

SIOUX CITY METROPOLITAN AREA
IOWA-NEBRASKA-SOUTH DAKOTA

FINAL
TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)
FY 2026 – 2029

SIOUXLAND INTERSTATE METROPOLITAN
PLANNING COUNCIL
METROPOLITAN PLANNING ORGANIZATION

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INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO), has developed a **Transportation Improvement Program** (TIP) for the Sioux City Metropolitan Planning Area (herein after referred to as the “Metropolitan Planning Area”) consisting of the cities of Sioux City and Sergeant Bluff, Iowa; Dakota City and South Sioux City, Nebraska; and North Sioux City, Dakota Dunes, and Jefferson, South Dakota; and the unincorporated portions of Woodbury, Plymouth, Dakota, and Union Counties. This TIP was put together under the direction of the Federal Highway Administration, Federal Transit Administration, Iowa Department of Transportation (Iowa DOT), Nebraska Department of Transportation (NDOT), and South Dakota Department of Transportation (SDDOT), as a requirement of the Bipartisan Infrastructure Law (BIL) which provides federal funding authorization for highway network, highway safety, alternative modes and mass transportation through Fiscal Year 2029

It is the purpose of the *MPO Transportation Improvement Program FY 2026-2029* to provide all citizens of the Metropolitan Planning Area, the FHWA, FTA, Iowa DOT, NDOT, and SDDOT with the Metropolitan Planning Area’s multimodal and intermodal transportation improvements for the fiscal years 2026 through 2029. Preparation of the TIP consisted of compiling background information provided through the U.S. Census Bureau, U.S. DOT, Iowa DOT, NDOT, SDDOT and other sources as cited. The MPO was responsible for the preparation of this TIP, with guidance given by local and county officials, the MPO Transportation Technical Committee (TTC), Policy Board, through the input of environmental, cultural, other interested parties, and through citizen input. The purpose of a TIP is to serve as an organized structure of information on improvements to be made in the Metropolitan Planning Area to transportation and related systems, addressing the future needs, goals, and objectives of the Metropolitan Planning Area. This TIP is project specific and serves as a programming document.

The information contained in the following pages will provide the Metropolitan Planning Area’s transportation network improvements and a vision of the transportation network in the year 2029. The “Vision” was developed using current transportation network characteristics, current and projected social, physical, environmental, and economical characteristics, as well as various local and county citizen participation, and local official involvement. Several local and regional meetings and a public input meeting were held throughout the development of *MPO Transportation Improvement Program FY 2026-2029* to encourage and receive a diverse accounting of information and participation.

PLANNING FACTORS

The BIL continues previous planning requirements specify ten factors that must be considered in the development of transportation plans and programs. The factors are formulated to reassert the policy goals of the FAST Act, 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. Both the FAST Act and IIJA/BIL priorities are intended to expand the role of transportation planning, facilitate the development of a more balanced transportation system, and increase the efficiency of the system.

Policy and planning priorities

1. Support the economic vitality of the metropolitan area, 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 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
10. Enhance travel and tourism.

STATUS REPORT OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2025

TABLE 1A: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2025 PROJECT (IOWA)

PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	FY2025 - Amnts in \$1,000's					Development Status
						FM	FA	SWAP	Reg	Total	
		Iowa Department of Transportation	55756	NHSN-376()-2R-97	IA 376: Singing Hills Dr to Lincoln Way in Sioux City					\$1,224,000.00	Guardrail work has started. Rest of project to start on May 12
		Iowa Department of Transportation	45302	BRFN-020()-39-97	US 20: Proposed Rd 0.5 mi W of IA 12 (EB/WB)					\$601,000.00	Completed overlay of inside lane. Working on outside lane
		Iowa Department of Transportation	38048	BRFN-077()-39-97	US 77: Missouri River in Sioux City (State Share)					\$36,000.00	Let on April 15
		Iowa Department of Transportation	55587	NHSX-075()-3H-97	US 75: US 20 Interchange to N of Co Rd C80		\$1,010,400.00			\$1,263,000.00	Contractor start on April 21
		Iowa Department of Transportation	39381	BRF-020()-38-97	US 20: Abandoned RR 0.1 mi E of Co Rd D25 (Remove Bridge)		\$6,282,400.00			\$7,853,000.00	Bridge demolition has started.
		Iowa Department of Transportation	55586	IMN-029()-0E-97	I 29: Sergeant Bluff to South Dakota Border					\$600,000.00	
		Iowa Department of Transportation	38148	IMN-129()-0E-97	I 129: Missouri River in Sioux City (State Share)					\$50,000.00	Falsework has been set & removals will begin this week. Traffic control is scheduled to switch lanes in June
		Iowa Department of Transportation	52564	IMX-129()-02-97	I 129: Missouri River in Sioux City (State Share)		\$7,600,000.00			\$9,500,000.00	Falsework has been set & removals will begin this week. Traffic control is scheduled to switch lanes in June
	C80 Resurfacing	Plymouth County	47088	STP-S-C075(180)-5E-75	On C 80, from k22 E 3.5 miles to Hwy 75		\$1,500,000.00		\$1,500,000.00	\$1,977,000.00	Will be let in June
	6th Street Bridge	Sioux City	53080	BHM-7057(715)-8K-97	In the city of Sioux City, On 6TH ST, Over FLOYD RIVER, S27 T89 R47		\$1,200,000.00	\$300,000.00	\$1,500,000.00	\$3,000,000.00	October 21, 2025 letting date
	West Street Bridge Replacement	Sioux City	53079	BROS-7057(714)-8J-97	In the city of Sioux City, On W ST, Over DRAINAGE, S6 T89 R47		\$1,500,000.00			\$1,500,000.00	contract awarded, complete in Fall 2025

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TABLE 1B: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2025 PROJECT (NEBRASKA)

Program	Sponsor Name	Control Number	PN	Type of Work	Pgmd Amnts in \$1,000's				Dev't Status
					Federal	State	Local	Total	
STP-Surface Transportation Program	NDOT	32417	STP-129-1(32)	On Interstate 129: (Replace existing high mast tower lighting)	1814	202		2,016	Design (PE) is underway. Letting - 8/28/25

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TABLE 1C: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2025 PROJECT (SOUTH DAKOTA)

					Programmed Amounts in \$1,000's				
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	FY 25				FY25 Status Updates
					Proj Total	FA	State	Local	
SDDOT	PH 000S(436)	06U4	Regionwide	High Friction Surface Treatment	131.00	1,170.00	131.00	0.00	Ready* 05/15/2025
SDDOT	PH 0020(211)	06UA	Regionwide	Rumble Strips & High Grade Polymer Pavement Markings	416.00	416.00	0.00	0.00	Awarded 03/13/2025; 100% Federal; Allstates Pavement Recycling & Stabilization Inc
SDDOT	PH 0020(185)	06AP	Regionwide	Durable Pavement Marking	780.00	780.00	0.00	0.00	Letting Date 05/07/2025; 100% Federal
SDDOT	PS 000S(428)	0838	Statewide	Various BNSF Crossing Location	20.00	18.00	2.00	0.00	On going as assigned
SDDOT	PL 0100(113)	08W2	FHWA Planning	Planning - I29 Corridor Study	985.00	807.20	117.80	0.00	In progress at 75% completion; additional interchange analysis scope change
SDDOT	P 0020(225)	08P8	Regionwide	Bridge Deck Treatment	416.00	341.00	75.00	0.00	Awarded 11/15/2024; Journey Group Companies
SDDOT	LR 2025(00)0	093F	Statewide	Various locations Statewide - 2025 NEVI Projects	9,087.00	7,269.00	53.00	1,765.00	Local funding source is Other private
SDDOT	LR 2025(00)0	093G	Statewide	Various locations Statewide - 2025 CRP Projects	10,000.00	9,000.00	1,000.00	0.00	Distributed to various projects for eligible costs
SDDOT	IM 0291()4	09E7	I-29 From N of Sioux City to Exit 26 SD50 Vermillion	Mill, AC Resurfacing of Shoulders & Ramps	12,501.00	10,823.00	1,678.00	0.00	Awarded 02/13/2025; Border States Paving, Inc
SDDOT	IM 0020()	09J6	Regionwide	Joint Repair, Polymer Chip Seal	1,164.00	1,059.00	105.00	0.00	Ready* 04/15/2027
SDDOT	IM NH P 0023(71)	09L8	6 SD counties, including Union	Asphalt Surface Treatment	3,645.00	3,503.00	658.00	0.00	Letting Date 05/07/2025
SDDOT	P TAPU(35)	08W4	N Sioux City - fm Jct of Sodrac Dr & River Dr to the Jct of Sioux Point Rd & Shay Rd	PCC Shared Use Path, CE	915.00	400.00		515.00	Ready* 03/15/2025
SDDOT	P TAPU(36)	08W5	Dakota Dunes - Along Sioux Pt Rd fm Shay Rd to Dakota Dunes Blvd	PCC Shared Use Path, CE	455.00	341.00		114.00	Ready* 03/15/2025
	EM 8064(32)	097K	N Sioux City - Northshore Dr Realignment	PCC Surfacing, Grading, Storm Sewer, Curb & Gutter, Lighting, Water Main, Sanitary, ROW, PE	20,334.00	16,663.00	0.00	3,671.00	CE In Progress
SDDOT	P TAPE(07)25	07UP	Statewide	2025 PE for Transportation Alternatives Projects	1,000.00	820.00	54.00	126.00	Distributed to vaious applicants for eligible sites
SDDOT	LR 2025(00)0	093K	Statewide	Various locations Statewide - 2025 PROTECT Projects	10,000.00	9,000.00	1,000.00	0.00	Distributed for eligible costs

TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2025 PROJECTS

Project ID	Sponsor	Approval Level	Funding Programs	Years	Funding Total	DOT Funding	FA Funding	FTA Funding	Local Funding	Description
11127	Sioux City Transit System	FTA Approved	5339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-Duty Bus (176" wb)
11128	Sioux City Transit System	FTA Approved	5339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-Duty Bus (176" wb)
11129	Sioux City Transit System	FTA Approved	5339	2025	\$900,000		\$765,000	\$765,000	\$135,000	Heavy Duty Bus (35-39 ft.)
11131	Sioux City Transit System	FTA Approved	5339	2025	\$1,200,000		\$960,000	\$960,000	\$240,000	35' HD Low Floor-ZEB
11133	Sioux City Transit System	FTA Approved	5339	2025	\$1,200,000		\$960,000	\$960,000	\$240,000	Heavy Duty Bus (35-39 ft.)-ZEB
11134	Sioux City Transit System	FTA Approved	5339	2025	\$607,400		\$516,290	\$516,290	\$91,110	Heavy Duty Bus (35-39 ft.)
11135	Sioux City Transit System	FTA Approved	5339	2025	\$607,400		\$516,290	\$516,290	\$91,110	Heavy Duty Bus (35-39 ft.)
11135	Sioux City Transit System	PT Approved	5339	2025	\$607,400		\$485,920	\$485,920	\$121,480	Heavy Duty Bus (35-39 ft.)
11137	Sioux City Transit System	FTA Approved	5339	2025	\$1,200,000		\$960,000	\$960,000	\$240,000	35' HD Low Floor-ZEB
11138	Sioux City Transit System	FTA Approved	5339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-duty bus (176" wb)
11139	Sioux City Transit System	FTA Approved	5339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-duty bus (176" wb)
11141	Sioux City Transit System	FTA Approved	5339	2025	\$639,300		\$543,405	\$543,405	\$95,895	Heavy-duty bus (40-42 ft.)
11142	Sioux City Transit System	FTA Approved	5339	2025	\$639,300		\$543,405	\$543,405	\$95,895	Heavy Duty Bus (40-42 ft.)
11143	Sioux City Transit System	FTA Approved	5339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-duty bus (176" wb)
11144	Sioux City Transit System	FTA Approved	5310	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-duty bus (176" wb)
11145	Sioux City Transit System	FTA Approved	53,105,339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-duty bus (176" wb)
11146	Sioux City Transit System	FTA Approved	53,105,339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-duty bus (176" wb)
11147	Sioux City Transit System	FTA Approved	5307,STA	2025	\$6,250,481	\$494,951	\$2,877,765	\$2,877,765	\$2,877,765	Governor's apportionment for 5307 from IA, NE, & SD plus Iowa STA
11148	Sioux City Transit System	FTA Approved	5339	2025	\$14,416,801		\$11,533,441	\$11,533,441	\$2,883,360	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING
11148	Sioux City Transit System	Submitted	5339	2025	\$15,598,178		\$12,478,542	\$12,478,542	\$3,119,636	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING
11149	Sioux City Transit System	FTA Approved	5339	2025	\$162,250		\$129,800	\$129,800	\$32,450	Install (3) level two charging stations & related electrical upgrades in Transit Garage
11150	Sioux City Transit System	FTA Approved	5307	2025	\$75,000		\$60,000	\$60,000	\$15,000	Floor Scrubber for Vehicle Maintenance Building
11151	Sioux City Transit System	FTA Approved	5307	2025	\$95,000		\$76,000	\$76,000	\$19,000	Shop Maintenance Truck w/ Compressor and Snow Plow
11152	Sioux City Transit System	FTA Approved	5307	2025	\$75,000		\$60,000	\$60,000	\$15,000	Vehicle Maintenance Equipment (lift, tools, jacks)
11153	Sioux City Transit System	FTA Approved	PTIG	2025	\$835,000	\$600,000			\$235,000	MLK heat pumps replacement (17 units) & associated piping
11154	Sioux City Transit System	FTA Approved	5339	2025	\$607,400		\$516,290	\$516,290	\$91,110	Heavy Duty Bus (35-39 ft.) #1331
11155	Sioux City Transit System	FTA Approved	5307	2025	\$226,000		\$180,800	\$180,800	\$45,200	MLK Cooling Tower Replacement
11156	Sioux City Transit System	FTA Approved	5307	2025	\$400,000		\$320,000	\$320,000	\$80,000	Mobile Fare Collection

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Project ID	Sponsor	Approval Level	Funding Programs	Years	Funding Total	DOT Funding	FA Funding	FTA Funding	Local Funding	Description
11156	Sioux City Transit System	In Prep	5307	2025	\$400,000		\$400,000	\$400,000		Mobile Fare Collection
11157	Sioux City Transit System	FTA Approved	STA	2025	\$75,000	\$60,000			\$15,000	MLK structural rehabilitation; concrete sealing and repairs
11158	Sioux City Transit System	FTA Approved	PTIG	2025	\$300,000	\$240,000			\$60,000	Replacement Bus Wash Equipment for Transit Garage
11159	Sioux City Transit System	FTA Approved	5310	2025	\$44,835		\$44,835	\$44,835		Capital projects & Services exceeding ADA requirements & Saturday SSC Rides
11160	Sioux City Transit System	FTA Approved	53,105,339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-duty bus (176" wb)
11161	Sioux City Transit System	FTA Approved	53,105,339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-duty bus (176" wb)
11162	Sioux City Transit System	FTA Approved	53,105,339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Light Duty Bus (176" wb)
11163	Sioux City Transit System	FTA Approved	53,105,339	2025	\$182,100		\$154,785	\$154,785	\$27,315	Low Floor Light-duty bus (176" wb)
11165	Sioux City Transit System	FTA Approved	PTIG	2025	\$150,650	\$120,000			\$30,650	MLK Boilers Replacement (2)
11166	Sioux City Transit System	FTA Approved	CRP	2025	\$199,750		\$160,000		\$39,750	Transit Maintenance Garage Electrification Project
11167	Sioux City Transit System	FTA Approved	5339	2025	\$70,000		\$56,000	\$56,000	\$14,000	LoNo 50 kW Mobile Plug-In Charger
11538	Sioux City Transit System	FTA Approved	5339	2025	\$281,820		\$225,456	\$225,456	\$56,364	NE 5339 Apportionment-New Transit Facility A&E Design
10528	MPO 29 / SIMPCO	FTA Approved	5311	2025, 2026, 2027, 2028	\$25,000		\$20,000	\$20,000	\$5,000	FTA Planning

TRANSPORTATION NETWORK IMPROVEMENTS

The transportation improvements within the boundary of the Sioux City Metropolitan Planning Area include a multimodal network of projects meeting the needs and demands of the citizens residing within the area. The transportation network consists of an urban and rural systems that enable safe and efficient transportation of people, goods, and services throughout the Metropolitan Planning Area. The system is a complex integration of passenger transportation (such as transit and air services), freight movement (via air, rail, and over-the-road), and transportation enhancement facilities (including but not limited to bicycle and pedestrian trails). The Metropolitan Planning Area continues to maintain access to Amtrak passenger rail services in nearby Omaha, furthering enhanced transportation opportunity.

Preliminary 2020 census data indicates an overall population increase in the Metropolitan Planning Area. Projections indicate that the area's population will continue to increase into 2045, therefore maintaining urban demographic characteristics. The network continues to be planned and programmed in respect to financial appropriations assigned to the Metropolitan Planning Area, as means of addressing growing needs and demands of the citizens affected by the facilities and services comprising the Metropolitan Planning Area transportation network. The *MPO Transportation Improvement Program FY 2026-2029* provides full consideration for the general health, safety, and well-being of the citizens of the Metropolitan Planning Area.

FY 2026 Sioux City Transit System has programmed \$33,180,418 with anticipated federal participation of \$23,852,077 in capital purchases.

The intent of the *MPO Transportation Improvement Program FY 2026-2029* is to enable the Metropolitan Planning Area to create a multimodal and intermodal network that encourages and provides the distribution of people, goods, and services throughout the Metropolitan Planning Area and to points beyond the Sioux City Metropolitan Planning Area boundaries. In doing so, the Metropolitan 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 Federal transportation legislation as in effect for the given planning year. The FAST Act, its interim extensions leading to the IIJA/BIL, and the IIJA/BIL are considered in the review of projects in this Transportation Improvement Plan. Costs of future projects are determined using a 5% to 10% inflation rate and are calculated by the project sponsor.

SCHEDULE FOR SOLICITATION OF PROJECT APPLICATIONS AND EVALUATION

- November 7, 2024 - TTC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 10, 2025 – SIMPCO staff sends out Surface Transportation Block Grant Program /Carbon Reduction Program (STBG/CRP) and Transportation Alternatives Program (TAP) applications to county/city engineers and other interested parties via the public participation list. Applications are also available via email and on the SIMPCO website (www.simpco.org)
- February 7, 2025 – STBG, CRP and TAP Application Deadline
- February 7, 2025 - February 14, 2025 - Project evaluation by SIMPCO staff
- March 5, 2025- Project presentations by applicants. Project recommendation to Policy Board by TTC.
- March 6, 2025 – Project selection and approval by Policy Board
- May 7, 2025 & May 8, 2025 - Draft TIP Tables presented to TTC and Policy Board respectively.
- May 19, 2025– Draft TIP to TTC and Policy Board and to Iowa DOT, Nebraska DOT, South Dakota DOT, FHWA and FTA
- May 19, 2025 - Draft TIP available at SIMPCO office and website and public comment period begins.
- June 10, 2025 – Public Input Meeting
- June 25, 2025 – Final DRAFT TIP with comments addressed to TTC for review and recommendation.
- June 26, 2025 - Final TIP to Policy Board for approval
- July 15, 2025 – Final TIP sent to Iowa Department of Transportation, Nebraska Department of Transportation and South Dakota Department of Transportation for inclusion in the Statewide Transportation Improvement Programs (STIP)
- October 1, 2025 – Letters sent to the Offices of Program Management and Public Transit requesting that the STBG funds programmed for transit be transferred to FTA.

STBG/CRP APPLICATION PROCESS

The SIMPCO MPO is one of few tri-state MPOs across the nation. The process to select and prioritize STBG and CRP projects can vary from state to state. Below is the process for STBG/CRP projects by each state within the SIMPCO MPO.

Iowa STBG/CRP Process

1. Application. Iowa members and organizations within the Metropolitan Planning Area will be informed when requests for STBG/CRP applications are being requested and their deadline. Members will receive an application by mail or email format. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available on SIMPCO's website: www.simpco.org. While agencies or organizations may apply for STBG/CRP, they must be sponsored by an Iowa MPO member to be awarded funding. 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 January and due back to staff in February. Any application received past its deadline will be considered for the following year's application cycle.

2. Qualifying Criteria.

a. STBG

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, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction
- Replacement, rehabilitation, preservation, protection and application of environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges and tunnels on public roads of all functional classifications
- Construction of a new bridge or tunnel at a new location on a Federal-aid highway.
- Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors and inspection and evaluation of other highway assets.
- Capital costs for transit projects including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure
- Bicycle transportation and pedestrian walkways

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- Highway and transit safety infrastructure improvements and programs
- Highway and transit research and development and technology transfer programs
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems
- Surface transportation planning programs
- Transportation alternatives
- Transportation control measures in the Clean Air Act
- Development and establishment of management systems.
- Environmental mitigation efforts
- Intersection projects that have safety and/or congestion problems
- Infrastructure-based intelligent transportation systems capital improvements.
- Environmental restoration and pollution abatement
- Control of noxious weeds and aquatic noxious weeds and establishment of native species
- Projects and strategies designed to support congestion pricing
- Recreational trails projects
- Construction of ferry boats and ferry terminal facilities
- Development and implementation of a State asset management plan for the National Highway System
- Construction and operational improvements for any minor collector if-
 - o the minor collector and the project to be carried out are in the same corridor and in proximity to a National Highway System route;
 - o the construction or improvements will enhance the level of service on the National Highway System route and improve regional traffic flow; and
 - o the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the National Highway System route.
- Workforce development, training, and education activities
- Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system;
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions;
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife;

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- Projects eligible under 23 U.S.C 130 and installation of safety barriers and nets on;
- Maintenance and restoration of existing recreational trails;
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure;
- Installation and deployment of current and emerging intelligent transportation technologies;
- 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 resilience of an eligible transportation facility;
- Measures to protect an eligible transportation facility from cybersecurity threats;
- Conducting value for money analyses or similar comparative analyses of public-private partnerships;
- [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system;
- Projects to enhance travel and tourism;
- Replacement of low-water crossing with a bridge not on a Federal-aid highway;
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane; and
- [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program.

NOTE: This list is exclusive; a project must fit into one of the categories to be eligible for Surface Transportation Block Grant Program funds. For a full list of eligible items and criteria, please refer to:

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

For the listing of new eligibilities, go to: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>

b. CRP

To be eligible as a Carbon Reduction Program activity, any project or area served by the project must fit one or more of the following categories:

- a project described in section 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;

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- A project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- A public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- A [transportation alternatives project](#) as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- A project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;

³ See [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#)

- A project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
- A project to replace street lighting and traffic control devices with energy-efficient alternatives;
- Development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- Efforts to reduce the environmental and community impacts of freight movement;
- A project to support deployment of alternative fuel vehicles, including—
 - o (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - o the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- A project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and

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- A project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

Sustainable pavements and construction materials

Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO2 compared to the implementing Agency's typical pavement-related practices. The [LCA Pave Tool](#) can be used to assess the CO2 impacts of pavement material and design decisions.

Climate Uses of Highway Right-of-Way

Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. And, biologic carbon sequestration practices along highway ROW to capture and store CO2 may demonstrate potential for substantial long-term transportation emissions reductions. [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#) provides information on these practices.

Mode Shift

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, accessibility, and connectivity may be eligible. Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

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States should work with the FHWA on eligibility questions for specific projects. The [CMAQ Emissions Calculator Toolkit](#) is an available resource for estimating the CO2 emissions benefits of certain projects.

NOTE: For a full list of eligible items and criteria, please refer to: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

Funds from CRP can be “flexed” to FTA to fund transit projects.

For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).

The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) use equitable and sustainable practices while developing transit-oriented development.

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 BIL continues the requirement of a non-federal match of at least 20 percent of project costs. Assurance of this required local match, addressed in the STBG/CRP Application, by the proposer indicates a necessary level of support by the project sponsor to immediately proceed with project development and implementation.

Projects must be submitted through/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). Through BIL, projects within smaller cities and towns vary in their eligibility for federal aid. STBG/CRP Program funds are

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available as a reimbursement program administered by the Federal Highway Administration (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.

Projects must be proposed on eligible roads.

The STBG/CRP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. Applicants should refer to the Federal Functional Classification map available at the county engineer's office, the Siouxland Interstate Metropolitan Planning Council office, and the Iowa Department of Transportation Northwest Iowa Transportation Center in Sioux City to check eligibility.

- 3. Priority Criteria/Scoring.** Once projects have been submitted to staff, these projects will be evaluated and scored according to the qualifying and priority criterion which is listed in the TIP. Once scored, staff will compile project information, scoring, and recommendation into a memo provided to both the Transportation Technical Committee and Policy Board for review. Although SIMPCO staff recommends projects based on the qualifying and priority criteria, the Transportation Technical Committee and Policy Board are not required to grant funds to the projects based on recommendation. Each of the following thirteen criteria explains its importance to the application and provides the applicant with the amount of weight given in the application review. Each priority is directly related to questions on the application.

- 1. Is this project currently in the Long Range Transportation Plan (Question 1) - 10 points**

- 2. Comprehensive Design (Question 2) - 6 points**

It is the intent that all federal functional classified roads receiving federal transportation funds shall be reviewed to consider that they are designed and built in a safe and comprehensive manner so that all users including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, and motorized vehicles can travel safely and independently throughout the transportation network.

3. The degree to which the proposed project fulfills the intent of the Bipartisan Infrastructure Law (BIL) - 5 points

It is important to implement quality projects. Relative to the IIA/BIL, quality is defined by the declaration of policy included as the act. Legislation links transportation plans, programs, and projects to the goals of preserving community quality and protecting the environment. Surface Transportation Block Grant/Carbon Reduction Program should provide leadership by example for this new direction in federal transportation policy.

4. Projects with an assured local (non-federal funds) match in excess of 20 percent (Question 4) - 5 points

The demand for Surface Transportation Block Grant Program and Carbon Reduction Program 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. Providing equitable access to Surface Transportation Block Grant Program and Carbon Reduction Program funds for underserved communities is also a concern. Therefore, the maximum local (non-federal funds) share is capped at 50 percent.

Point distribution is as follows.

Percent match:	20%	Points	2
	30%		3
	40%		4
	50%		5

5. Projects with components which have already been funded and/or implemented from other funding sources, especially projects for which proposed Surface Transportation Block Grants and Carbon Reduction Program would complete a larger project, concept, or plan (Question 5) - 5 points

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 Program and Carbon Reduction Program funds would provide additional benefits to funded projects.

6. Projects that have already gone through a statewide, regional, and/or local priority setting process (Question 6) - 5 points

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.

7. Projects which demonstrate a regional impact including tourism, the environment, and economic development (Question 7) - 15 points

Surface Transportation Block Grant Program and Carbon Reduction Program funds are federal funds. The amount of funds is limited and is probably not sufficient to fund projects in every local community. For example, priority will be given to projects that benefit more than one neighborhood, community, or county, or are recognized as being of regional or interregional significance.

8. Project development status, at time of application, with regards to the federal and other processing requirements appropriate to the proposed project (Question 8) - 3 points

All projects funded with federal funds administered by the FHWA are required to be processed following rules established by the FHWA. The precise process a project must follow varies. For example, a project to develop a plan may merely have to follow the consultant selection process, whereas a major project, entailing extensive land acquisition and significant environmental impacts, may entail a number of steps including the writing of a federal environmental impact statement and holding numerous public meetings and hearings. Projects, which have reached successive milestones in the development process appropriate for the project, will be awarded points based on how far in the process they have been developed. The farther a project has been developed, the more certain is its implementation and the more reliable is its estimated cost.

Right of way acquired?	= 1
Environmental assessment completed/approved?	= 1
Project design completed?	= 1

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9. Projects where there is a need to coordinate with another jurisdiction in the programming and/or implementation process (Question 9)

10. Project Average Annual Daily Traffic and the projected Average Annual Daily Traffic (Question 10)

11. Project Federal Functional Classification (Question 11) - 10 points

Local = 2.5

Collector = 5.0

Minor Arterial = 7.5

Major Arterial = 10.0

12. Project Iowa Department of Transportation Sufficiency Rating(s) and Volume to Capacity Ratio(s) (Question 12) - 18 points

Sufficiency Rating

$$100 - 86 = 1$$

$$85 - 71 = 2$$

$$70 - 56 = 3$$

$$55 \text{ \& below} = 4$$

Volume to Capacity Ratio

$$.10 - .39 = 3.5$$

$$.40 - .69 = 7.0$$

$$.70 - .99 = 10.5$$

$$1.0 = 14.0$$

13. Project Accident Rate (Question 13) - 8 points

$$.01 - .50 = 2$$

$$.51 - 1.00 = 4$$

$$1.01 - 2.00 = 6$$

$$2.01 + = 8$$

The following questions only apply to CRP applications.

14. Projects that are consistent with the Iowa DOT Carbon Reduction Strategy. (Question 14) – 5 points

15. Projects that will cut transportation emissions. (Question 15) – 5 points

Transportation emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State.

POSSIBLE TOTAL POINTS STBG: 90 CRP: 100

- 4. Transportation Technical Committee Recommendation.** The Transportation Technical Committee will review the recommendations from staff, may discuss significance of projects, and hear any input from Transportation Technical Committee members, organizations, agencies or the public. A funding recommendation from the Transportation Technical 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 Technical 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 STBG or CRP 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 July 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.

Nebraska

- 1. Application.** Nebraska members and organizations within the Metropolitan Planning Area will complete a copy of the DR Form 530 for STBG funds.

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2. **SIMPCO approval.** Once the DR Form 530 is completed by a member, it must be submitted to the SIMPCO MPO Executive Director for an approval signature. The MPO approval will be based on the status of the STBG quarterly report that the Nebraska Department of Transportation shall send to the MPO that reports the Urban STBG funds available for Nebraska members to utilize.
3. **Nebraska Department of Transportation Approval.** After SIMPCO approval, the application will be sent for the Nebraska DOT to review. Once the project has been approved by the Nebraska DOT, both SIMPCO and the Nebraska member will receive a project Control Number.
4. **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 July and submitted to the Nebraska 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 Nebraska 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.

South Dakota

1. **STBG Resolution and TAP Application.** South Dakota members submit a Resolution to the South Dakota Department of Transportation (DOT) to request STBG. SIMPCO requests a copy of the resolution to have on file when sent to the South Dakota DOT.
2. **South Dakota Department of Transportation Approval.** Once the project has been approved by the South Dakota DOT, both SIMPCO and the South Dakota member will receive a project Control Number.
3. **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 July and submitted to the South Dakota 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 South Dakota 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.

TRANSPORTATION ALTERNATIVES PROGRAM

As the legislation guiding this Transportation Improvement Program process, Fixing America's Surface Transportation (FAST) Act has grouped the Transportation Enhancement funds under a new program called Transportation Alternatives. Transportation enhancement activities no longer are required to be a part of the Surface Transportation Block Grant Program where 10 percent of the STBGP apportionment is required for transportation enhancement. The IIJA/BIL expanded emphasis for projects focused on alternative transportation projects with an increase in dedicated funding which is reflected in the allocations to projects beginning in the 2023 planning year. Through the FAST Act, the Transportation Alternatives Program is funded at a level equal to two percent of the FHWA funding. Each of the three states within the SIMPCO MPO have a different TAP process, they are outlined below:

I O W A

- 1. Application.** Iowa members and organizations within the Metropolitan 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. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available at all times on the Iowa DOT website:
https://iowadot.gov/systems_planning/grant-programs/transportation-alternatives.

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

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

- Minority Impact Statement

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

2. Eligibility requirements.

Eligible applicants and project sponsors include:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public lands agencies
- Tribal governments
- School district, local education agency, or school
- A nonprofit entity
- 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 MPO's Long Range Transportation Plan.

d. Alignment with other planning documents (10 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, 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?

Once scored, staff will compile project information, scoring, and recommendation into a memo provided to both the Transportation Technical Committee and Policy Board for review. Although SIMPCO staff recommends projects based on the qualifying and priority

criteria, the Transportation Technical Committee and Policy Board are not required to grant funds to the projects based on recommendation.

- 4. Transportation Technical Committee Recommendation.** The Transportation Technical Committee will review the recommendations from staff, may discuss significance of projects, and hear any input from Transportation Technical Committee members, organizations, agencies or the public. A funding recommendation from the Transportation Technical 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 Technical 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.

Nebraska

- 1. Application.** Nebraska members and organizations within the Metropolitan Planning Area will complete TAP Intent to Apply Form, TAP Draft Application Form, and a TAP Final Application Form. The Transportation Alternatives applications can be found on the Nebraska DOT website at: <http://dot.nebraska.gov/business-center/lpa/projects/programs/tap/>.
- 2. SIMPCO approval.** Once the TAP Final Application Form is completed by a member, it must be submitted to the MPO Transportation Planning Director for an approval signature.
- 3. Nebraska Department of Transportation Approval.** After SIMPCO approval, the application will be sent for the Nebraska DOT to review. Once the project has been approved by the Nebraska DOT, both SIMPCO and the Nebraska member will receive a project Control Number.
- 4. 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 July and submitted to the Nebraska

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 Nebraska 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.

South Dakota

- 1. STBG Resolution and TAP Application.** South Dakota members complete an application provided by the South Dakota DOT by September 30th of each year for TAP funds. SIMPCO requests a copy of the TAP application to have on file when sent to the South Dakota DOT. The TAP applications for South Dakota can be found on the South Dakota DOT website at: <https://dot.sd.gov/programs-services/programs/transportation-alternatives>
- 2. South Dakota Department of Transportation Approval.** Once the project has been approved by the South Dakota DOT, both SIMPCO and the South Dakota member will receive a project Control Number.
- 3. 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 July and submitted to the South Dakota 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 South Dakota 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 project for Highway Bridge Program 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.

WOODBURY COUNTY:

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

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

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

PLYMOUTH COUNTY:

Plymouth County process for prioritizing bridges is to collect condition information from inspections and prioritized 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.

PERFORMANCE BASED PLANNING

Performance based planning was introduced with the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill and continued through the FAST Act and current IIJA/BIL legislation as a requirement in state and MPO transportation planning practices. MPO TIPs are required to document compliance with each of the following performance-based planning categories. All projects included in this document comply with one or more of the following performance-based planning categories.

- Safety (PM I)

Rather than setting its own safety targets, the SIMPCO MPO has chosen to support the Iowa DOT's, Nebraska DOT's and South Dakota DOT's safety targets as published in the Iowa Highway Safety Improvement Program (HSIP) Annual Report, the Nebraska HSIP Annual Report and the South Dakota HSIP Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT, Nebraska DOT or South Dakota DOT sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa, Nebraska and South Dakota Transportation Commissions. The Iowa, Nebraska and South Dakota DOTs conferred with numerous stakeholder groups, including SIMPCO, as part of its target setting process. Working in partnership with local agencies, Iowa and South Dakota DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa, Nebraska and South Dakota DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The Iowa, Nebraska and South Dakota DOTs continue to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

- Pavement and Bridge (PM II)

Rather than setting its own pavement and bridge targets, the SIMPCO MPO has chosen to support the Iowa DOT's, Nebraska DOT's and South Dakota DOT's pavement and bridge targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOTs' Transportation Improvement Programs.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT's Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP will also integrate the pavement and bridge performance targets.

The Iowa DOT, conferred with numerous stakeholder groups, including SIMPCO and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement

needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

- **System and Freight Reliability (PM III)**

Rather than setting its own system and freight reliability targets, the SIMPCO MPO has chosen to support the Iowa DOT's, Nebraska DOT's and South Dakota DOT's system and freight reliability targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOTs' Transportation Improvement Programs.

The Iowa DOT, conferred with numerous stakeholder groups, including SIMPCO as part of its target setting process. Variability within the existing travel time dataset was used to forecast future condition. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the State Freight Plan. These plans include a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the freight investment plan and programmed in the STIP were highly ranked freight bottlenecks.

- **Transit Asset Management**

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Sioux City Transit System (SCTS) processes for prioritizing facility & capital projects.

- A. Non-rolling stock capital projects. The City requires an annual Capital Improvement Plan for each department. This exercise identifies any asset worth more than \$25K that is desirable to replace or to procure. Multiple administrative staff meetings are conducted to identify, sort, and to find agreement. The rank order to prioritize is facility/building, unique project, infrastructure, and equipment. Operating goals & objectives help to focus the need & timing for capital assets. Each element is analyzed to understand if and how it fits into the plan. With the advent of Transit Asset Management (TAM) requirements, asset performance measures have been identified – that also help determine priorities. Capital projects include funding type. When needed, transit requests that Abated General Obligation bonding is put in place for a given fiscal year. These final assets choices are then placed into the TIP to best position SCTS should grant funding be awarded – especially the public transit infrastructure grant (PJTIG). Sometimes, desirable new projects arise that were not foreseen, or are ad hoc opportunities that come along due to a federal competitive grant, City Council Action, by a vendor action, or through a need from another transit agency.

- B. Rolling stock. The IDOT PTMS process determines which bus is replaced. The minimum required miles for each vehicle are carefully monitored to ensure they are achieved. SCTS uses a sinking fund procedure to ensure the local match for any vehicle is always available.

SCTS adopts Transit State of Good Repair (SGR) targets annually. SIMPCO MPO acts in support of the SCTS SGR targets.

- Transit Safety

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

PUBLIC PARTICIPATION PROCESS

The purpose of a Transportation Improvement Program (TIP) is to serve as an organized structure of information on improvements to be made in the Metropolitan Planning Area to transportation. The Transportation Improvement Program is updated annually with the exception for updating the plan with amendments to the document. The following is a general guideline process for the Transportation Improvement Program:

- During the draft development phase, the SIMPCO MPO 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, SIMPCO MPO staff posts it on the SIMPCO website at <https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/> . A print copy of the draft is available at the SIMPCO office, and digital versions at local city halls and county courthouses.
- The SIMPCO MPO informs the local media about informational meetings on the current plan.
- Once the entire Transportation Improvement Program is established, the SIMPCO MPO will open the 15-day comment period and will hold a public input meeting for the public to discuss opinions about the document. The Transportation Improvement Program will be once again updated on the website and there will be copies in the SIMPCO office, local city halls and county courthouses. There will be an open house during 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 Transportation Improvement Program takes place at a regularly scheduled MPO meeting usually in the month of July.
- After the document's adoption, copies can be found on the SIMPCO website <https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>

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TABLE 3A IOWA PROJECTS BY FUNDING SOURCE (2026-2029)

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

CRP

55558	CRP-7057(721)--8P-97	Submitted	Total	\$683,760				\$683,760
Sioux City	In the city of Sioux City, from 2nd street along Pierce St to trail south of Gordon Dr.	2/17/2026	Federal Aid	\$500,000				\$500,000
	Ped/Bike Grade & Pave		Regional Swap	\$500,000				\$500,000
55557	CRP-7057()-8P-97	Submitted	Total				\$1,481,480	\$1,481,480
Sioux City	In the city of Sioux City, from 3rd St along Bacon Creek Channel to Lewis & Clark Trail north of I-29		Federal Aid				\$787,300	\$787,300
	Ped/Bike Grade & Pave		Regional Swap				\$787,300	\$787,300
55559	CRP-7057()-8P-97	Submitted	Total				\$475,000	\$475,000
Sioux City	In the city of Sioux City, from Virginia St along Gordon Dr to Lewis Blvd		Federal Aid				\$367,100	\$367,100
	Ped/Bike Grade & Pave		Regional Swap				\$367,100	\$367,100

Grant Application

53393	DGA-C097(IMN-029-6(170)139)--XT-97	Submitted	Total	\$25,030,000				\$25,030,000
Woodbury County	On 235th Street, Over I-29, from K25 E 1.4 miles to K45		Federal Aid	\$2,030,000				\$2,030,000
	Bridge and Approaches-Other		Regional Swap	\$2,030,000				\$2,030,000
			Grant App	\$23,000,000				\$23,000,000

ILL

53081	ILL-7057(716)--93-97	Submitted	Total			\$3,000,000		\$3,000,000
Sioux City	In the city of Sioux City, On 11TH ST, Over FLOYD RIVER, S27 T89 R47	12/16/2025	Federal Aid					
	Bridge Replacement		Regional Swap					

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

NHPP

52545	IMX-029()--02-97	Submitted	Total	\$892,000				\$892,000
Iowa Department of Transportation	I 29: Sergeant Bluff Rest Area (NB) (Remove)		Federal Aid	\$802,800				\$802,800
	Grading		Regional Swap					
54553	NHSX-012()--3H-97	Submitted	Total		\$28,802,000	\$47,244,000	\$71,798,000	\$147,844,000
Iowa Department of Transportation	IA 12: Gordon Dr Viaduct, Rustin St to Virginia St in Sioux City		Federal Aid		\$1,921,600	\$37,795,200	\$57,438,400	\$97,155,200
	Grade and Pave, Bridge New, Right of Way		Regional Swap					

PL

18694	RGPL-PA29()--PL-97	Submitted	Total	\$227,905	\$227,905	\$227,905	\$227,905	\$911,620
MPO 29 / SIMPCO	RGLPL: SIMPCO: MPO Planning		Federal Aid	\$182,324	\$182,324	\$182,324	\$182,324	\$729,296
	Trans Planning		Regional Swap					

PRF

38048	BRFN-077()--39-97	Submitted	Total	\$36,000	\$36,000	\$36,000	\$36,000	\$144,000
Iowa Department of Transportation	US 77: Missouri River in Sioux City (State Share)		Federal Aid					
	Bridge Cleaning		Regional Swap					
52509	BRFN-376()--39-97	Submitted	Total	\$1,213,000				\$1,213,000
Iowa Department of Transportation	IA 376: Tributary to Floyd River 0.1 mi N of Co Rd D12 in Sioux City (SB)		Federal Aid					
	Bridge Replacement		Regional Swap					

PRF continued on next page

FINAL
PRF continued

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

PRF

54563	IMN-029()--0E-97	Submitted	Total	\$655,000				\$655,000
Iowa Department of Transportation	I 29: Sergeant Bluff Rest Area (SB) (Remove Ramps)		Federal Aid					
	Grading		Regional Swap					
38148	IMN-129()--0E-97	Submitted	Total	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
Iowa Department of Transportation	I 129: Missouri River in Sioux City (State Share)		Federal Aid					
	Bridge Cleaning		Regional Swap					
52541	NHSN-020()--2R-97	Submitted	Total	\$1,265,000				\$1,265,000
Iowa Department of Transportation	US 20: US 20 Ramp G over I-29		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
54658	STPN-029()--2J-97	Submitted	Total	\$2,360,000				\$2,360,000
Iowa Department of Transportation	I 29: Southbridge Interchange 2.5 mi south of Sergeant Bluff		Federal Aid					
	Bridge New, Traffic Signals, Right of Way		Regional Swap					

STBG

52543	BRF-020()--38-97	Submitted	Total	\$2,583,000				\$2,583,000
Iowa Department of Transportation	US 20: WB Ramp over IA 376 and RR		Federal Aid	\$2,066,400				\$2,066,400
	Bridge Deck Overlay		Regional Swap					
54664	BRF-020()--38-97	Submitted	Total		\$903,000			\$903,000
Iowa Department of Transportation	US 20: Sunnybrook Dr 1.7 mi W of IA 12 in Sioux City (EB/WB)		Federal Aid		\$722,400			\$722,400
	Bridge Deck Overlay		Regional Swap					

STBG continued on next page

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

STBG

53051	STP-U-7057()--70-97	Submitted	Total		\$1,695,000			\$1,695,000
Sioux City	In the city of Sioux City, On HAMILTON BLVD, from 15th Street .4 miles to 20th Street		Federal Aid		\$1,356,000			\$1,356,000
	HMA Resurfacing		Regional Swap		\$1,356,000			\$1,356,000
55757	BRF-077()--38-97	Submitted	Total			\$296,000		\$296,000
Iowa Department of Transportation	US 77: Wesley Pkwy over Tri View Ave and BNSF RR in Sioux City		Federal Aid			\$236,800		\$236,800
	Bridge Deck Overlay		Regional Swap					
52359	STP-U-7057()--70-97	Submitted	Total			\$5,824,000		\$5,824,000
Sioux City	In the city of Sioux City, On 11TH ST, Over FLOYD RIVER		Federal Aid			\$4,000,000		\$4,000,000
	PCC Pavement - Replace		Regional Swap			\$4,000,000		\$4,000,000
55554	STP-U-7057()--70-97	Submitted	Total				\$43,200,000	\$43,200,000
Sioux City	In the city of Sioux City, On IA 12, Over Bacon Creek		Federal Aid				\$5,906,300	\$5,906,300
	Culvert Replacement		Regional Swap				\$5,906,300	\$5,906,300

TAP

57625	TAP-U-7057()--8I-97	Submitted	Total				\$1,459,000	\$1,459,000
Sioux City	In the city of Sioux City, A 14' x 12' concrete tunnel connecting to the Floyd River and Bacon Creek Trails.		Federal Aid				\$1,015,200	\$1,015,200
	Ped/Bike Structures		Regional Swap				\$1,015,200	\$1,015,200

TABLE 3B NEBRASKA PROJECTS (2026-2029)

Program	Sponsor Name	Control #	Project Description	Phase of Work	Programmed Amounts in \$1,000's				Year
		Proj #			Federal	State	Local	Total	
NH-National Highway System	NDOT	32150A	On Highway 35: SW of Hubbard-U-75/77 (Resurface, Bridge Repair)	Const/CE	\$ 8,149.00	\$ 2,085.00	-	\$ 10,234.00	2026
							-		2027
					-	-	-	-	2028
					-	-	-	-	2029
				Total Costs	\$ 8,149.00	\$ 2,085.00		\$ 10,234.00	
STP+HSIP-Surface Transportation Program+Highway Safety Improvement Program	NDOT	32355	On Highway 110: From N 35 to US 20 (Resurface, widen)	Const/CE	\$ 2,578.00	\$ 480.00	-	\$ 3,058.00	2026
							-		2027
					-	-	-	-	2028
					-	-	-	-	2029
				Total Costs	\$ 2,578.00	\$ 480.00		\$ 3,058.00	
NH-National Highway System	NDOT	32356	On Highway 20: From Jackson to Highway 110 (Resurface, Bridge Repair)	Const/CE	\$ 2,199.00	\$ 550.00	-	\$ 2,749.00	2026
							-		2027
					-	-	-	-	2028
					-	-	-	-	2029
				Total Costs	\$ 2,199.00	\$ 550.00		\$ 2,749.00	
NH-National Highway System	NDOT	32392	On Highway 75: South Sioux City South (Resurface)	Const/CE	\$ 7,637.00	\$ 1,925.00		\$ 9,562.00	2026
								\$ -	2027
									2028
									2029
				Total Costs	\$ 7,637.00	\$ 1,925.00		\$ 9,562.00	
STP-Surface Transportation Program	NDOT	32417	On Interstate 129: Replace existing high mast tower lighting	Const/CE	\$ 1,814.00	\$ 202.00		\$ 2,016.00	2026
								\$ -	2027
									2028
									2029
				Total Costs	\$ 1,814.00	\$ 202.00		\$ 2,016.00	

Table 3B Nebraska Projects (2026-2029) continued on next page

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Table 3B Nebraska Projects (2026-2029) continued

Program	Sponsor Name	Control #	Project Description	Phase of Work	Programmed Amounts in \$1,000's				Year
		Proj #			Federal	State	Local	Total	
NH-National Highway System	NDOT	32419	On Interstate 129: South Sioux City West (Crack Seal)	Const/CE	\$ 81.00	\$ 9.00		\$ 90.00	2026
									2027
									2028
									2029
					\$ 81.00	\$ 9.00		\$ 90.00	
NH-National Highway System	NDOT	32441	On US 20: From N 110 to Interstate 129 (Resurface)						2026
				Const/CE	\$ 4,850.00	\$ 1,213.00		\$ 6,063.00	2027
									2028
									2029
					\$ 4,850.00	\$ 1,213.00		\$ 6,063.00	
ITS-NH-STP-D3	NDOT	32438	On US 81 - Cameras						2026
									2027
				Const/CE	\$ 318.00	\$ 79.00		\$ 397.00	2028
									2029
					\$ 318.00	\$ 79.00		\$ 397.00	
TAP-Transportation Alternatives Program	South Sioux City	32420	New trail from existing trail system at Covington School going west on W 21st St, then south at 3rd Ave then west on W25th St on Hwy77	ROW	\$ 40.00		\$ 10.00	\$ 50.00	2026
				Const/CE	\$ 659.20		\$ 164.80	\$ 824.00	2027
									2028
									2029
					\$ 699.20		\$ 174.80	\$ 874.00	
PL FHWA - Metropolitan Planning	SIMPCO		Planning	Planning	\$ 87.14	\$ -	\$ 21.78	\$ 108.92	2026
					\$ 87.14	-	\$ 21.78	-	2027
					\$ 87.14	-	\$ 21.78	-	2028
					\$ 87.14	-	\$ 21.78	-	2029
				Total Costs	\$ 348.56	\$ -	\$ 87.14	\$ 108.92	
FTA 5303d - Metropolitan Planning	SIMPCO		Planning	Planning	\$ 15.18	\$ -	\$ 3.79	\$ 18.97	2026
					\$ 15.18	-	\$ 3.79	-	2027
					\$ 15.18	-	\$ 3.79	-	2028
					\$ 15.18	-	\$ 3.79	-	2029
				Total Costs	\$ 60.72	\$ -	\$ 15.18	\$ 75.89	

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TABLE 3C: SOUTH DAKOTA PROJECTS (2026-2029) \$1,000

					Programmed Amounts in \$1,000's			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	FY 26			
					Proj Total	FA	State	Local
SDDOT	IM-NH-P 0023(72)	09WK	Various Counties - Includes Union	Rout & Seal	446.00	366.00	100.00	0.00
SDDOT	PS 000S(429)	0839	Statewide	Various BNSF Crossing Locations	20.00	18.00	2.00	0.00
SDDOT	CR Z410(24)	07UR	Statewide	ITS Device Deployment Operation & Maintenance CY2026	624.00	512.00	112.00	0.00
SDDOT	PH 000S ()	06TH	Regionwide	Durable Pmnt marking	780.00	780.00	0.00	0.00
SDDOT	PL 0100(113)	08W2	FHWA Planning	Planning - I29 Corridor Study	91.10	74.66	0.00	16.44
SDDOT	LR 2026(00)0	093L	Statewide	2026 NEVI Projects	7,607.00	6,332.00	44.00	1,538.00
SDDOT	LR 2026(00)0	093Q	Statewide	2026 CRP Projects	9,239.00	8,315.00	924.00	0.00
SDDOT	LR 2026(00)0	093T	Statewide	2026 PROTECT Projects	9,239.00	8,315.00	924.00	0.00
SDDOT	P TAPE(08)26	07UW	Statewide	2026 PE for Transportation Alternatives Projects	1,000.00	820.00	54.00	126.00
SDDOT	PH 00SW(04)	06TL	Statewide	2026 Traffic Engineering Services and Traffic Control Devices by SDDOT Safety Engineer	26.00	24.00	3.00	0.00
SDDOT	EM 8064(32)	097K	North Sioux City	Northshore Drive Realignment: PCC Surfacing, Grading, Storm Sewer, Curb & Gutter, Lighting, Water Main, Sanitary, ROW, PE	27000.00	16340.00	0.00	9612.00

Table 3C: South Dakota Projects (2026-2029) continued on next page

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Table 3C: South Dakota Projects (2026-2029) continued

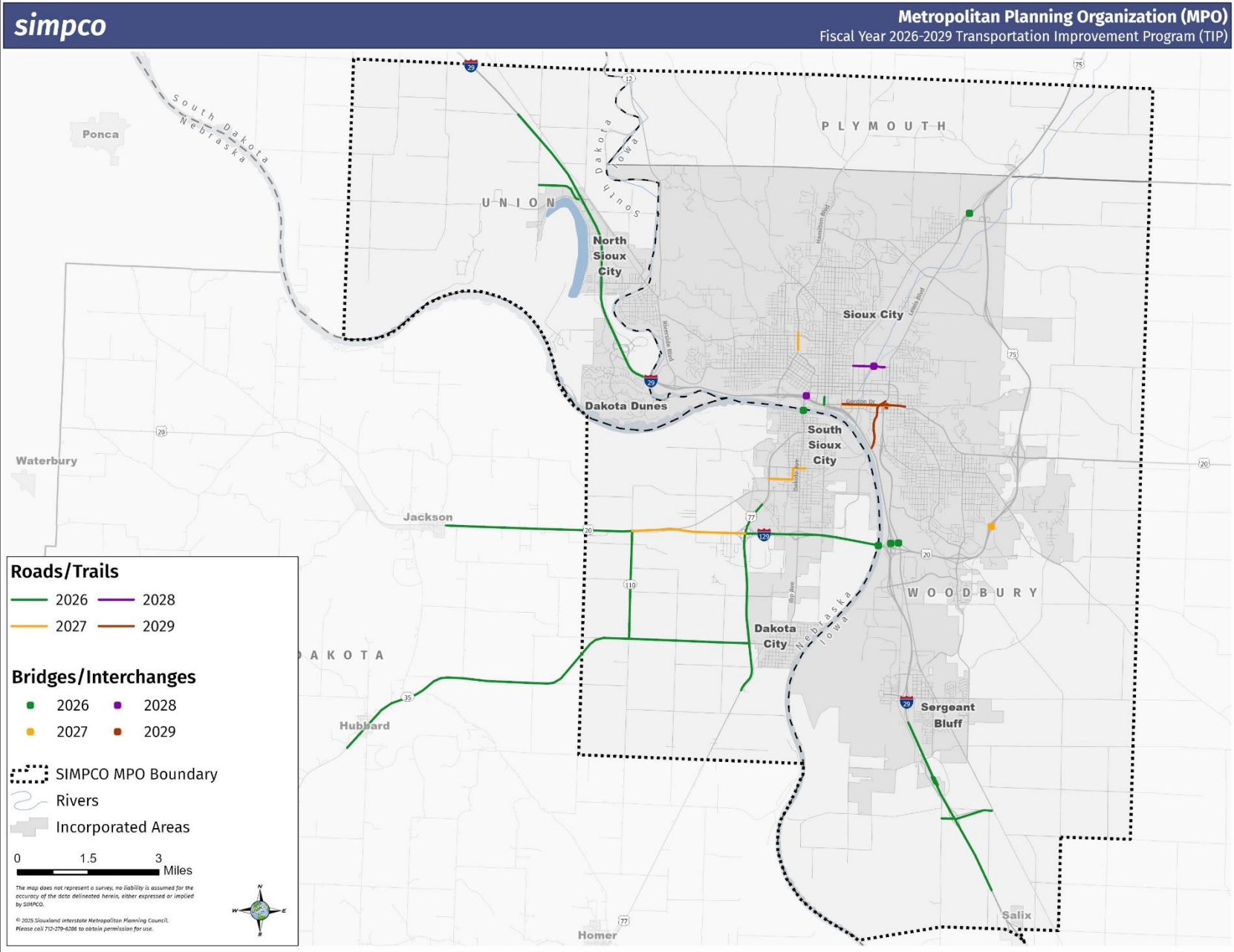
					Programmed Amounts in \$1,000's			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	FY 27			
					Proj Total	FA	State	Local
SDDOT	NH P 0023(56)	06EV	Areawide	Pipe Work Projects	265.00	218.00	47.00	0.00
SDDOT	CR Z410(25)	07UT	Statewide	ITS Device Deployment Operation & Maintenance CY2027	637.00	522.00	115.00	0.00
SDDOT	PS 000S(430)	083A	Statewide	Various BNSF Crossing Locations	20.00	18.00	2.00	0.00
SDDOT	PH 0020(234)	07AA	Regionwide	Durable Pvmt Marking	796.00	796.00	0.00	0.00
SDDOT	EV 2027(01)0	093U	Statewide	2027 NEVI Projects	7,466.00	5,973.00	44.00	1,449.00
SDDOT	LR 2027(00)0	093V	Statewide	2027 CRP Projects	9,058.00	8,152.00	906.00	0.00
SDDOT	LR 2027(00)1	093X	Statewide	2027 PROTECT Projects	9,058.00	8,152.00	906.00	0.00
SDDOT	P TAPE(09)27	07UX	Statewide	2026 PE for Transportation Alternatives Projects	1,000.00	820.00	180.00	0.00
SDDOT	PH 00SW(117)	07AF	Statewide	2027 Traffic Engineering Services and Traffic Control Devices by SDDOT Safety Engineer	27.00	25.00	2.00	0.00
SDDOT	IM-NH-P 0023(72)	09WK	Various Counties - Includes Union	Rout & Seal	446.00	366.00	100.00	0.00
					Programmed Amounts in \$1,000's			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	FY 28			
					Proj Total	FA	State	Local
SDDOT	PS 000S(431)	083C	Statewide	Various BNSF Crossing Locations - Prelim Engineering	20.00	18.00	2.00	
SDDOT	PH 000S ()	06UE	Regionwide	Rumble Strips & High Grade Polymer Pavement Markings	433.00	433.00	0.00	
SDDOT	P Z410()	07UU	Statewide	ITS Device Deployment Operation & Maintenance CY2027	649.00	533.00	116.00	0.00
SDDOT	EV 2028(01)0	0946	Statewide	2028 NEVI Program	178.00	142.00	36.00	0.00
SDDOT	LR 2028(00)0	0947	Statewide	2028 CRP Projects	8,880.00	7,992.00	888.00	0.00
SDDOT	LR 2028(00)0	094A	Statewide	2028 PROTECT Projects	8,880.00	7,992.00	888.00	0.00
SDDOT	P TAPE(10)28	07UY	Statewide	2028 PE for Transportation Alternatives Projects	1,000.00	820.00	180.00	0.00
SDDOT	PH 0020(232)	06UL	Regionwide	Modify Horizontal Curve	2,200.00	1,980.00	220.00	0.00
SDDOT	IM 0909()391	0A6R 09J6	Union	Joint Repair, Polymer Chip Seal, End Blocks, Approach Guardrail	3,451.00	3,140.00	311.00	0.00
SDDOT	IM 0291(141)0	07D7	I29 N&S at State Line	Replace Joints on Structure Over the Big Sioux River	671.00	0.00	610.00	0.00
SDDOT	PH 00SW(111)	07XV	Statewide	2028 Traffic Engineering Services and Traffic Control Devices by SDDOT Safety Engineer	27.00	25.00	2.00	0.00

Table 3C: South Dakota Projects (2026-2029) continued on next page

Table 3C: South Dakota Projects (2026-2029) continued

					Programmed Amounts in \$1,000's			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	FY 29			
					Proj Total	FA	State	Local
SDDOT	P Z410()	08FT	Statewide	ITS Device Deployment Operation & Maintenance CY2027	662.00	596.00	66.00	0.00
SDDOT	P TAPE(11)29	08KP	Statewide	2029 PE for Transportation Alternatives Projects	1,000.00	820.00	180.00	0.00
SDDOT	PH 00SW(113)	08PR	Statewide	2029 Traffic Engineering Services and Traffic Control Devices by SDDOT Safety Engineer	28.00	25.00	3.00	0.00
SDDOT	PH 00SW()	09GD	Statewide	Update the Strategic Highway Safety Plan (SHSP)	442.00	397.00	43.00	0.00

MAP 1: IOWA, NEBRASKA, SOUTH DAKOTA HIGHWAY ELEMENT PROJECTS



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SIMPCO MPO TIP FY 2026-2029

TABLE 4: FEDERAL TRANSIT ADMINISTRATION ELEMENT

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11636 Sioux City Transit System	5339 PT Approved	Capital	Heavy Duty Bus (35-39 ft.) Low Floor Unit # 1326	Total	\$900,000				\$900,000
				FA	\$765,000				\$765,000
				DOT					
11637 Sioux City Transit System	5339 PT Approved	Capital	35' HD Low Floor-BEB Electric Unit # 1332	Total	\$1,400,000				\$1,400,000
				FA	\$1,190,000				\$1,190,000
				DOT					
11638 Sioux City Transit System	5339 PT Approved	Capital	Heavy Duty Bus (35-39 ft.)-BEB Electric Unit # 1338	Total	\$1,400,000				\$1,400,000
				FA	\$1,190,000				\$1,190,000
				DOT					
11639 Sioux City Transit System	5339 PT Approved	Capital	Heavy Duty Bus (35-39 ft.) Unit # 1339	Total	\$659,100				\$659,100
				FA	\$560,235				\$560,235
				DOT					
11640 Sioux City Transit System	5339 PT Approved	Capital	Heavy Duty Bus (35-39 ft.) Unit # 1340	Total	\$659,100				\$659,100
				FA	\$560,235				\$560,235
				DOT					
11641 Sioux City Transit System	5339 PT Approved	Capital	35' HD Low Floor-BEB Electric Unit # 1341	Total	\$1,400,000				\$1,400,000
				FA	\$1,190,000				\$1,190,000
				DOT					
11643 Sioux City Transit System	5339 PT Approved	Capital	Light-duty bus (176" wb) Unit # 1349	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11644 Sioux City Transit System	5339 PT Approved	Capital	Heavy-duty bus (40-42 ft.) Unit # 1353	Total	\$693,100				\$693,100
				FA	\$589,135				\$589,135
				DOT					
11645 Sioux City Transit System	5339 PT Approved	Capital	Heavy Duty Bus (40-42 ft.) Unit # 1354	Total	\$693,100				\$693,100
				FA	\$589,135				\$589,135
				DOT					
11648 Sioux City Transit System	5310 PT Approved	Capital	Light-duty bus (176" wb) Unit # 1357	Total	\$200,000				\$200,000
				FA	\$160,000				\$160,000
				DOT					

Federal Transit Administration Element continues on next page

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Federal Transit Administration Element continued

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11649 Sioux City Transit System	5310,5339 PT Approved	Capital	Light-duty bus (176" wb) Unit # 1358	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11650 Sioux City Transit System	5307 PT Approved	Operations	Governor's apportionment for 5307 from IA, NE, & SD plus Iowa STA	Total	\$5,112,762				\$5,112,762
				FA	\$2,556,381				\$2,556,381
				DOT					
11651 Sioux City Transit System	5339 PT Approved	Capital	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING	Total	\$15,600,000				\$15,600,000
				FA	\$12,480,000				\$12,480,000
				DOT					
11652 Sioux City Transit System	5339 PT Approved	Capital	Install (3) level two charging stations & related electrical upgrades in Transit Garage	Total	\$162,250				\$162,250
				FA	\$129,800				\$129,800
				DOT					
11653 Sioux City Transit System	5307 PT Approved	Capital	Sweeper Scrubber Combo for MLK	Total	\$85,000				\$85,000
				FA	\$68,000				\$68,000
				DOT					
11656 Sioux City Transit System	PTIG PT Approved	Capital	MLK heat pumps replacement (17 units) & associated piping	Total	\$835,000				\$835,000
				FA					
				DOT	\$600,000				\$600,000
11658 Sioux City Transit System	PT Approved	Capital	MLK structural rehabilitation; concrete sealing and repairs	Total	\$100,000				\$100,000
				FA					
				DOT					
11659 Sioux City Transit System	PTIG PT Approved	Capital	Replacement Bus Wash Equipment for Transit Garage	Total	\$320,000				\$320,000
				FA					
				DOT	\$256,000				\$256,000
11661 Sioux City Transit System	5310,5339 PT Approved	Capital	Light-duty bus (176" wb) Unit # 1362	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11663 Sioux City Transit System	5310,5339 PT Approved	Capital	Light Duty Bus (176" wb) Unit # 1367	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					

Federal Transit Administration Element continued on next page

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Federal Transit Administration Element continued

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11664 Sioux City Transit System	5310,5339 PT Approved	Capital	Light-duty bus (176" wb) Unit # 1368	Total	\$168,400				\$168,400
				FA	\$143,140				\$143,140
				DOT					
11667 Sioux City Transit System	5339 PT Approved	Capital	LoNo 50 kW Mobile Plug-In Charger	Total	\$70,000				\$70,000
				FA	\$56,000				\$56,000
				DOT					
11668 Sioux City Transit System	5339 PT Approved	Capital	NE 5339 Apportionment-New Transit Facility A&E Design	Total	\$281,820				\$281,820
				FA	\$225,456				\$225,456
				DOT					
11670 Sioux City Transit System	CRP PT Approved	Capital	Transit Maintenance Garage Electrification Project	Total	\$199,750				\$199,750
				FA	\$160,000				\$160,000
				DOT					
11671 Sioux City Transit System	PTIG PT Approved	Capital	MLK Elevator Modernization	Total	\$300,000				\$300,000
				FA					
				DOT	\$240,000				\$240,000
11673 Sioux City Transit System	5307 PT Approved	Operations	Mobile Fare Collection	Total	\$400,000				\$400,000
				FA	\$400,000				\$400,000
				DOT					
11681 Sioux City Transit System	5307 PT Approved	Capital	Vehicle Maintenance Equipment (lift, tools, jacks)	Total	\$300,000				\$300,000
				FA	\$240,000				\$240,000
				DOT					
11911 Sioux City Transit System	STA PT Approved	Operations	State Transit Assistance	Total	\$487,436				\$487,436
				FA					
				DOT	\$487,436				\$487,436
10528 MPO 29 / SIMPCO	5311 Submitted	Planning	FTA Planning	Total	\$73,486	\$73,486	\$73,486	\$73,486	\$293,944
				FA	\$58,789	\$58,789	\$58,789	\$58,789	\$235,156
				DOT					
11672 Sioux City Transit System	PT Approved	Capital	Transit Maintenance Garage Generator	Total		\$80,000			\$80,000
				FA					
				DOT					

FINANCING THE PROGRAM

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program, both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program and various grant programs. More information into the Iowa DOT's programming process can be found at https://iowadot.gov/program_management/five-year-program. Changes in targeted funding may be adjusted on the passage of a new federal transportation act. Changes in targeted funding may also be required due to changes in the annual obligation limits set by the federal government. Any resulting reductions in MPO/RPA project level funding will not require an amendment to the STIP. Rather, adjustments to address reduced funding levels will generally be considered administrative modifications. The Office of Program Management will notify MPO's in writing of any target changes, and determine what adjustments are necessary.

TABLE 5: IOWA SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUND BALANCE

Project #	TPMS #	Sponsor	Project Description	2026	2027	2028	2029
STP-C097()-2C-97	53393	Woodbury County	Southbridge Interchange Approaches	\$2,030,000	\$0	\$0	\$0
STP-U-7057()-70-97	53051	Sioux City	Hamilton Blvd	\$0	\$1,356,000	\$0	\$0
STP-U-7057()-70-97	52359	Sioux City	11th St Reconstruction	\$0	\$0	\$4,000,000	\$0
STP-U-7057()-70-97	55554	Sioux City	Bacon Creek Conduit Project	\$0	\$0	\$0	\$5,906,300
Total Programmed				\$2,030,000	\$1,356,000	\$4,000,000	\$5,906,300
STBG Carryover from Previous Year				\$1,110,740	\$2,135,921	\$3,824,921	\$2,869,921
STBG Target				\$3,055,181	\$3,045,000	\$3,045,000	\$3,045,000
Balance				\$2,135,921	\$3,824,921	\$2,869,921	\$8,621

TABLE 6: IOWA TRANSPORTATION ALTERNATIVE PROGRAM (TAP) FUND BALANCE

Project #	TPMS #	Sponsor	Project Description	2026	2027	2028	2029
TAP-U-7057()-8I-97	57625	Sioux City	Viaduct Connector Trail - Phase 1				\$ 1,015,200
Total Programmed				\$ -	\$ -	\$ -	\$ 1,015,200
TAP Carryover from Previous Year				\$ 16,087	\$ 301,408	\$ 596,408	\$ 891,408
TAP Target				\$ 285,321	\$ 295,000	\$ 295,000	\$ 295,000
Balance				\$ 301,408	\$ 596,408	\$ 891,408	\$ 171,208

TABLE 7: IOWA CARBON REDUCTION PROGRAM (CRP) FUND BALANCE

Project #	TPMS #	Sponsor	Project Description	2026	2027	2028	2029
CRP-7057()-8P-97	55557	Sioux City	Bacon Creek Channel Project				\$ 787,300
CRP-7057()-8P-97	55559	Sioux City	Gordon Dr/Lewis Blvd Multi-use Trail Project				\$ 367,100
CRP-7057(721)-8P-97	55558	Sioux City	Downtown Bike and Pedestrian Riverfront Connection	\$ 500,000			
Total Programmed				\$ 500,000	\$ -	\$ -	\$ 1,154,400
CRP Carryover from Previous Year				\$ 607,215	\$ 365,474	\$ 628,474	\$ 891,474
CRP Target				\$ 258,259	\$ 263,000	\$ 263,000	\$ 263,000
Balance				\$ 365,474	\$ 628,474	\$ 891,474	\$ 74

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TABLE 8A: IOWA SUMMARY OF TOTAL FUNDING BY PROGRAM (\$ x \$1,000)

	All amounts in the \$1,000's												
Fiscal yr ->	FY 26			FY 27			FY 28			FY 29			Grand Total
Funding Source	FY TOTAL	FA	REG	FY TOTAL	FA	REG	FY TOTAL	FA	REG	FY TOTAL	FA	REG	
NHPP	\$ 892.000	\$ 802.800		\$ 28,802.000	\$ 1,921.600		\$ 47,244.000	\$ 37,795.200		\$ 71,798.000	\$ 57,438.400		\$148,736.000
PL	\$ 227.905	\$ 182.324		\$ 227.905	\$ 182.324		\$ 227.905	\$ 182.324		\$ 227.905	\$ 182.324		\$ 911.620
PRF	\$ 5,579.000			\$ 86.000			\$ 86.000			\$ 86.000			\$ 5,837.000
STBG	\$ 27,613.000	\$ 4,096.400	\$ 2,030.000	\$ 2,598.000	\$ 2,078.400	\$ 1,356.000	\$ 6,120.000	\$ 4,236.800	\$ 4,000.000	\$ 43,200.000	\$ 5,906.300	\$ 5,906.300	\$ 79,531.000
CRP	\$ 683.760	\$ 500.000	\$ 500.000							\$ 1,956.480	\$ 1,154.400	\$ 1,154.400	\$ 2,640.240
TAP										\$ 1,459.000	\$ 1,015.200	\$ 1,015.200	\$ 1,459.000
ILL							\$ 3,000.000						\$ 3,000.000

TABLE 8B: IOWA TRANSIT SUMMARY OF TOTAL FEDERAL AID BY PROGRAM (\$1,000)

	All amounts in the \$1,000's		
Funding Year ->	2026		
Funding Source	Total	Federal	DOT
5307	\$ 5,897.76	\$ 3,264.38	
5310	\$ 200.00	\$ 160.00	
5311 (Planning)	\$ 73.49	\$ 58.79	
5339	\$ 24,086.87	\$ 19,668.14	
PTIG	\$ 1,455.00		\$ 1,096.00
STA	\$ 487.44		\$ 487.44
53, 105, 339	\$ 673.60	\$ 572.56	
CRP	\$ 199.75	\$ 160.00	

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TABLE 9: NEBRASKA SUMMARY OF TOTAL AID BY PROGRAM (\$x\$1,000)

Funding Source	Programmed amounts in \$1,000's																Grand Total
	2026				2027				2028				2029				
	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	
STP+HSIP	\$ 3,058.00	\$ 2,578.00	\$ 480.00		\$ -				\$ -				\$ -				\$ 3,058.00
NHPP	\$ 22,635.00	\$ 18,066.00	\$ 4,569.00		\$ 6,063.00	\$ 4,850.00	\$ 1,213.00		\$ -				\$ -				\$ 28,698.00
STP	\$ 2,016.00	\$ 1,814.00	\$ 202.00		\$ -				\$ -				\$ -				\$ 2,016.00
FHWA (Planning)	\$ 108.92	\$ 87.14		\$ 21.78	\$ 108.92	\$ 87.14		\$ 21.78	\$ 108.92	\$ 87.14		\$ 21.78	\$ 108.92	\$ 87.14		\$ 21.78	\$ 435.68
FTA 5303d (Planning)	\$ 18.97	\$ 15.18		\$ 3.79	\$ 18.97	\$ 15.18		\$ 3.79	\$ 18.97	\$ 15.18		\$ 3.79	\$ 18.97	\$ 15.18		\$ 3.79	\$ 75.88
TAP	\$ 50.00	\$ 40.00		\$ 10.00	\$ 824.00	\$ 659.20		\$ 164.80	\$ -				\$ -				\$ 874.00
ITS-NH-STP	\$ -				\$ -				\$ 397.00	\$ 318.00	\$ 79.00		\$ -				\$ 397.00

TABLE 10: SOUTH DAKOTA SUMMARY OF TOTAL FEDERAL AID BY PROGRAM (\$x1,000)

	Programmed Amounts in \$1,000's																
Funding Source	2026				2027				2028				2029				Grand Total
	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	
CRP	\$ 624.000	\$ 512.000	\$ 112.000	\$ -	\$ 637.000	\$ 522.000	\$ 115.000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,522.00
HSIP	\$ 807.000	\$ 804.000	\$ 3.000	\$ -	\$ 823.000	\$ 821.000	\$ 2.000	\$ -	\$ 2,660.000	\$ 2,438.000	\$ 222.000	\$ -	\$ 468.000	\$ 422.000	\$ 46.000	\$ -	\$ 9,516.00
NEVI	\$ 7,914.000	\$ 6,332.000	\$ 44.000	\$ 1,538.000	\$ 7,466.000	\$ 5,973.000	\$ 44.000	\$ 1,449.000	\$ 178.000	\$ 142.000	\$ 36.000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,116.00
NHPP	\$ 466.000	\$ 366.000	\$ 100.000	\$ -	\$ 731.000	\$ 584.000	\$ 147.000	\$ -	\$ 4,061.000	\$ 3,140.000	\$ 921.000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,516.00
PL	\$ 91.104	\$ 74.660	\$ -	\$ 16.444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 182.21
PS	\$ 20.000	\$ 18.000	\$ 2.000	\$ -	\$ 20.000	\$ 18.000	\$ 2.000	\$ -	\$ 20.000	\$ 18.000	\$ 2.000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120.00
PT	\$ 18,478.000	\$ 16,630.000	\$ 1,848.000	\$ -	\$ 18,116.000	\$ 16,304.000	\$ 1,812.000	\$ -	\$ 17,760.000	\$ 15,984.000	\$ 1,776.000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,708.00
TAP	\$ 1,000.000	\$ 820.000	\$ 54.000	\$ 126.000	\$ 1,000.000	\$ 820.000	\$ 180.000	\$ -	\$ 1,000.000	\$ 820.000	\$ 180.000	\$ -	\$ 1,000.000	\$ 820.000	\$ 180.000	\$ -	\$ 8,000.00
STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 649.000	\$ 533.000	\$ 116.000	\$ -	\$ 662.000	\$ 596.000	\$ 66.000	\$ -	\$ 2,622.00

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TABLE 11: CITY STREET FINANCE REPORT OPERATIONS AND MAINTENANCE EXPENDITURES 2024 - IOWA

City Name	Municipal Road Mileage			Total Maintenance	Total Operations	Estimated On System	
	On System	Off System	Total			Maintenance	Operations
Sioux City	113.46	323.4	436.87	\$2,879,814.00	\$14,013,877.00	\$747,919.74	\$3,639,559.79
Sergeant Bluff	8.22	20.44	28.67	\$182,287.00	\$436,501.00	\$52,263.66	\$125,149.57
Total						\$800,183.40	\$3,764,709.36

TABLE 12: CITY STREET FINANCE REPORT REVENUES 2024 - IOWA

City	City	County No.	RPA/MP O	Road Use	Other (LOST, Benefits, TIF, etc.)	Service Debt	Capital Projects	Total Non Federal Road Fund Receipts
Sioux City	7057	97	29	\$12,119,049.00	\$ -	\$10,966,701.00	\$31,324,063.00	\$54,409,813.00
Sergeant Bluff	6890	97	29	\$782,433.00	\$ -	\$633,379.00	\$0.00	\$1,417,967.00
Total				\$12,901,482.00	\$ -	\$11,600,080.00	\$31,324,063.00	\$55,827,780.00

TABLE 13: OPERATIONS AND MAINTENANCE FISCAL CONSTRAINT SUMMARY - IOWA

MPO Forecasted Operations and Maintenance Expenditures on Federal-aid System						
	2024	2025	2026	2027	2028	2029
City Operations	\$10,685,668.64	\$11,113,095.39	\$11,557,619.20	\$12,019,923.97	\$12,500,720.93	\$13,000,749.76
City Maintenance	\$2,261,917.60	\$2,352,394.30	\$2,446,490.08	\$2,544,349.68	\$2,646,123.67	\$2,751,968.61
Iowa DOT Operations and Maintenance						
Total Operations and Maintenance	\$12,947,586.24	\$13,465,489.69	\$14,004,109.28	\$14,564,273.65	\$15,146,844.59	\$15,752,718.38
MPO Forecasted Non Federal-aid Revenues						
	2024	2025	2026	2027	2028	2029
City Street Fund	\$12,901,482.00	\$13,159,511.64	\$13,422,701.87	\$13,691,155.91	\$13,964,979.03	\$14,244,278.61
Total Non Federal-aid Revenues	\$55,825,625.00	\$58,058,650.00	\$60,380,996.00	\$62,796,235.84	\$65,308,085.27	\$67,920,408.68

TABLE 14: IOWA DOT OPERATION & MAINTENANCE COST BY MPO

Estimated DOT Operations & Maintenance Costs by MPO				
	2026	2027	2028	2029
SIMPCO	\$2,340,592	\$2,368,837	\$2,433,853	\$2,501,001

TABLE 15: IOWA DOT FIVE YEAR PROGRAM FUNDING

Iowa DOT Five Year Program Funding (\$ millions)				
Revenues	2026	2027	2028	2029
Primary Road Fund	\$ 839.50	\$ 837.50	\$ 842.00	\$ 848.10
TIME-21	\$ 135.00	\$ 135.00	\$ 135.00	\$ 135.00
Miscellaneous	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00
Federal Aid	\$ 524.00	\$ 515.30	\$ 515.30	\$ 515.30
Total	\$ 1,523.50	\$ 1,512.80	\$ 1,517.30	\$ 1,523.40
Statewide Allocations				
Operations & Maintenance Budget (PRF)	\$ 439.20	\$ 444.50	\$ 456.70	\$ 469.30
Back of Program Line Items and Rail Hwy	\$ 221.70	\$ 224.70	\$ 230.40	\$ 231.40
Total	\$ 660.90	\$ 669.20	\$ 687.10	\$ 700.70
Funds Available for ROW/Construction	\$ 862.60	\$ 843.60	\$ 830.20	\$ 822.70

TABLE 16: MAINTENANCE EXPENDITURES-NEBRASKA URBANIZED AREA

Maintenance Expenditures				
	2026	2027	2028	2029
NDOT Maintenance Costs	\$ 1,213,466	\$ 1,249,870	\$ 1,287,366	\$ 1,325,987

TABLE 17: MAINTENANCE EXPENDITURES-SOUTH DAKOTA URBANIZED AREA

Maintenance Expenditures				
	2026	2027	2028	2029
SD DOT Maintenance Costs	\$27,086.00	\$29,794.00	\$32,774.00	\$36,052.00

AMENDMENTS AND REVISIONS

The *MPO Transportation Improvement Program FY 2026-2029* is a programming document and will be updated and revised as various local, regional, and state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around the Metropolitan Planning Area. 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 MPA's transportation improvement document. Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or "Amendment". The second is a minor revision or "Administrative Modification".

AMENDMENT

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

ADMINISTRATIVE MODIFICATION

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

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. For the Iowa and South Dakota portions of the MPO, 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

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For the Nebraska portion of the MPO, they include the following:

	Administrative Modification	Amendment
Project Cost	Federal aid changed by less than 20% and total federal aid increases less than \$5,000,000, whichever is greater	Federal aid changed by more than 20% or total federal aid increases by more than \$5,000,000, whichever is greater
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	Adding federal funding sources or changing from one federal funding category to another (including converting advanced construction). Redistribution of federal funding or advanced construction among funding sources already listed with project	Redistribution of federal funding or advanced construction among funding sources that are not already listed with project
Scope Changes	Minor changes to project scope or termini as shown in approved STIP and consistent with LRTP	Substantial changes to project scope or termini as shown in the approved STIP or if project termini is not consistent with LRTP

AMENDMENT / ADMINISTRATIVE MODIFICATION PROCEDURES

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 MPO TTC 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 TTC 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 MPO Agenda prior to the meeting. This agenda will be posted 24 hours in advance of the meeting on the SIMPCO website: <http://www.simpco.org/simpco/agendas.html>. Notice of the meeting will also be published in the Sioux City Journal and the agenda will be posted in the SIMPCO offices. All meetings of the MPO are open to the public and where the public will have 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 MPO TTC meeting
- Step 2** TTC review and recommendation of proposed changes to the Policy Board
- Step 3** Policy Board review and possible recommendations to the TTC
- Step 4** Policy Board final review after possible requested TTC changes
- Step 5** Policy Board final approval of the TIP

FINAL

M P O R E S O L U T I O N 2 0 2 5 - 1 3

APPROVAL OF THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Siouxland Interstate Metropolitan Planning Council (SIMPCO) is the designated Metropolitan Planning Organization (MPO) for the Sioux City Metropolitan Area;

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

NOW, THEREFORE, BE IT RESOLVED by the SIMPCO MPO that the Policy Board approve the *Federal Fiscal Year 2026-2029 Transportation Improvement Program* and submit the document to the Iowa Department of Transportation, Nebraska Department of Transportation, and the South Dakota Department of Transportation for inclusion in their *Statewide Transportation Improvement Programs*.

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



Ken Beaulieu
MPO Policy Board Chairperson



Aaron Lincoln
MPO Transportation Technical Committee Chairperson

ATTEST



Michelle Bostinelos
SIMPCO Executive Director

FINAL

M P O R E S O L U T I O N 2 0 2 5 - 1 4

SELF-CERTIFICATION OF THE MPO TRANSPORTATION PLANNING PROCESS

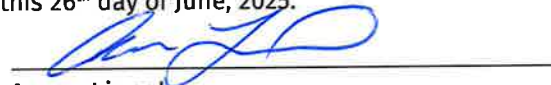
In accordance with 23 CFR 450.336, the Iowa Department of Transportation, the Nebraska Department of Transportation, the South Dakota Department of Transportation and the Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization for the Sioux City urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

- (1) 23 U.S.C 134, 49 U.S.C Section 5303; and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas. Section 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C 7504, 7506 (c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1 and 49 CFR part 21;
- (4) 49 U.S.C 5332, prohibit discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) IIJA/BIL specifications and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects as in effect during the determination of project eligibility;
- (6) 23 CFR part 230, regarding the implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and USDOT implementing regulation;
- (8) Older American Act, as amended (42 U.S.C 6101);
- (9) 23 U.S.C 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

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



Ken Beaulieu
MPO Policy Board Chairperson



Aaron Lincoln
MPO Transportation Technical Committee Chairperson

ATTEST



Michelle Bostinelos
SIMPCO Executive Director

FINAL

MPO RESOLUTION 2025-15
PROJECT DEVELOPMENT – SIOUX CITY TRANSIT SYSTEM

This document certifies that the City of Sioux City, as recipient of program assistance from the Federal Transit Administration (FTA), has fulfilled their planning obligation in the development of projects contained in the *MPO Transportation Improvement Program (TIP) FY 2026–2029*.

The private sector has been involved in public hearings conducted, in part, for the Section 5339 grant application process. The private sector's primary concern is the continuation of the disabled services contract currently administered by the Sioux City Transit System. Local planning procedures also provide the opportunity for private sector involvement in the development of priorities and projects. Additional input was received concerning the distribution of operating assistance funds and the need to maintain the planning process.

Additionally, the Sioux City Transit System will be awarding contracts for paratransit services to private sector providers.

Currently, no public impediments exist to competitively bid transit services. In the Sioux City Metropolitan Planning Area, private transit operation is limited by system size and resulting in low revenue potential. As such, private sector complaints have been associated with marginal profit and ADA requirements.

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



Ken Beaulieu
MPO Policy Board Chairperson



Aaron Lincoln
MPO Transportation Technical Committee Chairperson

ATTEST:



Michelle Bostinelos
SIMPCO Executive Director

FINAL

MPO RESOLUTION 2025-16
CERTIFICATE OF COMPLIANCE
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

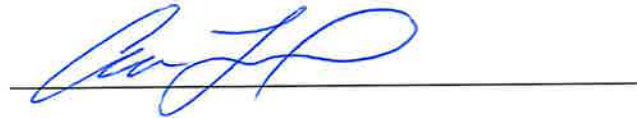
This is to certify that the *MPO Transportation Improvement Program FY 2026–2029* for the Sioux City Metropolitan Planning Area is prepared in accordance with the requirements of the Federal Transit Administration (FTA) Circular 7008.1 for financial capacity analysis. An assessment of financial capacity is conducted by the Sioux City Transit System, in concert with the planning process conducted by the Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO).

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



Ken Beaulieu

MPO Policy Board Chairperson



Aaron Lincoln

MPO Transportation Technical Committee Chairperson

ATTEST:



Michelle Bostinelos

SIMPCO Executive Director