

FY 2026 - 2029
TRANSPORTATION IMPROVEMENT PROGRAM
OF THE

SIouxLAND REGIONAL TRANSPORTATION
PLANNING ASSOCIATION

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INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Siouxland Regional Transportation Planning Association (SRTPA), has developed a **Transportation Improvement Program** (TIP) for the Regional Planning Affiliation 4 (hereinafter referred to as the “SRTPA”) consisting of the cities of Le Mars and Cherokee, Iowa and the counties of Cherokee, Ida, Monona, Plymouth, and Woodbury, Iowa. This TIP was put together under the direction of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Iowa Department of Transportation (Iowa DOT), as a requirement of the Bipartisan Infrastructure Law (BIL). The BIL was signed by the President on November 15th, 2021. The BIL provides federal funding authorizations for surface transportation programs, including the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs through Fiscal Year 2027.

It is the purpose of the *SRTPA Transportation Improvement Program FY 2026-2029* to provide all citizens of SRTPA, the FHWA, FTA and Iowa DOT with the SRTPA multimodal and intermodal transportation improvements for the fiscal years 2026 through 2029.

Preparation of the TIP consisted of compiling background information provided through the U.S. Census, U.S. DOT, Iowa DOT, and other named sources. The SRTPA was responsible for the preparation of this TIP, with the guidance given by local and county officials, the SRTPA Technical Advisory Committee (TAC), Policy Board, and through citizen input. The purpose of a TIP is to serve as an organized structure of information on improvements addressing the future needs, goals, and objectives of SRTPA from a planning perspective. This TIP is a project-specific programming document.

The information contained in the following pages will provide a better understanding of SRTPA’s transportation network improvements and a vision of the transportation network in the year 2029. The “Vision” was developed utilizing current transportation network characteristics, current and projected social, physical, environmental, and economic characteristics, as well as local and county citizen participation, and local official involvement. Several local and regional meetings and a public hearing were held throughout the development of the *SRTPA Transportation Improvement Program FY 2026-2029* in order to encourage and receive a diversity of information and participation.

PLANNING FACTORS

The BIL continues previous planning requirements by specifying ten factors that must be considered in the BIL, reinforce the link between policy goals and planning, and establish broader relationships between transportation planning and other planning activities, such as land use, growth management, and air quality compliance. They are also intended to expand the role of transportation planning, facilitate the development of a more balanced transportation system, and increase the efficiency of the system.

1. Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan 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 options available to people and for 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, housing, and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, 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.

STATUS OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2025 PROJECTS

TABLE 1: FEDERAL HIGHWAY ADMINISTRATION ELEMENT

PROJECT NUMBER	LOCATION	TYPE WORK	FM	FA	SWAP	LOCAL	TOTAL	STATUS
STBG-SWAP-1272()-SG-18	In the city of Cherokee, W Main Street from N. 11th Street to N. 6th Street resurfacing	Street Resurfacing			\$ 328,000	\$ 82,000	\$ 410,000	We're looking at getting an updated agreement from SIMPCO since there was no paper copy. I'm still waiting for the City to officially tell me to ask SIMPCO, but I know the City intends to do this project.
STBG-SWAP-4257()-SG-75	In the city of Le Mars, 12th Street SE from 2nd Avenue SE to 4th Avenue SE (K49)	Street Remove and Replace			\$ 432,600	\$ 108,105	\$ 540,750	Finishing up design and letting before October.
BRM-1272(630)--8N-18	In the city of Cherokee, East Willow St and Union Street over Railroad Creek.	Street Resurfacing		\$ 2,000,000	\$500,000		\$ 2,500,000	
BROS-C018(94)--8J-18	On 630th Street, over Maple River, S17 T90 R39	Bridge Replacement		\$ 2,200,000			\$ 2,200,000	Let out for bid in March 2025.
IMN-029()-0E-97	I 29: IA 141 Interchange	Erosion Control					\$ 238,000	Seed is scheduled to be delivered next week. Work should start then.
NHSN-003()-2R-75	IA 3: In Remsen, W of Country Club St to 0.1 mi E of S Lincoln St	Pave					\$ 925,000	Have not had communication with contractor LSD: 09/08/2025
NHSN-059()-2R-47	US 59: Crawford Co Line to S Jct IA 175	Pave					\$ 942,000	Just let 4/15/2025 LSD 7/28/2025
NHSX-059()-3H-47	US 59: Susan Lawrence Dr to Father Dailey Dr in Ida Grove	Pave		\$491,200			\$ 614,000	Have not had communication with contractor LSD 9/29/2025
NHSX-075()-3H-75	US 75: N of Maple St in Hinton to S of 2nd St in Merrill	Grade,Pave,Culvert Repair, Erosion Control		\$25,934,573			\$ 32,060,216	Pavement removals has began on SB lanes.
IHSIPX-029()-08-67	I 29: Harrison County to Woodbury County	Pave		\$ 803,250			\$ 892,500	Have not had communication with contractor LSD: 09/29/2025
BRFN-175()-39-67	IA 175: Missouri River E of Decatur, Nebraska	Pave					\$ 736,000	NE led project
BRFN-175()-39-67	IA 175: Missouri River E of Decatur Nebraska (State Share)	Bridge Rehabilitation					\$ 133,000	NE led project
STPN-143()-2J-18	IA 143: IA 3 to E Section St in Marcus	Pave					\$ 996,000	Have not had communication with contractor LSD 9/22/2025
STPN-020()-2J-97	US 20: Mitigation - Woodbury Ida and Sac Counties US 20	Pave					\$ 179,000	Wetland Mitigation - Checking w/LEB

TABLE 1 CONTINUED:

PROJECT NUMBER	LOCATION	TYPE WORK	FM	FA	SWAP	LOCAL	TOTAL	STATUS
IMX-029()--02-67	I 29: N of IA 175 to Woodbury Co (NB)	Pavement Rehab		\$3,440,700			\$ 3,823,000	Contractors planned start date is the week of May 19th
IMX-029()--02-67	I 29: 1.5 mi N of IA 175 to Woodbury Co (SB)	Pavement Rehab		\$3,272,400			\$ 3,636,000	Contractors planned start date is the week of May 19th
IMX-029()--02-67	I 29: Onawa Rest Area 2.6 mi S of IA 175 (NB)	Pave		\$ 6,831,000			\$ 205,000	Plans to ROW Submitted, Letting April 21, 2026
STP-141()--2C-67	IA 141: ECL Ute to Crawford Co Line	Pave		\$ 415,200			\$ 519,000	Have not discussed a start date with contractor. LSD: 08/11/2025
NHSX-175()--3H-67	IA 175: I-29 Interchange	Grade,Pave,Bridge Replacment,Traffic Signs		\$ 20,128,800			\$ 26,000	Letting FY 2026
BROS-C075(171)--8J-75	On LYNX AVE, Over plymouth creek, S4 T91N R45W	Bridge Replacement		\$ 900,000			\$ 900,000	In design Move to 25/26 FY Estimate 875,000
BROS-C075(172)--8J-75	On Granite Ave, Over broken kettle creek, S34 T93 R47	Bridge Replacement		\$ 750,000			\$ 750,000	In design Move to 25/26 FY Estimate 800,000
BROS-C075(161)--5F-75	On K 42, Over CARTER CREEK, S2 T90 R46	Bridge and Approaches-PPCB		\$ 875,000			\$ 875,000	Let November of 2024. Currently under construction
BROS-C075(240260)--8J-75	On 160TH ST, Over Tributary to DEEP CREEK, S2 T92 R44	Bridge Replacement		\$ 750,000			\$ 750,000	Move to 2028 FY and taken out of the BROS funding and making it locally funded.
BRS-C047()--60-47	On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39	Bridge and Approaches-CCS		\$ 720,000			\$ 900,000	The letting could be late fall with Construction starting in April of 2026.
STP-S-C097(153)--5E-97	On K 45, from County line NW 7 miles to north of D53 intersection	PCC Overlay - Unbonded	\$1,397,000	\$ 1,603,000			\$ 3,000,000	
S-C097(151)--60-97	On County Route D12/110th St. over Muddy Creek, 0.8 miles east of Eastland Ave. in section 8 T89N R45W	Bridge Replacement		800,000.0			\$ 1,000,000	
S-C097(150)--8J-97	On K 67, Over WOLF CREEK, from 280th Street S 0.7 miles in section 1 T86N R45W	Bridge Replacement		1,200,000.0			\$ 1,200,000	
S-6012(602)--5F-97	In the city of Pierson, On L25, Over STREAM, from 120th Street north approx. 0.5 Miles, on W LINE S7 T89N R42W	Grade and Pave		1,000,000.0			1,000,000.0	
S-1272(629)--8J-18	In the city of Cherokee, On EUCLID AVE, Over RAILROAD CREEK, S27 T92 R40	Bridge Replacement		802,975.0			802,975.0	The project has the intended letting date of May 30, 2025. Construction to be done late 2025 or early 2026.
ISX-003()--3H-18	IA 3: 1.3 mi E of US 59 to 1.8 mi E of US 59	Grade and Pave		10,754,400.0			13,443,000.0	Started project 3/10/2025

TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2025 PROJECTS

FUND	SPONSOR	TRANSIT #	EXPENSE	PROJ. TYPE	OBJ. TYPE	UNIT #	DESCRIPTION	FY25_TTL	FY25_FA	FY25_SA	APPROVAL STATUS
5311	Siouxland Regional Transit System	10207	Operations		Other		5311 Nebraska Funds to Iowa DOT	\$ 660,220	\$ 330,110		FTA Approved
5339	Siouxland Regional Transit System	10987	Capital	Replacement	Vehicle	7550A	2015 FORD WINNEBAGO #7550A, 1FDFE4FS4FDA08417	\$ 156,500	\$ 131,750		FTA Approved
5339	Siouxland Regional Transit System	10988	Capital	Expansion	Other	Other	New Forklift, Bus Storage and Shop Floor Scrubber	\$ 90,000	\$ 72,000		FTA Approved
STBG	Siouxland Regional Transit System	10988	Capital				Vehicle Cameras and Facility Floor Scrubber	\$ 215,000	\$ 174,000		PT Approved
5339	Siouxland Regional Transit System	11093	Capital	Replacement	Vehicle	7556	2016 FORD Glaval E450, 7556, 1FDFE4FS1GDC41141	\$158,000	\$ 172,000		FTA Approved
5339	Siouxland Regional Transit System	11094	Capital	Replacement	Vehicle	7557	2016 FORD Glaval E450, 7557, 1FDFE4FS1GDC43388	\$160,000	\$ 134,300		FTA Approved
5339	Siouxland Regional Transit System	11095	Capital	Replacement	Vehicle	7558	2016 FORD Glaval E450, 7558, 1FDFE4FS3GDC43389	\$160,000	\$ 136,000		FTA Approved
5339	Siouxland Regional Transit System	11096	Capital	Replacement	Vehicle	7559	2016 FORD Glaval E450, 7559, 1FDFE4FSXGDC43390	\$160,000	\$ 136,000		FTA Approved
5339	Siouxland Regional Transit System	11097	Capital	Replacement	Vehicle	7560A	2017 FORD Glaval E450, 7560A, 1FDFE4FS5HDC07401	\$162,000	\$ 136,000		FTA Approved
5339	Siouxland Regional Transit System	11098	Capital	Replacement	Vehicle	7561	2017 FORD Glaval E450, 7561, 1FDFE4FS7HDC07402	\$162,000	\$ 137,700		FTA Approved
DGA	Siouxland Regional Transit System	11600	Capital	Expansion	Other		Satellite Facility Build and Transit Facility Expansion				PT Approved
5339	Siouxland Regional Transit System	11623	Capital	Expansion	Other		Satellite Facility Build and Transit Facility Expansion				PT Approved
5311	RPA 4	2132	Planning				FTA Planning	\$ 25,001			FTA Approved
5311	Siouxland Regional Transit System	6271	Operations				FTA operating 5310\5311 formula	\$ 808,136			FTA Approved
STA	Siouxland Regional Transit System	6272	Operations				STA state operating	\$ 375,175		\$ 375,175	FTA Approved

TRANSPORTATION NETWORK IMPROVEMENTS

The transportation network improvements within the SRTPA boundary will consist of a multimodal network which meets the needs and demands of the citizens residing throughout the region and state. The multimodal transportation network will consist of an urban and rural highway system which provides for safe and efficient transportation of people, goods, and services throughout SRTPA. Combined with the highway system will be a complex multimodal network of transit services; freight movement services such as air, rail, and trucking; as well as enhancement facilities such as bicycle and pedestrian trails. SRTPA will continue to have access to Amtrak passenger rail services in nearby Omaha.

The network will be planned and programmed, given the financial constraints placed upon SRTPA, to meet the growing needs and demands of the citizens which will be utilizing the facilities and services, making up SRTPA's transportation network. The *SRTPA Transportation Improvement Program FY 2026-2029* provides for the general health, safety, and well-being of SRTPA's citizens.

FY 2026 Siouxland Regional Transit System capital purchases will total \$24,170,000 with \$9,744,500 of federal participation.

The intent of the *SRTPA Transportation Improvement Program FY 2026-2029* is to enable SRTPA to create a multimodal and intermodal network that provides for the distribution of people, goods, and services throughout SRTPA and to locations beyond the Sioux City Metropolitan Planning Area boundary. In doing so, the Regional Planning Area will meet international, national, state, and local transportation objectives. All projects are programmed using year of expenditure (YOE) dollars per the requirements of the BIL. Costs of future projects were determined using inflation rate ranging between 5% and 10% and are calculated by the project sponsor.

SCHEDULE FOR SOLICITATION OF PROJECT APPLICATIONS AND EVALUATION

- November 13, 2024 - TAC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 17, 2025 – SIMPCO staff sends out Surface Transportation Block Grant (STBG) to county engineers, member cities, and other interested parties via the public participation list. Applications are also available via email and on the SIMPCO website (<https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>)
- February 14, 2025 - STBG application deadline
- February 14, 2025 – March 12, 2025 - Project evaluation by SIMPCO staff
- March 19, 2025 - Project presentations by applicants. Project recommendation to Policy Board by TAC
- March 27, 2025 – Project selection and approval by Policy Board
- May 14, 2025 – Draft TIP presented to TAC
- May 19th, 2025 - Draft TIP available on SIMPCO website and office. Public comment period begins
- May 22, 2025 – Draft TIP presented to Policy Board
- May 22nd, 2025 – Draft TIP to TAC and Policy Board and to Iowa DOT
- June 10, 2025 – Public Input Meeting
- June 18, 2025 – Final TIP to TAC for recommendation to Policy Board
- June 26, 2025 - Final TIP to Policy Board for approval
- July 15, 2025 – Final TIP sent to Iowa DOT
- October 2025 – Letters to the Offices of Program Management and Public Transit sent out

STBG APPLICATION PROCESS

The process to select and prioritize STBG projects within SRTPA is listed below. SRTPA is a participating member in Iowa's SWAP program. This program allows certain members that are awarded STBG funds to swap federal dollars for State dollars. For more information, see the links provided under number 8, "Iowa DOT Federal-Aid SWAP Policy," below. The Bipartisan Infrastructure Law (BIL) of 2021 will carry forward the eligibilities and requirements of the Fixing America's Surface Transportation (FAST) Act and make eligible additional project categories.

- 1. Application.** Members and organizations within the Siouxland Regional Transportation Planning Association (SRTPA) will be informed when requests for STBG applications are being requested and their deadline. Members will receive an application by mail or email format. Cities between 500 and 5,000 will also receive an STBG application because they may have eligible road projects within their community. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available on SIMPCO's website: www.simpco.org. Eligible entities are any public agencies with public road jurisdiction, public transit responsibilities, or transportation planning responsibilities.

All applications must be received by the application deadline so that staff has an appropriate amount of time for project evaluation. Applications are typically sent out in mid-January and due back to staff in mid-February. Any application received past its deadline will be considered for the following year's application cycle.

2. Qualifying Criteria.

Location of Projects (*See 23 U.S.C. 133(c)*):

- STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except—
 - For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
 - For a project described in the shaded box in the eligibility section below*;
 - For transportation alternatives projects;
 - For a bridge for the replacement of a low water crossing.
- Applicants should refer to the Federal Functional Classification map available at the county engineer's office, the SIMPCO office, and the Iowa DOT Northwest Iowa Transportation Center in Sioux City to check roadway eligibility.

Eligibility: To be eligible as a Surface Transportation Block Grant activity, any project or area served by the project must fit one or more of the following categories:

- Construction, as defined in 23 U.S.C. 101(a)(4) as amended by the BIL, of the following:
 - Highways, bridges, and tunnels
 - Ferry boats and terminal facilities
 - Transit capital projects
 - Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment
 - Truck parking facilities
 - Border infrastructure projects
 - Wildlife crossing structures.
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Environmental mitigation activities.
- Environmental restoration and pollution abatement activities.
- Control of noxious weeds and establishment of native species.
- Transportation pollution control measures in the Clean Air Act (42 U.S.C. 7408(f)(1)(A), excluding clause xvi).
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
- The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop.
- Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under STBG.
- Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats.
- Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for a STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.
- The creation and operation by a State of an office to assist in the design, implementation, and oversight including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

- Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted (i.e., in effect on December 3, 2015).
- Projects to enhance travel and tourism.
- Public transportation projects.
- Initiatives to halt the evasion of payment of motor fuel taxes.
- Workforce development, training, and education activities.

**Project activities included in the shaded box below are not subject to the Location of Project requirement described in the previous section:*

- Highway and transit safety infrastructure improvements and programs, including projects for the elimination of hazards of railway-highway crossings and installation of safety barriers and nets on bridges.
- Fringe and corridor parking facilities and programs and carpool projects.
- Recreational trails projects including maintenance and restoration of existing recreational trails, pedestrian and bicycle projects.
- Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.
- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education.
- Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance.
- The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure.
- Rural barge landing, dock, and waterfront infrastructure projects.

NOTE: For a full list of eligible items and criteria, please refer to the STBG Implementation Guidance from the Federal Highway Administration (FHWA) (updated June 1, 2022):

www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf

Additional information can be accessed at: www.fhwa.dot.gov/specialfunding/stp/

Projects must have an assured local (non-federal funds) match of at least 20 percent of the estimated total cost of the proposed project.

The Bipartisan Infrastructure Law (BIL) requires a non-federal match of at least 20 percent of project costs. Assurance of this required local match by the proposer at the time of the application indicates a necessary level of support by the proposer to immediately proceed with the project development and implementation.

Projects must be submitted by counties or incorporated cities.

All BIL federal funds received by the State of Iowa will be received and disbursed by the Iowa Department of Transportation (Iowa DOT). STBG funds are available as a reimbursement program administered by the FHWA. Reimbursement will be received from federal highway funds for the federal portion (up to 80 percent of total expenditures) of those expenditures for the project.

3. Discussion Considerations

Each of the following considerations is used during project selection. The considerations listed below are representative of the amount of weight given to certain aspects of the project during the application review. Each consideration is related to the questions within the application.

I. Is this project currently in the Long Range Transportation Plan

II. Projects with an assured local (non-federal funds) match in excess of 20 percent

The demand for Surface Transportation Block Grant funds far exceeds the amount made available to Iowa. Providing a modest incentive for proposers to exceed the minimum required local (non-federal funds) match (20 percent) will enable leveraging implementation of more projects in more locations throughout the state.

III. Projects that have already gone through a statewide, regional, and/or local priority setting process

In some cases, the proposed project has already been included in the list of priorities for the locality, region, or the state, but was not completed due to funding limitations. There appears to be a number of very good projects that have gone through one or more of these processes but remain unfunded or underfunded because of limitations on the availability of funding in these programs.

IV. Projects which demonstrate a regional impact on economic development

Does this project benefit more than one neighborhood, community, or county, or are recognized as being of regional or interregional significance? Does this project demonstrate the improvements or enhancement of the movement of freight and services?

V. Project Average Annual Daily Traffic and the projected Average Annual Daily Traffic

VI. Project Federal Functional Classification

VII. Does this project request funds for alternative modes of transportation and/or will use funds for planning purposes?

- 4. Transportation Advisory Committee (TAC) Recommendation.** The Transportation Advisory Committee will discuss the significance of projects, and hear any input from Transportation Advisory Committee members, organizations, agencies or the public. A funding recommendation from the Transportation Advisory Committee will then be presented to the Policy Board. This process is typically done in March.
- 5. Policy Board Action.** The Policy Board will receive the Transportation Advisory Committee recommendation, any discussion on significance of projects, and any further input from members, organizations, agencies or the public. At that point, the Policy Board will make a final decision for the STBG funds. Projects will be selected within limitations of funding or “target amounts” that is calculated by the Iowa Department of Transportation.
- 6. Transportation Improvement Program.** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of June and submitted to the Iowa DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Iowa DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.
- 7. Unspent STBG Funds.** In the event that STBG funds are left unspent due to a savings on a project, any unspent funds will be returned to the general STBG balance of SRTPA. Members can then apply using the STBG application to utilize these funds towards a different project either in that same fiscal year or in a future year. If no applications are received, these funds will be included in the new fiscal year’s balance and decided on in the March meeting.

8. Iowa DOT Federal-Aid SWAP Policy. All applicants are encouraged to review the Iowa DOT SWAP policy that was revised in July, 2022 to reflect the BIL:

- https://iowadot.gov/local_systems/pdfs/Swap-Policy.pdf

IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM

- 1. Application.** Members and organizations within the Regional Planning Area will be informed when requests for TAP applications are made and their deadline. Members will receive an application by mail or email format. TAP applications will be sent to every incorporated city within the SRTPA area. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available at all times on the Iowa DOT website: https://iowadot.gov/systems_planning/grant-programs/transportation-alternatives.

The following is a checklist of things that must be included in a TAP application for it to be valid:

- Application Form (Parts A – F)
 - Part A – Project Sponsor Information
 - Part B – Project Information
 - Part C – Project Costs and Matching Funds
 - Part D – Project Development Milestones
 - Part E – Safe Routes to School Project Information (if applicable)
 - Part F – Narrative Questions
- Required Attachments
 - Detailed Map
 - Sketch Plan
 - Digital Photographs
 - Itemized Breakdown of Project Costs
 - Official Endorsement (Resolution)
 - Byway Organization Letter of Support (if applicable)
 - Iowa DOT Letter of Consent to Submit (if applicable)
- Part G: Checklist and Certification
- Minority Impact Statement

All applications must be received by the application deadline so that staff have an appropriate amount of time for project evaluation. Applications are sent out in January and due back in February. Any application received past its deadline will be considered for the following year's application cycle.

2. Eligibility requirements.

Eligible applicants and project sponsors include:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public lands agencies
- Tribal governments
- School district, local education agency, or school
- A nonprofit entity
- A metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer
- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails
- A State, at the request of an eligible entity listed above

Once all applications have been received by SIMPCO staff, applications will be sent to the Iowa DOT for an eligibility check. The Iowa DOT will then return confirmation of eligibility and provide any comments on the application back to SIMPCO.

3. Scoring. These projects will be evaluated and scored by SIMPCO staff according to the following qualifying and priority criterion:

a. Regional impact (10 points)

How the project will serve residents of the region, including impacts to quality of life, utility of the transportation system, and tourism.

b. Connectivity (10 points)

How the project aligns with current transportation alternative infrastructure, for example, the completion of trail linkages within or adjacent to the community. How the project connects residents to local or regional destinations.

c. Currently in the LRTP (10 points)

Whether or not the proposed project is included in the SRTPA's Long Range Transportation Plan.

d. Alignment with other planning documents (5 points)

How well the proposed project relates to goals, objectives, or values of other plans at the local, regional, or state level.

e. Safety (10 points)

How the proposed project addresses the safety of all users such as those who walk, bike, drive, ride transit, or travel by other modes.

f. Federal-aid Highway project development capacity (10 points)

Does the project sponsor have previous experience with the federal-aid highway project development process, an understanding of the process, and staff capacity to successfully deliver the project? Does the sponsor have previous experience administering other federal awards or delivering other complex projects?

g. High-need areas (5 points)

Does the project impact high-need areas such as low-income, transit-dependent, rural, or other areas? How will the proposed project improve the overall mobility of these areas and how has this population been engaged in the planning for the proposed project?

h. Accessibility (5 points)

What efforts have been made to go beyond compliance with the Americans with Disabilities Act (ADA) of 1990 to ensure the proposed project will be accessible and usable by individuals with disabilities?

i. Long-term maintenance plan (5 points)

What arrangements have been made to continue operation and maintenance of the proposed project after the project is complete?

j. Assured local match greater than 20% (15 points)

- i. 21-30% (3 points)
- ii. 31-40% (6 points)
- iii. 41-50% (9 points)
- iv. 51-60% (12 points)
- v. 60% or more (15 points)

k. Project readiness (10 points)

What is the current development status of the proposed project? Have any steps been completed (land acquisition, design and engineering, etc.)? Will the project proceed without delay upon award of funding?

l. Public Input Process (5 points)

The extent to which adjacent property owners and other have been informed of the proposed project and the level of community support for the project. Have local organizations partnered together in the initiation and development of this project?

Once scored, staff will compile project information, scoring, and recommendation into a memo provided to both the Transportation Advisory Committee and Policy Board for review. Although SIMPCO staff recommends projects based on the qualifying and priority criteria, the Transportation Advisory Committee and Policy Board are not required to grant funds to the projects based on recommendation.

4. **Transportation Advisory Committee Recommendation.** The Transportation Advisory Committee will review the recommendations from staff, may discuss significance of projects, and hear any input from Transportation Advisory Committee members, organizations, agencies or the public. A funding recommendation from the Transportation Advisory Committee will then be presented to the Policy Board. This process is typically done in March.
5. **Policy Board Action.** The Policy Board will receive projects scores along with recommendations from staff, the Transportation Advisory Committee recommendation, any discussion on significance of projects, and any further input from members, organizations, agencies or the public. At that point, the Policy Board will make a final decision for the Iowa TAP funds. Projects will be selected within limitations of funding or “target amounts” that is calculated by the Iowa Department of Transportation. After approval SIMPCO staff will send award letters to the sponsors of the selected projects, informing them of the next steps.
6. **Transportation Improvement Program.** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of June and submitted to the Iowa DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Iowa DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

COUNTY BRIDGE PROJECTS

In Iowa, each county selects its own projects for STBG Highway Bridge Program (STBG-HBP) funding. Projects are selected at the local level based on need and available funding. Counties prioritize projects by sufficiency ratings, condition of bridge, types of use, traffic counts, load rating, bridge life, and cost to replace/maintain. Projects are then submitted to the Iowa DOT Office of Local Systems to ensure fiscal constraint before being programmed in the TIP/STIP. Below is the specific process as stated by each county:

Woodbury County:

Annually the County Engineer reviews the latest bridge inspection reports. The County Engineer reviews the bridges that have load restrictions and less than five years of estimated remaining life as two primary screening factors in comparing the condition of bridges in the system. The County Engineer then looks at traffic counts and detour length to evaluate which bridge replacements will make the greatest impact in reducing out of distance travel for farm commodities. The County Engineer looks for areas that are “landlocked” by multiple load restricted structures. Reduced structural load carry capacity is a critical factor that is considered in comparing bridges eligible for replacement. Priority is given to replacement of bridges on the paved road system, but more critical needs are sometimes present on the gravel road system, so paved road bridges cannot be replaced to the exclusion of bridges on the lower level system.

The County Engineer also looks for accelerated deterioration compared to prior inspection reports. Bridges may move forward in the construction program if their rate of deterioration appears to be increasing or if the bridge suffered damage in the course of the year. Bridges may be selected and prioritized ahead of others already in the five year construction program if a collision, flood or other natural disaster causes the loss of a bridge or a severe reduction in capacity. This re-prioritization usually results in the delay of one or more already programmed bridges due to lack of funds.

The County Engineer is accessible every day to local residents to discuss individual concerns about bridge replacement and repair priorities. Local livestock and grain producers currently supply frequent input concerning bridges near their operations. Bridge recommendations made by the County Engineer are reviewed annually and approved by the Board of Supervisors.

Monona County:

Monona County decides the order of bridge replacements based on necessity basis. The factors included are bridge condition rating, load rating, traffic volume, and traffic connectivity to markets, detour length and structural type. Other factors may be considered including ability to secure FEMA funding or special funding through the Iowa DOT Annual County Bridge Program, etc. Monona County has not instituted a mathematical rating system, but relies on the County Engineer's judgment for a recommendation and the Board of Supervisors' approval.

Plymouth County:

Plymouth County's process for prioritizing bridges is to collect condition information from inspections and prioritize based on the condition with the worst condition being first. A bridge on a paved road with the same condition as another on a gravel roadway will be given priority.

Ida County:

Ida County begins by looking at the Structural and Inventory Appraisal form to determine the bridges' condition rating and local ratings. The County Engineer then looks at the detour lengths and relative location to other bridges. If there is a significant detour length for heavy traffic, that bridge will be selected over a bridge that has a shorter detour. The County Engineer also looks at the rate of deterioration of the bridge. If it is accelerating, that bridge may be selected over a bridge with the same characteristics in deterioration. A bridge on the paved system will have a higher priority than one on a gravel road or level B road. Other factors are traffic volume, length of structure, and structure type. The structure selected will ultimately be based on the County Engineer's judgment and the recommendation of the Board of Supervisors.

Cherokee County:

Cherokee County identifies bridge projects by using information provided by our bridge inspection consultant. The consultant provides bridge rating summaries that include an estimated remaining life for the structure. The County prioritizes bridge work based on the estimated remaining life (1st) and average daily traffic (2nd).

PUBLIC PARTICIPATION PROCESS

The TIP is updated annually with amendments to the document. The following is a general guideline process for the TIP:

- ◆ During the draft development phase, the SRTPA staff develops a document with the input from interested state and local parties. Some of these organizations include but are not restricted to, concerned citizens, natural resources agencies, cultural/historic agencies, the media, and numerous others.
- ◆ Once a draft is developed, SRTPA staff posts it on the SIMPCO website at <https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>. Copies of the draft are also available at the SIMPCO office, local city halls, and county courthouses.
- ◆ The SRTPA informs the local media about informational meetings on the current plan.
- ◆ Once the entire TIP is established, SIMPCO will open up the 15 day comment period and will hold an open house for the public to discuss opinions about the document. The TIP will once again be updated on the website and there will be copies in the SIMPCO office, local city halls and county courthouses. There will be a public input meeting during the 15 day comment period that gives the public time to review the document further and contact staff with suggestions/concerns via mail, email, telephone, fax, or in person.
- ◆ The adoption of the document will be held after the 15 day comment period has commenced. The adoption of the TIP takes place at a regularly scheduled SRTPA meeting.
- ◆ After the document's adoption, copies can be found on the SIMPCO website at <https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/> and hard copies can be found at the SIMPCO office, local city halls, and county courthouses.

S R T P A F E D E R A L H I G H W A Y E L E M E N T
RPA – 4 2026 – 2029 Transportation Improvement Program

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

Grant Application

53452	DGA-C047(67)--XT-47	Submitted	Total		\$900,000			\$900,000
Ida County	On L 51, Over BACON CREEK, from Intersection of D-22 and L-51 S 0.1 miles S6 T88 R41	6/16/2026	Federal Aid					
	Bridge Replacement - Other		Regional Swap		\$720,000			\$720,000
			Grant App					

HBP

52248	BROS-C067(94)--5F-67	Submitted	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					
38977	BROS-C075(171)--8J-75	Submitted	Total	\$875,000				\$875,000
Plymouth County	On LYNX AVE, Over plymouth creek, S4 T91N R45W	12/16/2025	Federal Aid	\$875,000				\$875,000
	Bridge Replacement		Regional Swap					
29298	BROS-C075(172)--8J-75	Submitted	Total	\$800,000				\$800,000
Plymouth County	On Granite Ave, Over broken kettle creek, S34 T93 R47	11/18/2025	Federal Aid	\$800,000				\$800,000
	Bridge Replacement		Regional Swap					
32653	BROS-C097(177)--8J-97	Submitted	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	1/21/2026	Federal Aid	\$800,000				\$800,000
	Bridge Replacement, Grading, Guardrail		Regional Swap					
44822	BRS-C018(96)--60-18	Submitted	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

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

45203	BRS-C047(64)--60-47	Submitted	Total	\$1,000,000				\$1,000,000
Ida County	On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39	6/16/2026	Federal Aid	\$800,000				\$800,000
	Bridge and Approaches-CCS		Regional Swap	\$200,000				\$200,000
33857	BROS-C067(95)--5F-67	Submitted	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	Submitted	Total		\$675,000			\$675,000
Plymouth County	On 260TH ST, Over DRY BRANCH, S28 T91 R44		Federal Aid		\$675,000			\$675,000
	Bridge Replacement		Regional Swap					
38973	BROS-C075(270407)--8J-75	Submitted	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					
35164	BROS-C097(B110)--8J-97	Submitted	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					
45204	BRS-C047(65)--60-47	Submitted	Total		\$1,000,000			\$1,000,000
Ida County	On M 25, Over UNNAMED CREEK, from N city limits of Galva N 0.04 miles to Bridge site S23 T89 R39	6/15/2027	Federal Aid		\$800,000			\$800,000
	Bridge and Approaches-CCS		Regional Swap		\$200,000			\$200,000
45205	BRS-C047(66)--60-47	Submitted	Total		\$1,000,000			\$1,000,000
Ida County	On M 25, Over UNNAMED STREAM, from Cherokee/Ida County Line S .1 miles to Bridge	6/15/2027	Federal		\$800,000			\$800,000
	S1 T89 R39		Aid		\$200,000			\$200,000
	RCB Culvert New - Triple Box		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
HBP								
47210	BRS-C097(P280)--60-97	Submitted	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
47156	BROS-C018()-8J-18	Submitted	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	Submitted	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					
53453	BRS-C047()-60-47	Submitted	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
44983	BRS-C067(96)--60-67	Submitted	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	Submitted	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
57741	BRS-C067(xx)--60-67	Submitted	Total			\$1,900,000		\$1,900,000
Monona County	On L 12, Over DIVERSION DITCH, S18 T84N R44W		Federal			\$1,520,000		\$1,520,000
	Bridge Replacement		Aid			\$380,000		\$380,000
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

38913	BROS-C067(ILL)--5F-67	Submitted	Total				\$600,000	\$600,000
Monona County	On 270th Street, Over Norway Creek, SW S27 T83 R42		Federal Aid				\$600,000	\$600,000
	Bridge Replacement		Regional Swap					
38918	BROS-C067(ILL)--5F-67	Submitted	Total				\$825,000	\$825,000
Monona County	On L20, Over Jordan Creek, NE S28 T83 R43		Federal Aid				\$825,000	\$825,000
	Bridge Replacement		Regional Swap					
38923	BROS-C067(ILL)--5F-67	Submitted	Total				\$750,000	\$750,000
Monona County	On L20, Over Jordan Creek, SW S33 T83 R43		Federal Aid				\$750,000	\$750,000
	Bridge Replacement		Regional Swap					

HSIP

57858	HSIPX-003()-3L-18	Submitted	Total	\$4,550,000				\$4,550,000
Iowa Department of Transportation	IA 3: IA 143 Intersection in Marcus		Federal Aid	\$4,050,000				\$4,050,000
	Grade and Pave, Lighting, Traffic Signs		Regional Swap					

NHPP

55656	IMX-029()-02-67	Submitted	Total	\$7,378,000				\$7,378,000
Iowa Department of Transportation	I 29: Onawa Rest Area 2.6 mi S of IA 175 (NB)		Federal Aid	\$6,640,200				\$6,640,200
	Grade and Pave, Lighting, Traffic Signs		Regional Swap					
55659	NHSX-020()-3H-97	Submitted	Total	\$20,461,000				\$20,461,000
Iowa Department of Transportation	US 20: 0.4 mi E of Franklin Ave to E of Humboldt Ave near Merville		Federal Aid	\$16,368,800				\$16,368,800
	Grade and Pave		Regional Swap					

			Swap					
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Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

NHPP

52608	NHSX-075()--3H-75	Submitted	Total	\$4,174,000			\$12,747,000	\$16,921,000
Iowa Department of Transportation	US 75: S of W Grover St to N of Maple St in Hinton		Federal Aid				\$10,197,600	\$10,197,600
	Grade and Pave, Bridge Replacement, Right of Way		Regional Swap					
54553	NHSX-012()--3H-97	Submitted	Total		\$28,802,000	\$47,244,000	\$71,798,000	\$147,844,000
Iowa Department of Transportation	IA 12: Gordon Dr Viaduct, Rustin St to Virginia St in Sioux City		Federal Aid		\$1,921,600	\$37,795,200	\$57,438,400	\$97,155,200
	Grade and Pave, Bridge New, Right of Way		Regional Swap					
55655	IMX-029()--02-67	Submitted	Total			\$26,199,000		\$26,199,000
Iowa Department of Transportation	I 29: N of Co Rd E60 to IA 175 (SB)		Federal Aid			\$23,579,100		\$23,579,100
	Pave		Regional Swap					

PRF

52682	BRFN-175()--39-47	Submitted	Total	\$431,000				\$431,000
Iowa Department of Transportation	IA 175: Morehead Creek 2.6 mi W of W Jct Co Rd L51		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
37982	BRFN-175()--39-67	Submitted	Total	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000
Iowa Department of Transportation	IA 175: Missouri River E of Decatur Nebraska (State Share)		Federal Aid					
	Bridge Cleaning		Regional Swap					
37984	BRFN-175()--39-67	Submitted	Total	\$111,000	\$111,000	\$111,000	\$111,000	\$444,000
Iowa Department of Transportation	IA 175: Missouri River E of Decatur Nebraska (State Share)		Federal Aid					
	Bridge Rehabilitation		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PRF

48448	IMN-029()--0E-67	Submitted	Total	\$1,084,000				\$1,084,000
Iowa Department of Transportation	I 29: Co Rd E24 Interchange Bridge Deck Overlay		Federal Aid					
			Regional Swap					
52629	IMN-029()--0E-97	Submitted	Total	\$6,241,000				\$6,241,000
Iowa Department of Transportation	I 29: SB Weigh Station 0.6 mi N of Co Rd K35 Pave		Federal Aid					
			Regional Swap					
54563	IMN-029()--0E-97	Submitted	Total	\$655,000				\$655,000
Iowa Department of Transportation	I 29: Sergeant Bluff Rest Area (SB) (Remove Ramps)		Federal Aid					
	Grading		Regional Swap					
57857	NHSN-075()--2R-75	Submitted	Total	\$1,338,000				\$1,338,000
Iowa Department of Transportation	US 75: 0.4 mi N of IA 60 to 0.5 mi S of IA 10 Pavement Rehab		Federal Aid					
			Regional Swap					
38246	NHSN-075()--2R-75	Submitted	Total	\$358,000				\$358,000
Iowa Department of Transportation	US 75: N of Maple St in Hinton to S of 2nd St in Merrill		Federal Aid					
	Erosion Control		Regional Swap					
57861	STPN-037()--2J-67	Submitted	Total	\$1,146,000				\$1,146,000
Iowa Department of Transportation	IA 37: IA 175 to IA 183 in Soldier Pavement Rehab		Federal Aid					
			Regional Swap					
55654	IMN-029()--0E-67	Submitted	Total		\$5,125,000			\$5,125,000
Iowa Department of Transportation	I 29: Onawa Rest Area 2.6 mi S of IA 175 (NB)		Federal					
	Rest Area Improvement		Aid					
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PRF

54592	STPN-020()-2J-97	Submitted	Total		\$195,000			\$195,000
Iowa Department of Transportation	US 20: Mitigation - Woodbury Ida and Sac Counties US 20		Federal Aid					
	Wetland Mitigation		Regional Swap					
57856	BRFN-003()-39-18	Submitted	Total				\$650,000	\$650,000
Iowa Department of Transportation	IA 3: Fork Little Sioux River 2.5 mi E of IA 143		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57860	BRFN-031()-39-47	Submitted	Total				\$520,000	\$520,000
Iowa Department of Transportation	IA 31: Ashton Creek 1.0 mi N of Co Rd D15		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57914	BRFN-059()-39-18	Submitted	Total				\$455,000	\$455,000
Iowa Department of Transportation	US 59: Grey Creek 2.1 mi N of Co Rd C16		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57859	BRFN-183()-39-67	Submitted	Total				\$520,000	\$520,000
Iowa Department of Transportation	IA 183: Jordan Creek 0.8 mi S of Co Rd E54		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
52703	IMN-029()-0E-67	Submitted	Total				\$4,500,000	\$4,500,000
Iowa Department of Transportation	I 29: Onawa Rest Area 2.6 mi S of IA 175 (SB		Federal Aid					
	Rest Area Improvement		Regional Swap					
57921	STPN-031()-2J-18	Submitted	Total				\$980,000	\$980,000
Iowa Department of Transportation	IA 31: Stratton Creek 0.1 mi N of Co Rd C66		Federal					
	Bridge New, Right of Way		Aid					
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PRF

57920	STPN-141()--2J-97	Submitted	Total				\$979,000	\$979,000
Iowa Department of Transportation	IA 141: Fork Little Sioux River 0.3 mi W of Co Rd K64		Federal Aid					
	Bridge New, Right of Way		Regional Swap					

STBG

48417	BRF-031()--38-18	Submitted	Total	\$1,995,000				\$1,995,000
Iowa Department of Transportation	IA 31: Silver Creek 1.0 mi W of US 59		Federal Aid	\$1,592,000				\$1,592,000
	Bridge Replacement, Right of Way		Regional Swap					
52500	BRF-175()--38-67	Submitted	Total	\$11,000	\$5,574,000			\$5,585,000
Iowa Department of Transportation	IA 175: Little Sioux River 1.5 mi W of IA 37		Federal Aid		\$4,459,200			\$4,459,200
	Bridge New, Right of Way		Regional Swap					
218	RGPL-PA04(RTP)--ST-00	Submitted	Total	\$58,500	\$58,500	\$58,500	\$60,000	\$235,500
RPA 4	SIMPCO - RPA 4: RPA 4 FHWA PLANNING		Federal Aid	\$46,800	\$46,800	\$46,800	\$48,000	\$188,400
	Trans Planning		Regional Swap	\$46,800	\$46,800	\$46,800	\$48,000	\$188,400
52611	STP-175()--2C-67	Submitted	Total	\$30,370,000	\$200,000			\$30,570,000
Iowa Department of Transportation	IA 175: I-29 Interchange		Federal Aid	\$24,216,000				\$24,216,000
	Grade and Pave, Bridge Replacement, Traffic Signs		Regional Swap					
51111	STP-S-C018()--5E-18	Submitted	Total	\$2,500,000				\$2,500,000
Cherokee County	On LS1, from C38 to State Highway 3		Federal Aid	\$1,600,000				\$1,600,000
	PCC Pavement - Replace		Regional Swap	\$1,600,000				\$1,600,000
47089	STP-S-C075(173)--5E-75	Submitted	Total	\$5,500,000				\$5,500,000
Plymouth County	On K 42, from Hwy 3 N 7 miles to C-12	1/21/2026	Federal Aid	\$1,421,000				\$1,421,000
	PCC Pavement - Miscellaneous		Regional Swap	\$1,421,000				\$1,421,000

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

55758	BRF-003()--38-75	Submitted	Total		\$1,220,000			\$1,220,000
Iowa Department of Transportation	IA 3: Floyd River 1.0 mi E of US 75 in Le Mars		Federal Aid		\$976,000			\$976,000
	Bridge Deck Overlay		Regional Swap					
54527	BRF-012()--38-75	Submitted	Total		\$770,000			\$770,000
Iowa Department of Transportation	IA 12: Beaver Creek 0.5 mi N of Co Rd C16		Federal Aid		\$616,000			\$616,000
	Bridge Deck Overlay		Regional Swap					
54544	BRF-012()--38-75	Submitted	Total		\$2,804,000			\$2,804,000
Iowa Department of Transportation	IA 12: Broken Kettle Creek 0.1 mi N of S Jct Co Rd K18		Federal Aid		\$2,243,200			\$2,243,200
	Bridge Replacement		Regional Swap					
54711	BRF-037()--38-67	Submitted	Total		\$750,000			\$750,000
Iowa Department of Transportation	IA 37: Norway Creek 2.6 mi E of IA 183		Federal Aid		\$600,000			\$600,000
	Bridge Deck Overlay		Regional Swap					
54713	BRF-075()--38-75	Submitted	Total		\$1,131,000			\$1,131,000
Iowa Department of Transportation	US 75: W Fork Floyd River 2.4 mi N of Co Rd R38		Federal Aid		\$904,800			\$904,800
	Bridge Deck Overlay		Regional Swap					
48568	BRF-175()--38-97	Submitted	Total		\$3,007,000			\$3,007,000
Iowa Department of Transportation	IA 175: Reynolds Creek 1.6 mi W of Co Rd L37		Federal Aid		\$2,405,600			\$2,405,600
	Bridge Replacement		Regional Swap					
47095	STP-S-C075(137)--5E-75	Submitted	Total		\$3,000,000			\$3,000,000
Plymouth County	On K 22, from Hwy 3 N 7.0 miles to County Line		Federal		\$1,820,000			\$1,820,000
	HMA Resurfacing/Cold-in-Place Recycling		Aid		\$1,820,000			\$1,820,000
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

57916	BRF-075()--38-75	Submitted	Total			\$10,000	\$1,950,000	\$1,960,000
Iowa Department of Transportation	US 75: Stream 0.6 mi S of Co Rd C60 (NB)		Federal Aid				\$1,560,000	\$1,560,000
	Bridge New, Right of Way		Regional Swap					
55753	BRF-141()--38-67	Submitted	Total			\$4,639,000		\$4,639,000
Iowa Department of Transportation	IA 141: Maple River 0.1 mi E of W Jct IA 175 in Mapleton		Federal Aid			\$3,701,600		\$3,701,600
	Bridge New, Right of Way		Regional Swap					
35161	STP-S-C097(D25)--SE-97	Submitted	Total			\$3,000,000		\$3,000,000
Woodbury County	On D 25, from K64 Intersection to Hwy 141 intersection		Federal Aid			\$1,611,357		\$1,611,357
	Pavement Rehab, Culvert Replacement, Granular Shoulders		Regional Swap			\$1,611,357		\$1,611,357
57919	BRF-037()--38-67	Submitted	Total				\$3,262,000	\$3,262,000
Iowa Department of Transportation	IA 37: Beaver Creek 4.4 mi E of IA 175		Federal Aid				\$2,600,000	\$2,600,000
	Bridge New, Right of Way		Regional Swap					
57922	BRF-141()--38-67	Submitted	Total				\$4,269,000	\$4,269,000
Iowa Department of Transportation	IA 141: Soldier River 3.9 mi W of IA 183		Federal Aid				\$3,411,200	\$3,411,200
	Bridge New, Right of Way		Regional Swap					
57915	BRF-141()--38-97	Submitted	Total				\$2,279,000	\$2,279,000
Iowa Department of Transportation	IA 141: Smokey Hollow Creek 0.2 mi E of IA 31		Federal Aid				\$1,820,000	\$1,820,000
	Bridge New, Right of Way		Regional Swap					
57917	BRF-141()--38-97	Submitted	Total				\$2,995,000	\$2,995,000
Iowa Department of Transportation	IA 141: W Branch Little Sioux River 0.8 mi E of Co Rd K64		Federal				\$2,386,400	\$2,386,400
	Bridge New, Right of Way		Aid					
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

57918	BRF-404()-38-75	Submitted	Total				\$2,600,000	\$2,600,000
Iowa Department of Transportation	IA 404: Floyd River 0.4 mi N of IA 3 in Le Mars (NB)		Federal Aid				\$2,080,000	\$2,080,000
	Bridge Rehabilitation		Regional Swap					
57991	RGTR-PA04()-ST-97	In Prep	Total				\$215,000	\$215,000
RPA 4	Install four cameras in 41 buses and 2 minivans with audio and video and a floor scrubber		Federal Aid				\$124,357	\$124,357
	Transit Investments		Regional Swap				\$124,357	\$124,357
57580	STP-S-C067(xx)--SE-67	Submitted	Total				\$1,900,000	\$1,900,000
Monona County	On K45 from the Corporate Limits of Onawa to the Corporate Limits of Whiting		Federal Aid				\$1,520,000	\$1,520,000
	HMA Pavement - Replace		Regional Swap				\$1,520,000	\$1,520,000

SWAP-STBG

47176	STBG-SWAP-1272()-SG-18	In Prep	Total	\$410,000				\$410,000
Cherokee	In the city of Cherokee, W Main Street from N. 11th Street to N. 6th Street resurfacing		Federal Aid	\$328,000				\$328,000
	Pavement Rehab		Regional Swap	\$328,000				\$328,000
51135	STBG-SWAP-1272()-SG-18	In Prep	Total	\$630,000				\$630,000
Cherokee	In the city of Cherokee, On W Bluff Street, from N 9th Street to the CN Railroad		Federal Aid	\$504,000				\$504,000
	Pavement Rehab		Regional Swap	\$504,000				\$504,000
47178	STBG-SWAP-4257()-SG-75	In Prep	Total	\$540,750				\$540,750
Le Mars	In the city of Le Mars, 12th Street SE from 2nd Avenue SE to 4th Avenue SE (K49)		Federal Aid	\$432,600				\$432,600
	PCC Pavement - Replace		Regional Swap	\$432,600				\$432,600
53212	STBG-SWAP-1272()-SG-18	In Prep	Total		\$1,092,000			\$1,092,000
Cherokee	In the city of Cherokee, On N 11TH ST from north of St. Andrews Dr to 1549 520th street		Federal Aid		\$873,600			\$873,600
			Regional Swap		\$873,600			\$873,600

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

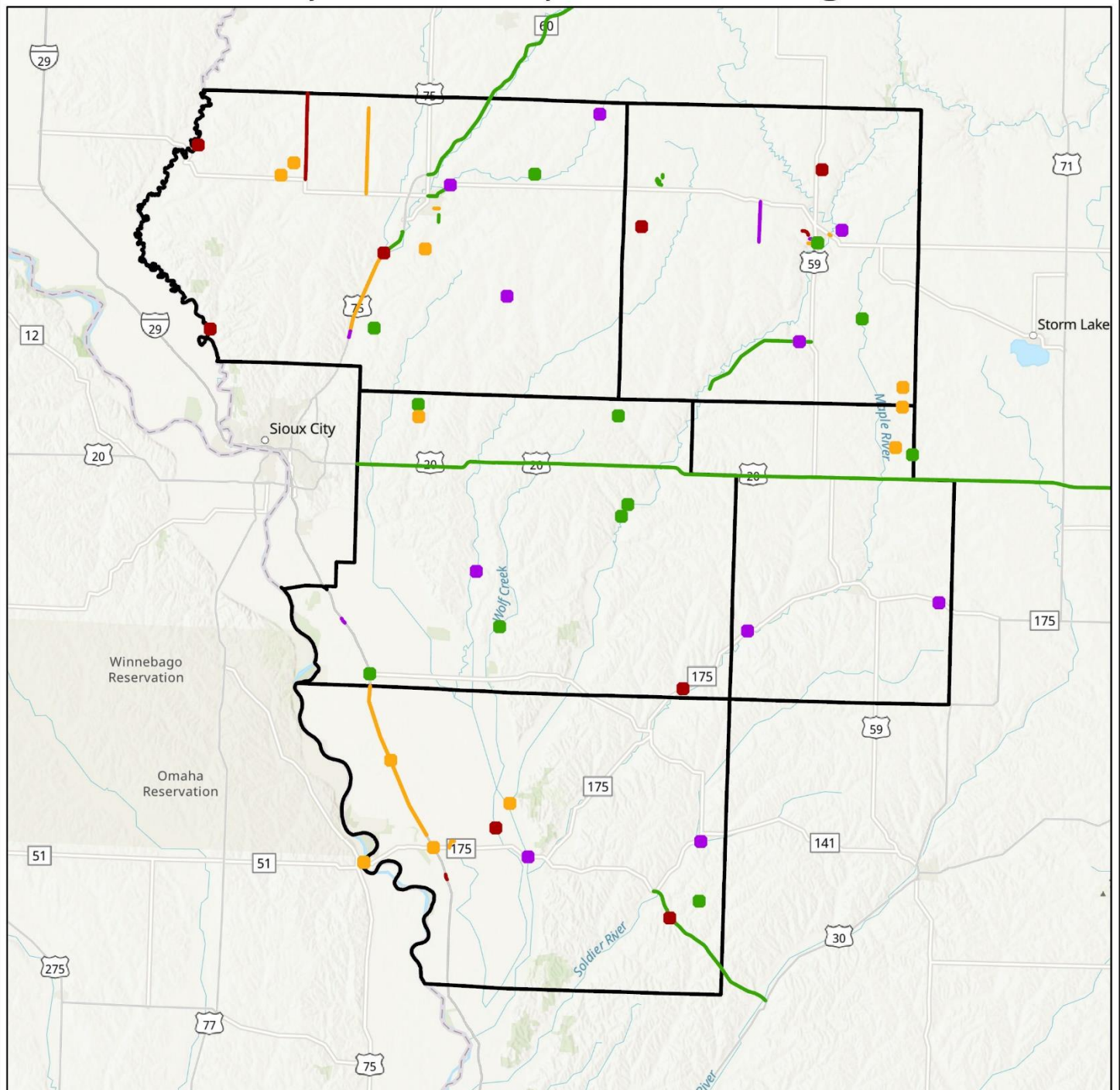
SWAP-STBG

55506	STBG-SWAP-4257()--SG-75	In Prep	Total			\$1,210,020		\$1,210,020
Le Mars	In the city of Le Mars, On 7TH AVE SE from 12th St to 18th St. Remove and replace with 8" PCC.		Federal Aid			\$726,000		\$726,000
	PCC Pavement - Replace		Regional Swap			\$726,000		\$726,000

TAP

51137	TAP-U-4257()--8I-75	In Prep	Total	\$753,000				\$753,000
Le Mars	In the city of Le Mars, Replace wooden pedestrian bridge over Willow Creek		Federal Aid	\$602,400				\$602,400
	Ped/Bike Structures		Regional Swap	\$602,400				\$602,400

Siouxland Interstate Metropolitan Planning Council Fiscal Year 2024 - 2027 Transportation Improvement Program



Bridges/Interchanges

- 2024
- 2025
- 2026
- 2027

Roads/Trails

- 2024
- 2025
- 2026
- 2027

□ SRTPA Counties

0 20 40 Miles



TRANSIT ELEMENT FY 2026 - 2029

RPA 4

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11093 Siouxland Regional Transit System	5339 Submitted	Capital	2016 FORD Glaval E450, 7556, 1FDFE4F51GDC41141 V55 Unit # 7556	Total	\$170,000				\$170,000
				FA	\$144,500				\$144,500
				DOT					
11758 Siouxland Regional Transit System	DGA Submitted	Capital	Satellite Facility Build and Transit Facility Expansion	Total	\$12,000,000				\$12,000,000
				FA					
				DOT					
				Grant App	\$12,000,000				
11759 Siouxland Regional Transit System	5339 Submitted	Capital	Satellite Facility Build and Transit Facility Expansion	Total	\$12,000,000				\$12,000,000
				FA	\$9,600,000				\$9,600,000
				DOT					
6271 Siouxland Regional Transit System	5311 Submitted	Operations	FTA operating 5310/5311 formula	Total	\$922,280	\$922,280	\$865,208	\$922,280	\$3,632,048
				FA	\$461,140	\$461,140	\$461,140	\$461,140	\$1,844,560
				DOT					
6272 Siouxland Regional Transit System	STA Submitted	Operations	STA state operating	Total	\$334,402	\$334,402	\$334,402	\$334,402	\$1,337,608
				FA					
				DOT	\$334,402	\$334,402	\$334,402	\$334,402	\$1,337,608
10207 Siouxland Regional Transit System	5311 Submitted	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					
11973 RPA 4	5311 Submitted	Planning	FTA Planning	Total	\$37,593	\$37,593	\$37,593	\$37,593	\$150,372
				FA	\$30,074	\$30,074	\$30,074	\$30,074	\$120,296
				DOT					
11760 Siouxland Regional Transit System	5339 Submitted	Capital	2020 Dodge Caravan/Braun Entervan, 7580, 2C7WDGBG4KR803116 V55 Unit # 7580A	Total		\$120,000			\$120,000
				FA		\$102,000			\$102,000
				DOT					
11761 Siouxland Regional Transit System	5339 Submitted	Capital	2020 Dodge Caravan/Braun Entervan, 7581, 2C7WDGBG5KR801262 V55 Unit # 7581	Total		\$120,000			\$120,000
				FA		\$102,000			\$102,000
				DOT					
Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11762 Siouxland Regional Transit System	5339 Submitted	Capital	2016 FORD Glaval E450, 7557, 1FDFE4F51GDC43388 V55 Unit # 7557	Total		\$180,000			\$180,000
				FA		\$153,000			\$153,000
				DOT					

RPA 4 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11763 Siouxland Regional Transit System	5339 Submitted	Capital	2016 FORD Glaval E450, 7558, 1FDFE4F53GDC43389 VSS Unit # 7558	Total		\$180,000			\$180,000
				FA		\$153,000			\$153,000
				DOT					
11764 Siouxland Regional Transit System	5339 Submitted	Capital	2016 FORD Glaval E450, 7559, 1FDFE4F5XGDC43390 VSS Unit # 7559	Total		\$180,000			\$180,000
				FA		\$153,000			\$153,000
				DOT					
10988 Siouxland Regional Transit System	STBG Submitted	Capital	Vehicle Cameras and Shop/Bus Storage Floor Scrubber	Total				\$215,000	\$215,000
				FA				\$172,000	\$172,000
				DOT					

FINANCING THE PROGRAM

TABLE 3: SURFACE TRANSPORTATION BLOCK GRANT FUND BALANCE

Project #	TPMS #	Sponsor	Project	2026	2027	2028	2029
RGPL-PA04(RTP)--ST-00	218	SIMPCO	SIMPCO	46,800	46,800	46,800	48,000
STBG-SWAP-1272()-SG-18	47176	Cherokee	W Main St				
STBG-SWAP-4257()-SG-75	47178	Le Mars	12th St S				
STP-S-C075(K-42)--5E-75	47089	Plymouth CRD	K-42 PCC Overlay	1,421,100			
STBG-SWAP-1272()-SG-18	51135	Cherokee	W Bluff Street Resurfacing	504,000			
STP-S-C018()-5E-18	51111	Cherokee CRD	L-51 PCC Project	1,600,000			
STBG-SWAP-1272()-SG-18	53212	Cherokee	N 11th Street		834,242		
STP-S-C075(137)--5E-75	47095	Plymouth CRD	K-22 HMA Paving		1,735,000		
STP-S-C097(K45)--5E-97	54756	Woodbury CRD	Old Hwy 75/K45 PCC Overlay				
STBG-SWAP-4257()-SG-75	55506	Le Mars	7th Avenue SE			662,843	
STP-S-C097(D25)--5E-97	35161	Woodbury CRD	Old Hwy 141 HMA Resurfacing			1,491,357	508,643
		Monona CRD	K45-Old Hwy 75				1,520,000
		SRTS	Bus Cameras				124,357
Total Programmed				3,571,900	2,616,042	2,201,000	2,201,000
STBG Carryover from Previous Year				1,825,280	415,042	-	0
STBG Target				2,161,662	2,201,000	2,201,000	2,201,000
Balance				415,042	0	0	0

TABLE 6: 2024 CITY STREET FINANCE REPORT OPERATIONS AND MAINTENANCE EXPENDITURES

City Name	On System Mileage	Off System Mileage	Total Mileage	Total Maintenance	Total Operations	On System Maintenance	On System Operations
AKRON	0.48	12.87	13.35	\$240,700.00	\$365,435.00	\$8,654.38	\$13,139.24
ANTHON	0.76	5.94	6.7	\$93,166.00	\$48,129.00	\$10,568.08	\$5,459.41
ARTHUR	0	2.08	2.08	\$152.00	\$24,286.00	\$0.00	\$0.00
AURELIA	0.65	7.83	8.48	\$217,432.00	\$100,616.00	\$16,666.37	\$7,712.31
BATTLE CREEK	0.33	6.19	6.52	\$70,702.00	\$44,312.00	\$3,578.48	\$2,242.79
BLENCOE	0	2.88	2.88	\$330.00	\$34,919.00	\$0.00	\$0.00
BRONSON	0	2.62	2.62	\$8,285.00	\$22,014.00	\$0.00	\$0.00
BRUNSVILLE	0	1.67	1.67	\$0.00	\$4,347.00	\$0.00	\$0.00
CASTANA	0	4.45	4.45	\$45,945.00	\$53,409.00	\$0.00	\$0.00
CHEROKEE	10.57	29.74	40.3	\$191,087.00	\$784,122.00	\$50,118.85	\$205,661.78
CLEGHORN	0.58	1.87	2.45	\$684.00	\$11,847.00	\$161.93	\$2,804.60
CORRECTIONVILLE	0.79	7.99	8.77	\$198,242.00	\$162,388.00	\$17,857.60	\$14,627.88
CRAIG	0	1.06	1.06	\$0.00	\$2,989.00	\$0.00	\$0.00
CUSHING	0	2.04	2.04	\$12,760.00	\$43,579.00	\$0.00	\$0.00
DANBURY	0	3.03	3.03	\$1,199.00	\$38,299.00	\$0.00	\$0.00
GALVA	0	3.98	3.98	\$24,448.00	\$31,884.00	\$0.00	\$0.00
HINTON	0.5	5.52	6.01	\$18,569.00	\$163,682.00	\$1,544.84	\$13,617.47
HOLSTEIN	0	11.42	11.42	\$4,954.00	\$175,855.00	\$0.00	\$0.00
HORNICK	0	2.56	2.56	\$1,713.00	\$133,561.00	\$0.00	\$0.00

TABLE 6 CONTINUED

City Name	On System Mileage	Off System Mileage	Total Mileage	Total Maintenance	Total Operations	On System Maintenance	On System Operations
IDA GROVE	1.6	18.1	19.69	\$235,621.00	\$335,025.00	\$19,146.45	\$27,223.97
KINGSLEY	0.73	9.1	9.83	\$4,233.00	\$193,710.00	\$314.35	\$14,385.38
LARRABEE	0	1.53	1.53	\$12,810.00	\$6,684.00	\$0.00	\$0.00
LAWTON	0.58	4.72	5.3	\$50,817.00	\$109,090.00	\$5,561.11	\$11,938.15
LE MARS	17.38	54.17	71.55	\$106,348.00	\$1,086,917.00	\$25,832.68	\$264,019.81
MAPLETON	0.53	10.49	11.02	\$20,006.00	\$85,934.00	\$962.18	\$4,132.94
MARCUS	0	12.19	12.19	\$39,240.00	\$146,921.00	\$0.00	\$0.00
MERIDEN	0	2.49	2.49	\$5,946.00	\$12,708.00	\$0.00	\$0.00
MERRILL	1	5.34	6.34	\$83,811.00	\$65,917.00	\$13,219.40	\$10,397.00
MOORHEAD	0.19	3.12	3.31	\$1,336.00	\$9,827.00	\$76.69	\$564.09
MOVILLE	0	11.67	11.67	\$86,669.00	\$133,290.00	\$0.00	\$0.00
ONAWA	3.15	28.45	31.6	\$90,887.00	\$411,271.00	\$9,059.94	\$40,996.95
OTO	0	2.67	2.67	\$1,045.00	\$15,806.00	\$0.00	\$0.00
OYENS	0	1.13	1.13	\$1,955.00	\$24,630.00	\$0.00	\$0.00
PIERSON	0	4.47	4.47	\$22,927.00	\$42,105.00	\$0.00	\$0.00
QUIMBY	0	2.72	2.72	\$15,307.00	\$36,963.00	\$0.00	\$0.00
REMSEN	1.06	10.51	11.57	\$268,685.00	\$351,218.00	\$24,615.91	\$32,177.28
RODNEY	0	0.83	0.83	\$0.00	\$4,096.00	\$0.00	\$0.00
SALIX	0	4.2	4.2	\$11,955.00	\$25,626.00	\$0.00	\$0.00
SLOAN	0.65	7.54	8.2	\$60,457.00	\$116,893.00	\$4,792.32	\$9,265.91
SMITHLAND	0	2.65	2.65	\$0.00	\$19,404.00	\$0.00	\$0.00
SOLDIER	0	2.35	2.35	\$20,684.00	\$12,583.00	\$0.00	\$0.00
STRUBLE	0	1.06	1.06	\$1,383.00	\$6,457.00	\$0.00	\$0.00
TURIN	0	0.83	0.83	\$0.00	\$105.00	\$0.00	\$0.00
UTE	0	5.53	5.53	\$48,320.00	\$59,579.00	\$0.00	\$0.00
WASHTA	0	2.76	2.76	\$7,065.00	\$14,809.00	\$0.00	\$0.00
WESTFIELD	0	1.97	1.97	\$46,616.00	\$4,628.00	\$0.00	\$0.00
WHITING	2.19	7.37	9.56	\$18,895.00	\$67,623.00	\$4,328.46	\$15,491.04
TOTAL	41.53	317.24	358.74	\$2,272,490.00	\$5,498,748.00	\$212,731.56	\$680,366.95

TABLE 7: 2024 COUNTY FEDERAL AID SYSTEM MAINTENANCE AND OPERATIONS COST

	<u>Secondary Road Mileage</u>			<u>Total Costs</u>			<u>Federal Aid System Costs</u>		
	<u>Fed. Aid System</u>	<u>Non Fed. Aid System</u>	<u>Total</u>	<u>Operations</u>	<u>Maintenance</u>	<u>Total</u>	<u>Operations</u>	<u>Maintenance</u>	<u>Total</u>
Cherokee	308.438	688.801	997.239	2,300,863	3,813,869	6,114,732	711,638	1,179,599	1,891,237
Ida	225.722	490.401	716.123	1,832,527	2,612,360	4,444,887	577,613	823,416	1,401,029
Monona	350.426	699.799	1050.225	2,803,752	5,378,030	8,181,783	935,521	1,794,474	2,729,995
Plymouth	299.568	707.040	1006.608	2,863,472	6,762,831	9,626,303	852,173	2,012,628	2,864,802
Woodbury	238.196	444.034	682.230	4,179,373	6,873,647	11,053,021	1,459,200	2,399,888	3,859,088
Subtotal RPA 4	1422.350	3030.075	4452.425	13,979,988	25,440,738	39,420,725	4,536,146	8,210,005	12,746,151

TABLE 8: FINANCIAL CONSTRAINT SUMMARY

RPA 4 Forecasted Operations and Maintenance Expenditures on Federal-aid System						
	2024	2025	2026	2027	2028	2029
County Operations	12,746,151	13,255,997	13,786,237	14,337,686	14,911,193	15,507,641
County Maintenance	8,210,005	8,538,405	8,879,941	9,235,139	9,604,545	9,988,726
City Operations	680,367	707,582	735,885	765,320	795,933	827,770
City Maintenance	212,732	221,241	230,090	239,294	248,866	258,820
Total Operations and Maintenance	21,849,254	22,723,224	23,632,153	24,577,439	25,560,537	26,582,958

RPA 4 Forecasted Non Federal-aid Revenues						
	2024	2025	2026	2027	2028	2029
Farm to Market	7,316,199	7,608,847	7,913,201	8,229,729	8,558,918	8,901,274
Secondary Road Fund	42,138,128	43,823,653	45,576,599	47,399,663	49,295,650	51,267,476
City Street Fund	13,548,756	14,090,706	14,654,334	15,240,508	15,850,128	16,484,133
Total Non Federal-aid Revenues	63,003,083	65,523,206	68,144,134	70,869,900	73,704,696	76,652,883

TABLE 9: FARM TO MARKET RECEIPTS STATE FISCAL YEAR 2024

State Fiscal Year 2024 Actual Farm to Market Receipts						
County No.	County	Q1	Q2	Q3	Q4	Total
18	CHEROKEE	349,390	\$390,105	\$270,036	\$232,100	\$1,241,630
47	IDA	\$233,418	\$260,373	\$180,233	\$154,913	\$828,937
67	MONONA	\$377,550	\$422,080	\$292,169	\$251,124	\$1,342,923
75	PLYMOUTH	\$552,882	\$617,318	\$427,315	\$367,284	\$1,964,798
97	WOODBURY	\$545,087	\$608,970	\$421,537	\$362,317	\$1,937,911
Subtotal SRTPA		\$2,058,327	\$2,298,845	\$1,591,289	\$1,367,738	\$7,316,199

TABLE 10: FY 2024 COUNTY ENGINEERS' ANNUAL REPORT, RECEIPTS TO THE SECONDARY ROAD FUND

County Engineers Annual Report, Receipts to Secondary Road Fund 2023											
County	Property Tax	L.O.S.T.	RUTF	FM Extensions	Time-21 Funds	RISE Funds	Bridge Funds	FM Transfer	Tax Refunds /Credits	Miscellaneous Receipts	Total
CHEROKEE	\$1,598,199	\$401,801	\$3,941,725	\$16,672	\$442,887	\$0	\$0	\$0	\$0	\$5,480	\$6,406,765
IDA	\$1,320,750	\$0	\$2,692,475	\$20,359	\$303,749	\$0	\$0	\$0	\$0	\$0	\$4,337,334
MONONA	\$2,250,866	\$507,073	\$4,028,200	\$19,395	\$452,897	\$0	\$33,854	\$51,309	\$0	\$1,627	\$7,345,221
PLYMOUTH	\$3,650,000	\$1,475,383	\$6,611,348	\$8,405	\$740,073	\$0	\$0	\$62,684	\$0	\$0	\$12,547,893
WOODBURY	\$1,732,500	\$2,779,288	\$6,218,524	\$61,053	\$703,586	\$0	\$0	\$0	\$0	\$5,964	\$11,500,915
Subtotal RPA 4	\$10,552,315	\$5,163,544	\$23,492,272	\$125,886	\$2,643,192	\$0	\$33,854	\$113,993	\$0	\$13,072	\$42,138,128

TABLE 11: CITY STREET FINANCE REPORT REVENUES 2024

City Name	General Fund (001)	Road Use (110)	Other (LOST, Benefits, TIF Etc)	Service Debt (200)	Capital Projects (300)	Utilities (600 & Up)	Total
Akron	\$280,543	\$320,272	\$100,200	\$0	\$61,481	\$0	\$762,496
Anthon	\$609	\$76,983	\$0	\$0	\$0	\$0	\$77,592
Arthur	\$0	\$27,194	\$0	\$0	\$0	\$0	\$27,194
Aurelia	\$41,201	\$142,403	\$0	\$0	\$0	\$0	\$183,604
Battle Creek	\$0	\$98,877	\$0	\$0	\$0	\$0	\$98,877
Blencoe	\$0	\$48,610	\$13,766	\$0	\$0	\$0	\$62,376
Bronson	\$0	\$34,527	\$0	\$0	\$0	\$0	\$34,527
Brunsville	\$6,572	\$18,222	\$2,393	\$0	\$0	\$0	\$27,187
Castana	\$85,069	\$107,860	\$0	\$0	\$0	\$0	\$192,929
Cherokee	\$9,503	\$734,372	\$1,052,915	\$609,738	\$1,258,698	\$0	\$3,665,226
Cleghorn	\$0	\$32,963	\$632	\$0	\$0	\$0	\$33,595
Correctionville	\$0	\$108,700	\$27,724	\$71,555	\$0	\$0	\$207,979
Craig	\$0	\$8,076	\$0	\$0	\$0	\$0	\$8,076
Cushing	\$6,070	\$23,070	\$0	\$0	\$0	\$0	\$29,140
Danbury	\$33,502	\$87,596	\$24,511	\$5,072	\$0	\$0	\$150,681
Galva	\$5,181	\$45,249	\$2,262	\$0	\$0	\$0	\$52,692
Hinton	\$0	\$152,530	\$24,033	\$327,513	\$0	\$0	\$504,076
Holstein	\$4,875	\$212,020	\$26,188	\$218,480	\$0	\$11,035	\$472,598
Hornick	\$0	\$35,424	\$0	\$0	\$0	\$0	\$35,424
Ida Grove	\$76,633	\$289,709	\$45,723	\$112,393	\$50,000	\$0	\$574,458
Kingsley	\$17,318	\$197,189	\$80,047	\$0	\$0	\$0	\$294,554
Larrabee	\$0	\$17,148	\$0	\$0	\$0	\$0	\$17,148
Lawton	\$72,381	\$133,309	\$0	\$0	\$0	\$0	\$205,690
Le Mars	\$1,132,671	\$1,493,181	\$0	\$0	\$0	\$0	\$2,625,852
Mapleton	\$56,919	\$164,559	\$0	\$75,371	\$0	\$0	\$296,849

TABLE 11 CONTINUED

City Name	General Fund (001)	Road Use (110)	Other (LOST, Benefits, TIF Etc)	Service Debt (200)	Capital Projects (300)	Utilities (600 & Up)	Total
Marcus	\$7,887	\$154,500	\$0	\$50,220	\$0	\$0	\$212,607
Meriden	\$0	\$22,565	\$0	\$0	\$0	\$0	\$22,565
Merrill	\$6,700	\$163,860	\$55,663	\$0	\$0	\$0	\$226,223
Moorhead	\$9,859	\$25,882	\$0	\$0	\$0	\$0	\$35,741
Moville	\$66,893	\$238,293	\$0	\$5,292	\$0	\$0	\$310,478
Onawa	\$28,449	\$413,224	\$116,072	\$0	\$0	\$0	\$557,745
Oto	\$0	\$9,551	\$0	\$0	\$0	\$0	\$9,551
Oyens	\$0	\$32,059	\$0	\$0	\$0	\$0	\$32,059
Pierson	\$2,865	\$39,709	\$10,286	\$26,532	\$0	\$0	\$79,392
Quimby	\$6,605	\$31,811	\$1,658	\$8,349	\$0	\$0	\$48,423
Remsen	\$104,093	\$237,022	\$124,897	\$49,802	\$0	\$0	\$515,814
Rodney	\$0	\$3,143	\$0	\$0	\$0	\$0	\$3,143
Salix	\$10,200	\$33,589	\$0	\$5,031	\$0	\$0	\$48,820
Sloan	\$324,324	\$147,185	\$0	\$0	\$0	\$0	\$471,509
Smithland	\$0	\$21,855	\$0	\$9,810	\$0	\$0	\$31,665
Soldier	\$4,917	\$25,990	\$1,230	\$0	\$0	\$0	\$32,137
Struble	\$637	\$7,203	\$0	\$0	\$0	\$0	\$7,840
Turin	\$315	\$7,517	\$0	\$0	\$0	\$0	\$7,832
Ute	\$41,889	\$47,743	\$6,568	\$0	\$0	\$0	\$96,200
Washta	\$0	\$31,282	\$0	\$0	\$0	\$0	\$31,282
Westfield	\$0	\$17,374	\$0	\$0	\$0	\$0	\$17,374
Whiting	\$4,078	\$105,458	\$0	\$0	\$0	\$0	\$109,536
Total	\$2,448,758	\$6,426,858	\$1,716,768	\$1,575,158	\$1,370,179	\$11,035	\$13,548,756

AMENDMENTS AND REVISIONS

The *SRTPA Transportation Improvement Program FY 2026-2029* is a programming document and will be updated and revised as various local, regional, and state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around SRTPA. The TIP will be reviewed at least once annually. The review and updating will ensure continual citizen involvement and the TIP's overall viability as the SRTPA transportation improvement document. Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or "Amendment". The second is a minor revision or "Administrative Modification".

AMENDMENT

An amendment is a major revision to the TIP that involves a major change to a project included in the TIP. Changes to a project that are included only for illustrative purposes do not require an amendment. An amendment is a major revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination. Changes that affect fiscal constraint must take place by amendment of the TIP. Major changes that require an amendment are shown in the table on the following page.

ADMINISTRATIVE MODIFICATION

A minor revision to the TIP is an administrative modification and may be made to the TIP throughout the year. An administrative modification is a revision that can be made by SIMPCO staff and does not require policy board review, public review and comment, redemonstration of fiscal constraint, or a conformity determination. SIMPCO staff will discuss administrative modifications with the Policy Board and TAC, but formal action will not be required. Minor changes that require an administrative modification are shown in the table on the following page.

AMENDMENT VS. ADMINISTRATIVE MODIFICATION

There are four main components that can be used to determine whether a project change constitutes an amendment or an administrative modification. They include the following:

	Administrative Modification	Amendment
Project Cost	Federal aid changed by less than 30% and total federal aid increases less than \$2,000,000	Federal aid changed by more than 30% or total federal aid increases by more than \$2,000,000
Schedule Changes	Changes in schedule for projects in the first four years of the TIP	Adding or deleting a project from the first four years of the TIP
Funding Sources	Changing amounts of existing funding sources	Adding other federal funding sources to a project
Scope Changes	Moving funding between existing stages of project scope, such as from design to construction	Changing project termini, number of lanes, or significant changes in project type, such as changing an overlay to reconstruction, or changing a project to include widening of the roadway

A M E N D M E N T / A D M I N I S T R A T I V E M O D I F I C A T I O N P R O C E D U R E S

When requesting an amendment or administrative modification to the TIP, member entities must complete an Amendment Form or an Administrative Modification Form. These must be filled out and returned to staff 10 days before the SRTPA TAC meeting so that the information can be reviewed and verified by staff. This will also allow the revisions to be posted in the agenda before it is sent out to members and to follow public participation procedures of posting changes at least 24 hours in advance of the meeting. The second step of the process is the TAC review of the amendment or administrative modification proposal and recommendation to the Policy Board. A favorable vote from the Policy Board will allow the amendment to be added to the TIP. It is important to note that all TIP amendments/administrative modifications that require action by the Policy Board will be listed on the SRTPA Agenda prior to the meeting. This agenda will be posted 24 hours in advance of the meeting on SIMPCO's website: <https://simpco.org/about-us/agendas/>. Notice of the meeting will also be published in the Sioux City Journal and the agenda will be posted in the SIMPCO offices. All SRTPA meetings are open to the public and provide the public an opportunity to comment on TIP amendments/administrative modifications.

Major updates will be conducted as follows:

- Step 1** Member entities fill out Amendment Form or Administrative Modification Form and return to staff 10 days in advance of the SRTPA TAC meeting
- Step 2** TAC review and recommendation of proposed changes to the Policy Board
- Step 3** Policy Board review and possible recommendations to the TAC
- Step 4** Policy Board final review after possible requested TAC changes
- Step 5** Policy Board final approval of the TIP

SRTPA RESOLUTION 2025-1

APPROVAL OF THE FY 2026 – 2029 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Siouxland Regional Transportation Planning Association is the designated Regional Planning Affiliation for the counties of Cherokee, Ida, Monona, Plymouth and Woodbury, and;

WHEREAS, the Policy Board in cooperation with the state is conducting a continuing, cooperative, and comprehensive (3-C) transportation planning process pursuant to 23 CFT 450.114 (c);

NOW, THEREFORE, BE IT RESOLVED by the Siouxland Regional Transportation Planning Association that the Policy Board approve the *Federal Fiscal Year 2026 – 2029 Transportation Improvement Program* and submit the document to the Iowa Department of Transportation for inclusion in the Iowa Department of Transportation’s *Statewide Transportation Improvement Program*.

Approved by the SRTPA Policy Board and signed this 26th day of June 2025.

Vince Phillips
SRTPA Policy Board Chairperson

ATTEST:

Michelle M. Bostinelos
SIMPCO, Executive Director

SRTPA RESOLUTION 2024-2
CERTIFICATE OF COMPLIANCE
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

This is to certify that the *SRTPA Transportation Improvement Program FY 2026-2029* for the Siouxland Regional Transportation Planning Association Area is prepared in accordance with the requirements of the Federal Transit Administration Circular 7008.1A for financial capacity analysis. An assessment of financial capacity is conducted by the Siouxland Regional Transit System, in concert with the planning process conducted by the Siouxland Interstate Metropolitan Planning Council, as the Siouxland Regional Transportation Planning Association.

Approved by the SRTPA Policy Board and signed this 26th day of June 2025.

Vince Phillips
SRTPA Policy Board Chairperson

ATTEST:

Michelle M. Bostinelos
SIMPCO, Executive Director