

**FY 2025 - 2028**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**OF THE**  
**SIouxLAND REGIONAL TRANSPORTATION**  
**PLANNING ASSOCIATION**

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## ACKNOWLEDGMENTS

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# INTRODUCTION

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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 15<sup>th</sup>, 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 2028.

It is the purpose of the *SRTPA Transportation Improvement Program FY 2025-2028* to provide all citizens of SRTPA, the FHWA, FTA and Iowa DOT with the SRTPA multimodal and intermodal transportation improvements for the fiscal years 2025 through 2028.

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 citizen input. The purpose of a TIP document 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 2028. 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 open house were held throughout the development of the *SRTPA Transportation Improvement Program FY 2025-2028* to encourage and receive a diversity of information and participation.

## PLANNING FACTORS

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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 2024 PROJECTS

**TABLE 1: FEDERAL HIGHWAY ADMINISTRATION ELEMENT**

PROGRAM	TYPE	SPONSOR	TPMS ID	PROJECT NUMBER	LOCATION	TYPE WORK	FM	FA	SWAP	LOCAL	TOTAL	STATUS
HBP	City	Cherokee	39551	BRM-1272(630)--8N-18	In the city of Cherokee, East Willow St and Union Street over Railroad Creek.	Bridge Replacement	\$ -	\$ 2,000,000	\$ 500,000	\$ -	\$ 2,500,000	Will go out for bid in Nov. 2024 with work starting in 2025
HBP	City	Cherokee	49722	BROS-1272(629)--8J-18	In the city of Cherokee, On EUCLID AVE, Over RAILROAD CREEK, S27 T92 R40	Bridge Replacement	\$ -	\$ 802,975	\$ -	\$ -	\$ 802,975	Letting in October 2024 with work starting in 2025
HBP	County	Cherokee County	47169	BROS-C018(93)--5F-18	On 590th Street, over Maple River, S32 T91 R39	Bridge Replacement	\$ -	\$ 900,000	\$ -	\$ -	\$ 900,000	Let in February 2024 letting. Anticipated to be awarded and contract in place by end of March 2024.
TAP	City	Correctionville	37814	TAP-R-1595(601)--8T-97	In the city of Correctionville, interpretive display in Van Houten Park, at the southeast corner of Aspen St and Hwy 20	Interpretive display-Historic preservation	\$ -	\$ 34,720	\$ -	\$ 9,280	\$ 44,000	Content for the interpretive panels is under review and environmental review is in progress.
HBP	County	Ida County	45203	BRS-C047()-60-47	On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39	Bridge and Approaches	\$ -	\$ 660,000	\$ 165,000	\$ -	\$ 825,000	In development/FY 2025
PRF	State	Iowa Department of Transportation	45314	BRFN-031()-39-97	IA 31: Stream 1.9 mi N of Co Rd D30	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ 481,000	Awarded
PRF	State	Iowa Department of Transportation	54532	STPN-031()-2-97	IA 31: Co Rd C66 in Washta to US 59	Culvert Extension	\$ -	\$ -	\$ -	\$ -	\$ 1,743,000	2026
PRF	State	Iowa Department of Transportation	37982	BRFN-175()-39-67	IA 175: Missouri River E of Decatur Nebraska (State Share)	Bridge Cleaning	\$ -	\$ -	\$ -	\$ -	\$ 22,000	Awarded
PRF	State	Iowa Department of Transportation	54592	STPN-020()-2-97	US 20: Mitigation Projects for Woodbury - Ida - Sac Counties US 20 Sections 4, 5, and 6	Wetland Mitigation	\$ -	\$ -	\$ -	\$ -	\$ 170,000	Removed
PRF	State	Iowa Department of Transportation	54598	NHSN-075()-2R-75	US 75: N of Maple St in Hinton to 0.1 mi S of 2nd St in Merrill (SB)	Patching	\$ -	\$ -	\$ -	\$ -	\$ 500,000	2025
STBG	State	Iowa Department of Transportation	54601	STP-143()-2C-18	IA 143: E Section St to E Railroad St in Marcus	Pavement Rehab	\$ -	\$ 115,200	\$ -	\$ -	\$ 144,000	Awarded
PRF	State	Iowa Department of Transportation	54602	STPN-037()-2-67	IA 37: W of IA 183 in Soldier to US 30 in Dunlap	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ 541,000	Awarded
PRF	State	Iowa Department of Transportation	54605	NHSN-003()-2R-75	IA 3: In Le Mars, from Jct IA 404 to 14th Ave NE	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ 2,457,000	Awarded
PRF	State	Iowa Department of Transportation	54684	NHSN-060()-2R-75	IA 60: US 75 Interchange to Minnesota State Line	Miscellaneous	\$ -	\$ -	\$ -	\$ -	\$ 2,550,000	Awarded

**TABLE 1 CONTINUED:**

PROGRAM	TYPE	SPONSOR	TPMS ID	PROJECT NUMBER	LOCATION	TYPE WORK	FM	FA	SWAP	LOCAL	TOTAL	STATUS
PRF	State	Iowa Department of Transportation	54685	NHSN-075()-2R-97	US 75: US 20 Interchange to N of Co Rd C80	Miscellaneous	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000	2/24 letting
PRF	State	Iowa Department of Transportation	45436	BRFN-031()-39-97	IA 31: Stream 3.2 mi S of Co Rd D22	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ 540,000	Awarded
PRF	State	Iowa Department of Transportation	37984	BRFN-175()-39-67	IA 175: Missouri River E of Decatur Nebraska (State Share)	Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ 147,000	Awarded
NHPP	State	Iowa Department of Transportation	39379	IMX-029()-02-97	I 29: IA 141 Interchange	Bridge Replacement	\$ -	\$ 12,389,400	\$ -	\$ -	\$ 13,766,000	Awarded
TAP	City	Marcus	38952	TAP-R-4762(602)--8T-18	In the city of Marcus, PCC trail from City Park to Holmes St & cemetery along Fenton St, Locust St, Elm St, Highland	Bicycle/Pedestrian Trail	\$ -	\$ 329,900	\$ -	\$ 82,475	\$ 412,375	Late start date June 2nd. Construction will be complete by September 1st, 2024.
HBP	County	Monona County	38760	BROS-C067(93)--5F-67	On L37, Over NE Norway Creek, in SW S26 T83 R42	Bridge Replacement	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000	Will not be completed in FY2024.
HBP	City	Pierson	53169	BRS-6012(602)--60-97	In the city of Pierson, On L 25, Over STREAM, S7 T89 R42	Bridge Replacement	\$ -	\$ 800,000	\$ -	\$ 200,000	\$ 1,000,000	Project will not be completed in FY24. Carry over to FY25.
HBP	County	Plymouth County	35184	BROS-C075(240260)--8J-75	On 160TH ST, Over DEEP CREEK, S2 T92 R44	Bridge Replacement	\$ -	\$ 700,000	\$ -	\$ -	\$ 700,000	2025 letting
HBP	County	Plymouth County	29291	BROS-C075(161)--5F-75	On K 42, Over CARTER CREEK, S2 T90 R46	Bridge Replacement	\$ -	\$ 800,000	\$ -	\$ -	\$ 800,000	November 2024 letting
HBP	County	Woodbury County	36173	BROS-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	Bridge Replacement	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	In development and scheduled for 4/15/2025 letting
HBP	County	Woodbury County	44999	BRS-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	\$ 200,000	\$ -	\$ 1,000,000	In development and scheduled 3/18/2025 letting
HBP	County	Woodbury County	29450	BROS-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	\$ -	\$ -	\$ 1,200,000	In development and scheduled for 6/18/2024 letting

**TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2024 PROJECTS**

FUND	SPONSOR	PROJECT ID	TYPE	SUBTYPE	UNIT #	Description	FY24_TTL	FY24_FA	FY24_SA	APPROVAL STATUS
STBG	Siouxland Regional Transit System	10362	Capital	Expansion		Vehicle Maintenance Equipment (Vehicle lift, tools, jacks)	\$87,750	\$70,200		FTA Approved
STBG	Siouxland Regional Transit System	10363	Capital	Expansion		Floor Scrubber for Vehicle Maintenance Building	\$87,550	\$70,000		FTA Approved
STBG	Siouxland Regional Transit System	10364	Capital	Expansion		Shop Maintenance Truck w/ Compressor and Snow Plow	\$111,150	\$88,920		FTA Approved
STBG	Siouxland Regional Transit System	10365	Capital	Expansion		Forklift for Maintenance Shop	\$70,200	\$56,160		FTA Approved
PTIG	Siouxland Regional Transit System	10366	Capital	Expansion		New Bus Wash system for new SRTS building	\$300,000		\$240,000	FTA Approved
5339	Siouxland Regional Transit System	10349	Capital	Replacement	7566A	2018 FORD Glaval E450, 7566A, 1FDFF4FSJDC17366	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10350	Capital	Replacement	7565A	2018 FORD Glaval E450, 7565A, 1FDFF4FS3JDC17365	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10351	Capital	Replacement	7564	2018 FORD Glaval E450, 7564, 1FDFF4FS1JDC17364	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10352	Capital	Replacement	7563	2018 FORD Glaval E450, 7563, 1FDFF4FSXJDC17363	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10353	Capital	Replacement	7562	2017 FORD Glaval E450, 7562, 1FDFF4FS9HDC07403	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10354	Capital	Replacement	7561	2017 FORD Glaval E450, 7561, 1FDFF4FS7HDC07402	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10355	Capital	Replacement	7560A	2017 FORD Glaval E450, 7560A, 1FDFF4FS5HDC07401	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10356	Capital	Replacement	7559	2016 FORD Glaval E450, 7559, 1FDFF4FSXGDC43390	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10357	Capital	Replacement	7558	2016 FORD Glaval E450, 7558, 1FDFF4FS3GDC43389	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10358	Capital	Replacement	7557	2016 FORD Glaval E450, 7557, 1FDFF4FS1GDC43388	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10359	Capital	Replacement	7556	2016 FORD Glaval E450, 7556, 1FDFF4FS1GDC41141	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10360	Capital	Replacement	7555A	2016 FORD Glaval E450, 7555, 1FDFF4FS7GDC33254	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	10361	Capital	Replacement	7550A	2015 FORD WINNEBAGO #7550A, 1FDFF4FS4FDA08417	\$134,637	\$114,441		FTA Approved
5339	Siouxland Regional Transit System	6775	Capital	Replacement	7580A	2020 Dodge Caravan/Braun Entervan, 7580, 2C7WDGGBG4KR803116	\$90,000	\$76,500		FTA Approved
5339	Siouxland Regional Transit System	6776	Capital	Replacement	7581	2020 Dodge Caravan/Braun Entervan, 7581, 2C7WDGGBG5KR801262	\$90,000	\$76,500		FTA Approved
5339	Siouxland Regional Transit System	6777	Capital	Replacement	7567	2019 FORD Glaval E450, 7567, 1FDFF4FS0KDC61342	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6778	Capital	Replacement	7568	2019 FORD Glaval E450, 7568, 1FDFF4FS5KDC61336	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6779	Capital	Replacement	7569	2019 FORD Glaval E450, 7569, 1FDFF4FS9KDC61338	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6780	Capital	Replacement	7570A	2019 FORD Glaval E450, 7570A, 1FDFF4FS0KDC61339	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6781	Capital	Replacement	7571	2019 FORD Glaval E450, 7571, 1FDFF4FS7KDC61340	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6782	Capital	Replacement	7572	2019 FORD Glaval E450, 7572, 1FDFF4FS0KDC61341	\$142,000	\$120,700		FTA Approved



FUND	SPONSOR	PROJECT ID	TYPE	SUBTYPE	UNIT #	Description	FY24_TTL	FY24_FA	FY24_SA	APPROVAL STATUS
5339	Siouxland Regional Transit System	6783	Capital	Replacement	7573	2019 FORD Glaval E450, 7573, 1FD4E4FS3KDC61335	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6784	Capital	Replacement	7575A	2019 FORD Glaval E450, 7575A, 1FD4E4FS6KDC61345	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6785	Capital	Replacement	7574	2019 FORD Glaval E450, 7574, 1FD4E4FS8KDC61346	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6786	Capital	Replacement	7576	2019 FORD Glaval E450, 7576, 1FD4E4FS7KDC61337	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6787	Capital	Replacement	7577	2019 FORD Glaval E450, 7577, 1FD4E4FSXKDC61347	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6788	Capital	Replacement	7578	2019 FORD Glaval E450, 7578, 1FD4E4FS4KDC61344	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6789	Capital	Replacement	7579	2019 FORD Glaval E450, 7579, 1FD4E4FS2KDC61343	\$142,000	\$120,700		FTA Approved
5339	Siouxland Regional Transit System	6790	Capital	Replacement		2021 FORD Glaval E450, 7582, 1FD4E4FN6MDC36345	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6791	Capital	Replacement		2021 FORD Glaval E450, 7584, 1FD4E4FN1MDC36348	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6792	Capital	Replacement		2021 FORD Glaval E450, 7585, 1FD4E4FNXMDC36350	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6793	Capital	Replacement		2021 FORD Glaval E450, 7586, 1FD4E4FN4MDC36344	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6794	Capital	Replacement		2021 FORD Glaval E450, 7588, 1FD4E4FN5MDC36353	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6795	Capital	Replacement		2021 FORD Glaval E450, 7587, 1FD4E4FN3MDC36352	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6796	Capital	Replacement		2021 FORD Glaval E450, 7589, 1FD4E4FN3MDC36349	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6797	Capital	Replacement		2021 FORD Glaval E450, 7590, 1FD4E4FN9NDC11568	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6798	Capital	Replacement		2021 FORD Glaval E450, 7591, 1FD4E4FN2MDC36343	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6799	Capital	Replacement		2021 FORD Glaval E450, 7592, 1FD4E4FN1MDC37323	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6800	Capital	Replacement		2021 FORD Glaval E450, 7593, 1FD4E4FN1MDC36351	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	6801	Capital	Replacement		2021 FORD Glaval E450, 7594, 1FD4E4FNXMDC36347	\$150,000	\$127,500		FTA Approved
5339	Siouxland Regional Transit System	8998	Capital	Replacement		2021 FORD Glaval E450, 7583, 1FD4E4FN8MDC36346	\$150,000	\$127,500		FTA Approved
5311	Siouxland Regional Transit System	10207	Operations			5311 Nebraska Funds to Iowa DOT	\$2,400,800	\$1,200,400		FTA Approved
5311	Siouxland Regional Transit System	6271	Operations			FTA operating 5310\5311 formula	\$4,986,296	\$2,493,148		FTA Approved
STA	Siouxland Regional Transit System	6272	Operations			STA state operating	\$1,769,948		\$1,769,948	FTA Approved
5311	RPA 4	2132	Planning			FTA Planning	\$151,416	\$116,180		FTA Approved

## TRANSPORTATION NETWORK IMPROVEMENTS

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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 utilizing the regional transportation facilities and services. The *SRTPA Transportation Improvement Program FY 2025-2028* provides for the general health, safety, and well-being of SRTPA's citizens.

FY 2025 Siouxland Regional Transit System capital purchases will total \$1,455,000 with \$1,227,750 of federal participation.

The intent of the *SRTPA Transportation Improvement Program FY 2025-2028* 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

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- November 16, 2023 - TAC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly.
- January 12, 2024 – SIMPCO staff sends out Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) application materials to county engineers, member cities, and other interested parties via the public participation list. Applications are also available on the SIMPCO website (<https://simpc.org/divisions/transportation-planning/transportation-improvement-programs/>)
- February 16, 2024 - STBG and TAP application deadline.
- February 19, 2024 – March 13, 2024 - Project evaluation by SIMPCO staff.
- March 20, 2024 - Project presentations by applicants. Project recommendation to Policy Board by TAC.
- March 28, 2024 – Project selection and approval by Policy Board.
- May 8, 2024 – Draft TIP to Iowa DOT, FTA, and FHWA for review.
- May 8, 2024 – Draft TIP presented to TAC.
- May 23, 2024 – Draft TIP presented to Policy Board.
- May 24, 2024 - Draft TIP available on SIMPCO website and office. Public comment period begins.
- June 5, 2024 – Draft TIP to TAC and Policy Board and to Iowa DOT
- June 11, 2024 – Public Input Meeting.
- June 12, 2024 – Final TIP to TAC for recommendation to Policy Board.
- June 27, 2024 - Final TIP to Policy Board for approval.
- July 15, 2024 – Final TIP sent to Iowa DOT.
- October 2024 – Letters to the Offices of Program Management and Public Transit sent out.

# STBG APPLICATION PROCESS

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## 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](http://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).
  - Public transportation projects.

*\*Project activities included in the shaded box below are **not** subject to the Location of Projects 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.
- Projects to enhance travel and tourism.
- Initiatives to halt the evasion of payment of motor fuel taxes.
- Workforce development, training, and education activities.

**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](http://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/](http://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 with components which have already been funded and/or implemented from other funding sources, especially projects for which proposed surface transportation projects would complete a larger project, concept, or plan**

There may be a number of larger projects that are missing a key or final element. Funding these missing elements with Surface Transportation Block Grant funds would provide additional benefits to funded projects.

**IV. 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.

**V. 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?

**VI. Project Average Annual Daily Traffic and the projected Average Annual Daily Traffic**

**VII. Project Federal Functional Classification**

**VIII. 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](https://iowadot.gov/local_systems/pdfs/Swap-Policy.pdf)

# IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM

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- 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](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

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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 of 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

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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 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/>. Physical copies of the draft can also be made available at the SIMPCO office upon request.
- ◆ 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 the document. The TIP will once again be updated on the website and physical copies of the draft can also be made available at the SIMPCO office upon request.
- ◆ 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 ended. 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 requested from SIMPCO staff.



**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 2025 – 2028 Transportation Improvement Program**

**RPA 4**

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

39551	BRM-1272(630)--8N-18	TIP Approved	<b>Total</b>	<b>\$2,500,000</b>				<b>\$2,500,000</b>
Cherokee	In the city of Cherokee, East Willow St and Union Street over Railroad Creek.	11/19/2024	<b>Federal Aid</b>	\$2,000,000				<b>\$2,000,000</b>
	Bridge Replacement		<b>Regional Swap</b>	\$500,000				<b>\$500,000</b>
49722	BROS-1272(629)--8J-18	TIP Approved	<b>Total</b>	<b>\$802,975</b>				<b>\$802,975</b>
Cherokee	In the city of Cherokee, On EUCLID AVE, Over RAILROAD CREEK, S27 T92 R40	11/19/2024	<b>Federal Aid</b>	\$802,975				<b>\$802,975</b>
	Bridge Replacement		<b>Regional Swap</b>					
36173	BROS-6012(602)--5F-97	TIP Approved	<b>Total</b>	<b>\$1,000,000</b>				<b>\$1,000,000</b>
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	<b>Federal Aid</b>	\$1,000,000				<b>\$1,000,000</b>
	Grade and Pave, Bridge Replacement		<b>Regional Swap</b>					
44823	BROS-C018(94)--8J-18	TIP Approved	<b>Total</b>	<b>\$2,200,000</b>				<b>\$2,200,000</b>
Cherokee County	On 630th Street, over Maple River, S17 T90 R39	12/17/2024	<b>Federal Aid</b>	\$2,200,000				<b>\$2,200,000</b>
	Bridge and Approaches-PPCB		<b>Regional Swap</b>					
38977	BROS-C075(150403)--8J-75	TIP Approved	<b>Total</b>	<b>\$900,000</b>				<b>\$900,000</b>
Plymouth County	On LYNX AVE, Over plymouth creek, S4 T91N R45W		<b>Federal Aid</b>	\$900,000				<b>\$900,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
29291	BROS-C075(161)--5F-75	TIP Approved	<b>Total</b>	<b>\$875,000</b>				<b>\$875,000</b>
Plymouth County	On K 42, Over CARTER CREEK, S2 T90 R46	11/19/2024	<b>Federal Aid</b>	\$875,000				<b>\$875,000</b>
	Bridge and Approaches-PPCB		<b>Regional Swap</b>					
35184	BROS-C075(240260)--8J-75	TIP Approved	<b>Total</b>	<b>\$750,000</b>				<b>\$750,000</b>
Plymouth County	On 160TH ST, Over Tributary to DEEP CREEK, S2 T92 R44		<b>Federal Aid</b>	\$750,000				<b>\$750,000</b>
	Bridge Replacement		<b>Regional Swap</b>					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

29298	BROS-C075(373407)--8J-75	TIP Approved	<b>Total</b>	<b>\$750,000</b>				<b>\$750,000</b>
Plymouth County	On Granite Ave, Over broken kettle creek, S34 T93 R47		<b>Federal Aid</b>	\$750,000				<b>\$750,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
29450	BROS-C097(150)--8J-97	TIP Approved	<b>Total</b>	<b>\$1,200,000</b>				<b>\$1,200,000</b>
Woodbury County	On K 67, Over WOLF CREEK, from 280th Street S 0.7 miles in section 1 T86N R45W	11/19/2024	<b>Federal Aid</b>	\$1,200,000				<b>\$1,200,000</b>
	Bridge Replacement, Grading		<b>Regional Swap</b>					
45203	BRS-C047()--60-47	TIP Approved	<b>Total</b>	<b>\$900,000</b>				<b>\$900,000</b>
Ida County	On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39		<b>Federal Aid</b>	\$720,000				<b>\$720,000</b>
	Bridge and Approaches-CCS		<b>Regional Swap</b>	\$180,000				<b>\$180,000</b>
44999	BRS-C097(151)--60-97	TIP Approved	<b>Total</b>	<b>\$1,000,000</b>				<b>\$1,000,000</b>
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	<b>Federal Aid</b>	\$800,000				<b>\$800,000</b>
	Bridge Replacement		<b>Regional Swap</b>	\$200,000				<b>\$200,000</b>
52248	BROS-C067(94)--5F-67	TIP Approved	<b>Total</b>		<b>\$1,600,000</b>			<b>\$1,600,000</b>
Monona County	On LARPENTEUR MEMORIAL RD, Over LITTLE SIOUX RIVER, S18 T84 R44		<b>Federal Aid</b>		\$1,600,000			<b>\$1,600,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
38973	BROS-C075(270407)--8J-75	TIP Approved	<b>Total</b>		<b>\$750,000</b>			<b>\$750,000</b>
Plymouth County	On FIR AVE, Over broken kettle creek, S4 T92N R47W		<b>Federal Aid</b>		\$750,000			<b>\$750,000</b>
	Bridge Replacement		<b>Regional Swap</b>					
36229	BROS-C075(331080)--8J-75	TIP Approved	<b>Total</b>		<b>\$850,000</b>			<b>\$850,000</b>
Plymouth County	On 110th St, Over deep creek, S3 T93 R43		<b>Federal Aid</b>		\$850,000			<b>\$850,000</b>
	Bridge Replacement		<b>Regional Swap</b>					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

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

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HBP

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

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HSIP

55653	IHSIPX-029())--08-67	TIP Approved	<b>Total</b>	<b>\$810,000</b>				<b>\$810,000</b>
Iowa Department of Transportation	I 29: Harrison County to Woodbury County		<b>Federal Aid</b>	\$729,000				<b>\$729,000</b>
	Pave		<b>Regional</b>					
			<b>Swap</b>					

NHPP

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

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NHPP

52608	NHSX-075)--3H-75	TIP Approved	<b>Total</b>		<b>\$4,174,000</b>		<b>\$11,912,000</b>	<b>\$16,086,000</b>
Iowa Department of Transportation	US 75: S of W Grover St to N of Maple St in Hinton		<b>Federal Aid</b>		\$3,339,200		\$9,529,600	<b>\$12,868,800</b>
	Grade and Pave, Traffic Signals, Right of Way		<b>Regional Swap</b>					
55659	NHSX-020)--3H-97	TIP Approved	<b>Total</b>			<b>\$5,746,000</b>		<b>\$5,746,000</b>
Iowa Department of Transportation	US 20: 0.4 mi E of Franklin Ave to E of Humboldt Ave near Moville		<b>Federal Aid</b>			\$4,596,800		<b>\$4,596,800</b>
	Pave		<b>Regional Swap</b>					
55655	IMX-029)--02-67	TIP Approved	<b>Total</b>				<b>\$25,037,000</b>	<b>\$25,037,000</b>
Iowa Department of Transportation	I 29: N of Co Rd E60 to IA 175 (SB)		<b>Federal Aid</b>				\$22,533,300	<b>\$22,533,300</b>
	Pave		<b>Regional Swap</b>					

PRF

54673	BRFN-175)--39-67	TIP Approved	<b>Total</b>	<b>\$736,000</b>				<b>\$736,000</b>
Iowa Department of Transportation	IA 175: Missouri River E of Decatur, Nebraska		<b>Federal Aid</b>					
	Pave		<b>Regional Swap</b>					
37984	BRFN-175)--39-67	TIP Approved	<b>Total</b>	<b>\$133,000</b>	<b>\$133,000</b>	<b>\$133,000</b>	<b>\$133,000</b>	<b>\$532,000</b>
Iowa Department of Transportation	IA 175: Missouri River E of Decatur Nebraska (State Share)		<b>Federal Aid</b>					
	Bridge Rehabilitation		<b>Regional Swap</b>					
39379	IMN-029)--0E-97	TIP Approved	<b>Total</b>	<b>\$238,000</b>				<b>\$238,000</b>
Iowa Department of Transportation	I 29: IA 141 Interchange		<b>Federal Aid</b>					
	Erosion Control		<b>Regional Swap</b>					
55755	NHSN-003)--2R-75	TIP Approved	<b>Total</b>	<b>\$925,000</b>				<b>\$925,000</b>
Iowa Department of Transportation	IA 3: In Remsen, W of Country Club St to 0.1 mi E of S Lincoln St		<b>Federal Aid</b>					
	Pave		<b>Regional Swap</b>					

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PRF

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

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PRF

55654	IMN-029)--0E-67	TIP Approved	<b>Total</b>			<b>\$5,125,000</b>		<b>\$5,125,000</b>
Iowa Department of Transportation	I 29: Onawa Rest Area 2.6 mi S of IA 175 (NB)		<b>Federal Aid</b>					
	Pave		<b>Regional Swap</b>					

STBG

218	RGPL-PA04(RTP)--ST-00	TIP Approved	<b>Total</b>	<b>\$58,500</b>	<b>\$58,500</b>	<b>\$58,500</b>	<b>\$58,500</b>	<b>\$234,000</b>
RPA 4	SIMPCO - RPA 4: RPA 4 FHWA PLANNING		<b>Federal Aid</b>	\$46,800	\$46,800	\$46,800	\$46,800	<b>\$187,200</b>
	Trans Planning		<b>Regional Swap</b>	\$46,800	\$46,800	\$46,800	\$46,800	<b>\$187,200</b>
55657	STP-141)--2C-67	TIP Approved	<b>Total</b>	<b>\$519,000</b>				<b>\$519,000</b>
Iowa Department of Transportation	IA 141: ECL Ute to Crawford Co Line		<b>Federal Aid</b>	\$415,200				<b>\$415,200</b>
	Pave		<b>Regional Swap</b>					
52611	STP-175)--2C-67	TIP Approved	<b>Total</b>	<b>\$26,000</b>	<b>\$24,935,000</b>	<b>\$200,000</b>		<b>\$25,161,000</b>
Iowa Department of Transportation	IA 175: I-29 Interchange		<b>Federal Aid</b>	\$20,800	\$19,948,000	\$160,000		<b>\$20,128,800</b>
	Grade and Pave, Bridge Replacement, Traffic Signs		<b>Regional Swap</b>					
54756	STP-S-C097(K45)--5E-97	TIP Approved	<b>Total</b>	<b>\$3,000,000</b>				<b>\$3,000,000</b>
Woodbury County	On K 45, from County line NW 7 miles to north of D53 intersection		<b>Federal Aid</b>	\$1,603,000				<b>\$1,603,000</b>
	PCC Pavement Widening/PCC Resurfacing, PCC Overlay - Unbonded		<b>Regional Swap</b>	\$1,603,000				<b>\$1,603,000</b>
48417	BRF-031)--38-18	TIP Approved	<b>Total</b>		<b>\$1,995,000</b>			<b>\$1,995,000</b>
Iowa Department of Transportation	IA 31: Silver Creek 1.0 mi W of US 59		<b>Federal Aid</b>		\$1,596,000			<b>\$1,596,000</b>
	Bridge Replacement, Right of Way		<b>Regional Swap</b>					
52500	BRF-175)--38-67	TIP Approved	<b>Total</b>		<b>\$4,354,000</b>			<b>\$4,354,000</b>
Iowa Department of Transportation	IA 175: Little Sioux River 1.5 mi W of IA 37		<b>Federal Aid</b>		\$3,483,200			<b>\$3,483,200</b>
	Bridge New, Right of Way		<b>Regional Swap</b>					



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STBG

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

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47095	STP-S-C075(137)--5E-75	TIP Approved	<b>Total</b>			<b>\$3,000,000</b>		<b>\$3,000,000</b>
Plymouth County	On K 22, from Hwy 3 N 7.0 miles to County Line		<b>Federal Aid</b>			\$1,820,000		<b>\$1,820,000</b>
	HMA Resurfacing/Cold-in-Place Recycling		<b>Regional Swap</b>			\$1,820,000		<b>\$1,820,000</b>
55758	BRF-003()--38-75	TIP Approved	<b>Total</b>				<b>\$940,000</b>	<b>\$940,000</b>
Iowa Department of Transportation	IA 3: Floyd River 1.0 mi E of US 75 in Le Mars		<b>Federal Aid</b>				\$752,000	<b>\$752,000</b>
	Pave		<b>Regional Swap</b>					
55753	BRF-141()--38-67	TIP Approved	<b>Total</b>				<b>\$4,380,000</b>	<b>\$4,380,000</b>
Iowa Department of Transportation	IA 141: Maple River 0.1 mi E of W Jct IA 175 in Mapleton		<b>Federal Aid</b>				\$3,504,000	<b>\$3,504,000</b>
	Pave		<b>Regional Swap</b>					
35161	STP-S-C097(D25)--5E-97	TIP Approved	<b>Total</b>				<b>\$3,000,000</b>	<b>\$3,000,000</b>
Woodbury County	On D 25, from K64 Intersection to Hwy 141 intersection		<b>Federal Aid</b>				\$1,611,357	<b>\$1,611,357</b>
	Pavement Rehab, Culvert Replacement, Granular Shoulders		<b>Regional Swap</b>				\$1,611,357	<b>\$1,611,357</b>

SWAP-STBG

47176	STBG-SWAP-1272()--SG-18	TIP Approved	<b>Total</b>	<b>\$410,000</b>				<b>\$410,000</b>
Cherokee	In the city of Cherokee, W Main Street from N. 11th Street to N. 6th Street resurfacing		<b>Federal Aid</b>					
	Pavement Rehab		<b>Regional Swap</b>	\$328,000				<b>\$328,000</b>
				\$328,000				<b>\$328,000</b>
47178	STBG-SWAP-4257()--SG-75	TIP Approved	<b>Total</b>	<b>\$540,750</b>				<b>\$540,750</b>
Le Mars	In the city of Le Mars, 12th Street SE from 2nd Avenue SE to 4th Avenue SE (K49)		<b>Federal Aid</b>					
	PCC Pavement - Replace		<b>Regional Swap</b>	\$432,600				<b>\$432,600</b>
				\$432,600				<b>\$432,600</b>
51135	STBG-SWAP-1272()--SG-18	TIP Approved	<b>Total</b>		<b>\$630,000</b>			<b>\$630,000</b>
Cherokee	In the city of Cherokee, On W Bluff Street, from N 9th Street to the CN Railroad		<b>Federal Aid</b>					
	Pavement Rehab		<b>Regional Swap</b>		\$504,000			<b>\$504,000</b>
					\$504,000			<b>\$504,000</b>

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SWAP-STBG

53212	STBG-SWAP-1272()--SG-18	TIP Approved	<b>Total</b>			<b>\$1,092,000</b>		<b>\$1,092,000</b>
Cherokee	In the city of Cherokee, On N 11TH ST from north of St. Andrews Dr to 1549 520th street		<b>Federal Aid</b>					
			<b>Regional</b>			\$873,600		<b>\$873,600</b>
			<b>Swap</b>			\$873,600		<b>\$873,600</b>
55506	STBG-SWAP-4257()--SG-75	TIP Approved	<b>Total</b>				<b>\$1,210,020</b>	<b>\$1,210,020</b>
Le Mars	In the city of Le Mars, On 7TH AVE SE from 12th St to 18th St. Remove and replace with 8" PCC.		<b>Federal Aid</b>					
	PCC Pavement - Replace		<b>Regional</b>				\$726,000	<b>\$726,000</b>
			<b>Swap</b>				\$726,000	<b>\$726,000</b>

TAP

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

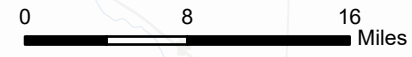
Roads/Trails

- 2025 (Green line)
- 2026 (Orange line)
- 2027 (Purple line)
- 2028 (Brown line)

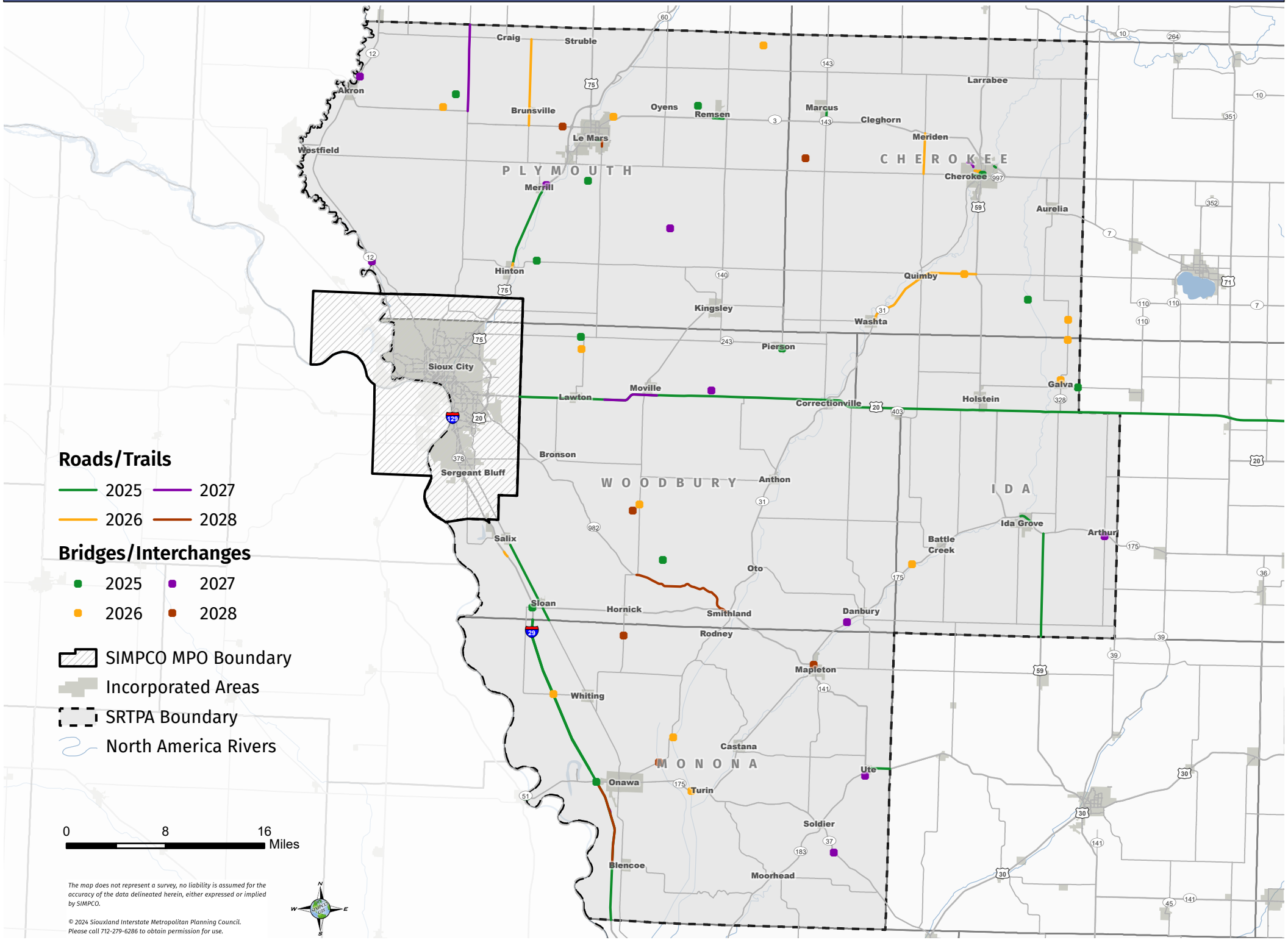
Bridges/Interchanges

- 2025 (Green dot)
- 2026 (Orange dot)
- 2027 (Purple dot)
- 2028 (Brown dot)

- SIMPCO MPO Boundary (Hatched box)
- Incorporated Areas (Grey box)
- SRTPA Boundary (Dashed line)
- North America Rivers (Blue wavy line)



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# TRANSIT ELEMENT 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, 1FD4E4FS4FDA08417 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, 1FD4E4FS1GDC41141 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, 1FD4E4FS1GDC43388 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, 1FD4E4FS3GDC43389 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, 1FD4E4FSXGDC43390 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, 1FD4E4FS5HDC07401  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, 1FD4E4FS7HDC07402  VSS  Unit # 7561	Total				\$162,000	\$162,000
				FA				\$137,700	\$137,700
				DOT					

## FINANCING THE PROGRAM

**TABLE 3: SURFACE TRANSPORTATION BLOCK GRANT FUND BALANCE**

Project #	TPMS #	Sponsor	Project	2025	2026	2027	2028
RGPL-PA04(RTP)--ST-00	218	SIMPCO	SIMPCO	46,800	46,800	46,800	46,800
STBG-SWAP-1272(--SG-18	47176	Cherokee	W Main St	328,000			
STBG-SWAP-4257(--SG-75	47178	Le Mars	12th St S	432,600			
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			873,600	
STP-S-C075(137)--5E-75	47095	Plymouth CRD	K-22 HMA Paving			1,820,000	
STP-S-C097(K45)--5E-97	54756	Woodbury CRD	Old Hwy 75/K45 PCC Overlay	1,603,000			
STBG-SWAP-4257(--SG-75	55506	Le Mars	7th Avenue SE				726,000
STP-S-C097(D25)--5E-97	35161	Woodbury CRD	Old Hwy 141 HMA Resurfacing				1,611,357
<b>Total Programmed</b>				<b>2,410,400</b>	<b>3,571,900</b>	<b>2,740,400</b>	<b>2,384,157</b>
<b>STBG Carryover from Previous Year</b>				<b>1,931,947</b>	<b>1,761,457</b>	<b>472,557</b>	<b>58,157</b>
<b>STBG Target</b>				<b>2,239,910</b>	<b>2,283,000</b>	<b>2,326,000</b>	<b>2,326,000</b>
<b>Balance</b>				<b>1,761,457</b>	<b>472,557</b>	<b>58,157</b>	<b>0</b>

**TABLE 4: IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM BALANCE**

Project #	TPMS #	Sponsor	Project	2025	2026	2027	2028
TAP-U-4257(--8I-75	51137	Le Mars	Le Mars Pedestrian Bridge Replacement Project		602,400		
<b>Total Programmed</b>				<b>0</b>	<b>602,400</b>	<b>0</b>	<b>0</b>
<b>TAP Carryover from Previous Year</b>				<b>163,674</b>	<b>371,873</b>	<b>-15,527</b>	<b>206,473</b>
<b>TAP Target</b>				<b>208,199</b>	<b>215,000</b>	<b>222,000</b>	<b>222,000</b>
<b>Balance</b>				<b>371,873</b>	<b>-15,527</b>	<b>206,473</b>	<b>428,473</b>

**TABLE 5: SUMMARY OF FUNDING BY PROGRAM (\$ x 1,000)**

Program	FY 25						FY 26						FY 27						FY 28						Grand Total
	Total	FM	FA	SWAP	Loc	Spe	Total	FM	FA	SWAP	Loc	Spe	Total	FM	FA	SWAP	Loc	Spe	Total	FM	FA	SWAP	Loc	Spe	
HBP	13075	0	11995	1080	0	0	8800	0	7840	960	0	0	3550	0	3350	200	0	0	4675	0	4220	455	0	0	30100
HSIP	729	0	729	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	729
NHPP	31912	0	31912	0	0	0	4174	0	3339	0	0	0	5746	0	4597	0	0	0	25037	0	22533	0	0	0	66869
PRF	5772	0	0	0	0	0	9527	0	0	0	0	0	5125	0	0	0	0	0	0	0	0	0	0	0	20424
STBG	3670	1397	2226	0	47	0	13849	4479	8100	0	0	0	10196	1180	7577	0	0	0	9950	1389	7171	0	0	0	37665
SWAP-STBG	951	0	0	761	190	0	630	0	0	504	126	0	1092	0	0	874	218	0	1210	0	0	726	484	0	3883
TAP	0	0	0	0	0	0	753	0	602	0	151	0	0	0	0	0	0	0	0	0	0	0	0	0	753



**TABLE 6: 2023 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	\$35,482.00	\$257,778.00	\$1,273.00	\$9,248.42
ANTHON	0.76	5.94	6.7	\$8,495.00	\$54,796.00	\$969.52	\$6,253.76
ARTHUR	0	2.08	2.08	\$1,172.00	\$14,195.00	\$0.00	\$0.00
AURELIA	0.65	7.83	8.48	\$119,232.00	\$98,996.00	\$9,086.22	\$7,544.11
BATTLE CREEK	0.33	6.19	6.52	\$36,124.00	\$55,288.00	\$1,812.30	\$2,773.73
BLENCOE	0	2.88	2.88	\$22.00	\$16,488.00	\$0.00	\$0.00
BRONSON	0	2.62	2.62	\$6,436.00	\$21,926.00	\$0.00	\$0.00
BRUNSVILLE	0	1.67	1.67	\$0.00	\$18,389.00	\$0.00	\$0.00
CASTANA	0	4.45	4.45	\$1,560.00	\$33,610.00	\$0.00	\$0.00
CHEROKEE	10.57	29.74	40.3	\$196,809.00	\$847,499.00	\$51,606.02	\$222,225.87
CLEGHORN	0.58	1.87	2.45	\$53,852.00	\$9,127.00	\$12,738.24	\$2,158.92
CORRECTIONVILLE	0.79	7.99	8.77	\$191,146.00	\$200,680.00	\$17,129.26	\$17,983.64
CRAIG	0	1.06	1.06	\$0.00	\$680.00	\$0.00	\$0.00
CUSHING	0	2.04	2.04	\$11,185.00	\$32,622.00	\$0.00	\$0.00
DANBURY	0	3.03	3.03	\$1,980.00	\$38,849.00	\$0.00	\$0.00
GALVA	0	3.98	3.98	\$45,234.00	\$34,840.00	\$0.00	\$0.00
HINTON	0.5	4.77	5.26	\$171,734.00	\$143,755.00	\$16,145.93	\$13,515.43
HOLSTEIN	0	11.42	11.42	\$43,481.00	\$122,662.00	\$0.00	\$0.00
HORNICK	0	2.56	2.56	\$525.00	\$10,443.00	\$0.00	\$0.00
IDA GROVE	1.6	18.1	19.69	\$419,050.00	\$281,983.00	\$33,940.22	\$22,838.72
KINGSLEY	0.73	9.1	9.83	\$141.00	\$176,151.00	\$10.46	\$13,062.16
LARRABEE	0	1.53	1.53	\$199.00	\$13,217.00	\$0.00	\$0.00
LAWTON	0.58	4.72	5.3	\$16,202.00	\$100,566.00	\$1,780.88	\$11,053.92
LE MARS	17.26	54.17	71.43	\$1,708,871.00	\$1,112,288.00	\$412,892.82	\$268,748.04
MAPLETON	0.53	10.49	11.02	\$121,306.00	\$234,561.00	\$5,802.69	\$11,220.26

**TABLE 6 CONTINUED**

<b>City Name</b>	<b>On System Mileage</b>	<b>Off System Mileage</b>	<b>Total Mileage</b>	<b>Total Maintenance</b>	<b>Total Operations</b>	<b>On System Maintenance</b>	<b>On System Operations</b>
MARCUS	0	12.19	12.19	\$66,811.00	\$152,477.00	\$0.00	\$0.00
MERIDEN	0	2.49	2.49	\$2,316.00	\$8,604.00	\$0.00	\$0.00
MERRILL	1	5.34	6.34	\$37,000.00	\$91,554.00	\$5,861.44	\$14,503.75
MOORHEAD	0.19	3.12	3.31	\$13,608.00	\$13,911.00	\$792.98	\$810.63
MOVILLE	0	11.64	11.64	\$500,837.00	\$479,194.00	\$0.00	\$0.00
ONAWA	3.15	28.47	31.62	\$71,833.00	\$407,783.00	\$7,156.04	\$40,623.55
OTO	0	2.67	2.67	\$10,256.00	\$23,813.00	\$0.00	\$0.00
OYENS	0	1.13	1.13	\$2,355.00	\$4,305.00	\$0.00	\$0.00
PIERSON	0	4.47	4.47	\$74,664.00	\$124,157.00	\$0.00	\$0.00
QUIMBY	0	2.72	2.72	\$5,817.00	\$23,342.00	\$0.00	\$0.00
REMSEN	1.06	10.51	11.57	\$38,044.00	\$574,093.00	\$3,488.13	\$52,636.77
RODNEY	0	0.83	0.83	\$0.00	\$1,517.00	\$0.00	\$0.00
SALIX	0	4.2	4.2	\$27,296.00	\$46,021.00	\$0.00	\$0.00
SLOAN	0.65	7.54	8.2	\$18,354.00	\$113,314.00	\$1,464.38	\$9,040.79
SMITHLAND	0	2.65	2.65	\$0.00	\$16,924.00	\$0.00	\$0.00
SOLDIER	0	2.35	2.35	\$21,529.00	\$18,320.00	\$0.00	\$0.00
STRUBLE	0	1.06	1.06	\$1,869.00	\$7,196.00	\$0.00	\$0.00
TURIN	0	0.83	0.83	\$550.00	\$0.00	\$0.00	\$0.00
UTE	0	5.53	5.53	\$57,586.00	\$67,180.00	\$0.00	\$0.00
WASHTA	0	2.76	2.76	\$1,766.00	\$16,508.00	\$0.00	\$0.00
WESTFIELD	0	1.97	1.97	\$11,212.00	\$12,499.00	\$0.00	\$0.00
WHITING	2.19	7.37	9.56	\$0.00	\$53,096.00	\$0.00	\$12,168.30
<b>TOTAL</b>				<b>\$4,153,941.00</b>	<b>\$6,187,197.00</b>	<b>\$583,950.53</b>	<b>\$738,410.75</b>

**TABLE 7: 2023 COUNTY FEDERAL AID SYSTEM MAINTENANCE AND OPERATIONS COST**

	Secondary Road Mileage			Total Costs			Federal Aid System Costs		
	Fed. Aid System	Non Fed. Aid System	Total	Operations	Maintenance	Total	Operations	Maintenance	Total
<b>Cherokee</b>	308.438	688.801	997.239	2,382,565	3,687,528	6,070,093	736,908	1,140,523	1,877,431
<b>Ida</b>	225.720	490.408	716.128	1,584,872	2,324,112	3,908,983	499,544	732,548	1,232,092
<b>Monona</b>	350.419	699.799	1050.218	2,114,123	4,381,789	6,495,912	705,405	1,462,041	2,167,446
<b>Plymouth</b>	366.790	1047.168	1413.958	2,677,303	6,438,157	9,115,459	694,510	1,670,100	2,364,610
<b>Woodbury</b>	394.922	938.526	1333.448	4,188,981	6,737,676	10,926,657	1,240,634	1,995,471	3,236,105
<b>Subtotal RPA 4</b>	<b>1646.289</b>	<b>3864.702</b>	<b>5510.991</b>	<b>12,947,844</b>	<b>23,569,261</b>	<b>36,517,105</b>	<b>3,877,001</b>	<b>7,000,683</b>	<b>10,877,684</b>

**TABLE 8: FINANCIAL CONSTRAINT SUMMARY**

RPA 4 Forecasted Operations and Maintenance Expenditures on Federal-aid System				
	2025	2026	2027	2028
<b>County Operations</b>	4,193,364	4,361,099	4,535,542	4,716,964
<b>County Maintenance</b>	7,571,939	7,874,817	8,189,809	8,517,402
<b>City Operations</b>	798,665	830,612	863,836	898,390
<b>City Maintenance</b>	631,601	656,865	683,140	710,465
<b>Total Operations and Maintenance</b>	<b>13,195,569</b>	<b>13,723,392</b>	<b>14,272,328</b>	<b>14,843,221</b>
RPA 4 Forecasted Non Federal-aid Revenues				
	2025	2026	2027	2028
<b>Farm to Market</b>	7,836,370	8,149,825	8,475,817	8,814,850
<b>Secondary Road Fund</b>	43,177,370	44,904,465	46,700,643	48,568,669
<b>City Street Fund</b>	15,103,895	15,708,051	16,336,373	16,989,828
<b>Total Non Federal-aid Revenues</b>	<b>66,117,634</b>	<b>68,762,340</b>	<b>71,512,833</b>	<b>74,373,347</b>

**TABLE 9: FARM TO MARKET RECEIPTS STATE FISCAL YEAR 2023**

State Fiscal Year 2023 Actual Farm to Market Receipts						
County No.	County	Q1	Q2	Q3	Q4	Total
18	CHEROKEE	349,390	392,826	266,953	220,659	1,229,827
47	IDA	233,418	262,437	178,344	147,417	821,616
67	MONONA	377,550	424,487	288,469	238,444	1,328,950
75	PLYMOUTH	552,882	621,616	422,431	349,176	1,946,105
97	WOODBURY	545,087	612,852	416,475	344,253	1,918,666
Subtotal SRTPA		2,058,327	2,314,217	1,572,672	1,299,948	7,245,164

**TABLE 10: FY 2023 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	\$1,683,200	\$316,800	\$3,879,164	\$16,253	\$445,784	\$0	\$0	\$814,781	\$0	\$0	\$7,155,983
IDA	\$1,235,814	\$0	\$2,650,602	\$19,793	\$305,875	\$0	\$0	\$321,821	\$0	\$3,069	\$4,536,974
MONONA	\$1,616,496	\$461,358	\$3,969,843	\$18,840	\$456,234	\$1,211,331	\$0	\$0	\$0	\$2,688	\$7,736,790
PLYMOUTH	\$3,395,000	\$1,000,000	\$4,312,178	\$8,221	\$745,674	\$0	\$0	\$669,606	\$0	\$0	\$10,130,680
WOODBURY	\$1,611,000	\$2,724,266	\$6,111,449	\$59,486	\$708,824	\$0	\$0	\$267,642	\$0	\$0	\$11,482,667
Subtotal RPA 4	\$9,541,510	\$4,502,424	\$20,923,236	\$122,594	\$2,662,392	\$1,211,331	\$0	\$2,073,850	\$0	\$5,757	\$41,043,094

**TABLE 11: CITY STREET FINANCE REPORT REVENUES 2023**

City Name	General Fund (001)	Road Use (110)	Other (LOST, Benefits, TIF Etc)	Service Debt (200)	Capital Projects (300)	Utilities (600 & Up)	Total
Akron	\$166,843	\$339,398	\$0	\$0	\$269,573	\$0	<b>\$775,814</b>
Anthon	\$0	\$74,998	\$0	\$0	\$0	\$0	<b>\$74,998</b>
Arthur	\$0	\$26,588	\$0	\$0	\$0	\$0	<b>\$26,588</b>
Aurelia	\$44,614	\$138,865	\$0	\$0	\$0	\$0	<b>\$183,479</b>
Battle Creek	\$0	\$96,328	\$0	\$0	\$0	\$0	<b>\$96,328</b>
Blencoe	\$4,474	\$25,979	\$2,517	\$0	\$0	\$0	<b>\$32,970</b>
Bronson	\$0	\$33,622	\$0	\$0	\$0	\$0	<b>\$33,622</b>
Brunsville	\$0	\$20,205	\$0	\$0	\$0	\$0	<b>\$20,205</b>
Castana	\$0	\$12,537	\$0	\$0	\$0	\$0	<b>\$12,537</b>
Cherokee	\$14,292	\$715,441	\$965,611	\$511,967	\$0	\$0	<b>\$2,207,311</b>
Cleghorn	\$0	\$32,101	\$613	\$0	\$0	\$0	<b>\$32,714</b>
Correctionville	\$1,062	\$105,410	\$27,175	\$0	\$1,100,000	\$0	<b>\$1,233,647</b>
Craig	\$0	\$7,868	\$0	\$0	\$0	\$0	<b>\$7,868</b>
Cushing	\$1,837	\$22,461	\$0	\$0	\$0	\$0	<b>\$24,298</b>
Danbury	\$20,055	\$31,943	\$24,025	\$5,072	\$0	\$0	<b>\$81,095</b>
Galva	\$7,773	\$44,029	\$1,657	\$0	\$0	\$0	<b>\$53,459</b>
Hinton	\$0	\$128,667	\$13,267	\$503,426	\$0	\$0	<b>\$645,360</b>
Holstein	\$191	\$206,555	\$15,208	\$135,909	\$0	\$0	<b>\$357,863</b>
Hornick	\$0	\$34,932	\$0	\$0	\$0	\$0	<b>\$34,932</b>
Ida Grove	\$140,727	\$282,241	\$122,525	\$109,256	\$197,889	\$0	<b>\$852,638</b>
Kingsley	\$13,436	\$192,105	\$13,386	\$0	\$0	\$0	<b>\$218,927</b>
Larrabee	\$0	\$16,487	\$0	\$0	\$0	\$0	<b>\$16,487</b>
Lawton	\$72,284	\$129,767	\$0	\$0	\$0	\$0	<b>\$202,051</b>
Le Mars	\$1,043,440	\$1,454,689	\$0	\$0	\$0	\$0	<b>\$2,498,129</b>
Mapleton	\$53,212	\$160,317	\$0	\$49,220	\$0	\$0	<b>\$262,749</b>

**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	\$32,701	\$148,483	\$0	\$51,100	\$0	\$0	\$232,284
Meriden	\$0	\$21,997	\$0	\$0	\$0	\$0	\$21,997
Merrill	\$8,572	\$133,861	\$37,905	\$0	\$0	\$0	\$180,338
Moorhead	\$19,706	\$25,264	\$0	\$0	\$0	\$0	\$44,970
Moville	\$734,909	\$232,150	\$0	\$25,297	\$0	\$0	\$992,356
Onawa	\$30,325	\$402,804	\$106,749	\$0	\$0	\$0	\$539,878
Oto	\$0	\$9,304	\$0	\$0	\$0	\$0	\$9,304
Oyens	\$0	\$10,260	\$0	\$0	\$0	\$0	\$10,260
Pierson	\$203,580	\$37,442	\$9,078	\$210,105	\$0	\$0	\$460,205
Quimby	\$16,019	\$28,613	\$2,301	\$7,832	\$0	\$0	\$54,765
Remsen	\$101,354	\$230,912	\$397,660	\$49,722	\$0	\$0	\$779,648
Rodney	\$4,017	\$3,062	\$0	\$0	\$0	\$0	\$7,079
Salix	\$38,575	\$32,711	\$0	\$5,031	\$0	\$0	\$76,317
Sloan	\$35,681	\$143,391	\$0	\$0	\$0	\$0	\$179,072
Smithland	\$0	\$21,254	\$0	\$9,026	\$0	\$0	\$30,280
Soldier	\$10,442	\$25,320	\$1,394	\$0	\$0	\$0	\$37,156
Struble	\$3,954	\$6,402	\$0	\$0	\$0	\$0	\$10,356
Turin	\$0	\$7,320	\$0	\$0	\$0	\$0	\$7,320
Ute	\$35,071	\$39,301	\$63,357	\$0	\$0	\$0	\$137,729
Washta	\$0	\$30,409	\$0	\$0	\$0	\$0	\$30,409
Westfield	\$13,474	\$16,926	\$0	\$0	\$0	\$0	\$30,400
Whiting	\$3,555	\$102,653	\$0	\$0	\$0	\$0	\$106,208
<b>Total</b>	<b>\$2,876,175</b>	<b>\$6,043,372</b>	<b>\$1,804,428</b>	<b>\$1,672,963</b>	<b>\$1,567,462</b>	<b>\$0</b>	<b>\$13,964,400</b>

## AMENDMENTS AND REVISIONS

The *SRTPA Transportation Improvement Program FY 2025-2028* 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".

### **A M E N D M E N T**

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.

### **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**

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:

	<b>Administrative Modification</b>	<b>Amendment</b>
<b>Project Cost</b>	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
<b>Schedule Changes</b>	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
<b>Funding Sources</b>	Changing amounts of existing funding sources	Adding other federal funding sources to a project
<b>Scope Changes</b>	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

**S RTPA RESOLUTION 2025-1**  
APPROVAL OF THE FY 2025 – 2028 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 CFR 450.200 – 450.210.

**NOW, THEREFORE, BE IT RESOLVED** by the Siouxland Regional Transportation Planning Association that the Policy Board approve the *Federal Fiscal Year 2025 – 2028 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 S RTPA Policy Board and signed this 27<sup>th</sup> day of June 2024.



Gary Horton  
S RTPA Policy Board Chairperson

ATTEST:



Michelle M. Bostinelos  
SIMPCO, Executive Director

**S RTPA RESOLUTION 2025-2**  
CERTIFICATE OF COMPLIANCE  
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

This is to certify that the *S RTPA Transportation Improvement Program FY 2025-2028* 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 S RTPA Policy Board and signed this 27<sup>th</sup> day of June 2024.



Gary Horton  
S RTPA Policy Board Chairperson

ATTEST:



Michelle M. Bostinelos  
SIMPCO, Executive Director