Siouxland Regional
Transportation Planning
Association

Long Range Transportation Plan

2025 - 2050

Approved November, 21, 2024 by the Siouxland Regional Transportation Planning Association (SRTPA) Policy Board

simpco

Siouxland Interstate Metropolitan Planning Council

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INTRODUCTION

I. Overview

The 2050 Siouxland Regional Transportation Planning Association (SRTPA) Long Range Transportation Plan (LRTP) is an update to the 2045 LRTP. The LRTP is a tool for developing safe and efficient transportation improvements for the SRTPA through the year 2050. These improvements encompass all modes of transportation including transit, bicycle and pedestrian travel, passenger vehicles, freight, rail, barge, and aviation. In accordance with the Bipartisan Infrastructure Law (BIL), this plan addresses the deficiencies of the existing transportation system in the SRTPA, analyzes the projected demand on that system, and identifies projects and policies to both preserve and enhance mobility.

The 2050 SRTPA LRTP is organized into the following sections:

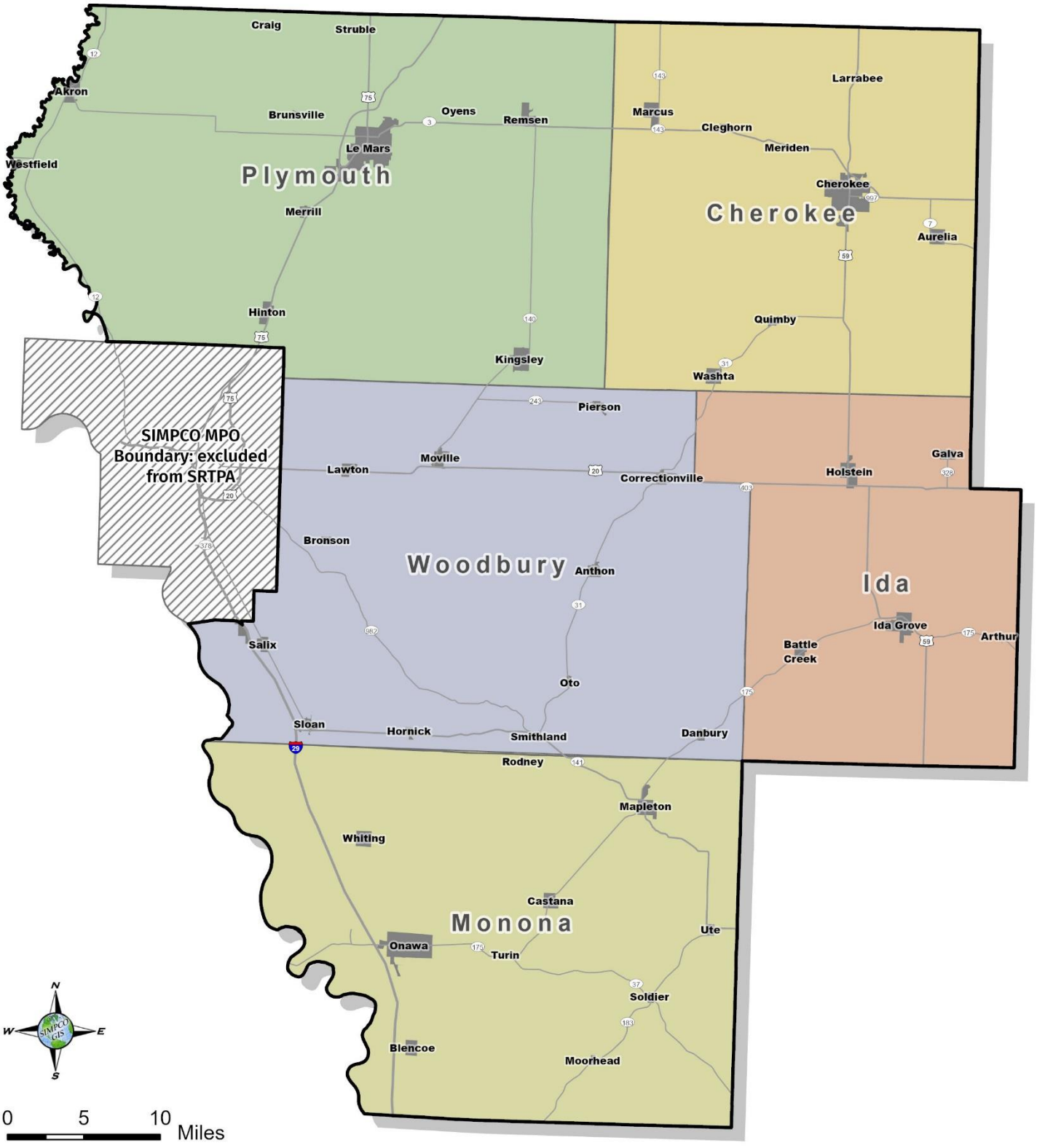
- **Introduction** – This chapter outlines the planning area, the SRTPA, purpose of the plan, and the process used for developing the plan.
- **Regional Background and Trends** – This chapter includes a discussion of the planning region and trends that will impact future needs for transportation. Demographic and economic data are provided, including 20-year forecasts where appropriate.
- **Existing Regional Transportation System** – This chapter presents indicators of the multimodal transportation system's extent, usage, and condition. The safety and mobility for transportation users are also discussed. A concise listing of the region's current transportation system strengths and weaknesses, derived from system data, is provided as well.
- **Transportation Planning and the Environment** – This chapter includes an inventory of the current threatened and endangered species, conservation recreation lands, protected streams and rivers, and wetlands of the region. It also includes a discussion of the coordinated activities that will occur between SRTPA and natural resource agencies and potential environmental mitigation strategies.
- **Transportation Strengths, Weaknesses, Opportunities, and Threats** – This chapter considers strengths, weaknesses, opportunities, and threats confronting the

transportation system in the next 25 years. These trends were identified through stakeholder focus groups and a public input survey.

- **Plan Goals and Objectives** – This chapter contains the region's agreed-upon long range (25 year) transportation goals and objectives. Goals and objectives were agreed upon by stakeholders involved in the planning process.
- **Implementing the Plan** – This chapter includes a list of regional projects for the next four years, as well as for five to 25 years in the future. Available federal, state, and local revenue sources for transportation projects generally, as well as projected funding sources for each proposed project are provided.

  As a conclusion for this chapter and plan, modal plans and special studies to be undertaken in the region are discussed as well as how the regional plan will be re-evaluated and updated in five years.

SRTPA Planning Area



A. The Siouxland Regional Transportation Planning Association

The SRTPA is responsible for programming transportation projects for the region. Displayed on the map in Figure 1.1, SRTPA includes Cherokee, Ida, Monona, Plymouth, and Woodbury Counties (areas that are not included in the SIMPCO Metropolitan Planning Organization (MPO) Planning Area). The SRTPA is represented by the following units of government:

- Cherokee County
- City of Cherokee
- City of Le Mars
- Ida County
- Monona County
- Plymouth County
- Woodbury County

SIMPCO administers the SRTPA, responsible for the submission of transportation planning documents to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Iowa Department of Transportation (Iowa DOT), and distribution of these documents to the public.

SRTPA's functions are directed by a ten member Policy Board consisting of seven voting members. The seven voting members include one member from each of the following County Board of Supervisors: Cherokee County, Plymouth County, Ida County, Monona County and Woodbury County; one member from the City Council of the City of Le Mars and the City of Cherokee. Non-voting members include a representative from the Iowa DOT, FHWA Iowa Division, and FTA.

The SRTPA Policy Board is advised by an eleven-member Technical Advisory Committee that consists of eight voting members. The eight voting members include one staff member from the counties of Cherokee, Plymouth, Ida, Woodbury, and Monona; one staff member from each of the cities of Le Mars and Cherokee; and one staff member from the Siouxland Regional Transit System (SRTS). Non-voting members include a representative from the Iowa DOT, FHWA Iowa Division, and FTA.

The SIMPCO professional staff is available to aid local officials and concerned citizens in implementing various community improvement programs in an overall effort to enhance the region. Staff members encourage and assist local leaders in several programs, with strong emphasis on the benefits of regional cooperation and coordination.

B. Long Range Transportation Plan

The SRTPA 2050 LRTP updates the 2045 LRTP adopted by the Policy Board in 2019. This plan is intended to identify the key projects from each mode of transportation, which, when combined and implemented as a multi-modal system, will develop the safest and most efficient regional transportation system. Plan updates will occur every five years as recommended by the Iowa DOT, to reflect the most up-to-date land use conditions and transportation forecasts.

There are ten factors that must be considered in the development of the LRTP, as specified by the Bipartisan Infrastructure Law of 2021 (BIL):

1. Support the economic vitality of the United States, the states, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation, and;
10. Enhance travel and tourism.

C. Long Range Planning Process

The SRTPA will develop and review this plan chapter by chapter. A time schedule (see Table 1.1) has been developed and approved by the Policy Board to ensure that the SRTPA LRTP is approved by the Iowa DOT deadline of November 2024.

TASK	MEETING DATES
Review Schedule and Plan Outline	November 2023
Chapter 1: Introduction Chapter 2: Regional Background and Trends Chapter 3: Existing Regional Transportation System	January 2024
Chapter 4: Planning and the Environment	March 2024
Chapter 5: Transportation Strengths, Weaknesses, Opportunities, and Threats	May 2024
Chapter 6: Plan Goals and Objectives Chapter 7: Implementing the Plan	June 2024
Review Draft Plan	September 2024
Public Comment Period/ Public Open House	October 2024
Final Approval	November 2024

Table 1.1. Long Range Transportation Plan Meeting and Review Schedule.

D. Public Input

Stakeholders involved with the development of the LRTP include the county engineers and city staff on the Technical Advisory Committee, the county supervisors and councilpersons on the Policy Board, residents of the SRTPA planning region, freight shippers and providers of freight transportation, transit services, active transportation users, human service agencies, environmental and cultural organizations, Indian Tribal governments, and other interested parties. These groups were contacted using SRTPA's public participation mailing list which not only includes local jurisdictions but also agencies and organizations with a vested interest in transportation issues within the region.

Public input was gathered by distributing a survey and conducting focus groups throughout the region. Four focus groups were hosted throughout the region in Le Mars, Correctionville, Mapleton, and Cherokee, where resident volunteers gave input regarding county-specific transportation issues. Prior to approval, the draft LRTP was available for 30 days in its entirety

on the SIMPCO website (www.simpco.org) where the public could submit comments directly to SIMPCO staff. An open house was hosted at Moville City Hall on October 24, 2024, from 4:30 PM to 6:00 PM for members of the public to discuss the plan and submit comments in person or via videoconference.

E. Amendments and Revisions

The SRTPA 2050 LRTP is a working document and will be updated and revised as various local, regional, state, and national characteristics; factors; and requirements change, which ultimately affect the transportation network in the region. The LRTP will be revised at least once every five years. The revision process will ensure continual citizen involvement and the LRTP's overall viability as the SRTPA's long-range transportation planning document.

The revised plan shall be subject to public review for no less than 30 days, announced in the regional newspapers via public notice, and a notice of the development of the plan will be sent to SRTPA members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon request. This plan shall be approved by both the SRTPA Technical Advisory Committee and the Policy Board. Amendments shall be made in a similar fashion.

CHAPTER 2: REGIONAL BACKGROUND & TRENDS

I. Overview

This chapter explores demographic and economic trends[1] that have taken place over the past several decades within the communities covered by the Siouxland Regional Transportation Association (SRTPA). It will also outline emerging issues in the region that should be taken into consideration when planning for the future of the SRTPA transportation system.

A. Population

SRTPA's Avg. Growth per Decade since 1950
-4%

SRTPA's Urban Population (2020)
23%

SRTPA's Rural Population (2020)
77%

Figure 2.1. Source: U.S. Census Bureau.

Although Woodbury County has the metropolitan area of Sioux City, SRTPA encompasses only the portions of the county outside of the Sioux City metropolitan area, which includes the City of Sergeant Bluff. Therefore, when sorting the population of the region as either urban[2] or rural, the distribution greatly favors rural. According to the 2020 Decennial Census from the U.S. Census Bureau, the SRTPA region was 23 percent urban and 77 percent rural. Neither Monona nor Ida County have a community considered urban according to the U.S. Census Bureau's definition. The City of Cherokee and the City of Le Mars are the urban areas in Cherokee and Plymouth counties, respectively. The population of the region has been gradually decreasing since 1950 with the largest percentage declines being in the rural counties of Cherokee (-7%), Ida (-6%), and Monona (-8%). The rural part of Woodbury County has experienced a slight three percent decline in the past seven decades, while Plymouth County's population has increased slightly by one percent.

The region's population is not expected to grow over the duration of this plan, keeping in line with past trends. An extrapolation equation[3] was used to forecast the 2020 to 2050 population

[1] Demographic & Economic Trends – More in-depth data can be viewed in the Appendix.
[2] As of the 2020 Decennial Census from the U.S. Census Bureau, "to qualify as an urban area, the territory identified according to criteria must encompass at least 2,000 housing units or have a population of at least 5,000".
[3] Extrapolation is a method that uses data from the past to project into the future.

based on decennial population figures dating back to 1950. A polynomial trendline produced the best fit for the past population data, forecasting the region's population to remain between 68,000 and 70,000 through 2050.

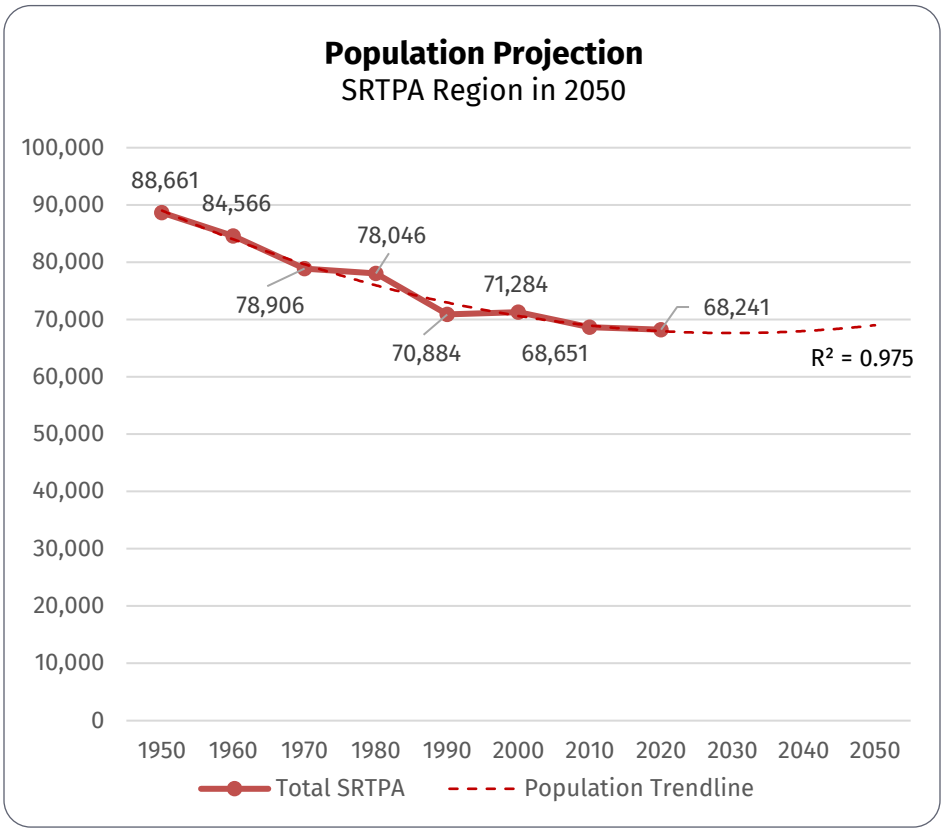


Figure 2.2

An added population trend in the region is gradual aging. From 2000 to 2020, the median age of each of the five counties increased, and all the counties, apart from Woodbury County, had a median age that is higher than the State of Iowa's median age in 2020. The old age dependency ratio has also increased over the past two decades in all five counties. This measure compares the proportion of senior residents (ages 65 and up) to residents of working age (ages 16 to 64) and is one tool to understand the balance between different age groups in a community. This information can be used to show what resources are needed to be provided for each age group in the community. A higher old age dependency ratio can be an indicator of a need for resources for senior residents that should be prioritized in a community. This trend of increasing median age and old age dependency ratios is likely to increase due to the proportionately large "baby boomer" age cohort that, over the next 25 years, will continue to create a larger population of senior residents in comparison to younger age groups.

The table below highlights the demographic data for each of the counties across the SRTPA and the state at large. This table provides a breakdown of population, gender distribution and age groups. This data allows us to analyze age groups along with population trends to show specific needs of vulnerable residents, enhancing transportation efficiency and mobility for workers and commerce.

County	Population	% Male	% Female	% Age 0-18	% Age 19-65	% Age 65+
Plymouth	25,722	50.70%	49.30%	24.70%	55.30%	20.00%
Ida	6,833	49.90%	50.10%	24.60%	53.00%	22.40%
Cherokee	11,605	50.30%	49.70%	22.90%	51.80%	25.30%
Monona	8,493	49.10%	50.90%	22.30%	53.50%	24.20%
Woodbury	20,224	51.57%	48.43%	23.48%	53.42%	23.10%
Iowa (State)	3,207,004	50.10%	49.90%	22.80%	58.60%	18.60%

Figure 2.3

The first thing we noticed is that Plymouth County has the largest population compared to the SRTPA. With a population of 27,722, Plymouth County has the highest population among the other counties; however, it is significantly smaller than the total state population of 3,207,004. This data highlights the trend that we discussed earlier in the chapter, showing a one percent growth in Plymouth County during the study period. Likewise, Ida and Monona counties have similar population sizes, showing the possibility of similar transportation infrastructure needs. This chart shows a comparatively well-balanced population range between age and gender, with a significant portion of the population in the working-age group of 19-65 years. However, a relatively high number of seniors in Cherokee and Monona counties may indicate an increased need for transportation services and support infrastructure for these vulnerable residents.

SRTPA's Old Age Dependency Ratio

County	2000	2010	2020
Cherokee	35%	36%	45%
Ida	39%	35%	41%
Monona	43%	41%	45%
Plymouth	27%	27%	32%
Woodbury (SRTPA part only)	25%	26%	33%
State of Iowa	*24%*	*23%*	*29%*

SRTPA's Median Age

County	2000	2010	2020
Cherokee	42	47	46
Ida	42	44	43
Monona	43	46	47
Plymouth	38	42	41
Woodbury (SRTPA portion only)	35	36	36
State of Iowa	*37*	*38*	*39*

Source: U.S. Census Bureau

Figure 2.4

This scenario of an increasingly aging population will pose difficulties for the SRTPA transportation system going forward. As the population ages, a part of senior residents is likely to need assistance with mobility as reliance on personal vehicles decreases. This will be especially acute in rural areas where mobility is principally provided by personal automobiles. Isolation of residents who are no longer able to drive will become more common and will be a central theme to be focused on. The challenge for long term planning in this area will be, in addition to supporting and improving the existing transportation system, the provision of alternative transportation modes for this older population. Maximum creativity will be demanded in planning in such an environment given the well-known limitations of traditional transit in extremely low population density (rural) areas. Ideas such as carpooling (using electronic technology to assemble rides), neighborhood networks, and Siouxland Regional Transit System (SRTS) services can help in this regard.

Another regional population trend within the SRTPA is increasing diversity. While most residents of the SRTPA region identified as "white alone" according to the 2020 Decennial Census, the percentage of non-white residents has been steadily increasing. In 2010, the percentage of non-white residents was just three percent, and by 2020 that number had more than tripled to eight percent. The SRTPA region has been and will likely continue to become increasingly diverse over time.

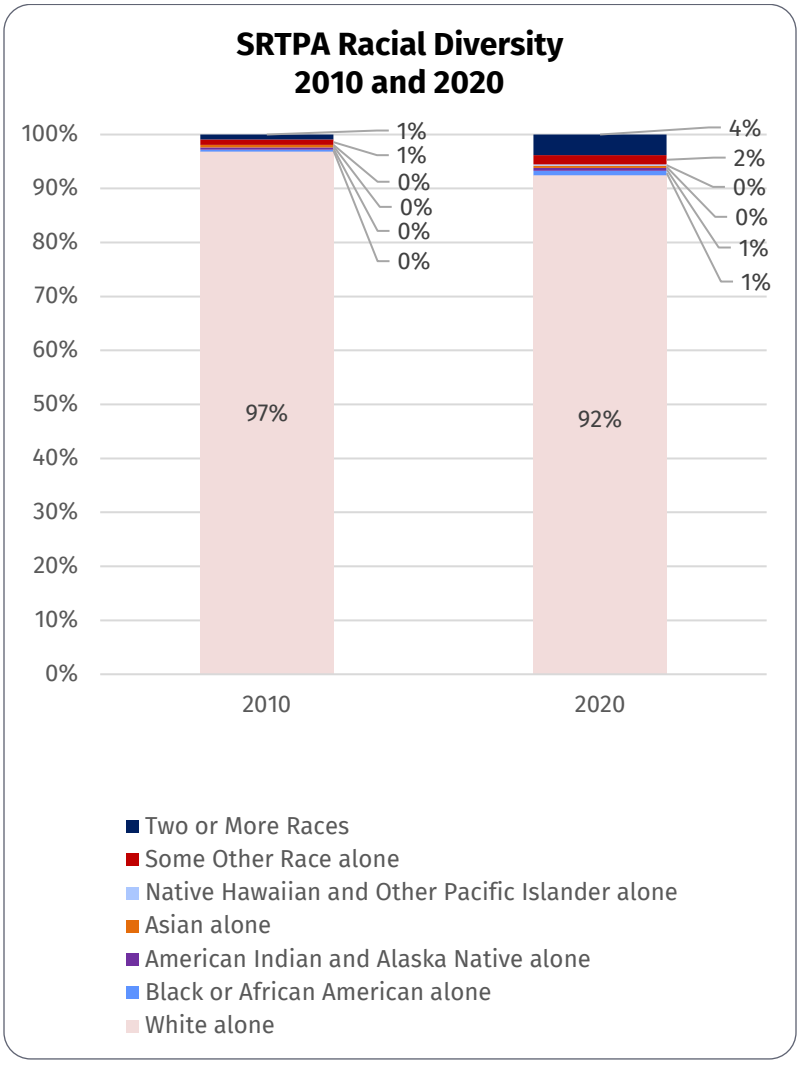


Figure 2.5. U.S. Census Bureau, Decennial Census 2010 and 2020.

SRTPA Percent Minority Population by Census Tract

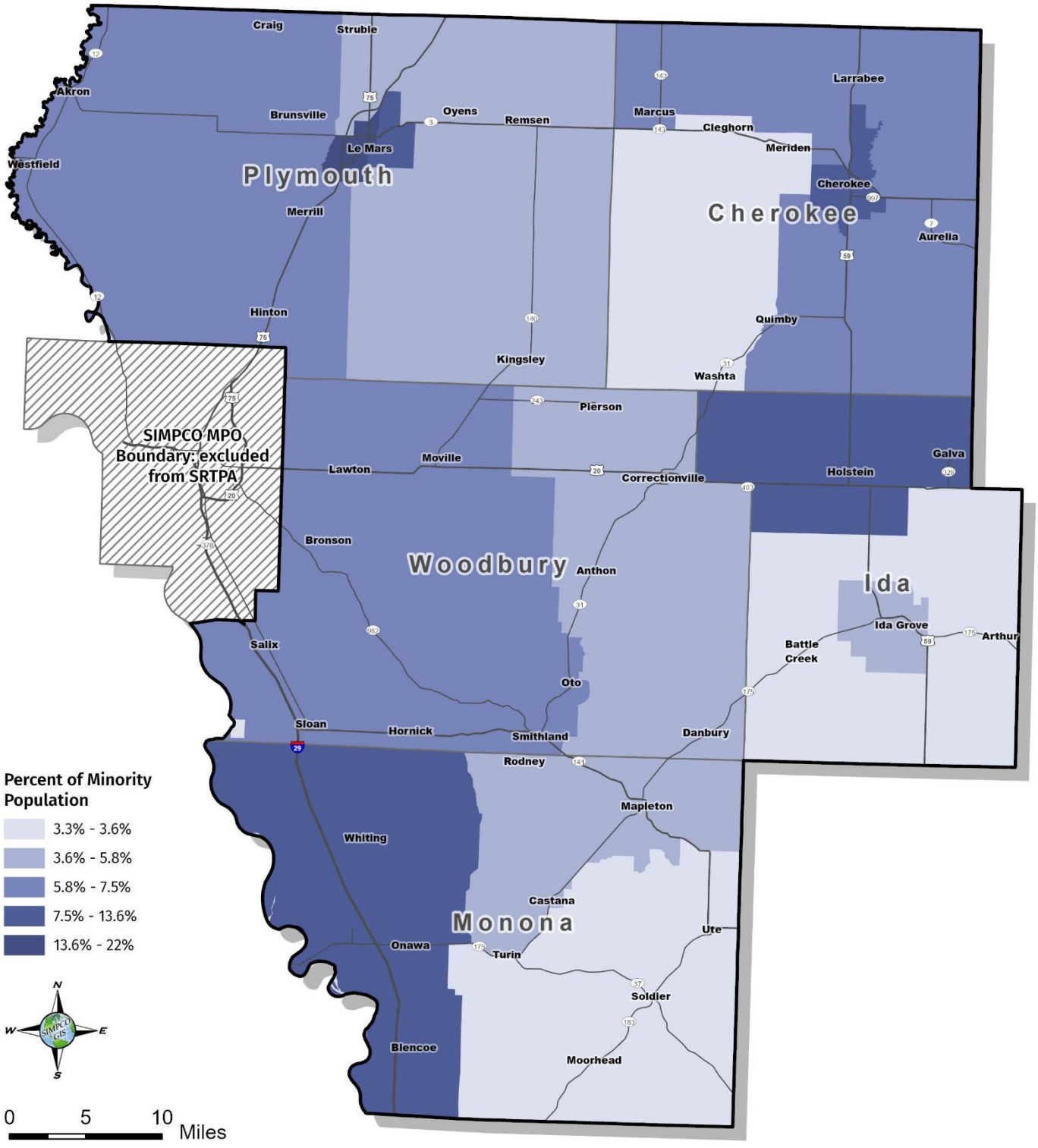


Figure 2.6

County	White Alone	Black or African American Alone	Asian Alone	Hawaiian or Pacific Islander	American Indian & Alaska Native	Two Or More Races	Hispanic Or Latino	White alone not Hispanic or Latino	Language other than English spoken at home
Plymouth	93.7%	2%	2%	.8%	1.1%	1.3%	6.8%	87.9%	7.6%
Ida	96.4%	.7%	.8%	.1%	.4%	1.7%	4.4%	92.6%	3.1%
Cherokee	95.5%	1.5%	.9%	.5%	.4%	1.2%	5.3%	90.7%	4.4%
Monona	95%	.7%	.3%	.1%	2.4%	1.6%	2.8%	92.4%	1.8%
Woodbury	82%	8%	5%	3%	2%	1.8%	11%	66.5%	4.9%
Iowa (State)	89.6%	5%	3%	2%	.6%	2.2%	7%	83.1%	8.7%

Figure 2.7 https://www.census.gov/quickfacts 2023

In the table above, data is presented that shows white residents represent the primary racial demographic across all five counties and statewide. Likewise, Woodbury County follows the statewide pattern with the greatest concentration of diverse individuals across all demographics. By analyzing the diversity of languages spoken at home, other than English, we can begin to understand the demographic makeup of counties with the SRTPA. This information becomes crucial when creating a diverse comprehensive transportation planning approach. Added service planning can be implemented by using the information on languages spoken at home other than English, particularly in areas with high concentrations like Monona County. Knowing these percentages can guide the development of multilingual services and communication strategies. An effective approach to the distribution of resources is to use demographic insights. This strategy ensures that communities with increased numbers of at-risk groups, such as the elderly or nonnative speakers, have access to needed transportation services.

B. Income

SRTPA's Mean Household Income (2020)
$74,573

SRTPA's Mean Per Capita Income (2020)
$31,916

Figure 2.8. Source: U.S. Census Bureau, 2020 ACS 5-Year Estimates. Income figures include Sioux City and Sergeant Bluff.

SRTPA has continued its trend of having a lower average household and per capita income than both the state and the nation; a trend spanning multiple decades. At the county level, Plymouth County has been the exception, having a higher median household income and per capita income than the other regional counties and the state.

Despite averaging lower figures than the state and nation, the mean per capita and household income of the region have increased by the same percentage (33% and 32%, respectively) as that of the state of Iowa between 2010 and 2020. As shown in Figure 2.10, the rate of change varies by county, with Woodbury County's median household income increasing faster than the states, and the other four counties increasing slightly more slowly than the state's. These comparative rates of change could lead to

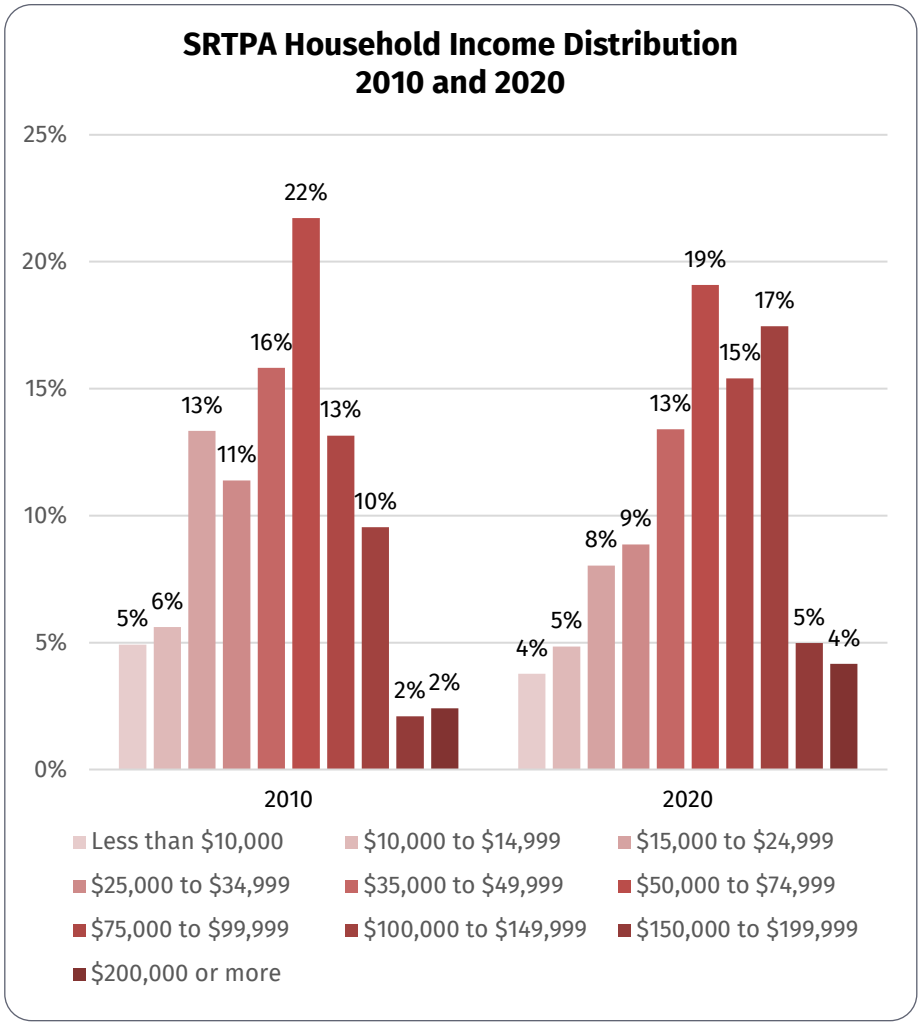


Figure 2.9. Source: U.S. Census Bureau, 2020 ACS 5-Year Estimates. Income figures include Sioux City and Sergeant Bluff.

a widening or shrinking of the gap between county-level income and state-level income figures in the future.

The distribution of household income continued its historical upward shift between 2010 and 2020. As illustrated in Figure 2.9, the percentage of households earning income categories less than $75,000 declined between 2010 and 2020. In contrast, the percentage of households whose incomes fall in categories of $75,000 and higher have increased over this period. The greatest rates of change were in the top three income ranges, $100,000 to $149,999 (83% increase); $150,000 to $199,999 (137% increase); and $200,000 and higher (72% increase).
On the following page, a map breaks down the SRTPA's range of median household incomes by Census Tracts.

SRTPA's Median Household Income

Geography	2010	2020	Percent change
Cherokee	$44,635	$56,302	26%
Ida	$44,521	$54,219	22%
Monona	$41,398	$51,866	25%
Plymouth	$56,379	$71,147	26%
Woodbury (includes Sioux City and Sergeant Bluff)	$42,208	$60,768	44%
State of Iowa	*$47,961*	*$61,836*	*29%*

SRTPA's Mean Household Income

Geography	2010	2020	Percent change
Cherokee	$53,811	$73,658	37%
Ida	$54,089	$72,389	34%
Monona	$50,924	$65,714	29%
Plymouth	$70,637	$86,161	22%
Woodbury (includes Sioux City and Sergeant Bluff)	$52,953	$74,941	42%
SRTPA Average (includes Sioux City and Sergeant Bluff)	**$56,483**	**$74,573**	**32%**
State of Iowa	*$60,901*	*$80,316*	*32%*

Figure 2.10. Source: U.S. Census Bureau, 2020 ACS 5-Year Estimates. Income figures include Sioux City and Sergeant Bluff.

SRTPA Median Household Income by Census Tract

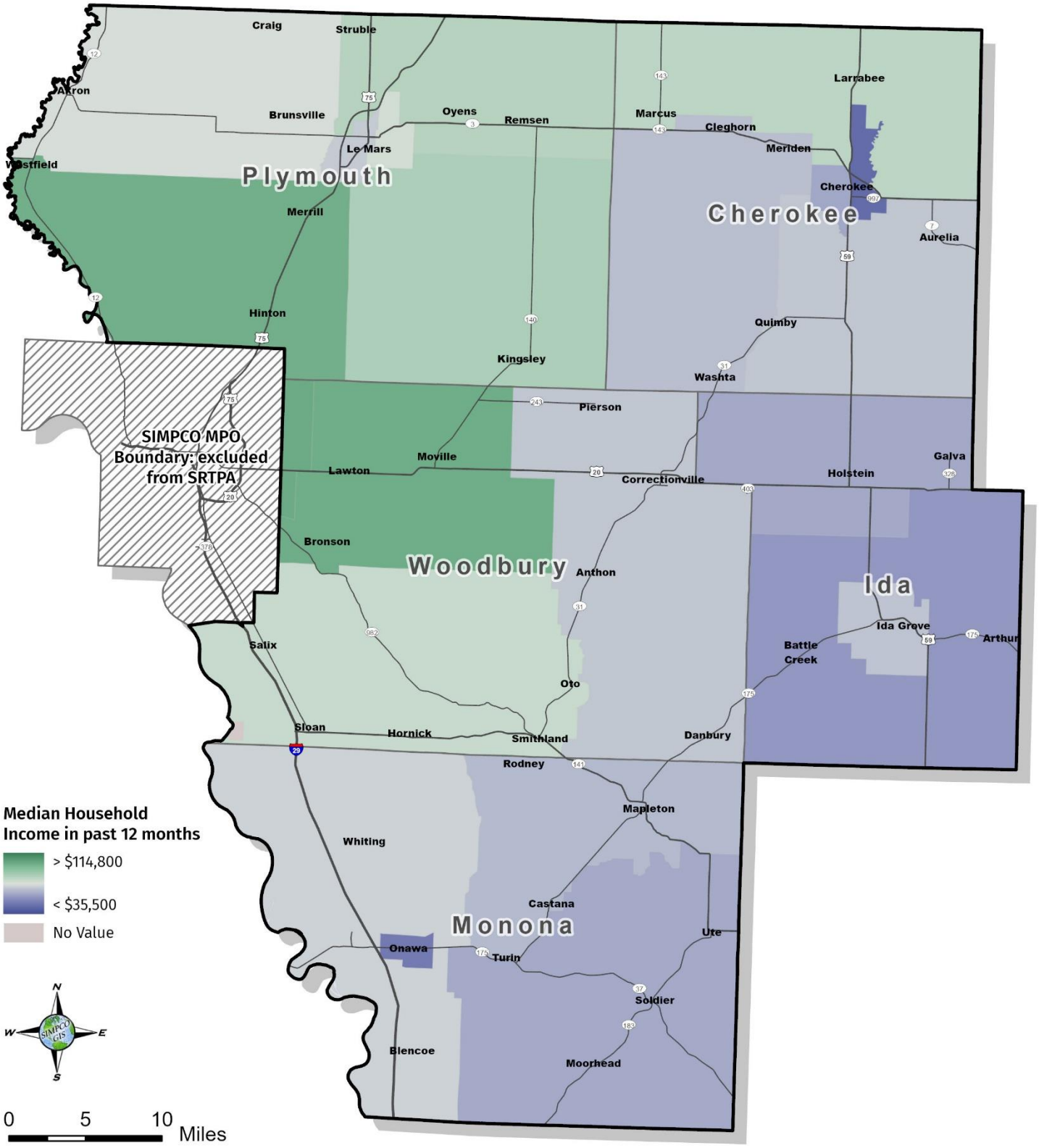


Figure 2.11

C. Poverty

Incorporating demographic information into the field of transportation planning is critical for developing a fundamental Long-Range Transportation Plan (LRTP) that addresses the needs of all residents. In the following section, we will examine vital socio-economic indicators including poverty rates, residents without health insurance, and vehicle ownership throughout the SRTPA. Using these indicators as a guide, we can develop transportation solutions that address real-world needs.

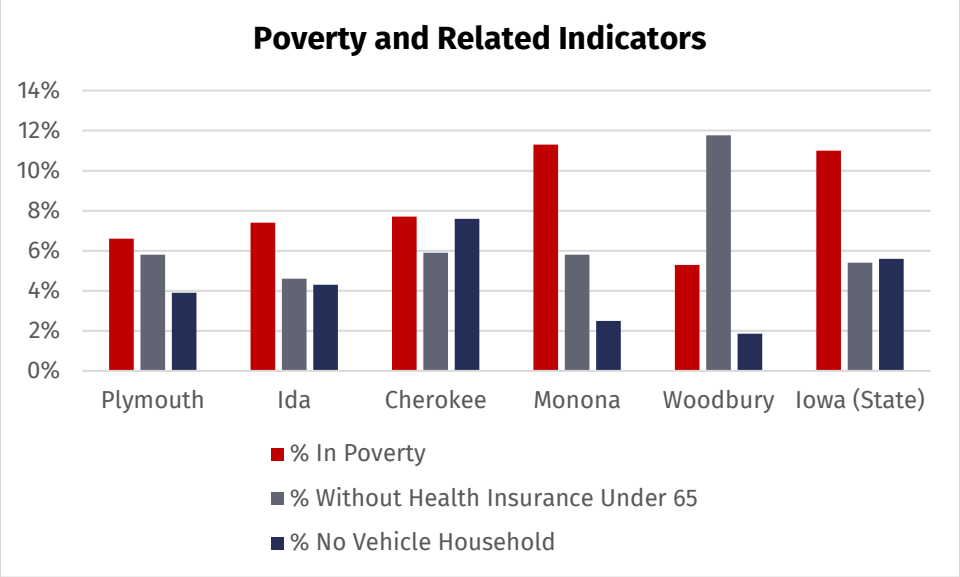


Figure 2.12. U.S. Census Bureau, Quick Facts 2023.

Effective transportation planning relies on a comprehensive understanding of socio-economic conditions, as well as access to healthcare and transportation services. Listed below are estimated proportions of residents earning income below the poverty level in the past 12 months, from the U.S. Census Bureau's Small Area Income and Poverty Estimates (SAIPE).

Plymouth County 6.6%: Given its low poverty rate Plymouth County appears to be relatively economically stable. Specific localized factors cannot be overlooked that may contribute to this statistical figure. Factors such as employment opportunities, education, and social service availability all contribute to the overall economic health of a community.

Monona County 11.3%: Residents of Monona County face specific challenges stemming from the highest poverty rate in the SRTPA. Therefore, Transportation Planning services should

focus resources on providing residents with fair access to essential services, such as healthcare, education, and employment centers. Strategies could include improved public transit, job training programs, and community development initiatives.

Woodbury County 5.3%: Even with the lowest poverty rate in the SRTPA, it is important to recognize that every percentage point represents a considerable number of families and individuals in poverty. Planning services should aim to support affordability, ensure access to job centers, and address areas with concentrated prevalent poverty.

Cherokee 5.3%: Cherokee County's poverty rate places it in the center among other counties in the SRTPA and the State. When planning transportation for Cherokee County, it's essential to consider the unique needs of its residents. A partnership between the local organizations could help provide transportation services for low-income residents, namely those without personal vehicles.

Ida County 7.4%: Due to its relatively rural isolation, Ida County faces unique challenges that contribute to the poverty rate among residents. During the transportation planning process, it's important to focus on affordable and expanded access to infrastructure and services. Engaging with community leaders, social workers, and non-profits helps foster community growth and address the adverse effects of poverty.

Justice40

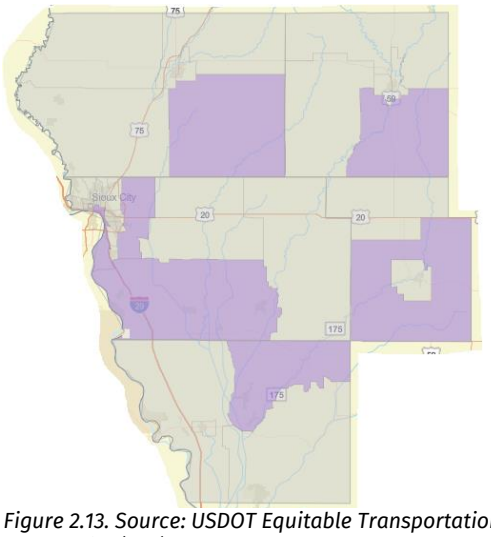


Figure 2.13. Source: USDOT Equitable Transportation Community (ETC) Explorer.

With the passage of the Bipartisan Infrastructure Law in 2021, the Department of Transportation has incorporated a renewed emphasis on environmental justice and equity into decision making processes for funding transportation projects. The national goal, called the Justice40 Initiative, is to apportion 40 percent of certain federal investments to disadvantaged communities that tend to be underserved and overburdened by pollution and the effects of climate change. New tools to analyze inequities have been developed at the federal level that can be used to show vulnerable populations based on many factors, such as transportation access, socioeconomic characteristics, health statistics, and risk from climate change. Figure 2.13 shows the census tracts that have been identified as disadvantaged within the SRTPA region compared to all census tracts in the State of Iowa, according to the Equitable Transportation Community tool from USDOT. While not all individual households are affected, about 20,000 residents live in these census tracts. The chart in Figure 2.14 shows the contributing factors that go into each equity part for these disadvantaged census tracts. Transportation insecurity is the component that SRTPA residents experience the most, as a rural region. Lack of access to transportation and traffic safety issues disproportionately affect the region compared to the rest of the state.

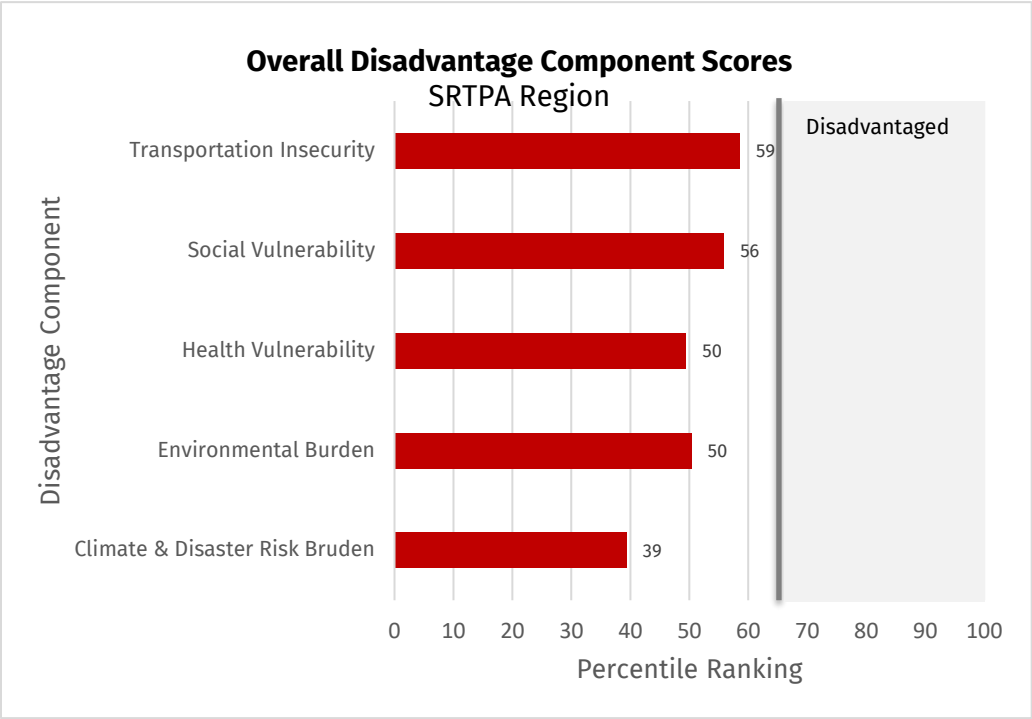


Figure 2.14. Source: US DOT Equitable Transportation Community Explorer.

D. Employment

As mentioned previously, the SRTPA has rich soils created by the erosive effect of receding glaciation thousands of years ago. Additionally, the receding glaciation also affected the drainage patterns of rivers and led to regular alluvial flooding before the large upstream dams for flood control and hydroelectric power put an end to such occurrences. These flood events added many critical soil forming minerals further enhancing the soil. Thanks to this and regular, reliable rainfall, the principal economic activity in the region is agriculture and its related services and industries. In the following table, a comparison of the counties, region, and state agricultural data is displayed.

	Number of Farms	Median Farm Size (acres)	Average Farm Size (acres)	Acres in Farmland	Total Land Area (acres)	Percent of Land in Farms
Cherokee	863	180 to 499	392	338,678	369,220	92%
Ida	525	50 to 179	501	263,097	276,165	95%
Monona	619	180 to 499	539	333,858	444,206	75%
Plymouth	1,219	180 to 499	413	503,438	552,210	91%
Woodbury	1,037	50 to 179	435	450,763	558,653	81%
SRTPA	**4,263**	**180 to 499**	**456**	**1,889,834**	**2,200,454**	**86%**
Iowa	*86,104*	*50 to 179*	*355*	*30,563,878*	*35,748,540*	*85%*

Figure 2.15. Source: USDA Census of Agriculture 2017.

As the table shows, agriculture has an overwhelming presence amongst SRTPA's economy with nearly 90 percent of all land being used for farms. The primary crops grown in the region are corn used for grain (52% of harvested acres) and soybeans used for beans (44% of harvested acres). Total employment figures on farms are likely underreported in the USDA Census of Agriculture given the informal and seasonal nature of farm work. According to this source, the SRTPA region had 3,785 farm workers grossing $40,208,000 in collective earnings in 2017. The number and average size of farms in the region detailed in Figure 2.15 would show that these figures are likely an underestimate of farm employment.

Supporting the farm output is a large agriculture processing and service industry. This industry takes corn, soybeans, hogs/pigs, cattle, dairy etc. as input and manufactures processed food items for consumption nationally and internationally. Several well-known names in the food processing industry have large operations in or near the region. Examples include Tyson Fresh

Meats, Wells Enterprises, Seaboard Triumph Foods, Empirical Foods, Smithfield Foods, Hearthside Foods, Cargill, and the Sioux Honey Association Co-Op. Their products range from cut and ground beef, processed pork/ham, dairy products, soybean oil, cookies, and crackers. In addition to employers working in food processing directly, the region is home to many companies that support the food industry, such as transportation, warehousing, cold storage, and fertilizer and biofuel production.

SRTPA's Largest Employment by Industry (2020)

1. Educational Services, & Health Care & Social Assistance – 23%
2. Manufacturing – 17%
3. Retail Trade – 11%

Unemployment Rate (2020)

SRTPA Region – 2.5%

Iowa – 3.9%

U.S. – 5.4%

Figure 2.16. Source: U.S. Census Bureau.

The distribution of employment by industry in the region has remained consistent over the past several decades. Specifically, the three largest industries by employment; Educational Services, and Health Care, and Social Assistance; Manufacturing; and Retail Trade; have maintained about the same share of total employment in the region since 2000. Outside of the three largest industries, industries that experienced the largest declines between 2000 and 2020 in number of residents employed are Information (-38%), Wholesale Trade (-36%), and other services, except public administration (-18%). Industries that underwent significant increases in employment during this time include Finance and insurance, and real estate and rental and leasing (10%), Educational services, and health care and social assistance (10%), and public administration (11%).

Regarding the unemployment rate, the region has fared well, recording lower rates than both the state and the nation. Within the region, unemployment rates for each county have generally remained below five percent since 2000. The only exception is Monona County, which had a rate close to six percent in 2010, but has since reduced to below four. It is not expected that the unemployment figures will change significantly during the period of this plan as

economic change tends to occur slower in this region. Barring significant economic discontinuity, the unemployment rate is projected to still be between three and five percent.

II. Summary

In summary, it can be said that SRTPA's population is projected to stay relatively level, while becoming increasingly diverse and the senior population grows. Advantages are distributed unevenly across the region, with some communities experiencing higher burdens related to income, health, access to transportation, and social vulnerabilities than others. Economic activity is centered on agriculture and related services and industries, with the primary crops grown being corn and soybeans. Unemployment is low compared to the state and nation overall and is expected to continue this trend into the future. The socioeconomic aspects discussed in this chapter should be kept in mind when planning for the region's transportation infrastructure over the next 25 years.

CHAPTER 3: EXISTING REGIONAL TRANSPORTATION

I. Overview

The SRTPA region is well served by multiple modes of transportation. The region is connected by multiple major highways, several railroads whose services impact the entire country, commercial air service, and the potential for barge traffic through the Missouri river along the region's southwestern border.

A. Highways

SRTPA's transportation network consists of approximately 6,300 miles of road. The FHWA has created a road identification system, where roads are assigned to one of seven different Federal Functional Classifications (FFC). The mileage distribution on roads via FFC is listed in Figure 3.1 and displayed in the map in Figure 3.2.

SRTPA Rural Mileage by Federal Functional Classification (FFC)

FFC	Rural Mileage
Interstate	39
Other Principal Arterial	161
Minor Arterial	266
Major Collector	803
Minor Collector	855
Local	4,111
SRTPA Total	**6,235**

Figure 3.1

The range in Annual Average Daily Traffic (ADDT) amongst the SRTPA transportation network correlates with the FFC hierarchy. Interstate has the highest FFC classification and the highest AADT. The AADT decreases with each FFC category, with Local roads recording the lowest AADT. Routes categorized by level of AADT in the SRTPA are displayed on the map in Figure 3.3. See the Appendix for descriptions of each Federal Functional Classification category.

Federal Functional Classification

SRTPA Road Network

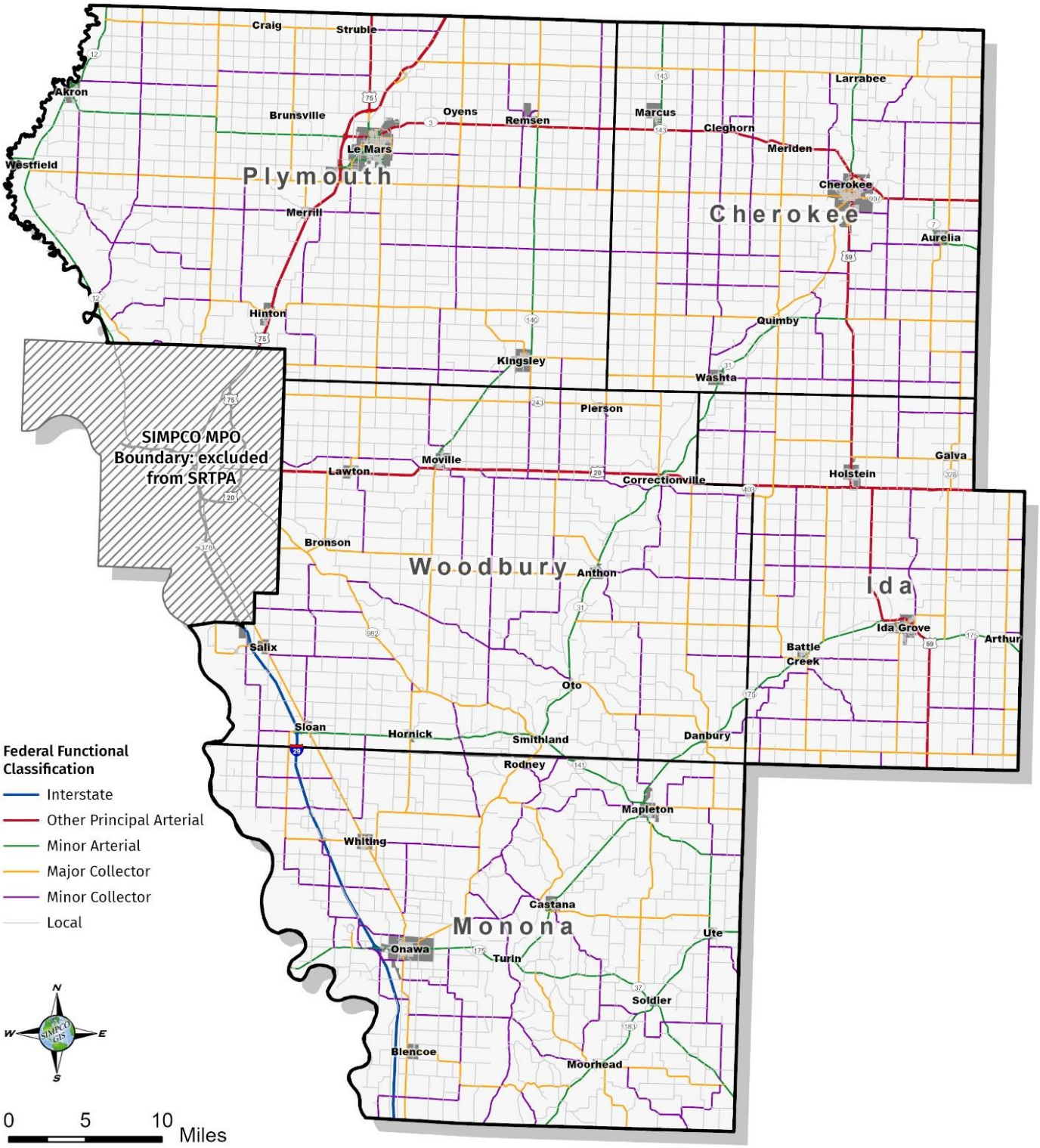


Figure 3.2

Average Annual Daily Traffic

SRTPA Road Network

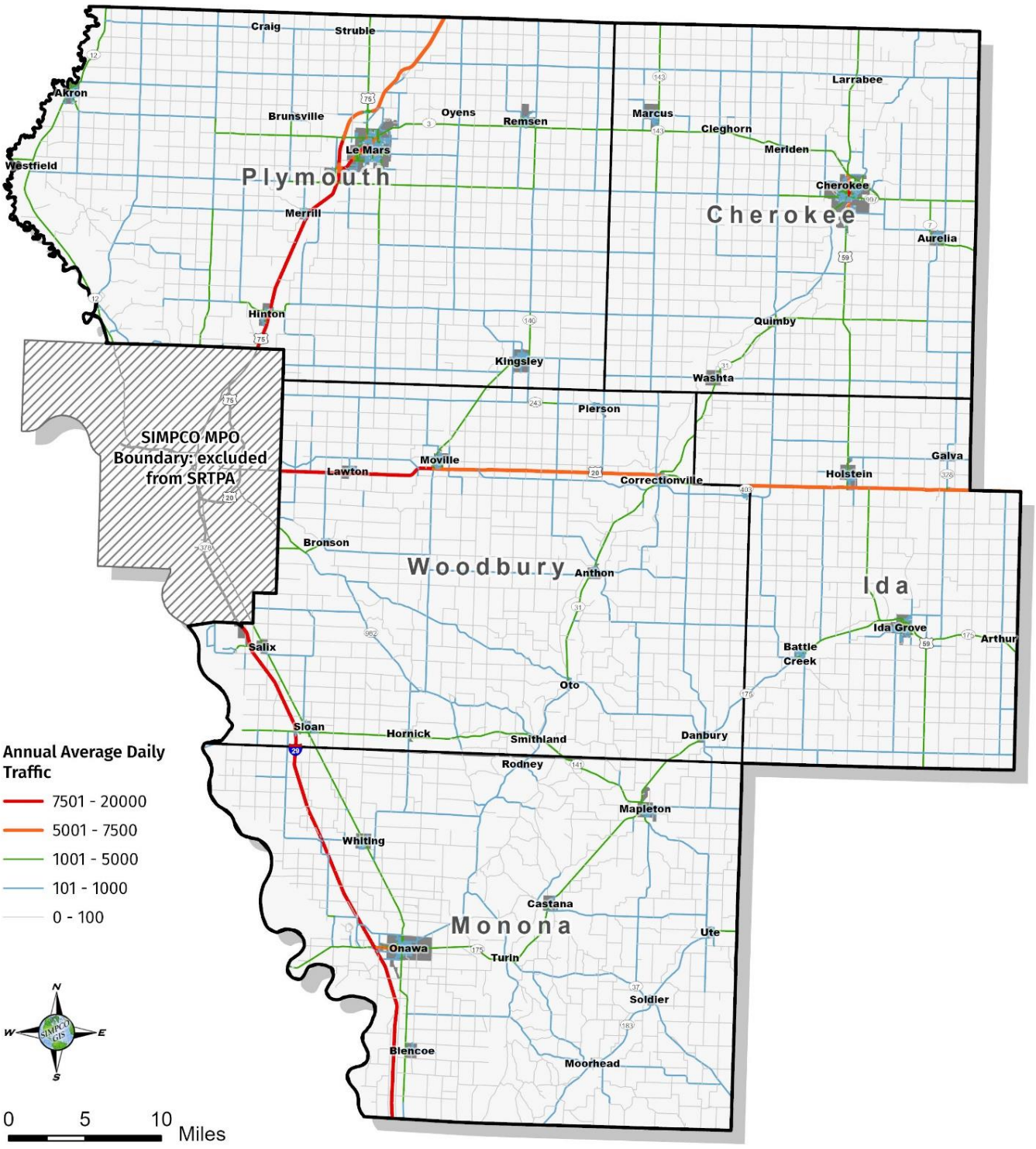


Figure 3.3.

In 2021, SRTPA had approximately 200 miles of major routes classified as either Interstate or Other Principal Arterial with 39 of those miles being **Interstate 29** in the southwest section of the region. Interstate 29 serves as the principal north – south route through the area, connecting Sioux City with Sioux Falls SD, Fargo, ND and Winnipeg MB, CA to the north and Council Bluffs, IA, Omaha, NE, and Kansas City, MO to the south. Descriptions of the Other Principal Arterial routes in the region are included below.

US Highway 75 runs north – south, entering the region at the southernmost point in Sioux City at the intersection of Interstate 29 and Highway 20. It then runs northeast to Le Mars, and into Sioux County. Southwards, it passes through Sioux City down to Blair, NE.

US Highway 59 runs north – south through Cherokee and Ida Counties in the region. This route passes through the SRTPA communities of Larrabee, Cherokee, Holstein, and Ida Grove.

Iowa Highway 60 begins just north of Le Mars, branching off Highway 75 to the northeast. This route connects the SRTPA region to the Iowa Great Lakes area and communities in southwestern Minnesota. It runs from Le Mars northward to I-90 in Minnesota before continuing as Minnesota 60 towards the Twin Cities region.

US Highway 20, the longest road in the United States, runs coast to coast from Boston, MA to Newport, OR. Regionally, it is a principal east – west arterial route linking communities across the SRTPA area. It provides access to north central and eastern Iowa as well as the entire length of northern Nebraska.

Iowa Highway 3 provides a regionally important connection between the population centers of Le Mars and the City of Cherokee. This route continues east of the City of Cherokee across the state to Dubuque.

Other highways in the region, such as Iowa Highways 12, 31, 37, 140, 141, 143, 175, and 183 are Minor Arterials that primarily service intra-regional traffic. Traffic counts range from less than 1,000 to 20,600 AADT on the SRTPA highways. Interstate 29, unsurprisingly, has the highest volumes, with AADT ranging from 14,500 to 20,600 depending on the corridor. Rural areas in Ida and Monona counties carry some of the lower highway volumes, with some corridors

reported between 500 and 800 AADT in 2022. Starting with SAFETEA-LU and continuing through the FAST Act and BIL, emphasis has been placed on preservation of the existing highway system. This is a challenge with many of the regional roadways and bridges in need of maintenance work or reconstruction.

SRTPA is home to a significant number of bridges due to the characteristic Loess topography consisting of numerous streams, creeks and rivers. Plymouth and Woodbury County accounted for the most bridges amongst SRTPA counties. Figure 3.5 indicates the number of bridges by jurisdiction. Given the large number of bridges described, maintenance of these bridges is and will continue to be a significant challenge.

Number of Bridges by Federal Functional Classification

	Interstate	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Cherokee	0	10	15	45	35	142
Ida	0	11	14	39	29	89
Monona	13	0	34	24	47	51
Plymouth	0	42	27	62	43	248
Woodbury	7	13	24	55	52	186
SRTPA Total Bridges = 1,357						

Figure 3.4. Source: FHWA National Bridge Inventory 2023.

County	Bridge Counts				Bridge Area (Square Meters)			
	All	Good	Fair	Poor	All	Good	Fair	Poor
Cherokee	246	81	83	82	52,336	18,544	22,806	10,985
Ida	182	77	74	31	38,519	18,980	13,717	5,822
Monona	160	57	64	39	58,807	21,929	24,835	12,043
Plymouth	435	221	116	98	116,896	68,532	37,755	10,609
Woodbury	455	186	176	93	302,461	87,595	191,560	23,306
Total	**1,478**	**622**	**513**	**343**	**569,020**	**215,581**	**290,674**	**62,765**

Figure 3.5. Source: FHWA Bridge Condition by County, 2023.

B. Public Transit

Siouxland Regional Transit System (SRTS)

The Siouxland Regional Transit System (SRTS) is a demand responsive transit system serving the counties of Cherokee, Ida, Monona, Plymouth, and Woodbury in Iowa, Dakota County in Nebraska, and Southern Union County in South Dakota.

SRTS provides public transportation for persons of all ages, including those who may require specialized transportation. Patrons of SRTS typically include the elderly, disabled individuals, low-income individuals, and those lacking a source of transportation. SRTS offers a service with direct pick-up and transportation to individualized destinations. The service can be used for medical appointments, shopping, school, and work. Critical medical needs such as dialysis, physical therapy or other scheduled appointments are also accommodated. SRTS's fleet of buses are ADA accessible, include seatbelts, and all buses are equipped with mobility device lifts. SRTS is in operation between Monday and Saturday from 5:30 a.m. to 7:00 p.m.

Contract transportation is available for businesses to assist in transporting employees to work safely and efficiently. Vanpooling is a way to connect employees who live near each other and provide them with a recent-model van. Riders commute together, saving money and freeing up time to relax or catch up on work.

In the following tables, the type of service, fare rates, and SRTS operational details are listed.

Siouxland Regional Transit System (SRTS) Fare Rates

	Within City Limits (Sioux City Metro for Woodbury County)		Outside City Limits (Sioux City Metro for Woodbury County)	
	Curb to Curb	**Door to Door**	**Curb to Curb**	**Door to Door**
Cherokee	4.00	7.00	4.00 + .50 per mile	7.00 + .50 per mile
Ida	4.00	7.00	4.00 + .50 per mile	7.00 + .50 per mile
Monona	4.00	7.00	4.00 + .50 per mile	7.00 + .50 per mile
Plymouth	3.50	6.00	4.00 + .50 per mile	7.00 + .50 per mile
Woodbury	Sioux City Transit		4.00 + .50 per mile	7.00 + .50 per mile

Figure 3.6.

Siouxland Regional Transit System (SRTS) Annual Figures				
	Ridership	**Miles**	**Hours**	**Vehicles**
2013	158,770	806,364	50,989	49
2014	175,561	782,127	68,224	49
2015	181,415	1,073,148	70,241	50
2016	187,982	1,079,782	74,039	50
2017	192,000	1,123,456	78,206	50
2018	172,130	1,132,483	78,956	50
2019	162,790	1,153,864	75,883	50
2020	108,035	792,235	48,180	51
2021	81,402	554,665	31,939	51
2022	100,008	711,171	38,072	51
2023	117,662	650,888	44,428	51

Figure 3.7.

C. Trails

A variety of trails are distributed amongst communities within the SRTPA region. Communities such as Le Mars, Cherokee, Marcus, Ida Grove, and Correctionville have local trail systems that offer residents connection to local destinations such as parks and recreational amenities. There are several plans at varying stages of development that would connect communities in the SRTPA with the rest of the region and other parts of the state. The first phase of the Plywood Trail that connects Le Mars and Merrill was completed in 2023. When all three phases are completed, this project will connect Le Mars, Merrill, Hinton, and Sioux City with a roughly 15-mile multi-use trail.

SRTPA Trails		
Location	**Trail Name**	**Description**
Cherokee	Highway 59 Trail	Westcott Drive to Spring Lake Park
Cherokee	Spring Lake Trail	Trail connection to Gillette Park
Cherokee	Cherokee Community Rail Trail	Trail from E Bluff Street to Jefferies Street utilizing an abandoned railway corridor

Correctionville	Little Sioux Trail	Correctionville to Little Sioux Park via Little Sioux Valley and abandoned railroad
Hinton	Hinton Trail	Around Hinton
Holstein	Holstein Community Trail	Through Holstein
Ida Grove	Pleasant Valley Trail	Around Ida Grove and up to Moorehead Park
Ida Grove	West Access	Trail access into Ida Grove from the west
Kingsley	Kingsley Trail	Around Kingsley
Le Mars	Le Mars Municipal Park Golf Course	Municipal Park Loop
Le Mars	Recreation Trail Connectors	Trail along Hwy 3 right of way
Marcus	Marcus Community Trail	Around Marcus
Moville	Moville Trail	Arlington Cemetery to County Fairgrounds
Onawa	K42/Cherry Ave Trail	County Museum Complex to Lewis and Clark State Park
Remsen	Sunrise Park Trail	Around Sunrise Park
Regional	Plywood Trail	From the MPO boundary along US 75 right of way through Hinton and Merrill to Le Mars
Statewide	Lewis and Clark Trail	From the Missouri state line to South Dakota

Figure 3.8.

The Lewis and Clark Trail is a trail project of statewide significance that the Iowa Department of Transportation is currently working with a team of consultants to design. This trail is proposed to extend from its existing end location in the south portion of the SIMPCO MPO and follow the Missouri River south through Woodbury, Monona, Harrison, Pottawattamie, Mills and Fremont counties, ending at the Missouri border.

In 2013, landscape architecture students from Iowa State University developed a trails plan for Monona County. Students worked with the public and county officials in the development of the plan. The proposed trail network for the region, including Monona County's student-led plan, can be seen on the map in Figure 3.9.

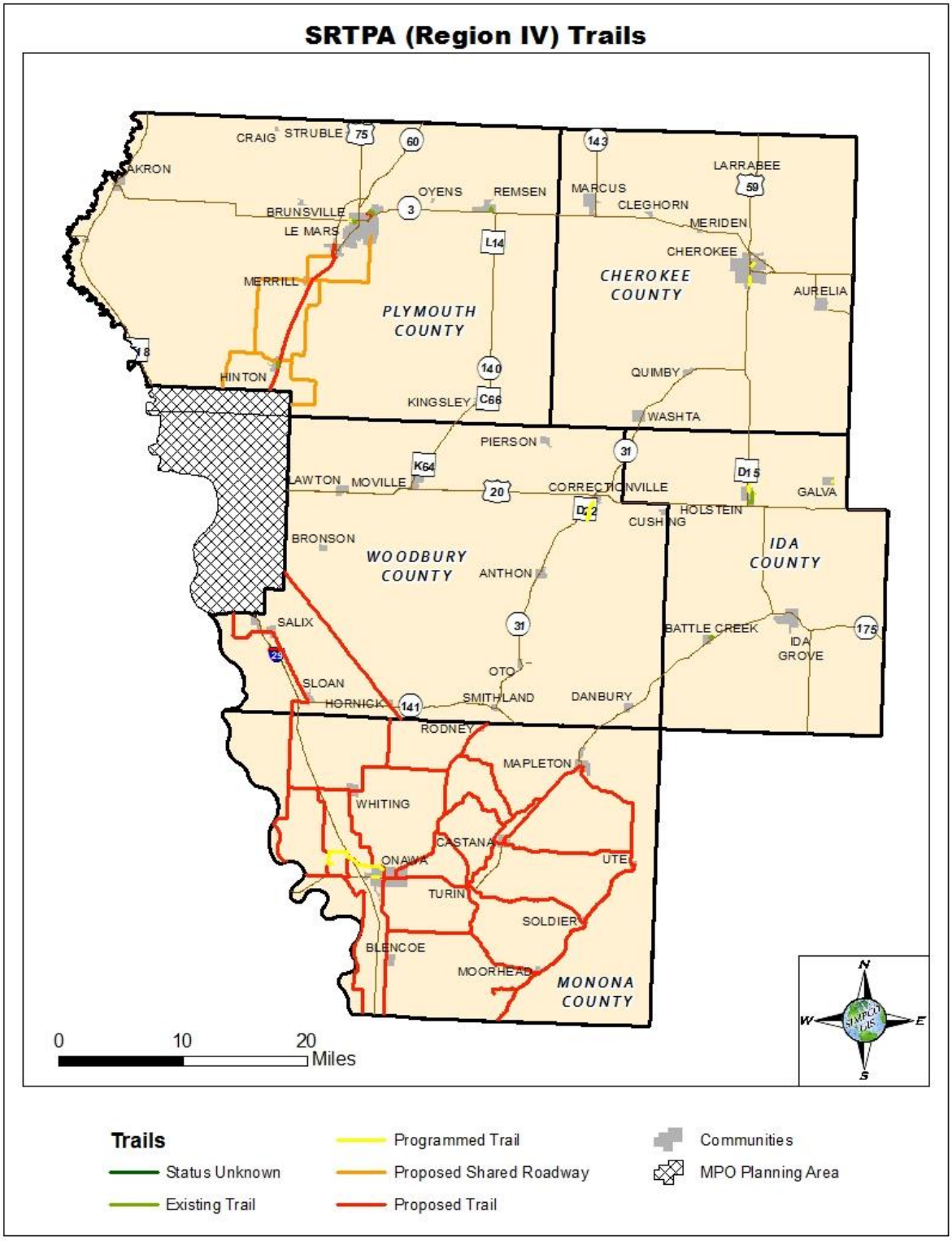

SRTPA (Region IV) Trails
CRAIG
STRUBLE
AKRON
OYENS
REMSEN
BRUNSVILLE
LE MARS
MERRILL
PLYMOUTH COUNTY
HINTON
KINGSLEY
MARCUS
CLEGHORN
LARRABEE
MERIDEN
CHEROKEE
CHEROKEE COUNTY
AURELIA
QUIMBY
WASHTA
PIERSON
LAWTON
MOVILLE
CORRECTIONVILLE
GALVA
HOLSTEIN
CUSHING
BRONSON
WOODBURY COUNTY
ANTHON
IDA COUNTY
SALIX
BATTLE CREEK
IDA GROVE
OTO
SLOAN
HORNICK
SMITHLAND
DANBURY
RODNEY
MAPLETON
WHITING
CASTANA
ONAWA
UTE
TURIN
SOLDIER
BLENCOE
MOORHEAD
MONONA COUNTY
0
10
20
Miles
N
W
E
S
Trails
Status Unknown
Existing Trail
Programmed Trail
Proposed Shared Roadway
Proposed Trail
Communities
MPO Planning Area

Figure 3.9.

D. Airports

There are no Commercial Service Airports defined as airports with at least 2,500 annual enplanements and scheduled air carrier service, found within the SRTPA boundary. However, the Sioux Gateway Commercial Service Airport is found just outside the SRTPA boundary within the SIMPCO MPO. This is a Primary, Nonhub airport, which means it receives more than 10,000, but less than .05 percent of the annual U.S. enplanements. Details of Sioux Gateway Airport can be found in the MPO LRTP. Within the SRTPA, there are two General Service airports found in Le Mars and Cherokee. These are facilities with runways over 4,000 feet and having services that cater to small and mid-size business jets. Ida Grove and Mapleton each have a Local Service airport, which typically support local aviation activity, and offer few airport services. In addition to these facilities, there are two other commercial air service options outside of the region available within reasonable driving distance for SRTPA residents. The Eppley Airport in Omaha is about 90 miles away to the south, while the Sioux Falls airport is roughly the same distance away to the north.

SRTPA Airport Characteristics

City	Airport	Facility Type	Runway Length & Width	Fuel Type
Cherokee	Cherokee County Regional	General Service	4,001' X 75'	100LL, Jet A
Ida Grove	Ida Grove Municipal	Local Service	3,172' X 50'	Not Available
Le Mars	Le Mars Municipal	General Service	5,056' X 75'	100LL, Jet A
Mapleton	Mapleton - James G. Whiting Memorial Field	Local Service	2,801' X 60'	100LL
Sioux City	Sioux Gateway	Commercial Service	9,002' X 150'	100LL, Jet A

Figure 3.10. Source: Iowa Aviation System Plan 2020. Iowa Department of Transportation.

There is no cargo traffic of significance at any of the SRTPA regional airports mentioned. Sioux Gateway Airport in Sioux City does have a minimal air cargo service provided as part of the commercial airline service to Chicago.

In addition to the airport facilities, there are multiple heliports located within the SRTPA boundary. The four existing heliports within the SRTPA boundary are located at Cherokee Regional Medical Center, Horn Memorial Hospital in Ida Grove, Floyd Valley Hospital in Le Mars, and Burgess Health Center in Onawa. There are also two heliports located within the SIMPCO MPO boundary in Woodbury County at UnityPoint Health- St. Luke's and MercyOne Siouxland Medical Center. The geographic distribution of airports and heliports amongst the SRTPA is displayed on the map in Figure 3.11.

SRTPA Airports & Heliports

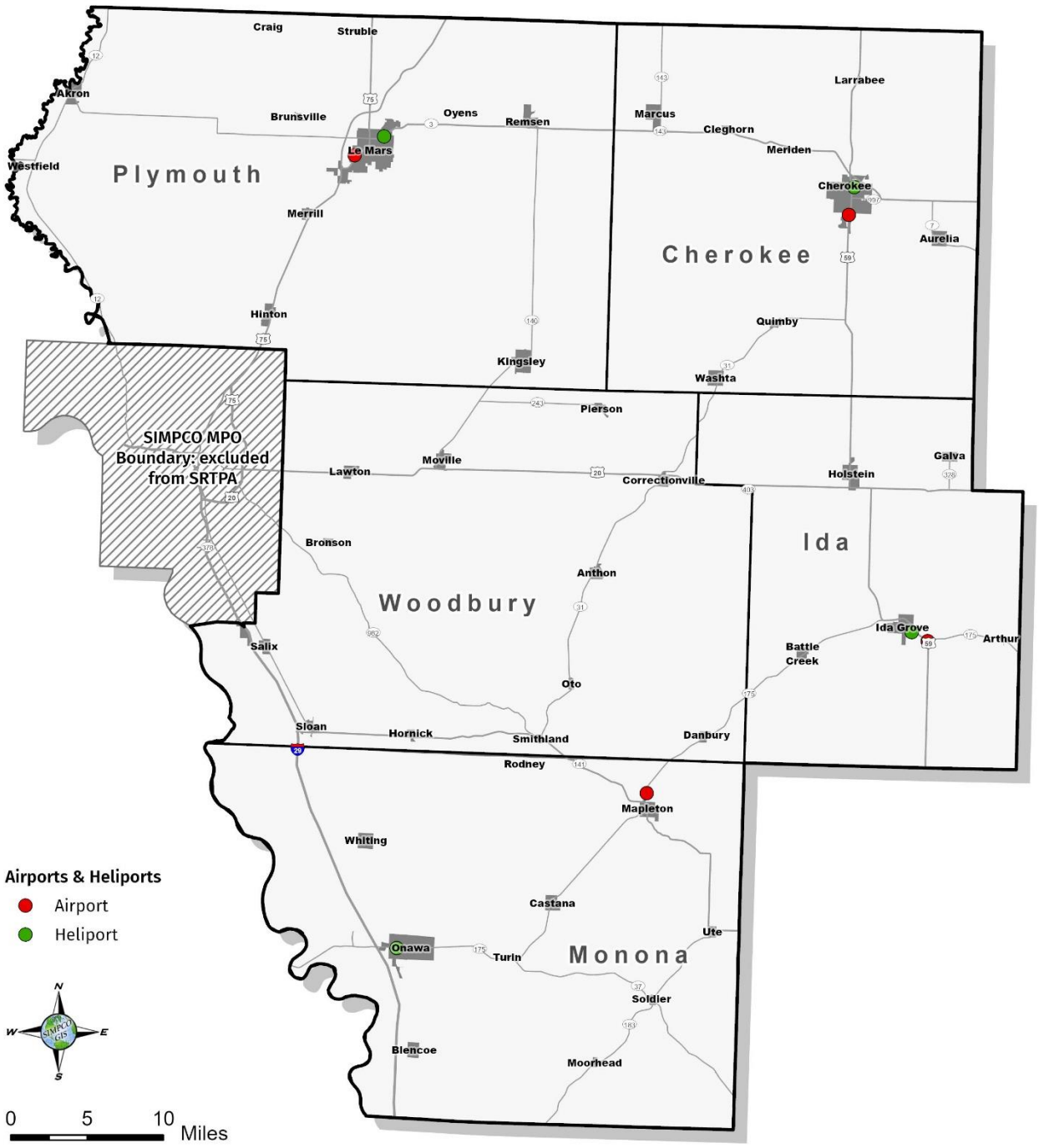


Figure 3.11.

E. Trucking

As is the case for the MPO, trucking is not directly under the planning jurisdiction of the SRTPA. Given the agricultural nature of the area, a significant percentage of the freight traffic on the roadways involves trucks distributing agricultural products. Examples include heavy farm trailers pulled by agricultural tractors delivering corn and soybeans to storage depots or grain elevators.

Truck trailer combinations are also heavily used to shuttle grain products and live animals such as cattle, hogs and poultry to processing centers in nearby towns and cities. The Well's Dairy processing plant in Le Mars is an example of a company in the region that is a significant source of trucks utilizing the region's roadways. To support these operations, raw materials are brought in via train and truck and the output products are trucked out to destinations nationally and internationally. Other entities such as heavy equipment manufacturers are also significant users of the road network shipping their products primarily by flatbed. Warehousing and distribution activity is well represented in the SRTPA. For example, Hy-Vee has a distribution center in Cherokee and ships varied products including processed foods, vegetables, processed and cut meat and other general grocery products, in and out over the regional road network.

Long distance truck transportation through the region places additional demands on the roadways. As mentioned above, Interstate 29 serves the region and is a major corridor as part of the interstate network that handles trade from Mexico and the Southeast to central and western Canada. This traffic is anticipated to grow, particularly with the rise of Alberta as a significant energy and manufacturing center. Truck traffic from Minnesota to the Southwest and Mexico also places heavy demands, particularly along the Iowa Highway 60 corridor.

F. Barge – Waterborne Transport

The U.S. Department of Transportation Maritime Administration (MARAD) designated the Missouri River corridor between Kansas City, Missouri and Sioux City, Iowa as the M-29 Marine Highway Connector in 2013. With this designation, communities and entities operating on the corridor are eligible to apply for discretionary grant opportunities to improve intermodal

transportation facilities through the Maritime Administration. This program seeks to increase the use of the nation's waterways by barges to transport cargo and reduce pollution, congestion, and wear and tear on the road network.

In 2021, the New Cooperative Inc. began operations at the newly constructed Port of Blencoe in Monona County. This facility provides a grain outlet for growers in western Iowa to access international markets. There is also a large shed that stores fertilizer for wholesale and retail distribution. In addition to fertilizer and grain, the facility can load and unload county rock, soybeans, soybean meal, and corn for shipment.

This port is the farthest north barge facility on the Missouri River and will enable the transport of high-volume freight in a more efficient manner than could be achieved on the road network. In 2023, roads leading to the barge were improved to increase access to the port facility for freight traffic from Interstate 29. Future planned improvements include the construction of a scale and office facility, and a new commodity building to assist with loading. This new facility and intermodal infrastructure improvements demonstrate the unique economic development opportunity provided by the strategic location on the Missouri River. The SRPTA region can utilize this advantageous connection to interstate and international markets with the further development of barge infrastructure.

G. Rail

SRTPA is served by three Class 1 railroads and one short line railroad. The Class 1 railroads serving the region are BNSF Railway Co., Canadian National Railroad (CN), and the Union Pacific Railroad. The short line railroad, Dakota & Iowa Railroad Co. (DAIR), serves the northwest corner of SRTPA in Plymouth County. The following table lists the communities that align with each railroad:

Cities Aligning with Railroads

BNSF Railway Co.	CN Railroad	Dakota & Iowa Co.	Union Pacific Railroad
Hinton	Hinton / Merrill	Westfield	Blencoe / Onawa
Merrill	Le Mars / Oyens	Akron	Whiting / Sloan
Brunsville	Remsen / Marcus		Salix / Hinton
Struble	Cleghorn / Meriden		Merrill / Le Mars
	Cherokee / Aurelia		
	Ida Grove / Arthur		

Railways are often shared between multiple companies. The roles involved in sharing a railway include a Primary Operator, or owner, of the railroad, and a company with trackage rights, giving them the ability to operate their cars on the railway as a lessee. For the stretch of railway between Sioux City and Le Mars, BNSF is the Primary Operator and Union Pacific has trackage rights. The regional rail center that serves all the railway companies operating in the SRTPA region is in Sioux City. Here, the operations of all four companies intersect. Currently there is no passenger rail service available in the area. The railways serving the SRTPA region and associated transload facilities are displayed on the map in Figure 3.12.

SRTPA Rail Routes

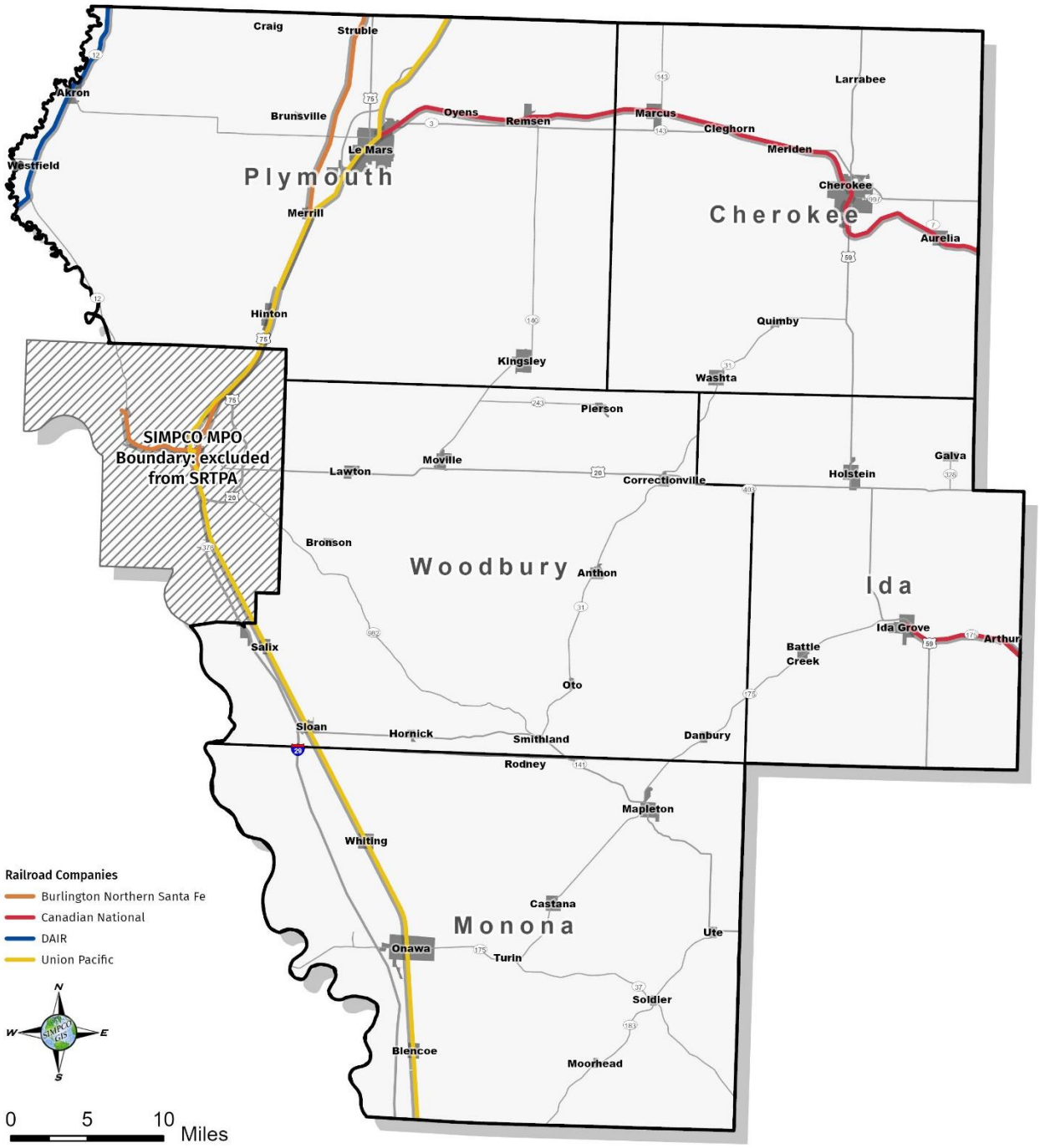


Figure 3.12

H. Safety

Similar to the other RPAs in Iowa, SRTPA's safety concerns are primarily related to the higher speeds attained by drivers in rural areas. Generally, crashes in the rural network tend to be more serious than the more frequent but lower severity incidents in urban areas. This is evident through the difference in the number of serious crashes within the SRTPA boundary versus the MPO area. Between 2019-2023, about five percent of crashes resulted in fatalities or serious injuries in the rural SRTPA, whereas only 1.6 percent of crashes were at this level of severity in the urban MPO over the same period.

Between 2019 and 2023, most of the severe and fatal crashes within the SRTPA region were located on major collector and local roads, as illustrated by the chart in Figure 3.13. Similarly, according to Iowa DOT's Highway Safety Improvement Program (HSIP) Report for 2020, local rural roads had the highest fatality and serious injury rates (6.18 and 23.97 per HMVMT, respectively), followed by rural minor collectors (4.48 and 16.27 per HMVMT), and rural major collectors (2.48 and 9.12 per HMVMT). This pattern could be due to the fact that with a great many miles of roadway comprising these lower classifications of the rural system, there are fewer driver supports, such as paint, rumble strips, and signage. There are also fewer intersections and other vehicles to contend with, making it easy to drive at high speeds on rural collectors and local roads.

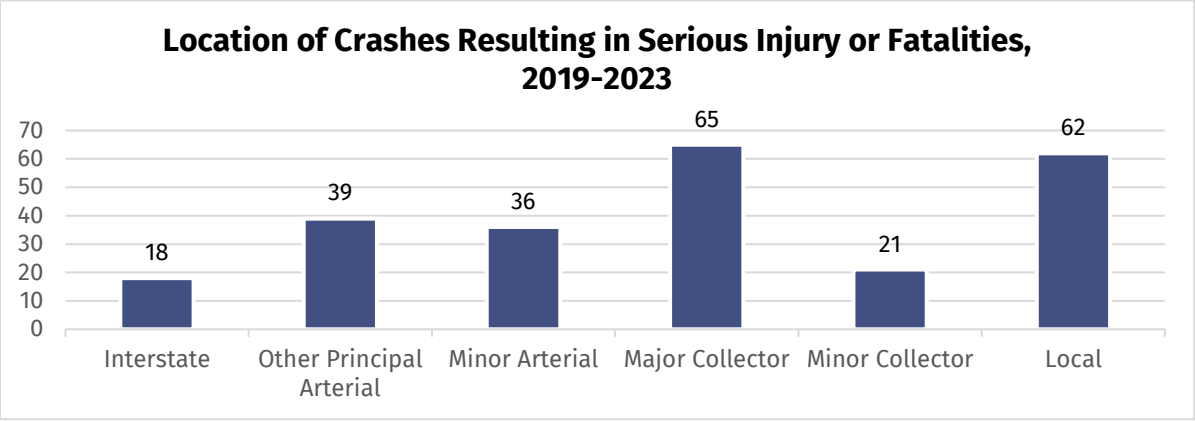


Figure 3.13. Classification of roads where crashes took place resulting in fatal or severe injuries between 2019-2023 in the SRTPA region. Source: Iowa DOT ICAT Tool.

Between 2019 and 2023, there were 243 crashes that resulted in at least one fatality or serious injury. Of the 344 drivers involved in these crashes, eight percent were under the influence of alcohol or drugs. Although many crash reports have no contributing driver action listed, the most frequently reported contributing factors of drivers' behavior were losing control of the vehicle (23%), speeding (10%), disobeying stop signs (8%), driving erratically, too close, or recklessly (8%), and wrong way driving (5%).

Of the 243 crashes, seven percent involved adverse weather conditions. About a quarter of the crashes took place during dark conditions without street lighting. Major causes were speeding, running off the road and lane departures, failure to yield right of way at intersections, and running stop signs. Nearly two-thirds of the crashes involved only a single vehicle, of which the most common incident was a vehicle rollover. The second most common type of collision was a broadside (15%). There were four fatalities and nine serious injuries involving pedestrians or bicyclists during this period.

SRTPA Crashes 2019-2023

Year	Fatal Crash	Serious Injury	Minor Injury	Possible/ Unknown Injury	Property Damage Only
2023	11	39	119	91	732
2022	8	37	133	102	709
2021	10	33	140	108	788
2020	16	31	142	104	689
2019	9	49	127	130	888
Total	54	189	661	535	3,806
Percent Change from 2013-2018	-31%	-28%	-6%	-50%	-8%

Figure 3.14. Source Iowa DOT, Iowa Crash Analysis Tool (ICAT).

Figure 3.14 shows the number of crashes by severity over the past five years, as well as how these values compare to the previous five-year period. All categories of crash severity have decreased substantially, with the largest reductions being in fatal crashes and crashes

resulting in possible or unknown injuries. On the following page, the spatial distribution of crashes by crash severity is displayed in the SRTPA between 2019 to 2023 as well.

The state's safety priorities listed in the State Highway Safety Plan for 2019-2023 are to plan for unprotected persons, lane departures and roadside collisions, speeding, young drivers, intersections, impaired driving, older drivers, and distracted driving. All these Statewide emphasis areas are also applicable to the SRTPA region.

Crashes 2019 – 2023 by Severity

SRTPA Region

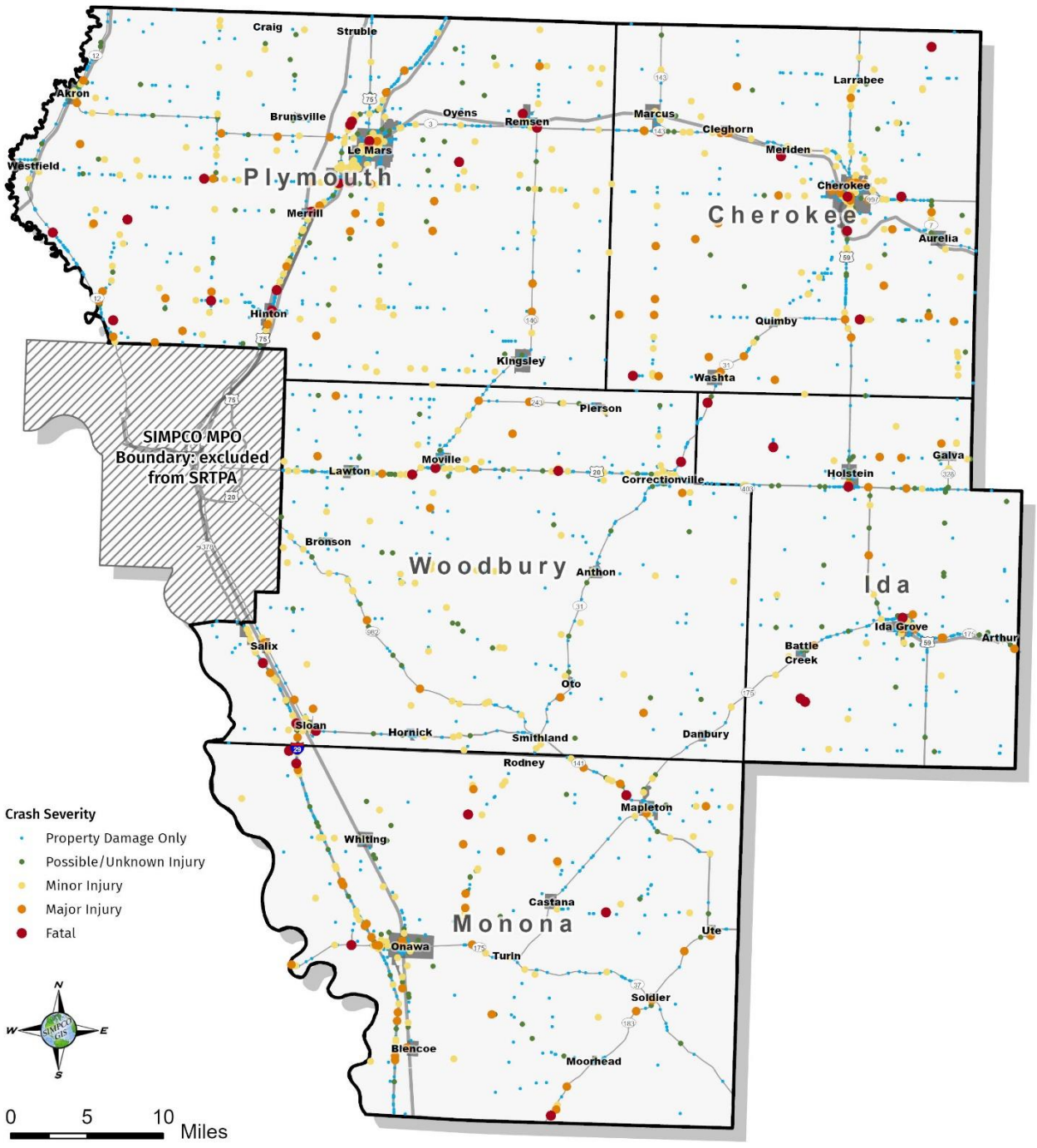


Figure 3.15.

I. Mobility

The 2020 estimated commute times for workers living in the SRTPA region was in line with those of the State of Iowa overall. The chart in Figure 3.16 shows the distribution of commute times for the region in 2020. The median commute time for both the region and the state was between 15 and 19 minutes and nearly three fourths of residents of the region had a commute time less than 30 minutes. This indicates that the road network provides an efficient means of transportation to and from work for a majority of residents.

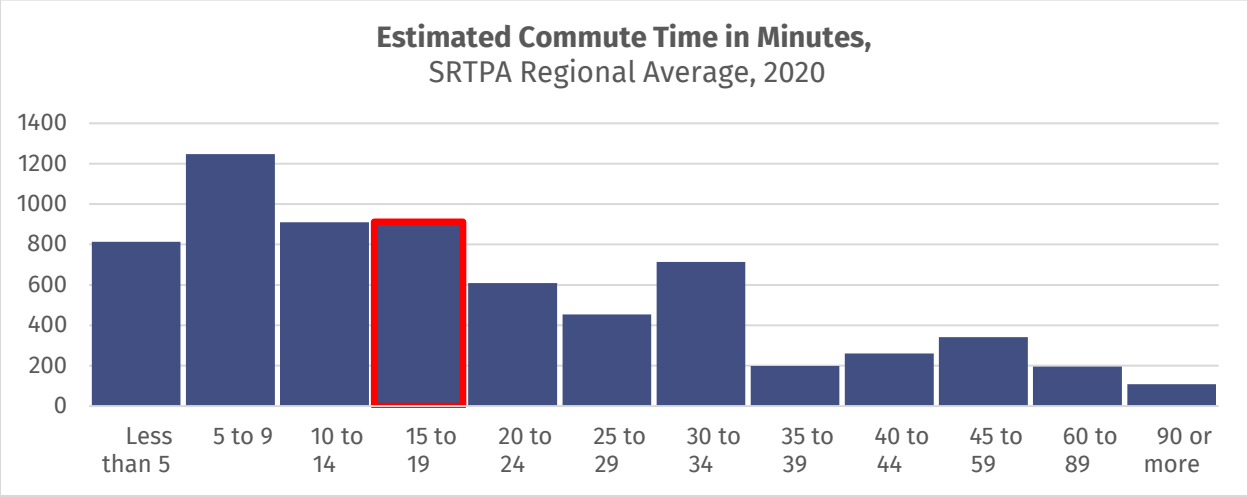


Figure 3.16. Source: US Census Bureau, ACS 2020 5 Year Estimates. Median commute time: 15 to 19 minutes.

The estimated percentage of the SRTPA's population that had a disability in 2020, 13 percent, was about the same as in the state and country overall (12 and 13 percent, respectively). However, with the population aging and the tendency of the rural population to be older on average than in the MPO area, the availability of public transportation in the SRTPA is an important consideration to ensure residents' mobility in the future.

II. Summary

With every transportation system there are positive aspects that should be maintained and negative aspects that require improvements and change. The following points summarize SRTPA's transportation system strengths and weaknesses using the information presented in this chapter.

A. Strengths

- STRPA has a network of principal arterial roads connecting the major population areas some of which are divided, four-lane highways.
- SRTPA is a regional rail hub that is essential for the transportation of agricultural goods and related products to national and international markets.
- SRTPA has adequate well-placed general service airports and proximity to commercial service via Sioux Gateway (Sioux City), Eppley (Omaha) and Joe Foss (Sioux Falls).
- SRTPA has access to water borne transport when water levels allow, and a new barge facility in Monona County that can continue to be improved.

B. Weaknesses

- SRTPA has a lot of bridges, many in need of replacement or rehabilitation.
- SRTPA has many miles of low volume roads that need continual maintenance and occasional rehabilitation.
- The trail system is extensive within towns but connectivity across the region could be improved.
- Communities in the SRTPA are auto-dependent, as is the nature of rural communities. Continual improvement and access to public transit is crucial for residents with disabilities and demand is expected to increase as the population ages.
- The SRTPA has a higher rate of crashes resulting in serious injury and fatalities compared to the Siouxland MPO.

The aim of this plan ultimately is to address the negatives while maintaining or building on the positive aspects of the existing transportation system.

Chapter 4: Transportation Planning and the Environment

I. Overview

This chapter will cover the four environmental issues identified for discussion in this 2050 LRTP: threatened and endangered species, conservation recreation lands, water resources, and carbon emissions. Following that, there will be a discussion of natural resources coordination efforts and potential environmental mitigation activities. Each of these characteristics has a direct relationship with the future transportation needs of SRTPA and is essential to the long-range planning process.

A. Threatened and Endangered Species

The following is a list of federally recognized threatened and endangered species that are found throughout Iowa, including the SRTPA region. The U.S. Fish & Wildlife Service identified these species, and their last revision was in February of 2015. The information can be found here: https://www.fws.gov/program/endangered-species.

Piping Plover

The Fish and Wildlife Service designates the Piping Plover as a **threatened species** in the Northern Great Plains region, including the SRTPA. The species is distributed throughout a large portion of the U.S. and eight Canadian provinces. It should be noted that the Piping Plover is designated as an **endangered species** in the Great Lakes Region. The Piping Plover was first designated as threatened in the Northern Great Lakes region in 1985 and has remained on the federal register since. Contributing factors, such as loss and degradation of winter and summer habitat, shoreline erosion, low water levels, nest disturbance, and predation continue to keep the Piping Plover as a federally threatened species for over three decades. The species is extremely sensitive to humans, leading to frequent abandonment of their habitat as well.

Photo: U.S. Fish and Wildlife Service

Pallid Sturgeon

Photo: U.S. Fish and Wildlife Service

The Pallid Sturgeon is a fish species designated endangered in Monona, Plymouth, and Woodbury County. Pallid Sturgeon can be found throughout the Missouri and Big Sioux Rivers and several tributaries from Montana to Louisiana. This bottom-dwelling fish is commonly found at greater depths in these rivers and tributaries. The construction of dams and river channelization, which degrade and eliminate habitat, block migration, and inundate spawning and nursery areas, has all led to significant Pallid Sturgeon population declines. These changes to habitat have significantly reduced natural spawning locations, forcing dependence on intensive population management through the introduction of hatchery-raised fish. Other challenges include inadequate regulatory mechanisms and historical commercial exploitation that exceeded reproductive rates.

Northern Long-eared Bat

Photo: National Law Review

The Northern Long-eared Bat is designated endangered in each of the five SRTPA counties. The species can be found in 37 states throughout the eastern and north central United States and all Canadian provinces. The Northern Long-eared Bat shelters in the spaces beneath bark, within tree cavities, and in cervices of both live and dead trees during the summer season. During the winter, they seek shelter in caves and mines. White-Nose syndrome is a fungal disease commonly effecting bats, and it poses the greatest threat to the species.

Prairie Bush-Clover

The Prairie Bush-Clover is a threatened flowering plant species found in Cherokee County. Its range is limited to Illinois, Iowa, Minnesota, and Wisconsin. The flowers of the Prairie Bush-Clover are pale pink from mid-August to mid-September. The plant is typically silvery-green due to its short blooming season. Common threats to the species include conversion of prairie into cropland, tree encroachment on prairie lands, invasive species, overgrazing, and expansion of urban development.

Photo: U.S. Fish and Wildlife Service

Western Prairie Fringed Orchid

The Western Prairie Fringed Orchid is a threatened flowering plant species that can be found in Cherokee, Plymouth, and Woodbury counties. The species is known to exist in Colorado, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wyoming. The Western Prairie inhabits unplowed, calcareous prairies and sedge meadows. This species faces multiple threats, including conversion of prairie to cropland, roads and urban development, encroachment by trees and shrubs, invasive species, overgrazing, and fragmentation of habitat. Additionally, the decreasing population of the Sphinx Moth, which the orchids rely on for pollination, increases their vulnerability.

Photo: U.S. Fish and Wildlife Service

B. Conservation and Recreation Lands

Conservation and recreation lands are essential to the region's well-being, providing health benefits for residents and visitors, and habitat for plants and wildlife species. The Siouxland Regional Transportation Planning Association region has a variety of open spaces that can be used for recreation activities such as hiking, hunting, bird watching, and boating. The map in

Figure 4.2 identifies these recreation lands as they relate to programmed transportation projects between 2025 and 2028.

State Preserves:

The SRTPA contains 84 county parks, as well as six state preserves managed by county conservation departments. Some are managed by the respective county conservation departments, while others are managed by the Iowa Department of Natural Resources.

- **Five Ridge Prairie State Preserve** (biological and geological preserve, Plymouth County)
- **Mount Talbot State Preserve** in Stone State Park (biological preserve, Plymouth and Woodbury Counties)
- **T.H. Steele Prairie State Preserve** (biological and geological preserve, Cherokee County)
- **Nestor Stiles Prairie State Preserve** (biological preserve, Cherokee County)
- **Sylvan Runkel State Preserve** (biological and geological preserve, Monona County)
- **Turin Loess Hills State Preserve** (biological and geological preserve, Monona County)

The SRTPA Region also includes 33 Department of Natural Resources Wildlife Management Areas (DNR WMAs), which provide habitat for Iowa's native wildlife and migratory species. Hunting is permitted at these locations, and only basic facilities, such as parking lots and boat ramps, are provided. A complete list of county parks and DNR Wildlife Management Areas can be found in the Appendix.

In addition, 27 tracts within the region are seasonally accessible for walk-in hunting, thanks to landowner participation in the Iowa Habitat Access Program (IHAP). Through IHAP, landowners receive funding and expertise for habitat improvements in exchange for allowing public hunting access. Other conservation recreation lands include state parks, state forests, and sovereign waters, as detailed below.

State Parks and Forests

Located on the northern edge of Sioux City in Woodbury County, **Stone State Park** boasts over 15 miles of multiuse trails, along with the Mount Talbot State Preserve. Public amenities also include three camping cabins and a campground, three open shelters for outdoor gatherings, and a day-use lodge available for rent. Additional facilities include open picnic areas throughout the park, a playground, and an equestrian day-use area.

The Dorothy Pecaut Nature Center, managed by the Woodbury County Conservation Board, is also located in the park, offering interpretive ecological displays, a hands-on children's area, and educational programming throughout the year.

Stone State Park. Photo: Travel Iowa.

Preparation Canyon State Park. Photo: Andrew Conzett.

Preparation Canyon State Park located in Monona County, spans 344 acres within the Loess Hills. This park contains rugged backcountry trails, several picnic areas, a shelter, pit toilets, and hike-in campsites. The park also houses the historical site of the town of Preparation, which served as a Mormon gathering place. To the south of the park lies the Preparation Canyon Unit of the **Loess Hills State Forest,** covering 4,086 acres. This section of the forest is managed by the Iowa Department of Natural Resources (DNR). The unit has a fishing lake, numerous hiking trails, and a Scenic Overlook. The forest also contains prairie and Missouri River bottomlands ecosystems.

Loess Hills State Forest. Photo: Iowa DNR.

Lewis and Clark State Park. Photo: Iowa DNR.

Lewis and Clark State Park, located just northwest of the City of Onawa in Monona County**.** Amenities offered at the park include a boat ramp, campgrounds, a lodge, a playground, picnic shelters, fishing, a trail, and a sandy beach area.

C. Water Resources

Impaired Waters List

The Missouri, Little Sioux, West Fork Little Sioux, Big Sioux, Floyd, Maple, and Soldier Rivers were included in the Iowa Department of Natural Resources' 2022 Impaired Waters List and categorized as Category 5 Impairment. Mill Creek, Ashton Creek, Broken Kettle Creek, Perry Creek, Deep Creek, Johns Creek, Willow Creek, and Indian Creek were all categorized as Category 5.

This designation involves creating and obtaining approval from the Environmental Protection Agency of a total maximum daily load (TMDL). The TMDL identifies sources of pollutant loadings and outlines the necessary reductions to achieve full compliance with applicable water quality standards. The TMDL specifies the maximum pollutant load from both point and nonpoint sources. Additionally, it accounts for a "margin of safety" load, ensuring that the waterbody can maintain compliance with water quality standards. The factors contributing to these rivers receiving the Category 5 Impairment designation include effluent from wastewater treatment centers and industrial plants, seepage from failing septic systems, and rainwater/snowmelt carrying runoff from agricultural manure, sediments, and urban pollutants originating from streets and highways. The map in Figure 4.1 shows the impaired waterbodies listed on the IDNR's 2022 Impaired Waters List that are located in the SRTPA.

Wetlands

The map in Figure 4.2 of Environmentally Sensitive Areas shows the location of wetlands as they relate to transportation projects programmed between 2025 and 2028 in the SRTPA. The protection of wetlands from development pressure and degradation from nonpoint source pollution will preserve the important environmental services offered by wetlands. Services performed by wetlands include, but are not limited to flood control, improvement of water

quality, habitat for a variety of plant and animal species, and recharge of groundwater and stream flow.

Sovereign Waters

The following bodies of water are considered "meandered sovereign" lakes and rivers, meaning they were surveyed as navigable and important water bodies and transferred to the state to be maintained for the benefit of the public. Public access, water quality, minimizing detrimental impacts to the biological and botanical resources in and around the body of water, and minimizing erosion and sedimentation are prioritized in the management of these bodies of water.

- **Blue Lake** in Monona County
- **Browns Lake** in Woodbury County
- **Big Sioux River** on the western border of Plymouth County and part of Woodbury County
- **Missouri River** on the western border of Woodbury and Monona counties

Little Sioux River Inkpaduta Water Trail

The Inkpaduta Water Trail has long been used locally for residents and visitors to paddle and fish on the Little Sioux River. In recent years, the county conservation boards of Woodbury, Cherokee, and Ida counties have been in communication with the Iowa Department of Natural Resources and the National Parks Service to designate the Little Sioux River as an official State Water Trail. With the help of this state designation, improved signage and a visitor brochure with routes defined by skill level will be developed for the Inkpaduta Water Trail. State designation will also result in a long-term planning document for improving the river access points, adding desired amenities such as parking and bathroom facilities, making accessibility improvements for individuals with disabilities, and coordination amongst stakeholders for water quality improvement initiatives. County Conservation Boards will also become eligible to apply for water trail grant fund opportunities to make identified improvements once this plan is in place.

SRTPA Impaired Waters

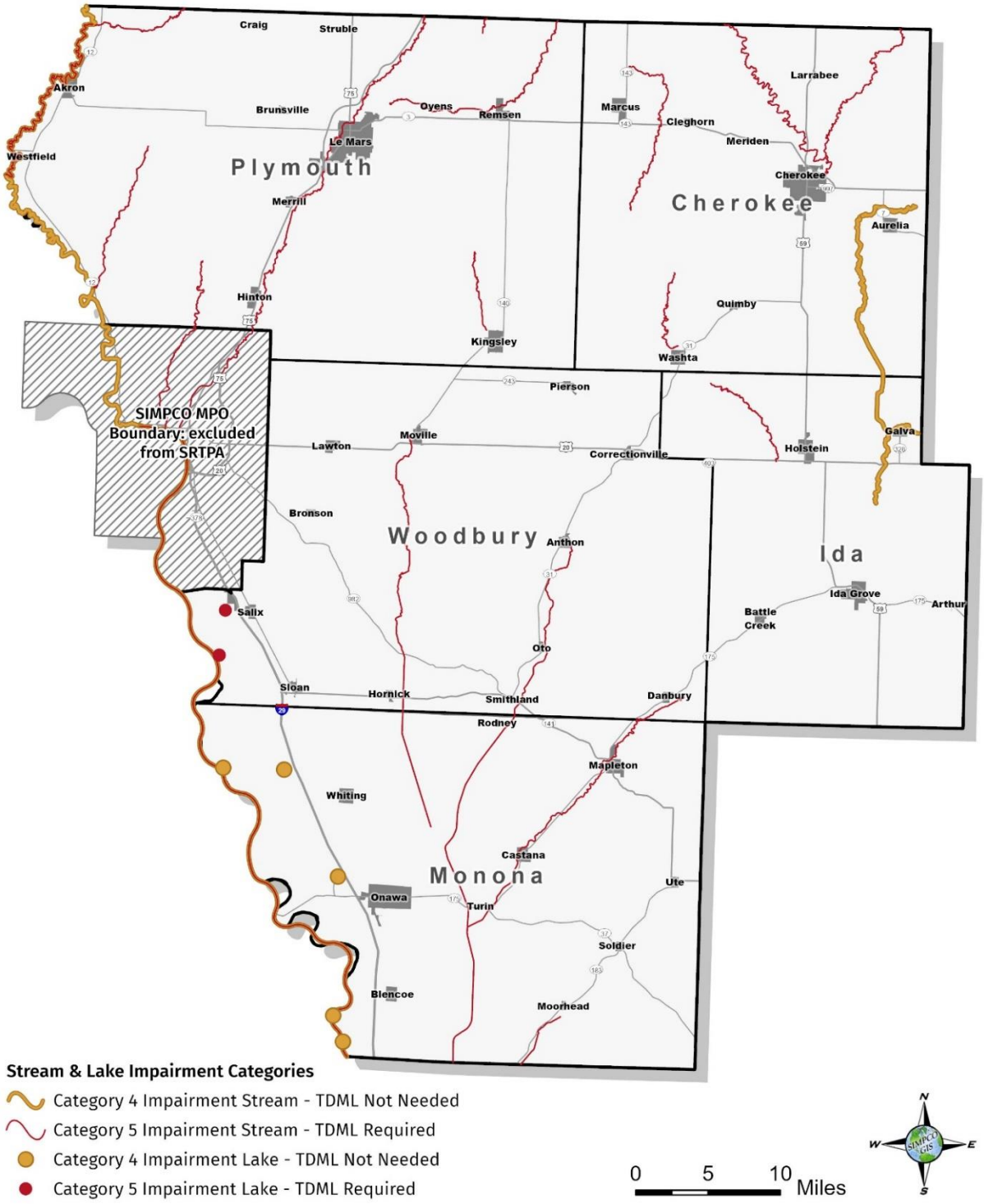


Figure 4.1

D. Carbon Emissions

While there has been a continuous national effort to reduce transportation emissions over the past several decades, the Bipartisan Infrastructure Law of 2021 places additional emphasis on reducing the nation's transportation emissions and transitioning away from reliance on fossil fuels by supporting the adoption of electric vehicle technology. Electric vehicle emissions are defined by the underlying makeup of the power grid. With the supply of electricity increasingly coming from renewable sources, such as wind and solar power, these vehicles can take advantage of a renewable power grid while at the same time cutting tailpipe carbon dioxide emissions.

E. Coordination Efforts

As required in the Code of Federal Regulations, SRTPA must consult "as appropriate" with "State and local agencies responsible for land use management, natural resources, environmental protection, and historic preservation" in developing long-range transportation plans. SRTPA staff updated the Public Participation Plan to include the efforts made to notify the public and interested state and local parties. There are routine and ongoing activities that the staff perform for the benefit of the community. These activities include but are not limited to the dissemination of transportation related information via newsletters and email blasts, news releases, and social media; forming an advisory committee to represent various community stakeholders when necessary; giving presentations to organizations; holding public input meetings; staff availability to speak at city and county meetings; and holding open meetings with SRTPA's Transportation Technical Committee and Policy Board. Regarding the efforts made by SRTPA's staff to notify the public and state and local parties about the LRTP, staff develop and review the plan on a per-chapter basis. Following an outlined schedule, staff develop chapter(s) and present the progress made to the Technical Advisory Committee and Policy Board on a monthly or bi-monthly basis. Upon presentation to the TAC and Policy Board, staff forward the progress made to Iowa DOT staff for review as well. Upon addressing the feedback received by the Iowa DOT and presenting the changes to the TAC and Policy Board, staff will hold a public meeting and comment period for the general public. In addition to giving an opportunity to the general public to provide input, staff will forward the plan to all state and local parties that are required to receive the plan in order to comply with standards as well. Staff is also responsible for contacting the following Natural Resources/Cultural

Agencies: Iowa Department of Natural Resources, Iowa Department of Transportation – Office of Location and the Environment, Office of the State Archaeologist, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Services, Natural Resources Conservation Services, and the State Historical Society of Iowa regarding the development of plans and programs. The process of consulting with the resource agencies is a goal of the Long-Range Transportation Plan to link NEPA and planning. The goal includes early agency environmental coordination that will allow the public involvement, alternative consideration, and environmental information to help determine how a project may have to be altered or changed to help create a more streamlined environmental review process once it does reach the formal consultation stage.

F. Environmental Mitigation Activities

The Code of Federal Regulations requires that the LRTP shall include 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 LRTP. Discussion may focus on policies, programs, or strategies. The discussion shall be developed in consultation with Federal, State and Tribal land management, wildlife and regulatory agencies. The map in Figure 4.2, which includes conservation recreation lands and wetlands, illustrates many of SRTPA's environmental constraints.

The following section provides a brief description of potential mitigation activities:

1. Threatened and Endangered Species

- Avoid new construction in and around areas with known threatened and/or endangered species.
- Take steps to minimize harm and compensate for impacts.
- Provide proper maintenance of wildlife fencing.
- Keep the roadway free of trash.
- Use minimal amounts of deicing agents.
- Alert drivers to the possible presence of wildlife.
- Provide buffer strips along streams and rivers.

- Maintain natural lighting to the extent possible along roadways.
- Monitor wildlife populations.

2. Conservation Recreation Lands

- Avoid incompatible construction around conservation and recreation lands.
- Take steps to minimize harm and compensate for impacts.
- Provide enhancements to the properties, including possible enhancements to the pedestrian/bicycle networks around these areas.
- Clean up refuse.
- Reduce vehicle speeds and volumes near recreation areas.
- Replace park or open space acreage taken for transportation projects.

3. Water Resources

- Avoid transportation improvements that cross or otherwise affect wetlands.
- Take steps to minimize harm and compensate for impacts of transportation projects.
- Maintain vegetated buffers around wetlands, streams, and rivers.
- Employ low-impact development and construction activities.
- Reduce or prevent highway storm run-off from entering wetlands, streams, rivers.
- Improve manure application to control livestock manure runoff.
- Limit cattle access to streams and explore other water sources for cattle.
- Plant native species along the roadway to reduce soil erosion and prevent flooding.
- Use minimal amounts of deicing agents.
- Find and replace outdated or failing septic systems.

4. Carbon Emissions

- Support activities identified in the State of Iowa's Electric Vehicle Infrastructure Deployment Plan.
- Align efforts with guidance in the Iowa Carbon Reduction Strategy to improve multimodal transportation, operational efficiency, adoption of alternative fuels, sustainability of construction projects, and coordination between transportation and land use planning.

II. Summary

SRTPA will continue to expand on environmental mitigation activities by comparing the 2050 LRTP with available State conservation plans, maps and inventories. In addition, SRTPA will coordinate and consult with the Iowa DOT, the Iowa Department of Natural Resources, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Services, the State Historical Society of Iowa, the SIMPCO MPO and other relevant entities in their transportation planning activities. These agencies will be contacted during the development of future planning documents.

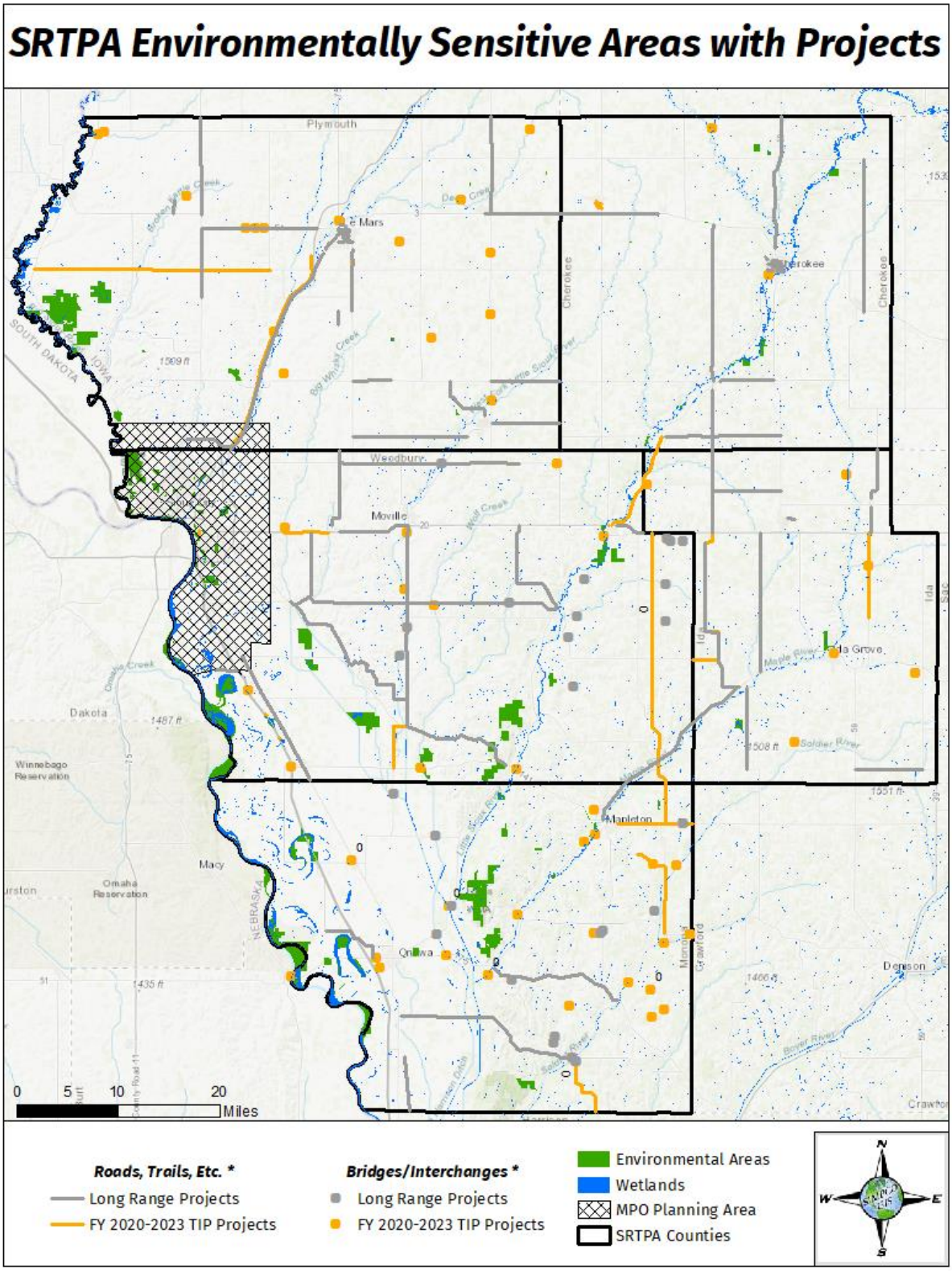

SRTPA Environmentally Sensitive Areas with Projects
Plymouth
Mars
Cherokee
Cherokee
Cherokee
SOUTH DAKOTA
IOWA
1509 ft
Big Whisky Creek
Weedbury
Moville
Ida Grove
Dakota
1487 ft
Winnebago Reservation
1508 ft
Soldier River
1551 ft
Manilla
Macy
Omaha Reservation
NEBRASKA
Onawa
Denison
1435 ft
1466 ft
Crawford
0 5 10 20
Miles
Roads, Trails, Etc. *
Long Range Projects
FY 2020-2023 TIP Projects
Bridges/Interchanges *
Long Range Projects
FY 2020-2023 TIP Projects
Environmental Areas
Wetlands
MPO Planning Area
SRTPA Counties
N
W
E
S

Figure 4.2

Chapter 5: Transportation Strengths, Weaknesses, Opportunities, and Threats

I. Overview

An examination of current SRTPA trends and key factors related to population, economics and traffic reveals a discussion about the region's transportation strengths, weaknesses, opportunities, and threats. A non-exhaustive list of the most agreed upon transportation strengths, weaknesses, opportunities, and threats is presented in the table below. The list was first compiled during the development of the 2035 LRTP and has been updated periodically with input from public survey results and the SRTPA Technical Committee.

Transportation Strengths
Principal arterial road network
Regional rail hub
Regional airports
Maritime transportation
Weaknesses
Bridge conditions and maintenance needs
High quantity of road mileage needing maintenance
Trail connectivity
Auto dependence
Comparatively high rate of serious crashes
Transportation Opportunities
Development of Trails
Tourism opportunities
Carpooling
The expansion of the expressway bypass outside of Le Mars
Electric Vehicle Infrastructure
Automated Vehicles
Low-Cost Safety Interventions

Enhanced efforts to improve locations of utility lines
Transportation Threats
Age of infrastructure
Aging population
Decrease in population (unevenly across the region)
Decrease in buying power
Decline in gas tax revenue
Increased rail traffic
Climate

A. Transportation Strengths

1. Principal arterial road network

As the name suggests, arterial roads are major thoroughfares that ease the transfer of goods and people throughout the state and the broader Midwest region. Our arterial road networks play a crucial role in connecting communities, easing transportation and supporting economic activities. They are also the most heavily used roads in the region, each one designed to accommodate higher traffic volumes, longer trips, and higher speeds. Principal arterial roads fall into 2 categories:

- **Interstate Highway**:
    - Interstate 29 (I-29) is a major north-south United States Interstate highway. This major thoroughfare begins in Kansas City, Mo, then runs to the Canadian border and beyond. I-29 connects a string of larger cities and smaller communities along its entire length, fostering economic development and facilitating commuter travel. I-29 links Iowa with Nebraska and South Dakota, making travel between Omaha, Sioux City, and Sioux Falls simple and convenient.

- **Freeways and Expressways**: Freeways and expressways are high-speed, limited-access roads designed for motorized traffic only. Both are characterized by entrance and exit ramps and are designed for higher-speed travel. Examples in our region include:
    - U.S. Highway 20 is the longest continuous highway in the United States. It begins in Newport, Oregon, reaching its terminus in Boston, Massachusetts. In our SRTPA region, US20 serves as a major east-west corridor across the state. Higher speeds and four lanes make it ideal for efficient travel between Sioux City and the eastern border of Iowa in Dubuque.
    - U.S. Route 75 (US 75) is another example of a major arterial highway. Running North and South, US 75 spans the breadth of the United States. Starting in Dallas, Texas, US 75 reaches its terminus in Noyes, Minnesota, near the Canadian border. US 75 serves our regional communities connecting Sioux City, Hinton, Merrill, and Le Mars. This vital corridor facilitates travel for roughly 6,700 vehicles per day. Allowing residents along the corridor to easily commute, live, and take part in the economic activities offered in each community.
    - Iowa 60 is another major arterial highway running from Le Mars to the Minnesota border. Improvements and the addition of several bypass sections have streamlined this commute.
    - U.S. Route 59 (US 59) is a North American Free Trade Agreement (NAFTA) corridor highway. This vital corridor runs from the interior of Mexico continuing well into Canada. Through Iowa, US 59 stretches from the Missouri border until its terminus just south of Worthington, Minnesota. Across our SRTPA region, US 59 links the cities of Cherokee and Ida Grove. It also intersects both Iowa 3 and US Highway 20 before continuing south of Ida Grove.
    - Iowa Highway 3 (IA 3) holds the honor of being named the American Veterans Memorial Highway. IA 3 stretches 323 miles from South Dakota to the Illinois border, making IA 3 the longest state highway in Iowa. This corridor is the principal connection between Akron, Le Mars, Remsen, Marcus, and Cherokee.

East of Le Mars, IA3 is recognized as part of the National Highway System. A designation given to roads vital to national defense, readiness, and economic viability.

2. Regional Rail Hub

Our region is steeped in railroad history and tradition. Starting in 1887 with the opening of the Sioux City Stockyards, the railroad has always been a driving economic engine in the SRTPA region. Major meatpacking titans like Cudahy, Armour, and Swift all helped develop the stockyards, growing Sioux City's rail presence into what it is today. Part of the stockyard's success was due to Sioux City's strategic location along the Missouri River. Combined with the city's vast rail infrastructure, Sioux City developed into a pivotal hub for travel and commerce along the Missouri River Valley, extending eastward into Chicago and beyond.
Likewise, communities throughout our SRTPA have used railroads to drive economic growth and foster development.

- In 1977, Le Mars created its first industrial park and focused development around rail services. Since those early days, Le Mars has expanded its tracks four times to keep up with ever increasing rail demand. Several industries, including agribusiness, food processing, energy, and chemical fertilizers all rely heavily on the community's railways.
- The City of Cherokee is currently home to the Cherokee Industrial Corporation (CIC). This group of local volunteers is dedicated to increasing economic growth through industrial development. A major part of this development is the creation of a dedicated rail spur supported by the Canadian National (CN) Railroad.
- The industrial development of present-day Ida Grove is closely tied to ethanol production and the railroads. Canadian National (CN) Railroad operates a subdivision that runs directly through Ida Grove. This section of track is crucial for the transportation of ethanol produced by Quad County Corn Processors and the Flint Hills Resources ethanol plants.
- Port Neal Complex is a sprawling 1,700-acre industrial complex found 15 miles south of Sioux City. This location places it directly on the border of the SRTPA and the Sioux

City MPO. This expansive complex, next to the Missouri River, is run by CF Industries. Recognized as the global leader in the manufacture of hydrogen and nitrogen-based products. CF Industries relies on an extensive network of rail lines to transport bulk hydrocarbon products. However, a detailed list of rail lines and carriers is not publicly available. [1]

3. Regional airports

A regional airport can be defined as having 4 distinct characteristics:

1. Serving a population in a relatively small geographic region.
2. They do not have customs or immigration facilities.
3. Serve as major connections between small communities and larger markets.
4. Capable of handling both light jet and multiengine propeller planes.

In our SRTPA region, there are no airports fitting this classification. Instead, our airports are classified as General Aviation, serving private and recreational flying. Only the Sioux Gateway Airport (SUX, aka Bud Day Field), fits this description. The National Plan of Integrated Airport Systems officially classifies SUX as a Primary Commercial Service airport. This classification requires that an airport have annual passenger boardings exceeding 10,000. SUX serves Sioux City and much of the surrounding region, including the RPA. Similarly classified airports geographically close to SUX/RPA are Sioux Falls Regional Airport located in Sioux Falls, and Eppley Airfield located in Omaha, Nebraska.

In addition to commercial and passenger services, SUX maintains a strategic military presence. As the home of the **185th Air Refueling Wing unit of the Iowa Air National Guard**,

[1] *Rail history references: https://www.siouxcitymuseum.org/history-website/stock-yards, https://www.lemarsiowa.com/513/Transportation, https://idacounty.iowa.gov/detail/flint-hills-resources/, https://www.cfindustries.com/what-we-do*

Sioux Gateway Airport/Colonel Bud Day Field (SUX) houses the KC-135 Stratotanker. According to its web site, "the 185th ARW is involved missions on behalf of U.S. combatant commands including U.S. Strategic Command supporting Nuclear Deterrence, Global Reach mobility and Global Power missions around the world. As part of the National Guard the 185th also stands ready to respond to state emergencies.

The following table lists additional smaller airports in our SRTPA region and some of their characteristics:

SRTPA Airport Characteristics

City	Airport	Type	Runway Length & Width	Fuel Type
Cherokee	Cherokee County Regional	General Service	4,000 ft (L) 75 ft (W)	Jet A & 100LL
Ida Grove	Ida Grove Municipal	Local Service	3,172 ft (L) 50 ft (W)	100LL
Le Mars	Le Mars Municipal	General Service	4,600 ft (L) 75 ft (W)	Jet A & 100LL
Mapleton	Mapleton – James G. Whiting Memorial Field	Local Service	2,801 ft (L) 60 ft (W)	100LL
Sioux City	Sioux Gateway	Commercial Service	9,002 ft (L) 150 ft (W)	Jet A, 100LL, & automobile fuel

Iowa Aviation System Plan 2010-2030; Iowa DOT Office of Aviation

4. Maritime Transportation

Maritime transportation commonly refers to oceanic transportation, but it also includes the inland waterway transport of freight. Barge transport via navigable waterways highlights the potential for efficient low-cost transportation of high yield commodities and freight. Sioux City and portions of the SRPTA are uniquely located along the Missouri River. This proximity

to the river makes the region vital for shipping, and a regional hub for rail, barge, and trucking of freight. Barge traffic along the Missouri River has decreased sharply over time, almost disappearing in the 1990's and early 2000s. Significant physical and perceived challenges fueled this decline.

Challenge	Type	Result
Lack of Lock and Dam System	Physical	Shipping solely dependent on free-flowing water.
Economic factors and political infighting	Perceived	Unstable barge shipping cost and regulations.
Maintaining the needed 9-foot-deep and 300-foot-wide navigation channel	Physical	Lack of current and flood control measures along shipping lanes.

Source: https://publications.iowa.gov/7402/1/river_barge_directory.pdf

Iowa currently operates fifty-seven barge terminals along the Mississippi River and eight along the Missouri River. These waterways play a crucial role transporting 60% of all corn and soybean exports bound for foreign markets. Currently there is only working barge port within the borders of the RPA.

Located just south of Onawa in Monona County, the Port of Blencoe began operation in early 2021. This major multimodal transportation hub is ideally situated between Council Bluffs and the Sioux City MPO. According to the official website, the Port of Blencoe 'serves as a gateway to the world markets.' Operating as the northernmost barge loading and unloading facility on the Missouri River, the Port of Blencoe is a crucial link between ag-produces and wider international markets. This resource places Iowa farmers on the forefront of efficient, high-volume, water-bound-transport.[2]

[2]*Port of Blencoe history: https://www.transportationmatters.iowadot.gov/2023/08/the-road-to-everywhere.html, History of the Port of Blencoe | The Port Of Blencoe*

Sioux City is strategically found along the Missouri River between Iowa, Nebraska, Missouri, South Dakota, and points south, making it an ideal location to support producers and industries throughout the RPA that want to ship goods along the Missouri River and beyond. The Big Soo Terminal, found just outside the RPA, is the largest trans modal hub in our region. This terminal facilitates the transportation of goods by rail, barge, and truck. Its size and location make the Big Soo vital for agribusiness and industries shipping large quantities of:

- Dry bulk materials
- Liquid fertilizers/hydrocarbon products
- Agricultural commodities

B. Transportation Weaknesses

1. Bridge conditions and maintenance needs

RPA's rural bridges play a vital role in connecting agricultural producers, motorists, and trucking operators with urban and wider markets. Not only are rural bridges economically essential, but they also fulfill other critical transportation needs. Some of these include:

- **Medical services**: First responders, ambulance crews, and residents with special medical needs all rely on rural bridges to link them with critical medical care.
- **Public safety**: Police, Fire, and Emergency/Disaster relief services depend on sound rural bridge networks to provide residents with vital services they may require.
- **School Buses**: Both students and parents need bridge networks that safely meet their educational, extracurricular, and transportation needs.

The Iowa Department of Transportation (DOT) catalogs **23,799 bridges** across the state. Of those listed, **4,599 bridges** are rated in poor/structurally deficient condition by the Federal Highway Administration (FHWA). According to TRIP (The Road Information Program) analysis of Federal Highway Administration data, **21%** of rural Iowa bridges were 'rated poor/structurally deficient in 2022'. This figure gives Iowa the distinction of having the highest share of rural bridges in poor/structurally deficient condition in the United States. The federal government classifications are as follows:

- **Poor/Structurally Deficient**: Indicates there is significant deterioration of the bridge deck, supports, or other major components.
- **Fair**: Shows that a bridge's structural elements are sound but minor deterioration has occurred to the bridge's deck, substructure, or superstructure.
- **Good:** This classification is given when the bridge deck, superstructure, and substructure all score above 7 on the National Bridge Inventory (NBI) scale.

Bridge Classification and Restriction by County									
County	Good	Fair	Poor	Not Deficient	Deficient	Unrestricted	Restricted	Closed	Total
Plymouth	221	116	95	337	95	319	113	0	432
Cherokee	81	83	82	164	82	175	92	9	246
Ida	77	74	28	151	28	115	23	1	179
Monona	27	64	38	121	38	126	27	6	159
Woodbury	142	113	84	255	84	262	73	0	339
Total LARP	**548**	**450**	**327**	**1028**	**327**	**997**	**328**	**16**	**1355**
Percent	40.40	33.21	24.13	75.86	24.13	73.57	24.20	1.18	

Source: Iowa DOT 2023 Annual Bridge Report

It should be noted that the Iowa DOT does not consider a 'Poor' rating to automatically signal a safety concern. According to the Iowa DOT, a 'Poor' classification simply shows 'deterioration or damage that may need to be repaired or replaced in the near future'. If a bridge is found to be unsafe, it will be immediately closed. It is important to contextualize that, even though Iowa has the highest number of structurally deficient/poor bridges, it also has the sixth-highest amount of bridge decking.

2. High quantity of road mileage needing maintenance

Roads in our SRTPA play a vital role in linking residents, agricultural producers, and commercial traffic with urban markets and services. As the age and maintenance needs of our local roadways increase, so must our maintenance expenditures and commitment. There are significant challenges associated with keeping and repairing our rural highways and roads. As we will discuss in the section titled 'Transportation Threats', decreased buying power and aging infrastructure impair our ability to prudently address needs. Creative funding and technological advancements may be necessary to keep pace with increasing needs.

Weather, especially snow removal, can take a yearly toll on our secondary and rural roadways. Increases in plowing, salt, and aggregate all accelerate annual wear and tear on roadways. However, technologies such as porous pavement can be used to reduce ice and water buildup on roadways. Porous pavement is a permeable solid surface that functions exactly as it sounds allowing water to seep into the roadbed, instead of accumulating on the hard deck, thereby reducing the amount of salt or sand needed. Other benefits of this pavement include increased skid resistance and traction, preventing the buildup of black ice, reducing spray from passing vehicles, filtration and reduced contamination caused by runoff.

3. Trail connectivity

The natural and cultivated beauty of our SRTPA region cannot be overstated. Each vibrant community strives to provide residents and visitors with many opportunities to enjoy the great outdoors. Scenic parks, byways, and nature preserves can all be found throughout our area. Localized networks of trails can also be found running throughout these unique ecosystems. Each community and recreation department has its own separate mixed-use or pedestrian trails systems. This localization leads to individualized systems of trails throughout the SRTPA region with little connectivity. This lack of connectivity hampers economic growth and fails to realize potential opportunities for development along the trails. Additionally, it disincentivizes those who would like to use the trails for longer excursions. Lack of connectivity also contributes to increased dependence on automotive transportation. While there may be several contributing factors, cost alone stands as the predominant obstacle. The following tables are estimated costs associated with trail creation and connectivity.

Unit Cost for Trail Elements Installed

Trail Element	Unit	Price per unit (year 2009 Construction)
Clearing and grubbing	Acre	$2,550.00
Grading for hard-surfaced trails	Mile	$3,800.00
Grading for natural-surfaced trails	Mile	$3,200.00
Granular surfacing	Sq. ft.	$.50
Granular subbase	Sq. ft.	$.50
Asphalt surfacing	Sq. ft.	$1.30
Concrete	Sq. ft.	$3.00
Wood chips	Sq. ft.	$.50
Seeding/mulching	Acre	$2,040.00
Other costs (drainage, signage, and support services)	Mile	10% of trail cost
Planning	Mile	2% of trail cost
Preliminary design	Mile	2% of trail cost
Construction documents	Mile	5% of trail cost
Construction services	Mile	5% of trail cost
Administration	Mile	5% of trail cost

Source: Northwest Indiana Regional Planning Commission (NIRPC) Appendix B - Trail Costs (nirpc.org)

	Existing Facility (preservation or non-routine maintenance required)						
Cost Per Mile (Jan. '10$) (see notes below)	Separate-Alignment Shared-Use Path	Rail-Trail (RR to path conversion)	Shared-Use Paths (both sides of street)	Sidewalks (both sides of street)	Shoulders (both sides of roadway)	On-Street Bike Lanes (both sides of street)	Wide Curb Lanes (both sides of street)
PE (Project Development Costs)	$5,000	$5,000	$10,000	$5,000	$5,000	$5,000	$5,000
RW (Right-of-Way Acquisition Costs)	$0	$0	$0	$0	$0	$0	$0
CN (Construction Costs)	$110,000	$110,000	$170,000	$70,000	$140,000	$80,000	$40,000
Total Cost	$115,000	$115,000	$180,000	$75,000	$145,000	$85,000	$45,000

	New/Proposed Facility (construction or reconstruction required)						
Cost Per Mile (Jan. '10$) (see notes below)	Separate-Alignment Shared-Use Path	Rail-Trail (RR to path conversion)	Shared-Use Paths (both sides of street)	Sidewalks (both sides of street)	Shoulders (both sides of roadway)	On-Street Bike Lanes (both sides of street)	Wide Curb Lanes (both sides of street)
PE (Project Development Costs)	$55,000	$55,000	$85,000	$60,000	$70,000	$40,000	$20,000
RW (Right-of-Way Acquisition Costs)	$160,000	$80,000	$250,000	$100,000	$130,000	$120,000	$70,000
CN (Construction Costs)	$540,000	$540,000	$850,000	$600,000	$720,000	$380,000	$190,000
Total Cost	$755,000	$675,000	$1,185,000	$760,000	$920,000	$540,000	$280,000

Source: Northwest Indiana Regional Planning Commission (NIRPC) Appendix B - Trail Costs (nirpc.org)

4. Auto dependence

Like much of Iowa and the greater Midwest region, our SRTPA is primarily made up of smaller rural communities and ag producers. While these areas can be special places to live, work, and do business, they also depend heavily on automobile transport. This dependency can have several contributing factors, including:

- **Rural expanse**- The population density of our SRTPA presents unique challenges to connectivity throughout the region. Distances between community centers and rural residents are often prohibitive to pedestrian or light-use modes of transportation. It would be unreasonable to assume residents would take the time to walk several miles to run simple errands. Likewise, many school-age children depend on buses to transport them back and forth from school.
- **Unpaved/Dirt roads**- For SRTPA counties, unpaved roads account for **78.4%** of all road miles. This high number of unpaved road miles within our SRTPA region is a primary factor for automotive dependence. This also makes alternatives to automobile transport impractical. The chart below illustrates how unpaved roads far exceed paved miles.

Secondary Roads Mileage, SRTPA Region

County	Paved Miles	Gravel Miles	Dirt Miles	% Unpaved	Total Miles
Cherokee	218	756	22	**78%**	996
Plymouth	364	1,013	40	**74%**	1417
Ida	125	550	48	**83%**	723
Woodbury	338	936	64	**75%**	1338
Monona	195	770	91	**82%**	1056
SRTPA	1,240	4,025	265	**78%**	5,530

Iowa DOT Secondary Road Report

While auto dependence is characteristic of rural areas, it does come with associated expenses for residents. Moreover, as the cost of car ownership continues to outpace inflation, it is becoming increasingly difficult to finance and keep privately owned vehicles (POVs). According to Kelley Blue Book, 'the average price of a new car is **$48,008 in 2024'**.

This current price represents a **27.8%** increase from pre-pandemic levels. In 2023, interest rates reached **8.95%** for new cars and **11.3%** for used vehicles. These rates show a marked increase from **5.66%** and **7.7%** the previous year.

However, the **true cost** (cost of negative externalities) of vehicle ownership is more than just the purchase price. Vehicle ownership costs also include fuel, insurance, maintenance, registration/taxes, and depreciation. And so, the true cost of automobile ownership for Iowa residents is estimated to be **$3,752** per year. Coupled with purchasing/financing, these expenses can be burdensome on residents and local economies.

Weather-In the Midwest, we often experience dramatic climate/weather extremes. During the winter months, it is not uncommon for temperatures to linger well below zero. Along with frigid temperatures, we can also experience significant snowfall. This combination often results in ice-covered/slippery roads. These road conditions pose a significant risk for motorists and pedestrians. Conversely, our summers are often hot and humid. Summer temperatures can easily soar above 100 degrees and remain there for days. Weather extremes like these intensify residents' dependence on automobiles.

Public transit- Siouxland Regional Transit System (SRTS) is currently the sole form of public transit serving our entire SRTPA. As a public nonprofit, SRTS provides transit services to the greater RPA region. Using SRTS, citizens can schedule rides throughout the SRTPA. SRTS is undoubtedly a net asset to rural residents and communities. However, it is still not able to fully alleviate auto dependence throughout the service area.

5. Comparatively high rate of serious crashes

According to the Iowa DOT, 'in 2021, 72% of fatal crashes in Iowa occurred on secondary rural roads.' When comparing the rate of serious crashes between the SRTPA and MPO an even more alarming statistic becomes known. The table highlights automobile crash data for the Sioux City MPO and SRTPA. With a total crash rate of 11,435, the MPO averaged 1,905 crashes per year. Of those 39 were fatal, giving you an average of 6.5 per year. Conversely, the SRTPA logged 5,619 total crashes with 58 fatalities, representing an average of 9.6 fatalities per year. Therefore, fatal crashes in our SRTPA are 20% higher than those reported in the MPO. Additionally, the SRTPA only represents 33% of total crashes.

Crashes Data 2019-2024

	Total Crashes	Fatal	Serious Injury	Minor Injury	Possible Injury	Unknown Injury
MPO	11,435	39	154	1,124	2,458	876
SRTPA	5,619	58	233	913	702	75

Iowa DOT Crash Analysis Tool (ICAT)

Regional Planning Affiliations (RPAs) in Iowa have been consistently facing challenges due to a lack of funding and shortfalls, which affect even basic transportation infrastructure needs. Federal funding is crucial for RPAs as they execute their planning and programming activities for regional transportation in non-urbanized areas. Another aspect of funding shortfalls comes from the allocation of funds frequently prioritizing urban areas, resulting in fewer resources for RPAs in rural regions. The federal government has attempted to address the variability and uncertainty in federal funding through the passage of the Infrastructure Investment and Jobs Act (IIJA). This legislation has provided some relief by authorizing significant federal funds for transportation, but the annual appropriations process still introduces uncertainty.

Another significant issue is the reduction in Federal-aid Swap funds, which has affected the Iowa Department of Transportation's (DOT) ability to support Local Public Agency (LPA)

projects. In recent years, Iowa has approved Federal-aid Swap projects totaling over $150 million annually, but future projections are significantly lower[3]. This reduction means that many projects will need to revert to Federal aid, complicating both planning and execution.

C. Transportation Opportunities

1. Development of Trails

Adequate space and opportunities to continue developing trails throughout the SRTPA, exist. IDOT previously commissioned a study finding routes for the Lewis and Clark Multi-Use Trail,[4] which would expand the existing trail network found in the southern portion of SIMPCO MPO, stretching south through Woodbury and Monona County and beyond. In collaboration with RDG Planning & Design and the Lewis and Clark Trail Steering and Project Committee, a plan for developing IDOT's trail routes have been completed. The potential of attracting tourists from outside the region and garnering added economic traffic exists through the Lewis and Clark Multi-Use Trail. IDOT recently published the '*Iowa in Motion – Planning ahead 2040*'[5] plan, which discusses multimodal transportation over the next several decades. The plan is intended to encourage coordination and serve as the primary guide for statewide decision-making regarding bicycle and pedestrian programs and facilities, including sidewalks, trails, bike lanes, paved shoulders, and other trail elements.

2. Tourism Opportunities

The potential for expanding a city or region's tourism opportunities is endless. Several marketable tourism opportunities are already in place within SRTPA and could potentially

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[3] *Iowa DOT IIJA Policy Recommendations - https://iowadot.gov/systems_planning/pdf/MPO-RPA-Meetings/0622/IIJA-Policy-Recommendations.pdf*

[4] *Lewis and Clark Multiuse Trail - https://iowadot.gov/lewisclarktrail/*

[5] *Iowa in Motion – Planning ahead 2040 - https://iowadot.gov/iowainmotion#469271686-whats-the-plan*

serve as a relevant source of economic gains. Monona and Woodbury Counties are found within the Missouri River Valley, and SRTPA is home to the Loess Hills. This unique landscape and can be found only in Iowa and the Loess Plateau region of China. The Lewis and Clark Multi-Use Trail, which was listed above in the development of trails section, could be another significant tourism opportunity.

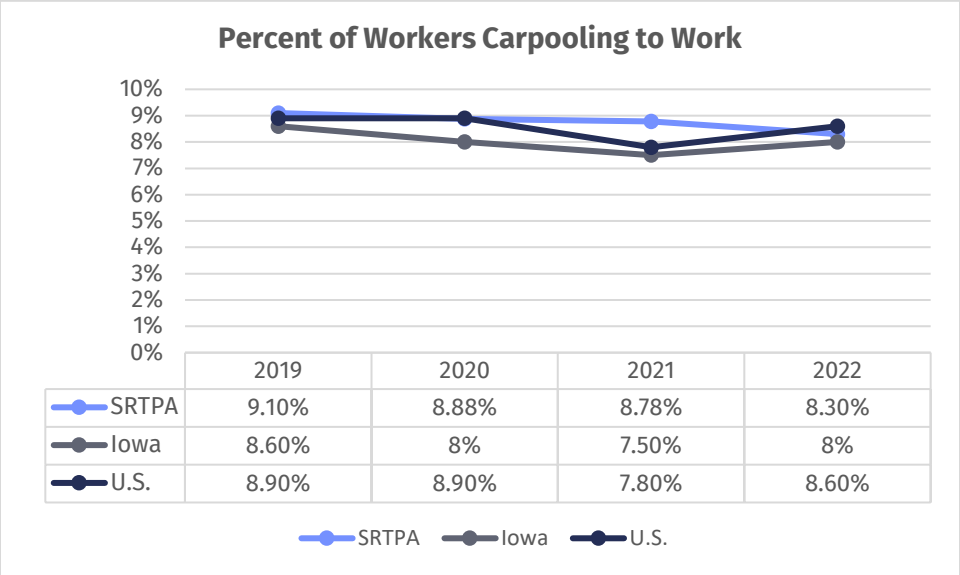
SIMPCO is aiding the Iowa Department of Natural Resources (Iowa DNR) with a study that could name the Little Sioux and Big Sioux Rivers as Statewide Designated Water Trails. These trails could offer added opportunities for tourism and economic development. Community festivals and events highlight local culture and bolster tourism.

A calendar of events is typically listed on each community's social media or official website. Local activities enrich life for residents, bolster tourism, and promote community involvement, the positive effects of which can often be felt by surrounding communities. This vibrancy could potentially attract settlement by younger people and families. As communities strive to incentivize tourism, infrastructure must be continually updated and supported. As a framework, critical infrastructure serves not only the community but those visiting as well. Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds can be used for investments in roadways, streetscapes, trails, and cultural or historical facilities. All of which may give a more favorable impression to tourists visiting the region, especially for the first time. Examples of these facilities include the Loess Hills and the Scenic Byway.

3. Carpooling

According to the U.S. Census Bureau, the percentage of SRTPA residents choosing to carpool continues to be higher than the national or state averages. However, the number of residents taking part has been dropping steadily since 2020. The rural geography of SRTPA's counties is still a persistent obstacle. Even so, the potential to regain pre-pandemic carpooling levels exists. One possible solution could be the establishment of a ride-sharing program. IDOT has

recently set up a statewide Park and Ride System that features a series of park and ride facilities. These installations offer individuals a dedicated place to park their vehicles when carpooling, vanpooling, or using public transit. There are no park and ride facilities currently found inside the RPA. However, there are proposed park and ride locations currently under consideration in Monona and Woodbury Counties. Two added locations within the SIMPCO MPO are currently under consideration as well.



	2019	2020	2021	2022
SRTPA	9.10%	8.88%	8.78%	8.30%
Iowa	8.60%	8%	7.50%	8%
U.S.	8.90%	8.90%	7.80%	8.60%

In addition to the construction of additional park-and-ride locations, Iowa has several carpooling initiatives aimed at reducing traffic congestion and promoting sustainable transportation. Several notable options include[6]:

[6] *https://www.ridedart.com/Caravan, https://iowadot.gov/mvd/paid-rideshare, https://dailyiowan.com/2024/02/07/undergraduate-student-government-rideshare-program-offers-university-of-iowa-students-5-uber-vouchers/*

1. *Iowa Park and Ride System Plan (PRSP)* – The Iowa Department of Transportation created the PRSP to plan, evaluate, and develop a standardized statewide system for park-and-ride facilities.
2. *Rideshare Programs* - The Iowa Rideshare program offers several options to help residents find convenient and cost-effective commuting solutions. These options include:
    a. *Caravan by DART* – This program, serving a 20-county region, helps commuters find others with similar travel patterns to share rides in vanpools.
    b. *University of Iowa Rideshare Program* – This program provides students with $5 vouchers to help cover the cost of using Uber, Lyft, or other participating rideshare companies.
3. Employer-Based Carpooling Initiatives – Across the State of Iowa, many employers incentivize carpooling among employees by offering benefits such as preferred parking spots, reduced parking fees, or even financial rewards for those who participate in carpooling programs.

4. The expansion of the expressway bypass outside of Le Mars

In 2007, the Highway 75 bypass outside the city of Le Mars was opened. Additionally, the bypass introduces an opportunity for increased economic growth. Benefits of this project include adding commercial industries and expanding the existing local transportation network. The bypass was built to redirect the highway traffic outside of the city creating a safer route for both residents and travelers. Commuters on the bypass, and the city of Le Mars, may find it attractive to develop businesses around the Highway 75 area. Zoning regulations and strategic planning should be instituted to aid in preparing the development, but also, the city of Le Mars has an opportunity to improve the infrastructure of the local road network connecting to the bypass. Updating the infrastructure could help draw commuters in from the highway.

5. Electric Vehicle Infrastructure

On January 11th, 2024, the Biden-Harris administration announced $623 million in grants to continue building out electric vehicle charging networks. These grants are aimed at job creation and allowing residents to charge their electric vehicles more conveniently. The administration has outlined its goal of creating 500,000 publicly available charging stations by 2030. 'The grants being announced today are made possible by the Bipartisan Infrastructure Law's $2.5 billion Charging and Fueling Infrastructure (CFI) Discretionary Grant Program, a competitive funding program, and will fund 47 EV charging and alternative-fueling infrastructure projects in 22 states and Puerto Rico, including construction of approximately 7,500 EV charging ports, according to the FHA. This new funding program offers a unique opportunity to support EV infrastructure growth in our rural communities.[7]

6. Automated Vehicles

Unpredictable weather, aging populations, vehicle operator concerns, and other risks factors should be taken into consideration to safeguard all drivers. The potential future integration of automated vehicles as part of SRTPAs' transportation network is highly plausible. There is widespread agreement that automated vehicles have the ability to make real-time driving decisions and respond accordingly, thereby enhancing overall traffic safety.

7. Low-Cost Safety Interventions

As previously discussed in this chapter, the rate of fatal crashes in the RPA is **72%** higher than in the MPO. Therefore, on SRTPA roads and highways, special attention should be given to safety concerns surrounding intersections. Examples of vehicle-to-vehicle interactions

[7] *Biden-Harris Administration Announces $623 Million in Grants to Continue Building Out Electric Vehicle Charging Network | FHWA (dot.gov)*

include stopping, crossing, slowing, and making turns at intersections. Each of these interactions potentially leads to conflict and crashes. According to the Federal Highway Administration (FHA), "more than **80%** of rural intersection fatalities occur at unsignaled intersections." The severe and fatal nature of these crashes is often compounded by high-speeds and under signalized approaches.

On our rural roads and highways, right-angle turns often result in the most severe and fatal crashes. These accidents occur when two vehicles approach an intersection from different directions at right angles. If one or both vehicles do not yield, the resulting crash is often severe. Unsignalized intersections represent an estimated **1 to 3 fatalities and 5 to 15 serious injuries per one hundred reported right-angle crashes.** However, there are several enhanced signaling options available to help mitigate these risks.

Another solution to enhance the safety of rural roads and highways is the implementation of low-cost design improvements. These safety improvements are specifically tailored to address dangerous issues caused by motorists leaving their assigned lanes. However, these improvements are often tempered by costs, and available funding. These improvements can include:

- **Basic signage and marking improvements**-enhanced visibility and marking to draw attention to existing traffic and warning signs.
- **Advanced flashing intersection and stop signs**-incorporating solar overhead flashing beacons.
- **Dynamic warning signs that alert drivers to approaching intersections and curves**-speed activated warning signs and zone-specific messaging, such as wildlife crossing areas or school zones. These specific messages alert drivers to upcoming potential hazards.
- **Rumble strips**-centerline, edge and shoulder are examples of tactile and audible indicators designed to alert drivers when they are drifting or when there are changes in road surface.

- **Updated through edge lines**-which visually show drivers the best stopping location.
- **Reflective strips or paint on approaching signposts**. Thereby enhancing visibility at night and during low light conditions.
- **Upgrading or adding guardrails/cable systems**-low-cost barriers designed to prevent vehicles from leaving the road surface in the event a driver loses control.[8]

8. Enhanced Efforts to Improve Locations of Utility Lines

Future transportation infrastructure projects may require the shifting or relocation of utility lines, especially if no such lines are present on or near the project site. The existence and location of utilities are vital for the construction and expansion of transportation infrastructure projects. The relocation of utility lines can be an expensive and time-consuming process. Therefore, the creation of a comprehensive long-range plan that helps mitigate future disruptions can be extremely valuable. Incorporating a future land-use map would allow the plan to find potential project locations and direct the corresponding utilities expansions accordingly. Widespread access to documentation and mapping of the long-range plan is an added consideration.

In light of recent advancements and the growing demand for passenger rail services. The SRTPA is uniquely positioned to leverage these advancements in efficiency and technology to better serve its residents. In this section, we will highlight three current trends and developments that have the potential to transform mobility within the SRTPA and support the region's overall transportation goals.

The first development to discuss is the increase in federal and state funding available for passenger rail services and expansion. Under the Bipartisan Infrastructure Law, over sixty-six

[8] *Proven Safety Countermeasures | FHWA (dot.gov)*

billion dollars has been allocated for infrastructure investment in passenger rail services. These funds have been allocated to establish new train routes, enhance existing lines, and support high-speed rail projects nationwide.[9]

In addition to technological advancements like high-speed rail corridors and maglev technology, Positive Train Control (PTC) is revolutionizing passenger rail safety and resiliency. This system is designed to prevent train-to-train collisions, derailments due to excessive speeds, unauthorized train movements in work zones, and the passage of trains through incorrectly set switches. This system was mandated by the federal government in 2008 and was fully implemented by the end of 2020.

These advancements have the potential to create significant positive impacts on our SRTPA region through economic growth and enhanced mobility and accessibility. Creating jobs and providing support services related to construction, operation, and maintenance would significantly boost the local and regional economy. These employment opportunities directly related to passenger rail service are in addition to those generated to support individual passenger services as well. Amenities such as dining, lodging, parking, and staging are all examples of potential commercial assets needed to support increased passenger rail services.

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[9]U.S. Department of Transportation's Federal Railroad Administration (FRA) - https://railroads.dot.gov/about-fra/communications/newsroom/press-releases/investing-america-biden-harris-administration-0

D. Transportation Threats

The public and stakeholders have named the following transportation threats as possible conditions that could negatively impact the efficiency and safety of SRTPA's transportation network. Please note, the following is a consensus of the issues at hand.

1. Age of Infrastructure

The aging of SRTPA's transportation network infrastructure continues to be a growing concern. As the need to keep and rehabilitate aging infrastructure increases, the transportation funds available remain stagnant and or decreased. The opposing trends of aging infrastructure and funding are worsened by the high number of SRTPA roads that were built around the same time. The necessity to renovate and repair numerous roads simultaneously or in a brief time span is a potential consequence of having a substantial portion of SRTPA's transportation network built in the same period. Transportation trends discussed in SIMPCO's *U.S. Highway 20 Corridor Economic Development Study* plan raise additional concerns regarding the region's aging infrastructure; there has been a steady increase in the average Vehicle Miles Traveled (VMT) from 2008 to 2016 and there has been an increase on the share of major roads Annual Average Daily Traffic (AADT) with Trucking vehicles accounting for more than 20% in some cases. The rising VMT and Trucking AADT leaves roads that are currently in poor condition vulnerable to further deterioration. Financially, the price of materials has been inconsistent year over year, with inflation also slightly increasing since January 2000. These factors combined represent a significant issue. Since many of today's RPA roads were constructed around the same time, both renovation and repair will need to occur simultaneously. As materials prices and the demand for maintenance funds increase, this **eminent** transportation threat should be a source of concern.

Current weight loads experienced by SRTPA's roads greatly surpass the original design thresholds of the pavement. The sheer size of modern farm equipment and commercial trucks, coupled with the volume of miles traveled, has given rise to modern safety and

structural concerns in the region. Furthermore, the increased transportation of goods has strained the capacity of SRTPA's transportation network, leading to further deterioration. Despite the favorable economic growth, the region's transportation network has incurred costs associated with the expansion.

2. Aging population

As the region's population continues to age, revamping SPRTA's transportation safety measures is a growing priority. As previously discussed in Chapter 3, the median age in each of SRTPA's counties increased from 2000 to 2010 and is projected to continue rising for the near future due to the sizable "baby-boomer" population and their influence on the overall population cohort. Safety measures featuring larger signage with best placement for better viewing are examples of measures that need to be taken to adequately address the increasing number of ageing drivers. An indirect countermeasure to the increase in ageing drivers is the reality that mobility decreases as the population ages. This leads to an acute safety issue, particularly in rural areas where transit is primarily provided by personal vehicles. Individuals' incapable of driving will become more common, thus creating a focal point for the region's mobility issues. Examples of enhancing SRTPA's existing services and accommodating the aging population can include Siouxland Regional Transit System (SRTS), carpooling, simple neighborliness, churches, assisted living facilities, and non-profit agencies. Likewise, human service organizations can offer alternative transportation options for the elderly population.

3. Decrease in population

As referenced in Chapter 3, the SRTPA's population has gradually been decreasing, especially in the rural areas of Cherokee, Ida, and Monona counties. This trend is expected to continue throughout the duration of the LRTP. Currently, progress requirements for new infrastructure and road maintenance are changing and becoming more demanding. This shrinking population threatens the SRTPA's transportation network and may result in the region's

inability to generate the necessary revenue to meet increased demand for new infrastructure and maintenance.

4. Decrease in buying power

One central issue facing the SRTPA, Iowa, and the United States is the shrinking allocation of infrastructure funding. This reduction contrasts with the rising costs of infrastructure projects. An increase in funding is needed to keep up with inflation and the decline in the buying power for road materials. With the price of materials rising due to high energy costs, allocated funding does not stretch as far as it once did. As increases in funding fail to keep pace with challenges, support for new projects becomes uncertain. According to the U.S. DOT, the state of Iowa ranks 13th among all states in the total mileage of public roadways[10] as of 2017 and ranks 7th among all states in the total number of bridges[11] as of 2018. According to the U.S. Census most recent population estimates (2018) and land mass Iowa ranks 31st and 23rd amongst all states, respectively.

Iowa has an extraordinary road network given its population size and landmass. However, Iowa is expected to experience a budget shortfall in system maintenance funding over the next 20 years. During the development of the 2035 LRTP, IDOT was preparing a report (TIME-21) that outlined the deficit Iowa could expect over the next 20 years and how roads would be affected. The need to keep and improve aging infrastructure was discussed, as costs were increasing, and the funds allocated toward roads remained flat or decreased in some cases. TIME-21, enacted in 2008, established a fixed funding amount intended to bridge gaps in revenue while adding new capital. Added revenue would be generated by adjustments to

[10] *U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2017, Section 4: Highway Infrastructure, Public Roads Length by functional system, Table HM-20.*

[11] *U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2017, Section 3: Bridges, Count, Area, Length of Bridges by Highway System*

vehicle registration fees, schedules, and increasing trailer and title fees. This legislation was successful in addressing some of the budget shortfalls, but Iowa and the surrounding region still need added revenue to support transportation networks.

The table below illustrates the decline in purchasing power for six crucial construction materials from 1989 to 2018.

Construction Materials Cost per Unit 1989 to 2018

	Roadway Excavation	Hot-Mix Asphalt Surfacing	Portland Cement Concrete Surfacing	Reinforcing Steel	Structural Steel	Structural Concrete
1989	10 CY / $9.90	10 Tons / $209.5	100 SY / $1,401	1000 lbs. / $380	1000 lbs. / $780	100 CY / $16,931
2006	4.32 CY / $9.90	4.93 Tons / $209.5	53.7 SY / $1,401	542.86 lbs. / $380	665.46 lbs. / $780	52.24 CY / $16,931
2013	2.5 CY / $9.90	3.27 Tons / $209.5	45.35 SY / $1,401	441.86 lbs. / $380	395.94 lbs. / $780	40.63 CY / $16,931
2018	2.53 CY / $9.90	3.33 Tons / $209.5	36.38 SY $1,401	361.9 lbs. / $380	561.15 lbs. / $780	28.82 CY / $16,931
Buying Power Decline (%)	74.70%	66.70%	63.62%	63.81%	43.85%	71.18%

CY = Cubic Yards; SY = Square Yards; lbs. = Pounds
Source: *IDOT Office of Contracts, Price Trend Index for Iowa Highway Construction*

5. Reduction in gas tax revenue

As the use and prevalence of EVs (electric vehicles) increases, funding derived through the gas tax and other traditional methods may decrease. To offset this perceived loss of revenue, states are proposing several potential revenue streams. The goal of these measures is to appropriately share the burden of funding infrastructure regardless of vehicle type. Here are some of those being explored:

- Road Usage Charges (RUC)- This system would pull existing data from the vehicles themselves, such as the number of miles traveled. Using this leveraged data, states would be able to charge drivers based on the number of miles driven.
- Increased Registration Fees – Currently, Iowa charges higher registration fees for electric vehicles: **$130 for Battery Electric Vehicles (BEVs), $65 for Plug-in Hybrid**

Electric Vehicles (PHEVs), and **$9 for Electric Motorcycles (BEV or PHEV)**. These increased fees help offset the reduction in gas tax revenue.[12]

- Tolls – A proposed toll would be applied to all roads and bridges, regardless of vehicle type or fuel source.
- EV Charging Sation Taxes – A fee could be added to EV charging stations, like the gas tax. However, this revenue stream could be limited as the majority of EVs are charged at home.

5. Increased rail traffic

Railroads have become more prevalent in the SRTPA's economy as the load capacity of trains has increased. A larger carrying ability allows for more efficient transportation of goods by rail. SRTPA has received help from a recent increase in products being exported out of and imported into the region. The rising shipment of products correlates to a greater frequency of rail traffic. The need to introduce more effective safety measures for drivers arises directly from the growth in product shipments transported by rail. Safety measures to consider include items such as crossbars, gates, and improved lighting, which enhance driver awareness of their surroundings.

6. Climate

The variability of Iowa weather makes it more challenging to forecast maintenance and repair costs. During the winter months, weather places considerable stress on the SRTPA's roadways. Freeze and thaw cycles lead to potholes and cracks developing on road surfaces. During the spring and early summer, the SRTPA is vulnerable to flooding, tornados, and flash flooding, particularly when severe storms produce above-average precipitation. In recent years, significant amounts of flooding along the Missouri River, Big Sioux River, and Little

[12] *Iowa DOT Electric Vehicle Fees* https://iowadot.gov/mvd/vehicleregistration/Electric-Vehicle-Fee-Mailer.pdf

Sioux River have occurred. In addition to damaging roads and trails, flooding can result in the closure of roads found within the river's watershed and cause bridges to wash out. The lingering effect of severe flooding and storms can damage roadway infrastructure, while stalled recovery efforts may disrupt the efficiency of a transportation network. It is important to stress that transportation costs and funding are often subject to change due to the unpredictable nature of weather.

II. Summary

The transportation strengths, weaknesses, opportunities, and threats detailed in this section were informed by demographic and transportation data from chapters two and three of this plan, as well as by public input provided by regional residents via survey and focus groups. These strengths, weaknesses, opportunities, and threats informed the creation of the goals and objectives detailed in the following chapter.

CHAPTER 6: PLAN GOALS & OBJECTIVES

I. Overview

In this chapter, we will discuss the foundational elements of a successful Long-Range Transportation Plan (LRTP). Goals and objectives serve as the roadmap for creating a sustainable transportation network that addresses the critical needs of an RPA region. Below, we explore three key elements of the goals and objectives that underpin this chapter.

- **Safety Improvement:** To enhance safety practices across all transportation modes within the RPA, we focus on improving design elements, implementing countermeasures, maintaining assets and infrastructure, and implementing low-cost initiatives. Our goal is to ensure safe and reliable transportation corridors throughout the RPA.

- **Mobility Choice:** Ensuring comprehensive and efficient transportation options between roads, transit, and active transportation, enhancing connectivity for all RPA residents and addressing the needs of the greater population.

- **Economic Vitality:** Another overarching goal of the LRTP is to create and promote economic growth across the RPA by leveraging the mobility and efficiency of an extensive transportation network. This network provides access to markets, enhances freight movement, and improves access to job centers, residential areas, shared/critical service markets. **The following information is not listed in order of priority.**

A. Safety

Objectives

- **Improve safety and security for all transportation modes throughout the RPA.**
    - Reduce the number of fatal and serious injury crashes on rural roads.
    - Enhanced safety for pedestrians, cyclists, and other vulnerable road users.

    - Implement proven safety countermeasures to address specific risk factors.
- **Enhance efforts to identify and analyze specific roadway safety concerns.**
    - Conduct safety assessments and audits on rural roads.
    - Identify areas with high-crash-rates, including intersections and curves.
    - Provide safety recommendations and implement improvements based on data analysis.
- **Ensure coordination among key stakeholders.**
    - Collaborate with local agencies, law enforcement, community groups, and transportation professionals.
    - Engage in regular communication to address safety concerns and implement solutions.
    - Establish partnerships to fund and execute safety projects.
- **Raise awareness and educate the public about rural road safety.**
    - Develop safety campaigns targeting specific behaviors (e.g., seat belt use, distracted driving).
    - Establish safety training programs for local road users, including schools.
    - Use community events and workshops to promote safe driving practices.
- **Create design features that enhance safety on rural roads.**
    - Upgrade signage, pavement marking, and lighting.
    - Implement road widening, shoulder improvements and guardrails.
    - Address road geometry issues (e.g., sight distance, alignment).
- **Use data to identify safety priorities and steer investment.**
    - Collect and analyze crash data to identify trends and patterns.
    - Prioritize safety projects based on risk factors and potential impact.
    - Monitor safety performance over time.

B. Cost

Objectives

- **Efficient usage of limited resources can create the greatest impact on rural road infrastructure.**
    - Prioritize projects based on cost-benefit analysis.
    - Explore innovative financing opportunities, including public-private partnerships and grants.
    - Allocate priority funding based on construction costs and adjust budget items accordingly.
- **Address maintenance needs to extend the lifespan of rural infrastructure.**
    - Regularly inspect and maintain road surfaces, bridges, and drainage systems.
    - Implement preventive maintenance practices to reduce excessive costs associated with existing infrastructure.
    - Secure funding for routine repairs and rehabilitation.
- **Efficiently manage rural road assets to minimize life-cycle costs.**
    - Develop an asset inventory and condition assessment.
    - Use data-driven decision-making for maintenance and replacement.
    - Consider the life cycle (initial construction, maintenance, and replacement).
- **Integrate rural road funding into other multimodal transportation investments.**
    - Coordinate road projects with transit, rail, and bike/pedestrian infrastructure.
    - Explore shared-use corridors to maximize efficiency.
    - Invest in multi-modal hubs for seamless connections.
- **Prepare rural roads for extreme weather events.**
    - Assess vulnerability to floods, storms, and other hazards.
    - Design resilient infrastructure (e.g. elevated roadways, flood-resistant bridges).
    - Develop emergency response plans.

C. Maintenance

Objectives

- **Establish weight restrictions.**
  - Establish weight restrictions to prevent excessive wear and tear on roads and bridges, extending infrastructure lifespan.
  - Weight restrictions enhance road safety by preventing overloading, which can lead to accidents, pavement damage, and structural failures.
  - Strictly enforced weight limits promote efficient freight movement by preventing road and bridge damage, reducing maintenance costs, and enhancing overall economic productivity.
- **Maintain and improve bridge conditions.**
  - Preserve and maintain bridge conditions, including the following activities:
    - Inspection
    - Prioritize maintenance needs.
    - Timely repairs to prevent deterioration.
  - Improve bridge conditions by:
    - Developing strategies to improve the condition of structurally deficient or obsolete bridges.
    - Allocation of funding for bridge rehabilitation and replacement projects.
    - Monitoring progress through performance measures related to bridge conditions.
- **Maintain and improve roads.**
  - Ensure that roads, streets, and highways are well maintained and in good repair.
    - Regularly inspect and assess road conditions.
    - Prioritize maintenance activities based on urgency and risk.
    - Address potholes, cracks, and other surface defects promptly.
  - Optimize the value of transportation assets (roads, bridges, etc.) by extending their lifespan.

        - Implement preventive maintenance strategies to prevent costly repairs.
        - Extend the service life of roads through timely resurfacing and rehabilitation.
    - Make the most of available funding for road maintenance.
        - Allocate resources effectively to address critical maintenance needs.
        - Prioritize projects based on cost-effectiveness and impact.
    - Ensure safe and accessible roadways for all users.
        - Repair hazardous road conditions promptly (e.g. fixing potholes, improving signage).
        - Enhance pedestrian safety through crosswalk improvements and sidewalk maintenance.
    - Minimize the environmental impact of road maintenance activities.
        - Use eco-friendly materials and practices.
        - Manage stormwater runoff.

D. Trails

Objectives

- **Enhance safety for trail users.**
    - Frequently inspect and make necessary repairs to prevent trail hazards.
    - Increase safety measures such as proper signage, lighting, and crossings.
    - Address all trail related safety and security concerns.
- Create an interconnected network of trails that links communities, parks, schools, and other destinations.
    - Identify essential corridors that bridge the gaps between new and existing trails.
    - Ensure seamless integration between trails and other transportation modes (walking, cycling, transit, etc..).
- Promote increased engagement in physical activity and outdoor recreation.

    - Carefully consider various activities (walking, running, cycling, etc.) when designing trails.
    - Incorporate outdoor amenities such as rest areas, water fountains, and scenic trail stops.
    - Collaborate with local parks and recreational departments to enhance trail devolvement and enrich outdoor experiences.
- Mitigate the impact of trails on natural ecosystems.
    - Give priority to safeguarding sensitive habitats and wildlife during trail design.
    - Implement erosion control measures.
    - Emphasize native plant species and sustainable landscaping along trails.
- Encourage community participation in the planning, development, and maintenance of trails.
    - Conduct outreach to gather input from residents, trail users, and stakeholders.
    - Educate the public about trail etiquette, safety, and benefits.
    - Organize events and programs to promote trail usage.

E. Population

Objectives

- Support older adults in remaining active, healthy, and independent within their communities.
    - Improve transportation options for seniors, including public transit and paratransit services.
    - Enhance mobility for older adults by providing safe pedestrian pathways and age-friendly infrastructure.
    - Partner with local organizations to provide door-to-door transportation services for medical appointments, grocery shopping, and social activities.
- Establish stronger community connections to alleviate the effects of population decline.

    - Ensure community centers and gathering spaces are accessible via public transportation.
    - Promote volunteer programs where community members assist older adults with mobility needs.
- Ensure that aging residents have access to healthcare services.
    - Collaborate with healthcare providers to arrange transportation service for seniors attending medical appointments.
    - Explore telehealth options to reduce travel needs.
    - Work with nearby hospitals and clinics to establish transportation hubs near healthcare facilities.
- Counter population decline by promoting economic vitality.
    - Invest in transportation infrastructure that attracts businesses and creates job opportunities.
    - Enhance freight transportation networks to support local farmers and small businesses.
    - Incorporate transportation improvements that highlight rural attractions and encourage tourism.
- Balance development with environmental conservation.
    - Protect scenic landscapes, historic sites, and natural habitats.
    - Ensure that transportation solutions minimize ecological impacts.
    - Promote eco-tourism and sustainable transportation options.

F. Technology

Objectives

- Ensure the safe integration of Self Driving Vehicles (SDVs) into the transportation system.
    - Implement stringent testing measures and safety standards for SDVs.
    - Work with manufacturers to enhance SDV safety features.
    - Implement infrastructure improvements (e.g., smart intersections) to support SDV communication.
- Prepare roadways and infrastructure for SDV compatibility.
    - Upgrade road marking, signage, and traffic signals for SDV recognition.

    - Develop dedicated SDV lanes and corridors.
    - Integrate SDV data into traffic management systems.

- Mobility Enhancement
    - SDVs might provide reliable transportation options for seniors, allowing elderly residents to maintain their mobility and independence.
    - SDV can positively impact seniors' lives by enhancing mobility, mitigating feelings of isolation, and fostering independence-all of which contribute to better well-being and improved quality of life.
- Establish clear rules and guidelines for SDV operation.
    - Collaborate with federal and state agencies to create consistent regulations.
    - Define liability and insurance requirements.
    - Develop licensing and certification processes for SDV operators.
- Ensure widespread access to Electric Vehicle (EVs) charging stations.
    - Develop a comprehensive network of charging stations (fast-charging and Level 2) across urban and rural areas.
    - Incentivize private investment in charging infrastructure.
    - Explore innovative solutions like wireless charging.

G. Rail

Objectives

- Improve rail connectivity within the region and beyond.
    - Expand rail networks to connect urban centers, suburbs, and rural areas.
    - Enhance intermodal connections (e.g., rail-to-bus, rail-to-airport).
    - Increase frequency and reliability of both passenger and freight rail services.
- Ensure safe and secure rail travel.
    - Invest in rail infrastructure maintenance and upgrades.

    - Implement positive train control (PTC) systems.
    - Enhance security measures to protect passengers and cargo.
- Leverage rail systems for economic growth.
    - Attract industries and business by providing efficient freight rail services.
    - Develop transit-oriented development (TOD) around rail stations.
    - Facilitate access to employment centers via commuter rail.

Chapter 7: Implementing the Plan

I. Overview

This chapter of the Long-Range Transportation Plan will focus on identifying projects over a twenty-year period. The Infrastructure Investment and Jobs Act (IIJA), combined these are commonly referred to as the Bipartisan Infrastructure Law, was enacted to provide substantial public investment into sectors of transportation, broadband, energy infrastructure, and environmental protection. The legislation's focus was on creating jobs, energy infrastructure modernization, greenhouse gas reduction, and promotion of clean energy initiatives. Within the Infrastructure Investment and Jobs Act (IIJA), there are special provisions designed to increase the scale of clean energy development and ease the changeover to green sources of electricity generation. The inclusion of substantial amounts of funding specifically appointed for investments in roads, bridges, broadband, water infrastructure, and airports, highlights the Infrastructure and Jobs Act (IIJA) funding priorities.

The expected impacts of the Bipartisan Infrastructure Law on rural roads and bridges align with earlier chapters, emphasizing the vital role of road infrastructure in rural development. Examples of improved development include increased productivity and enhancements in agricultural efficiency. This stimulated economic growth is achieved through improved mobility and access to markets. Furthermore, improvements in road safety, condition, and funding are expected due to the law's emphasis on infrastructure development. This could potentially address the disparities between roads serving local traffic and those named for national transport. The Bipartisan Infrastructure Law also prioritizes the requirements of isolated citizens and addresses the challenges of year-round accessibility.

A. Funding

1. National Highway Performance Program (NHPP)

The NHPP aims to support and enhance the condition and performance of the National Highway System (NHS), ease the construction of new facilities on the NHS, and ensure that Federal-aid funds invested in highway construction align with the performance targets in a Sate's NHS asset management plan.

2. Surface Transportation Block (STBG) Programs

States and localities can access Surface Transportation Block Grant (STBG) funding for a wide range of infrastructure projects. The focus of these flexible funding alternatives is to preserve and enhance the conditions of surface transportation.

Relevant asset project improvements could include highways, transit, intercity bus, bicycle, and pedestrian initiatives.

As part of the Infrastructure Investment and Jobs Act (IIJA), STBG programs have been expanded to include initiatives related to electric vehicle charging, intelligent transportation technologies, and emerging transportation technologies.

3. Surface Transportation Program (STP set-aside)

Following the elimination of the Highway Bridge Program, funding for bridges and Federal-aid highways was concentrated across two programs: the Surface Transportation Program (STP), and the National Highway Performance Program (NHPP). The Surface Transportation Program (STP) offers adaptive funding that state and local municipalities can access to keep or enhance the conditions of Federal-aid highways and bridges. Annually, 78% of HBP-STP funds are distributed to counties across the state of Iowa, with 21% of the funding apportioned to incorporated cities.

4. DOT Discretionary Grants Dashboard

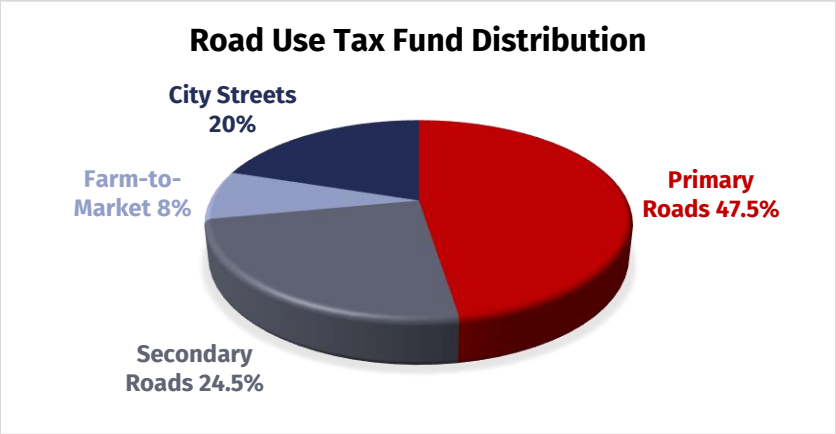
https://www.transportation.gov/grants/dashboard

The U.S. Department of Transportation (DOT) Discretionary Grants Dashboard is a tool allowing communities to find grants and funding opportunities. These grants are designed to address various transportation infrastructure needs. Communities can use this dashboard as a valuable resource when searching for available grant opportunities. The information for the dashboard is updated weekly to remain up to date.

B. Available State Revenue Sources

1. Road Use Tax

In Iowa, the Road Use Tax Fund (RUTF) was set up in 1949 as a state-shared revenue fund. The RUTF in Iowa was established by the legislature to support state, county and city governments in funding infrastructure construction, repair, and maintenance.



2. Transit Funding

The Iowa Department of Transportation (DOT) supports local public transit operations through help with both capital and operations. Additionally, matching grant funds are available for programs that receive partial funding from the Federal Transit Administration (FTA).

The State Transit Assistance (STA) program gives 4% of the fees collected from new vehicle registrations and motor vehicle accessory sales. This supplemental funding is meant to bolster funding for public transportation.

Federal transit funds are available to state transit agencies through the Consolidated Transit Funding Application to seek State Transit Assistance (STA). These funds are available through the 5310, 5311, and 5339 programs.

- **Section 5310**: Provides funding to improve mobility for seniors and individuals with disabilities.
- **Section 5311**: Supports public transportation in rural areas.
- **Section 5339**: Offers capital aid for bus and bus-related facilities.

3. Other State Funding

In addition to designated federal highway dollars, the Iowa Department of Transportation (DOT) administers several notable programs that provide funding for transportation projects:

- **State Transit Funding**
    - State Transit Assistance: Offers financial support to public transit systems.
    - Public Transit Infrastructure Grant Fund: Provides financial aid for transit infrastructure projects.
    - Capital Match Revolving Loan Fund: Distributes revolving loans for transit-related capital projects.
- **Iowa DOT Grants and Programs**
    - Bus and Bus Facilities: Available for public transit agencies
    - County Highway Bridge Program: Funding for county bridges.
    - State-County Traffic Engineering Program (C-STEP): Traffic safety and engineering projects.
    - Enhanced Mobility of Seniors and Individual with Disabilities Program: Enhances mobility for initiatives for seniors.
- **City Bridge Program**

  The Iowa Department of Transportation (DOT) provides an annual program aimed at funding the replacement or rehabilitation of city-owned bridges.

  The City Bridge Program assigns priority to bridges classified as poor, based on engineering inspections, and distributes funding for each bridge project. This program uses priority points to decide eligibility and priority status. These points are assigned based on criteria outlined in the Priority Point Worksheet.
- **County Highway Bridge Program**

  Another source of infrastructure funding could be the County Highway Bridge Program managed by the Division of Local Assistance (DLA). This program is intended to refurbish or substitute bridges on public highways that span water bodies, diverse types of terrain, other roadways, or railways. Under the program guidelines, State and Federal Highway Administrations must first decide that a bridge is significantly important. Projects eligible for funding include replacement, rehabilitation, painting, scour countermeasure, and preventative maintenance activities.
- **Highway Safety Improvement Program**

  The Highway Safety Improvement Program (HSIP) is an added Federal-aid program created to support initiatives aimed at reducing road fatalities and serious injuries.

The HSIP has three main elements: the Strategic Highway Safety Plan (SHSP), State HSIP, and the Railway-Highway Crossing Program (RHCP). This program approaches improvements to highway safety on all public roads through a data-driven and strategic process with a focus on performance.

C. Available Local Revenue Sources

1. Property Tax

Property Taxes can serve as a financing mechanism to support local transportation infrastructure projects. This revenue can be used and distributed by counties and municipalities to invest in essential infrastructure, including roads, and bridges. This approach ensures the maintenance of essential transportation assets.

2. Other Local Resources

Other local funding sources that may be used during the development of the projects listed in the 2050 Long Range Transportation plan include: Local Option Sales Tax (LOST), fares or user fees, and special taxes and assessments.

D. Proposed Transportation Projects FY 2025-2028

1. STBG/TAP Selection Process

Annually, the SRTPA staff distributes applications for the Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP), gathers the submission, and compiles a summary for deliberation at the SRTP Transportation Advisory Committee (TAC). The TAC discusses and selects recommended projects to be presented to the SRTPA Policy Board, who ultimately make the decision as to which projects are funded. The SRTPA Policy Board then discusses recommendations from the TAC, and selects projects based on need and funding.

Table 7.2 is a listing of the programmed transportation projects from FY 2025 to FY 2028. This includes proposed STBG, HBP, HSIP, NHPP, State of Iowa Primary Road Fund, and TAP projects. Table 7.3 illustrates the estimated transportation expenses for Transit from FY 2025 to FY 2028. The projects listed in these tables can be found in the current SRTPA TIP.

Fiscal Year 2025-2028 Financial Summary

SRTPA's transportation finances and estimated expenses for FY 2025 to FY 2028 are listed in Table 7.1. The projections in the table were made under the assumption that TAP funds will remain close to the targets estimated and issued by the Iowa DOT. For the Roadway revenue sources, we calculated the average revenue from federal sources over the ten-year period from FY 2019 through FY 2028. We then projected this average, staying constant, out to 2028. These numbers are to show the typical revenues that RPA IV could expect to receive over the FY 2025 – FY 2028 period.

Transportation Resources (in 1,000's)		
Forecasted Roadway Revenues - All Federal Sources	$	89,603
Forecasted TAP Revenues	$	710
Forecasted Transit Revenues - All Sources	$	7,434
Transportation Revenues Subtotal	$	97,747
Roadway Expenses (federal share)	$	115,590
TAP Expenses (federal share)	$	602
Transit Expenses (federal share)	$	4,244
Transportation Expenses Subtotal	$	120,437
Financial Difference	$	(22,690)

Table 7.1

Table 7.2: Transportation projects between fiscal year 2025 and fiscal year 2028.

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2025	2026	2027	2028	Totals
HBP								
39551	BRM-1272(630)--8N-18	TIP Approved	Total	$2,500,000				$2,500,000
Cherokee	In the city of Cherokee, East Willow St and Union Street over Railroad Creek.	11/19/2024	Federal Aid	$2,000,000				$2,000,000
	Bridge Replacement		Regional					
			Swap	$500,000				$500,000
49722	BROS-1272(629)--8J-18	TIP Approved	Total	$802,975				$802,975
Cherokee	In the city of Cherokee, On EUCLID AVE, Over RAILROAD CREEK, S27 T92 R40	11/19/2024	Federal Aid	$802,975				$802,975
	Bridge Replacement		Regional					
			Swap					
36173	BROS-6012(602)--5F-97	TIP Approved	Total	$1,000,000				$1,000,000
Woodbury County	In the city of Pierson, On L25, Over STREAM, from 120th Street north approx. 0.5 Miles, on W LINE S7 T89N R42W	11/19/2024	Federal Aid	$1,000,000				$1,000,000
	Grade and Pave, Bridge Replacement		Regional					
			Swap					
44823	BROS-C018(94)--8J-18	TIP Approved	Total	$2,200,000				$2,200,000
Cherokee County	On 630th Street, over Maple River, S17 T90 R39	12/17/2024	Federal Aid	$2,200,000				$2,200,000
	Bridge and Approaches-PPCB		Regional					
			Swap					
38977	BROS-C075(150403)--8J-75	TIP Approved	Total	$900,000				$900,000
Plymouth County	On LYNX AVE, Over plymouth creek, S4 T91N R45W		Federal Aid	$900,000				$900,000
	Bridge Replacement		Regional					
			Swap					
29291	BROS-C075(161)--5F-75	TIP Approved	Total	$875,000				$875,000
Plymouth County	On K 42, Over CARTER CREEK, S2 T90 R46	11/19/2024	Federal Aid	$875,000				$875,000
	Bridge and Approaches-PPCB		Regional					
			Swap					
35184	BROS-C075(240260)--8J-75	TIP Approved	Total	$750,000				$750,000
Plymouth County	On 160TH ST, Over Tributary to DEEP CREEK, S2 T92 R44		Federal Aid	$750,000				$750,000
	Bridge Replacement		Regional					
			Swap					

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2025	2026	2027	2028	Totals
HBP								
29298	BROS-C075(373407)--8J-75	TIP Approved	Total	$750,000				$750,000
Plymouth County	On Granite Ave, Over broken kettle creek, S34 T93 R47		Federal Aid	$750,000				$750,000
	Bridge Replacement		Regional					
			Swap					
29450	BROS-C097(150)--8J-97	TIP Approved	Total	$1,200,000				$1,200,000
Woodbury County	On K 67, Over WOLF CREEK, from 280th Street S 0.7 miles in section 1 T86N R45W	11/19/2024	Federal Aid	$1,200,000				$1,200,000
	Bridge Replacement, Grading		Regional					
			Swap					
45203	BRS-C047()--60-47	TIP Approved	Total	$900,000				$900,000
Ida County	On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39		Federal Aid	$720,000				$720,000
	Bridge and Approaches-CCS		Regional					
			Swap	$180,000				$180,000
44999	BRS-C097(151)--60-97	TIP Approved	Total	$1,000,000				$1,000,000
Woodbury County	On County Route D12/110th St. over Muddy Creek, 0.8 miles east of Eastland Ave. in section 8 T89N R45W	11/19/2024	Federal Aid	$800,000				$800,000
	Bridge Replacement		Regional					
			Swap	$200,000				$200,000
52248	BROS-C067(94)--5F-67	TIP Approved	Total		$1,600,000			$1,600,000
Monona County	On LARPENTEUR MEMORIAL RD, Over LITTLE SIOUX RIVER, S18 T84 R44		Federal Aid		$1,600,000			$1,600,000
	Bridge Replacement		Regional					
			Swap					
38973	BROS-C075(270407)--8J-75	TIP Approved	Total		$750,000			$750,000
Plymouth County	On FIR AVE, Over broken kettle creek, S4 T92N R47W		Federal Aid		$750,000			$750,000
	Bridge Replacement		Regional					
			Swap					
36229	BROS-C075(331080)--8J-75	TIP Approved	Total		$850,000			$850,000
Plymouth County	On 110th St, Over deep creek, S3 T93 R43		Federal Aid		$850,000			$850,000
	Bridge Replacement		Regional					
			Swap					

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2025	2026	2027	2028	Totals
HBP								
32653	BROS-C097(D42)--8J-97	TIP Approved	Total		$800,000			$800,000
Woodbury County	On 120TH ST, Over MUDDY CREEK, from Eastland Ave east 0.8 Miles on NLINE S17 T89 R45		Federal Aid		$800,000			$800,000
	Bridge Replacement, Grading, Guardrail		Regional					
			Swap					
44822	BRS-C018(96)--60-18	TIP Approved	Total		$1,200,000			$1,200,000
Cherokee County	On M25, over Little Maple River, S25 T90 R39	11/18/2025	Federal Aid		$960,000			$960,000
	Bridge Replacement		Regional					
			Swap		$240,000			$240,000
45204	BRS-C047()--60-47	TIP Approved	Total		$900,000			$900,000
Ida County	On M 25, Over UNNAMED CREEK, from N city limits of Galva N 0.04 miles to Bridge site S23 T89 R39		Federal Aid		$720,000			$720,000
	Bridge and Approaches-CCS		Regional					
			Swap		$180,000			$180,000
45205	BRS-C047()--60-47	TIP Approved	Total		$900,000			$900,000
Ida County	On M 25, Over UNNAMED STREAM, from Cherokee/Ida County Line S .1 miles to Bridge S1 T89 R39		Federal Aid		$720,000			$720,000
	Bridge and Approaches-CCS		Regional					
			Swap		$180,000			$180,000
47210	BRS-C097(P280)--60-97	TIP Approved	Total		$1,800,000			$1,800,000
Woodbury County	On K 64, Over WEST FORK LITTLE SIOUX, from D54 N 0.8 miles S16 T87 R45		Federal Aid		$1,440,000			$1,440,000
	Bridge Replacement		Regional					
			Swap		$360,000			$360,000
33857	BROS-C067(95)--5F-67	TIP Approved	Total			$1,200,000		$1,200,000
Monona County	On L37, Over East Soldier River, S35 T84 R42		Federal Aid			$1,200,000		$1,200,000
	Bridge Replacement		Regional					
			Swap					
36245	BROS-C075(142870)--8J-75	TIP Approved	Total			$650,000		$650,000
Plymouth County	On 260TH ST, Over DRY BRANCH, S28 T91 R44		Federal Aid			$650,000		$650,000
	Bridge Replacement		Regional					
			Swap					

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2025	2026	2027	2028	Totals
HBP								
44643	BROS-C075(262690)--8J-75	TIP Approved	Total			$1,400,000		$1,400,000
Plymouth County	On 200TH ST, Over W.BRANCH FLOYD RIVER, S26 T92 R46		Federal Aid			$1,400,000		$1,400,000
	Bridge Replacement		Regional					
			Swap					
35164	BROS-C097(B110)--8J-97	TIP Approved	Total			$700,000		$700,000
Woodbury County	On 150TH ST, Over STREAM, from Jewell Ave E 0.3 miles in section 31 T89N R43W		Federal Aid			$700,000		$700,000
	Bridge Replacement		Regional					
			Swap					
53453	BRS-C047()--60-47	TIP Approved	Total			$1,000,000		$1,000,000
Ida County	On M 31, Odebolt Creek, from Intersection of State 175 and M-31 S .2 miles to Bridge site		Federal Aid			$800,000		$800,000
	Bridge and Approaches-CCS		Regional					
			Swap			$200,000		$200,000
47156	BROS-C018()--8J-18	TIP Approved	Total				$600,000	$600,000
Cherokee County	On 520th Street, Over Fiddle Creek, S29 T92 R42		Federal Aid				$600,000	$600,000
	Bridge Replacement		Regional					
			Swap					
52209	BROS-C097(P276)--5F-97	TIP Approved	Total				$1,800,000	$1,800,000
Woodbury County	On D 54, Over WEST FORK LITTLE SIOUX, from Grundy Avenue E 0.2 miles S16 T87 R45		Federal Aid				$1,800,000	$1,800,000
	Bridge Replacement		Regional					
			Swap					
44983	BRS-C067(96)--60-67	TIP Approved	Total				$975,000	$975,000
Monona County	On L 12, Over DD, S25 T84 R45		Federal Aid				$780,000	$780,000
	Bridge Replacement		Regional					
			Swap				$195,000	$195,000
44984	BRS-C067(ILL)--60-67	TIP Approved	Total				$1,300,000	$1,300,000
Monona County	On K 64, Over FAMERS GARRETSON DITCH, S4 T85 R45		Federal Aid				$1,040,000	$1,040,000
	Bridge Replacement		Regional					
			Swap				$260,000	$260,000

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2025	2026	2027	2028	Totals
HSIP								
55653 Iowa Department of Transportation	IHSIPX-029()--08-67 I 29: Harrison County to Woodbury County Pave	TIP Approved	Total Federal Aid Regional Swap	$810,000 $729,000				$810,000 $729,000
NHPP								
48502 Iowa Department of Transportation	IMX-029()--02-67 I 29: N of IA 175 to Woodbury Co (NB) Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap	$3,823,000 $3,440,700				$3,823,000 $3,440,700
48533 Iowa Department of Transportation	IMX-029()--02-67 I 29: 1.5 mi N of IA 175 to Woodbury Co (SB) Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap	$3,636,000 $3,272,400				$3,636,000 $3,272,400
55656 Iowa Department of Transportation	IMX-029()--02-67 I 29: Onawa Rest Area 2.6 mi S of IA 175 (NB) Pave	TIP Approved	Total Federal Aid Regional Swap	$205,000 $184,500	$7,385,000 $6,646,500			$7,590,000 $6,831,000
48609 Iowa Department of Transportation	NHSX-003()--3H-18 IA 3: 1.3 mi E of US 59 to 1.8 mi E of US 59 Grade and Pave, Bridge New, Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap	$631,000 $504,800	$12,812,000 $10,249,600			$13,443,000 $10,754,400
55658 Iowa Department of Transportation	NHSX-059()--3H-47 US 59: Susan Lawrence Dr to Father Dailey Dr in Ida Grove Pave	TIP Approved	Total Federal Aid Regional Swap	$614,000 $491,200				$614,000 $491,200
38246 Iowa Department of Transportation	NHSX-075()--3H-75 US 75: N of Maple St in Hinton to S of 2nd St in Merrill Grade and Pave, Culvert Repair, Erosion Control	TIP Approved	Total Federal Aid Regional Swap	$30,023,000 $24,018,400	$358,000 $286,400			$30,381,000 $24,304,800

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2025	2026	2027	2028	Totals
NHPP								
52608 Iowa Department of Transportation	NHSX-075()--3H-75 US 75: S of W Grover St to N of Maple St in Hinton Grade and Pave, Traffic Signals, Right of Way	TIP Approved	Total Federal Aid Regional Swap		$4,174,000 $3,339,200		$11,912,000 $9,529,600	$16,086,000 $12,868,800
55659 Iowa Department of Transportation	NHSX-020()--3H-97 US 20: 0.4 mi E of Franklin Ave to E of Humboldt Ave near Moville Pave	TIP Approved	Total Federal Aid Regional Swap			$5,746,000 $4,596,800		$5,746,000 $4,596,800
55655 Iowa Department of Transportation	IMX-029()--02-67 I 29: N of Co Rd E60 to IA 175 (SB) Pave	TIP Approved	Total Federal Aid Regional Swap				$25,037,000 $22,533,300	$25,037,000 $22,533,300
PRF								
54673 Iowa Department of Transportation	BRFN-175()--39-67 IA 175: Missouri River E of Decatur, Nebraska Pave	TIP Approved	Total Federal Aid Regional Swap	$736,000				$736,000
37984 Iowa Department of Transportation	BRFN-175()--39-67 IA 175: Missouri River E of Decatur Nebraska (State Share) Bridge Rehabilitation	TIP Approved	Total Federal Aid Regional Swap	$133,000	$133,000	$133,000	$133,000	$532,000
39379 Iowa Department of Transportation	IMN-029()--0E-97 I 29: IA 141 Interchange Erosion Control	TIP Approved	Total Federal Aid Regional Swap	$238,000				$238,000
55755 Iowa Department of Transportation	NHSN-003()--2R-75 IA 3: In Remsen, W of Country Club St to 0.1 mi E of S Lincoln St Pave	TIP Approved	Total Federal Aid Regional Swap	$925,000				$925,000

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2025	2026	2027	2028	Totals
PRF								
55754 Iowa Department of Transportation	NHSN-059()--2R-47 US 59: Crawford Co Line to S Jct IA 175 Pave	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	$942,000				$942,000
54592 Iowa Department of Transportation	STPN-020()--2J-97 US 20: Mitigation - Woodbury Ida and Sac Counties US 20 Pave	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	$179,000				$179,000
55752 Iowa Department of Transportation	STPN-143()--2J-18 IA 143: IA 3 to E Section St in Marcus Pave	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	$996,000				$996,000
52682 Iowa Department of Transportation	BRFN-175()--39-47 IA 175: Morehead Creek 2.6 mi W of W Jct Co Rd L51 Bridge Deck Overlay	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		$410,000			$410,000
48448 Iowa Department of Transportation	IMN-029()--0E-67 I 29: Co Rd E24 Interchange Bridge Deck Overlay	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		$1,084,000			$1,084,000
52629 Iowa Department of Transportation	IMN-029()--0E-97 I 29: SB Weigh Station 0.6 mi N of Co Rd K35 Pave	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		$4,915,000			$4,915,000
54532 Iowa Department of Transportation	STPN-031()--2J-97 IA 31: Co Rd C66 in Washta to US 59 Culvert Extension	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		$1,674,000			$1,674,000

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2025	2026	2027	2028	Totals
PRF								
55654 Iowa Department of Transportation	IMN-029()--0E-67 I 29: Onawa Rest Area 2.6 mi S of IA 175 (NB) Pave	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			$5,125,000		$5,125,000
STBG								
218 RPA 4	RGPL-PA04(RTP)--ST-00 SIMPCO - RPA 4: RPA 4 FHWA PLANNING Trans Planning	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	$58,500 $46,800 $46,800	$58,500 $46,800 $46,800	$58,500 $46,800 $46,800	$58,500 $46,800 $46,800	$234,000 $187,200 $187,200
55657 Iowa Department of Transportation	STP-141()--2C-67 IA 141: ECL Ute to Crawford Co Line Pave	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	$519,000 $415,200				$519,000 $415,200
52611 Iowa Department of Transportation	STP-175()--2C-67 IA 175: I-29 Interchange Grade and Pave, Bridge Replacement, Traffic Signs	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	$26,000 $20,800	$24,935,000 $19,948,000	$200,000 $160,000		$25,161,000 $20,128,800
54756 Woodbury County	STP-S-C097(K45)--5E-97 On K 45, from County line NW 7 miles to north of D53 intersection PCC Pavement Widening/PCC Resurfacing, PCC Overlay - Unbonded	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	$3,000,000 $1,603,000 $1,603,000				$3,000,000 $1,603,000 $1,603,000
48417 Iowa Department of Transportation	BRF-031()--38-18 IA 31: Silver Creek 1.0 mi W of US 59 Bridge Replacement, Right of Way	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		$1,995,000 $1,596,000			$1,995,000 $1,596,000
52500 Iowa Department of Transportation	BRF-175()--38-67 IA 175: Little Sioux River 1.5 mi W of IA 37 Bridge New, Right of Way	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		$4,354,000 $3,483,200			$4,354,000 $3,483,200

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2025	2026	2027	2028	Totals
STBG								
51111 Cherokee County	STP-S-C018()--5E-18 On L51, from C38 to State Highway 3 PCC Pavement - Replace	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		$2,500,000 $1,600,000 $1,600,000			$2,500,000 $1,600,000 $1,600,000
47089 Plymouth County	STP-S-C075(K-42)--5E-75 On K 42, from Hwy 3 N 7 miles to C-12 PCC Pavement - Miscellaneous	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		$5,000,000 $1,421,000 $1,421,000			$5,000,000 $1,421,000 $1,421,000
54544 Iowa Department of Transportation	BRF-012()--38-75 IA 12: Broken Kettle Creek 0.1 mi N of S Jct Co Rd K18 Bridge New, Right of Way	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			$2,816,000 $2,252,800		$2,816,000 $2,252,800
54527 Iowa Department of Transportation	BRF-012()--38-75 IA 12: Beaver Creek 0.5 mi N of Co Rd C16 Bridge Deck Overlay	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			$770,000 $616,000		$770,000 $616,000
54711 Iowa Department of Transportation	BRF-037()--38-67 IA 37: Norway Creek 2.6 mi E of IA 183 Bridge Deck Overlay	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			$750,000 $600,000		$750,000 $600,000
54713 Iowa Department of Transportation	BRF-075()--38-75 US 75: W Fork Floyd River 2.4 mi N of Co Rd R38 Bridge Deck Overlay	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			$1,131,000 $904,800		$1,131,000 $904,800
48568 Iowa Department of Transportation	BRF-175()--38-97 IA 175: Reynolds Creek 1.6 mi W of Co Rd L37 Bridge New, Right of Way	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			$1,729,000 $1,383,200		$1,729,000 $1,383,200

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2025	2026	2027	2028	Totals
STBG								
47095 Plymouth County	STP-S-C075(137)--5E-75 On K 22, from Hwy 3 N 7.0 miles to County Line HMA Resurfacing/Cold-in-Place Recycling	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			$3,000,000 $1,820,000 $1,820,000		$3,000,000 $1,820,000 $1,820,000
55758 Iowa Department of Transportation	BRF-003()--38-75 IA 3: Floyd River 1.0 mi E of US 75 in Le Mars Pave	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				$940,000 $752,000	$940,000 $752,000
55753 Iowa Department of Transportation	BRF-141()--38-67 IA 141: Maple River 0.1 mi E of W Jct IA 175 in Mapleton Pave	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				$4,380,000 $3,504,000	$4,380,000 $3,504,000
35161 Woodbury County	STP-S-C097(D25)--5E-97 On D 25, from K64 Intersection to Hwy 141 intersection Pavement Rehab, Culvert Replacement, Granular Shoulders	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				$3,000,000 $1,611,357 $1,611,357	$3,000,000 $1,611,357 $1,611,357
SWAP-STBG								
47176 Cherokee	STBG-SWAP-1272()--SG-18 In the city of Cherokee, W Main Street from N. 11th Street to N. 6th Street resurfacing Pavement Rehab	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	$410,000 $328,000 $328,000				$410,000 $328,000 $328,000
47178 Le Mars	STBG-SWAP-4257()--SG-75 In the city of Le Mars, 12th Street SE from 2nd Avenue SE to 4th Avenue SE (K49) PCC Pavement - Replace	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	$540,750 $432,600 $432,600				$540,750 $432,600 $432,600
51135 Cherokee	STBG-SWAP-1272()--SG-18 In the city of Cherokee, On W Bluff Street, from N 9th Street to the CN Railroad Pavement Rehab	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		$630,000 $504,000 $504,000			$630,000 $504,000 $504,000

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2025	2026	2027	2028	Totals
SWAP-STBG								
53212 Cherokee	STBG-SWAP-1272()--SG-18 In the city of Cherokee, On N 11TH ST from north of St. Andrews Dr to 1549 520th street	TIP Approved	**Total**			$1,092,000		$1,092,000
			Federal Aid					
			Regional			$873,600		$873,600
			Swap			$873,600		$873,600
55506 Le Mars	STBG-SWAP-4257()--SG-75 In the city of Le Mars, On 7TH AVE SE from 12th St to 18th St. Remove and replace with 8" PCC. PCC Pavement - Replace	TIP Approved	**Total**				$1,210,020	$1,210,020
			Federal Aid					
			Regional				$726,000	$726,000
			Swap				$726,000	$726,000
TAP								
51137 Le Mars	TAP-U-4257()--8I-75 In the city of Le Mars, Replace wooden pedestrian bridge over Willow Creek Ped/Bike Structures	TIP Approved	**Total**		$753,000			$753,000
			Federal Aid		$602,400			$602,400
			Regional		$602,400			$602,400
			Swap					

Programmed Transportation Improvement Projects FY 2025-FY2028

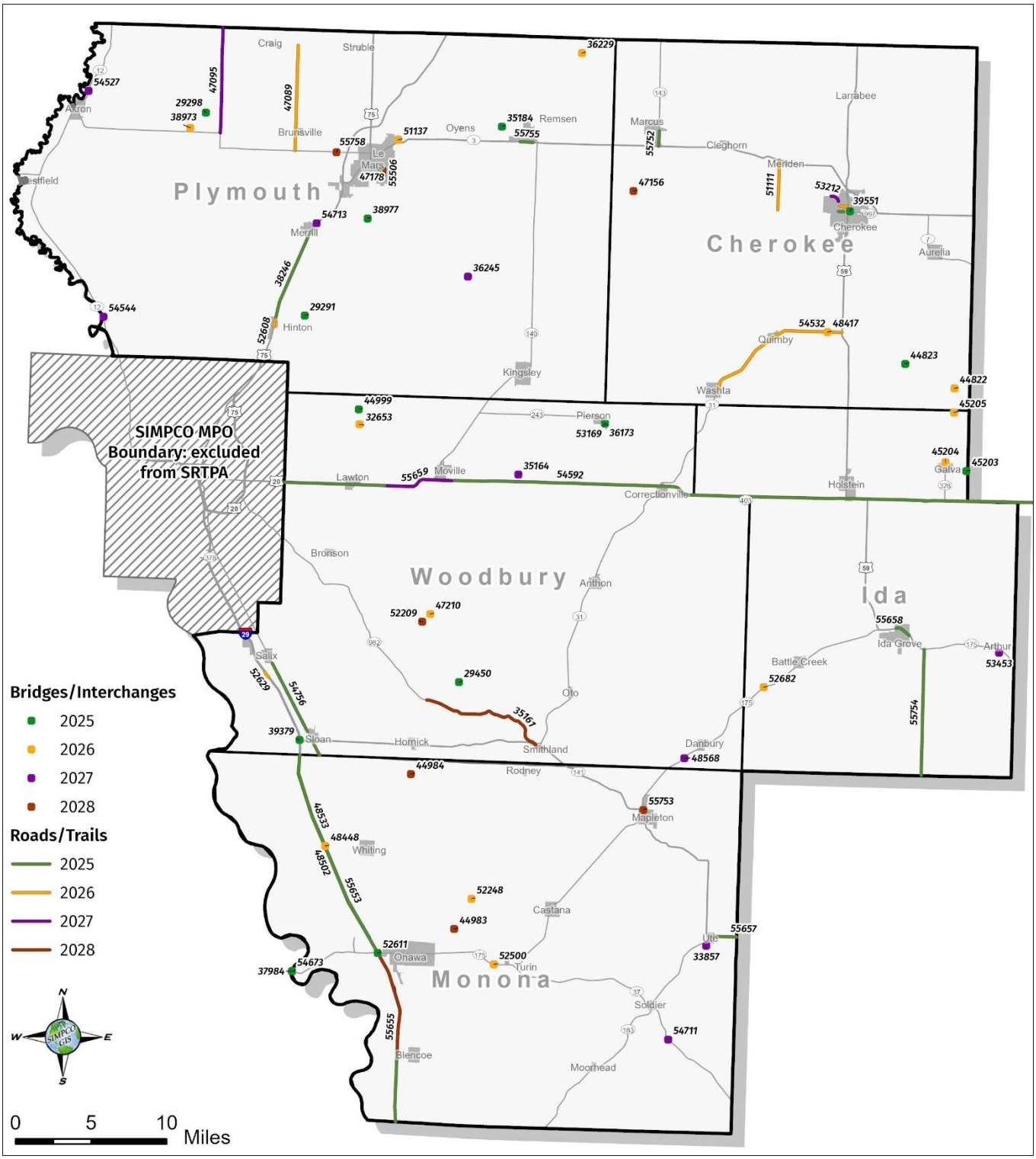


Table 7.3: Transit Project Prioritization and Implementation Schedule FY 2025-2028

RPA 4

Project ID / Sponsor	Funds / Approval Level	Project Type	Description / Options / Vehicle Unit Number		2025	2026	2027	2028	Totals
10987 Siouxland Regional Transit System	5339 TIP Approved	Capital	2015 FORD WINNEBAGO #7550A, 1FDFE4FS4FDA08417 VSS Unit # 7550A	Total	$155,000	$158,000			$313,000
				FA	$131,750	$134,300			$266,050
				DOT					
10988 Siouxland Regional Transit System	5339 TIP Approved	Capital	New Forklift, Bus Storage and Shop Floor Scrubber	Total	$90,000	$90,000			$180,000
				FA	$72,000	$72,000			$144,000
				DOT					
2132 RPA 4	5311 TIP Approved	Planning	FTA Planning	Total	$25,001	$25,001	$25,001	$25,001	$100,004
				FA	$20,001	$20,001	$20,001	$20,001	$80,004
				DOT					
6271 Siouxland Regional Transit System	5311 TIP Approved	Operations	FTA operating 5310\5311 formula	Total	$808,136	$808,136	$808,136	$808,136	$3,232,544
				FA	$404,068	$404,068	$404,068	$404,068	$1,616,272
				DOT					
6272 Siouxland Regional Transit System	STA TIP Approved	Operations	STA state operating	Total	$375,175	$375,175	$375,175	$375,175	$1,500,700
				FA					
				DOT	$375,175	$375,175	$375,175	$375,175	$1,500,700
10207 Siouxland Regional Transit System	5311 TIP Approved	Operations	5311 Nebraska Funds to Iowa DOT	Total	$660,220	$660,220	$660,220	$660,220	$2,640,880
				FA	$330,110	$330,110	$330,110	$330,110	$1,320,440
				DOT					
11093 Siouxland Regional Transit System	5339 TIP Approved	Capital	2016 FORD Glaval E450, 7556, 1FDFE4FS1GDC41141 VSS Unit # 7556	Total		$158,000			$158,000
				FA		$134,300			$134,300
				DOT					
11094 Siouxland Regional Transit System	5339 TIP Approved	Capital	2016 FORD Glaval E450, 7557, 1FDFE4FS1GDC43388 VSS Unit # 7557	Total			$160,000		$160,000
				FA			$136,000		$136,000
				DOT					
11095 Siouxland Regional Transit System	5339 TIP Approved	Capital	2016 FORD Glaval E450, 7558, 1FDFE4FS3GDC43389 VSS Unit # 7558	Total			$160,000		$160,000
				FA			$136,000		$136,000
				DOT					
11096 Siouxland Regional Transit System	5339 TIP Approved	Capital	2016 FORD Glaval E450, 7559, 1FDFE4FSXGDC43390 VSS Unit # 7559	Total			$160,000		$160,000
				FA			$136,000		$136,000
				DOT					

RPA 4 (Cont.)

Project ID / Sponsor	Funds / Approval Level	Project Type	Description / Options / Vehicle Unit Number		2025	2026	2027	2028	Totals
11097 Siouxland Regional Transit System	5339 TIP Approved	Capital	2017 FORD Glaval E450, 7560A, 1FDFE4FS5HDC07401 VSS Unit # 7560A	Total				$162,000	$162,000
				FA				$137,700	$137,700
				DOT					
11098 Siouxland Regional Transit System	5339 TIP Approved	Capital	2017 FORD Glaval E450, 7561, 1FDFE4FS7HDC07402 VSS Unit # 7561	Total				$162,000	$162,000
				FA				$137,700	$137,700
				DOT					

E. Proposed Transportation Projects FY 2029-2040 and FY 2041-2050

The SRTPA TAC committee selects projects based on priorities set by their respective City Councils and County Board of Supervisors. The SRTPA Policy Board received submitted projects for inclusion in the LRTP, which will serve as the basis for future TIP projects.

It should be noted that costs in Tables 7.4 and 7.5 are in 1,000's.

Table 7.4: Project Prioritization and Implementation Schedule FY 2029-2040

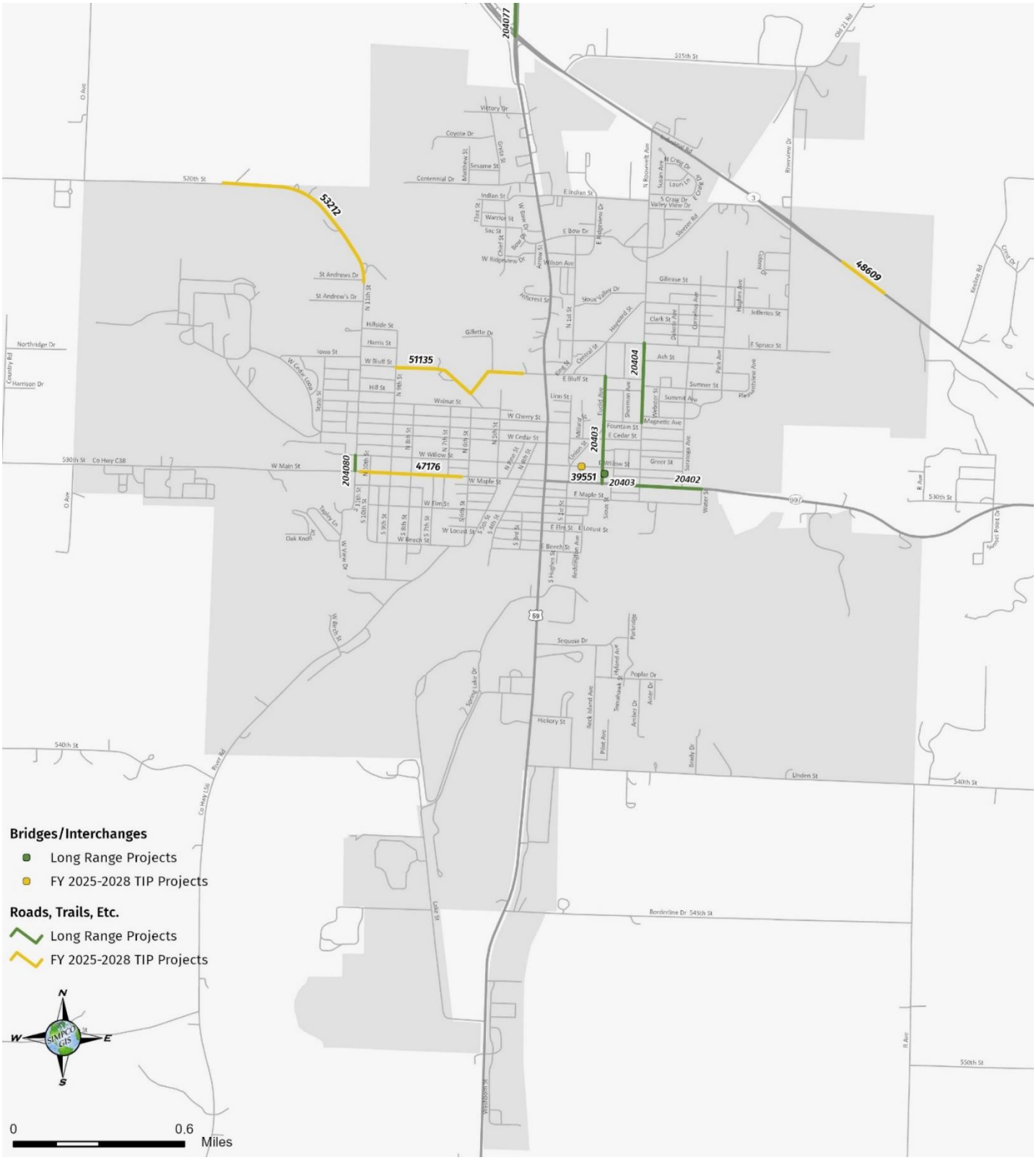
Jurisdiction	Project	TPMS #	YOE Cost	Federal Share	Federal Source	State Funding	Local Share
Cherokee County	Pilot 053A Structure Replacement		5500				
Cherokee County	Pitcher 040 Structure Replacement		1500				
Cherokee County	Cherokee 018 Structure Replacement		6500				
Cherokee County	L-36 from south county line to C-38; HMA resurfacing (13 miles)		5000				
Cherokee County	L-36 from C-38 to Highway 3; PCC overlay (4 miles)		2500				
Cherokee County	C-16 from west county line to Highway 143 & from L-48 to M Avenue; HMA resurfacing (6 miles)		2500				
City of Cherokee	East Main Street: Sioux - Water; Remove and Replace	20402	1122	898	STP		224
City of Cherokee	Euclid from Main Bluff with Bridge replacement	20403		329	STP		82
City of Cherokee	N. Roosevelt Street (fountain to spruce) 31' wide, 2606'	20404	582	466	STP		116
City of Cherokee	West Main Street: 6th - 11th; Remove and Replace	20405	1100	880	STP		220
City of Cherokee	West Bluff Street: 2th - 11th; HMA Overlay with Bridge replacement	20406	825	660	STP		165
City of Cherokee	11th Street Main to Willow	204080	271	217	STP		54
City of Cherokee	North 11th past the golf course. PCC paving	204081	345	276	STP		69
Iowa DOT	US 75 Woodbury County Line to LeMars Inlay/Overlay	204071	70000	56000	NHPP		
Iowa DOT	IA 3 K22 to US 75 rehab	204074	5100			5100	
Iowa DOT	IA 31 to US 59 rehab	204076	9500			9500	
Iowa DOT	US 59 from IA 3 to O'Brien Co Line rehab	204077	12000	6160	NHPP		
Iowa DOT	IA 175 Battle Creek to Mapleton rehab	204078	8800			8800	
Iowa DOT	IA 37 from IA 175 to IA 183	204079	4700			4700	
Ida County	D-15: L-51 East to Hwy 59 Reconstruction	204017	3125	2500	STP		625
Ida County	L-51: D-54 North to Battle Creek City limits HMA resurfacing	204021	762.5	610	STP		152.5
Ida County	L-67: Hwy 175 North to Hwy 20 New PCC	204084	5950	4760	STP		1190
Ida County	L-51: Hwy 175 North to D-22	204087	3870	3096	STP		774
Ida County	German Ave N 150th St from E15 South and West to Holstein						
Ida county	Battle 107 bridge replacement on L-51 just south of D-22	None	1200	960	STP		240
Ida county	On German Ave from US 20 North 1 mile Grade and Pave	None	1200				1200
City of Le Mars	3rd St. South: 2nd Ave West to Central Ave, Whitetop	204043					
City of Le Mars	6th St South: Central Ave to 2nd Ave West, Whitetop	204044					
City of Le Mars	1st Ave West: 4th St. South to 8th St. South, Whitetop	204045					
City of Le Mars	3rd St. South: Central Ave to 4th Ave East, Whitetop	204046					
City of Le Mars	6th Ave. West: Plymouth St. to 2nd St. South, AC Overlay	204048					
City of Le Mars	7th St. South: Central Ave to 2nd Ave West, Whitetop	204049					
City of Le Mars	5th St. South: Central Ave to 1st Ave West, Whitetop	204050					
City of Le Mars	10th St. South: Central Ave to 4th Ave East, Whitetop	204051					
City of Le Mars	7th St. South: Central Ave to 4th Ave East, Whitetop	204052					
City of Le Mars	2nd St. South: 2nd Ave East to 4th Ave East, Whitetop	204094					
City of Le Mars	1st St. South: 5th Ave West to 1st Ave West, AC Overlay	204095					
City of Le Mars	2nd St. North: 5th Ave West to 3rd Ave West, AC Overlay	204096					
City of Le Mars	6th St. South: Central Ave to 3rd Ave East, Whitetop	204097					
City of Le Mars	5th St. South: Central Ave to 3rd Ae East, Whitetop	204098					
City of Le Mars	2nd Ave West: 3rd St. South to 4th St. South, Whitetop	204099					
City of Le Mars	1st St. South: Lincoln St. to 4th Ave East, AC Overlay	2040100					
City of Le Mars	3rd St. North: 5th Ave West to 2nd Ave West, AC Overlay	2040101					
City of Le Mars	9th St. South: Central Ave to 2nd Ave. West, Whitetop	2040102					
City of Le Mars	1st Ave. East: 8th Street South to 1/2 North, Remove and Replace	2040103					
City of Le Mars	12th St. South: Central Ave. to 6th Ave West, AC Overlay	2040104					
City of Le Mars	7th Ave. East: 12th St. South to 18th St. South, Remove and Replace						
City of Le Mars	4th Ave. South: N. Lynn Dr. to 12th St. South, Remove and Replace						
City of Le Mars	4th Ave. South: Plymouth St. to 2nd St. South, Remove and Replace						
City of Le Mars	Plymouth St.: 5th St. East to 6th St. East, Remove and Replace						
City of Le Mars	Plymouth St.: Central and 1st Ave. West, Traffic Signal Replacement						
Monona County	110th St.: Over unnamed Trib.; Bridge Replacement	204024	265	212	SWAP-HBP		53
Monona County	285th St.: Over Jordan Creek; Bridge Replacement	204025	630	504	SWAP-HBP		126
Monona County	Sumac Ave: Over Rush Trib.; Bridge Replacement	204026	250	200	SWAP-HBP		50
Monona County	210th St.: Over Jordan Creek; Bridge Replacement	204027	400	320	SWAP-HBP		80
Monona County	Co. Hwy. L-12: Over Monona-Harrison Ditch; Deck Repace	204028	250	200	SWAP-HBP		50
Monona County	Co. Hwy. L-14: Over Little Sioux Ditch; Bridge Replacement	204029	950	760	SWAP-HBP		190
Monona County	Co. Hwy. E-16: Over Rush Creek; Bridge Replacement	204030	560	448	SWAP-HBP		112
Plymouth County	Various Bridge Projects				HBP		
Plymouth County	C-66: Hwy 140 East to Cherokee Co. Line, Pavement Rehabilitation		3200	2560	STBG	640	
Plymouth County	C-60: Hwy 140 to Cherokee Co. Line, HMA Resurfacing		3000	1920	STBG	1080	
Plymouth County	C-66: From NCL Kingsley to C-60, HMA Resurfacing		1840	1196	STBG	644	
Plymouth County	Various Bridge Projects		12000	9600	STP		
Plymouth County	On K-64, Culvert		430	344	STBG	86	
Woodbury County	County Route K45 from Intersection of D50 to Intersection of K45 and K25 at Salix	204055	400	320	STP		80
Woodbury County	County Route K25 from Intersection of D51 to the I29 interchange at exit 134	204057	2000	1600	STP		400
Woodbury County	County Route D25 from Intersection of D38 to County road D51	204058	1200	960	STP		400
Woodbury County	County Route D25 from Intersection of D51 to County route K64	204059	1750	1250	STP		500
Woodbury County	County Route K42 from Intersection of D25 to US Hwy 20	204061	1500	1200	STP		300
Woodbury County	D12: Over West Fork Little Sioux RIver.; Bridge Replacement, C27	204063	800	640	STP-HBP		160
Woodbury County	Local Road, Taylor Ave : Over Unnamed Creek; Bridge Replacement, X237	204067	400	320	STP-HBP		80
Woodbury County	Local Road, Mason Ave Over Unnamed Creek; Bridge Replacement, N191	37716	400	320	STP-HBP		80

Table 7.5: Project Prioritization and Implementation Schedule FY 2041-2050

Jurisdiction	Project	TPMS #	YOE Cost	Federal Share	Federal Source	State Funding	Local Share
Cherokee County	Sheridan 075 Structure Replacement		1500				
Cherokee County	Diamond 020 Structure Replacement		1500				
Cherokee County	Willow 002 Structure Replacement		1000				
Cherokee County	C-16 from M-12 to east county line; PCC overlay (4 miles)		2500				
Cherokee County	L-56 from L-51 to C-44; HMA resurfacing (4 miles)		2000				
Cherokee County	C-60 from west county line to L-51; HMA resurfacing (11 miles)		4500				
Cherokee County	L-48 from C-16 to north county line; HMA resurfacing (3 miles)		1500				
Monona County	Co. Hwy. E54 Overlay			3250			
Monona County	Co. Hwy. E-16: Over Haitz; Bridge Replacement			850			
Monona County	Co. Hwy. L-16: Over Tributary to Jordan Creek; Bridge Replacement			925			
Monona County	Co. Hwy. K-64: Woodbury-Monona Ditch; Bridge Replacement			850			
Monona County	Co. Hwy. K-45: Blencoe to Harrison County Repave			5500			
Monona County	Co. Hwy. K-42: Onawa to Woodbury County Overlay			7500			
Woodbury County	County Route D30 from Intersection of County Route L21 to Iowa Hwy 31	2040105	900	720	STP		180
Woodbury County	County Route L21 from Intersection of County Route D30 to US Hwy 20	2040106	800	640	STP		160
Woodbury County	County Route K49 from NCL Lawton to Plymouth Co. Line	2040107	1000	800	STP		200
Woodbury County	County Route D12 from Hwy 140 to Co. Route K49	2040108	1800	1440	STP		360
Woodbury County	County Route D12 from Hwy 140 to Co. Route L21	2040109	1200	960	STP		240
Woodbury County	County Route K64 from Hwy 20 to Co. Route D25	2040110	3000	2400	STP		600
Woodbury County	Local Road, Michigan AveOver Unnamed Creek; Bridge Replacement, K182	2040115	400	320	STP-HBP		80
Woodbury County	Local Road,210th St. Over Unnamed Creek; Bridge Replacement, K103	2040119	600	480	STP-HBP		120
Woodbury County	Local Road, Taylor Ave Over Unnamed Creek; Bridge Replacement, L238	2040120	400	320	STP-HBP		80
Woodbury County	Local Road, Michigan Ave Over Unnamed Creek; Bridge Replacement, A208	2040121	600	480	STP-HBP		80
Woodbury County	County Route D38 from Bronson Bridge to Intersection of D38 and K64, Moville Blacktop	2045123	2400	2000	STP		400

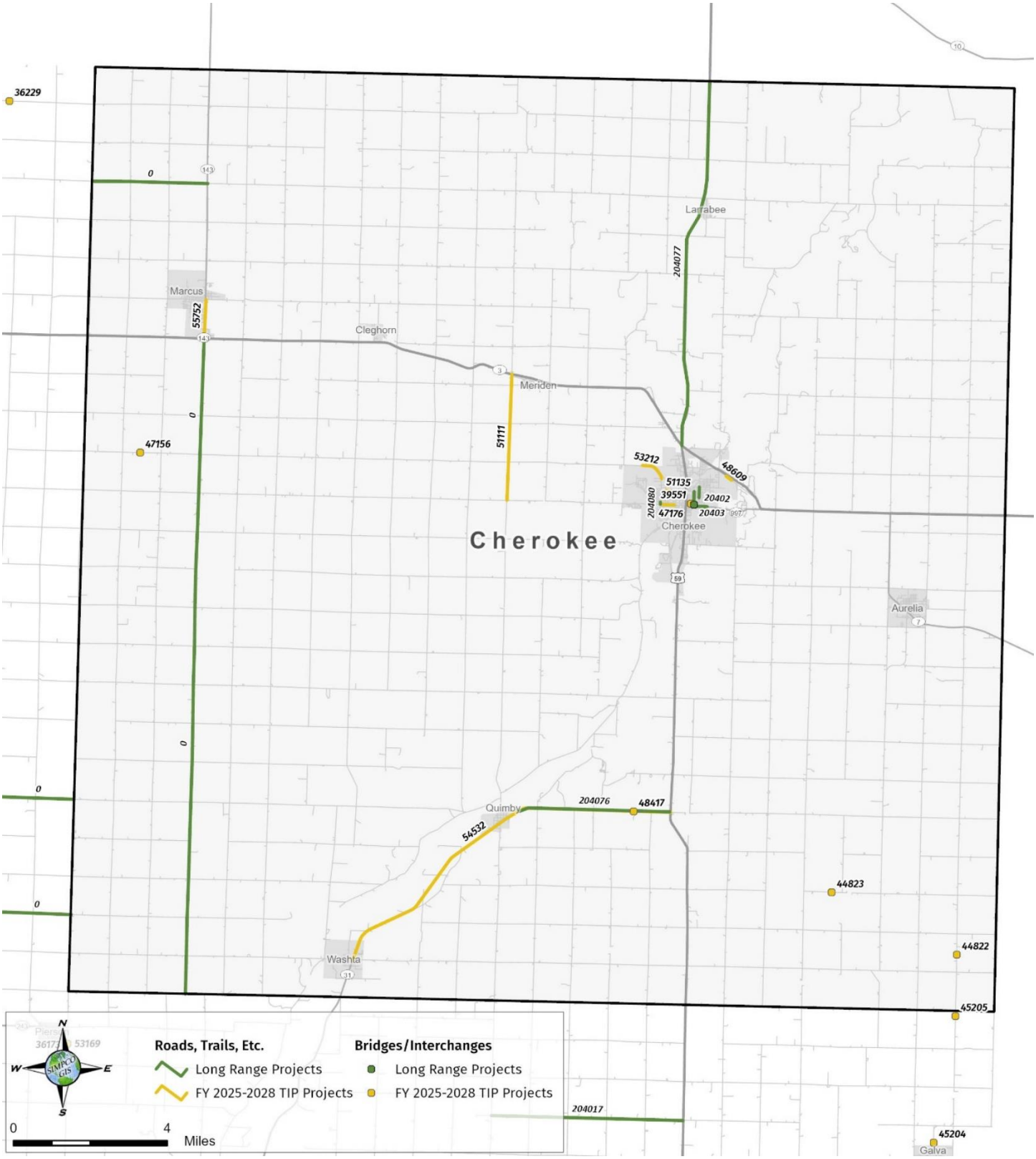
City of Cherokee Priority Projects: All Time Horizons

FY2025 - FY2050



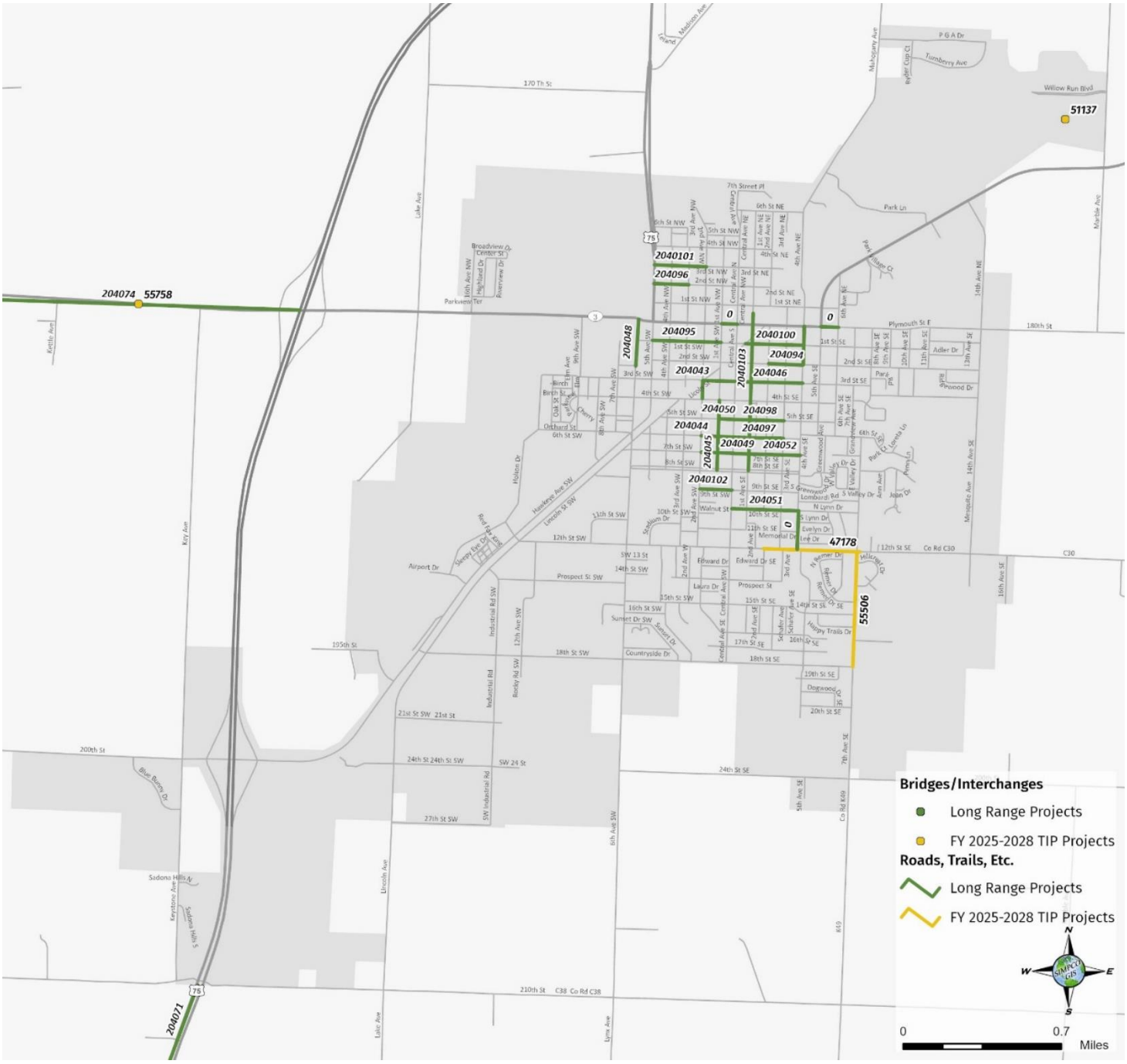
Cherokee County Priority Projects: All Time Horizons

FY2025 - FY2050



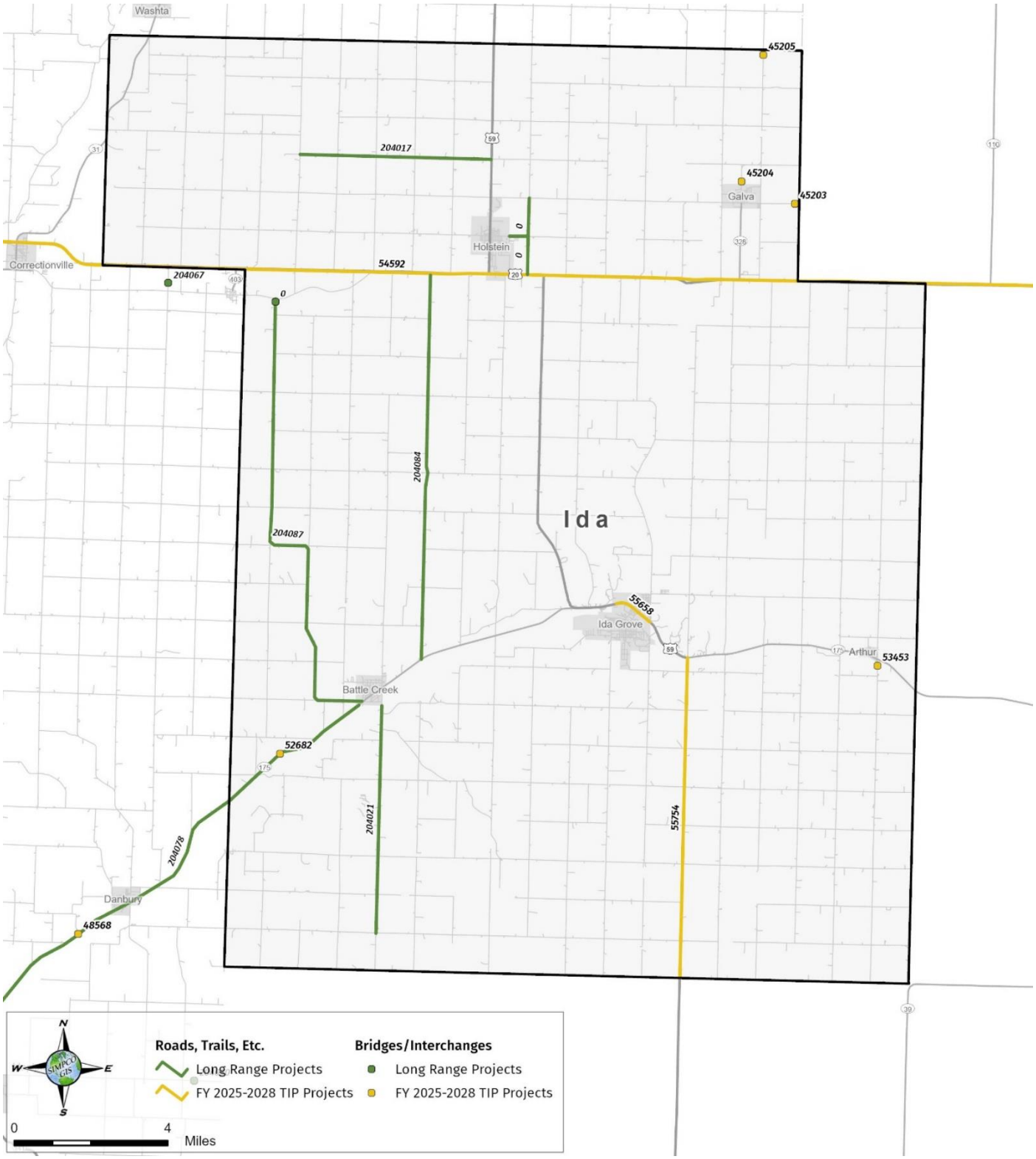
City of Le Mars Priority Projects: All Time Horizons

FY2025 - FY2050



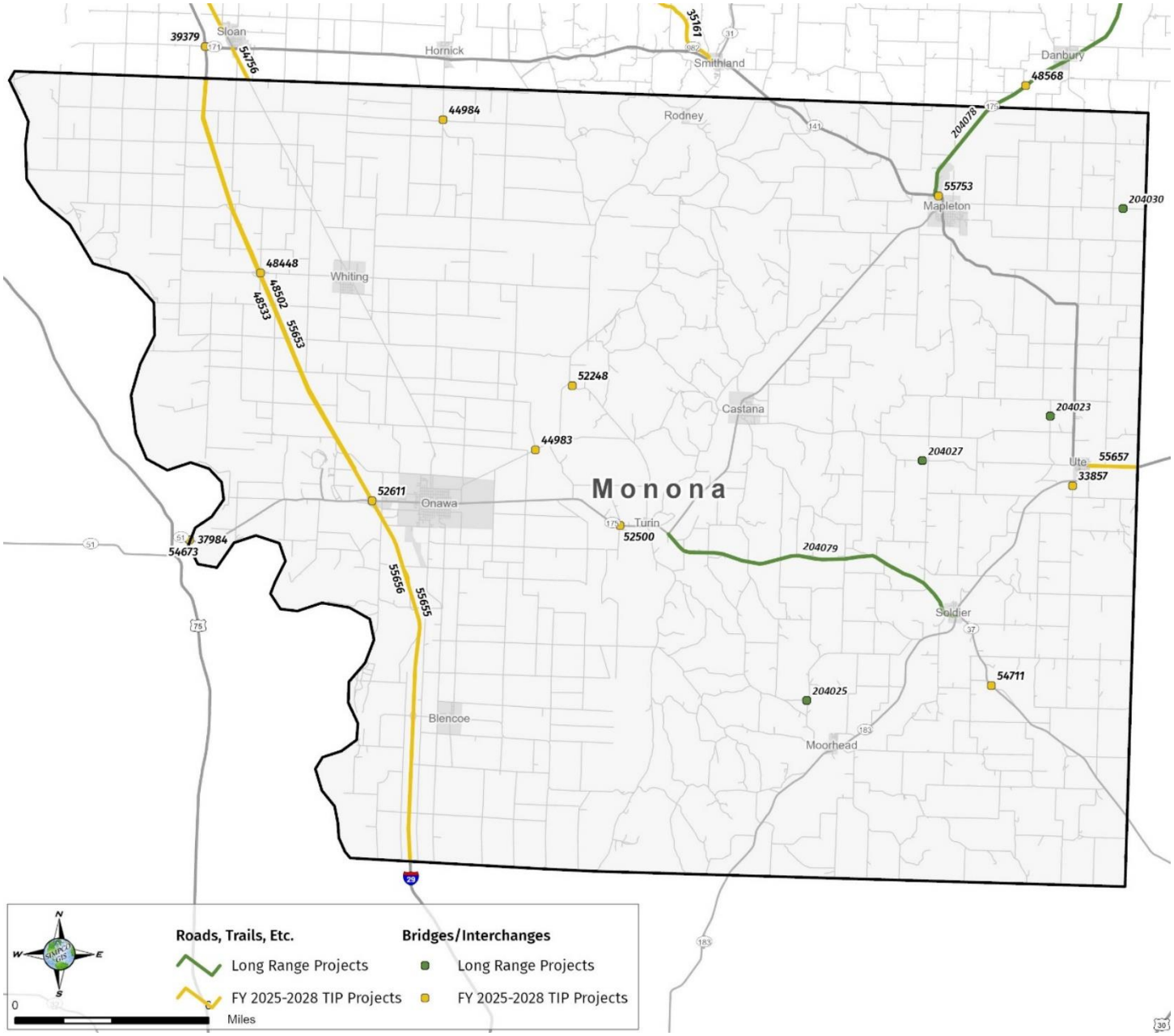
Ida County Priority Projects: All Time Horizons

FY2025 - FY2050



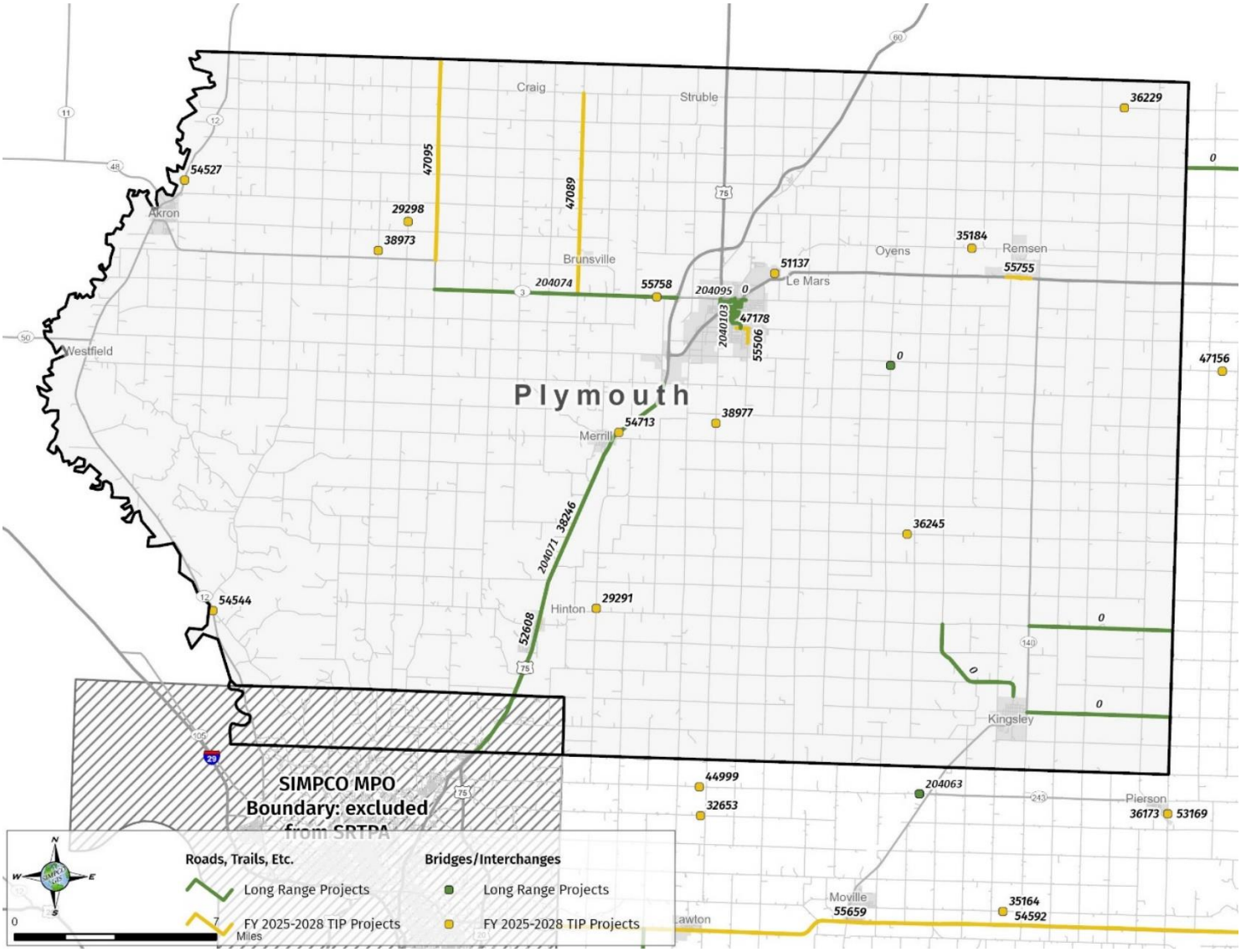
Monona County Priority Projects: All Time Horizons

FY2025 - FY2050



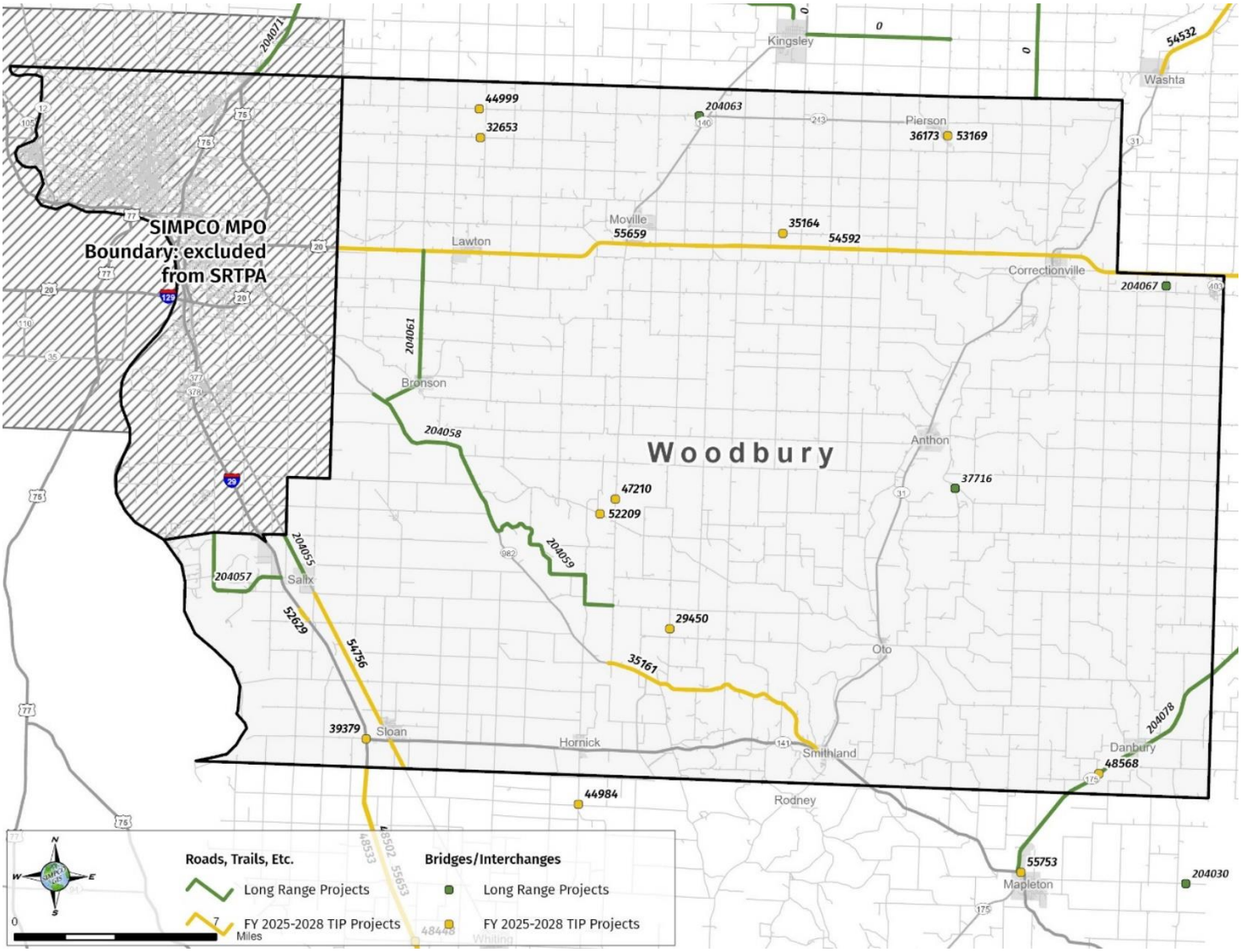
Plymouth County Priority Projects: All Time Horizons

FY2025 - FY2050



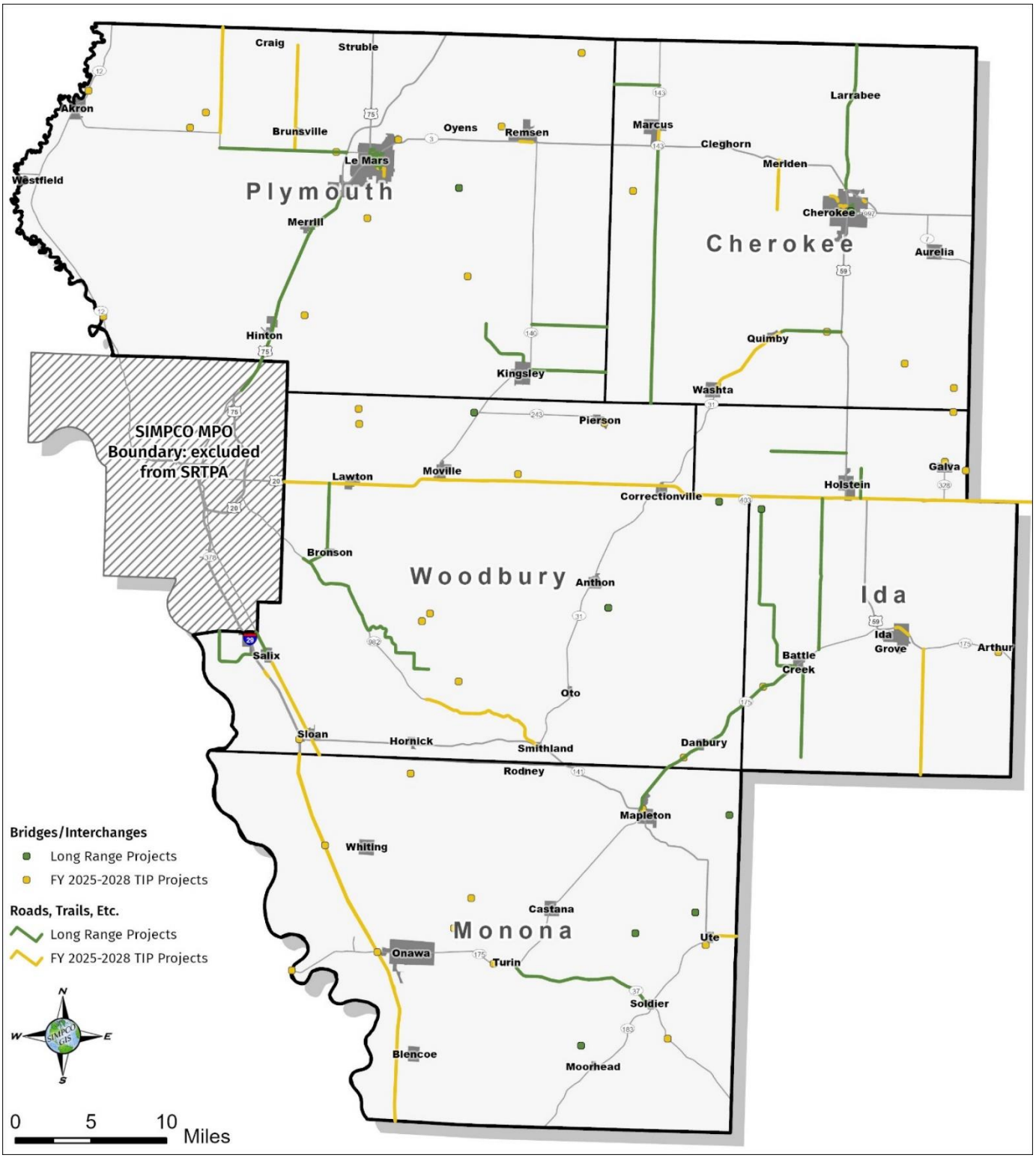
Woodbury County Priority Projects: All Time Horizons

FY2025 - FY2050



SRTPA Priority Projects: All Time Horizons

FY2025 - FY2050



Long Range Transit Projects

SRTS/SIMPCO Bulding Expansion

This project involves the expansion of two maintenance stalls and a dispatch area to accommodate anticipated growth from the potential extension of bus storage from 15 stalls to 35 stalls. Additionally, it includes an extra conference room, an open office area (4), front offices (2), and a satellite location in Le Mars, Iowa. We may revise the project to include a satellite location in Cherokee, Iowa, if the growth in drivers and ridership justifies it.

Table 7.6: Transit Project Prioritization and Implementation Schedule FY 2024-2034

Sponsor	Fund(s)	Expense	Project Type	Object Type	Unit #	Description	Replace eligible year	TPMS/TIP year	Replacement cost	85% FTA	15% Local
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7529	Light Duty Bus (176" wb)	2020	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7121	Light Duty Bus (176" wb)	2021	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7201	Light Duty Bus (176" wb)	2021	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7342	Light Duty Bus (176" wb)	2021	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7426	Light Duty Bus (176" wb)	2021	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7532	Light Duty Bus (176" wb)	2021	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7534	Light Duty Bus (176" wb)	2021	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7131	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7141	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7211	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7351	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7431	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7432	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7441	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7541	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7542	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7543	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7544	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7546	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7547	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7551	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7552	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7553	Light Duty Bus (176" wb)	2023	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7550	Light Duty Bus (176" wb)	2025	2025	$ 108,105	$ 91,889	$ 16,216
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7555	Light Duty Bus (176" wb)	2026	2026	$ 111,348	$ 94,645	$ 16,703
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7556	Light Duty Bus (176" wb)	2026	2026	$ 111,348	$ 94,645	$ 16,703
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7557	Light Duty Bus (176" wb)	2026	2026	$ 111,348	$ 94,645	$ 16,703
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7558	Light Duty Bus (176" wb)	2026	2026	$ 111,348	$ 94,645	$ 16,703
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7559	Light Duty Bus (176" wb)	2026	2026	$ 111,348	$ 94,645	$ 16,703
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7560	Light Duty Bus (176" wb)	2027	2027	$ 114,688	$ 97,485	$ 17,203
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7561	Light Duty Bus (176" wb)	2027	2027	$ 114,688	$ 97,485	$ 17,203
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7562	Light Duty Bus (176" wb)	2027	2027	$ 114,688	$ 97,485	$ 17,203
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7563	Light Duty Bus (176" wb)	2028	2028	$ 118,129	$ 100,409	$ 17,720
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7564	Light Duty Bus (176" wb)	2028	2028	$ 118,129	$ 100,409	$ 17,720
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7565	Light Duty Bus (176" wb)	2028	2028	$ 118,129	$ 100,409	$ 17,720
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7566	Light Duty Bus (176" wb)	2028	2028	$ 118,129	$ 100,409	$ 17,720
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7567	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7568	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7569	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7570	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7571	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7572	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7573	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7574	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7575	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7576	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7577	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7578	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7579	Light Duty Bus (176" wb)	2024	2024	$ 104,957	$ 89,213	$ 15,744

Table 7.7: Transit Project Prioritization and Implementation Schedule FY2035-2045

Sponsor	Fund(s)	Expense	Project Type	Object Type	Unit #	Description	Replace eligible year	TPMS/TIP year	Replacement cost	85% FTA	15% Local
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7529	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7121	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7201	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7342	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7426	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7532	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7534	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7131	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7141	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7211	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7351	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7431	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7432	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7441	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7541	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7542	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7543	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7544	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7546	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7547	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7551	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7552	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7553	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7550	Light Duty Bus (176" wb)	2035	2035	$ 124,320	$ 105,672	$ 18,648
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7555	Light Duty Bus (176" wb)	2036	2036	$ 128,050	$ 108,841	$ 19,209
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7556	Light Duty Bus (176" wb)	2036	2036	$ 128,050	$ 108,841	$ 19,209
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7557	Light Duty Bus (176" wb)	2036	2036	$ 128,050	$ 108,841	$ 19,209
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7558	Light Duty Bus (176" wb)	2036	2036	$ 128,050	$ 108,841	$ 19,209
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7559	Light Duty Bus (176" wb)	2036	2036	$ 128,050	$ 108,841	$ 19,209
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7560	Light Duty Bus (176" wb)	2037	2037	$ 131,891	$ 112,108	$ 19,783
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7561	Light Duty Bus (176" wb)	2037	2037	$ 131,891	$ 112,108	$ 19,783
Region 4 / SRTS	5339	Capital	Replacement	Vehicle	7562	Light Duty Bus (176" wb)	2037	2037	$ 131,891	$ 112,108	$ 19,783
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7563	Light Duty Bus (176" wb)	2038	2038	$ 135,848	$ 115,470	$ 20,378
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7564	Light Duty Bus (176" wb)	2038	2038	$ 135,848	$ 115,470	$ 20,378
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7565	Light Duty Bus (176" wb)	2038	2038	$ 135,848	$ 115,470	$ 20,378
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7566	Light Duty Bus (176" wb)	2038	2038	$ 135,848	$ 115,470	$ 20,378
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7567	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7568	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7569	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7570	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7571	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7572	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7573	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7574	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7575	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7576	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7577	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7578	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944
Region 4 / SRTS	STP	Capital	Replacement	Vehicle	7579	Light Duty Bus (176" wb)	2039	2039	$ 159,626	$ 135,862	$ 23,944

F. Long Term Transportation Policies and Major Plans

1. Transportation Asset Preservation

Maintaining the current transportation infrastructure network is SRTPA's top priority. Funding significantly influences transportation projects in the region. A lack of consistent funding makes planning for projects spanning six to twenty-five years out extremely challenging. The tables above highlight the region's need to focus on supporting the existing transportation infrastructure network. This chapter emphasizes the need for rehabilitation, replacement, and overlay projects.

2. Passenger Rail Service

As a part of public participation survey conducted for the LRTP, residents expressed interest in the potential for commuter rail service. Efficient and reliable commuter rail services can enhance quality of life by reducing stress, travel time, and reliance on personal vehicles. In addition to quality-of-life improvements, commuter rail services can stimulate economic growth by incentivizing businesses creation and encouraging transit-oriented development.

All Aboard Northwest (AANW) is a company at the forefront of passenger rail advocacy. All Aboard Northwest is the Greater Northwest Passenger Rail Woking Group. They advocate for extensive passenger and freight rail networks across great distances, emphasizing integrated connectivity with other transportation modes. While the primary scope of service for AANW is the greater northwest region, they also advocate for the needs of rail passengers across state lines on a regional scale.

https://www.allaboardnorthwest.com/

3. Port of Blencoe

In 2023, the Port of Blencoe received a grant totaling $10,262,240 under the Port Infrastructure Development Program (PIDP), administered by the Maritime Administration (MARAD). This project created a new shipping port along the Missouri River and established an infrastructure asset that supports the greater Siouxland Region. The project aims to enhance freight infrastructure and improve the safety, efficiency, and reliability of shipping. The Port of Blencoe also represents an opportunity for economic development in the region. Improvements in freight infrastructure and efficiency can attract businesses, create jobs, and facilitate trade.

4. Merrill Railroad Crossing study

The Iowa Department of Transportation (DOT) proposes conducting a study to decide if the U.S. Highway 75 railroad crossing in Merrill should be removed or realigned. The study aims to find whether enhancing the railroad crossing would address safety concerns, reduce congestion, and improve access for emergency vehicles. Funding for the $1.8 million study would be secured through a federal grant, with 80 percent of the funds coming from federal dollars, 10 percent from DOT funding, and 10 percent from the Burlington Northern Santa Fe Railroad.

5. Inkpaduta Canoe Trail

The Inkpaduta Canoe Trail is a regionally designated water trail that runs for 134 miles from Spencer in Clay County, Iowa, to Smithland in southern Woodbury County. This trail is renowned for its scenic beauty and adventure as it meanders along the Little Sioux River. Safe and convenient public access points found in each county along the route. To enhance access to funding and improve the overall quality of the waterway, the Inkpuduta Canoe Trail is seeking a State Water Trail designation. The process will take between 18 to 24 months and will be eligible for approval upon completion of trail planning and development. The benefits of state designation include technical assistance, prioritized funding, and promotion.

G. Public Participation Goals and Objectives

According to the Public Participation Plan, the SRTPA staff creates a document during the draft development phase, incorporating input from interested state and local parties. Among the organizations involved are concerned citizens, natural resource agencies, cultural and historic agencies, the media, and various others. The Long-Range Transportation Plan's goals and aims were developed following guidelines outlined in the Public Participation Plan.

1. Goal 1: Early and Continuing Opportunities for Public Involvement

Goal Objectives:

- Distribute mailings to individuals and groups, notifying relevant stakeholders that the plan is being developed and that they can contact SRTPA staff to learn more about the Long-Range Transportation planning process.
- Distribute press releases that highlight recent project developments and promote opportunities for public involvement to regional media outlets.
- Manage a website (www.simpco.org) that includes planning recommendations, documents, easily accessible comment forms, and email contacts.

2. Goal 2: Ensure ample time for public input during crucial portions of the Long-Range Transportation Plan Update process.

Goal Objectives:

- Highlight the impacts of past public involvement with project outcomes.
- Ensure that public comments are integrated into the finalized planning recommendations and documents.

II. Summary

This Long-Range Transportation plan acknowledges that planning is an ongoing and dynamic process, requires the ability to rapidly adapt to changing planning conditions. The SRTPA 2050Long Range Transportation Plan serves as a dynamic document that will be continually updated to reflect changes in local, regional, state, and national factors affecting the transportation network in and around Region IV.

The SRTPA is expected to promptly engage in modal plans and special studies across Region IV, updating the Long-Range Transportation Plan every five years. The Siouxland Regional Transportation Planning Association is currently working on the draft 2050 Long Range Transportation Plan. This draft is designed to facilitate safe and effective transportation improvements for the region over the next 25 years. These improvements cover all modes of transportation, including public transit, cycling, pedestrian travel, rail, air service, street and highway infrastructure. This document serves as a comprehensive reference for further transportation planning and programming in Region IV. The LRTP will serve as a reference for finding deficiencies and creating flexible strategies to address them. Due to factors such as funding limitations and shifting priorities, not all projects in the chapter are expected to be completed. Instead, the purpose of this chapter is to provide guidance on specific needs within Region IV.

simpco
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Item IX

Siouxland Regional Transportation Planning Association (SRTPA)

Resolution 2025-5

FINAL APPROVAL OF SRTP LONG RANGE TRANSPORTATION PLAN

WHEREAS, the development of the SRTPA Long Range Transportation Plan is developed under the guidance of the Bipartisan Infrastructure Investments and Jobs Act is continuing, cooperative and comprehensive in accordance with 23 C.F.R 450 and 49 C.F.R. 613, subject to the concurrence of the Iowa Department of Transportation; and

WHEREAS, the 2050 SRTPA Long Range Transportation Plan is consistent with the goals and objectives of all members and cooperating agencies;

NOT, THEREFORE, BE IT RESOLVED, that the SRTPA Policy Board approves the 2050 SRTPA Long Range Transportation Plan as the long-range transportation Plan for the RPA Region IV.

Approved by the SRTPA Policy Board and signed this 21st day of November, 2024.

Gary Horton (Nov 21, 2024 12:54 CST)

Gary Horton
SRTPA Policy Board Chairperson

Michelle Bostinelos
Executive Director