific types of housing projects, through studies and assessments that identify the biggest housing needs in each community.

Community Development

Strategy I: Improve communication, coordination, and implementation of plans in the region.

5 Years or Less.

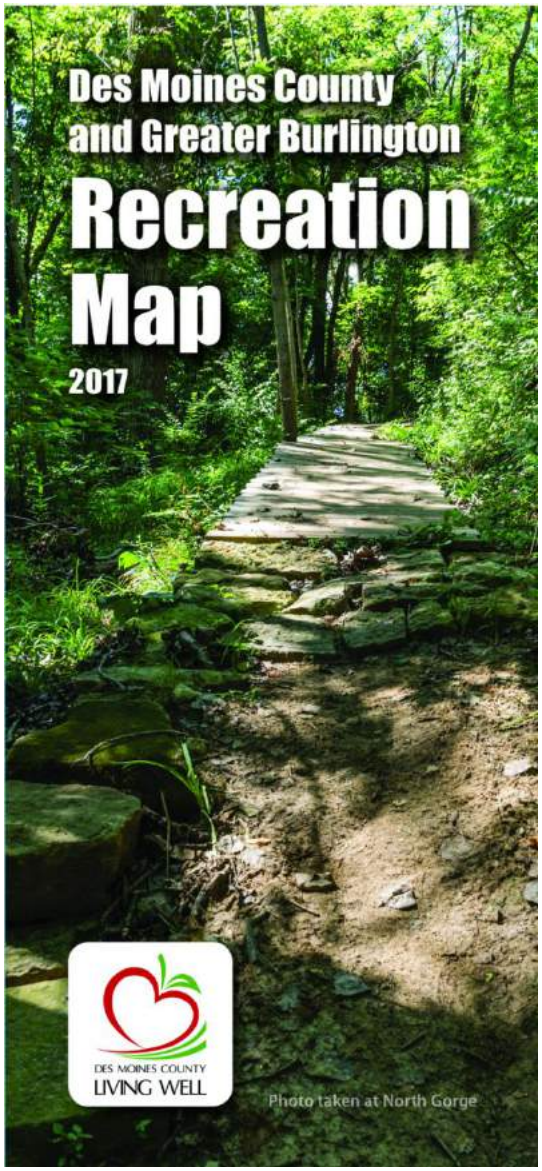
- **(I1)** Use social media, newsletters, and other forms of communication to provide regional awareness of local plans currently being developed.
- **(I2)** Engage in regular communication with local civic groups, fraternal organizations, and young professionals groups, to spread awareness of planning initiatives and projects.
- **(I3)** Coordinate with local institutions of higher learning whenever possible, to facilitate local and regional planning efforts.
- **(I4)** Actively encourage the involvement of local young people – including high school and college students – in planning efforts and community improvement projects.
- **(I5)** Develop a region-wide, multi-jurisdictional Hazard Mitigation Plan.

6 Years or More.

- **(I6)** Create a regional clearinghouse for planning documents that is accessible to the general public.

Ongoing.

- **(I7)** Encourage communities throughout the region to regularly prepare and update comprehensive plans, and emphasize their importance as a frequent criterion for evaluating grant applications.
- **(I8)** Provide resources for regional partners on land use and zoning policies and best practices.
- **(I9)** Actively track the progress of plan implementation, and encourage periodic reevaluation to maximize the potential positive impact.



Economic Development

Strategy J: Increase regional cooperation in economic development through mutual marketing, fundraising and policy efforts.

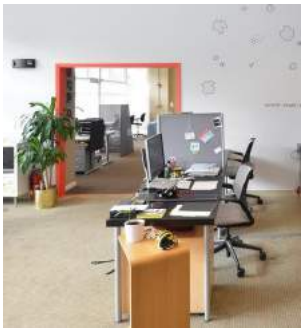
5 Years or Less.

- **(J1)** Work with the Southeast Iowa Regional and Economic Port Authority (SIREPA), and utilize its unique status and powers to facilitate catalytic development projects in Lee County.
- **(J2)** Ensure that several additional Southeast Iowa development sites are designated as 'shovel ready' through the IEDA and BNSF Certified Site programs.
- **(J3)** Continue to provide support and assistance for the cooperative marketing agreement between Des Moines, Henry, and Lee Counties.

Ongoing.

- **(J4)** Improve regional marketing efforts through social media, web, print and trade show formats.
- **(J5)** Assist in marketing and development preparation efforts for targeted commercial/industrial development sites of regional significance.
- **(J6)** Prioritize marketing and development of commercial/industrial sites along existing roads and utility lines, to avoid costly and unnecessary infrastructure extensions.

Strategy K: Grow the regional economy through attraction, retention, and entrepreneurial development activities.



5 Years or Less.

- **(K1)** Encourage regular, recurring outreach to established local companies, to promote long-term job retention.
- **(K2)** Offer entrepreneurial assistance efforts to immigrant and refugee populations in the region.
- **(K3)** Pursue brownfield redevelopment opportunities that can serve as an economic catalyst for the community.
- **(K4)** Pursue the establishment of business co-lab/co-working spaces, and incorporate these into downtown building rehabilitation efforts.
- **(K5)** Engage in targeted job recruitment efforts for specific groups, such as skilled immigrant workers and former regional residents/students..

6 Years or More.

- **(K6)** Pursue regional opportunities for cluster development, with compatible businesses in close proximity (agglomeration economies).

Ongoing.

- **(K7)** Seek to diversify the regional economy, and build capacity to attract future growth industries and emerging technology fields.
- **(K8)** Pursue funding to improve regional infrastructure, including transportation, sewer, water and broadband.
- **(K9)** Maintain and expand available regional loan funds.

Economic Development

Strategy L: Improve regional workforce skills and employment through education, training and communication.

5 Years or Less.

- **(L1)** Facilitate a means to more efficiently share educational/ training resources between neighboring school districts and community colleges.
- **(L2)** Seek additional opportunities for one-on-one training between students and professionals, such as apprenticeship and internship programs.
- **(L3)** Implement programs and incentives to keep the talent pool grounded within the region.

6 Years or More.

- **(L4)** Identify opportunities for local schools to implement technology training programs for students, such as computer programming and coding.

Ongoing.

- **(L5)** Increase communication and collaboration between schools, workforce developers and private business and industry, in joint workforce planning and development ventures.
- **(L6)** Work with area schools and colleges to increase the educational and skills attainment of the local workforce, to ensure compatibility with the demands of both existing industries and future prospects in additional sectors.

Strategy: Make Southeast Iowa a more desirable place for young people to live and raise families.

5 Years or Less.

- **(L7)** Enhance community lifestyle amenities – recreation, shopping, social events, housing, and childcare services, that can attract higher-skilled workers from elsewhere, and retain local young people after college.
- **(L8)** Collect and distribute input from other rural regions and communities (in Iowa and elsewhere) that have attained success with attracting and retaining young professionals.

6 Years or More.

- **(L9)** Facilitate the development of renewable energy and high-tech businesses, to tap into the talent pool of college graduates in these emerging fields.

Ongoing.

- **(L10)** Continue to facilitate Downtown redevelopment efforts, including new business start-ups and upper-story housing, to make these areas more socially dynamic places to live, work, and play.
- **(L11)** Seek direct input from local young people, including high school and college students, about the specific amenities and job opportunities they desire to see in their community.
- **(L12)** Encourage young residents to become more involved in local government and school district activities, so they may have a greater influence on development decisions that affect future generations.

To gauge how successful we are in reaching the vision, performance measures have been identified to determine the impact of implemented key strategies and action items. This will be done by creating a baseline performance review report in 2019 and presenting it to our CEDS Committee/Board of Directors. This review will include baseline performance measure data related to the items listed on the following pages along with information from an annual survey completed by our regional partners about current priorities and issues. A follow up performance measures report will be completed in 2024 to evaluate changes from the baseline report in 2019. The following pages provide a list of performance measures that are anticipated to be included as part of the performance measure report.

ECONOMIC DEVELOPMENT PERFORMANCE MEASURES

IMPROVE REGIONAL WORKFORCE SKILLS AND EMPLOYMENT THROUGH EDUCATION, TRAINING AND COMMUNICATION.

- Educational attainment levels
- Graduation Rates
- Enrollment at regional colleges and universities
- Number of and enrollment in workforce training programs offered by schools, colleges, and universities

INCREASE REGIONAL COOPERATION IN ECONOMIC DEVELOPMENT THROUGH MUTUAL MARKETING, FUNDRAISING AND POLICY EFFORTS.

- Regional memorandum of understanding agreed to by regional economic development agencies
- Evaluation of regional marketing efforts completed
- Number of joint meetings held by regional economic development agencies

GROW THE REGIONAL ECONOMY THROUGH ATTRACTION, RETENTION AND ENTREPRENEURIAL DEVELOPMENT ACTIVITIES.

- Businesses assisted by Small Business Development Center
- Evaluate number of RLF loans made and available capital base
- Number of jobs created and retained in the region
- Number of new business starts in the region
- Business plan competitions held in the region
- Unemployment rate
- Population change by age cohort
- Amount of private sector investment in region
- Evaluation of efforts to attract new people to the region

COMMUNITY DEVELOPMENT PERFORMANCE MEASURES

IMPROVE REGIONAL SEWER, WATER AND BROADBAND INFRASTRUCTURE FOR CURRENT AND FUTURE NEEDS.

- Number and types of investments undertaken in the region for sewer, water, and broadband.
- Number of broadband services available

PROVIDE QUALITY HOUSING FOR ALL INCOME LEVELS.

- Age and value of housing
- Number of new housing starts
- Evaluation of incentives offered regionally for housing
- Grant funds secured for housing projects
- Housing projects initiated by Great River Housing Trust Fund, Southeast Iowa Housing, Inc., and Keokuk Neighborhood Initiative or other community housing groups

IMPROVE COMMUNICATION AND COORDINATION OF PLANS IN THE REGION.

- Number of Comprehensive Plans in place
- Number of comprehensive plan updates completed
- Regional clearinghouse of planning documents is available

IMPROVE THE REGION'S QUALITY OF LIFE TO ATTRACT AND RETAIN RESIDENTS AND BUSINESS.

- County health rankings
- Amount of tourism expenditures and sales tax
- Grant funds secured for parks, trails, and recreation areas
- Crime rate
- Worker wage rates
- Household and family incomes
- Per Capita incomes

TRANSPORTATION PERFORMANCE MEASURES

IMPROVE REGIONAL TRANSPORTATION SYSTEM TO MAKE IT A SAFE PLACE TO TRAVEL FOR ALL USERS.

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries
- Percentage of pavements of all Federally Classified roads in Good condition
- Percentage of pavements of all Federally Classified roads in Poor condition
- Crash rates, including fatalities per VMT and serious injuries per VMT

TO MAKE SOUTHEAST IOWA A BETTER PLACE TO TRAVEL, LIVE, WORK, AND OPERATE BUSINESS BY OFFERING MULTIPLE TRANSPORTATION CHOICES THAT ARE SAFE, ACCESSIBLE, AND CONVENIENT.

- Miles of off road trails/sidewalks and on road bicycle facilities
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Amount of funding secured for trails, transit, depots, airports, and rail
- Percentage of non-revenue vehicles met or exceeded Useful Life
- Percentage of revenue vehicles met or exceeded Useful Life
- Transit ridership, mileage, and hours
- Commercial air service enplanements
- Regional commuting patterns

PRESERVE THE EXISTING TRANSPORTATION INFRASTRUCTURE TO MAINTAIN SYSTEM.

- Completion of bridge replacement plan
- Percentage of all bridges classified as in Good and Poor condition
- Completion of local capital improvement plans
- Grant funding secured for transportation system maintenance

PRESERVE, IMPROVE, AND EXPAND THE REGIONAL TRANSPORTATION SYSTEM FOR THE EFFICIENT MOVEMENT OF GOODS AND SERVICES.

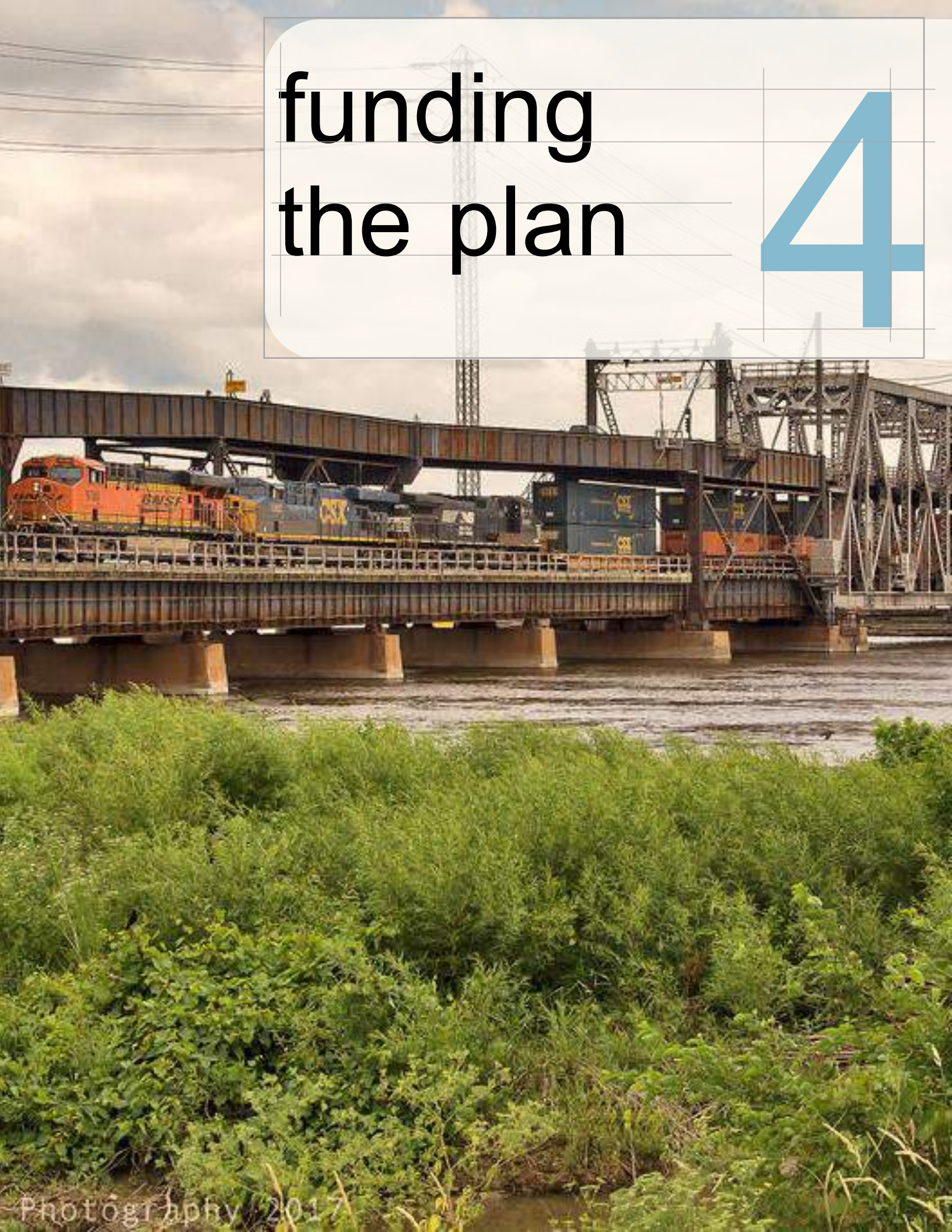
- Number of freight movements by mode
- Truck traffic volumes
- Creation of regional freight plan
- SIREPA meetings held
- Grant funding secured for regional freight projects

MAXIMIZE THE USE OF AVAILABLE FINANCIAL RESOURCES AND IDENTIFY NEW OPPORTUNITIES FOR FUNDING TRANSPORTATION IMPROVEMENTS.

- Amount of grant funding secured for the region
- Number of education and marketing efforts held on available funding opportunities

funding the plan

4



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FUNDING THE PLAN!

A key component in the implementation of this plan is making sure funding is in place to support community development, economic development, and transportation projects. To fund these efforts, a variety of local, state, and federal funding will be critical. Below is a list of the most notable current funding resources available related to community development, economic development, and transportation projects.

more of THIS

1. transportation

FEDERAL
- Surface Transportation Block Grant Program (STBG)
- National Highway Performance Program (NHPP)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation and Air Quality (CMAQ)
- Federal Recreational Trails Program (FRT)
- City and County Highway Bridge Program
- Projects of National and Regional Significance
- Better Utilizing Investments to Leverage Development (BUILD)
- Federal Transit Administration 5303. 5304, 5307, 5310, 5311, and 5339

STATE
- State Transit Assistance Formula Program, Fellowship Program, and Special Projects
- Public Transit Infrastructure Grant (PTIG)
- Capital Match Loan Program (AMOCO Loans)
- Transportation Safety Improvement Program (TSIP)
- Small Town Sign Replacement Program
- Traffic Engineering Assistance Program (TEAP)
- City and County Highway Bridge Program
- Revitalize Iowa Sound Economy (RISE)
- State Recreational Trails Program
- Rail Revolving Loan and Grant Program
- Linking Iowa's Freight Transportation System (LIFTS)
- Airport Vertical Infrastructure Program
- Iowa DOT/DNR Fund
- Living Roadway Trust Fund

LOCAL
- Iowa Road Use Tax Fund (RUTF)
- Private Foundations
- Local Option Sales Tax (LOST)
- Tax Increment Financing (TIF)
- Bonds
- Property Tax

2. community development

FEDERAL
- Community Development Block Grant Program (CDBG)
- Community Attraction and Tourism (CAT)
- Federal Home Loan Bank (FHLB)
- Neighborhood Stabilization Program (NSP)
- HOME Funds
- Land Water and Conservation Fund (LWCF)
- Federal Historic Tax Credits
- EPA Brownfields Grant

STATE
- State Revolving Fund (SRF)
- Resource Enhancement and Protection (REAP)
- Iowa Brownfields Program
- Redevelopment Tax Credits Program for Brownfield and Grayfield Sites
- State Historic Tax Credits
- Solid Waste Alternatives Program (SWAP)

LOCAL
- Great River Housing Trust Fund
- Private Foundations
- Local Option Sales Tax (LOST)
- Tax Increment Financing (TIF)
- Bonds
- Property Tax

3. economic development

FEDERAL
- Revolving Loan Funds - federal
- EDA Economic Adjustment Assistance Program
- EDA Planning and Local Technical Assistance Program
- EDA Public Works and Economic Adjustment Assistance Program
- SBA Loans – federal
- USDA – federal
- USDA Rural Business Opportunity Grant (RBOG)
- Opportunity Zones

LOCAL
- Local Option Sales Tax (LOST)
- Tax Increment Financing (TIF)
- Tax Abatement or Exemption
- Property Tax

TRANSPORTATION FUNDING OUTLOOK

While it is difficult to predict future revenues and expenditures in all of these areas, some general forecasting can be made for transportation funding due to the past history of funding and annual funding allocations provided to the Southeast Iowa region. From this review, we can also get see if the region will have a reasonable amount of transportation funding resources compared to the costs of anticipated transportation projects. The following pages will provide some clarity on the proposed key strategies, action items, already identified transportation projects, and their feasibility over the next 20 to 30 years.

The financial outlook (on the following pages) will examine transportation funding by looking at local, state, and federal funding sources that are available. This includes a simple process of evaluating current and past federal aid and non federal aid for transportation funding in Southeast Iowa including:

- State Road Use tax revenues to cities and counties
- Farm to Market and Secondary Road Fund revenues to counties
- Federal Surface Transportation Program (STP) and Transportation Enhancement funding distributed through SEIRPC
- Local, State, and Federal transit revenues for SEIBUS and BUS

Local Funding for Projects

As shown on previous pages, local revenues for transportation comes from a variety of sources including, but not limited to Iowa Road Use Tax Fund (RUTF), property taxes, general obligation bonds, Tax Increment Financing (TIF), and local option sales taxes (LOST). To get a better idea of future revenues and expenditures, projections of local revenues available for transportation were calculated. The City Street Finance Report was used for cities projections in the region, and County Farm to Market Receipts and Secondary Road Fund Receipts were used for the county's projections. Secondary Road Fund Receipts include local revenues from property taxes, LOST, and the RUTF.

The table below shows the history and projections for local non-federal aid revenues, operation expenditures, and maintenance expenditures. The most recent fiscal years available, 2013-2017, were used for the analysis. The total revenue listed on the reports was used as the jurisdictions' revenue available for transportation expenditures. To calculate the total local revenue available for transportation expenditures, the revenue for each jurisdiction was added together. During this time, there were wide fluctuations in revenue available to regional jurisdictions. Thus, revenue was conservatively projected to increase two percent per year over the life of this plan.

Before constructing or reconstructing roads or non-motorized accommodations, an expense that must be factored into the local side of funding is the operation and maintenance of the existing system. To calculate this, operations and maintenance reports from the Iowa DOT were utilized. Operations and maintenance expenses were determined for each jurisdiction for 2013-2017. Similar to revenues, there were significant variations during the five-year time period. To be consistent with the inflation rate used for project costs, operation and maintenance costs were increased by two percent per year over the life of this plan.

The table below does not account for all costs needed to bring the road and bridge network to a state of good condition. The projected funding deficiency for federal aid eligible roads and bridges as well as non-motorized projects is shown under funding deficiencies below.

Non-Federal Aid Revenues and Expenditures

	Fiscal Year	Non-Federal Aid Revenues [1]	Operation Cost on Total Roadway System [2]	Maintenance Cost on Total Roadway System [2]	Other Local Projects and Debt Payments for non-roadway projects[3]
History	2013	$49,064,873	$6,659,413	$19,065,543	$23,339,917
	2014	$66,727,357	$8,648,656	$17,477,327	$40,601,374
	2015	$43,680,510	$7,207,112	$16,365,629	$20,107,769
	2016	$46,800,965	$6,844,380	$18,306,978	$21,649,607
	2017	$55,376,926	$6,950,274	$18,903,429	$29,523,223
Projections	2018-2027	$478,930,352	$74,971,274.65	$183,466,928.57	$220,492,149
	2028-2037	$583,813,426	$91,838,543.03	$224,743,883.47	$267,231,000
	2038-2050	$954,132,317	$150,949,483.74	$369,397,989.82	$433,784,844
	Total (2018 - 2050)	$2,016,876,096	$317,759,301	$777,608,802	$921,507,992

1. Revenues are forecast to increase at a conservative two percent per year.
2. Expenditures for operations and maintenance are forecast to increase at two percent per year.
3. The majority of this funding will go to other local projects and debt payments. This funding should not be assumed to be available for road, bridge, or non-motorized projects.

State and Federal Funding for Projects

A number of funding programs are available to local governments for transportation projects, including road, rail, or bike/pedestrian infrastructure. Some of these utilize state money, while others involve federal money that is allocated to the State. Unless otherwise indicated, each program is administered by the Iowa DOT. Future funding projections for these funding sources is provided on the following page, along with projections for STBG and TAP funding. A listing and basic description of some of the most popular State and Federal programs is provided below:

State Funding Programs

Traffic Safety Improvement Program (TSIP)

The TSIP program provides funding for a variety of roadway safety improvement projects. It includes three categories that each have a set amount of funding available statewide each year. The first is site-specific projects, where improvements are made at a site or corridor with a notable history of crashes. The second is the purchase or replacement of traffic control devices (such as signs, signals, and pavement markings). The final category involves research, studies or public information initiatives related to driver education, work zone safety, and/or crash data analysis.

Revitalize Iowa's Sound Economy (RISE) Program

RISE is used to fund the construction/improvement of roads and streets that would directly promote economic development activities. There are two separate categories within the program – Immediate Opportunity, where the road directly relates to a specific opportunity for job creation or retention, and Local Development, where development prospects are enhanced, but the road is not tied to a specific job creation/retention project. Two rounds of competitive funding are available each year.

State Recreational Trails Program (SRT)

This program is intended to establish recreational trails for the use, enjoyment, and participation of the public. Funds are awarded on an annual basis, with all applicants competing in one statewide funding pool.

Resource Enhancement and Protection (REAP)

The REAP program is administered by the Iowa Department of Natural Resources (DNR). Broadly, it is intended for the enhancement and protection of Iowa's natural and cultural resources. While this encompasses a broad range of activities, a commonly funded activity is recreational trails construction or improvements. In the context of this program, trails should be located in an area that allows the user with direct exposure to the natural environment (open space scenery, wildlife, etc.).

Federal Funding Programs

Highway Bridge Program (STBG-HBP)

This program involves funds set aside by the DOT from the Surface Transportation Block Grant program (STBG). It is used for the replacement or rehabilitation of structurally deficient or functionally obsolete bridges on public roadways. A set amount of the total funding is available for counties, while the remainder is for cities. Counties select bridges based on county-level funding allocations. They prioritize bridges based on a set of criteria such as bridge rating, estimated cost, and expected benefit. No more than $1 million can go to a single bridge, and no City can receive funding for more than one bridge each year.

Iowa's Transportation Alternatives Program (TAP)

The TAP program includes two components – a statewide program where applicants from around the state compete together, and a Local program where applicants from within a region (like SEIRPC) compete together (as detailed on the following page). For the statewide program, funds are available on an annual basis. Funding can be used for a variety of projects, including bike/pedestrian facilities, safe routes to school projects, and certain environmental mitigation activities.

Highway Safety Improvement Program (HSIP)

HSIP is used to fund low-cost, corridor-length safety improvements on rural roads that have certain at-risk safety characteristics. Applications are accepted on a first-come, first-awarded basis.

Federal Recreational Trails Program (FRT)

This program is similar to the SRT program, except that it utilizes Federal funds, instead of State funds. Like SRT, funds are awarded annually, with all applicants competing in one statewide funding pool.

	Fiscal Year	STBG[1]	TAP[2]	City Highway Bridge Program[3]	County Highway Bridge Program[4]	Federal and State Rec Trails, REAP[5]	RISE[6]	TSIP/HSIP[7]
History	2014	$2,551,688	$264,240	$1,012,000	$1,020,099	$423,000	$148,671	$653,000
	2015	$2,602,454	$266,260	$-	$1,065,130	$52,165	$1,435,220	$869,000
	2016	$2,588,697	$264,558	$200,000	$997,285	$-	$1,536,000	$ -
	2017	$2,662,780	$272,790	$-	$1,044,081	$199,106	$-	$615,000
	2018	$2,663,171	$265,780	$-	$1,087,776	$250,000	$-	$987,900
Projections	2019	$2,732,579	$270,088	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2020	$2,800,000	$270,000	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2021	$2,867,000	$270,000	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2022	$2,867,000	$270,000	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2023	$2,894,871	$270,385	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2024	$2,922,742	$270,770	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2025	$2,950,612	$271,155	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2026	$2,978,483	$271,540	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2027	$3,006,354	$271,925	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2028	$3,034,225	$272,310	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2029	$3,062,095	$272,695	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2030	$3,089,966	$273,080	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2031	$3,117,837	$273,465	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2032	$3,145,708	$273,850	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2033	$3,173,578	$274,235	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2034	$3,201,449	$274,620	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2035	$3,229,320	$275,005	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2036	$3,257,191	$275,390	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2037	$3,285,061	$275,775	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2038	$3,312,932	$276,160	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2039	$3,340,803	$276,545	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2040	$3,368,674	$276,930	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2041	$3,396,544	$277,315	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2042	$3,424,415	$277,700	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2043	$3,452,286	$278,085	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2044	$3,480,157	$278,470	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2045	$3,508,027	$278,855	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2046	$3,535,898	$279,240	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2047	$3,563,769	$279,625	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2048	$3,591,640	$280,010	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2049	$3,619,510	$280,395	$242,400	$1,042,874	$184,854	$623,978	$624,980
	2050	$3,647,381	$280,780	$242,400	$1,042,874	$184,854	$623,978	$624,980
Total 2019-2050		$102,858,104	$8,796,398	$7,756,800	$33,371,972	$5,915,334	$19,967,302	$19,999,360

1. STBG projections are based on the average year-to-year change for the past 5 years, which equals $27,871. This average is added to the target each year starting in FY 2023. FY 2019-2022 is consistent with the targets provided by the Iowa DOT.
2. TAP projections are based on the average year-to-year change for the past 5 years, which equals $385. This average is added to the target each year starting in FY 2023. FY 2019-2022 is consistent with the targets provided by the Iowa DOT and includes TAP-Flex.
3. HBP City funding is projected at the regional 5-year average of $242,400 per year.
4. HBP County funding is projected at the regional 5-year average of $1,042,874 per year.
5. Trail grants are projected at the 5-year average of $184,854.
6. RISE grants are projected at the 5-year average of $623,978.
7. Safety grants are projected at the 5-year average of $624,980.

State and Federal Funding for Projects

There are two federal funding programs that are competitive at the regional level – the Surface Transportation Block Grant Program (STBG) and the Transportation Alternatives Program (TAP). STBG is used for funding roadway improvements, while TAP is primarily used for bicycle and pedestrian infrastructure such as multi-purpose trails, sidewalks, and paved shoulders. For each of these programs, the Iowa DOT provides a yearly allocation of Federal funds to RPAs such as SEIRPC, with the amount allocated being proportional to each RPA's comparative population size, amount of federally classified roadways, and other criteria. SEIRPC then awards this funding to local projects through a competitive application process. Individual applications are evaluated partially by SEIRPC staff, and partially by a committee of diverse local representatives known as the Technical Advisory Committee (TAC).

In the evaluation process, each application is scored based on a set of specific criteria, with the resulting ranking of projects used to determine which applications are able to receive funding. Starting from the top ranked application, each subsequent application is able to receive funding until all of the region's allocated funds are accounted for. A summary of the scoring criteria used to evaluate submitted applications to the SEIRPC for each program is included below. Applicable strategies and action Items from this plan (along with other passages as indicated by a page number) are referenced next to each item.

STBG Funding Allocation

Economic Vitality: Does the project promote economic development and enhance tourism, access to jobs, and the movement of freight and workers?
[Strategy A; Action Item K8]

System Preservation: For the roadway in question, what is the current and future surface type, pavement condition, traffic volume, and number of lanes?
[Action Item B8; pg. 63, 65]

Safety: What is the roadway's accident rate, and how much of the funding will go to safety-specific improvements?
[Strategy C; pg. 67-72]

Accessibility and Mobility: How does the current traffic volume compare with available capacity, and how are these anticipated to change in the next 10 years?
[Action Item B8; pg. 63]

Integration and Connectivity: Does the project involve multiple modes of transportation, and/or improve connectivity to highways and non-auto transportation facilities (multi-modal enhancement)?
[Actions Items A8, E2; pg. 64, 78]

Local and Regional Factors: Is the project supported by local/regional planning documents? Does it involve a local match greater than the required minimum, or include more than one sponsor?
[the plan as a whole; Action Items B2, D3]

TAP Funding Allocation

Transportation Alternative Relationship: How many categories of eligible TAP categories does the project qualify for, and what is its relationship with other modes of transportation? Overall, how does it enhance the region's transportation system?
[Strategy E; Action Items C4, C5]

Local and Regional Factors: How is the project supported by local/regional planning documents?
[the plan as a whole; Action Items D3, E8, I7]

Economic Development and Tourism: What is the regional economic and tourism impact of the project?
[Action Item F1, F4, L7]

Project Status: Is it part of a multi-phase project where other phases have already been completed? If not, has any engineering work for the project been completed, or have other funding sources already been secured?
[Action Items B3, E1, E8; pg. 85-86]

Facility Need: What is the local/regional need for the project? How does it improve existing conditions in the community, and how does it compliment similar efforts across the region or state?
[Action Items C4, D1, D3, E1, E7, E8; pg. 85, 87]

SHORT-TERM TRANSPORTATION PROJECTS 2018 - 2021

The table below and on the following 2 pages provides a list of planned transportation projects from FY2018-2021. This includes projects funded through the:

- Surface Transportation Block Grant Program (STBG);
- National Highway Performance Program (NHPP);
- Surface Transportation Program – Highway Bridge Program (STP-HBP);
- State of Iowa Primary Road Fund (PRF);
- Highway Safety Improvement Program (HSIP); and
- Transportation Alternatives Program (TAP).

Federal Source	Fiscal Year	Sponsor	Description	Federal Funding (1,000s)	Total Cost (1,000s)
HSIP	2018	Lee Co.	On J40, from Iowa Highway 27 east 5.7 Miles to city of West Point (west corporate limits)	$385	$504
NEPA	2018	Iowa DOT	On US 61, from 1 mi N of IA78 to 130th St	$0	$4,000
NHPP	2018	Iowa DOT	US 61: MEMORIAL PARK RD IN BURLINGTON TO S OF 210TH ST	$17,958	$22,522
NHPP	2018	Iowa DOT	US 61: MEMORIAL PARK RD IN BURLINGTON TO S OF 210TH ST	$15,540	$19,425
NHPP	2018	Iowa DOT	US 61: MEMORIAL PARK RD IN BURLINGTON TO S OF 210TH ST	$26,983	$33,728
NHPP	2021	Iowa DOT	US 34: SKUNK RIVER 3.8 MI E OF CO RD W40 (EB)	$3,840	$4,800
PRF	2018	Iowa DOT	US 34: MISSISSIPPI RIVER IN BURLINGTON (STATE SHARE)	$0	$25
PRF	2018	Iowa DOT	US 61: 2.5 MI S OF IA 78	$0	$102
PRF	2018	Iowa DOT	US 61: S OF 210TH ST TO N OF MEDIAPOLIS	$0	$2,000
PRF	2018	Iowa DOT	US 218: BIG CREEK TO N OF 190TH ST (SB)	$0	$392
PRF	2018	Iowa DOT	IA 27: AT MISSOURI BORDER	$0	$125
PRF	2018	Iowa DOT	IA 136: MISSISSIPPI RIVER IN KEOKUK (STATE SHARE)	$0	$20
PRF	2018	Iowa DOT	US 61: 2.0 MI S OF IA 92 TO MUSCATINE CO	$0	$896
PRF	2018	Iowa DOT	IA 78: 2.0 MI W OF US 61	$0	$152
PRF	2018	Iowa DOT	US 218: BIG CREEK 3.0 MI S OF S JCT US 34 (NB)	$0	$528
PRF	2018	Iowa DOT	IA 2: DEVIL CREEK 0.7 MI W OF US 61	$0	$578
PRF	2018	Iowa DOT	IA 78: STREAM 0.8 MI E OF CO RD W66	$0	$680
PRF	2018	Iowa DOT	US 34: MISSISSIPPI RIVER IN BURLINGTON (STATE SHARE)	$0	$25
PRF	2018	Iowa DOT	IA 136: MISSISSIPPI RIVER IN KEOKUK (STATE SHARE)	$0	$20
PRF	2018	Iowa DOT	US 34: MISSISSIPPI RIVER IN BURLINGTON (STATE SHARE)	$0	$25
PRF	2018	Iowa DOT	IA 136: MISSISSIPPI RIVER IN KEOKUK (STATE SHARE)	$0	$20
PRF	2018	Iowa DOT	US 34: MISSISSIPPI RIVER IN BURLINGTON (STATE SHARE)	$0	$25
PRF	2018	Iowa DOT	US 61: S OF 210TH ST TO N OF MEDIAPOLIS	$0	$1,400
PRF	2018	Iowa DOT	IA 136: MISSISSIPPI RIVER IN KEOKUK (STATE SHARE)	$0	$20
PRF	2019	Iowa DOT	IA 78: CROOKED CREEK 0.2 MI E OF CO RD W47	$0	$573
PRF	2020	Iowa DOT	IA 136: MISSISSIPPI RIVER IN KEOKUK (STATE SHARE)	$0	$5,000
PRF	2020	Iowa DOT	US 34: EB TO SB RAMP OVER HIGH ST IN BURLINGTON	$0	$100
PRF	2020	Iowa DOT	US 218: BIG CREEK 1.2 MI N OF N JCT US 34 (SB)	$0	$300

SHORT-TERM TRANSPORTATION PROJECTS 2018 - 2021

Federal Source	Fiscal Year	Sponsor	Description	Federal Funding (1,000s)	Total Cost (1,000s)
PRF	2020	Iowa DOT	US 34: MISSISSIPPI RIVER IN BURLINGTON (STATE SHARE)	$0	$3,250
PRF	2021	Iowa DOT	IA 2: SUGAR CREEK 1.8 MI W OF US 218	$0	$1,540
STBG	2018	Burlington	On MT PLEASANT ST, from Gear Avenue in the City of West Burlington to 280 ft W of Highway 61, in the City of Burlington	$1,363	$1,806
STBG	2018	Des Moines Co.	On portions of X40 (Beaverdale Road), H38 (Mediapolis Road), H28, and X31	$1,569	$3,750
STBG	2018	Fort Madison	On Mississippi River Bridge, Over Mississippi River, from Avenue H, E 1.15 Miles to IL Route 9,	$144	$360
STBG	2018	Fort Madison	In the city of Fort Madison, On AVE H (Business 61), from 2nd Street to 6th Street	$705	$1,390
STBG	2018	Mount Pleasant	On S MAIN ST, South St. to Washington St; and JEFFERSON ST, Washington St. to Madison St.	$500	$2,471
STBG	2019	Fort Madison	In the city of Fort Madison, On AVE H, from 6th Street west to 10th Street	$1,011	$2,022
STBG	2019	Lee Co.	On J48, from J40 east 8.4 Miles to US 61	$1,420	$2,051
STBG	2020	Fort Madison	In the city of Fort Madison, On AVE H, from 10th St west to 20th St, then Portions of AVE L, 18TH ST, and 20TH ST	$1,200	$7,700
STBG	2020	Henry Co.	J-20 (Salem Road) from Hwy 218 east to X23 (New London Road)	$1,621	$2,260
STBG	2021	Burlington	In the city of Burlington, On WASHINGTON ST, from Front Street W to approximately 100 feet east of Hawkeye Street	$867	$1,084
STBG	2021	Lee Co.	On J40, from West Point Corporate Limits east 8.7 Miles to Fort Madison Corporate Limits	$2,342	$3,086
STBG	2021	West Burlington	In the city of West Burlington, On MT PLEASANT ST, from South Gear Avenue west to US 34 Exit Ramp E of interchange	$406	$1,290
STBG	2018-2021	RPA-16	SEIRPC: RPA 16 TRANSPORTATION PLANNING	$132	$165
STBG-HBP	2018	Burlington	On MOUNT PLEASANT ST, Over BNSF AMTRAK RR and OSBORN ST	$1,000	$5,061
STBG-HBP	2018	Columbus Junction	In the city of Columbus Junction, On LOCUST ST, Over Monkey Run Creek, S19 T75N R04W	$380	$475
STBG-HBP	2018	Des Moines Co.	H-40 Sperry Road, Over Yellow Spring Creek	$480	$600
STBG-HBP	2018	Fort Madison	In the city of Fort Madison, On AVENUE I, Over DRY CREEK	$632	$790
STBG-HBP	2018	Henry Co.	On W55, Over BNSF Rail Road	$1,200	$1,500
STBG-HBP	2018	Lee Co.	On 170th Ave, Over West Branch Sugar Creek, from J40 north 1.3 Miles; S29 T69N R6W	$198	$249
STBG-HBP	2018	Lee Co.	On Abel Road, Over Sugar Creek, from 160th Ave east 1.2 Miles; S8 T67N R6W	$520	$651
STBG-HBP	2018	Louisa Co.	On X99, Over IOWA RIVER, from Wapello ECL East 1250 to Louisa X99, S27 T74 R03	$2,250	$9,000
STBG-HBP	2018	Louisa Co.	On X99, Over IOWA RIVER, from Wapello ECL East 1250 to Louisa X99, S27 T74 R03	$3,549	$9,000
STBG-HBP	2019	Henry Co.	On J20, Over Mud Creek, 0.6 mi E of X23	$640	$800
STBG-HBP	2019	Lee Co.	On 140th Ave, Over Little Sugar Creek, from 210th St north 0.7 Miles; S26 T68N R7W	$296	$370
STBG-HBP	2020	Lee Co.	On Chalk Ridge Rd, Over Devil's Creek, from 265th Ave east 220 Feet; S26 T68 R5	$880	$1,101

SHORT-TERM TRANSPORTATION PROJECTS 2018 - 2021

Federal Source	Fiscal Year	Sponsor	Description	Federal Funding (1,000s)	Total Cost (1,000s)
STBG-HBP	2020	Louisa Co.	On S Avenue, Over East Branch Crooked Creek, on WLINE S32 T73 R4	$320	$400
STBG-HBP	2020	Louisa Co.	On X Avenue, Over Goose Creek, S28 T76 R5	$500	$625
STBG-HBP	2021	Des Moines Co.	On X99, Over Dry Branch Creek	$1,200	$1,500
STBG-HBP	2021	Des Moines Co.	On H38 Mediapolis Road YS-19 Bridge, Over Cedar Fork	$520	$650
STBG-HBP	2021	Des Moines Co.	On H38 Mediapolis Road YS-20 Bridge, Over Cedar Fork	$520	$650
STBG-HBP	2021	Lee Co.	On Henry - Lee Street, Over Cedar Creek, from 130th Ave west 0.8 Miles; in NW S4 T69N R7W	$200	$250
STBG-HBP	2021	Lee Co.	On J50, Over MUD CREEK, from X38 east 1.1 Miles, in NW S24 T68 R04	$640	$801
STBG-HBP	2021	Louisa Co.	On R Avenue, Over small stream, 0.5 mile north of 35th Street, NW S21 T73 R4	$240	$300
TAP	2018	Burlington	In the city of Burlington, On MASON RD, between Sequoia Drive at Ed Stone Middle School and Haskel Street	$234	$292
TAP	2018	Burlington	Flint River Trail, in the City of Burlington, along County Highway 99: From Oak Street to Cash Street	$107	$134
TAP	2018	Des Moines Co.	Flint River Trail. From County Highway 99 west to Irish Ridge Road, Starrs Cave	$193	$241
TAP	2018	Des Moines Co.	Flint River Trail, from Irish Ridge Road West approximately 1.3 miles to US Highway 61 ROW Line	$534	$693
TAP	2018	Fort Madison	In the city of Fort Madison, On Recreational Trail at Rodeo Park, 600 Feet	$82	$103
TAP	2018	Houghton	Loop trail south of Houghton, starting and ending at Bentler Street and south city limits, 1.2 miles in length	$147	$183
TAP	2018	Louisa Co.	On Hoover Nature Trail, from the Louisa County Fairgrounds SE approx 2 Miles to Chinkapin Bluffs Rec. Area	$126	$495
TAP	2018	Mount Pleasant	In the City of Mt. Pleasant, On S Iris St, from Washington St south to Linden Dr; then on Linden Dr to N of Ashford Cir	$250	$527
TAP	2019	Louisa Co.	On 145th St., from Columbus Junction city limits W to County X17; then on County X17, SE to 140th St. (1.3 miles)	$136	$186
TAP	2019	West Burlington	In the city of West Burlington, On S GEAR AVE, from Division Street north to Highway 34 Ramp	$280	$350
TAP	2021	Des Moines Co.	Flint River Trail, North along US Hwy 61 to Flint Bottom Rd	$400	$500
TAP-S	2018	Fort Madison	AMTRAK: Station platform improvements	$683	$1,001

Funding Deficiencies

The table below provides an assessment that was conducted to estimate funding levels required to improve the region's existing federal aid eligible road and bridge network to a state of good condition, and to implement regional bicycle and multi purpose trail routes. As shown in the table, it is anticipated that the region will experience a significant transportation funding deficiency of over $130 million for federal-aid eligible transportation projects over the life of this plan. Unless additional funding sources are identified, the region will struggle to successfully maintain the transportation network at a level that is safe, accommodating to all transportation modes, and not a significant impediment to economic development prospects.

Expenses	
Federal Aid Eligible Road Network (State of Good Condition)[1]	$183,542,758
Federal Aid Eligible Bridge Network (State of Good Condition)[2]	$97,200,000
Bicycle and Multi Purpose Trail Implementation[3]	$48,080,708
Total Projected Expenses	**$328,823,466**
Revenues[4]	
Surface Transportation Block Grant Program	$102,858,104
Iowa DOT RISE	$19,967,302
Traffic Safety and Highway Safety Improvement Program	$19,999,360
Total Revenues for Federal Aid Eligible Road Network	**$142,824,766**
City Highway Bridge Program	$7,756,800
County Highway Bridge Program	$33,371,972
Total Revenues Federal Aid Eligible Bridge Network	**$41,128,772**
Transportation Alternatives Program	$8,796,398
Federal and State Recreational Trails, REAP	$5,915,334
Total Revenues for Bicycle Accommodation Implementation	**$14,711,732**
Funding Deficiencies (Expense – Revenues)	
Federal Aid Eligible Road Network (State of Good Condition)	$40,717,992
Federal Aid Eligible Bridge Network (State of Good Condition)	$56,071,228
Bicycle and Multi Purpose Trail Implementation	$33,368,976
TOTAL FUNDING DEFICIENCY	**$130,158,196**

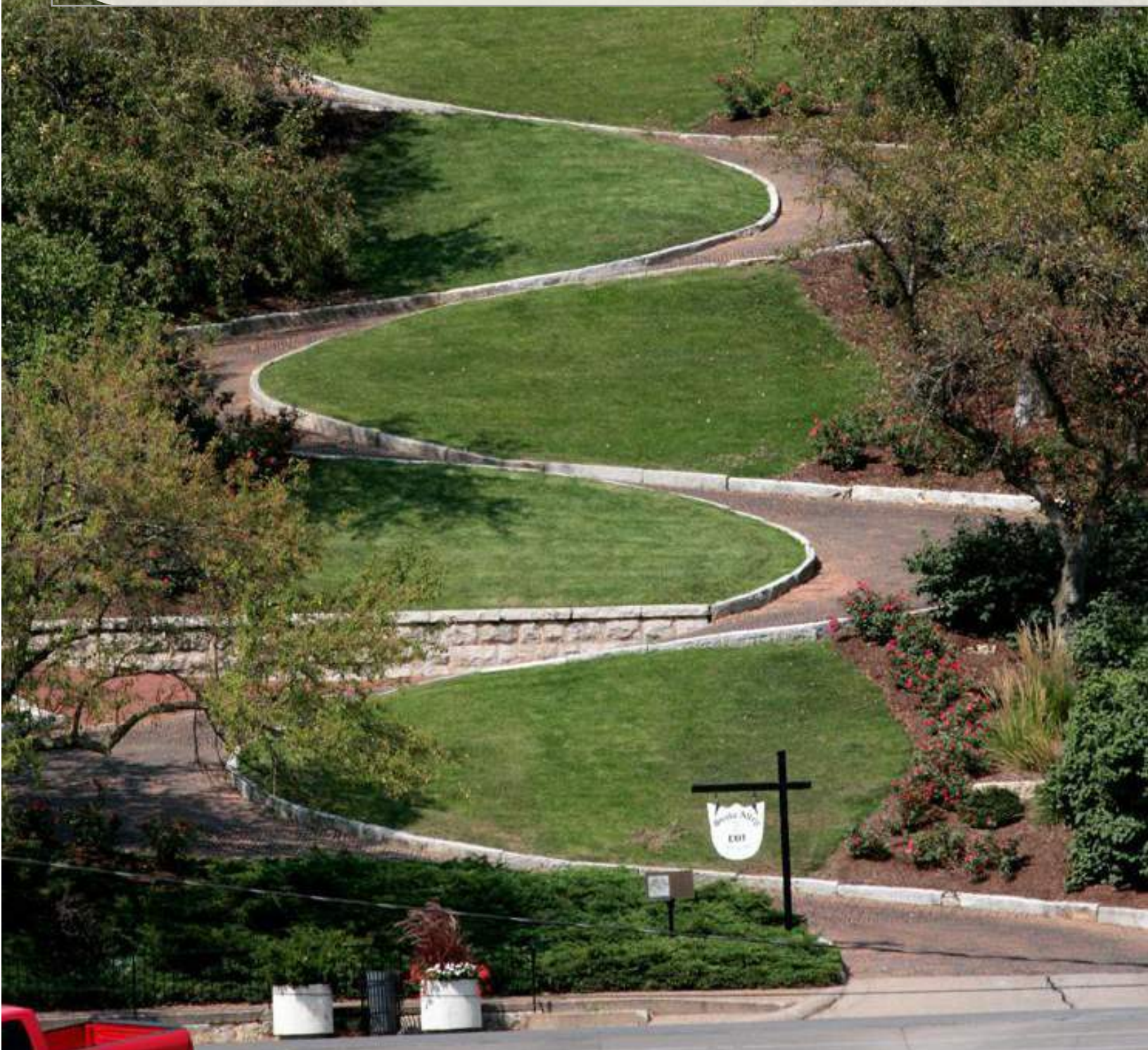
1. *The cost estimates used in this assessment are based on regional averages of recent federal aid road projects with $1.5 million per centerline mile for a reconstruction project and $200,000 per centerline mile. As shown on page 65, the Pavement Condition Index was utilized to evaluate approximately 682 centerline miles of secondary roads in the region, of which 101 miles had a rating of poor or very poor and 156 miles had a rating of fair. It was assumed that roads in poor or very poor condition would require full reconstruction, while roads considered to be in fair condition could be resurfaced. These figures do not factor in future maintenance costs for construction projects for roads presently in good condition.*

2. *The cost estimates used in this assessment are based on regional averages of recent federal aid bridge projects with average replacement cost of $600,000 and an average rehabilitation cost of $250,000. As shown on page 66, there are 57 bridges in the region with a sufficiency rating of 50 or below, which would qualify for federal replacement funds, and 252 bridges with a sufficiency rating of 51-80, which would qualify for federal rehabilitation funding. These figures do not factor in future maintenance costs for construction projects for bridges presently in good condition.*

3. *The cost estimates used in this assessment are based on regional averages of recent federal aid trail project with centerline mile cost estimates of $100,000 for paved shoulders and $300,000 for off-road multi purpose trails. as shown on page 86, future bicycle and multi purpose trail projects include 83 miles of paved shoulders and 133 miles of multi purpose trail projects. This figure does not factor in future maintenance costs for existing bicycle and multi purpose trail accommodations.*

4. *Revenues came from the table of future state and federal-aid funding shown on page 124.*

appendix A
LRTP & CEDS requirements



APPENDIX A– LRTP and CEDS requirements

CEDS – Summary of Requirements

U.S. Department of Commerce
Economic Development Administration

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGIES
CEDS
SUMMARY OF REQUIREMENTS

Note: *This document provides a synopsis of the requirements for comprehensive economic development strategies. For further information, interested parties are directed to section 302 of the Public Works and Economic Development Act of 1965 (42 U.S.C. § 3162) and EDA's regulations at 13 C.F.R. part 303. The document is intended to serve as a convenient source for requirements relating to the CEDS. Nothing in this document is intended to supersede or otherwise modify EDA's statute, regulations, policies or procedures.*

Introduction: A comprehensive economic development strategy (CEDS) is designed to bring together the public and private sectors in the creation of an economic roadmap to diversify and strengthen regional economies. The CEDS should analyze the regional economy and serve as a guide for establishing regional goals and objectives, developing and implementing a regional plan of action, and identifying investment priorities and funding sources. A CEDS integrates a region's human and physical capital planning in the service of economic development. Integrated economic development planning provides the flexibility to adapt to global economic conditions and fully utilize the region's unique advantages to maximize economic opportunity for its residents by attracting the private investment that creates jobs for the region's residents. A CEDS must be the result of a continuing economic development planning process developed with broad-based and diverse public and private sector participation, and must set forth the goals and objectives necessary to solve the economic development problems of the region and clearly define the metrics of success. Finally, a CEDS provides a useful benchmark by which a regional economy can evaluate opportunities with other regions in the national economy.

Who should develop a CEDS? A Planning Organization seeking to formulate and implement a regional economic development program will benefit from developing a CEDS. Successful economic development efforts are based on CEDS that provide an economic roadmap to diversify and strengthen regional economies. The Public Works and Economic Development Act of 1965, as amended (PWEDA), requires a CEDS in order to apply for investment assistance under EDA's Public Works or Economic Adjustment Assistance Programs. At EDA's discretion, EDA may accept CEDS that it has funded or CEDS prepared independently of EDA investment assistance or oversight.

The following sections set out below on "Planning Organizations" and "Strategy Committees" cover the requirements for EDA-funded CEDS, while the remainder of this document pertains to technical requirements for CEDS. *It should be noted that in determining the acceptability of a CEDS prepared independently of EDA investment assistance or oversight for projects under 13 C.F.R. parts 305 or 307, EDA may in its discretion determine that the CEDS is acceptable without it fulfilling every requirement set out in 13 C.F.R. § 303.7. In doing so, EDA shall consider the circumstances surrounding the application for investment assistance, including emergencies or natural disasters, and the fulfillment of the requirements of Section 302 of PWEDA.*

A. EDA-funded CEDS

Pursuant to 13 C.F.R. § 303.6, if EDA awards Investment Assistance to a Planning Organization to develop, revise, or replace a CEDS, the Planning Organization must follow the procedures set forth in paragraphs A.1 and A.2.

1. Planning Organization: A Planning Organization (as defined in 13 C.F.R. § 303.2), typically an Economic Development District (EDD) or Indian Tribe, may be eligible for EDA planning investment assistance. The purpose of such assistance is to develop a CEDS for a specific EDA-approved region. The Planning Organization is responsible for:

- Appointing a Strategy Committee (CEDS Committee);
- Developing and submitting to EDA a CEDS that complies with 13 C.F.R. § 303.7;
- Making a new or revised CEDS available for review and comment by the public for a period of at least thirty (30) days prior to submission of the CEDS to EDA;
- Obtaining approval of the CEDS from EDA;
- After obtaining approval of the CEDS, submitting to EDA an updated CEDS performance report annually. The **performance report**, in addition to reporting progress on CEDS implementation, should also discuss community and private sector participation in the CEDS effort. Any performance report that results in a change in the technical components of the EDA-approved CEDS must be available for review and comment by the public for a period of at least thirty (30) days prior to submission of the performance report to EDA;
- Submitting a copy of the CEDS to any Regional Commission if any part of the EDA-approved EDD region is covered by that Commission;
- Submitting a new CEDS to EDA at least every five (5) years, unless EDA or the Planning Organization determines that a new CEDS is required earlier due to changed circumstances.

2. Strategy Committee: The Strategy Committee is the entity identified by the Planning Organization as responsible for developing, revising, or replacing the CEDS. The Strategy Committee **must represent the main economic interests** of the region, and **must include Private Sector Representatives** (defined in 13 C.F.R. § 300.3, with respect to any for-profit enterprise, as any senior management official or executive holding a key decision making position, or that person's designee) **as a majority of its membership.** In addition, the Planning Organization should ensure that the Strategy Committee also includes:

- Public officials;
- Community leaders;
- Representatives of workforce development boards;
- Representatives of institutions of higher education;
- Minority and labor groups; and
- Private individuals.

Strategy Committees representing Indian Tribes or States may vary.

APPENDIX A– LRTP and CEDS requirements

CEDS – Summary of Requirements

B. Technical Requirements

Pursuant to 13 C.F.R. § 303.7, a Planning Organization must include the following information in a CEDS submitted to EDA.--

1. Background: The CEDS must contain a background of the economic development situation of the region that paints a realistic picture of the current condition of the region. This background must include a discussion of the economy, population, geography, workforce development and use, transportation access, resources, environment, and other pertinent information.

2. Analysis of Economic Development Problems and Opportunities: The CEDS must include an in-depth analysis of the economic development problems and opportunities that identifies strengths and weaknesses in the regional makeup of human and economic assets, and problems and opportunities posed by external and internal forces affecting the regional economy. This analysis must:

- Incorporate relevant material from other government-sponsored or supported plans and demonstrate consistency with applicable State and local workforce investment strategies.
- Identify past, present, and projected future economic development investments in the region.
- Identify and analyze **economic clusters** within the region.

3. CEDS Goals and Objectives -- Defining Regional Expectations: The CEDS must contain a section setting forth goals and objectives necessary to solve the economic problems, or capitalize on the resources, of the region. Any strategic project, program, or activity identified in the CEDS should work to fulfill these goals and objectives.

- Goals are broad, primary regional expectations.
- Objectives are more specific than goals, clearly measurable, and stated in realistic terms considering what can be accomplished over the five (5) year time frame of the CEDS.

4. Community and Private Sector Participation: The CEDS must include a section discussing the relationship between the community in general and the private sector in the development and implementation of the CEDS. Public and private sector partnerships are critical to the implementation of the CEDS.

5. Strategic Projects, Programs and Activities: The CEDS must contain a section which identifies regional projects, programs and activities designed to implement the Goals and Objectives of the CEDS. This section should identify and describe:

Suggested Projects-

- All suggested projects, programs and activities and the projected number of jobs to be created as a result.
- Lead organizations responsibilities for execution of the projects.

Vital Projects- A prioritization of vital projects, programs, and activities that address the region's greatest needs or that will best enhance the region's competitiveness, including sources of funding for past and potential future investments. These can be overarching "themes" for regional economic development success and is expected to include components. Funding sources should not be limited to EDA programs.

6. CEDS Plan of Action: The plan of action, as described in the CEDS, implements the goals and objectives of the CEDS in a manner that-

- Promotes economic development and opportunity;
- Fosters effective transportation access;
- Enhances and protects the environment;
- Maximizes effective development and use of the workforce consistent with any applicable State or local workforce investment strategy;
- Promotes the use of technology in economic development, including access to high-speed telecommunications;
- Balances resources through sound management of physical development; and
- Obtains and utilizes adequate funds and other resources.

The CEDS must also contain a section that discusses the methodology for cooperating and integrating the CEDS with a State's economic development priorities.

7. Performance Measures: The CEDS must contain a section that lists the performance measures used to evaluate the Planning Organization's successful development and implementation of the CEDS, including but not limited to the:

- Number of jobs created after implementation of the CEDS;
- Number and types of investments undertaken in the region;
- Number of jobs retained in the region;
- Amount of private sector investment in the region after implementation of the CEDS; and
- Changes in the economic environment of the region.

These are not meant to be the only performance measures for the CEDS. Most Planning Organizations developing a CEDS will benefit from developing additional quantitative and qualitative measures that will allow them to evaluate progress toward achieving the goals identified as important in their regions.

APPENDIX A– LRTP and CEDS requirements

LRTP – Guidelines for Iowa MPOs and RPAs

Long Range Transportation Plan Guidelines for Iowa MPOs and RPAs

IOWA DOT

September 2017

APPENDIX A– LRTP and CEDS requirements

LRTP – Guidelines for Iowa MPOs and RPAs

1. Purpose of the LRTP

State/Federal Background

A long-range transportation plan (LRTP) is a federally required element for Metropolitan Planning Organizations (MPOs) as part of transportation planning process. The Iowa Department of Transportation (DOT) has also extended this requirement to apply to Regional Planning Affiliations (RPAs). The federal requirements for MPO LRTPs are outlined in 23 CFR § 450.324. These requirements are discussed in more detail in Section 5, along with which requirements RPA LRTPs are expected to meet. The acronym LRTP is used in this document to maintain consistency between MPOs and RPAs; MPO LRTPs are referred to as metropolitan transportation plans (MTPs) in federal code.

The final rule *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning* was issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on May 27, 2016. This rule updated the regulations governing the transportation planning process for MPOs and States, and reflected changes contained in the 2012 Moving Ahead for Progress in the 21st Century Act (MAP–21) and the 2015 Fixing America's Surface Transportation (FAST) Act. This document incorporates the updated code of federal regulations (CFR) outlined in that final rule. LRTPs amended or adopted after May 27, 2018 will need to meet these requirements, which will supersede the past planning requirements of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Role of the LRTP in the Planning Process

The LRTP plays an important role in outlining the existing status and future needs of an area's transportation system. It helps set the direction of planning efforts and programming investments for the MPO or RPA. The development process for the LRTP enables the planning agency to evaluate demographic, economic, passenger, and freight forecasts for the area to understand how anticipated growth or decline will interact with expected land use to impact the demands on the transportation system. The LRTP planning process and document also serve as a forum for documenting existing or potential shifts in travel patterns or funding priorities. Stakeholder involvement and public input is critical during LRTP development, as it helps guide the priorities and projects that will be submitted for federal funding at the MPO/RPA level.

Planning Factors

23 U.S.C 135 (d)(1)
In general. - Each State shall carry out a statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will –

(A) support the **economic vitality** of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;

(B) increase the **safety** of the transportation system for motorized and nonmotorized users;

(C) increase the **security** of the transportation system for motorized and nonmotorized users;

(D) increase the **accessibility and mobility** of people and freight;

(E) protect and enhance the **environment**, promote **energy conservation**, improve the **quality of life**, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

(F) enhance the **integration and connectivity** of the transportation system, across and between modes throughout the State, for people and freight;

(G) promote efficient **system management and operation**;

(H) emphasize the **preservation** of the existing transportation system;

(I) improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

(J) enhance **travel and tourism**.

(The same planning factors are outlined for metropolitan areas in 23 U.S.C. 134 (h)(1).)

APPENDIX A– LRTP and CEDS requirements

LRTP – Guidelines for Iowa MPOs and RPAs

2. Preparation and Submittal Guidelines

LRTPs are required to be **updated at least every five years** in attainment areas (which currently includes all of Iowa's MPOs and RPAs), and every four years in nonattainment areas. The LRTP needs to have a **planning horizon of at least 20 years**, which should be calculated from the end of the five year period the plan covers. For example, plans adopted in calendar year 2020 should have a minimum horizon year of 2045 (2020 adoption date + 5-year effective period + 20-year horizon = 2045). The specific plan horizon year is determined by the planning agency, but is typically a year ending in 0 or 5.

Draft LRTP

In addition to following the agency's public participation process, draft materials and chapters are required to be submitted for state/federal review as follows.

- Draft materials/chapters should be submitted as they are developed, and not solely as one final draft document at the end of the development process.
- Draft material submittals need to include a deadline for returning comments. A preferable deadline would be two to four weeks from the date the draft material is sent, depending on its volume and complexity. Requests for Iowa DOT/federal agency review need to be distinct from standard meeting agendas that include draft content.
- **RPAs** must submit draft materials electronically to Iowa DOT Office of Systems Planning and their District Transportation Planner.
- **MPOs** must submit draft materials electronically to Iowa DOT Office of Systems Planning and their District Transportation Planner, FHWA, and FTA.

Final LRTP

In addition to following the agency's public participation process, following MPO/RPA approval of the LRTP, final LRTPs are required to be submitted to state/federal partners as follows.

- The final document needs to include the date of adoption and a copy of the resolution approving it or meeting minutes showing its approval.
- The adopted plan needs to be posted on the agency's website.
- **MPOs and RPAs** must provide an electronic copy to Iowa DOT Office of Systems Planning and their District Transportation Planner, FHWA, and FTA.
- **RPAs** must submit one hard copy each to Iowa DOT Office of Systems Planning and their District Transportation Planner.
- **MPOs** must submit one hard copy each to Iowa DOT Office of Systems Planning, their District Transportation Planner, FHWA, and FTA.

Contact Information

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APPENDIX A– LRTP and CEDS requirements

LRTP – Guidelines for Iowa MPOs and RPAs

Amended LRTPs

If an amendment to the LRTP is being considered, in addition to following the agency's public participation process, the following process is to be followed for state/federal partners.

- **RPAs** notify Iowa DOT Office of Systems Planning and their District Transportation Planner of the proposed amendment and provide an opportunity to review and comment on the amendment.
- **MPOs** notify Iowa DOT Office of Systems Planning and their District Transportation Planner, FHWA, and FTA of the proposed amendment and provide an opportunity to review and comment on the amendment.
- Following Policy Board action, **MPOs and RPAs** must submit amended LRTP materials as follows.
  - Electronic submittal of amendments is preferred.
  - Amendment materials must include the following.
    - A resolution or meeting minutes showing the amendment's approval.
    - Modified section(s) of the LRTP, with changes noted/highlighted or a summary of changes from the prior version.
    - Documentation of re-demonstration of fiscal constraint, if applicable.
  - **RPAs** must submit amendment materials to Iowa DOT Office of Systems Planning and their District Transportation Planner.
  - **MPOs** must submit amendment materials to Iowa DOT Office of Systems Planning, their District Transportation Planner, FHWA, and FTA.
- The amended plan needs to be posted on the agency's website.

3. Process Overview

General Guidance

Planning is a process, not the plan document itself. A plan document is a product of planning; it simply reflects the steps in the planning process. The plan document is a very important product, but is not the way to judge success in planning. The success of any planning process can only be judged by its results: the tangible actions, changes, and benefits that result from the plan.

Aim to fully develop goals and objectives, along with performance measures and targets (if applicable). This is perhaps the most meaningful way to translate the LRTP development process and document into a guiding influence for the transportation planning and programming process. Goals and objectives should reflect the true priorities of the MPO or RPA, and should not be a generic list of idealistic statements. The goals and objectives should carry through to the discussion

Amendments and administrative modifications

23 CFR § 450.104 provides definitions for amendments and administrative modifications for LRTPs and Transportation Improvement Programs. MPOs and RPAs need to follow the procedures outlined in their Public Participation Plans regarding public review and comment for LRTP amendments.

An **amendment** means a revision that involves a major change to a project, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint.

An **administrative modification** means a minor revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment or a re-demonstration of fiscal constraint.

of priorities, project selection, and fiscal constraint, not only in the LRTP, but in the development of the MPO/RPA TIP.

The FHWA Performance-Based Planning and Programming Guidebook provides the following definitions.

- A **goal** is a broad statement that describes a desired end state.
  - *Example: A safe transportation system.*
- An **objective** is a specific, measurable statement that supports achievement of a goal. A good objective should include or lead to development of a performance measure that can be tracked over time and is used to assess different investment or policy alternatives.
  - *Example: Reduce highway fatalities.*
- A **performance measure** is a metric used to assess progress toward meeting an objective. Performance measures can be used in strategy analysis to compare different investment or policy alternatives and can be used to track actual performance over time.
  - *Examples: Number of highway fatalities; fatality rate per vehicle miles traveled.*
- A **target** is a specific level of performance that is desired to be achieved within a certain timeframe. A target can be used as a basis for comparing progress over time toward a desired outcome or for making decisions on investments.
  - *Example: Reduce fatalities by 5% by 2015, which will save more than 150 lives.*

Structure

The way the LRTP is structured is at the discretion of the MPO/RPA, so long as it addresses the required elements that are outlined in Section 5. The most commonly used document structures fall into three categories, two of which are outlined to the right.

- **Modal** – generally provides an area overview of socioeconomic data, then provides a separate chapter or section for each mode, focusing on its current status and future needs.
- **Strengths/weakness/opportunities/threats** and variations – tend to focus on various characteristics of the transportation system in a systematic order, reviewing the current status, strengths, and weaknesses of all modes, followed by future needs, opportunities, and threats for all modes.
- **Combined LRTP/Comprehensive Economic Development Strategy** – RPAs can explore this option, which further develops the transportation section of the CEDS to include all LRTP-required items and results in one combined CEDS/LRTP for the region.

Example outline – modal structure

1. Introduction and Goals
2. Public Input
3. Community Overview
4. Roads and Highways
5. Passenger Transportation
6. Non-motorized Transportation
7. Freight, Rail, Air, and Pipeline Transportation
8. Safety and Security
9. Operations
10. Environmental Analysis
11. Financial Constraint

Example outline – SWOT structure

1. Planning Process and Stakeholders
2. Plan Goal and Objectives
3. Background and Trends
4. Existing System Strengths and Weaknesses
5. Planning and the Environment
6. Future Opportunities and Threats
7. Key Needs and Issues
8. Alternatives
9. Short-Term Action Plan
10. Long-Range Plan
11. Funding the Plan
12. Public Involvement Process and Results
13. Future Planning Activities

APPENDIX A– LRTP and CEDS requirements

LRTP – Guidelines for Iowa MPOs and RPAs

Schedule

Plan the planning process. Setting up a timeline before the process gets underway is critical to ensuring that the plan is delivered on-time. There are several key elements to include in a timeline.

- Detailed schedule (monthly or weekly) at the task and/or component level.
- Identify staff responsible for tasks, and whether any outside resources (such as consultants) will be required.
- Items that will require feedback from the public or stakeholders.

Example Gantt charts are available for MPO and RPA plans, and Iowa DOT staff will work with interested agencies on a one-on-one basis to develop a timeline. It is suggested that agencies begin developing their timeline 30-36 months before the plan is due. It is particularly critical that MPOs have early discussions with the Iowa DOT regarding travel demand model development, to ensure that the model is completed early enough in the planning process to be fully utilized in plan development. The Iowa Standardized Model Structure (ISMS) protocols and procedures document provides a coordination process and milestones for model development and will help guide the model development process.

Coordinate with state and federal partners throughout the LRTP development process. The Iowa DOT will touch base with agencies at regular intervals throughout the plan development process. For MPOs, a coordination meeting with Iowa DOT, FHWA, FTA, and MPO staff is recommended early in the process. For RPAs, an early coordination meeting between the Iowa DOT and RPA staff is also recommended. The Iowa DOT will generally touch base with agency staff at 30, 24, 18, 12, and 6 months out from the plan due date, unless an alternate schedule is agreed upon. Initial coordination meetings for the plan are suggested to occur 24-30 months before the plan due date; initial coordination meetings for MPO model updates are suggested to occur earlier, 30-36 months before the plan due date. An example agenda for an initial plan coordination meeting is included to the right.

Any potential delays in the document development or adoption process need to be discussed with the Iowa DOT as soon as possible. If an MPO LRTP is not adopted by its deadline (five years from the adoption date of the previous plan), the MPO's TIP will be frozen, meaning that it cannot be amended and that a new TIP cannot be adopted. This can lead to significant delays at the project level. Additionally, should an MPO or RPA LRTP be past-due, the Iowa DOT may withhold all planning fund reimbursements requested by the planning agency until a new LRTP is adopted.

Example agenda items for a coordination meeting between planning agency staff and state/federal partners

1. Discuss current Public Participation Plan and any planned updates.
2. Discuss previous LRTP and any applicable planning review recommendations
    a. Strengths and areas for improvement
    b. Specific components to discuss
        i. Plan structure
        ii. Projects and fiscal constraint
        iii. Suballocation justification (RPAs if applicable)
        iv. Resource agency consultation
        v. Public and stakeholder input
        vi. Timeline
3. Travel demand model (MPOs)
    a. Anticipated components of model update
    b. Socioeconomic data and forecasting methodology
    c. Methodology for use in plan development and project selection
    d. Needs/expectations/timeline
4. Review requirements and recommended items for LRTP
5. Discuss staffing for LRTP update
    a. Staff responsibilities
    b. Consultant responsibilities (if applicable)
6. Coordination with DOT, FHWA, and FTA
    a. Immediate guidance needs
    b. Desired level of input and oversight
    c. Schedule regular check-ins

APPENDIX A– LRTP and CEDS requirements
LRTP – Guidelines for Iowa MPOs and RPAs

4. Important Considerations

Planning Documents

A **good starting point** for developing your next LRTP is reviewing your current plan. As the LRTP is updated every five years, there should be some level of consistency between documents. Reviewing the prior plan also enables planning agency staff to focus on strengths and areas for improvement, and adjust their plans and schedule for the LRTP update accordingly.

Another key early activity is to **review existing state, regional, and local plans**. State plans to review can include the Statewide Transportation Plan, the State Freight Plan, the State Asset Management Plan, the State Highway Safety Plan, and many others. Examples of regional plans to review include CEDS documents and other regional planning efforts, such as trail plans. Local plans may include comprehensive plans, land use plans, hazard mitigation plans, evacuation plans, and jurisdiction-level transportation plans. In addition to providing information that may be relevant to the MPO or RPA, these plans may offer goals, objectives, performance measures, and targets that can be incorporated into the LRTP planning effort.

Public Input and Consultation

Input from two main groups, the public and stakeholders, is critical during the LRTP planning process, and public/stakeholder input plans should be built into the LRTP development schedule. At a minimum, MPOs and RPAs must follow the guidelines for public input outlined in their Public Participation Plan (PPP), and meet the requirements of 23 CFR § 450.324 (j)-(k) (see section 5). The beginning of the LRTP update process is an ideal time for an agency to **review and update the PPP** to ensure that the PPP and planned public input activities for the LRTP align. **Consultation with environmental resource agencies** is also critical and should be planned early.

Financial Component

The financial section of an LRTP should be started early in the planning process, particularly for MPOs. Additional financial guidance will be developed by the Iowa DOT, but it is critical that the financial information in the document meets the following two criteria.

- Specific fiscal constraint requirements from 23 CFR § 450.324(f)(11) are outlined in Section 5, beginning on page 11. Items included in the checklist must be included/addressed.
- The revenue, cost, and fiscal constraint information included in the LRTP must be reasonable. Areas where reasonableness will be evaluated include those listed to the right.

Reasonableness checks for LRTP financial information

- Revenue forecasts should be based on past trends and/or committed funding. An adequate amount of revenue history needs to be considered, and outliers in past funding trends should be represented in a reasonable manner in forecasts.
- The inflation rate for project costs should be based on the area's history or indexes such as the construction cost index.
- Unless otherwise justified, inflation rates for both costs and revenues should be simple/straight-line growth, not compound growth.
- The year of expenditure (YOE) for a project should be the year the project is reasonably expected to be constructed. If project timebands are being used in outer years, the midyear of the timeband should be the YOE for all projects within it.
- The federal/non-federal split for fiscal constraint for federally-funded projects should be reasonable based on typical/anticipated funding percentages in the area.
- Funding sources should be targeted appropriately. For example, the full amount of a projection of $50 million in bridge revenue cannot be used to help fiscally constrain a program that only identifies $10 million in bridge projects.

APPENDIX A– LRTP and CEDS requirements
LRTP – Guidelines for Iowa MPOs and RPAs

Data and Information

Translate raw data into useful information and analysis. There is a hierarchy or pyramid of planning data. The hierarchy (from lowest level to highest level) is outlined to the right. Strive to translate data and information into knowledge and wisdom/intelligence, and also be sure to relate data to transportation implications. For example, data regarding the area's socioeconomic conditions should be related to transportation planning implications, such as areas more likely to need alternate modes of transportation due to limited vehicles per household, increased elderly population, or lower incomes.

Strike a balance in the planning process between what is anticipated (based on current trends and initiatives, such as complete street efforts, aggressive economic development growth, momentum for higher or lower density development, new vehicle technologies, etc.) versus what is known (based on the existing area and system as well as past trends and data). The point is to ensure that the LRTP stays grounded in the area's current reality, but also considers the long-term and big picture. It is impossible to predict exactly what an area's population, employment, and transportation will look like in 20-30 years – the purpose of the LRTP is to try to narrow in on the most likely outcomes for the area, and provide a framework that can be responsive to change.

Other data-related tips include:

- It is important that maps, graphs, and charts clearly communicate the information being conveyed. Assume that the average reader of the document is not very familiar with the planning area – will they understand what you are showing or referencing with these visual aids?
- Interpret data in large tables for the reader. Can data be better visualized with a chart, graph, or map? If not, can trends or highs and lows be identified to help the reader grasp the data?
- Cite data sources.
- Add photos or illustrations when relevant – besides adding visual interest to the document, they can help convey points more clearly than words at times, such as what good versus poor pavement condition looks like.

Transforming data

Data is an important basis for a long-range plan, but a successful planning effort means taking the next steps with data to transform it into useful, actionable information. This example helps show how raw data can become a more meaningful component of long-range planning.

- **Data**: Raw material for planning.

  Example: Inventory of all the bridges in a region of Iowa.

- **Information**: Data that have been filtered and/or organized in some way so that they can be more easily understood.

  Example: A table of the 50 bridges in a region that are in the worst condition.

- **Knowledge**: Integration of multiple information sources.

  Example: A map that shows the 10 bridges in a region that are in poor condition and that also carry more than 1,000 vehicles per day.

- **Wisdom/Intelligence**: Careful evaluation of planning data.

  Example: The three bridges in the region that are in such poor shape that they must be replaced in the next few years to avoid a significant economic impact.

APPENDIX A– LRTP and CEDS requirements

LRTP – Guidelines for Iowa MPOs and RPAs

5. Required Elements

The following table includes the federal requirements of 23 CFR § 450.324, Development and Content of the Metropolitan Transportation Plan. Highlights and color-coding in the requirement column were added by the Iowa DOT for this guidance document. Highlights note items that were added or substantively changed from the CFR that followed SAFETEA-LU. The right column of the table provides a checklist for MPOs and RPAs to follow in development of their LRTPs. Items in this list are applicable to both MPOs and RPAs, except for items labeled as specific to MPOs, TMAs, or non-attainment areas.

CFR Language		Items to include (*items only required for MPOs or TMAs are noted)*
450.324 (a)	The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in § 450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.	☐ Ensure planning horizon is at least 20 years (from end of document's life) ☐ 10 planning factors must be considered in the planning process
450.324 (b)	The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	☐ Goals and objectives ☐ Long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system
450.324 (c)	The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.	☐ Ensure plan is updated at least every five years ☐ Ensure plan outlines revision/amendment process ☐ Provide copies of LRTPs and any amendments to Iowa DOT, FHWA, and FTA as prescribed in Section 2
450.324 (d)	In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).	☐ *Non-attainment areas only – currently not applicable*

APPENDIX A– LRTP and CEDS requirements

LRTP – Guidelines for Iowa MPOs and RPAs

450.324 (e)	The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.	☐ Use a travel demand model or other technical analysis in the development of the plan **(MPOs)** ☐ It is recommended that the Policy Board approves forecast control totals for population and employment, as well as a calibrated model, when these items are determined/completed (prior to draft or final document approval) **(MPOs)** ☐ Clearly articulate how the model is utilized in project prioritization and selection **(MPOs)**
450.324 (f)	**The metropolitan transportation plan shall, at a minimum, include:**	
450.324 (f)(1)	The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.	☐ Current data and trends or projections for person movements. Modes can include vehicular, transit, bicycle, pedestrian, air, and rail. ☐ Current data and trends or projections for freight movements. Modes can include truck, rail, water, air, and pipeline.
450.324 (f)(2)	Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.	☐ Inventory and current conditions of infrastructure/facilities ☐ Highways ☐ Bridges ☐ Bicycle facilities ☐ Pedestrian facilities ☐ Public transportation facilities ☐ Intercity bus facilities ☐ Rail ☐ Aviation ☐ Pipeline ☐ Waterways ☐ Multimodal and intermodal facilities and connectors ☐ Future transportation infrastructure/facilities for regionally significant projects – major surface transportation projects that support or otherwise impact the operation of the federally-supported transportation system, including, but not limited to, capacity changes, new accesses, and new roadways ☐ Current and forecasted land use ☐ Freight data and trends ☐ Current socioeconomic conditions (to understand system use) ☐ Projected transportation demand of persons and goods over the horizon of the LRTP ☐ Projections of population and employment growth/decline

APPENDIX A– LRTP and CEDS requirements

LRTP – Guidelines for Iowa MPOs and RPAs

450.324 (f)(3)	A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).	☐ Provide performance measures and current targets **(MPOs)** *(See list of required performance measures at the end of this document)*
450.324 (f)(4)	A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d), including— -Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and -For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.	☐ System performance report evaluating the condition and performance of the transportation system with respect to targets described in the LRTP, including progress towards meeting targets in comparison to baseline or prior data **(MPOs)** *Note: additional guidance is anticipated from FHWA on what needs to be included in the system performance report and differences in required items between MPOs that support the State's targets vs. MPOs that set their own targets* ☐ If scenario planning is used (see 450.324(i)), a preferred scenario must be selected and its impacts on condition and performance of the transportation system need to be described **(MPOs)**
450.324 (f)(5)	Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.	☐ Non-capacity related strategies related to improving performance of the transportation system, such as ITS, incident management, etc. **(MPOs)**
450.324 (f)(6)	Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	☐ Results of the congestion management process, which should guide the region and the direction of the plan **(TMAs)**
450.324 (f)(7)	Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.	☐ Discussion of project evaluation criteria and selection process ☐ Discussion of financial strategies *(see also 450.324 (f)(11))* ☐ Discussion of strategies to reduce the vulnerability of transportation infrastructure to natural disasters
450.324 (f)(8)	Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.	☐ Discussion of transportation enhancement activities, including those related to transit and intercity buses

APPENDIX A– LRTP and CEDS requirements

LRTP – Guidelines for Iowa MPOs and RPAs

450.324 (f)(9)	Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.	☐ Proposed projects should have enough detail to result in a planning-level cost estimate **(MPOs)** ☐ *Detail related to conformity determinations only applies to non-attainment and maintenance areas, and thus is currently not applicable*
450.324 (f)(10)	A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;	☐ Program-level discussion of potential environmental mitigation activities (provide examples of activities) ☐ Description of how consultation with resource agencies was carried out and any input received ☐ Describe and map environmentally-sensitive areas that should be avoided (*see also 450.324 (g)*)
450.324 (f)(11)	A **financial plan** that demonstrates how the adopted transportation plan can be implemented.	**MPO fiscal constraint requirements** are outlined in the next eight sections (450.324 (f)(11)(i)-(viii)) **RPA fiscal constraint requirements** ☐ Financial history for STP/STBG and TAP/TE funds, along with projections for the life of the plan ☐ Financial history and projections for other federal, state, and local funding sources as applicable ☐ Operations and maintenance costs history and projections ☐ Short-term, fiscally constrained plan (first five years) ☐ Long-term projects, corridors of interest/concern, or planning approach (years 6-20+) ☐ Not required to be fiscally constrained ☐ Not required to be project specific ☐ Needs can be shown by providing estimates of cost to maintain the system in its current condition or improve the system to a better condition ☐ For RPAs that suballocate part or all of their funding, an explanation for the reasonableness of that process within the context of regional planning
450.324 (f)(11)(i)	For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).	☐ System-level estimates of costs and revenue sources anticipated to be available for the federal aid system and public transportation; comparison of costs versus revenues **(MPOs)** ☐ Operations and maintenance costs history and projections **(MPOs)**

APPENDIX A– LRTP and CEDS requirements

LRTP – Guidelines for Iowa MPOs and RPAs

450.324 (f)(11)(ii)	For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.	☐ Estimates of funds reasonably expected to be available, based on historical funding levels **(MPOs)** ☐ STP/STBG ☐ TE/TAP ☐ Other federal sources (such as CMAQ/ICAAP, STBG-HBP, NHPP, NHFP, etc.) ☐ State funding sources (road use tax fund, etc.) ☐ Local funding available for transportation (local option sales tax, etc.)
450.324 (f)(11)(iii)	The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.	☐ Recommendations for other funding sources or financing strategies, such as new local option sales tax or bonding. Must provide reasonable basis for any new sources of funding considered in fiscal constraint analysis. **(MPOs)**
450.324 (f)(11)(iv)	In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).	☐ Projects must be inflated to year of expenditure dollars **(MPOs)** ☐ Inflation rates must be based on documented information, such as construction cost index. A rate of 4% can be used if applicable data is not available. ☐ For projects in cost bands or time ranges, inflate costs to the middle year of the timeframe **(MPOs)**
450.324 (f)(11)(v)	For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	☐ Outside of initial years of the plan, projects can be grouped into timeframes. For example, projects can be listed in five or ten-year periods. **(MPOs)**
450.324 (f)(11)(vi)	For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	☐ *Non-attainment and maintenance areas only – currently not applicable*
450.324 (f)(11)(vii)	For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.	☐ Illustrative projects can be included in the LRTP. They should be shown separately from the fiscally-constrained plan and are not part of it, but can be amended into the fiscally-constrained plan if additional funding is identified or priorities change. **(MPOs)**
450.324 (f)(11)(viii)	In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint;	☐ Fiscal constraint does not need to be redemonstrated unless a plan is amended **(MPOs)**

appendix public input attachments

B

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Survey questions and results

What do you consider as the top 5 strengths of the Transportation System in Southeast Iowa?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Minimal traffic congestion 67%	Minimal traffic congestion 59%	Region is well connected to other areas via 4 lane highways 85%	Minimal traffic congestion 78%	Minimal traffic congestion 86%
Region is well connected to other areas via 4 lane highways 50%	Mississippi River Bridges provide connections to adjacent states 50%	Minimal traffic congestion 65%	Mississippi River is a major freight asset 60%	Mississippi River Bridges provide connections to adjacent states 57%
Mississippi River is a major freight asset 47%	Mississippi River is a major freight asset 45%	Highways are in good condition 61%	Region is well connected to other areas via 4 lane highways 54%	Mississippi River is a major freight asset 43%
Highways are in good condition 45%	Highways are in good condition 41%	Amtrak Services are readily available 43%	Highways are in good condition 44%	Regional transit services fill transportation voids (Burlington Trailways, SEIBUS, and Burlington Urban Service) 43%
Mississippi River Bridges provide connections to adjacent states 38%	Regional Commercial air service is available, affordable, and offers good connections 37%	All forms of transportation are available in Southeast Iowa 37%	Amtrak Services are readily available 34%	4-way tie for fifth (under 30%)

What do you consider as the top 5 weaknesses of the Transportation System in Southeast Iowa?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Highway 61 North to Muscatine not completed as four-lane 69%	Highway 34 east through Illinois not completed as four-lane 76%	Highway 34 east through Illinois not completed as four-lane 69%	Highway 61 North to Muscatine not completed as four-lane 65%	Highway 61 North to Muscatine not completed as four-lane 86%
Highway 34 east through Illinois not completed as four-lane 65%	Highway 61 North to Muscatine not completed as four-lane 74%	Highway 61 North to Muscatine not completed as four-lane 62%	Highway 34 east through Illinois not completed as four-lane 50%	Poor rural gravel roads and Farm to Market roads 43%
Poor local road conditions 47%	Poor local road conditions 57%	Insufficient bike and hiking trails 53%	Poor local road conditions 49%	Highway 34 east through Illinois not completed as four-lane 43%
Lack of pedestrian and bicycle friendly streets 35%	Lack of pedestrian and bicycle friendly streets 30%	Lack of pedestrian and bicycle friendly streets 44%	Little recreational access and amenities on the river 41%	Poor local road conditions 36%
Insufficient bike and hiking trails 33%	Great River Road Issues - Cascade Bridge and Montrose Washout 30%	Reliability and infrastructure for Amtrak services (depots are not staffed/No Amtrak agent in Burlington station) 38%	Lack of pedestrian and bicycle friendly streets 38%	Insufficient bike and hiking trails 36%
				No bridge access across the river between Burlington and Muscatine 36%

What do you consider as the top 5 priority projects for the Transportation system in Southeast Iowa?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Four Lane Highways – Highway 61 North and Highway 34 East 74%	Four Lane Highways – Highway 61 North and Highway 34 East 77%	Four Lane Highways – Highway 61 North and Highway 34 East 69%	Four Lane Highways – Highway 61 North and Highway 34 East 69%	Four Lane Highways – Highway 61 North and Highway 34 East 93%
Highway and local road maintenance 46%	Highway and local road maintenance 46%	Highway and local road maintenance 41%	Highway and local road maintenance 53%	Levees and flood protection 64%
Utilize the river for tourism and recreational services 42%	Utilize the river for tourism and recreational services 41%	Bridge maintenance and replacement 37%	Utilize the river for tourism and recreational services 50%	Highway and local road maintenance 43%
Bridge maintenance and replacement 34%	Bridge maintenance and replacement 38%	Increasing ridership of public transit to provide additional services in all communities in the region 32%	Maintain Amtrak services 35%	Highway 92 widening 43%
Maintain Amtrak services 34%	Levees and flood protection 33%	Utilize the river for tourism and recreational services 30%	Bridge maintenance and replacement 29%	Utilize the river for tourism and recreational services 36%
			Pedestrian and bicycle facilities providing transportation and recreation opportunities within communities 29%	

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Survey questions and results

What are the top 3 surface transportation needs in the community in which you live?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Street/road repair or rehabilitation **80%**	Street/road repair or rehabilitation **82%**	Street/road repair or rehabilitation **76%**	Street/road repair or rehabilitation **86%**	Street/road repair or rehabilitation **64%**
Bridge repair, rehabilitation, or replacement **53%**	Bridge repair, rehabilitation, or replacement **64%**	Safety improvements **43%**	Bridge repair, rehabilitation, or replacement **52%**	New roadway connections **36%**
Safety improvements **32%**	Traffic flow improvements **35%**	Bridge repair, rehabilitation, or replacement **35%**	Safety improvements **35%**	Bridge repair, rehabilitation, or replacement **36%**

What are the top 3 alternative transportation needs in the community in which you live?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Rehabilitation, repair, or replacement of existing sidewalks **53%**	Rehabilitation, repair, or replacement of existing sidewalks **54%**	Development of new recreational trails **54%**	Development of new recreational trails **59%**	Rehabilitation, repair, or replacement of existing sidewalks **73%**
Development of new recreational trails **50%**	Development of new sidewalk connections **52%**	Rehabilitation, repair, or replacement of existing sidewalks **54%**	Development of new sidewalk connections **48%**	Development of new sidewalk connections **55%**
Development of new sidewalk connections **50%**	Development of new recreational trails **44%**	Development of new sidewalk connections **50%**	Rehabilitation, repair, or replacement of existing sidewalks **48%**	Development of new recreational trails **45%**

What are the top 3 rail, water, and air transportation needs in the community in which you live?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Increase availability of commercial air services **42%**	Increase availability of commercial air services **59%**	Improve facilities for passenger rail services **43%**	Increase availability of or modify passenger rail services **32%**	My community does not have any rail, water, or air transportation **55%**
Increase availability of or modify passenger rail services **37%**	Increase availability of or modify passenger rail services **45%**	Improve rail infrastructure (quality of rail lines, rail crossings, quiet zones, rail spurs, connections to water or truck transportation) **35%**	Increase availability of commercial air services **30%**	Improvements to the lock and dam system **18%**
Rail depot rehabilitation and reuse **32%**	Rail depot rehabilitation and reuse **38%**	Increase availability of or modify passenger rail services **33%**	Rail depot rehabilitation and reuse **30%**	7-way tie for third (under 15%)

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Survey questions and results

What do you consider as the top 5 strengths of Economic Development in Southeast Iowa?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Many small, local businesses in the area **51%**	Many small, local businesses in the area **56%**	New jobs are being added region wide **60%**	Opportunities for workforce training at local community colleges **70%**	Opportunities for workforce training at local community colleges **82%**
Access to good medical facilities **51%**	Access to good medical facilities **55%**	Many small, local businesses in the area **58%**	Many available sites for development **46%**	Many small, local businesses in the area **45%**
Opportunities for workforce training at local community colleges **49%**	Many available sites for development **46%**	Economic Development departments in the region are actively working towards retaining and attracting businesses and jobs **58%**	Access to good medical facilities **46%**	Available Workforce **45%**
Economic Development departments in the region are actively working towards retaining and attracting businesses and jobs **41%**	Opportunities for workforce training at local community colleges **41%**	Access to good medical facilities **53%**	Relatively low cost to do business **44%**	Economic Development departments in the region are actively working towards retaining and attracting businesses and jobs **37%**
Many available sites for development **40%**	New jobs are being added region wide **38%**	Opportunities for workforce training at local community colleges **33%**	Economic Development departments in the region are actively working towards retaining and attracting businesses and jobs **39%**	3-way tie for fifth (under 30%)

What do you consider as the top 5 weaknesses of Economic Development in Southeast Iowa?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Quality, high paying jobs are lacking **69%**	Quality, high paying jobs are lacking **79%**	Quality, high paying jobs are lacking **65%**	Quality, high paying jobs are lacking **53%**	Young professionals originally from the area are going elsewhere to seek employment **91%**
Young professionals originally from the area are going elsewhere to seek employment **53%**	Young professionals originally from the area are going elsewhere to seek employment **49%**	Lack of lifestyle amenities in the more rural areas (retail, recreation, dining, event space, etc.) **65%**	Lack of lifestyle amenities in the more rural areas (retail, recreation, dining, event space, etc.) **53%**	Quality, high paying jobs are lacking **73%**
Lack of lifestyle amenities in the more rural areas (retail, recreation, dining, event space, etc.) **46%**	Aging population **43%**	Young professionals originally from the area are going elsewhere to seek employment **55%**	Young professionals originally from the area are going elsewhere to seek employment **52%**	Lack of lifestyle amenities in the more rural areas (retail, recreation, dining, event space, etc.) **55%**
Aging population **39%**	Hard to recruit and keep young qualified workers from outside of the region **39%**	Aging population **44%**	Positions requiring skilled workers are unable to find workforce in the region **43%**	Hard to recruit businesses and employees to the area **55%**
Hard to recruit and keep young qualified workers from outside of the region **37%**	Retention and creation of jobs **37%**	Need to create communities in which workers want to live **44%**	Need to create communities in which workers want to live **41%**	3-way tie for fifth (under 30%)

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Survey questions and results

Economic Development

What do you consider as the top 5 priorities for Economic Development in Southeast Iowa?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Job creation and retention **46%**	Job creation and retention **54%**	Create vibrant downtowns and communities where young people want to live **63%**	Job creation and retention **45%**	Create vibrant downtowns and communities where young people want to live **55%**
Create vibrant downtowns and communities where young people want to live **43%**	Train workforce to fill current openings and improve skills **42%**	Adequately prepare students for the workforce and prepare students for jobs in our region **42%**	Train workforce to fill current openings and improve skills **43%**	Adequately prepare students for the workforce and prepare students for jobs in our region **55%**
Train workforce to fill current openings and improve skills **39%**	Attracting sustainable businesses **40%**	Attracting sustainable businesses **40%**	Create vibrant downtowns and communities where young people want to live **42%**	Job creation and retention **36%**
Attracting sustainable businesses **38%**	Encouraging all types of businesses including commercial, office, manufacturing, technology, etc. **38%**	Maintain, support and develop resources needed to keep present firms and businesses **37%**	Maintain, support and develop resources needed to keep present firms and businesses **42%**	Maintain, support and develop resources needed to keep present firms and businesses **36%**
Encouraging all types of businesses including commercial, office, manufacturing, technology, etc. **37%**	3-way tie for fifth (under 35%)	Train workforce to fill current openings and improve skills **35%**	Encouraging all types of businesses including commercial, office, manufacturing, technology, etc. **40%**	Encouraging all types of businesses including commercial, office, manufacturing, technology, etc. **36%**
		Recruit young college graduates from the region to return back to the region **34%**	Adequately prepare students for the workforce and prepare students for jobs in our region **40%**	Recruit young college graduates from the region to return back to the region **36%**

What are the top 3 business retention needs in the community in which you live?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Improve the general quality of life the community to retain businesses and their employees **73%**	Improve the general quality of life the community to retain businesses and their employees **72%**	Improve the general quality of life the community to retain businesses and their employees **74%**	Improve the general quality of life the community to retain businesses and their employees **74%**	Improve the general quality of life the community to retain businesses and their employees **80%**
Improve business climate through better communication between business, government, and education institutions **50%**	Improve business climate through better communication between business, government, and education institutions **52%**	Improve business climate through better communication between business, government, and education institutions **48%**	Improve business climate through better communication between business, government, and education institutions **49%**	Establishing local incentives to assist existing businesses to expand **50%**
Establishing local incentives to assist existing businesses to expand **47%**	Establishing local incentives to assist existing businesses to expand **48%**	Establishing local incentives to assist existing businesses to expand **44%**	Establishing local incentives to assist existing businesses to expand **45%**	Improve business climate through better communication between business, government, and education institutions **40%**
				Creating development ready buildings or areas/land to accommodate local, growing businesses **40%**

What are the top 3 business attraction needs in the community in which you live?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Improve the general quality of life the community to attract businesses and their employees **74%**	Improve the general quality of life the community to attract businesses and their employees **76%**	Improve the general quality of life the community to attract businesses and their employees **74%**	Improve the general quality of life the community to attract businesses and their employees **74%**	Creating development ready buildings or areas/land to accommodate new businesses **60%**
Establishing local incentives to assist in attraction of new companies **48%**	Establishing local incentives to assist in attraction of new companies **45%**	Establishing local incentives to assist in attraction of new companies **44%**	Establishing local incentives to assist in attraction of new companies **54%**	Improve the general quality of life the community to attract businesses and their employees **60%**
Improve business climate through better communitcation between business, government, and education institutions **43%**	Improve business climate through better communitcation between business, government, and education institutions **41%**	Improve business climate through better communitcation between business, government, and education institutions **41%**	Improve business climate through better communitcation between business, government, and education institutions **49%**	Establishing local incentives to assist in attraction of new companies **50%**

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Survey questions and results

Community Development

What do you consider as the top 5 strengths of Community Development in Southeast Iowa?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Small town atmosphere and sense of security and community felt throughout all towns **54%**	Reliable utilities **45%**	Small town atmosphere and sense of security and community felt throughout all towns **76%**	Small town atmosphere and sense of security and community felt throughout all towns **65%**	Strong agricultural production, agricultural communities and natural resources **70%**
Reliable utilities **47%**	Large number of rivers and lakes **45%**	Reliable utilities **56%**	Reliable utilities **49%**	Large number of rivers and lakes **60%**
Large number of rivers and lakes **42%**	Historic Preservation efforts **44%**	Health Related initiatives (Healthy Henry County Communities, Des Moines County Living Well, Live Healthy Lee County, etc.) **44%**	Large number of rivers and lakes **47%**	Availability and cost of housing **40%**
Strong agricultural production, agricultural communities and natural resources **40%**	Parks and Recreation, very well kept and many options with a variety of amenities available **41%**	Strong agricultural production, agricultural communities and natural resources **44%**	Availability and cost of housing **41%**	Small town atmosphere and sense of security and community felt throughout all towns **40%**
Parks and Recreation, very well kept and many options with a variety of amenities available **34%**	Strong agricultural production, agricultural communities and natural resources **37%**	Parks and Recreation, very well kept and many options with a variety of amenities available **41%**	Excellent water treatment facilities with excess capacity **39%**	3-way tie for fifth (under 35%)
	Small town atmosphere and sense of security and community felt throughout all towns **37%**			

What do you consider as the top 5 weaknesses of Community Development in Southeast Iowa?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Lack of diverse shopping, entertainment, restaurants and social activities **44%**	High level of crime **54%**	Lack of diverse shopping, entertainment, restaurants and social activities **74%**	Lack of diverse shopping, entertainment, restaurants and social activities **57%**	Need more diversity in the housing stock - sizes, price ranges, types **60%**
Condition of housing and costs associated with rehabilitation **43%**	Condition and age of water and sewer systems **43%**	Need more diversity in the housing stock - sizes, price ranges, types **65%**	Condition of housing and costs associated with rehabilitation **51%**	Lack of youth services and recreational activities **50%**
Need more diversity in the housing stock - sizes, price ranges, types **40%**	Condition of housing and costs associated with rehabilitation **39%**	Rental housing condition, affordable quality rental housing needed **47%**	Cost of sewer separation, sewer costs **35%**	Rental housing condition, affordable quality rental housing needed **40%**
Rental housing condition, affordable quality rental housing needed **38%**	Lack of internet options **38%**	Condition of housing and costs associated with rehabilitation **41%**	Rental housing condition, affordable quality rental housing needed **35%**	4-way tie for fourth (under 35%)
High level of crime **35%**	Rental housing condition, affordable quality rental housing needed **36%**	Lack of youth services and recreational activities **38%**	Need more diversity in the housing stock - sizes, price ranges, types **35%**	
			High level of crime **35%**	

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Survey questions and results

Community Development

What do you consider as the top 5 priority projects for Community Development in Southeast Iowa?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Improve communications infrastructure with broadband/fiber, cellular 4g/5g capabilities, and wireless hot spots **49%**	Reduction of crime levels **63%**	Continue affordable housing programs, incent new construction and rehabilitate older homes **62%**	Improve communications infrastructure with broadband/fiber, cellular 4g/5g capabilities, and wireless hot spots **47%**	Water and sewer maintenance, replacement, and expansion to handle future growth **70%**
Continue affordable housing programs, incent new construction and rehabilitate older homes **46%**	Improve communications infrastructure with broadband/fiber, cellular 4g/5g capabilities, and wireless hot spots **51%**	Broaden activities available for all ages **56%**	Enforce rental ordinances, nuisance regulations to improve the condition of rental housing available **41%**	Improve communications infrastructure with broadband/fiber, cellular 4g/5g capabilities, and wireless hot spots **60%**
Reduction of crime levels **46%**	Enforce rental ordinances, nuisance regulations to improve the condition of rental housing available **49%**	Connect the recreation and communities through biking and walking trails **50%**	Connect the recreation and communities through biking and walking trails **39%**	Continue affordable housing programs, incent new construction and rehabilitate older homes **60%**
Enforce rental ordinances, nuisance regulations to improve the condition of rental housing available **40%**	Water and sewer maintenance, replacement, and expansion to handle future growth **43%**	Improve family/multifamily housing quality for both owner occupied and rental properties **47%**	Continue affordable housing programs, incent new construction and rehabilitate older homes **37%**	4-way tie for fourth (under 35%)
Water and sewer maintenance, replacement, and expansion to handle future growth **37%**	Continue affordable housing programs, incent new construction and rehabilitate older homes **43%**	Improve communications infrastructure with broadband/fiber, cellular 4g/5g capabilities, and wireless hot spots **44%**	Create region wide pride in the area and communities, establish character and foster a hometown feel **35%**	

What are the top 3 housing needs in the community in which you live?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Repair and rehabilitation of owner occupied homes **52%**	Repair and rehabilitation of owner occupied homes **62%**	Affordable single family new construction **50%**	Repair and rehabilitation of owner occupied homes **50%**	Repair and rehabilitation of single family rental properties **50%**
Affordable single family new construction **37%**	Affordable single family new construction **34%**	Housing options for young adults and families **47%**	Demolition of dilapidated housing with infill redevelopment of affordable housing **44%**	Demolition of dilapidated housing with infill redevelopment of affordable housing **50%**
Repair and rehabilitation of single family rental properties **33%**	Repair and rehabilitation of single family rental properties **34%**	Repair and rehabilitation of owner occupied homes **41%**	Demolition of dilapidated housing with infill redevelopment of market rate housing **34%**	Affordable single family new construction **40%**
	Demolition of dilapidated housing with infill redevelopment of affordable housing **34%**			Repair and rehabilitation of owner occupied homes **40%**
				Housing options for senior citizens/elderly **40%**

What are the top 3 water and sewer infrastructure needs in the community in which you live?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Sewer system rehabilitation or repairs **55%**	Sewer system rehabilitation or repairs **57%**	Sewer system rehabilitation or repairs **47%**	Sewer system rehabilitation or repairs **58%**	Sewer system rehabilitation or repairs **50%**
Water system rehabilitation or repairs **40%**	Water system rehabilitation or repairs **51%**	Water system rehabilitation or repairs **37%**	Water system rehabilitation or repairs **30%**	Water line extensions to underserved areas **30%**
Mapping of existing utility infrastructure **28%**	Mapping of existing utility infrastructure **34%**	Water and sewer infrastructure is fine, no improvements needed **33%**	Water line extensions to underserved areas **26%**	Mapping of existing utility infrastructure **30%**
			Water and sewer infrastructure is fine, no improvements needed **26%**	

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Survey questions and results

What are the top 3 recreation needs in the community in which you live?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
New sidewalks **46%**	New sidewalks **45%**	New recreational trails **53%**	New recreational trails **50%**	New sidewalks **60%**
New recreational trails **43%**	Rehabilitation or extension of existing sidewalks **43%**	Rehabilitation or extension of existing sidewalks **53%**	New sidewalks **48%**	New recreational trails **40%**
Rehabilitation or extension of existing sidewalks **42%**	Renovation or expansion of existing parks **41%**	New sidewalks **44%**	Renovation or expansion of existing parks **36%**	Rehabilitation or extension of existing sidewalks **40%**
				Renovation or expansion of existing parks **40%**

What are the top 3 broadband needs in the community in which you live?

FULL REGION	Des Moines County	Henry County	Lee County	Louisa County
Higher internet speeds **60%**	Higher internet speeds **64%**	Better availability to all areas of the community **66%**	Higher internet speeds **54%**	Higher internet speeds **70%**
Lower prices **54%**	Lower prices **57%**	Higher internet speeds **56%**	Better availability to all areas of the community **54%**	Lower prices **70%**
Better availability to all areas of the community **51%**	More consistent service **45%**	More consistent service **47%**	Lower prices **52%**	Better availability to all areas of the community **40%**

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Strategy Committee Presentation – April, 2017

Southeast Iowa 2017-2022

Comprehensive Economic Development Strategy (CEDS)

Meeting #1, April 18, 2017

This Meeting

What is the CEDS?

How is the CEDS used?

What is the role of CEDS committee?

How is the CEDS developed?

Southeast Iowa 2017 CEDS

What is the CEDS?

A regional effort to identify strengths, weaknesses and priorities and work together on shared strategies in Southeast Iowa.

Southeast Iowa 2017 CEDS

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Strategy Committee Presentation – May, 2018

Southeast Iowa

Comprehensive Economic Development Strategy (CEDS)

Meeting #3

May 14, 2018

This Meeting

- Review of The Process
  - How did we get here?
- Review of Draft Document
  - Highlights of key data
  - Snapshot of key strategies and action items
- Next Steps

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Strategy Committee Meeting Agenda – August 2018

CEDS Steering Committee

Monday, August 28, 2017

12:00pm

AGENDA

SEIRPC Offices, West Burlington

*This meeting will be a working lunch.

1. Introductions: SEIRPC staff and CEDS committee, *Dr. Michael Ash, Chair*
   Point to Accomplish: Introduce members and staff to each other, gain knowledge of members' roles and background in region.

2. CEDS Public Input Presentation: *Jarred Lassiter, Kansha Tiwari, SEIRPC*
   Point to Accomplish: Display and discuss the following information collected from the CEDS process: Regional survey summary and interview results; Regional demographic, transportation, economic and housing data; Performance measures from current plan.

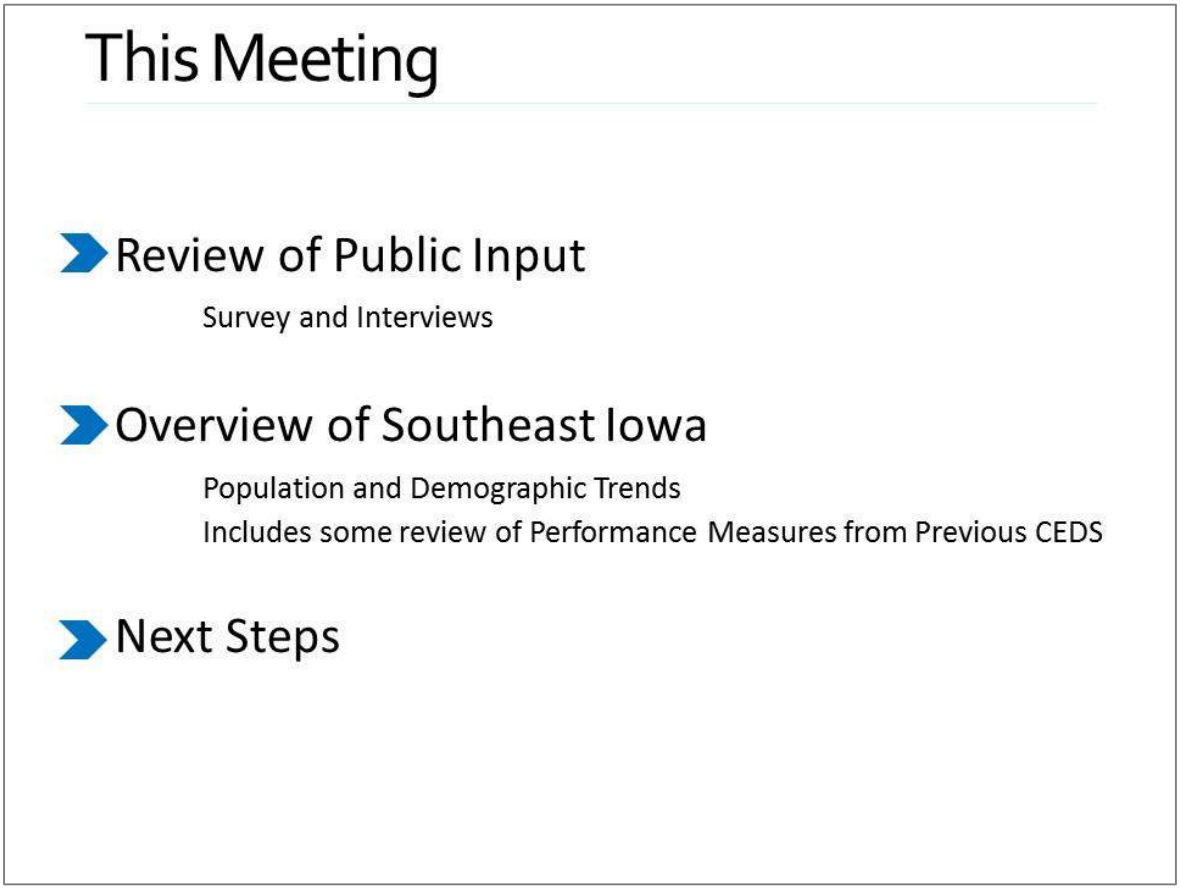
3. Committee Discussion and Next Steps, *Dr. Michael Ash, Chair*
   Point to Accomplish: Allow for time to digest and discuss information; next steps will be strategy review and formulation with subcommittees.

4. Matters from the Floor, *Dr. Michael Ash, Chair*
   Point to Accomplish: Allow committee to bring up any other matters related to the CEDS and/or regional development.

5. Adjourn

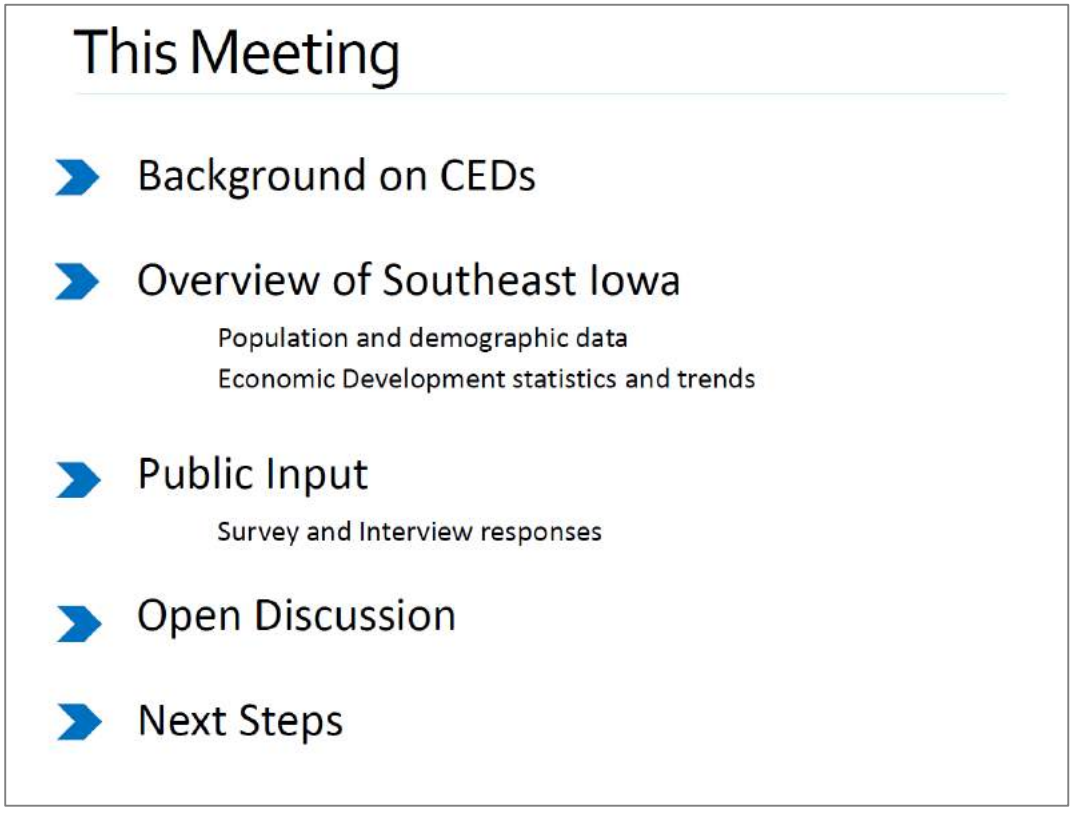
APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Strategy Committee Presentation – August, 2018



APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Economic Development Sub-Committee Presentation – November, 2017



APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Economic Development Sub-Committee Meeting Minutes – November, 2017

Economic Development Subcommittee Meeting Notes

Wednesday, November 29, 2017 @ 11:00 AM

SEIRPC Lower Level Conference Room
211 N Gear Avenue, Suite 100
West Burlington, IA 52655

Economic Development Subcommittee Members Present:
Jason Hutcheson, *Greater Burlington Partnership*
Joe Steil, *Lee County Economic Development*
Mark Huston, *Louisa County Economic Development*
Nancy Snaadt, *Alliant Energy*
Kim Davis, *Access Energy*

Economic Development Subcommittee Members Absent:
Who else is normally invited to these meetings?

Staff Present:
Mike Norris
Zach James
Jarred Lassiter
Kansha Tiwari

1. **Introductions: SEIRPC staff and CEDS subcommittee**
   Meeting was called to order at 11:04 AM. Introductions were made for all in attendance.

2. **CEDS Data and Public Input Presentation**
   Zach James provided a background on the procedural requirements for the preparing this Plan, the process for developing the plan, and the role of the Economic Development Subcommittee in this process. Jarred Lassiter then presented a set of background data related to economic development, along with other relevant regional statistics. He then described the process in which the public survey and stakeholder interviews had been conducted, and presented some of the key findings and observations from those public outreach efforts.

3. **Committee Discussion and Next Steps**:
   Jason Hutcheson asked how SEIRPC was differentiating community development and economic development. Mr. James stated that community development focuses more on topics such as housing, water/ sewer infrastructure, and parks/recreation, while economic development focuses more on business attraction/development, workforce development, incentives, etc. However, he further explained that SEIRPC is well aware that the two topics of community and economic development are directly related, with many areas overlapping such as housing and infrastructure.

   Nancy Snaadt asked about the survey methodology – how it was made available to its users. Mr. James explained that a link to the survey was e-mailed out to all SEIRPC regional contacts, and it was also announced on social media. It was not sent out to a targeted sample of the general population.

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Economic Development Sub-Committee Meeting Minutes – November, 2017

Regarding the data comparison between 'urban' and 'rural' counties in Iowa, Joe Steil stated that the western part of the state tends to have more of an agricultural base, while the eastern part of the state tends to have a more manufacturing base. Because of the decline in manufacturing in recent decades, this may explain the sizable decrease in population in the eastern part of the state, including the SEIRPC region.

Mr. Steil later asked about the numbers regarding employment by industry type. With a personal background in banking, he was wondering if the headquarters of a business is in another community, but it has a facility in Southeast Iowa, are all of the company's jobs counted in the community containing the headquarters? SEIRPC staff was unsure, but stated the data came from the Census Bureau and is based on NAICS codes.

Jason Hutcheson suggested that if many of the region's negative trends are found to persist through 2020 Census data, we may have to drastically change how we approach community and economic development. He found it very concerning how projected population loss could impact development prospects in the future.

Mr. Steil noted that he and other ED professionals regularly receive feedback that existing employers feel ignored, in comparison to efforts to attract new business to the area. This observation seems to be magnified when existing employers undergo facility expansions. Mike Norris stated that this is often an issue of perception – that these employers don't feel like they're getting enough attention, and simply desire to be 'kept in the loop' on a regular basis. It is unlikely then, that these concerns represent a serious threat to regional job retention.

Ms. Snaadt stated that the data verifies and validates most of what we already know, and helps provide evidence that supports many of the efforts that are currently being undertaken in the region. She specifically addressed the data about County Health Rankings, mentioning how Muscatine has participated in the Blue Zones project. She wondered whether this may have positively impacted Muscatine County's ranking, and suggested that a similar initiative could be very helpful for communities in this region.

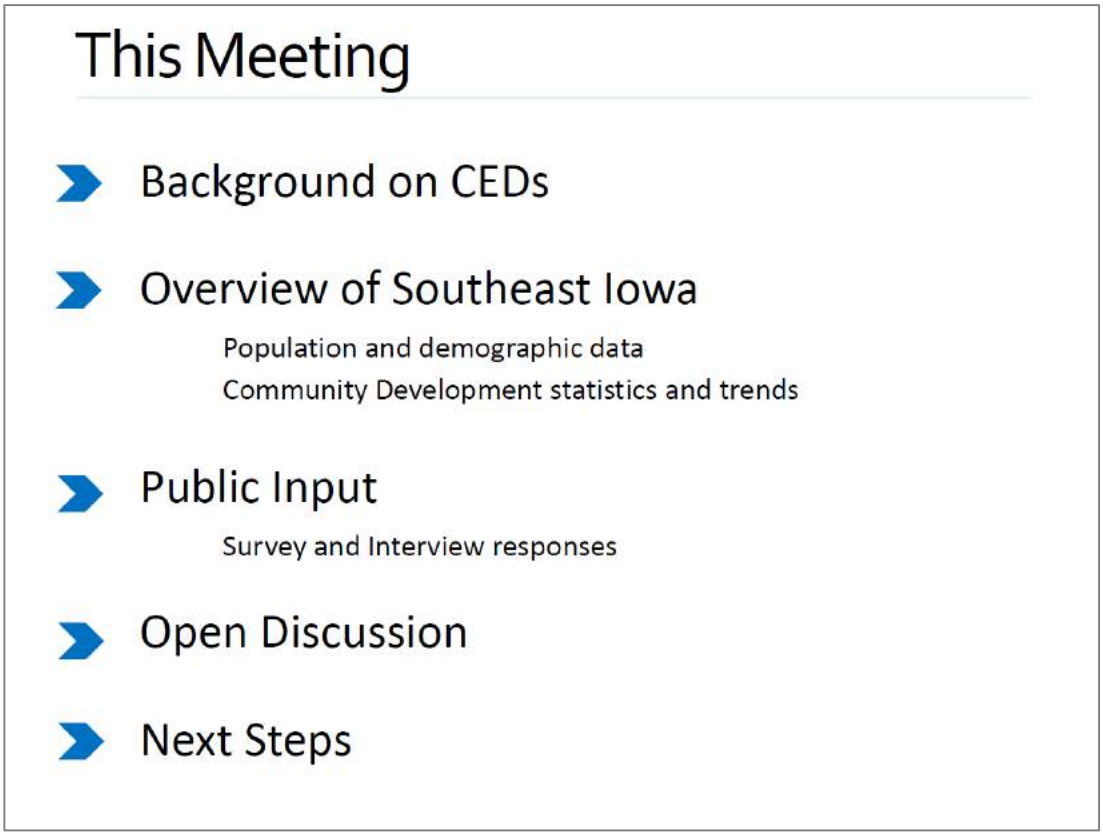
Reflecting on the loss of population caused by young people leaving the region after college, Mr. Hutcheson said it seems highly counterproductive for local schools to offer numerous scholarships to universities outside the region. This merely accelerates the process.

Mark Huston reflected on several comparatively poor statistics for Louisa County, confirming based on experience that retail has been consistently absent from the county over time. In contrast, nearby Iowa City's economy is booming, and it makes sense that Louisa residents are feeding into this through commuting and retail spending patterns.

4. **Adjourn:**
   Meeting adjourned at 1:05 AM.

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Community Development Sub-Committee Presentation – November, 2017



APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Community Development Sub-Committee Presentation – November, 2017

Community Development Subcommittee Meeting Notes

Thursday, November 30, 2017 @ 10:30 AM

SEIRPC 1st Floor Conference Room
211 N Gear Avenue, Suite 100
West Burlington, IA 52655

Community Development Subcommittee Members Present:
Dr. Michael Ash, *Southeastern Community College*
Gary Folluo, *Lee County*
Mark Huston, *Louisa County/Columbus Junction*
Brent Schleisman, *City of Mount Pleasant*
Hans Trousil, *City of West Burlington*

Staff Present:
Mike Norris
Zach James
Jarred Lassiter
Kansha Tiwari

1. **Introductions: SEIRPC staff and CEDS subcommittee**
   Meeting was called to order at 10:35 AM. Introductions were made for all in attendance.

2. **CEDS Data and Public Input Presentation**
   Zach James provided a background on the procedural requirements for the preparing this Plan, the process for developing the plan, and the role of the Community Development Subcommittee in this process. Jarred Lassiter then presented a set of background data on community development, and other relevant regional statistics. He then described the process in which the public survey and stakeholder interviews had been conducted, and presented some of the key findings from those public outreach efforts.

3. **Committee Discussion and Next Steps**:
   Gary Folluo asked how we can determine what different age groups are looking for in future employment options, where they want to live, and what they are looking for in a community. Mr. James noted that it is often a challenge to pin this information down in a clear and meaningful way. However, in recent years SEIRPC has begun to focus more on getting young people involved in planning efforts. As an example, the Keokuk Comprehensive Plan involved a public outreach activity at the high school, and it yielded a lot of interesting and productive feedback from students. Mr. Lassiter reiterated the importance of community development at the local level, and noted how it is often these things (community amenities) that impact people's choice of where to live more than economic development strategies alone. For example, a number of people may be appropriately qualified for local jobs, but choose not to live here, because the amenities currently available due not meet their lifestyle preferences.

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Community Development Sub-Committee Presentation – November, 2017

Mike Norris acknowledged that we need to do more to engage our youth in planning processes and implementation of projects. Getting them involved will increase their personal connection to the region, and make them less likely to leave after they graduate college.

Brent Schleisman made a comment that we need to do more to improve the education level of our population, and coordinate between our local schools, SCC, and Iowa Wesleyan. Furthermore, we need provide more support our secondary institutions – work to grow them and allow them to offer new programs. In particular, he noted how colleges offer venues that bring events (films, plays, music, and guest speakers) to a community. These types of amenities have a big impact on the local quality of life, and adequate attention should be paid to them and how we can increase their frequency, accessibility, and community awareness of them.

Mr. Schleisman noted that, in general, we need to do a better job of engaging and informing our communities of what we are doing. Most of the time, it's the same small group of dedicated people and civic leaders that is involved in guiding the process, and the average citizen is too engaged with managing their own work and family life to notice what's going on. He suggested that we engage in presentations to community groups such as Kiwanis, Rotary, etc.

Hans Trousil was especially concerned with the County Health Rankings, and how poorly they reflected on Southeast Iowa. He felt that these findings confirm that health is a serious issue for the region.

There was a lengthy discussion about the growth of rural housing in Southeast Iowa. There were many comments about this, including the issues it causes in the counties related to transportation and services. It was also noted that there are many built-in incentives that implicitly encourage growth in the counties (water, sewer, electric, internet, garbage services available, lack of zoning, low taxes, etc.) We may need to look into policies that discourage rural housing development, and provide more incentive for development in the incorporated areas.

A comment was made about the focus on attracting new companies and businesses – we also need to focus on workforce enhancement, so that we have enough people to fill existing job vacancies, and future vacancies that are the result of baby boomers retiring.

4. **Adjourn:**
   Meeting adjourned at 11:45 AM.

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Transportation Sub-Committee Meeting Agenda – November, 2017

Technical Advisory Committee Meeting

Thursday, November 9th, 2017 @ 10:00 AM

SEIRPC Transit Training Room

211 N Gear Avenue, Suite 100

West Burlington, IA 52655

ORDER OF BUSINESS:

- **Call to order and Introductions**
- **Discussion and Recommendation of Houghton Transportation Alternative Program Grant Amendment**

  Point to Accomplish: Discuss the proposed project amendment and make a recommendation to the SEIRPC Policy Board

- **Comprehensive Economic Development Strategy(CEDS)/Long Range Transportation Plan (LRTP) Review and Discussion**

  Point to Accomplish: Provide an overview of the CEDS/LRTP, review public input and data gathered, highlight identified strengths/weaknesses/priorities identified, and discuss draft goals and objectives

- **Adjourn**

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Transportation Sub-Committee Presentation – November, 2017

Discussion

- What are your thoughts on the data that was presented? Did anything surprise you?
- What are your thoughts on the public feedback we've received? Are our findings consistent with your own opinion of/experience with these topics?
- Do you have any ideas for strategies or action items to include in the Plan?

Next Steps

- November – SEIRPC Staff will review your feedback, and compare it with:
  - Public survey and interview findings
  - The strategies and action items from the 2012 CEDs/LRTP update
- November – Staff will prepare a set of draft strategies and action items.
- November/December – TAC members will receive an e-mail with the draft strategies and action items, and an opportunity for providing feedback.
- December/January – Staff will review TAC feedback and make any necessary changes to the initial draft strategies and action items.
- January – Staff will present Draft CEDs document to Steering Committee, with feedback incorporated from TAC and other 2 sub-committees.

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Transportation Sub-Committee Meeting Minutes – November, 2017

Technical Advisory Committee Meeting Minutes

Thursday, November 9, 2017 @ 10:00 AM

SEIRPC 1st Floor Conference Room
211 N Gear Avenue, Suite 100
West Burlington, IA 52655

TAC Members Present:
Emily Benjamin
Chris Boshart
Aaron Burnett
Brian Carter
Larry Driscoll
Aaron Schmidgall

TAC Members Absent:
Chris Ball
Greg Moeller
Al Muhlenbruck

Ex-Officios Present:
Hector Torres-Cacho, *Iowa DOT District Planner*

Staff Present:
Zach James
Jarred Lassiter

1. **Call to Order and Introductions:**
   Meeting was called to order at 10:02 AM. Introductions were made for all in attendance.

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Transportation Sub-Committee Meeting Minutes – November, 2017

3. **Comprehensive Economic Development Strategy (CEDs)/Long Range Transportation Plan (LRTP) Review and Discussion**:

Mr. James provided a background on the procedural requirements for the preparing this Plan, and what the TAC's role in this process will be. Jarred Lassiter then presented a set of background data on the regional transportation system, along with some population demographic information for context. He then described the process in which the public survey and stakeholder interviews had been conducted, and presented some of the key findings from those public outreach efforts.

Hector Torres-Cacho from the DOT asked what factors contributed to the region's population loss since 1980. Mr. James noted that a lot of this is due to manufacturing job losses and aging population. Mr. Lassiter followed by stating that the many young people have tended to move away from the region after college, including to other regions of the state such as the Iowa City-Cedar Rapids corridor.

Mr. Carter noted that, despite the fact that many bridge repairs are programmed for the next four years, the percentage of total bridges that are structurally deficient will not necessary decrease as a result. This is because over time, a number of additional bridges will be newly evaluated to be structurally deficient, based on their age.

Mr. Burnett stated that much of the information presented by SEIRPC is consistent with comments he receives on a daily basis, such as the demand for new trails and bike facilities, more recreation opportunities on the Mississippi River, and the poor condition of local roads. He also noted that sidewalk connections between residential and commercial areas has become a commonly addressed issue in Keokuk.

Mr. Torres-Cacho said he was surprised by the data presented on commuting patterns, but it does seem to be consistent with demand that he has encountered for new and expanded park-and-ride facilities. He specifically mentioned working with the Lee County Engineers office on locations of park-and-ride facilities. He suggested that this element be incorporated into regional plans, to reflect this demand.

APPENDIX B– PUBLIC INPUT ATTACHMENTS

CEDS Transportation Sub-Committee Meeting Minutes – November, 2017

Mr. Boshart said he was surprised that 'bike and pedestrian facilities' was not higher on the list of 'Top 5 Transportation Weaknesses' from the public survey. He reflected on the general trend of an 'aging population', by suggesting that demand for trails and other similar amenities will increase over time. He expects that the ballooning elderly population will yield much higher demand for alternative transportation access – i.e. a trail from a retirement community to the grocery store. He also referenced the data trend of housing growth in rural areas of the region, and said he expects this trend to reverse in the future, with many elderly retirees choosing to sell their rural single family homes, and move to retirement homes and condominiums in urban areas – less maintenance required and closer to amenities.

Aaron Schmidgall said he was surprised that there were few comments offered about the SE Iowa Regional Airport in the public survey, specifically regarding the destinations offered as a limitation. It was noted through the group discussion that this was likely due to the comparatively minimal usage of this resource by the general population – hence, it may have been brought up in the survey, but comparatively infrequently.

Mr. Schmidgall also noted that it would be great to have Uber services available in our region, especially in larger communities like Burlington. Emily Benjamin said she expects that demand for Uber will continue to increase over time, particularly for teenagers and young people.

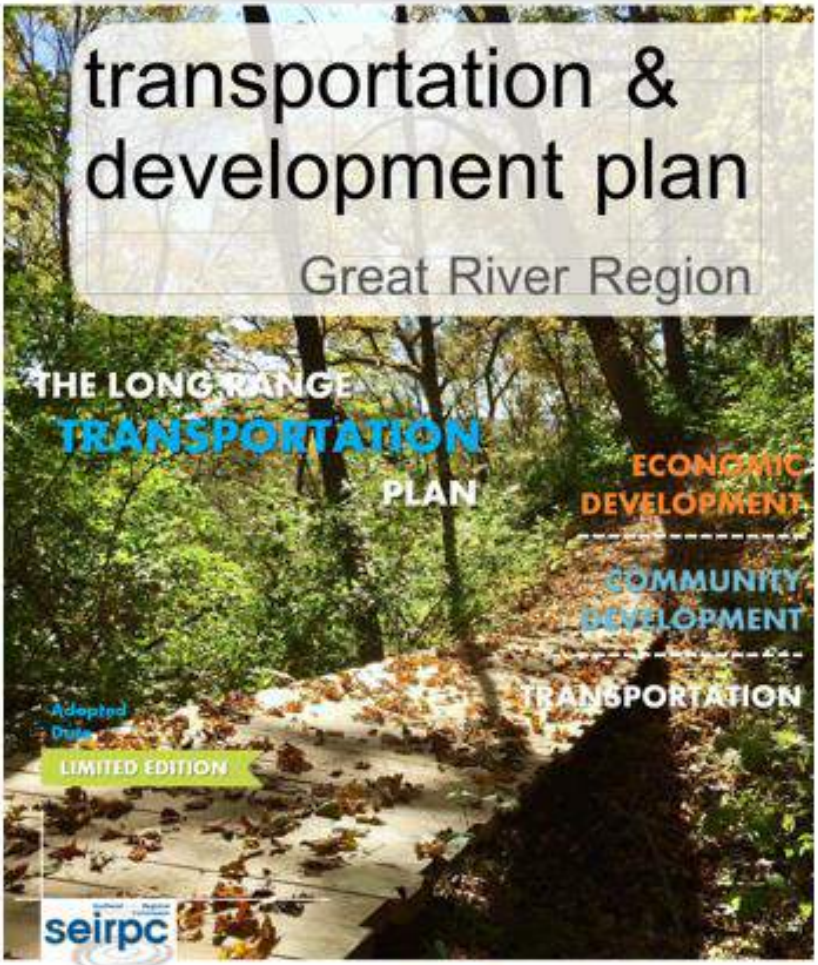
Mr. Torres-Cacho asked about the top regional strength identified in the public survey, 'minimal traffic congestion' – specifically, how is 'congestion' defined in this sense. Mr. Lassiter stated that this was up to the survey respondent's interpretation, but it was likely a popular response because the phenomenon of being 'stuck in traffic' is comparatively very rare in this region, even if traffic volume itself is high in a number of instances.

Mr. Boshart noted that in his experience, Highway 92 is very congested in Louisa County, with much more traffic (especially trucks) than other 2-lane highways. He expects that it will only get worse once the 4-lane upgrade for Highway 61 is completed, and even more people start using 92 as a 'cutover' between 218 and 61.

Mr. Carter asked for a clarification as to why RPA's prepare Long Range Transportation Plans. Mr. James stated that while it is a mandatory requirement by the DOT, in practice SERIPC tries to make it a useful tool that can be actively utilized in pursuing specific transportation projects within the region. Mr. Torres-Cacho and Mr. Lassiter followed up by referencing how important these regional plans can be for grant applications, by proving that the project being applied for is consistent with a formal regional plan, much like a Comprehensive Plan at the city level.

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Public Meeting - Comments Sheet



OPEN HOUSE

WELCOME! The purpose of this meeting is to provide an overview of and gather input on the draft Transportation and Development Plan for the Great River Region. This open house offers mutual benefits by allowing SEIRPC an opportunity to explain regional trends, the key strategies identified to improve the Great River Region, and allowing the public to express their opinions and ask questions.

Contact Us

If you have any comments on the plan presented today, please contact:

Zach James,
Assistant Planner,
Southeast Iowa Regional Planning Commission,
211 N Gear Avenue, Suite 100,
West Burlington, IA 52655

Phone : 319-753-4313
Email : zjames@seirpc.com

To view the plan draft online, please access the following website:

http://www.seirpc.com

PLAN DESCRIPTION

The Great River Region Transportation and Development Plan is the long range plan for Des Moines, Henry, Lee, and Louisa Counties and was developed by the Southeast Iowa Regional Planning Commission (SEIRPC). It is a regional effort to identify strengths, weaknesses and priorities to move the region forward on shared strategies regarding economic development, community development and transportation. The development of this plan is important for a variety of reasons including:

- Allowing a forum to discuss new ideas across multiple sectors (private industry, small business, public sector, education, healthcare, etc.)
- Helps everyone understand regional issues and trends
- Provides both SEIRPC and its partners with direction in which to focus it efforts
- Supports local and regional decision making and grant funding opportunities

This is a plan for the Southeast Iowa region. So please take some time to learn about the document and provide us with your ideas for the future!

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Public Meeting - Comments Sheet

Southeast Iowa Regional Planning Commission
seirpc

CITIZEN COMMENTS

PLEASE RETURN COMMENTS BY
July 20, 2018

You may also send your comments via e-mail to *zjames@seirpc.com*

Please keep in mind that the information which you give may be printed and/ or distributed.

If you have any comments on the plan presented today, please contact:

Zach James,
Assistant Planner,
Southeast Iowa Regional Planning Commission,
211 N Gear Avenue, Suite 100,
West Burlington, IA 52655

Phone : 319-753-4313
Email : zjames@seirpc.com

To view the plan draft online, please access the following website:

http://www.seirpc.com

OPTIONAL (this information will not be made public):

Name:

City/ County of residence:

Phone :

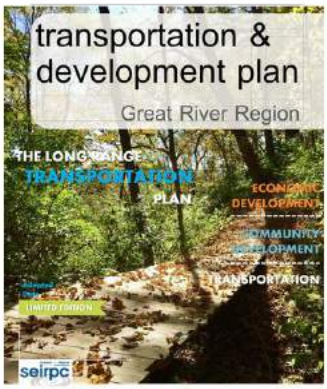
Email :

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Public Meetings - Presentation

This Meeting

- The purpose of the Plan
- How the Plan was developed
- Information about our region
- Strategies from the Plan
- We want your feedback!



Purpose of the Plan

- A regional effort to identify strengths, weaknesses and priorities
- Identify areas to work together on shared strategies for SE Iowa
- Fulfills the requirements of two organizations that SEIRPC receives funding from
  - Iowa Department of Transportation
  - US Economic Development Administration

Topics of the Plan

- Transportation
  - Streets and Highways
  - Rail
  - Airports
  - River Travel/Barge
  - Bike and Pedestrian
  - Public Transit



- Economic Development
  - Job Creation
  - Job Retention
  - Workforce Training
  - Site Development



- Community Development
  - Housing
  - Utilities
  - Parks and other Public Amenities
  - Schools



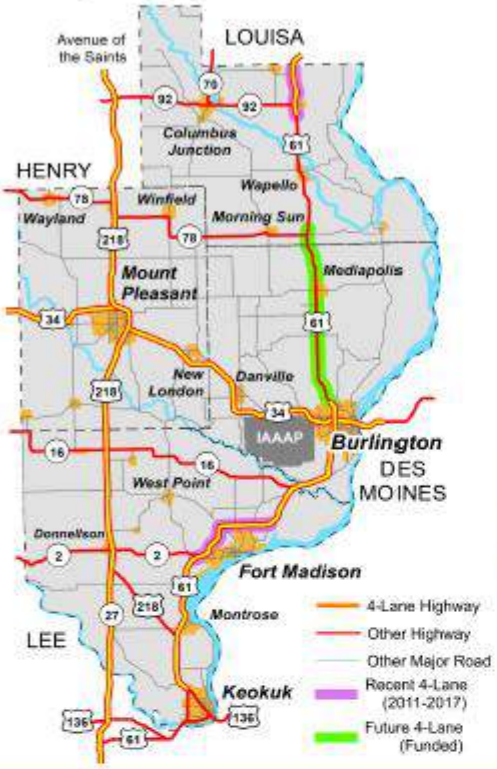

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Public Meetings – Posters

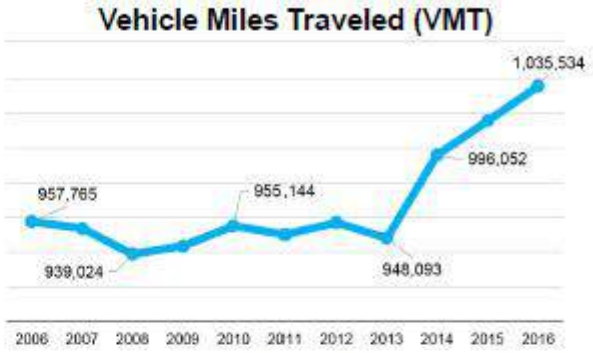
Transportation

Insight

Highway System

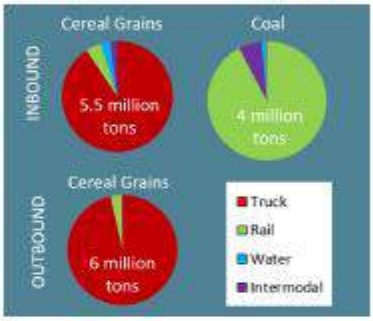


Vehicle Miles Traveled (VMT)



125,000
rides provided to passengers through SEIBUS in Fiscal Year 2017

Freight Movement by Mode



Strategies

- Improve existing infrastructure and ensure adequate maintenance of the system
- Improve the regional transportation system to make it a safe place to travel for users of all modes
- Increase public awareness of transportation issues in the region and actively seek public involvement when implementing solutions
- Offer multiple transportation choices that are each safe, accessible, and convenient to make Southeast Iowa a better place to live, work, travel, and operate a business

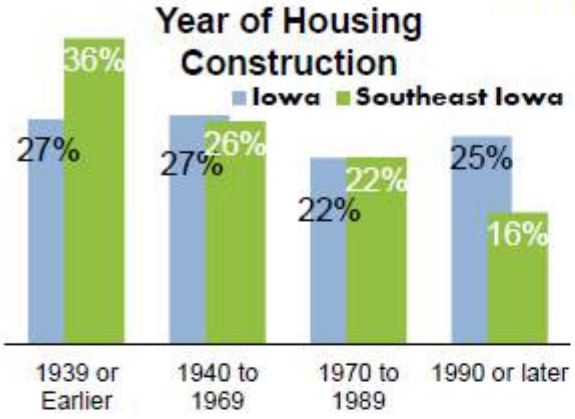
Insight and Strategies

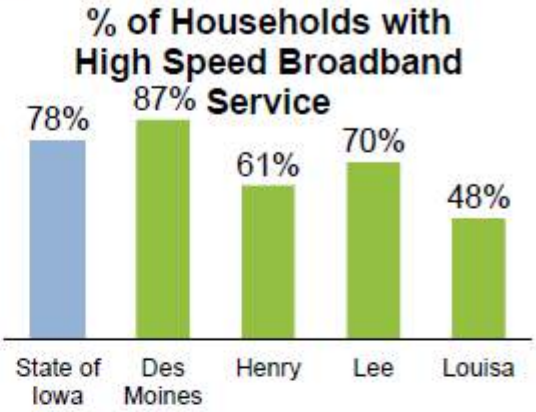
APPENDIX B– PUBLIC INPUT ATTACHMENTS

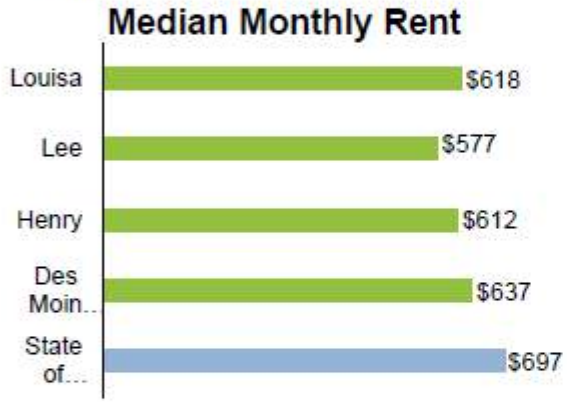
Public Meetings – Posters

Community Development

Insight







County Health Rankings (out of 99 Iowa Counties)

Health Factors
- Henry– 69
- Louisa– 90
- Des Moines– 97
- Lee - 98

Health Outcomes
- Louisa– 42
- Henry– 69
- Des Moines– 92
- Lee - 95

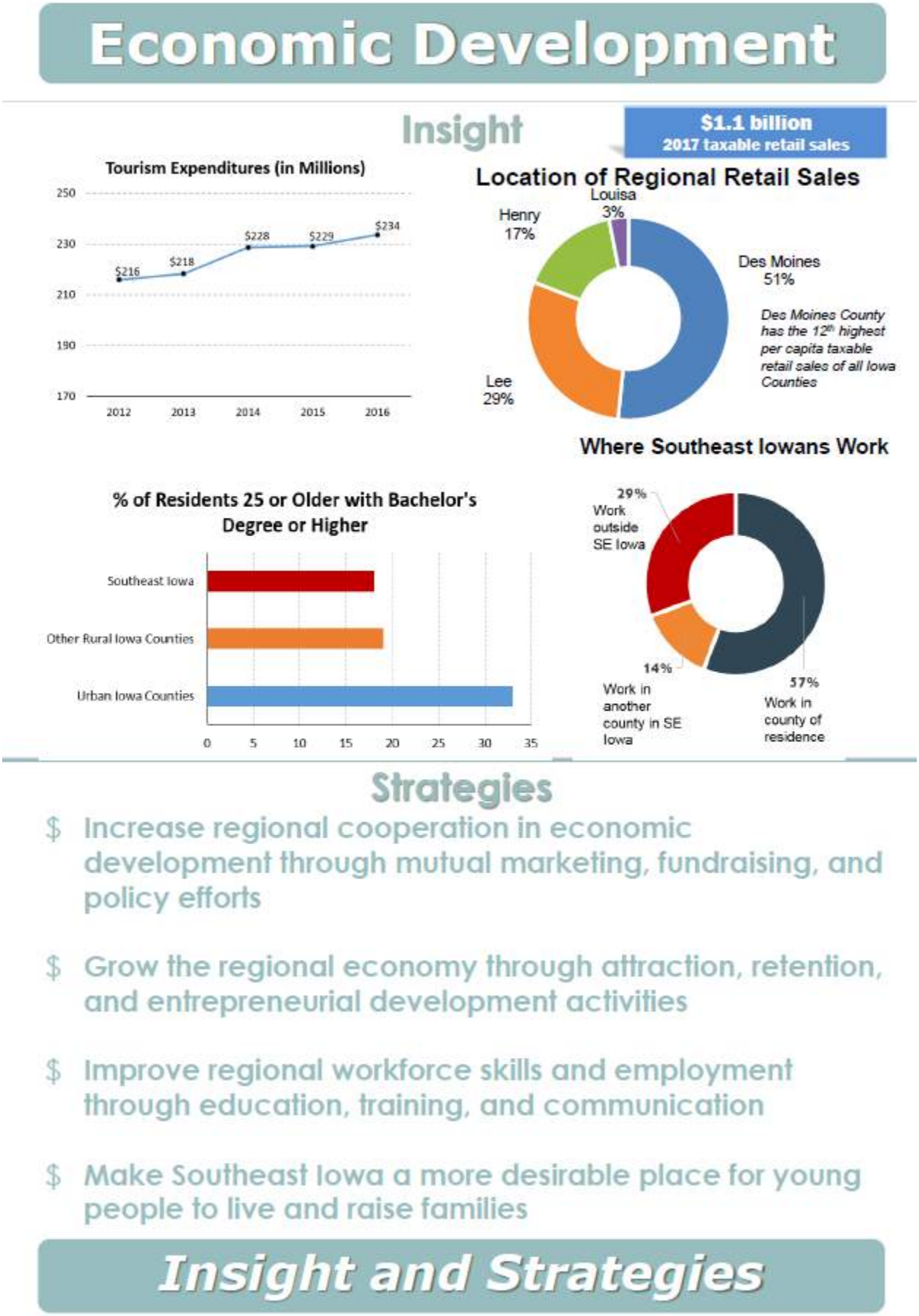
Strategies

- Improve the region's quality of life to attract and retain residents
- Improve regional utility and broadband infrastructure for current and future needs
- Provide a sufficient amount of quality housing for all ages, household types, and income levels
- Improve communication, coordination, and implementation of plans in the region

Insight and Strategies

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Public Meetings – Posters



APPENDIX B– PUBLIC INPUT ATTACHMENTS

Public Meeting (Sign in sheet) – Louisa County

Transportation and Development Plan Open House: Sign-In Sheet
DATE and TIME: July 2nd, 2018 @ 4:30 pm – 6:00 pm
LOCATION: Charles Briggs Civic Center, 317 N. Water Street, Wapello

Name	Employer/Organization	Email
Jim Rudisill	Wapello Resident	jimrudisill@yahoo.com
Adam Shutt	Louisa County	
Mike Delzell	City of Wapello	Wapello@Louisacomm.net
Ron Durbin	Wapello Visioning Committee	durbinron@yahoo.com

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Public Meeting (Sign in sheet) – Lee County

Transportation and Development Plan Open House: Sign-In Sheet
DATE and TIME: July 11th, 2018 @ 4:30 pm – 6:00 pm
LOCATION: Pilot Grove Savings Bank, Community Room, 521 N Main Street, Donnellson, IA

Name	Employer/Organization	Email
Ben Hall	Lee County Secondary Roads	bhull@leecounty.org
Andrea Rogers	Keokuk Municipal Waterworks	you know it
Dana Millard	Lee County EDG	dmillard@leecountyedg.com

APPENDIX B– PUBLIC INPUT ATTACHMENTS

Public Meeting (Sign in sheet) – Henry County

Transportation and Development Plan Open House: Sign-In Sheet
DATE and TIME: July 16th, 2018 @ 4:30 pm – 6:00 pm
LOCATION: Iowa Wesleyan University, Howe Student Activity Center, 601 N. Main St., Mount Pleasant, IA

Name	Employer/Organization	Email
Rachel Wall	ISU Extension & Outreach	wallr@iastate.edu
Steve Bainhall	Mayor Mt. Pleasant	
KRISTI RAY	Chamber	
Bob Mueller	retired	MayaTODDBOB@aim.com
Bob Griffith	City Mt Pleasant	rgriffith@iowatelecom.net
Joe Buffington	Henry County Prison	jbuffington@henrycountyiowa.us
Mark & Shelly Masterson	5 Star Community CU	mastersons2766@yahoo.com
Jean Spiesz	West Liberty Foods	Jean.Spiesz@wlfoods.com

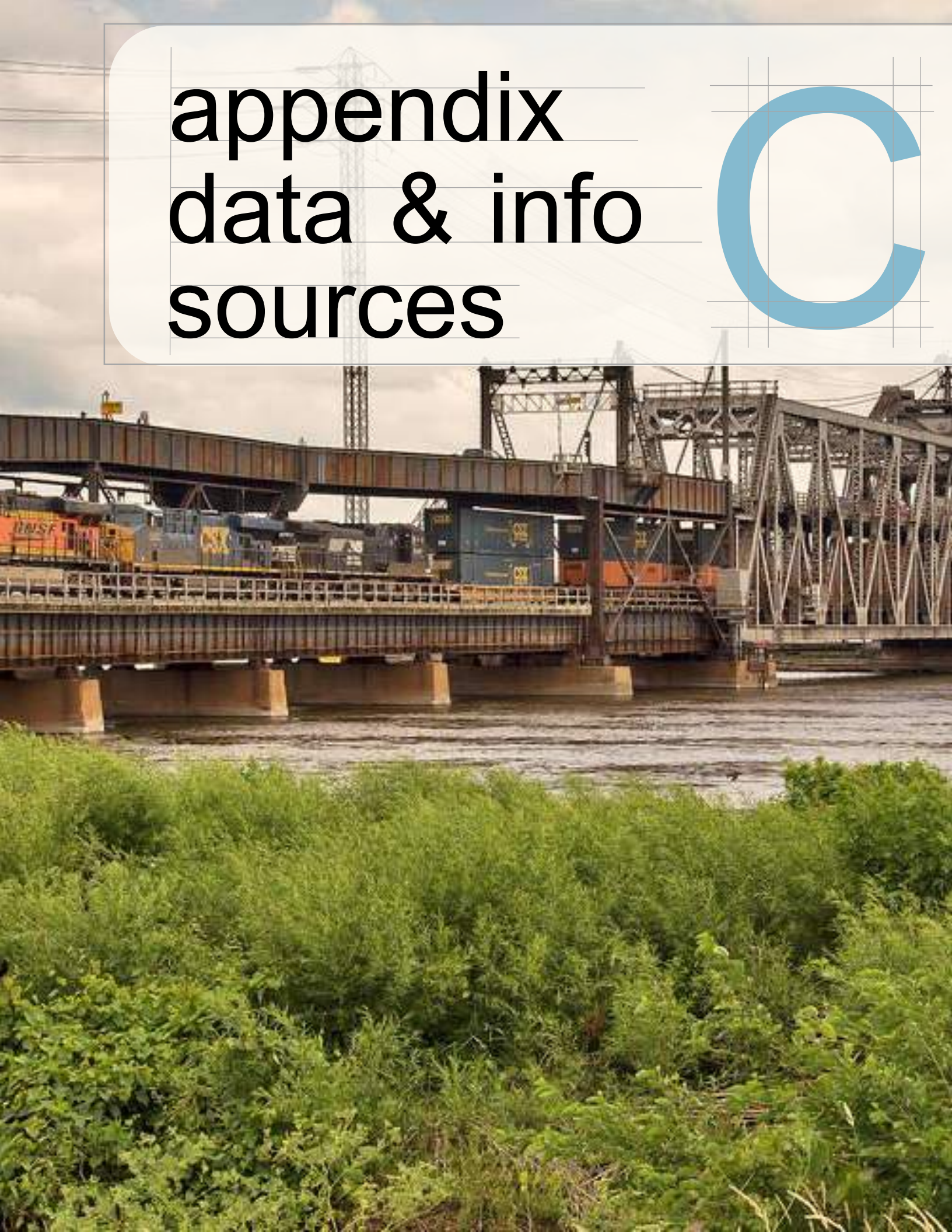
APPENDIX B– PUBLIC INPUT ATTACHMENTS

Public Meeting (Sign in sheet) – Des Moines County

Transportation and Development Plan Open House: Sign-In Sheet
DATE and TIME: July 17th, 2018 @ 4:30 pm – 6:00 pm
LOCATION: Southeast Iowa Regional Planning Commission, 211 N. Gear Ave., Suite 100, West Burlington

Name	Employer/Organization	Email
Bethany Porter	Henry County Public Health	bporter92@gmail.com
Brian Carter	DMC	office@dmcroads.org
Mary WEINAND	ISU EXTENSION	MWEINAND@iastate.edu
Bob	BOS	

appendix C
data & info sources



APPENDIX C – DATA AND INFORMATION SOURCES

Data Item	Page Number	Source
Regional Overview – Urban and Rural	8-9	US Census Bureau, Decennial Census (2010)
Demographic Insights	19	US Census Bureau, Decennial Census (1910 through 2010); 2017 Annual Estimates
1910-2017 population change	20	
Population change, 2010-2017	20	US Census Bureau, Decennial Census (2010) and 2017 Annual Estimates
% Change in number of households, 1970-2010	21	US Census Bureau, Decennial Census (1970 and 2010)
Age pyramid	22	US Census Bureau, Decennial Census (2000) and 2017 Annual Estimates
Change in median household size	22	US Census Bureau, Decennial Census (1970 through 2010)
% Change in Population by Race/Ethnicity, 2000-2010	23	US Census Bureau, Decennial Census (2000 and 2010)
% of Population by Race/Ethnicity	23	US Census Bureau, 2017 Annual Estimates
% Non-White (by Block Group)	23	US Census Bureau, 2010 Census
Low-English Proficiency	24	US Census Bureau, 2016 American Community Survey 5-Year Estimates
Year of construction (% by era)	25	US Census Bureau, 2016 American Community Survey 5-Year Estimates
Median home value; % of owner-occupied units by value	26	
% of owner-occupied homes with a mortgage, Vacant Housing Units	27	US Census Bureau, 2010 Census
Median gross rent, % of renter-occupied units by gross rent	28	US Census Bureau, 2016 American Community Survey 5-Year Estimates
% increase in number of households, 1970-2010	29	US Census Bureau, Decennial Census (1970 and 2010)
Housing Starts, 2012-2015	30	State Data Center (State of Iowa), Housing Units Authorized by Building Permits
% of Households with High Speed Broadband Service, Highest Download Speed Available by Household	32	Connect Iowa (2015)
Consolidated Tax Rate - Selected Cities	33	Iowa Department of Management, Consolidated Tax Rate Comparison between Cities (2017)
Employment by Industry	34-35	US Census Bureau, 2016 ACS 5-Year Estimates
Top Employment Clusters	35	U.S. Cluster Mapping Project (Harvard Business School and U.S. Economic Development Administration)
Major Employers	36-37	Iowa Workforce Development, Employer Database
Unemployment Rate, 2011-2017	38	Iowa Workforce Development, Local Area Unemployment Statistics
Regional Employment, 2012-2015	38	Local economic development groups – Greater Burlington, Lee County, Mount Pleasant Area
Civilian Labor Force	38	US Census Bureau, Decennial Census (1990 through 2010)
Median Household Income, % of Households by Income Range, Family vs. Non-Family Households	39	US Census Bureau, 2016 ACS 5-Year Estimates
Wage Rates	40	Iowa Workforce Development, Iowa Wage Report 2017
Poverty in Southeast Iowa	40	US Census Bureau, 2016 ACS 5-Year Estimates
Highest level of education completed	41	
Graduation rate	42	Iowa Department of Education, Graduation Rates by District (2017)
Free/reduced lunch	42	Iowa Department of Education, Free and Reduced-Price Lunch by District (2017)

APPENDIX C – DATA AND INFORMATION SOURCES

Data Item	Page Number	Source
Innovation Index 2.0	45	Stats America, U.S. Economic Development Administration
Commuting Patterns	48	US Census Bureau, Longitudinal Employer-Household Dynamics (2015)
Intraregional Commuting	49	
Interregional Commuting	50	
Taxable retail sales data	51	Iowa Department of Revenue, Retail Sales and Use Taxes Annual Report (Fiscal Year 2005 through 2017 reports)
Tourism expenditures	52	US Travel Association, The Economic Impact of Travel on Iowa Counties (2012 through 2016 reports)
Health Factors, Health Outcomes	54-55	Robert Wood Johnson Foundation, County Health Rankings (2011-2017 reports)
Socioeconomic Insights – crime rate	56	FBI Uniform Crime Reporting Program (UCR)
% single parent families	56	US Census Bureau, 2010 Census
Federal Functional Classification, VMT	62	Iowa Department of Transportation (DOT)
Average Annual Daily Traffic (AADT)	63	
Number of trucks, percentage of trucks	64	
Paved v. Gravel roads, Pavement Condition Index (PCI)	65	
Structurally Deficient bridges	65	Federal Highway Administration (FHWA)
Bridge Condition Index	66	Iowa DOT
Number of Serious Crashes by Year graph, Rate of Serious Crashes per VMT	67	
Safety Improvement Candidate Locations	68	
Four-to-Three Conversion candidates	70	Iowa DOT
Annual gross tons per mile (rail)	73	
Amtrak ridership	74	Rail Passengers Association
Pipelines	76	Iowa DOT; National Pipeline Mapping System; Energy Transfer Partners, LP
Lock cargo data	78	US Army Corps of Engineers
Top Commodities by Transport Mode	78	Iowa DOT
Annual Enplanements graph	79	Federal Aviation Administration (FAA)
Future Needs/Aviation System Plan	80	Iowa DOT
Transit Ridership	81-82	SEIBUS and City of Burlington
Walk and drive to work data	88	US Census Bureau, 2016 ACS 5-Year Estimates
Archaeological Sites	91	Office of the State Archaeologist (at University of Iowa)
Historic Sites	91	State Historical Society of Iowa
NWI Wetlands	91	Wetlands - US. Fish and Wildlife Service
Threatened and Endangered Species in Southeast Iowa (Federal Classification)	92	Iowa Department of Natural Resources (DNR)
Landforms and Hydology map	93	
Land cover map	94	
Floodplains	95	Federal Emergency Management Agency (FEMA)
Natural Disaster occurrence graph	96	Storm Events Database, National Centers for Environmental Information