

# CHAPTER 6 – REGIONAL INTEGRATED TRANSPORTATION SYSTEM CONCLUSION

## Consideration of Environmental Effects

### General

When developing transportation projects, the environmental and social effects of those projects must be considered. The U.S. Department of Transportation Act of 1966 (49 U.S.C.) first provided provisions for considering park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development, as noted in the Federal Highway Administration Section 4(f) toolkit. Projects funded with federal funds are further required to follow procedures outlined in the National Environmental Policy Act (NEPA) of 1969. It should be noted that many state funded projects require consideration of alternatives and effects as well.

### Environmental Review Process

Impact analysis generally occurs during the preliminary engineering stage of a project when the location of the project is known. If an analysis is performed prior to this stage, work may be required to be significantly revised because the actual location of the project has moved or because regulatory agency sign-offs may have expired. Project sponsors are encouraged to begin coordination with environmental, regulatory, and resource agencies early in the project development process to afford the best possible transportation project. For all projects, a determination of wetland, air quality, community, and other effects must be considered. As listed in 49 CFR Parts 622 and 623, there are three classes of impact analysis: Class I, Environmental Impact Statements; Class

II, Categorical Exclusions; and Class III, Environmental Assessments.

In regard to the transportation projects listed or noted in this document, it should be mentioned that a significant amount of funding will be devoted to maintenance of the existing transportation system. These activities generally meet the criteria for Categorical Exclusion classification threshold, and would include reconstruction of existing roadways, transportation system management (TSM) and ITS deployment, fleet replacement and continued operation of transit, and use of existing rail lines for freight and passenger efforts. Projects that include paving of existing gravel or sealcoat facilities would also fall into this category. Major federally-funded new projects on new alignments generally require an Environmental Impact Statement (EIS). The construction of a new river crossing on a new alignment or the construction of new rail lines on a new right-of-way would likely fall into this category. Projects that may require environmental assessments are those that increase the number of lanes of existing roadways utilizing existing rights-of-way and the construction of new separate trail facilities.

There are a number of environmental, cultural, and social considerations in regard to planning in particular. These are described in the following sections.

### Environmental Impact Statements (EIS)

Environmental Impact Statements are required for new access-controlled freeways, four or more lane highways on a new alignment, new fixed-rail transit facilities, new separate roadways for buses or high occupancy vehicle lanes, new intercity railroad on

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new rights-of-way, and new intermodal facilities requiring any of the previous actions.

### Categorical Exclusions

Categorical Exclusions encompass “actions that do not individually or cumulatively have a significant environmental impact. As a result, it is not required to conduct an environmental assessment nor an environmental impact statement.” These may apply to activities such as non-construction activities, highway resurfacing, routine maintenance and equipment purchases, incorporation of Intelligent Transportation Systems (ITS) into existing transportation facilities, highway and railroad safety activities, improvement of rest areas and weigh stations, car and vanpool projects, emergency repairs, transit operating assistance, transit vehicle acquisition and rehabilitation, existing track improvements, bicycle accommodations within an existing transportation right-of-way, alterations for accessibility to persons with disabilities, fencing, signs, signals, lighting, streetscaping, noise barriers, and habitat conservation.

### Environmental Assessments

Environmental Assessments are conducted on projects for which the scope of environmental effects is not clear and result in the determination of a Finding of No Significant Impact (FONSI) or the need for an Environmental Impact Assessment (EIA).

### *Natural/Cultural Resources*

#### Water Resources

In both Muscatine and Scott Counties, watersheds, floodplains, and wetlands play an important part in how land is used. Significant floodplain and wetland areas are located along the Mississippi, Cedar, and Wapsipinicon Rivers and along Mad Creek in Muscatine County. Floodplain and wetland areas in the Region 9 portion of Scott County are mainly located along the Mississippi and Wapsipinicon Rivers and

their tributaries. It is important to examine how floodplains and wetlands may impact a project. Map 6.1 shows wetlands and floodplains in Region 9 in relation to proposed future roadway projects. The U.S. Army Corps of Engineers regulates navigable waterways and should be consulted as transportation project planning occurs. The Federal Emergency Management Agency (FEMA) has mapped both counties for special flood hazard areas. Wetlands in Region 9 can be identified using the U.S. Fish and Wildlife National Wetland Inventory Maps.

Due to significant overlap with wetland areas, some future projects may require a more extensive environmental review in the planning process. Projects in environmentally sensitive areas can be seen in Table 6.1

**Table 6.1 – Region 9 Future Projects in Environmentally Sensitive Areas**

Project	County	Environmentally Sensitive Area
F70 Reconstruction	Muscatine	Cedar River
G28 Reconstruction	Muscatine	Cedar River
115 <sup>th</sup> Avenue Resurfacing	Scott	Wapsipinicon River
Z30 Resurfacing	Scott	Wapsipinicon River

### Historic and Cultural Resources

The Region 9 planning area has many historic and cultural resources. Native Americans historically lived along the shores of the rivers and streams where remains of their cultures may be found. There is a rich history of Early European settlement in the Region 9 planning area as westward expansion of the United States created a crossroads of rail and river navigation in the American heartland. Map 6.2 identifies some of the many historic, cultural, park, and conservation areas in the regional planning area. Contact with the Iowa State Historic Preservation Office, Iowa Department of Natural Resources, and other state or federal agencies is often part of the transportation

project development process.

### **Endangered and Threatened Species**

There are known endangered and/or threatened species in the planning area. The Higgins Eye (pearly mussel), Indiana Bat, Northern Long-eared Bat, Sheepnose Mussel, Rusty Patched Bumblebee, and the Spectaclecase Mussel are listed as endangered in both Muscatine and Scott Counties. The Eastern Massasauga (rattlesnake) and Western Prairie Fringed Orchid are threatened species located in both counties.<sup>1</sup> U.S. Fish and Wildlife Agency should be consulted for endangered and threatened species.

### **Land Use**

The planning area abounds with prime farmland. Agriculture is rooted in the history and traditions of the area. Both Muscatine and Scott Counties encourage development to be located within existing corporate limits to preserve farmland as part of their respective land development plans. Farmland determinations are often related to soil suitability, which can be obtained from the Natural Resources Conservation Service (NRCS). In addition to soil suitability, slope is often a consideration in determining environmental effects. With the river valleys and bluffs, there are many areas with significant slope where erosion and runoff may be an issue in the planning area. Map 6.3 shows proposed future roadway projects related to the future land uses in the planning area. The terrain within a project area may affect transportation facility design. Subsurface effects should also be reviewed.

### ***Other Effects***

When evaluating transportation project effects, consideration should be given to noise control, man-made hazards, and non-discrimination and civil rights. With the commercial and general aviation airports in the planning area, Runway Clear Zones have been designated with development height limitations in the vicinity of these facilities. Consultation with authorities at these airports should occur if a project is adjacent to or in proximity of the runway clear zones of the airport.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. When evaluating transportation projects, consideration should be given to identifying and addressing, as appropriate, areas that have been disproportionately affected by transportation development decisions.

Proximity to essential services, such as police, fire, and emergency medical services is another aspect examined when evaluating transportation facility effects. Map 6.4 displays proposed future roadway projects overlaid with regional service centers and areas of concern within the planning area for a variety of populations.

### ***Air Quality Planning***

Since 1998, Bi-State Regional Commission staff has coordinated a coalition of local government and private sector representatives committed to clean air and protection of citizen health in the Bi-State Region. The task force works toward voluntary emission reductions and education to address National Ambient Air Quality Standards (NAAQS). Through the Clean Air Act, air pollution standards are reviewed every five years.

<sup>1</sup> Source: US Fish & Wildlife Service <https://ipac.ecosphere.fws.gov/location/index>, Retrieved 2026.

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The U.S. Environmental Protection Agency announced July 25, 2013 that the City of Muscatine and areas to the east, west, and north were in nonattainment of the one-hour national ambient air quality standard for sulfur dioxide (SO<sub>2</sub>). The remainder of Muscatine County was designated as unclassifiable, and the nonattainment area was part of the State of Iowa's implementation plan. Effective on December 17, 2020, the EPA approved Iowa's attainment plan for Muscatine County, also determining that Iowa's current regulations during startup, shutdown, and malfunction (SSM) events do not need revision and are consistent with federal policy. As of the 2022-2024 report, the SO<sub>2</sub> design value for Muscatine was 13 and 17 ppb with a standard of 75 ppb. In late 2025, the U.S. Environmental Protection Agency announced that the City of Muscatine was officially within the federal level for sulfur dioxide, making the entire state in full attainment with all NAAQS standards.

While the trend for air quality both nationally and in Iowa is decreasing, the standards continue to promote cleaner air for the health and well-being of citizens. Muscatine and Scott Counties are currently designated as in attainment for annual and 24-hour PM<sub>2.5</sub> NAAQS. The highest 2022-2024 24-hour design values for PM<sub>2.5</sub> in both counties is 19  $\mu\text{g}/\text{m}^3$  with a standard of 35  $\mu\text{g}/\text{m}^3$ . In 2025 through September 9, there were 15 PM<sub>2.5</sub> exceedances statewide, and included Davenport and Muscatine, but all 15 happened over two consecutive days. For ozone, the 2022-2024 design value standard is 70 ppb. Scott County's two monitors are below that level with Davenport's at 65 and Scott County Park's at 67. The monitor at Scott County Park is the second highest design value in the state. Muscatine County does not have a monitor for ozone. There were nine exceedances of ozone reported through September 9, 2025 in Iowa, but none occurred in Scott or Muscatine Counties.

The Iowa Clean Air Attainment Program (ICAAP) under the Federal Congestion Mitigation and Air Quality (CMAQ) improvement program and several non-DOT federal funding programs can assist jurisdictions within Region 9 in preserving healthy levels of ozone, particulates, and other pollutants. A new Carbon Reduction Program was created under the Infrastructure Investment and Jobs Act (IIJA) with 35% apportioned to the State of Iowa that can be used anywhere in the state. The Iowa DOT completed a Carbon Reduction Strategy in November 2023 and outlined at a high level how the funding will be distributed.

Over the past 5 years, various education and outreach efforts have included:

- Furthering multipurpose trail network for alternative travel modes
- Collaboration with Quad City Health Initiative and Iowa Department of Public Health
- Collaborating with Iowa Clean Cities Coalition
- Alternative Fuels and Alternative Energy Workshops
- Partnering on an Electric Vehicle Readiness Study with Eastern Iowa

These efforts among others will continue to aid voluntary emission reduction goals and contribute to improving air quality in Region 9 over the long term.

## Financial Considerations

### *General*

An underlying component in the development and implementation of any future transportation network is the availability of funding sources. Funding for transportation projects is available through several federal, state, and local funding mechanisms or programs. However, forecasting the future resources

that will be available to meet the long-range transportation needs is a difficult task.

The IJJA requires the long-range transportation plan be fiscally constrained for Metropolitan Planning Organizations (MPOs). For Regional Planning Affiliations (RPAs), the Iowa Department of Transportation requires a short-term, fiscally constrained plan representing one to five years and a long-term plan representing six to 20 plus years. The short-term plan is generally the program of projects from the Transportation Improvement Program (TIP). There is not a requirement for the long-term plan to be fiscally constrained or project specific, though it is preferable to at least see projections of revenues, a discussion of priority projects and/or corridors, and a discussion of needs outside of projected revenues. Although it is not required that the long-range plan be fiscally constrained, there should be a reasonable chance of getting it implemented. A fiscally reasonable plan illustrates that planned projects are fiscally possible within the plan's time horizon and assists local jurisdictions in the prioritization process. However, the process of determining whether a long-range plan is financially balanced is complex.

For the purposes of this plan, some general financial forecasting procedures and predictions have been produced. In creating these forecasts, key assumptions have been made about the future funding sources of transportation. The most significant assumption relates to the availability of future federal funding mechanisms. It is assumed throughout this plan that the federal government will continue to fund its existing transportation programs into the future.

### **Available Financial Revenues**

Before any future revenue forecasts can be made, there must be an understanding of what is "reasonably available" transportation revenue. "Reasonably available," as defined by federal regulations, includes

all those transportation resources for which documentation can be produced to justify that there is a reasonable expectation that the funds from that resource will be available in the future.

The following is a list of some of the financial resources utilized for transportation projects:

### **Federal Transportation Assistance Programs**

1. Federal Surface Transportation Block Grant Program (STBG)
2. Congestion Mitigation and Air Quality Improvement (CMAQ) – Iowa Clean Air Attainment Program (ICAAP) Funds/Intelligent Transportation System (ITS) Program
3. FTA Section 5304, 5309, 5310, and 5311 Programs
4. Federal Transportation Alternatives Set-Aside Program Funds (TAP/TASA)
5. Highway Safety Improvement Program (HSIP)
6. National Highway Performance Program (NHPP)
7. Demonstration Funding (DEMO)
8. STBG Highway Bridge Program (STBG-HBP)
9. Public Transit Infrastructure Grant (PTIG)
10. Other Federal Discretionary Programs, e.g. RAISE/BUILD or SS4A

### **State Transportation Assistance Programs**

11. City Bridge Program
12. Highway Safety Improvement Program – Secondary (HSIP-Secondary)
13. Transportation Safety Improvement Program (TSIP)
14. Recreational Trail Program

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### 15. Iowa Swap Federal Aid Exchange Program

### Various Other Funding Resources and Programs

16. Farm to Market
17. Secondary Road Fund
18. City Street Fund
19. General Funds
20. Special Taxes
21. Fares or User Fees
22. Other Local Resources

Some of the resources are discretionary and/or competitive programs. Further, some projects, because of their scope, may require direct appropriations of funding from federal or state programs.

### TASA/TAP Funds

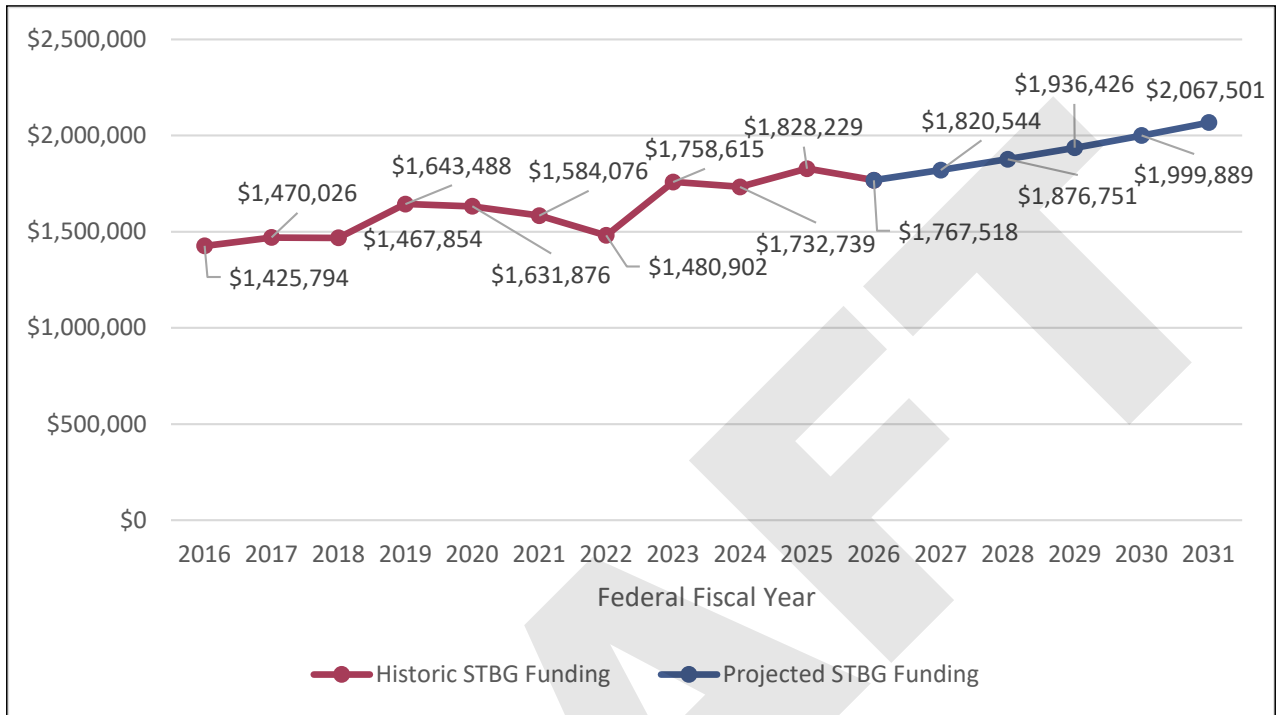
Under the IJJA, the Transportation Alternatives Set-Aside Program (formerly the Transportation Alternatives Program-TAP) provides funds for the various non-motorized transportation projects, such as trails, pedestrian facilities, historic preservation of transportation facilities, and landscaping of transportation facilities. In addition to these programs, TAP also recognizes projects including recreational trails, Safe Routes to Schools types of projects, and some construction items, such as turnouts and overlooks, from the former Scenic Byway Program. Programming of these funds is the responsibility of Bi-State Regional Commission. The Commission has, in turn, delegated the authority for programming TAP funds to the Region 9 Transportation Policy Committee (TTC). Prior to voting from the Policy Committee, the Region 9 Technical Committee evaluates and ranks each candidate project using a criteria developed by Bi-State staff in cooperation with the Technical Committee and approved by the Policy Committee. Projects are reviewed for consistency with the long range transportation plan to support the region's transportation

goals. Recommendations and scoring of projects submitted from the Region 9 area are provided from the Technical Committee to the Policy Committee. It is the Policy Committee that then reserves the right to make the final selection of what project(s) receive TAP funding. TAP funds are typically a matching ratio of 80% federal and 20% local. The Policy Committee can require more local match to distribute the funds to a greater number of projects.

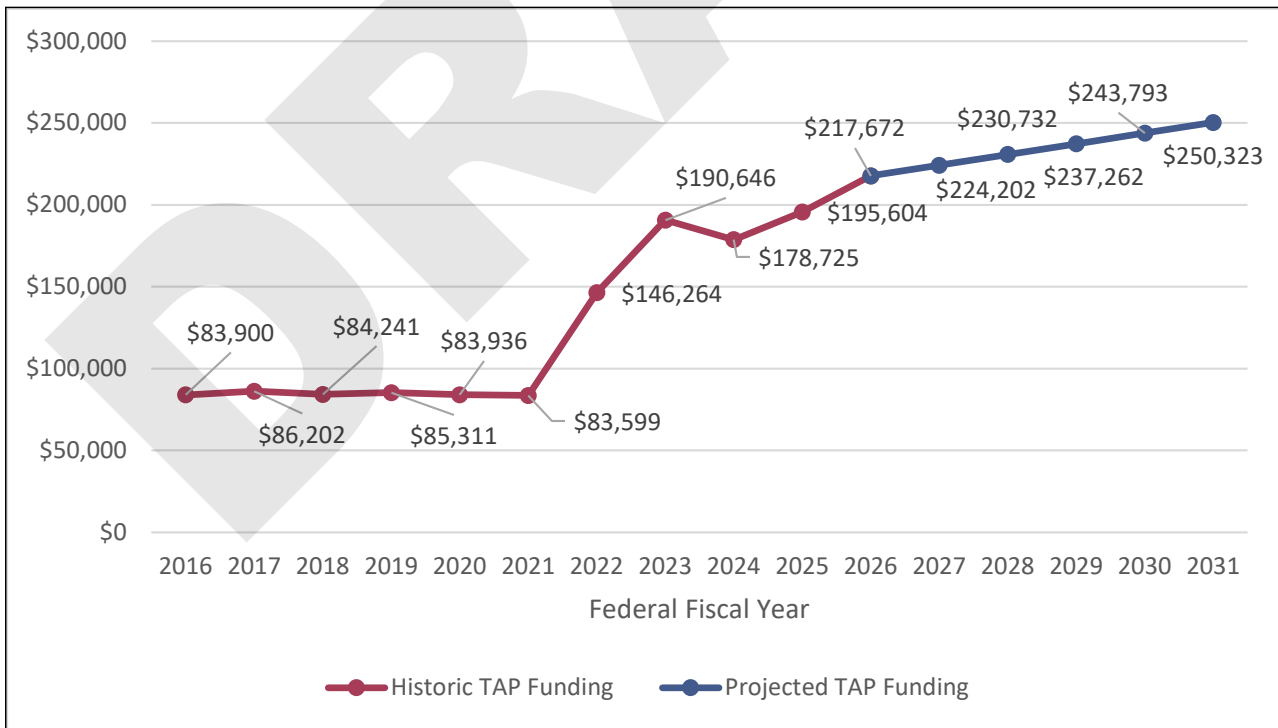
### STBG Funds

Surface Transportation Block Grant Program (STBG) funds are allocated to Region 9 on an annual basis by the Iowa Department of Transportation. Similar to the TAP funds, Bi-State Regional Commission delegates planning and programming authority to the Region 9 Policy and Technical Committees for this funding source. The total amount allocated to Region 9 is a portion of the STBG funds that are available to the State of Iowa for roadway improvements or non-roadway projects. STBG funds may be used on either National Highway System (NHS) or Federal-Aid roads, although bridge safety, carpooling, and bicycle/pedestrian projects may be on public roads. STBG projects are solicited from the Region 9 area as needed (typically on a every other year cycle), then evaluated and ranked in relation to each other using an STBG evaluation process. Projects are reviewed for consistency with the long range transportation plan to support the region's transportation goals. Recommendations are provided from the Technical Committee to the Policy Committee, but once again, the final decision is determined by the Policy Committee. Figures 6.1 and 6.2 show the STBG and TAP funds allocated to Region 9 each fiscal year since 2016, as well the projected STBG and TAP funding allocations over the next 5 years. These projections were made by first finding the average annual rate of change for both STBG and TAP allocations over the last 10 years (3%) and then projecting that rate over the next 5 years.

**Figure 6.1 – Historic and Projected Allocation of STBG Funds in Region 9**



**Figure 6.2 – Historic and Projected Allocation of TAP Funds in Region 9**



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In 2018, the Iowa Department of Transportation Commission approved the policy to allow a federal exchange of certain federal funds in exchange, dollar-for-dollar in state funds. Region 9 participates in the exchange where STBG funds become state STBG-Swap funds. These projects are typically 100% state share, unless the Policy Committee requires a local match to distribute the STBG-Swap funds to a greater number of projects. In 2023, revisions were made to this policy whereby federal aid SWAP is only eligible for STBG funds programmed to cities by RPAs, county and city projects allocated through the Highway Safety Improvement Program (HSIP), and for the 20% required federal match for the County Highway Bridge Program (HBP) and City Bridge Program.

The IIJA will expire in September 2026. A reauthorization of the transportation act may change the funding mentioned above. Region 9 Policy and Technical Committees will monitor its status and adjust transportation planning and programming based on the requirements of reauthorization.

### *Forecasting Methodologies*

Forecasting future transportation funds can be achieved by a variety of different methodologies. The financial resources for the Region 9 Planning Area were estimated using the projection method. After an examination of current and past Region 9 Transportation Improvement Program (TIP) funding,

an assessment of federal aid and non-federal aid revenues and expenditures data, and a review of program targets, and consultation with the Iowa Department of Transportation, it was determined that the best way to calculate inflation rates for roadway and transportation enhancement funds would be to find the average rate of change in STBG and TAP funds over the last 10 years. As mentioned above, the average annual percent increase for both was 3%. For transit, the inflation rate was calculated by first calculating the average annual percent increase of the operations funding of the two transit in agencies Region 9, MuscaBus and River Bend Transit, which was 5%. To account for potential funding fluctuations due to changing transportation funding priorities at the federal level, this number was revised by averaging it with the STBG/TAP funding averages, giving a final forecasted yearly increase of 4%.

The percentages listed above were applied to the base year 2025 and computed linearly annually through 2050 to project the Region 9 transportation revenues and expenditures. Figures 6.3, 6.4, and 6.5 summarize the revenues allocated from FY2016 through FY2025 for roadway, enhancement, and transit projects respectively in Region 9. These 10 years were averaged to give the base year total for revenue projections. Table 6.2 shows each of these 10-year averages for roadway, enhancement, and transit revenues.

Figure 6.3 – Historical Annual Roadway Revenue in Region 9

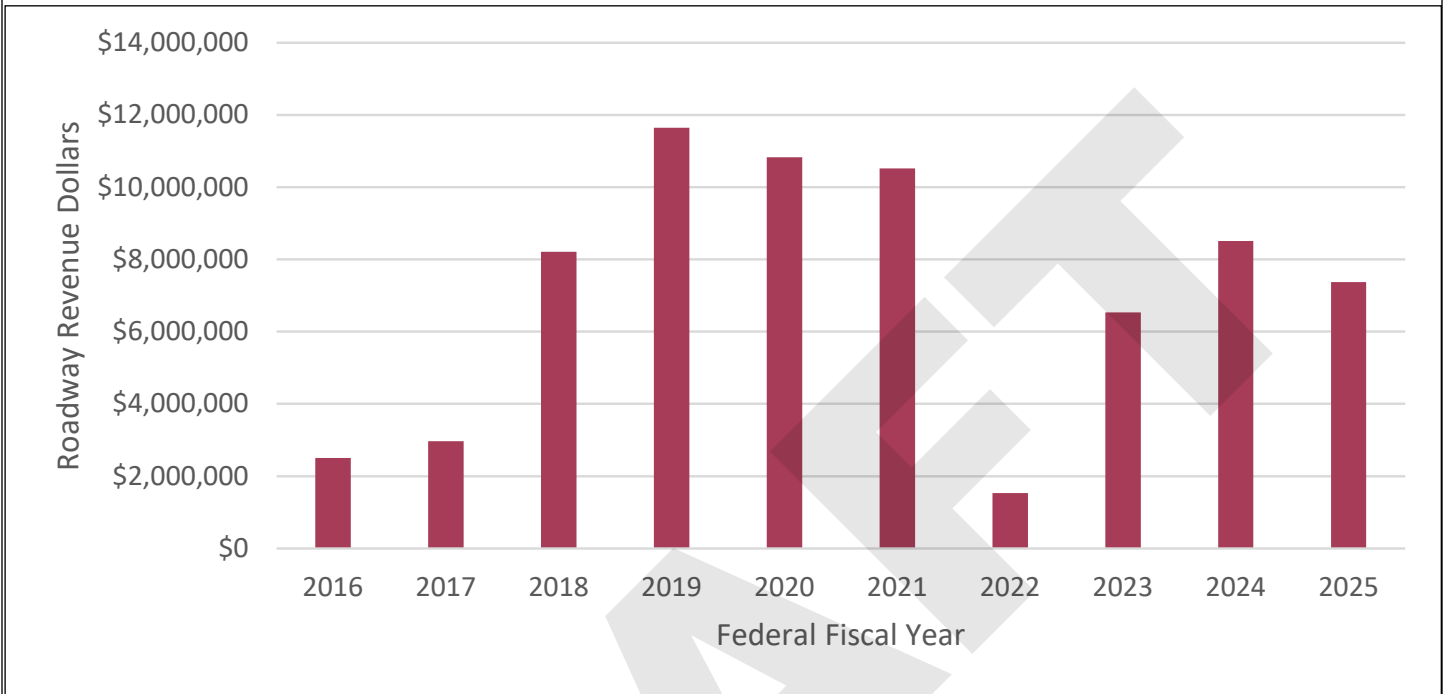
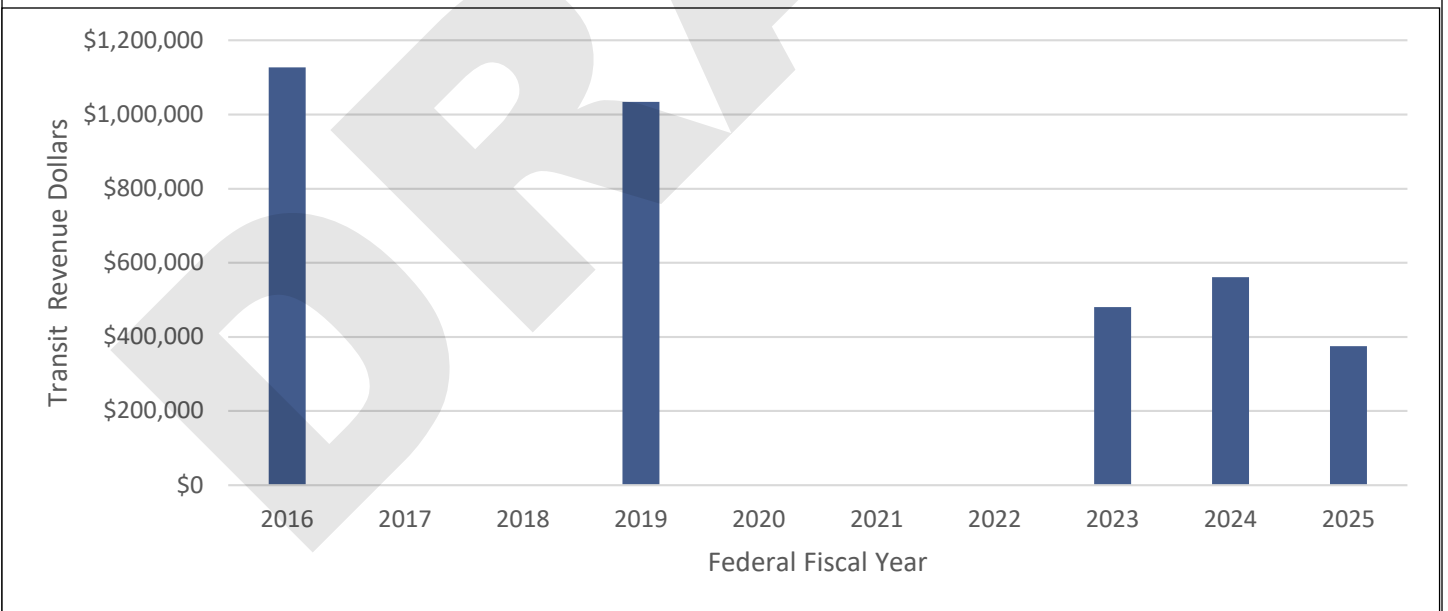
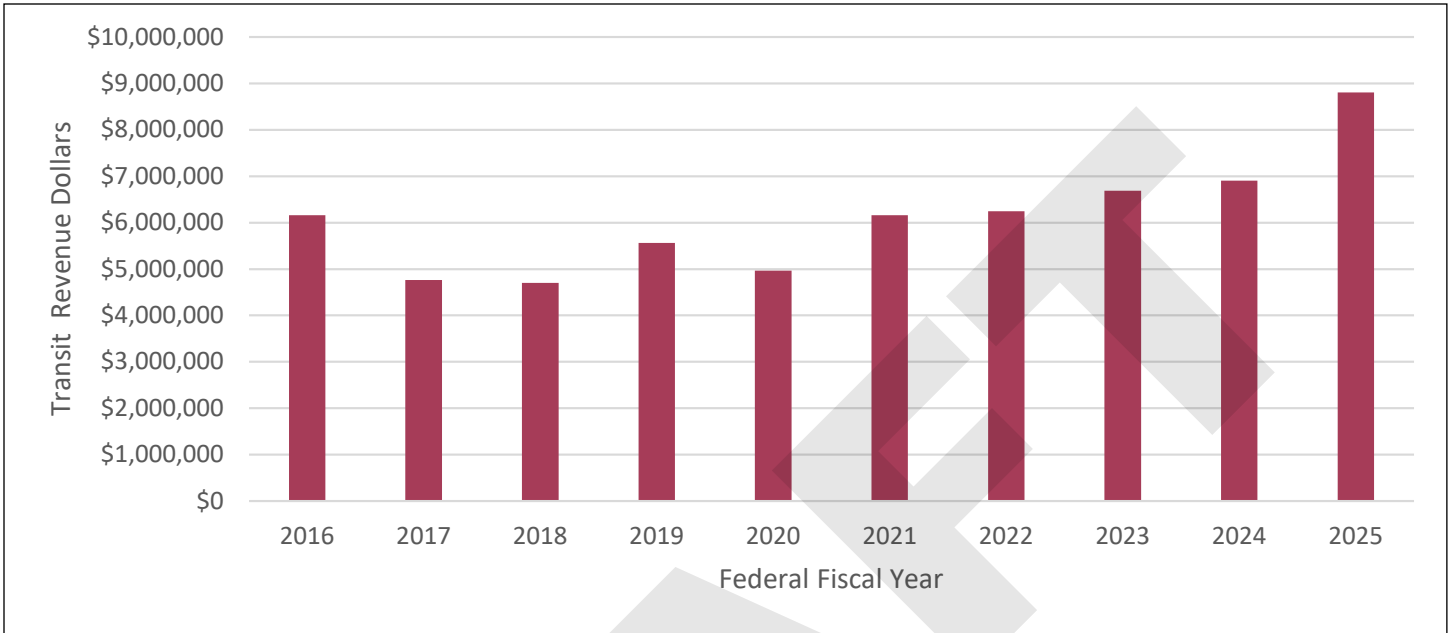


Figure 6.4 – Historical Annual Enhancements Revenue in Region 9



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**Figure 6.5 – Historical Annual Transit Revenue in Region 9**



**Table 6.2 – Baseline Transportation Revenues in Region 9**

Transportation Revenue Resources	10-Year Average (FFY 2016-2025)
Average Annual Roadway Revenues	\$7,060,320
Average Annual Enhancement Revenues w/ 20% match	\$357,802
Average Annual Transit Revenues (River Bend & MuscaBus)	\$6,096,800
<b>Average Annual Transportation Resources Subtotal</b>	<b>\$13,514,921</b>

the table shows that Region 9 will plan for projects within its means based on the funding available, there will always be greater need for resources than available funding; and with tighter budgets due to job loss, less travel, and changing consumption, the next five years are expected to see flat funding levels at best. Approximately 70% of the roadways in Region 9 are under local government jurisdiction and not eligible for federal funds. Projects that are eligible for federal funds require local matching funds are typically 20-50% of the total cost of the project. Local governments will be pressed to prioritize needs as revenue resources from property tax, sales tax, and other fees see short-term impacts from the changes in state legislation, and a weak economy. This plan will be a resource to support decision-making on transportation investments using these projections as a benchmark.

## 2050 Transportation Revenue Forecasts

Table 6.3 summarizes the 2050 revenue forecasts using the baseline revenues and methods described above. Assuming a 3% annual increase for roadway and enhancement revenues, and a 4% annual increase for transit revenues, a total of \$272,197,000 was estimated for roadway revenues; \$13,974,000 for transportation enhancement revenues; and \$270,160,000 for transit revenues. These forecasts include various federal, state, and local funds. While

## Projected 2050 Transportation Expenses

Among the highest priorities in the Region 9 planning area is operating and maintaining the existing

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transportation network. It is estimated that, because of its priority, 80%-90% of roadway revenues will be expended on operation and maintenance of the existing transportation network. This includes repairing/replacing existing roadways, bridges, and structures; repairing/replacing existing trails; retaining the existing level of transit service; and replacing existing transit vehicles as they reach their life-cost cycle. The remaining 10%-20% of projected roadway expenses

are anticipated for system expansion or capacity modification including projects requiring further analysis or feasibility studies and implementation of short and long-term project needs. The distribution of estimated roadway expenses was derived from input received for the development of this plan. Table 6.1 summarizes the 2050 projected expenses for the Region 9 planning area.

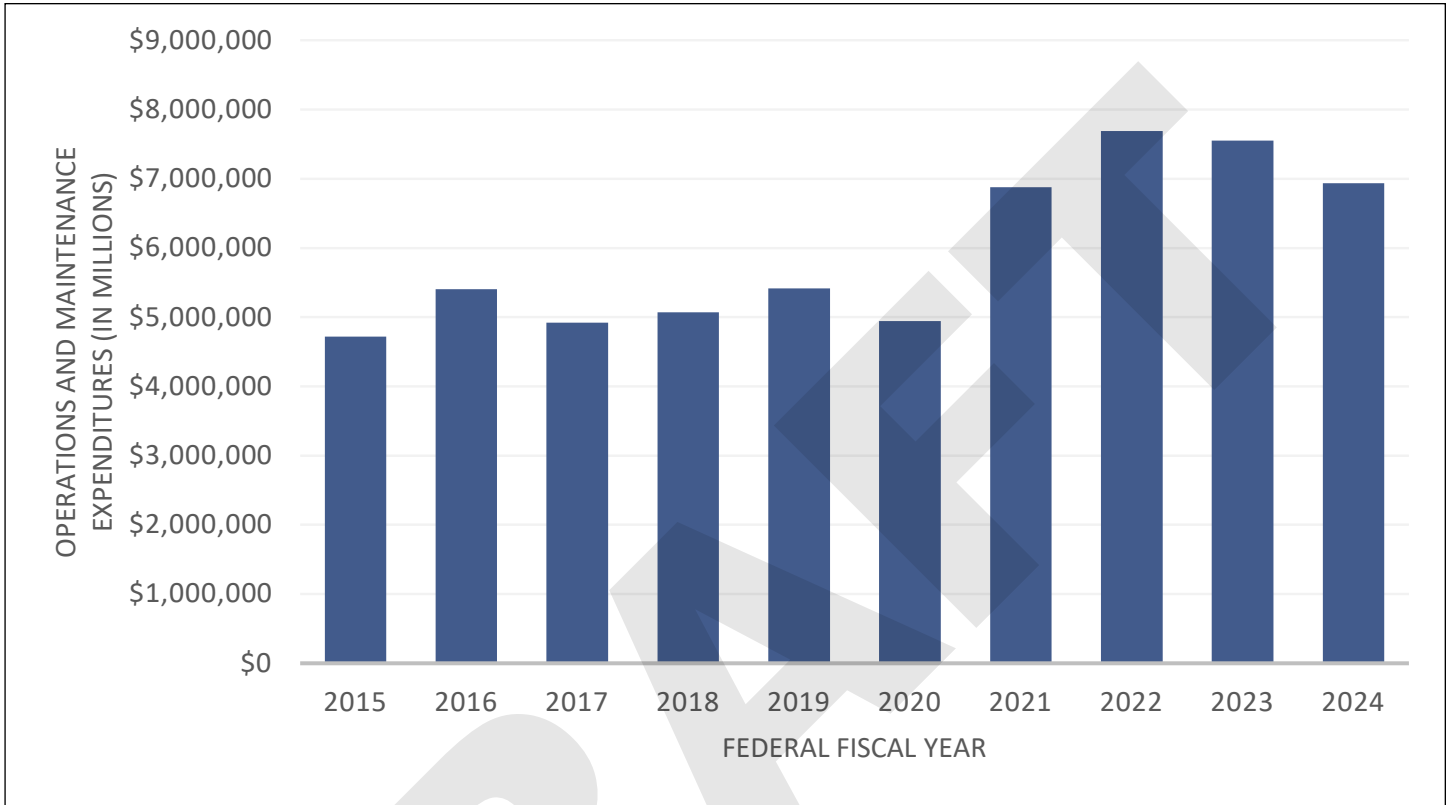
**Table 6.3 – 2050 Region 9 – Financial Summary**

Transportation Revenue Resources	2025-2050
Forecasted Roadway Revenues – Various Sources	\$272,197,000
Forecasted Enhancement Revenues w/ 20% match	\$13,794,000
Forecasted Transit Revenues (River Bend & MuscaBus)	\$270,160,000
Forecasted Transportation Resources Subtotal	\$556,151,000
Transportation Expenses	2025-2050
Projected Operations and Maintenance (80% - 90%)	\$217,758,000 - \$244,977,000
Projected System Expansion or Capacity Modification (10% - 20%)	\$27,220,000 - \$54,439,400
Projected Transportation Enhancement Projects/Alternatives Program	\$13,794,000
Projected Transit Operations and Maintenance (River Bend & MuscaBus)	270,160,000
Projected Transportation Expenses Subtotal	\$556,151,000
Financial Difference (Enhancements; & Transit Zero Out)	\$0

Figure 6.3 illustrates the historical data of targets for operations and maintenance expenditures for FY2015 through FY2024. The figures remained fairly consistent from FY2015 through FY2020, before increasing by approximately \$2 million from FY2020 to FY2021 and have remained in the \$7-\$8 million range since

FY2021. This information is also included in the Region 9 Transportation Improvement Program (TIP) annually, per federal guidance requirements to document the amount of funds being used to operate and maintain the federal aid system.

**Figure 6.6 – Region 9 Historical Annual Operations and Maintenance Expenditures on Federal-Aid System 2015-2024**



## Conclusion

An excellent foundation for the programming of transportation projects in the Region 9 Area is provided with the *2050 Long Range Transportation Plan*. Roadways, transit systems, bike/pedestrian ways, and intermodal facilities are an integral part of the plan. The majority of the financial effort related to the transportation network is directed toward operations and maintenance activities. The remaining financial effort is directed toward implementation of the various transportation improvements. This reiterates that the highest priority is to preserve the existing transportation network, emphasizing system reliance to minimize disruptions. The financial implications of the plan were previously discussed.

The plan will be shaped by several key considerations including choice of mobility offered, impact on regional development, availability of financial resources, and impact on the environment. These align with the plan goals noted in Chapter 1. Priorities outlined in this document will provide a high level of service, promote regional stability, and be designed to have the least environmental impact. Identified projects will increase accessibility and mobility efforts within the region, provide more intermodal connections, and improve system reliability.

### Public Involvement Process

Chapter 1 outlined the public involvement process, and utilized in this plan update. It referenced the minimum requirements for outreach in Region 9, and

is summarized in Appendix C. Beyond the direct involvement, each plan from which the regional plan is derived also included public input opportunities, and the respective jurisdictional projects come forth from needs within the cities and counties.

In Spring 2025, an initial public input survey was distributed throughout region. In Summer 2025, a second survey was distributed throughout Region 9 in partnership with Muscatine County Public Health. In both surveys, citizens were asked what they thought were the three biggest transportation-related issues in the region and what three transportation improvements they would most like to see in the region. The initial survey also asked respondents to answer a number of other questions, including ease of commute to work, the importance of each of the Region 9 Long Range Transportation Goals outlined in Chapter 1, and more. A detailed breakdown of the combined survey responses can be found in Appendix E.

Other opportunities for public input included the use of human services groups whose clients utilize public transit or include households without or with limited access to a personal vehicle. Other input included citizen contact with staff and opportunities to participate in the Region 9 Technical and Policy Committee meetings.

### *Planning to Implementation*

A significant amount of time and effort by many participants has been applied to data collection, analysis, coordination, and preparation of this document. The state and regional investment in the transportation planning process becomes effective with a process that is dynamic and continuing. The comprehensive,

continuing, and coordinated (3Cs) planning process is designed to:

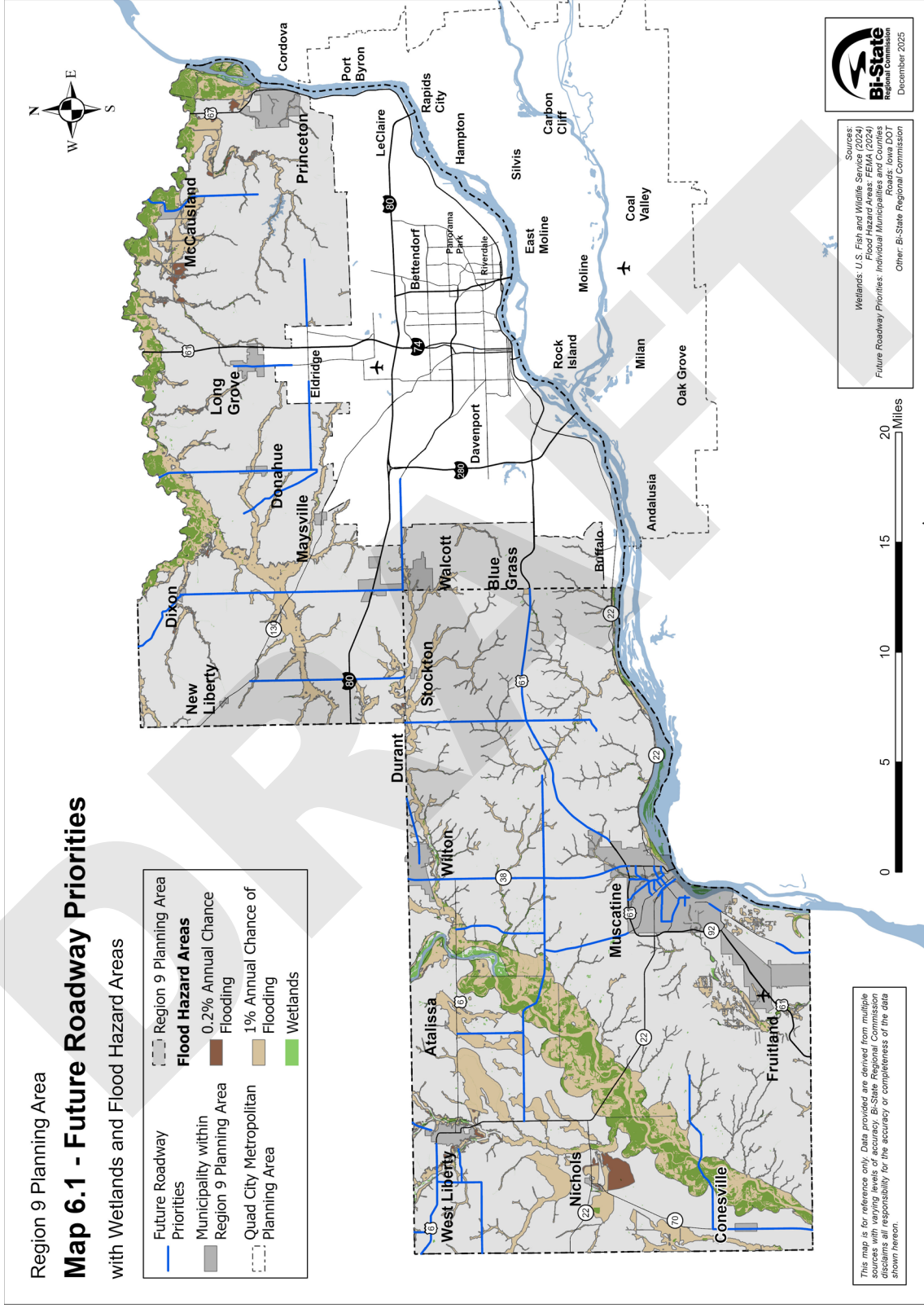
- Assist in plan implementation
- Provide service by furnishing information
- Monitor the changes in the planning area
- Reappraise the plan on a periodic basis
- Refine and interpret the plan if needed

Implementation of the plan will be accomplished in four-year increments through the programming of funding toward projects in the Region 9 Transportation Improvement Program (TIP). This will ensure funding and scheduling of projects are conducted in an orderly fashion. As additional resources become available, the program can be expanded until the recommended plan is achieved. If resources diminish, project prioritization will become more critical to address the needs of Region 9. The plan will be reexamined at a minimum of five-year intervals while amendments may be considered as needed. The same perseverance required of local, state, and federal agencies to prepare this plan will be required for its realization. This will include investments in project readiness through project planning, conceptual design and engineering, and seeking funding opportunities through grants, loans and other partnerships in order to move projects from concept to construction or implementation.

As referenced in Chapter 1, the Region 9 Transportation Policy Committee is the delegated authority to carry out the transportation planning process in cooperation with the local jurisdictions, and state/federal partners.

Region 9 Planning Area  
**Map 6.1 - Future Roadway Priorities**  
 with Wetlands and Flood Hazard Areas

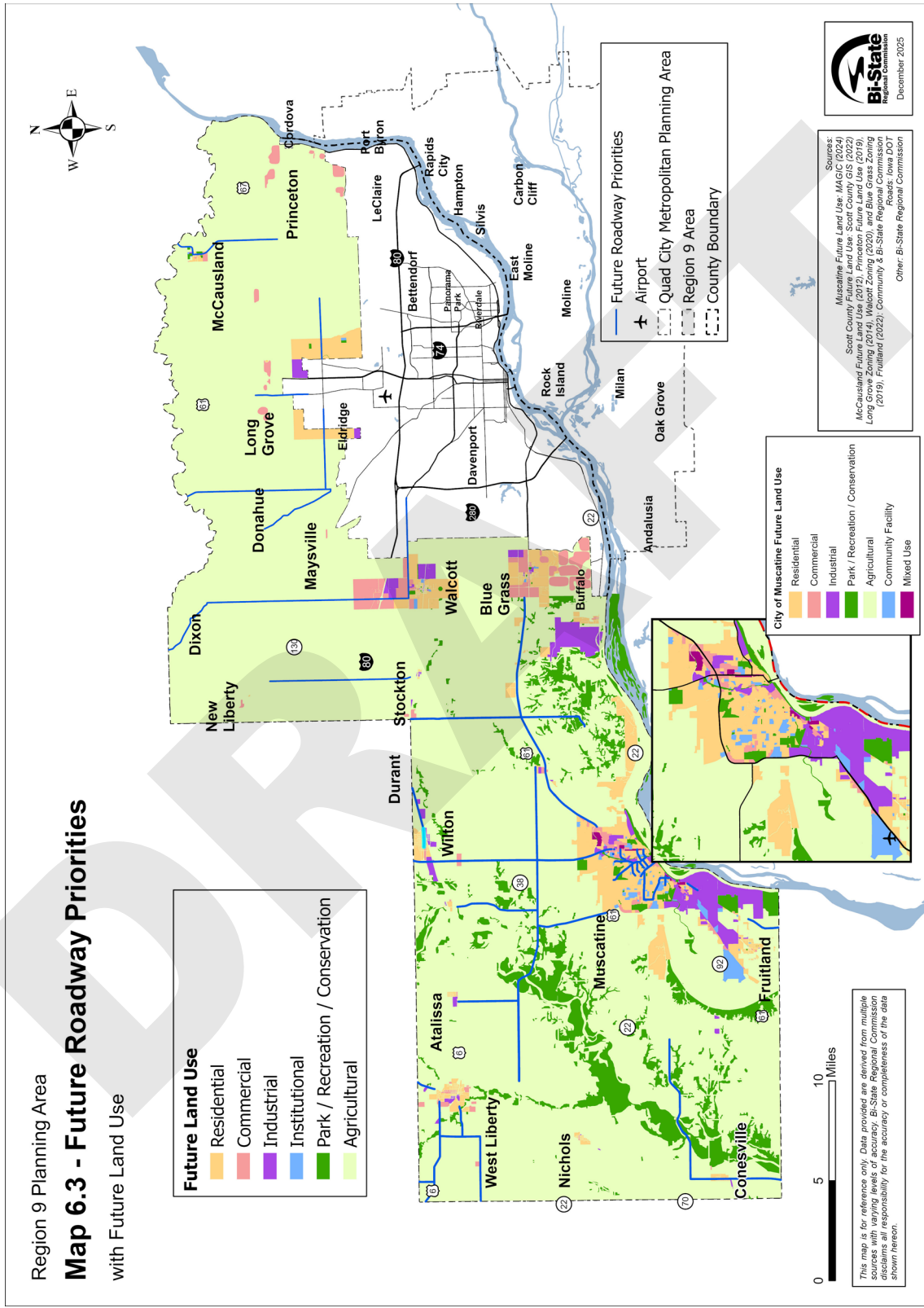
	Future Roadway
	Region 9 Planning Area
	Municipality within Region 9 Planning Area
	Quad City Metropolitan Planning Area
	0.2% Annual Chance Flooding
	1% Annual Chance of Flooding
	Wetlands



Sources: U.S. Fish and Wildlife Service (2024)  
 Wetlands: Individual Municipalities and Counties  
 Future Roadway Priorities: Individual Municipalities and Counties  
 Roads: Iowa DOT  
 Other: Bi-State Regional Commission  
 December 2025

This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown herein.







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