

FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM OF THE

SIouxLAND REGIONAL TRANSPORTATION PLANNING ASSOCIATION

DRAFT MAY 2026

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| | | | |
|----------------------|---------------------------|----------------|--------------------------|
| Michelle Bostinelos, | Executive Director | Sharon Burton, | Executive Assistant |
| Josh Bush, | Finance Director | Emily Guthrie, | Executive Assistant |
| Brian Pearson, | Transit/Facility Director | Tonia Abell, | Administrative Assistant |
| Corinne Erickson, | Regional Planning Manager | | |
| Dawn Kimmel, | Regional Planner II | | |
| Ryan Brauer, | Regional Planner I | | |
| Nathan Kistner, | Regional Planner I | | |
| Bess Seaman, | <i>Regional Planner I</i> | | |

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INTRODUCTION

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

It is the purpose of the SRTPA Transportation Improvement Program FY 2027-2030 to provide all citizens of SRTPA, the FHWA, FTA and Iowa DOT with the SRTPA multimodal and intermodal transportation improvements for the fiscal years 2027 through 2030.

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

The information contained in the following pages will provide a better understanding of SRTPA’s transportation network improvements and a vision of the transportation network in the year 2030. The “Vision” was developed utilizing current transportation network characteristics, current and projected, physical, environmental, and economic characteristics, as well as local and county citizen participation, and local official involvement. Several local and regional meetings and a public hearing were held throughout the development of the SRTPA Transportation Improvement Program FY 2027-2030 in order to encourage and receive a diversity of information and participation.

PLANNING FACTORS

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

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

STATUS OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2026 PROJECTS

Table 1: Federal Highway Administration Element

| TPMS ID | TYPE | SPONSOR | Program | PROJECT NUMBER | LOCATION | TYPE WORK | FM \$ | Grant \$ | FA \$ | SWAP\$ | LOCAL \$ | TOTAL \$ | STATUS |
|---------|--------|-----------------|-----------|---------------------------|-----------------------------------------------------------------------------------------|---------------------------|---------|----------|-----------|---------|----------|-----------|----------------------------------------|
| 47176 | City | Cherokee | SWAP-STBG | STBG-SWAP-1272(633)-SG-18 | In the city of Cherokee, W Main Street from N. 11th Street to N. 6th Street resurfacing | Street Resurfacing | | | | 328,000 | 82,000 | 410,000 | Construction to be over summer of 2026 |
| 51135 | City | Cherokee | SWAP-STBG | STBG-SWAP-1272(634)-SG-18 | In the city of Cherokee, On W Bluff Street, from N 9th Street to the CN Railroad | Street Resurfacing | | | | 504,000 | 126,000 | 630,000 | Construction to be over summer of 2026 |
| 58013 | City | Cherokee | HBP | BROS-1272()-8J-18 | In the city of Cherokee, On E MAPLE ST, Over RAILROAD CREEK, S34 T92N R40W | Bridges | | | 500,000 | | | 500,000 | Design is underway construction 2027 |
| 44822 | County | Cherokee County | HBP | BRS-C018(96)--60-18 | Diamond 018 Structure Replacement, On M25, over Little Maple River, S25 T90 R39 | Bridge Replacement | | | 960,000 | 240,000 | | 1,200,000 | |
| 51111 | County | Cherokee County | FM-STBG | STP-S-C018(98)--5E-18 | On L51, from C38 to State Highway 3 | Pavement - Replace | 900,000 | | 1,600,000 | | | 2,500,000 | |
| 45203 | County | Ida County | HBP | BRS-C047(64)--60-47 | On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39 | Bridge and Approaches-CCS | | | 720,000 | | | 900,000 | August 2026 Letting |
| 58014 | City | Ida Grove | HBP | BROS-3650(607)-8J-47 | In the city of Ida Grove, On BADGER CREEK DR, Over BADGER CREEK, S23 T87N R40W | Bridges | | | 1,500,000 | | | 1,500,000 | Construction to be over summer of 2026 |
| 37982 | State | Iowa DOT | PRF | BRFN-175()-39-67 | IA 175: Missouri River E of Decatur Nebraska (State Share) | Bridge Cleaning | | | | | | 22,000 | Nebraska Led - Unknown |
| 37984 | State | Iowa DOT | PRF | BRFN-175()-39-67 | IA 175: Missouri River E of Decatur Nebraska (State Share) | Bridge Rehabilitation | | | | | | 133,000 | Nebraska Led - Unknown |

Table 1 Continued

| TPMS ID | TYPE | SPONSOR | Program | PROJECT NUMBER | LOCATION | TYPE WORK | FM | Grant | FA \$ | SWAP | LOCAL | TOTAL | STATUS |
|---------|-------|----------|----------|-------------------|-------------------------------------------------------------------|---------------------------------------------|----|-----------|------------|------|-----------|------------|------------------------|
| 38246 | State | Iowa DOT | NHPP | NHNS-075()-2R-75 | US 75: N of Maple St in Hinton to S of 2nd St in Merrill | Grade,Pave,Culvert Repair, Erosion Control | | | 25,934,573 | | | 32,060,216 | Under Construction |
| 48417 | State | Iowa DOT | PRF-STBG | BRF-031()-38-18 | IA 31: Silver Creek 1.0 mi W of US 59 | Bridge Replacement | | | 1,592,000 | | 403,000 | 1,995,000 | Under Construction |
| 48448 | State | Iowa DOT | PRF | IMN-029()-0E-67 | I 29: Co Rd E24 Interchange | Bridge Deck Overlay | | | | | 1,084,000 | | Let 01/21/2026 |
| 52500 | State | Iowa DOT | PRF-STBG | BRF-175()-38-67 | IA 175: Little Sioux River 1.5 mi W of IA 37 | Bridge New/Right of Way | | | | | 11,000 | 5,585,000 | Letting 12/15/2026 |
| 52608 | State | Iowa DOT | PRF | NHSX-075()-3H-75 | US 75: S of W Grover St to N of Maple St in Hinton | Grade and Pave/Replacement/Right of Way | | | | | 4,174,000 | 4,174,000 | Bid Letting: 7/18/2028 |
| 52611 | State | Iowa DOT | NHPP | STP-175()-2C-67 | IA 175: I-29 Interchange | Grade,Pave,Bridge Replacement,Traffic Signs | | | 20,128,800 | | | 26,000 | Under Construction |
| 52629 | State | Iowa DOT | PRF | IMN-029()-0E-97 | I 29: SB Weigh Station 0.6 mi N of Co Rd K35 | Pave | | | 6,241,000 | | | 6,241,000 | Letting 5/19/2026 |
| 52682 | State | Iowa DOT | PRF | BRFN-175()-39-47 | IA 175: Morehead Creek 2.6 mi W of W Jct Co Rd L51 | Bridge Deck Overlay | | | 431,000 | | | 431,000 | Let 11/18/2025 |
| 55656 | State | Iowa DOT | NHPP | IMX-029()-02-67 | I 29: Onawa Rest Area 2.6 mi S of IA 175 (NB) | Pave | | | 6,831,000 | | | 205,000 | Let 11/17/2026 |
| 55659 | State | Iowa DOT | NHPP-PRF | NHSX-020()-3H-97 | US 20: 0.4 mi E of Franklin Ave to E of Humboldt Ave near Moville | Grade and Pave | | | 16,368,800 | | 4,092,200 | 20,461,000 | Under Construction |
| 57857 | State | Iowa DOT | PRF | NHNS-075()-2R-75 | US 75: 0.4 mi N of IA 60 to 0.5 mi S of IA 10 | Pavement Rehab | | | | | 1,338,000 | 1,338,000 | Let 9/16/2025 |
| 57858 | State | Iowa DOT | HSIP-PRF | HSIPX-003()-3L-18 | IA 3: IA 143 Intersection in Marcus | Grade and Pave/Lighting/Traffic Signs | | | 4,050,000 | | 500,000 | 4,550,000 | Under Construction |
| 57861 | State | Iowa DOT | PRF | STPN-037()-2J-67 | IA 37: IA 175 to IA 183 in Soldier | Pavement Rehab | | | | | 1,146,000 | 1,146,000 | Under Construction |
| 58048 | State | Iowa DOT | | DGA-000T()-XT-67 | IA 175: On IA 175 E, Over MISSOURI RIVER | Bridge Replacement | | 3,416,000 | | | | 3,416,000 | Nebraska Led |

Table 1 Continued

| TPMS ID | TYPE | SPONSOR | Program | PROJECT NUMBER | LOCATION | TYPE WORK | FM | Grant | FA | SWAP | LOCAL | TOTAL | STATUS |
|---------|--------|-----------------|---------|-----------------------|--------------------------------------------------------------------------------------|-----------------------|----|-------|-----------|---------|---------|-----------|----------------------------|
| 51137 | City | Le Mars | TAP | TAP-U-4257(638)-8I-75 | In the city of Le Mars, Replace wooden pedestrian bridge over Willow Creek | Ped/Bike Structures | | | 602,400 | | 150,600 | 753,000 | DOT review |
| 52248 | County | Monona County | HBP | BROS-C067(94)--5F-67 | On LARPEUR MEMORIAL RD, Over LITTLE SIOUX RIVER, S18 T84 R44 | Bridge Replacement | | | 1,600,000 | | | 1,600,000 | |
| 29298 | County | Plymouth County | STBG | BROS-C075(172)-8J-75 | On Granite Ave, Over broken kettle creek, S34 T93 R47 | Bridge Replacement | | | 750,000 | | | 750,000 | Let January 21, 2026 |
| 38977 | County | Plymouth County | HBP | BROS-C075(171)-8J-75 | On LYNX AVE, Over plymouth creek, S4 T91N R45W | Bridge Replacement | | | 900,000 | | | 900,000 | Let March 17, 2026 |
| 47089 | County | Plymouth County | HBP | STP-S-C075(173)-5E-75 | On M25, over Little Maple River, S25 T90 R39 | Structure Replacement | | | 960,000 | 240,000 | | 1,200,000 | to be let Sept 15, 2026 |
| 32653 | County | Woodbury County | HBP | BROS-C097(177)-8J-97 | On 120TH ST, Over MUDDY CREEK, from Eastland Ave east 0.8 Miles on NLINE S17 T89 R45 | Bridge Replacement | | | 800,000 | | | 800,000 | On Schedule under contract |

Table 2: Federal Transit Administration Element FY 2026 Projects

| FUND | SPONSOR | TRANSIT # | EXPENSE | PROJ. TYPE | OBJ. TYPE | UNIT # | DESCRIPTION | FY25_TTL | FY25_FA | FY25_SA | APPROVAL STATUS |
|------|-----------------------------------|-----------|------------|-------------|-----------|--------|---------------------------------------------------------|------------|------------|------------|-----------------|
| 5311 | Siouxland Regional Transit System | 10207 | Operations | | Other | | 5311 Nebraska Funds to Iowa DOT | \$ 660,220 | \$ 330,110 | | FTA Approved |
| 5339 | Siouxland Regional Transit System | 10987 | Capital | Replacement | Vehicle | 7550A | 2015 FORD WINNEBAGO #7550A, 1FD4E4FS4F4DA08417 | \$ 156,500 | \$ 131,750 | | FTA Approved |
| 5339 | Siouxland Regional Transit System | 10988 | Capital | Expansion | Other | Other | New Forklift, Bus Storage and Shop Floor Scrubber | \$ 90,000 | \$ 72,000 | | FTA Approved |
| STBG | Siouxland Regional Transit System | 10988 | Capital | | | | Vehicle Cameras and Facility Floor Scrubber | \$ 215,000 | \$ 174,000 | | PT Approved |
| 5339 | Siouxland Regional Transit System | 11093 | Capital | Replacement | Vehicle | 7556 | 2016 FORD Glaval E450, 7556, 1FD4E4FS1GDC41141 | \$158,000 | \$ 172,000 | | FTA Approved |
| 5339 | Siouxland Regional Transit System | 11094 | Capital | Replacement | Vehicle | 7557 | 2016 FORD Glaval E450, 7557, 1FD4E4FS1GDC43388 | \$160,000 | \$ 134,300 | | FTA Approved |
| 5339 | Siouxland Regional Transit System | 11095 | Capital | Replacement | Vehicle | 7558 | 2016 FORD Glaval E450, 7558, 1FD4E4FS3GDC43389 | \$160,000 | \$ 136,000 | | FTA Approved |
| 5339 | Siouxland Regional Transit System | 11096 | Capital | Replacement | Vehicle | 7559 | 2016 FORD Glaval E450, 7559, 1FD4E4FSXGDC43390 | \$160,000 | \$ 136,000 | | FTA Approved |
| 5339 | Siouxland Regional Transit System | 11097 | Capital | Replacement | Vehicle | 7560A | 2017 FORD Glaval E450, 7560A, 1FD4E4FS5HDC07401 | \$162,000 | \$ 136,000 | | FTA Approved |
| 5339 | Siouxland Regional Transit System | 11098 | Capital | Replacement | Vehicle | 7561 | 2017 FORD Glaval E450, 7561, 1FD4E4FS7HDC07402 | \$162,000 | \$ 137,700 | | FTA Approved |
| DGA | Siouxland Regional Transit System | 11600 | Capital | Expansion | Other | | Satellite Facility Build and Transit Facility Expansion | | | | PT Approved |
| 5339 | Siouxland Regional Transit System | 11623 | Capital | Expansion | Other | | Satellite Facility Build and Transit Facility Expansion | | | | PT Approved |
| 5311 | RPA 4 | 2132 | Planning | | | | FTA Planning | \$ 25,001 | | | FTA Approved |
| 5311 | Siouxland Regional Transit System | 6271 | Operations | | | | FTA operating 5310\5311 formula | \$ 808,136 | | | FTA Approved |
| STA | Siouxland Regional Transit System | 6272 | Operations | | | | STA state operating | \$ 375,175 | | \$ 375,175 | FTA Approved |

TRANSPORTATION NETWORK IMPROVEMENTS

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

The network will be planned and programmed, given the financial constraints placed upon SRTPA, to meet the growing needs and demands of the citizens which will be utilizing the facilities and services, making up SRTPA's transportation network. The SRTPA Transportation Improvement Program FY 2027-2030 provides for the general health, safety, and well-being of SRTPA's citizens.

FY 2030 Siouxland Regional Transit System capital purchases will total \$24,170,000 with \$9,744,500 of federal participation.

The intent of the SRTPA Transportation Improvement Program FY 2027-2030 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.

SCHEDULE FOR SOLICITATION OF PROJECT APPLICATIONS AND EVALUATION

- November 13th, 2025 - TAC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 16th, 2026 – SIMPCO staff sends out Surface Transportation Block Grant (STBG) to county engineers, member cities, and other interested parties via the public participation list. Applications are also available via email and on the SIMPCO website (<https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>)
- February 13th, 2026 - STBG application deadline
- February 13th, 2026 – March 12, 2025 - Project evaluation by SIMPCO staff
- March 11th, 2026 - Project presentations by applicants. Project recommendation to Policy Board by TAC
- March 26th, 2026 – Project selection and approval by Policy Board
- May 13th, 2026 – Draft TIP presented to TAC
- May 18th, 2026 - Draft TIP available on SIMPCO website and office. Public comment period begins
- May 28th, 2026 – Draft TIP presented to Policy Board
- May 12nd, 2026 – Draft TIP to TAC and Policy Board and to Iowa DOT
- June 9, 2026 – Public Input Meeting
- June 10, 2026 – Final TIP to TAC for recommendation to Policy Board
- June 25, 2026 - Final TIP to Policy Board for approval
- July 15, 2026 – Final TIP sent to Iowa DOT
- October 1, 2026 – Letters to the Offices of Program Management and Public Transit sent out

STBG APPLICATION PROCESS

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

1. Application

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

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

2. Qualifying Criteria

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

- STBG projects may not be undertaken on roads functionally classified as local roads or rural minor collectors, unless the road was part of the Federal-aid highway system on January 1, 1991, with certain exceptions
- 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 the replacement of a low-water crossing with a bridge.
- 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:
 - o Highways, bridges, and tunnels
 - o Ferry boats and terminal facilities
 - o Transit capital projects
 - o Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment
 - o Truck parking facilities
 - o Border infrastructure projects
 - o Wildlife crossing structures.
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Environmental mitigation activities.
- Environmental restoration and pollution abatement activities.
- Control of noxious weeds and establishment of native species.
- Transportation pollution control measures in the Clean Air Act (42 U.S.C. 7408(f)(1)(A), excluding clause xvi).
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
- The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop.
- Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under STBG.
- Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats.
- Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for a STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.

- The creation and operation by a State of an office to assist in the design, implementation, and oversight including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
- Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted (i.e., in effect on December 3, 2015).
- Projects to enhance travel and tourism.
- Public transportation projects.
- Initiatives to halt the evasion of payment of motor fuel taxes.
- Workforce development, training, and education activities.

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

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

- Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance.
- The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure.
- Rural barge landing, dock, and waterfront infrastructure projects.
- 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): [Federal-aid Programs and Special Funding - Federal Highway Administration](#)

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

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

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

Projects must be submitted by counties or incorporated cities.

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

3. Discussion Considerations

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

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

II. Projects with 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.

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

- a. 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.

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

- a. 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

- a. 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

IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM

1. Application

Members and organizations within the Regional Planning Area will be informed when requests for TAP applications are made and their deadline. Members will receive an application by mail or email format. TAP applications will be sent to every incorporated city within the SRTPA area. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available at all times on the Iowa DOT website: [Transportation Alternatives \(TA Set-Aside or TAP\) | Department of Transportation](#).

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

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

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

2. Eligibility requirements

Eligible applicants and project sponsors include:

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

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

3. Scoring

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

a. Regional impact (10 points)

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

b. Connectivity (10 points)

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

c. Currently in the LRTP (10 points)

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

d. Alignment with other planning documents (5 points)

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

e. Safety (10 points)

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

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

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

g. High-need areas (5 points)

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

h. Accessibility (5 points)

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

i. Long-term maintenance plan (5 points)

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

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

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

k. Project readiness (10 points)

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

l. Public Input Process (5 points)

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

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

4. Transportation Advisory Committee Recommendation

The Transportation Advisory Committee will review the recommendations from staff, may discuss significance of projects, and hear any input from Transportation Advisory Committee members, organizations, agencies or the public. A funding recommendation from the Transportation Advisory Committee will then be presented to the Policy Board. This process is typically done in March.

5. Policy Board Action

The Policy Board will receive projects scores along with recommendations from staff, the Transportation Advisory Committee recommendation, any discussion on significance of projects, and any further input from members, organizations, agencies or the public. At that point, the Policy Board will make a final decision for the Iowa TAP funds. Projects will be selected within limitations of funding or “target amounts” that is calculated by the Iowa Department of Transportation. After approval SIMPCO staff will send award letters to the sponsors of the selected projects, informing them of the next steps.

6. Transportation Improvement Program

Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of June and submitted to the Iowa DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Iowa DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

COUNTY BRIDGE PROJECTS

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

Woodbury County:

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

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

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

Monona County:

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

Plymouth County:

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

Ida County:

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

Cherokee County:

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

PUBLIC PARTICIPATION PROCESS

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

- During the draft development phase, the SRTPA staff develops a document with the input from interested state and local parties. Some of these organizations include but are not restricted to, concerned citizens, natural resources agencies, cultural/historic agencies, the media, and numerous others.
- Once a draft is developed, SRTPA staff posts it on the SIMPCO website at <https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>. Copies of the draft are also available at the SIMPCO office, local city halls, and county courthouses.
- The SRTPA informs the local media about informational meetings on the current plan.
- Once the entire TIP is established, SIMPCO will open up the 15 day comment period and will hold an open house for the public to discuss opinions about the document. The TIP will once again be updated on the website and there will be copies in the SIMPCO office, local city halls and county courthouses. There will be a public input meeting during the 15 day comment period that gives the public time to review the document further and contact staff with suggestions/concerns via mail, email, telephone, fax, or in person.
- The adoption of the document will be held after the 15 day comment period has commenced. The adoption of the TIP takes place at a regularly scheduled SRTPA meeting.
- After the document's adoption, copies can be found on the SIMPCO website at <https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/> and hard copies can be found at the SIMPCO office, local city halls, and county courthouse SRTPA Federal Highway Element
- RPA – 4 2027 – 2030 Transportation Improvement Program

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

R P A - 4 2 0 2 7 - 2 0 3 0 T R A N S P O R T A T I O N I M P R O V E M E N T P R O G R A M

RPA 4

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|------------|----------------|----------------|--|------|------|------|------|--------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |

CHBP

| | | | | | | | | |
|-----------------|-----------------------------------------------------------|------------|--------------------|--------------------|--------------------|--|--|--------------------|
| 33857 | BROSCHBP-C067(96)--GA-67 | Submitted | Total | \$1,870,000 | | | | \$1,870,000 |
| Monona County | On L37, Over East Soldier River, 535 T84 R42 | 4/20/2027 | Federal Aid | \$1,496,000 | | | | \$1,496,000 |
| | Bridge Replacement | | FM | \$374,000 | | | | \$374,000 |
| 58062 | BRS-CHBP-C097(158)--GB-97 | Submitted | Total | | \$1,496,000 | | | \$1,496,000 |
| Woodbury County | On D 25, Over SMALL NATURAL STREAM, Sec. 24, T-88N, R-47W | 11/16/2027 | Federal Aid | | \$1,196,800 | | | \$1,196,800 |
| | Bridge Replacement | | FM | | \$244,818 | | | \$244,818 |
| | | | Swap | | \$54,382 | | | \$54,382 |
| 58063 | BRS-CHBP-C097(159)--GB-97 | Submitted | Total | | \$1,496,000 | | | \$1,496,000 |
| Woodbury County | On D 25, Over ELLIOT CREEK, Sec. 31, T-88N, R-46W | 11/16/2027 | Federal Aid | | \$1,196,800 | | | \$1,196,800 |
| | Bridge Replacement | | FM | | \$244,818 | | | \$244,818 |
| | | | Swap | | \$54,382 | | | \$54,382 |

Grant Application

| | | | | | | | | |
|------------|--------------------------------------------------------------------------------------|-----------|--------------------|------------------|-----------|--|--|------------------|
| 53452 | DGA-C047(67)--XT-47 | Submitted | Total | \$990,000 | | | | \$990,000 |
| Ida County | On L 51, Over BACON CREEK, from Intersection of D-22 and L-51 S 0.1 miles S6 T88 R41 | 6/15/2027 | Federal Aid | | | | | |
| | Bridge Replacement - Other | | FM | | \$198,000 | | | \$198,000 |
| | | | Grant App | | \$792,000 | | | \$792,000 |

HBP

| | | | | | | | | |
|----------|----------------------------------------------------------------------------|------------|--------------------|--------------------|--|--|--|--------------------|
| 58458 | BRM-1272(635)--BN-18 | Submitted | Total | \$1,915,340 | | | | \$1,915,340 |
| Cherokee | In the city of Cherokee, W. Bluff Street over Railroad Creek | 12/15/2026 | Federal Aid | \$1,200,000 | | | | \$1,200,000 |
| | Bridge Replacement | | Local | \$415,340 | | | | \$415,340 |
| | | | Swap | \$300,000 | | | | \$300,000 |
| 58013 | BROS-1272(631)--BJ-18 | Submitted | Total | \$500,000 | | | | \$500,000 |
| Cherokee | In the city of Cherokee, On E MAPLE ST, Over RAILROAD CREEK, 534 T92N R40W | 10/20/2026 | Federal Aid | \$500,000 | | | | \$500,000 |

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|-----------------|--------------------------------------------------------------------------------------------------|----------------|--------------------|--------------------|------|------|------|--------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| HBP | | | | | | | | |
| 52248 | BROS-C067(94)--5F-67 | Submitted | Total | \$1,600,000 | | | | \$1,600,000 |
| Monona County | On LARPEUR MEMORIAL RD, Over LITTLE SIOUX RIVER, S18 T84 R44 | | Federal Aid | \$1,600,000 | | | | \$1,600,000 |
| | Bridge Replacement | | | | | | | |
| 38973 | BROS-C075(174)--8J-75 | Submitted | Total | \$750,000 | | | | \$750,000 |
| Plymouth County | On FIR AVE over Broken Kettle Cr Sec 4/5 T-92N R-47W | 1/20/2027 | Federal Aid | \$750,000 | | | | \$750,000 |
| | Bridge Replacement | | | | | | | |
| 36245 | BROS-C075(181)--8J-75 | Submitted | Total | \$675,000 | | | | \$675,000 |
| Plymouth County | On 260TH ST, Over DRY BRANCH, S21/28 T91 R44 | 3/16/2027 | Federal Aid | \$675,000 | | | | \$675,000 |
| | Bridge Replacement | | | | | | | |
| 35164 | BROS-C097(155)--8J-97 | Submitted | Total | \$700,000 | | | | \$700,000 |
| Woodbury County | On 150TH ST, Over STREAM, from Jewell Ave E 0.3 miles in section 31 T89N R43W | 3/16/2027 | Federal Aid | \$700,000 | | | | \$700,000 |
| | Bridge Replacement | | | | | | | |
| 52209 | BROS-C097(P276)--5F-97 | Submitted | Total | \$1,800,000 | | | | \$1,800,000 |
| Woodbury County | On D 54, Over WEST FORK LITTLE SIOUX, from Grundy Avenue E 0.2 miles S16 T87 R45 | | Federal Aid | \$1,800,000 | | | | \$1,800,000 |
| | Bridge Replacement | | | | | | | |
| 45203 | BRS-C047(64)--60-47 | Submitted | Total | \$1,000,000 | | | | \$1,000,000 |
| Ida County | On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39 | 8/18/2026 | Federal Aid | \$800,000 | | | | \$800,000 |
| | Bridge and Approaches-CCS | | Swap | \$200,000 | | | | \$200,000 |
| 45204 | BRS-C047(65)--60-47 | Submitted | Total | \$1,000,000 | | | | \$1,000,000 |
| Ida County | On M 25, Over UNNAMED CREEK, from N city limits of Galva N 0.04 miles to Bridge site S23 T89 R39 | 6/15/2027 | Federal Aid | \$800,000 | | | | \$800,000 |
| | Bridge and Approaches-CCS | | Swap | \$200,000 | | | | \$200,000 |
| 45205 | BRS-C047(66)--60-47 | Submitted | Total | \$1,000,000 | | | | \$1,000,000 |
| Ida County | On M 25, Over UNNAMED STREAM, from Cherokee/Ida County Line S .1 miles to Bridge S1 T89 R39 | 6/15/2027 | Federal Aid | \$800,000 | | | | \$800,000 |
| | RCB Culvert New - Triple Box | | Swap | \$200,000 | | | | \$200,000 |
| 47210 | BRS-C097(P280)--60-97 | Submitted | Total | \$1,800,000 | | | | \$1,800,000 |
| Woodbury County | On K64, Over the West Fork of the Little Sioux, 0.8 mi N of D54 | | Federal Aid | \$1,440,000 | | | | \$1,440,000 |
| | Bridge Replacement | | Swap | \$360,000 | | | | \$360,000 |

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|-----------------|-------------------------------------------------------------------------------------------|----------------|--------------------|------|--------------------|------------------|------|--------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| HBP | | | | | | | | |
| 47156 | BROS-C018()-8J-18 | Submitted | Total | | \$600,000 | | | \$600,000 |
| Cherokee County | On 520th Street, Over Fiddle Creek, S29 T92 R42 | | Federal Aid | | \$600,000 | | | \$600,000 |
| | Bridge Replacement | | | | | | | |
| 35184 | BROS-C075(240260)-8J-75 | Submitted | Total | | \$800,000 | | | \$800,000 |
| Plymouth County | On 160TH ST, Over Tributary to DEEP CREEK, S2 T92 R44 | | Federal Aid | | \$800,000 | | | \$800,000 |
| | Bridge Replacement | | | | | | | |
| 58725 | BROS-C097(G43)-8J-97 | Submitted | Total | | \$825,000 | | | \$825,000 |
| Woodbury County | On 170th St just E of Charles Ave | | Federal Aid | | \$825,000 | | | \$825,000 |
| | Bridge Replacement | | | | | | | |
| 53453 | BRS-C047()-60-47 | Submitted | Total | | \$1,000,000 | | | \$1,000,000 |
| Ida County | On M 31, Odebolt Creek, from Intersection of State 175 and M-31 S .2 miles to Bridge site | | Federal Aid | | \$800,000 | | | \$800,000 |
| | Bridge and Approaches-CCS | | Swap | | \$200,000 | | | \$200,000 |
| 44983 | BRS-C067(96)-60-67 | Submitted | Total | | \$975,000 | | | \$975,000 |
| Monona County | On L 12, Over DD, S25 T84 R45 | | Federal Aid | | \$780,000 | | | \$780,000 |
| | Bridge Replacement | | Swap | | \$195,000 | | | \$195,000 |
| 44984 | BRS-C067(ILL)-60-67 | Submitted | Total | | \$1,300,000 | | | \$1,300,000 |
| Monona County | On K 64, Over FAMERS GARRETSON DITCH, S4 T85 R45 | | Federal Aid | | \$1,040,000 | | | \$1,040,000 |
| | Bridge Replacement | | Swap | | \$260,000 | | | \$260,000 |
| 57741 | BRS-C067(xx)-60-67 | Submitted | Total | | \$1,900,000 | | | \$1,900,000 |
| Monona County | On L 12, Over DIVERSION DITCH, S18 T84N R44W | | Federal Aid | | \$1,520,000 | | | \$1,520,000 |
| | Bridge Replacement | | Swap | | \$380,000 | | | \$380,000 |
| 38913 | BROS-C067(ILL)-5F-67 | Submitted | Total | | | \$600,000 | | \$600,000 |
| Monona County | On 270th Street, Over Norway Creek, SW S27 T83 R42 | | Federal Aid | | | \$600,000 | | \$600,000 |
| | Bridge Replacement | | | | | | | |
| 38918 | BROS-C067(ILL)-5F-67 | Submitted | Total | | | \$825,000 | | \$825,000 |
| Monona County | On L20, Over Jordan Creek, NE S28 T83 R43 | | Federal Aid | | | \$825,000 | | \$825,000 |
| | Bridge Replacement | | | | | | | |

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|-----------------|--------------------------------------------------------------------------------------------|----------------|--------------------|------|------|--------------------|--------------------|--------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| HBP | | | | | | | | |
| 38923 | BROS-C067(ILL)--5F-67 | Submitted | Total | | | \$750,000 | | \$750,000 |
| Monona County | On L20, Over Jordan Creek, SW 533 T83 R43 | | Federal Aid | | | \$750,000 | | \$750,000 |
| | Bridge Replacement | | | | | | | |
| 53369 | BROS-C075(150590)--8J-75 | Submitted | Total | | | \$700,000 | | \$700,000 |
| Plymouth County | On 220TH ST, Over DRAINAGE, S5 T91 R45 | | Federal Aid | | | \$700,000 | | \$700,000 |
| | Bridge Replacement | | | | | | | |
| 58775 | BROS-C097(K-113)--5F-97 | Submitted | Total | | | \$1,000,000 | | \$1,000,000 |
| Woodbury County | On D 38 Over Big Creek 0.1 mi W of O'Brien Ave | | Federal Aid | | | \$1,000,000 | | \$1,000,000 |
| | Bridge Replacement | | | | | | | |
| 38732 | BROS-C097(K-14-10)--5F-97 | Submitted | Total | | | \$700,000 | | \$700,000 |
| Woodbury County | On D 22, Over Rock Creek E 0.2 mi from Lucas Ave | | Federal Aid | | | \$700,000 | | \$700,000 |
| | Bridge Replacement | | | | | | | |
| 57489 | BROS-C018()--5F-18 | Submitted | Total | | | | \$432,000 | \$432,000 |
| Cherokee County | On L 40, Over WILLOW CREEK, S30 T92N R41W | | Federal Aid | | | | \$432,000 | \$432,000 |
| | RCB Culvert - Unspecified | | | | | | | |
| 58302 | BROS-C075(050407)--8J-75 | Submitted | Total | | | | \$675,000 | \$675,000 |
| Plymouth County | On LYNX AVE, S5, T90N, R45W over Big Whisky Breek | | Federal Aid | | | | \$675,000 | \$675,000 |
| | | | | | | | | |
| 35196 | BROS-C075(341208)--8J-75 | Submitted | Total | | | | \$600,000 | \$600,000 |
| Plymouth County | On Quartz Ave., from 120th St, N 0.3 miles, S12, T93N, R44W over Tributary to Willow Creek | | Federal Aid | | | | \$600,000 | \$600,000 |
| | Bridge Replacement | | | | | | | |
| 25004 | BROS-C097(K20)--8J-97 | Submitted | Total | | | | \$549,000 | \$549,000 |
| Woodbury County | On 180th St. just East of IA 31 | | Federal Aid | | | | \$549,000 | \$549,000 |
| | Bridge Replacement | | | | | | | |
| 58782 | BROS-C097(Q-72)--5F-97 | Submitted | Total | | | | \$1,300,000 | \$1,300,000 |
| Woodbury County | On K 42 over the Drainage Ditch between the two 260th St Intersections | | Federal Aid | | | | \$1,300,000 | \$1,300,000 |
| | Bridge Replacement | | | | | | | |

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|------------|----------------|----------------|--|------|------|------|------|--------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |

NHPP

| | | | | | | | | |
|-----------------------------------|-----------------------------------------------------|-----------|--------------------|--|---------------------|---------------------|--|---------------------|
| 55655 | IMX-029()-02-67 | Submitted | Total | | \$25,071,000 | | | \$25,071,000 |
| Iowa Department of Transportation | I 29: N of Co Rd E60 to IA 175 (SB) | | Federal Aid | | \$22,563,900 | | | \$22,563,900 |
| | Pave | | DOT | | \$2,507,100 | | | \$2,507,100 |
| 52608 | NH5X-075()-3H-75 | Submitted | Total | | | \$13,827,000 | | \$13,827,000 |
| Iowa Department of Transportation | US 75: S of W Grover St to N of Maple St in Hinton | | Federal Aid | | | \$9,981,600 | | \$9,981,600 |
| | Grade and Pave, Bridge Replacement, Traffic Signals | | DOT | | | \$3,845,400 | | \$3,845,400 |

PRF

| | | | | | | | | |
|-----------------------------------|------------------------------------------------------------|-----------|--------------------|--------------------|------------------|------------------|------------------|--------------------|
| 37984 | BRFN-175()-39-67 | Submitted | Total | \$111,000 | \$111,000 | \$111,000 | \$111,000 | \$444,000 |
| Iowa Department of Transportation | IA 175: Missouri River E of Decatur Nebraska (State Share) | | Federal Aid | | | | | |
| | Bridge Rehabilitation | | DOT | \$111,000 | \$111,000 | \$111,000 | \$111,000 | \$444,000 |
| 37982 | BRFN-175()-39-67 | Submitted | Total | \$22,000 | \$22,000 | \$22,000 | \$22,000 | \$88,000 |
| Iowa Department of Transportation | IA 175: Missouri River E of Decatur Nebraska (State Share) | | Federal Aid | | | | | |
| | Bridge Cleaning | | DOT | \$22,000 | \$22,000 | \$22,000 | \$22,000 | \$88,000 |
| 55654 | IMN-029()-0E-67 | Submitted | Total | \$5,125,000 | | | | \$5,125,000 |
| Iowa Department of Transportation | I 29: Onawa Rest Area 2.6 mi S of IA 175 (NB) | | Federal Aid | | | | | |
| | Rest Area Improvement | | DOT | \$5,125,000 | | | | \$5,125,000 |
| 58938 | NH5N-020()-2R-97 | Submitted | Total | \$344,000 | | | | \$344,000 |
| Iowa Department of Transportation | US 20: Eastland Ave to Fayette Ave | | Federal Aid | | | | | |
| | Pavement Markings | | DOT | \$344,000 | | | | \$344,000 |
| 59010 | STPN-012()-2]-75 | Submitted | Total | \$1,557,000 | | | | \$1,557,000 |
| Iowa Department of Transportation | IA 12: NCL Akron to 8th St in Hawarden | | Federal Aid | | | | | |
| | Pavement Rehab | | DOT | \$1,557,000 | | | | \$1,557,000 |
| 54592 | STPN-020()-2]-97 | Submitted | Total | \$195,000 | | | | \$195,000 |
| Iowa Department of Transportation | US 20: Mitigation - Woodbury Ida and Sac Counties US 20 | | Federal Aid | | | | | |
| | Bridge New, Right of Way | | DOT | \$195,000 | | | | \$195,000 |

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|------------|----------------|----------------|--|------|------|------|------|--------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |

PRF

| | | | | | | | | |
|-----------------------------------|----------------------------------------------------|-----------|--------------------|--------------------|--|--------------------|--|--------------------|
| 54532 | STPN-031()-2J-97 | Submitted | Total | \$1,450,000 | | | | \$1,450,000 |
| Iowa Department of Transportation | IA 31: Co Rd C66 in Washta to US 59 | | Federal Aid | | | | | |
| | Culvert Extension | | DOT | \$1,450,000 | | | | \$1,450,000 |
| 58951 | STPN-175()-2J-47 | Submitted | Total | \$565,000 | | | | \$565,000 |
| Iowa Department of Transportation | IA 175: Chestnut St in Battle Creek to N Jct US 59 | | Federal Aid | | | | | |
| | Pavement Rehab | | DOT | \$565,000 | | | | \$565,000 |
| 59009 | STPN-175()-2J-67 | Submitted | Total | \$2,060,000 | | | | \$2,060,000 |
| Iowa Department of Transportation | IA 175: IA 37 to E Jct IA 141 in Mapleton | | Federal Aid | | | | | |
| | Pavement Rehab | | DOT | \$2,060,000 | | | | \$2,060,000 |
| 57856 | BRFN-003()-39-18 | Submitted | Total | | | \$650,000 | | \$650,000 |
| Iowa Department of Transportation | IA 3: Fork Little Sioux River 2.5 mi E of IA 143 | | Federal Aid | | | | | |
| | Bridge Deck Overlay | | DOT | | | \$650,000 | | \$650,000 |
| 57860 | BRFN-031()-39-47 | Submitted | Total | | | \$520,000 | | \$520,000 |
| Iowa Department of Transportation | IA 31: Ashton Creek 1.0 mi N of Co Rd D15 | | Federal Aid | | | | | |
| | Bridge Deck Overlay | | DOT | | | \$520,000 | | \$520,000 |
| 57914 | BRFN-059()-39-18 | Submitted | Total | | | \$455,000 | | \$455,000 |
| Iowa Department of Transportation | US 59: Grey Creek 2.1 mi N of Co Rd C16 | | Federal Aid | | | | | |
| | Bridge Deck Overlay | | DOT | | | \$455,000 | | \$455,000 |
| 52703 | IMN-029()-0E-67 | Submitted | Total | | | \$5,125,000 | | \$5,125,000 |
| Iowa Department of Transportation | I 29: Onawa Rest Area 2.6 mi S of IA 175 (SB) | | Federal Aid | | | | | |
| | Rest Area Improvement | | DOT | | | \$5,125,000 | | \$5,125,000 |
| 57921 | STPN-031()-2J-18 | Submitted | Total | | | \$1,993,000 | | \$1,993,000 |
| Iowa Department of Transportation | IA 31: Stratton Creek 0.1 mi N of Co Rd C66 | | Federal Aid | | | | | |
| | Bridge Replacement, Right of Way | | DOT | | | \$1,993,000 | | \$1,993,000 |
| 57859 | STPN-183()-2J-67 | Submitted | Total | | | \$531,000 | | \$531,000 |
| Iowa Department of Transportation | IA 183: Jordan Creek 0.8 mi S of Co Rd E54 | | Federal Aid | | | | | |
| | Bridge Deck Overlay, Right of Way | | DOT | | | \$531,000 | | \$531,000 |

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|------------|----------------|----------------|--|------|------|------|------|--------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |

PRF

| | | | | | | | | |
|-----------------------------------|-------------------------------------------------------|-----------|--------------------|--|--|--|--------------------|--------------------|
| 57920 | BRFN-141()-39-97 | Submitted | Total | | | | \$1,947,000 | \$1,947,000 |
| Iowa Department of Transportation | IA 141: Fork Little Sioux River 0.3 mi W of Co Rd K64 | | Federal Aid | | | | | |
| | Bridge New | | DOT | | | | \$1,947,000 | \$1,947,000 |
| 58950 | STPN-003()-2]-75 | Submitted | Total | | | | \$2,596,000 | \$2,596,000 |
| Iowa Department of Transportation | IA 3: Big Sioux Overflow 1.0 mi W of IA 12 | | Federal Aid | | | | | |
| | Bridge New, Right of Way | | DOT | | | | \$2,596,000 | \$2,596,000 |

STBG

| | | | | | | | | |
|-----------------------------------|----------------------------------------------------------|-----------|--------------------|--------------------|--|--|--|--------------------|
| 55758 | BRF-003()-38-75 | Submitted | Total | \$1,167,000 | | | | \$1,167,000 |
| Iowa Department of Transportation | IA 3: Floyd River 1.0 mi E of US 75 in Le Mars | | Federal Aid | \$933,600 | | | | \$933,600 |
| | Bridge Deck Overlay | | DOT | \$233,400 | | | | \$233,400 |
| 54527 | BRF-012()-38-75 | Submitted | Total | \$770,000 | | | | \$770,000 |
| Iowa Department of Transportation | IA 12: Beaver Creek 0.5 mi N of Co Rd C16 | | Federal Aid | \$616,000 | | | | \$616,000 |
| | Bridge Deck Overlay | | DOT | \$154,000 | | | | \$154,000 |
| 54544 | BRF-012()-38-75 | Submitted | Total | \$2,301,000 | | | | \$2,301,000 |
| Iowa Department of Transportation | IA 12: Broken Kettle Creek 0.1 mi N of S Jct Co Rd K18 | | Federal Aid | \$1,840,800 | | | | \$1,840,800 |
| | Bridge Replacement | | DOT | \$460,200 | | | | \$460,200 |
| 54711 | BRF-037()-38-67 | Submitted | Total | \$750,000 | | | | \$750,000 |
| Iowa Department of Transportation | IA 37: Norway Creek 2.6 mi E of IA 183 | | Federal Aid | \$600,000 | | | | \$600,000 |
| | Bridge Deck Overlay | | DOT | \$150,000 | | | | \$150,000 |
| 54713 | BRF-075()-38-75 | Submitted | Total | \$1,131,000 | | | | \$1,131,000 |
| Iowa Department of Transportation | US 75: W Fork Floyd River 2.4 mi N of Co Rd R38 | | Federal Aid | \$904,800 | | | | \$904,800 |
| | Bridge Deck Overlay | | DOT | \$226,200 | | | | \$226,200 |
| 55753 | BRF-141()-38-67 | Submitted | Total | \$5,119,000 | | | | \$5,119,000 |
| Iowa Department of Transportation | IA 141: Maple River 0.1 mi E of W Jct IA 175 in Mapleton | | Federal Aid | \$4,087,200 | | | | \$4,087,200 |
| | Bridge Replacement, Right of Way | | DOT | \$1,031,800 | | | | \$1,031,800 |
| 52500 | BRF-175()-38-67 | Submitted | Total | \$8,494,000 | | | | \$8,494,000 |
| Iowa Department of Transportation | IA 175: Little Sioux River 1.5 mi W of IA 37 | | Federal Aid | \$6,795,200 | | | | \$6,795,200 |
| | Bridge Replacement | | DOT | \$1,698,800 | | | | \$1,698,800 |

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|-----------------------------------|------------------------------------------------|----------------|--------------------|--------------------|-----------------|--------------------|-----------------|--------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| STBG | | | | | | | | |
| 48568 | BRF-175()-38-97 | Submitted | Total | \$1,988,000 | | | | \$1,988,000 |
| Iowa Department of Transportation | IA 175: Reynolds Creek 1.6 mi W of Co Rd L37 | | Federal Aid | \$1,590,400 | | | | \$1,590,400 |
| | Bridge Replacement | | DOT | \$397,600 | | | | \$397,600 |
| 218 | RGPL-PA04(RTP)--ST-00 | Submitted | Total | \$117,000 | \$58,500 | \$60,000 | \$62,500 | \$298,000 |
| RPA 4 | SIMPCO - RPA 4: RPA 4 FHWA PLANNING | | Federal Aid | \$93,600 | \$46,800 | \$48,000 | \$50,000 | \$238,400 |
| | Trans Planning | | Local | \$23,400 | \$11,700 | \$12,000 | \$12,500 | \$59,600 |
| | | | Regional | \$93,600 | \$46,800 | \$48,000 | \$50,000 | \$238,400 |
| 51111 | STP-S-C018(98)--5E-18 | Submitted | Total | \$4,000,000 | | | | \$4,000,000 |
| Cherokee County | On L51, from C38 to State Highway 3 | 1/20/2027 | Federal Aid | \$1,600,000 | | | | \$1,600,000 |
| | PCC Pavement - Replace | | FM | \$2,400,000 | | | | \$2,400,000 |
| | | | Regional | \$1,600,000 | | | | \$1,600,000 |
| 47089 | STP-S-C075(173)--5E-75 | Submitted | Total | \$6,300,000 | | | | \$6,300,000 |
| Plymouth County | On K 42, from Hwy 3 N 7 miles to C-12 | 9/15/2026 | Federal Aid | \$1,421,000 | | | | \$1,421,000 |
| | PCC Pavement - Miscellaneous | | FM | \$4,879,000 | | | | \$4,879,000 |
| | | | Regional | \$1,421,000 | | | | \$1,421,000 |
| 47095 | STP-S-C075(175)--5E-75 | Submitted | Total | \$2,500,000 | | | | \$2,500,000 |
| Plymouth County | On K 22, from Hwy 3 N 7.0 miles to County Line | 2/16/2027 | Federal Aid | \$1,735,000 | | | | \$1,735,000 |
| | HMA Resurfacing/Cold-in-Place Recycling | | FM | \$765,000 | | | | \$765,000 |
| | | | Regional | \$1,735,000 | | | | \$1,735,000 |
| 57919 | BRF-037()-38-67 | Submitted | Total | | | \$3,163,000 | | \$3,163,000 |
| Iowa Department of Transportation | IA 37: Beaver Creek 4.4 mi E of IA 175 | | Federal Aid | | | \$2,520,800 | | \$2,520,800 |
| | Bridge Replacement, Right of Way | | DOT | | | \$642,200 | | \$642,200 |
| 57916 | BRF-075()-38-75 | Submitted | Total | | | \$1,501,000 | | \$1,501,000 |
| Iowa Department of Transportation | US 75: Stream 0.6 mi S of Co Rd C60 (NB) | | Federal Aid | | | \$1,200,800 | | \$1,200,800 |
| | Bridge New | | DOT | | | \$300,200 | | \$300,200 |
| 57922 | BRF-141()-38-67 | Submitted | Total | | | \$5,418,000 | | \$5,418,000 |
| Iowa Department of Transportation | IA 141: Soldier River 3.9 mi W of IA 183 | | Federal Aid | | | \$4,331,200 | | \$4,331,200 |
| | Bridge Replacement, Right of Way | | DOT | | | \$1,086,800 | | \$1,086,800 |

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------|--------------------|------|------|--------------------|--------------------|--------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| STBG | | | | | | | | |
| 57915 | BRF-141()-38-97 | Submitted | Total | | | \$1,944,000 | | \$1,944,000 |
| Iowa Department of Transportation | IA 141: Smokey Hollow Creek 0.2 mi E of IA 31 | | Federal Aid | | | \$1,539,200 | | \$1,539,200 |
| | Bridge Replacement, Right of Way | | DOT | | | \$404,800 | | \$404,800 |
| 57917 | BRF-141()-38-97 | Submitted | Total | | | \$3,419,000 | | \$3,419,000 |
| Iowa Department of Transportation | IA 141: W Branch Little Sioux River 0.8 mi E of Co Rd K64 | | Federal Aid | | | \$2,725,600 | | \$2,725,600 |
| | Bridge Replacement, Right of Way | | DOT | | | \$693,400 | | \$693,400 |
| 57918 | BRF-404()-38-75 | Submitted | Total | | | \$3,260,000 | | \$3,260,000 |
| Iowa Department of Transportation | IA 404: Floyd River 0.4 mi N of IA 3 in Le Mars (NB) | | Federal Aid | | | \$2,608,000 | | \$2,608,000 |
| | Bridge Rehabilitation | | DOT | | | \$652,000 | | \$652,000 |
| 57991 | RGTR-PA04()-ST-97 | In Prep | Total | | | \$146,357 | \$68,643 | \$215,000 |
| RPA 4 | Install four cameras in 41 buses and 2 minivans with audio and video and a floor scrubber Transit Investments | | Federal Aid | | | \$124,357 | \$46,643 | \$171,000 |
| | | | Local | | | \$22,000 | \$22,000 | \$44,000 |
| | | | Regional | | | \$124,357 | \$46,643 | \$171,000 |
| 57580 | STP-S-C067(xx)-5E-67 | Submitted | Total | | | \$1,900,000 | | \$1,900,000 |
| Monona County | On K45 from the Corporate Limits of Onawa to the Corporate Limits of Whiting HMA Pavement - Replace | | Federal Aid | | | \$1,520,000 | | \$1,520,000 |
| | | | FM | | | \$380,000 | | \$380,000 |
| | | | Regional | | | \$1,520,000 | | \$1,520,000 |
| 35161 | STP-S-C097(D25)-5E-97 | Submitted | Total | | | \$3,000,000 | | \$3,000,000 |
| Woodbury County | On D 25, from K64 Intersection to Hwy 141 Intersection Pavement Rehab, Culvert Replacement, Granular Shoulders | | Federal Aid | | | \$2,000,000 | | \$2,000,000 |
| | | | FM | | | \$1,000,000 | | \$1,000,000 |
| | | | Regional | | | \$2,000,000 | | \$2,000,000 |
| 59011 | BRF-003()-38-75 | Submitted | Total | | | | \$3,717,000 | \$3,717,000 |
| Iowa Department of Transportation | IA 3: Westfield Creek 0.2 mi W of W Jct IA 12 | | Federal Aid | | | | \$2,969,600 | \$2,969,600 |
| | Bridge New, Right of Way | | DOT | | | | \$747,400 | \$747,400 |
| 59012 | BRF-003()-38-75 | Submitted | Total | | | | \$2,480,000 | \$2,480,000 |
| Iowa Department of Transportation | IA 3: Big Sioux Overflow 1.3 mi W of IA 12 | | Federal Aid | | | | \$1,980,000 | \$1,980,000 |
| | Bridge New, Right of Way | | DOT | | | | \$500,000 | \$500,000 |

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|------------|----------------|----------------|--|------|------|------|------|--------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |

STBG

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|-----------------------------------|-----------------------------------------------------|-----------|--------------------|--|--|--|--|--------------------|--------------------|
| 58949 | BRF-020()-38-97 | Submitted | Total | | | | | \$3,517,000 | \$3,517,000 |
| Iowa Department of Transportation | US 20: Little Sioux River 0.4 mi W of IA 31 (EB/WB) | | Federal Aid | | | | | \$2,813,600 | \$2,813,600 |
| | Bridge Deck Overlay | | DOT | | | | | \$703,400 | \$703,400 |
| 59081 | CS-TSF-STP-U-4257()-75-75 | Submitted | Total | | | | | \$1,042,620 | \$1,042,620 |
| Le Mars | In the city of Le Mars, On 7TH AVE SE | | Federal Aid | | | | | \$834,096 | \$834,096 |
| | | | Local | | | | | \$208,524 | \$208,524 |
| 58773 | STP-S-C097(D12)--5E-97 | Submitted | Total | | | | | \$3,000,000 | \$3,000,000 |
| Woodbury County | On D 12 from IA 140 to Pierson | | Federal Aid | | | | | \$1,497,677 | \$1,497,677 |
| | | | FM | | | | | \$1,502,323 | \$1,502,323 |
| | | | Regional | | | | | \$1,497,677 | \$1,497,677 |

SWAP-STBG

| | | | | | | | | | |
|----------|--------------------------------------------------------------------------------------------------------------------------|------------|--------------------|--------------------|--------------------|--|--|--------------------|--------------------|
| 53212 | STBG-SWAP-1272(632)--5G-18 | Submitted | Total | \$1,092,000 | | | | | \$1,092,000 |
| Cherokee | In the city of Cherokee, On N 11TH ST from north of St. Andrews Dr to 1549 520th street | 12/15/2026 | Federal Aid | | | | | | |
| | | | Local | \$257,758 | | | | | \$257,758 |
| | | | Swap | \$834,242 | | | | | \$834,242 |
| | | | Regional | \$834,242 | | | | | \$834,242 |
| 55506 | STBG-SWAP-4257()-5G-75 | Submitted | Total | | \$1,210,020 | | | \$1,210,020 | |
| Le Mars | In the city of Le Mars, On 7TH AVE SE from 12th St to 18th St. Remove and replace with 8" PCC. PCC Pavement - Replace | | Federal Aid | | | | | | |
| | | | Local | | \$547,177 | | | | \$547,177 |
| | | | Swap | | \$662,843 | | | | \$662,843 |
| | | | Regional | | \$662,843 | | | | \$662,843 |

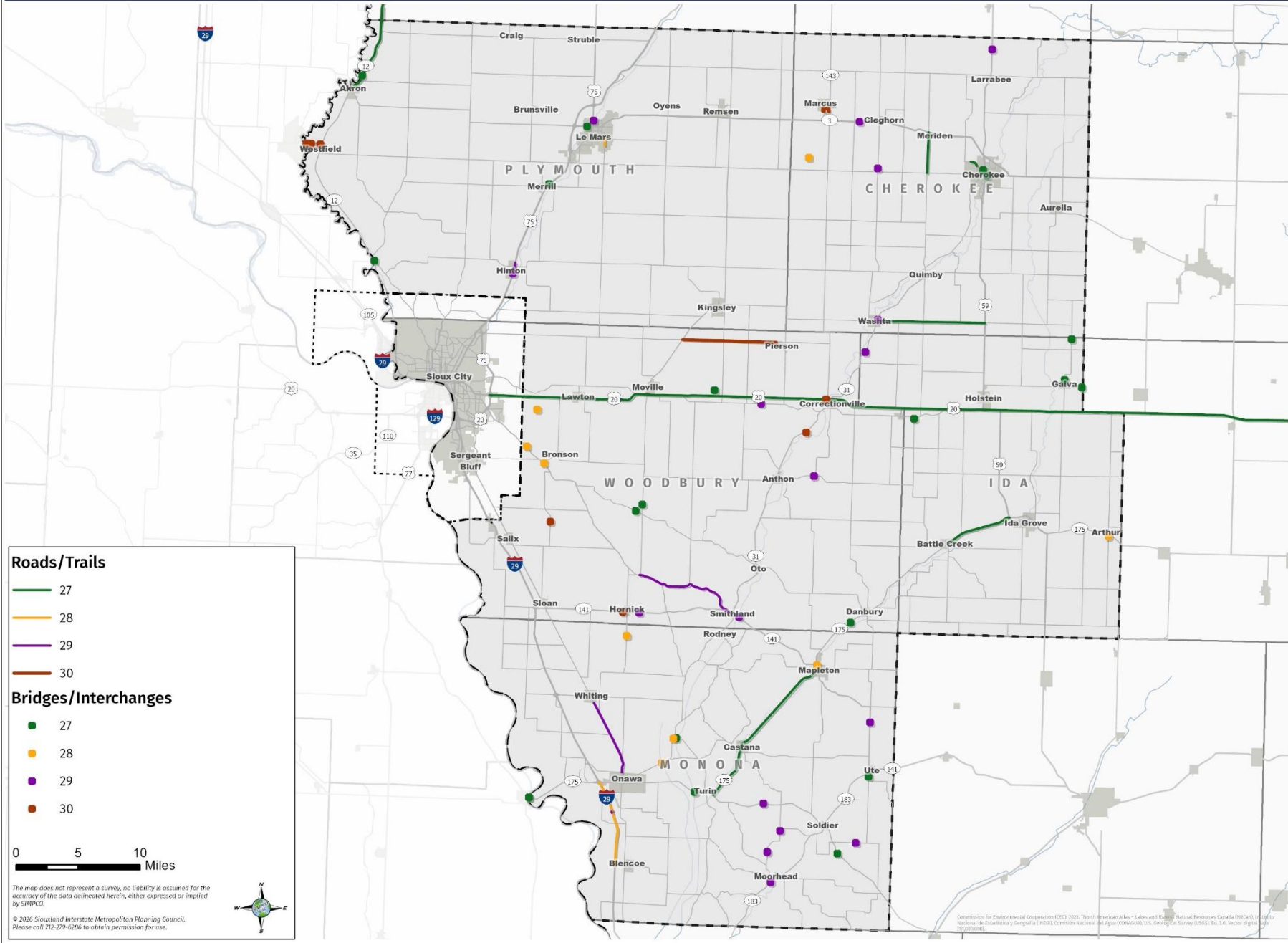
TAP

| | | | | | | | | | |
|--------|------------------------------------|-----------|--------------------|------------------|--|--|--|--|------------------|
| 58017 | TAP-R-6407()-8T-75 | Submitted | Total | \$136,000 | | | | | \$136,000 |
| Remsen | In the city of Remsen, On E 2ND ST | | Federal Aid | \$108,000 | | | | | \$108,000 |
| | | | Local | \$28,000 | | | | | \$28,000 |
| | | | Regional | \$108,000 | | | | | \$108,000 |

| Project ID | Project Number | Approval Level | | 2027 | 2028 | 2029 | 2030 | Totals |
|------------|----------------|----------------|--|------|------|------|------|--------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |

TAP

| | | | | | | | | |
|-------|--------------------------------------|--------------------|--------------------|--|--|--|------------------|------------------|
| 59052 | TAP-R-4762(J)--8T-18 | Draft TIP Approved | Total | | | | \$290,400 | \$290,400 |
| RPA 4 | In the city of Marcus, On S BEECH ST | | Federal Aid | | | | \$240,000 | \$240,000 |
| | Ped/Bike Paving | | Local | | | | \$50,400 | \$50,400 |
| | | | Regional | | | | \$240,000 | \$240,000 |



Roads/Trails

- 27
- 28
- 29
- 30

Bridges/Interchanges

- 27
- 28
- 29
- 30

0 5 10 Miles

The map does not represent a survey, no liability is assumed for the accuracy of the data delineated herein, either expressed or implied by SIMPCO.

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Commission for Environmental Cooperation (CEC), 2022. "North American Atlas - Lakes and Rivers." Natural Resources Canada (NRCan), Instituto Nacional de Estadística y Geografía (INEGI), Comisión Nacional del Agua (CONAGUA), U.S. Geological Survey (USGS). GSI, U.S. Vector digital data (1:100,000).

TRANSIT ELEMENT FY 2027 - 2030

RPA 4

| Project ID Sponsor | Funds Approval Level | Project Type | Description Options Vehicle Unit Number | | 2027 | 2028 | 2029 | 2030 | Totals |
|-----------------------------------------------|----------------------------|--------------|----------------------------------------------------------------------------------|-------|-------------|------|------|------|-------------|
| 6272 Siouxland Regional Transit System | STA In Prep | Operations | STA state operating | Total | \$334,402 | | | | \$334,402 |
| | | | | FTA | | | | | |
| | | | | DOT | \$334,402 | | | | \$334,402 |
| 11761 Siouxland Regional Transit System | 5339 In Prep | Capital | 2020 Dodge Caravan/Braun Entervan, 7581, 2C7WDGBG5KR801262 VSS Unit # 7581 | Total | \$143,000 | | | | \$143,000 |
| | | | | FTA | \$121,550 | | | | \$121,550 |
| | | | | Local | \$21,450 | | | | \$21,450 |
| 12100 Siouxland Regional Transit System | 5339 In Prep | Capital | New Le Mars Facility | Total | \$2,355,488 | | | | \$2,355,488 |
| | | | | FTA | \$1,884,390 | | | | \$1,884,390 |
| | | | | Local | \$471,098 | | | | \$471,098 |
| 12101 Siouxland Regional Transit System | 5339 In Prep | Capital | Charging Stations - Sioux City and Le Mars | Total | \$236,822 | | | | \$236,822 |
| | | | | FTA | \$213,140 | | | | \$213,140 |
| | | | | Local | \$23,682 | | | | \$23,682 |
| 12103 Siouxland Regional Transit System | 5339 In Prep | Capital | Light Duty Electric - Alternative Fuel Vehicle VSS,Hybrid,Electric | Total | \$353,323 | | | | \$353,323 |
| | | | | FTA | \$300,325 | | | | \$300,325 |
| | | | | Local | \$52,998 | | | | \$52,998 |
| 12105 Siouxland Regional Transit System | 5339 In Prep | Capital | Light Duty Electric - Alternative Fuel Vehicle VSS,Hybrid,Electric | Total | \$353,323 | | | | \$353,323 |
| | | | | FTA | \$300,325 | | | | \$300,325 |
| | | | | Local | \$52,998 | | | | \$52,998 |
| 12106 Siouxland Regional Transit System | 5339 In Prep | Capital | Workforce Development - Expansion and New Facility (Sioux City and Le Mars) | Total | \$56,823 | | | | \$56,823 |
| | | | | FTA | \$45,459 | | | | \$45,459 |
| | | | | Local | \$11,364 | | | | \$11,364 |
| 12107 Siouxland Regional Transit System | 5339 In Prep | Capital | Expansion Facility - Sioux City | Total | \$8,008,659 | | | | \$8,008,659 |
| | | | | FTA | \$6,406,927 | | | | \$6,406,927 |
| | | | | Local | \$1,601,732 | | | | \$1,601,732 |
| 12108 Siouxland Regional Transit System | 5339 In Prep | Capital | 2016 FORD Glaval E450, 7555, 1FD0E4F57GDC33254 VSS Unit # 7555A | Total | \$219,000 | | | | \$219,000 |
| | | | | FTA | \$186,150 | | | | \$186,150 |
| | | | | Local | \$32,850 | | | | \$32,850 |

| Project ID Sponsor | Funds Approval Level | Project Type | Description Options Vehicle Unit Number | | 2027 | 2028 | 2029 | 2030 | Totals |
|-----------------------------------------------|----------------------------|--------------|-----------------------------------------------------|-------|----------|----------|----------|-----------|-----------|
| 12180 RPA 4 | 5311 Submitted | Planning | FTA Planning | Total | \$37,851 | \$37,851 | \$37,851 | \$37,851 | \$151,404 |
| | | | | FTA | \$30,281 | \$30,281 | \$30,281 | \$30,281 | \$121,124 |
| | | | | Local | \$7,570 | \$7,570 | \$7,570 | \$7,570 | \$30,280 |
| 10988 Siouxland Regional Transit System | STBG In Prep | Capital | Vehicle Cameras and Shop/Bus Storage Floor Scrubber | Total | | | | \$215,000 | \$215,000 |
| | | | | FTA | | | | | |
| | | | | FHWA | | | | \$172,000 | \$172,000 |
| | | | | Local | | | | \$43,000 | \$43,000 |

FINANCING THE PROGRAM

Table 3: Surface Transportation Block Grant Fund Balance

| Project # | TPMS # | Sponsor | Project | 2027 | 2028 | 2029 | 2030 |
|------------------------------------------|--------|--------------|-------------------------------------------|-----------|-----------|-----------|-----------|
| RGPL-PA04(RTP)--ST-00 | 218 | SIMPCO | SIMPCO | 46,800 | 46,800 | 48,000 | 50,000 |
| STP-S-C018(--5E-18 | 51111 | Cherokee CRD | L-51 PCC Project | 1,600,000 | | | |
| STBG-SWAP-1272(--SG-18 | 53212 | Cherokee | N 11th Street | 834,242 | | | |
| STP-S-C075(137)--5E-75 | 47095 | Plymouth CRD | K-22 HMA Paving | 1,735,000 | | | |
| STBG-SWAP-4257(--SG-75 | 55506 | Le Mars | 7th Avenue SE | | 662,843 | | |
| STP-S-C097(D25)--5E-97 | 35161 | Woodbury CRD | Old Hwy 141 HMA Resurfacing | | | 2,000,000 | |
| STP-S-C067(xx)--5E-67 | 57580 | Monona CRD | K45-Old Hwy 75 | | | 1,520,000 | |
| | | Lemars | 12th St: 4th ave to 7th Ave | | | | 834,096 |
| | | Woodbury CRD | D-12 IA 140 to the City Limits of Pierson | | | | 1,497,677 |
| RGTR-PA04(--ST-97 | 57991 | SRTS | Bus Cameras | | | 124,357 | 46,643 |
| Total Programmed | | | | 4,216,042 | 709,643 | 3,692,357 | 2,428,416 |
| STBG Carryover from Previous Year | | | | 4,315,977 | 2,345,516 | 3,881,873 | 2,435,516 |
| STBG Target | | | | 2,245,581 | 2,246,000 | 2,246,000 | 2,246,000 |
| Balance | | | | 2,345,516 | 3,881,873 | 2,435,516 | 2,253,100 |

Table 4: Iowa's Transportation Alternatives Program Balance

| Project # | TPMS # | Sponsor | Project | 2027 | 2028 | 2029 | 2030 |
|-----------------------------------------|--------|---------|-----------------------------------------------|---------|---------|---------|---------|
| TAP-U-4257()-8I-75 | 51137 | Le Mars | Le Mars Pedestrian Bridge Replacement Project | 602,400 | | | |
| TAP-R-6407()-8T-75 | 58017 | Remsen | Sunrise Park Trail Improvement | 108,000 | | | |
| | | Marcus | Phase II Marcus Trail | | | | 240,000 |
| Total Programmed | | | | 710,400 | 0 | 0 | 240,000 |
| TAP Carryover from Previous Year | | | | 634,922 | 128,959 | 332,959 | 536,959 |
| TAP Target | | | | 204,437 | 204,000 | 204,000 | 204,000 |
| Balance | | | | 128,959 | 332,959 | 536,959 | 500,959 |

Table 5: Summary of Funding by Program

| Program | FY 27 | | | FY 28 | | | FY 29 | | | FY 30 | | | Grand Total |
|-----------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|------|---------------|--------------|------|---------------|
| | Total | FA | SWAP | Total | FA | SWAP | Total | FA | SWAP | Total | FA | SWAP | |
| HBP | \$ 11,315,340 | \$ 9,640,000 | \$ 1,260,000 | \$ 6,600,000 | \$ 5,565,000 | \$ 1,035,000 | \$ 3,875,000 | \$ 3,875,000 | | \$ 2,281,000 | \$ 2,281,000 | | \$ 24,071,340 |
| CHBP | \$ 1,870,000 | \$ 1,496,000 | | \$ 2,992,000 | \$ 2,393,600 | \$ 108,764 | | | | | | | \$ 4,862,000 |
| PRF | \$ 11,429,000 | | | \$ 133,000 | | | \$ 9,407,000 | | | \$ 4,676,000 | | | \$ 25,645,000 |
| STBG | \$ 20,718,000 | \$ 14,974,400 | | \$ 5,119,000 | \$ 4,087,200 | | \$ 23,820,000 | \$ 18,569,957 | | \$ 12,714,000 | \$ 9,260,877 | | \$ 62,371,000 |
| SWAP-STBG | \$ 1,092,000 | | \$ 834,242 | \$ 1,210,020 | | \$ 662,843 | | | | | | | \$ 2,302,020 |
| TAP | \$ 136,000 | \$ 108,000 | | | | | | | | \$ 290,400 | \$ 290,400 | | \$ 426,400 |
| Grant | \$ 990,000 | \$ 792,000 | | | | | | | | | | | \$ 990,000 |
| NHPP | | | | \$ 25,071,000 | \$ 22,563,900 | | \$ 13,827,000 | \$ 9,981,600 | | | | | \$ 38,898,000 |

Table 6: 2025 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 | 12.85 | 13.33 | \$106,851.00 | \$232,056.00 | \$3,847.60 | \$8,356.11 |
| ANTHON | 0.76 | 5.9 | 6.67 | \$100,047.00 | \$43,390.00 | \$11,399.66 | \$4,943.99 |
| ARTHUR | 0 | 2.08 | 2.08 | \$0.00 | \$21,977.00 | \$0.00 | \$0.00 |
| AURELIA | 0.65 | 7.83 | 8.48 | \$100,540.00 | \$107,140.00 | \$7,706.49 | \$8,212.38 |
| BATTLE CREEK | 0.33 | 6.19 | 6.52 | \$26,308.00 | \$48,665.00 | \$1,331.54 | \$2,463.11 |
| BLENCOE | 0 | 2.88 | 2.88 | \$1,038.00 | \$28,871.00 | \$0.00 | \$0.00 |
| BRONSON | 0 | 2.62 | 2.62 | \$15,939.00 | \$15,998.00 | \$0.00 | \$0.00 |
| BRUNSVILLE | 0 | 1.67 | 1.67 | \$0.00 | \$7,537.00 | \$0.00 | \$0.00 |
| CASTANA | 0 | 4.45 | 4.45 | \$0.00 | \$10,041.00 | \$0.00 | \$0.00 |
| CHEROKEE | 10.57 | 29.73 | 40.3 | \$160,104.00 | \$643,883.00 | \$41,992.54 | \$168,879.49 |
| CLEGHORN | 0.58 | 1.87 | 2.45 | \$18,394.00 | \$10,890.00 | \$4,354.50 | \$2,578.04 |
| CORRECTIONVILLE | 0.79 | 7.99 | 8.77 | \$9,143.00 | \$87,150.00 | \$823.60 | \$7,850.46 |
| CRAIG | 0 | 1.06 | 1.06 | \$0.00 | \$3,578.00 | \$0.00 | \$0.00 |
| CUSHING | 0 | 2.04 | 2.04 | \$7,372.00 | \$33,896.00 | \$0.00 | \$0.00 |
| DANBURY | 0 | 3.03 | 3.03 | \$37,946.00 | \$30,092.00 | \$0.00 | \$0.00 |
| GALVA | 0 | 3.98 | 3.98 | \$22,440.00 | \$29,666.00 | \$0.00 | \$0.00 |
| HINTON | 0.5 | 5.52 | 6.01 | \$455,729.00 | \$214,605.00 | \$37,914.23 | \$17,853.99 |
| HOLSTEIN | 0 | 11.42 | 11.42 | \$131,361.00 | \$319,393.00 | \$0.00 | \$0.00 |
| HORNICK | 0 | 2.56 | 2.56 | \$28,825.00 | \$131,490.00 | \$0.00 | \$0.00 |

TABLE 6 CONTINUED

| City Name | On System Mileage | Off System Mileage | Total Mileage | Total Maintenance | Total Operations | On System Maintenance | On System Operations |
|--------------|-------------------|--------------------|---------------|-------------------|------------------|-----------------------|----------------------|
| IDA GROVE | 1.6 | 18.1 | 19.69 | \$28,308.00 | \$295,532.00 | \$2,300.29 | \$24,014.79 |
| KINGSLEY | 0.73 | 9.1 | 9.83 | \$89,300.00 | \$177,222.00 | \$6,631.64 | \$13,160.94 |
| LARRABEE | 0 | 1.53 | 1.53 | \$7,041.00 | \$14,204.00 | \$0.00 | \$0.00 |
| LAWTON | 0.58 | 4.72 | 5.3 | \$43,575.00 | \$77,344.00 | \$4,768.58 | \$8,464.06 |
| LE MARS | 17.38 | 54.16 | 71.54 | \$250,585.00 | \$1,228,169.00 | \$60,877.37 | \$298,372.62 |
| MAPLETON | 0.53 | 10.49 | 11.02 | \$9,246.00 | \$82,029.00 | \$444.68 | \$3,945.13 |
| MARCUS | 0 | 12.19 | 12.19 | \$3,622.00 | \$351,195.00 | \$0.00 | \$0.00 |
| MERIDEN | 0 | 2.49 | 2.49 | \$15,328.00 | \$21,387.00 | \$0.00 | \$0.00 |
| MERRILL | 1 | 5.34 | 6.34 | \$53,766.00 | \$282,470.00 | \$8,480.44 | \$44,553.63 |
| MOORHEAD | 0.19 | 3.12 | 3.31 | \$4,889.00 | \$18,671.00 | \$280.64 | \$1,071.75 |
| MOVILLE | 0 | 11.55 | 11.55 | \$424,472.00 | \$547,514.00 | \$0.00 | \$0.00 |
| ONAWA | 3.15 | 28.45 | 31.6 | \$71,645.00 | \$436,183.00 | \$7,141.83 | \$43,480.27 |
| OTO | 0 | 2.69 | 2.69 | \$0.00 | \$31,097.00 | \$0.00 | \$0.00 |
| OYENS | 0 | 1.13 | 1.13 | \$69.00 | \$2,405.00 | \$0.00 | \$0.00 |
| PIERSON | 0.45 | 4.47 | 4.92 | \$0.00 | \$45,768.00 | \$0.00 | \$4,186.10 |
| QUIMBY | 0 | 2.72 | 2.72 | \$1,022.00 | \$28,320.00 | \$0.00 | \$0.00 |
| REMSEN | 1.15 | 10.52 | 11.67 | \$245,681.00 | \$259,256.00 | \$24,210.21 | \$25,547.93 |
| RODNEY | 0 | 0.83 | 0.83 | \$0.00 | \$5,206.00 | \$0.00 | \$0.00 |
| SALIX | 0 | 4.2 | 4.2 | \$11,283.00 | \$29,514.00 | \$0.00 | \$0.00 |
| SLOAN | 0.65 | 7.54 | 8.2 | \$29,616.00 | \$106,447.00 | \$2,347.61 | \$8,437.87 |
| SMITHLAND | 0 | 2.65 | 2.65 | \$1,109.00 | \$22,154.00 | \$0.00 | \$0.00 |
| SOLDIER | 0 | 2.35 | 2.35 | \$23,182.00 | \$6,571.00 | \$0.00 | \$0.00 |
| STRUBLE | 0 | 1.06 | 1.06 | \$7,591.00 | \$2,614.00 | \$0.00 | \$0.00 |
| TURIN | 0 | 0.83 | 0.83 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| UTE | 0 | 5.53 | 5.53 | \$44,812.00 | \$50,027.00 | \$0.00 | \$0.00 |
| WASHTA | 0 | 2.76 | 2.76 | \$6,631.00 | \$16,001.00 | \$0.00 | \$0.00 |
| WESTFIELD | 0 | 1.97 | 1.97 | \$179.00 | \$6,847.00 | \$0.00 | \$0.00 |
| WHITING | 2.19 | 7.34 | 9.53 | \$49,601.00 | \$95,898.00 | \$11,398.34 | \$22,037.42 |
| TOTAL | | | | | | \$238,251.78 | \$718,410.07 |

TABLE 7: 2025 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 |
| Cherokee | 308.438 | 688.801 | 997.239 | 1,816,166 | 3,164,672 | 4,980,838 | 561,726 | 978,808 | 1,540,533 |
| Ida | 225.725 | 488.521 | 714.246 | 2,225,101 | 3,169,855 | 5,394,956 | 703,204 | 1,001,777 | 1,704,982 |
| Monona | 350.426 | 699.799 | 1050.225 | 2,595,009 | 5,150,706 | 7,745,716 | 865,870 | 1,718,624 | 2,584,494 |
| Plymouth | 299.570 | 706.292 | 1005.862 | 2,784,663 | 6,312,891 | 9,097,554 | 829,340 | 1,880,131 | 2,709,471 |
| Woodbury | 238.197 | 444.034 | 682.231 | 3,965,002 | 6,879,773 | 10,844,775 | 1,384,357 | 2,402,033 | 3,786,390 |
| Subtotal RPA 4 | 1422.356 | 3027.447 | 4449.803 | 13,385,942 | 24,677,897 | 38,063,838 | 4,344,498 | 7,981,373 | 12,325,870 |

Table 8: Financial Constraint Summary

| RPA 4 Forecasted Operations and Maintenance Expenditures on Federal-aid System | | | | | | |
|--------------------------------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| County Operations | 4,344,498 | 4,518,278 | 4,699,009 | 4,886,969 | 5,082,448 | 5,285,746 |
| County Maintenance | 7,981,373 | 8,300,628 | 8,632,653 | 8,977,959 | 9,337,077 | 9,710,560 |
| City Operations | 718,410 | 747,146 | 777,032 | 808,114 | 840,438 | 874,056 |
| City Maintenance | 238,252 | 247,782 | 257,693 | 268,001 | 278,721 | 289,870 |
| Total Operations and Maintenance | 13,282,532 | 13,813,834 | 14,366,387 | 14,941,042 | 15,538,684 | 16,160,232 |

| RPA 4 Forecasted Non Federal-aid Revenues | | | | | | |
|-------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Farm to Market | 7,362,923 | 7,657,440 | 7,963,738 | 8,282,287 | 8,613,578 | 8,958,122 |
| Secondary Road Fund | 43,796,634 | 45,548,499 | 47,370,439 | 49,265,257 | 51,235,867 | 53,285,302 |
| City Street Fund | 14,254,637 | 14,824,822 | 15,417,815 | 16,034,528 | 16,675,909 | 17,342,945 |
| Total Non Federal-aid Revenues | 65,414,194 | 68,030,762 | 70,751,992 | 73,582,072 | 76,525,355 | 79,586,369 |

TABLE 9: FARM TO MARKET RECEIPTS STATE FISCAL YEAR 2025

| State Fiscal Year 2025 Actual Farm to Market Receipts | | | | | | |
|-------------------------------------------------------|----------|--------------------|--------------------|--------------------|--------------------|--------------------|
| County No. | County | Q1 | Q2 | Q3 | Q4 | Total |
| 18 | CHEROKEE | 363,189 | \$398,370 | \$272,718 | \$240,645 | \$1,274,922 |
| 47 | IDA | \$242,952 | \$266,486 | \$182,432 | \$160,977 | \$852,848 |
| 67 | MONONA | \$393,145 | \$431,228 | \$295,212 | \$260,493 | \$1,380,078 |
| 75 | PLYMOUTH | \$575,391 | \$631,127 | \$432,060 | \$381,248 | \$2,019,826 |
| 97 | WOODBURY | \$567,320 | \$622,276 | \$426,001 | \$375,900 | \$1,991,497 |
| Subtotal SRTPA | | \$2,141,996 | \$2,349,487 | \$1,608,424 | \$1,419,264 | \$7,519,171 |

Table 10: FY 2025 County Engineers' Annual Report, Receipts to the Secondary Road Fund

| County Engineers Annual Report, Receipts to Secondary Road Fund 2025 | | | | | | | | | | | |
|-----------------------------------------------------------------------------|---------------------|--------------------|---------------------|----------------------|----------------------|-------------------|---------------------|--------------------|-----------------------------|-------------------------------|---------------------|
| 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 | \$1,678,109 | \$421,891 | \$4,035,235 | \$443,783 | \$16,763 | \$0 | \$0 | \$0 | \$0 | \$6,041 | \$6,601,822 |
| IDA | \$1,327,585 | \$0 | \$2,756,120 | \$304,497 | \$20,470 | \$0 | \$0 | \$0 | \$0 | \$1,911 | \$4,410,582 |
| MONONA | \$2,384,839 | \$565,232 | \$4,124,038 | \$453,243 | \$19,507 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,546,859 |
| PLYMOUTH | \$3,725,616 | \$2,232,557 | \$6,767,886 | \$741,183 | \$8,451 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,475,693 |
| WOODBURY | \$1,732,000 | \$2,896,381 | \$6,367,266 | \$704,647 | \$61,385 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,761,678 |
| Subtotal RPA 4 | \$10,848,149 | \$6,116,061 | \$24,050,545 | \$2,647,353 | \$126,575 | \$0 | \$0 | \$0 | \$0 | \$7,951 | \$43,796,634 |

Table 11: City Street Finance Report Revenues 2025

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

TABLE 11 CONTINUED

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

AMENDMENTS AND REVISIONS

The SRTPA Transportation Improvement Program FY 2027-2030 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:

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

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

When requesting an amendment or administrative modification to the TIP, member entities must complete an Amendment Form or an Administrative Modification Form. These must be filled out and returned to staff 10 days before the SRTPA TAC meeting so that the information can be reviewed and verified by staff. This will also allow the revisions to be posted in the agenda before it is sent out to members and to follow public participation procedures of posting changes at least 24 hours in advance of the meeting. The second step of the process is the TAC review of the amendment or administrative modification proposal and recommendation to the Policy Board. A favorable vote from the Policy Board will allow the amendment to be added to the TIP. It is important to note that all TIP amendments/administrative modifications that require action by the Policy Board will be listed on the SRTPA Agenda prior to the meeting. This agenda will be posted 24 hours in advance of the meeting on SIMPCO's website: [Agendas & Minutes | SIMPCO](#). 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 2026-7

APPROVAL OF THE FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

NOW, THEREFORE, BE IT RESOLVED by the Siouxland Regional Transportation Planning Association that the Policy Board approve the Federal Fiscal Year 2027 – 2030 Transportation Improvement Program and submit the document to the Iowa Department of Transportation for inclusion in the Iowa Department of Transportation’s Statewide Transportation Improvement Program.

Approved by the SRTPA Policy Board and signed **this 26th day** of June 2026.

Vince Phillips
SRTPA Policy Board Chairperson

ATTEST:

Michelle M. Bostinelos
SIMPCO, Executive Director

S R T P A R E S O L U T I O N 2 0 2 6 - 8

CERTIFICATE OF COMPLIANCE STATEMENT OF FINANCIAL CAPACITY ANALYSIS

This is to certify that the SRTPA Transportation Improvement Program FY 2027-2030 for the Siouxland Regional Transportation Planning Association Area is prepared in accordance with the requirements of the Federal Transit Administration Circular 7008.1A for financial capacity analysis. An assessment of financial capacity is conducted by the Siouxland Regional Transit System, in concert with the planning process conducted by the Siouxland Interstate Metropolitan Planning Council, as the Siouxland Regional Transportation Planning Association.

Approved by the SRTPA Policy Board and signed this 26th day of June 2026.

Vince Phillips
SRTPA Policy Board Chairperson

ATTEST:

Michelle M. Bostinelos
SIMPCO, Executive Director