

FINAL

SIOUX CITY METROPOLITAN AREA
IOWA-NEBRASKA-SOUTH DAKOTA

FINAL
TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)
FY 2027 – 2030

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, and Dakota Dunes, 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 2030.

It is the purpose of the *MPO Transportation Improvement Program FY 2027-2030* 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 2027 through 2030. 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 2030. 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 2027-2030* 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 IJJA/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 2026

TABLE 1A: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2026 PROJECT (IOWA)

PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	FY2026 - Amnts in \$1,000's					Development Status
						FM	FA	SWAP	Reg	Total	
CRP	City	Sioux City	55558	CRP-7057(721)--8P-97	Downtown Bike and Pedestrian Riverfront Connection		500	0	500	683.76	Roll over to FY 2027
HBP	City	Sioux City	53080	BHM-7057(715)--8K-97	6th Street Bridge		1200	300	0	3000	Let in FY 2026
STBG	City	Sioux City	53051	STP-U-7057 (723)--70-97	In the City of Sioux City, On Hamilton Blvd, from 15th Street 0.4 miles to 20th St		1356				July 2026 Letting
Grant Application	County	Woodbury County	53393	DGA-C097(IMN-029-6(170)139)--XT-97	Southbridge/235th Street Interchange Project		2030	0	2030	25030	Let in FY 2026
PRF	State	Iowa Department of Transportation	52541	NHSN-020()-2R-97	US 20: US 20 Ramp G over I-29		0	0	0	1265	Let 11/18/2025
PRF	State	Iowa Department of Transportation	52509	BRFN-376()-39-97	IA 376: Tributary to Floyd River 0.1 mi N of Co Rd D12 in Sioux City		0	0	0	1213	Letting 1/20/2027
PRF	State	Iowa Department of Transportation	54658	STPN-029()-2I-97	I 29: Southbridge Interchange 2.5 mi south of Sergeant Bluff		0	0	0	2360	Let in FY 2026
STBG	State	Iowa Department of Transportation	52543	BRF-020()-38-97	US 20: WB Ramp over IA 376 and RR		2066.4	0	0	2583	Let 11/18/2025
PRF	State	Iowa Department of Transportation	54563	IMN-029()-0E-97	I 29: Sergeand Bluff Rest Area (SB) (Remove Ramps)		0	0	0	655	Let in FY 2026
PRF	State	Iowa Department of Transportation	52545	IMN-029()-0E-97	I 29: Sergeant Bluff Rest Area (NB) (Remove)		0	0	0	892	Let in FY 2026
MISC	State	Iowa Department of Transportation	58125	NEVI-F029(147)--9Q-24	Iowa NEVI Program Implementation: I-29 Exit 147B		942.634	0	0	1178.293	Authorized in 2026

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TABLE 1B: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2026 PROJECT (NEBRASKA)

Program	Sponsor Name	Control Number	PN	Type of Work	Pgmd Amnts in \$1,000's				Dev't Status
					Federal	State	Local	Total	
NH - National Highway System	NDOT	32150A	NH-35-4(127)	On Highway 35: SW of Hubbard-U-75/77 (Resurface, Bridge Repair)	8149	2085		10,234	Let 12/18/25; Construction to begin Spring of 2026.
STP+HSIP-Surface Transportation Program+Highway Safety Improvement Program	NDOT	32355	STP-HSIP-110-4(101)	On Highway 110: From N 35 to US 20 (Resurface, widen)	2578	480		3,058	Let 12/18/25; Construction to begin Summer of 2026.

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TABLE 1C: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2026 PROJECT (SOUTH DAKOTA)

					Programmed Amounts in \$1,000's				
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	FY 26				FY25 Status Updates
					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	Letting Date 04/01/2026
SDDOT	PS 000S(429)	0839	Statewide	Various BNSF Crossing Locations	20.00	18.00	2.00	0.00	Preliminary Engineering in progress
SDDOT	CR Z410(24)	07UR	Statewide	ITS Device Deployment Operation & Maintenance CY2026	624.00	512.00	112.00	0.00	in progress
SDDOT	PH 000S ()	06TH	Regionwide	Durable Pvm marking	780.00	780.00	0.00	0.00	Letting Date 05/20/2026
SDDOT	PL 0100(113)	08W2	FHWA Planning	Planning - I29 Corridor Study	91.10	74.66	0.00	16.44	90% Complete
SDDOT	LR 2026(00)0	093L	Statewide	2026 NEVI Projects	7,607.00	6,332.00	44.00	1,538.00	In project selection
SDDOT	LR 2026(00)0	093Q	Statewide	2026 CRP Projects	9,239.00	8,315.00	924.00	0.00	In project selection
SDDOT	LR 2026(00)0	093T	Statewide	2026 PROTECT Projects	9,239.00	8,315.00	924.00	0.00	In project selection
SDDOT	P TAPE(08)26	07UW	Statewide	2026 PE for Transportation Alternatives Projects	1,000.00	820.00	54.00	126.00	Awarded statewide
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	In progress
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	In progress

TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2026 PROJECTS

Project ID	Sponsor	Approval Level	Funding Programs	Years	Funding Total	DOT Funding	FA Funding	FTA Funding	FHWA Funding	Local Funding	Description
10528	MPO 29 / SIMPCO	FTA Approved	5311	2026, 2027, 2028, 2029	\$293,944		\$235,156	\$235,156		\$58,788	FTA Planning
11636	Sioux City Transit System	FTA Approved	5339	2026	\$900,000		\$765,000	\$765,000		\$135,000	Heavy Duty Bus (35-39 ft.)
11637	Sioux City Transit System	FTA Approved	5339	2026	\$1,400,000		\$1,190,000	\$1,190,000		\$210,000	35' HD Low Floor-BEB
11638	Sioux City Transit System	FTA Approved	5339	2026	\$1,400,000		\$1,190,000	\$1,190,000		\$210,000	Heavy Duty Bus (35-39 ft.)-BEB
11639	Sioux City Transit System	FTA Approved	5339	2026	\$659,100		\$560,235	\$560,235		\$98,865	Heavy Duty Bus (35-39 ft.)
11640	Sioux City Transit System	FTA Approved	5307	2026	\$607,400		\$485,920	\$485,920		\$121,480	Heavy Duty Bus (35-39 ft.)
11641	Sioux City Transit System	FTA Approved	5339	2026	\$1,400,000		\$1,190,000	\$1,190,000		\$210,000	35' HD Low Floor-BEB
11643	Sioux City Transit System	FTA Approved	5339	2026	\$168,400		\$143,140	\$143,140		\$25,260	Light-duty bus (176" wb)
11644	Sioux City Transit System	FTA Approved	5339	2026	\$693,100		\$589,135	\$589,135		\$103,965	Heavy-duty bus (40-42 ft.)
11645	Sioux City Transit System	FTA Approved	5339	2026	\$693,100		\$589,135	\$589,135		\$103,965	Heavy Duty Bus (40-42 ft.)
11648	Sioux City Transit System	FTA Approved	5310	2026	\$200,000		\$160,000	\$160,000		\$40,000	Light-duty bus (176" wb)
11649	Sioux City Transit System	FTA Approved	53,105,339	2026	\$168,400		\$143,140	\$143,140		\$25,260	Light-duty bus (176" wb)
11650	Sioux City Transit System	FTA Approved	5307	2026	\$5,112,762		\$2,556,381	\$2,556,381		\$2,556,381	Governor's apportionment for 5307 from IA, NE, & SD plus Iowa STA
11651	Sioux City Transit System	FTA Approved	5339	2026	\$15,600,000		\$12,480,000	\$12,480,000		\$3,120,000	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING
11652	Sioux City Transit System	FTA Approved	5339	2026	\$162,250		\$129,800	\$129,800		\$32,450	Install (3) level two charging stations & related electrical upgrades in Transit Garage
11653	Sioux City Transit System	FTA Approved	5307	2026	\$85,000		\$68,000	\$68,000		\$17,000	Sweeper Scrubber Combo for MLK
11656	Sioux City Transit System	FTA Approved	PTIG	2026	\$835,000	\$600,000				\$235,000	MLK heat pumps replacement (17 units) & associated piping
11658	Sioux City Transit System	FTA Approved		2026	\$100,000					\$100,000	MLK structural rehabilitation; concrete sealing and repairs
11659	Sioux City Transit System	FTA Approved	PTIG	2026	\$320,000	\$256,000				\$64,000	Replacement Bus Wash Equipment for Transit Garage
11661	Sioux City Transit System	FTA Approved	53,105,339	2026	\$168,400		\$143,140	\$143,140		\$25,260	Light-duty bus (176" wb)
11663	Sioux City Transit System	FTA Approved	53,105,339	2026	\$168,400		\$143,140	\$143,140		\$25,260	Light Duty Bus (176" wb)
11664	Sioux City Transit System	FTA Approved	53,105,339	2026	\$168,400		\$143,140	\$143,140		\$25,260	Light-duty bus (176" wb)
11667	Sioux City Transit System	FTA Approved	5339	2026	\$70,000		\$56,000	\$56,000		\$14,000	LoNo 50 KW Mobile Plug-In Charger
11668	Sioux City Transit System	FTA Approved	5339	2026	\$281,820		\$225,456	\$225,456		\$56,364	NE 5339 Apportionment-New Transit Facility A&E Design
11670	Sioux City Transit System	FTA Approved	CRP	2026	\$199,750		\$160,000		\$160,000	\$39,750	Transit Maintenance Garage Electrification Project
11671	Sioux City Transit System	FTA Approved	PTIG	2026	\$300,000	\$240,000				\$60,000	MLK Elevator Modernization
11672	Sioux City Transit System	FTA Approved		2027	\$80,000					\$80,000	Transit Maintenance Garage Generator
11673	Sioux City Transit System	FTA Approved	5307	2026	\$400,000		\$400,000	\$400,000			Mobile Fare Collection
11681	Sioux City Transit System	FTA Approved	5307	2026	\$300,000		\$240,000	\$240,000		\$60,000	Vehicle Maintenance Equipment (lift, tools, jacks)
11911	Sioux City Transit System	FTA Approved	STA	2026	\$487,436	\$487,436					State Transit Assistance
12029	Sioux City Transit System	FTA Approved	5339	2026	\$12,660,351		\$10,128,281	\$10,128,281		\$2,532,070	Transit Maintenance & Storage Facility Renovation Project
12116	Sioux City Transit System	TIP Approved	53,105,339	2026	\$198,700		\$168,895	\$168,895		\$29,805	Light-Duty Bus (176" wb)
12170	Sioux City Transit System	Submitted	ARPA	2026	\$2,080,000		\$2,080,000	\$2,080,000			Transit Maintenance & Storage Facility Renovation Project

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 2027-2030* provides full consideration for the general health, safety, and well-being of the citizens of the Metropolitan Planning Area.

FY 2027 Sioux City Transit System has programmed \$33,041,209 with anticipated federal participation of \$24,946,420 in capital purchases.

The intent of the *MPO Transportation Improvement Program FY 2027-2030* 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 6, 2025 - TTC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 8, 2026 – 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 6, 2026 – STBG, CRP and TAP Application Deadline
- February 6, 2026 - February 13, 2026 - Project evaluation by SIMPCO staff
- March 4, 2026- Project presentations by applicants. Project recommendation to Policy Board by TTC.
- March 5, 2026 – Project selection and approval by Policy Board
- May 6, 2026 & May 7, 2026 - Draft TIP Tables presented to TTC and Policy Board respectively.
- June 3, 2026– Draft TIP to TTC and Policy Board and to Iowa DOT, Nebraska DOT, South Dakota DOT, FHWA and FTA
- June 3, 2026 - Draft TIP available at SIMPCO office and website and public comment period begins.
- June 9, 2026 – Public Input Meeting
- June 24, 2026 – Final DRAFT TIP with comments addressed to TTC for review and recommendation.
- June 25, 2026- Final TIP to Policy Board for approval
- July 15, 2026 – 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, 2026 – 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

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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 & 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

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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 or more already programmed bridges due to lack of funds.

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

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 (2027-2030)

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
CRP								
55559	CRP-7057()-8P-97	Submitted	Total	\$855,100				\$855,100
Sioux City	In the city of Sioux City, from Virginia St along Gordon Dr to Lewis Blvd		Federal Aid	\$380,100				\$380,100
	Ped/Bike Grade & Pave		Local	\$475,000				\$475,000
			Regional	\$380,100				\$380,100
55558	CRP-7057(721)-8P-97	Submitted	Total	\$614,032				\$614,032
Sioux City	In the city of Sioux City, from 2nd street along Pierce St to trail south of Gordon Dr.	1/20/2027	Federal Aid	\$430,272				\$430,272
	Ped/Bike Grade & Pave		Local	\$183,760				\$183,760
			Regional	\$430,272				\$430,272
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				\$1,056,253	\$1,056,253
	Ped/Bike Grade & Pave		Local				\$425,227	\$425,227
			Regional				\$1,056,253	\$1,056,253
HBP								
53081	BHM-7057(716)-8K-97	Submitted	Total	\$3,100,000				\$3,100,000
Sioux City	In the city of Sioux City, On 11TH ST, Over FLOYD RIVER, S27 T89 R47	11/17/2026	Federal Aid	\$1,200,000				\$1,200,000
	Bridge Replacement		Local	\$1,600,000				\$1,600,000
			Swap	\$300,000				\$300,000
NHPP								
54553	NHSX-012()-3H-97	Submitted	Total	\$209,232,000				\$209,232,000
Iowa Department of Transportation	IA 12: Gordon Dr Viaduct, Rustin St to Virginia St in Sioux City		Federal Aid	\$93,605,600				\$93,605,600
	Bridge Replacement, Grade and Pave, Right of Way		DOT	\$48,426,400				\$48,426,400
			Grant App	\$67,200,000				\$67,200,000
58931	NHSX-376()-3H-97	Submitted	Total	\$1,087,000				\$1,087,000
Iowa Department of Transportation	IA 376: Lincoln Way to N of Cunningham Dr in Sioux City		Federal Aid	\$869,600				\$869,600
	Pavement Rehab		DOT	\$217,400				\$217,400

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

NHPP

58936	IMX-029()-02-97	Submitted	Total				\$5,608,000	\$5,608,000
Iowa Department of Transportation	I 29: Monona County Line to SCL of Sergeant Bluff (NB)		Federal Aid				\$5,047,200	\$5,047,200
	Pavement Rehab		DOT				\$560,800	\$560,800

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		Local	\$45,581	\$45,581	\$45,581	\$45,581	\$182,324

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		DOT	\$36,000	\$36,000	\$36,000	\$36,000	\$144,000
52509	BRFN-376()-39-97	Submitted	Total	\$1,284,000				\$1,284,000
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		DOT	\$1,284,000				\$1,284,000
58935	IMN-029()-0E-97	Submitted	Total	\$103,000				\$103,000
Iowa Department of Transportation	I 29: Frontage Rd and IA 12/S Virginia St Intersection in Sioux City		Federal Aid					
	Traffic Signals		DOT	\$103,000				\$103,000
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		DOT	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
58937	NHSN-075()-2R-75	Submitted	Total	\$2,000,000				\$2,000,000
Iowa Department of Transportation	US 75: Co Rd C80 and Co Rd C70 Intersections		Federal Aid					
	Grade and Pave, Lighting, Traffic Signs		DOT	\$2,000,000				\$2,000,000
58934	IMN-029()-0E-97	Submitted	Total		\$600,000			\$600,000
Iowa Department of Transportation	I 29: Big Sioux River in Sioux City (NB/SB)		Federal Aid					
	Bridge Rehabilitation		DOT		\$600,000			\$600,000

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

PRF

58933	BRFN-077()--39-97	Submitted	Total				\$300,000	\$300,000
Iowa Department of Transportation	US 77: Missouri River in Sioux City		Federal Aid					
	Bridge Rehabilitation		DOT				\$300,000	\$300,000

STBG

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		DOT	\$180,600				\$180,600
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 Rehabilitation		DOT	\$59,200				\$59,200
52359	STP-U-7057(722)--70-97	Submitted	Total	\$5,824,000				\$5,824,000
Sioux City	In the city of Sioux City, On 11TH ST, from UPRR/CN RR crossing to BNSF RR crossing. PCC Pavement - Replace	11/17/2026	Federal Aid	\$3,000,000				\$3,000,000
			Local	\$2,824,000				\$2,824,000
			Regional	\$3,000,000				\$3,000,000
55554	STP-U-7057(724)--70-97	Submitted	Total	\$43,200,000				\$43,200,000
Sioux City	In the city of Sioux City, On IA 12, Over Bacon Creek Culvert Replacement	11/21/2028	Federal Aid	\$10,208,177				\$10,208,177
			Local	\$32,991,823				\$32,991,823
			Regional	\$10,208,177				\$10,208,177
58932	BRF-075()--38-97	Submitted	Total				\$6,121,000	\$6,121,000
Iowa Department of Transportation	US 75: CCP RR, BNSF RR, and Business 75 5.8 mi N of IA 12 (NB)		Federal Aid				\$4,896,800	\$4,896,800
	Bridge Deck Overlay		DOT				\$1,224,200	\$1,224,200

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

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		Local	\$443,800				\$443,800
			Regional	\$1,015,200				\$1,015,200
58507	TAP-U-7057(--8I-97	Submitted	Total	\$628,216				\$628,216
Sioux City	In the city of Sioux City, Tunnel/trail connecting the Floyd/PlyWood Trails and future Bacon Creek Connector Trail		Federal Aid	\$344,187				\$344,187
	Ped/Bike Miscellaneous		Local	\$284,029				\$284,029
			Regional	\$344,187				\$344,187
58506	TAP-U-6890(--8I-97	Submitted	Total				\$625,000	\$625,000
Sergeant Bluff	In the city of Sergeant Bluff, On S LEWIS BLVD		Federal Aid				\$208,724	\$208,724
	Ped/Bike Grade & Pave		Local				\$416,276	\$416,276
			Regional				\$208,724	\$208,724

TABLE 3B NEBRASKA PROJECTS (2027-2030)

Program	Sponsor Name	Control # Proj #	Project Description	Phase of Work	Programmed Amounts in \$1,000's				Year
					Federal	State	Local	Total	
NH-National Highway System	NDOT	32356	On Highway 20: From Jackson to Highway 110 (Resurface)	Const/PE	\$ 1,805.00	\$ 566.00	-	\$ 2,371.00	2027
							-		2028
					-	-	-	-	2029
					-	-	-	-	2030
				Total Costs	\$ 1,805.00	\$ 566.00		\$ 2,371.00	
NH-National Highway System	NDOT	32452	On Highway 75: Homer Northeast (Resurface & Bridge Repair)	Const/PE				\$ -	2027
								\$ -	2028
								\$ -	2029
					\$ 6,292.00	\$ 1,574.00		\$ 7,866.00	2030
				Total Costs	\$ 6,292.00	\$ 1,574.00		\$ 7,866.00	
STP-Surface Transportation Program	NDOT	32440	On Highway 77: Add Turn Lane					\$ -	2027
								\$ -	2028
								\$ -	2029
				Const/PE	\$ 416.00	\$ 45.00		\$ 461.00	2030
				Total Costs	\$ 416.00	\$ 45.00		\$ 461.00	
NH-National Highway System	NDOT	32419	On Interstate 129: South Sioux City West (Crack Seal)					\$ -	2027
				Const/PE	\$ 81.00	\$ 10.00		\$ 91.00	2028
								\$ -	2029
								\$ -	2030
					\$ 81.00	\$ 10.00		\$ 91.00	
NH-National Highway System	NDOT	32441	On US 20: From N 110 to Interstate 129 (Resurface & Turn Lanes)					\$ -	2027
				Const/PE	\$ 4,544.00	\$ 1,286.00		\$ 5,830.00	2028
								\$ -	2029
								\$ -	2030
					\$ 4,544.00	\$ 1,286.00		\$ 5,830.00	

Table 3B Nebraska Projects (2027-2030) continued on next page

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Table 3B Nebraska Projects (2027-2030) continued

Program	Sponsor Name	Control #	Project Description	Phase of Work	Programmed Amounts in \$1,000's				Year
		Proj #			Federal	State	Local	Total	
ITS-NH-STP-D3	NDOT	32438	On US 75 - Cameras					\$ -	2027
								\$ -	2028
				Const/PE	\$ 318.00	\$ 80.00		\$ 398.00	2029
								\$ -	2030
					\$ 318.00	\$ 80.00		\$ 398.00	
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	2027
				Const	\$ 800.00		\$ 200.00	\$ 1,000.00	2028
								\$ -	2029
								\$ -	2030
					\$ 840.00		\$ 210.00	\$ 1,050.00	
PL FHWA - Metropolitan Planning	SIMPCO		Planning	Planning	\$ 81.46	\$ -	\$ 20.36	\$ 101.82	2027
					\$ 81.46	-	\$ 20.36	\$ 101.82	2028
					\$ 81.46	-	\$ 20.36	\$ 101.82	2029
					\$ 81.46	-	\$ 20.36	\$ 101.82	2030
				Total Costs	\$ 325.82	\$ -	\$ 81.46	\$ 407.28	
FTA 5303d - Metropolitan Planning	SIMPCO		Planning	Planning	\$ 15.18	\$ -	\$ 3.80	\$ 18.97	2027
					\$ 15.18	-	\$ 3.80	\$ 18.97	2028
					\$ 15.18	-	\$ 3.80	\$ 18.97	2029
					\$ 15.18	-	\$ 3.80	\$ 18.97	2030
				Total Costs	\$ 60.72	\$ -	\$ 15.18	\$ 75.90	

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TABLE 3C: SOUTH DAKOTA PROJECTS (2027-2030) \$1,000

					Programmed Amounts in \$1,000's			
					FY 27			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	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	728.00	655.00	73.00	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 07XG	Regionwide	Durable Pvmt Marking	1,419.00	1,419.00	0.00	0.00
SDDOT	IMNH P 0023(75)	0AC8	Areawide	Asphalt Surface Treatment	2,414.00	1,978.00	436.00	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	26.00	24.00	2.00	0.00

					Programmed Amounts in \$1,000's			
					FY 28			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	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	424.00	424.00	0.00	
SDDOT	P Z410()	07UU	Statewide	ITS Device Deployment Operation & Maintenance CY2027	743.00	669.00	74.00	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	IM0909()391	0A6R 09J6	Union	Joint Repair, Polymer Chip Seal, End Blocks, Approach Guardrail	2,080.00	1,892.00	188.00	0.00
SDDOT	IM0291(141)0	07D7	I29 N&S at State Line	Replace Joints on Structure Over the Big Sioux River	770.00	700.00	610.00	0.00
SDDOT	PH 00SW(111)	07XV	Statewide	2028 Traffic Engineering Services and Traffic Control Devices by SDDOT Safety Engineer	27.00	24.00	3.00	0.00

Table 3C: South Dakota Projects (2027-2030) continued on next page

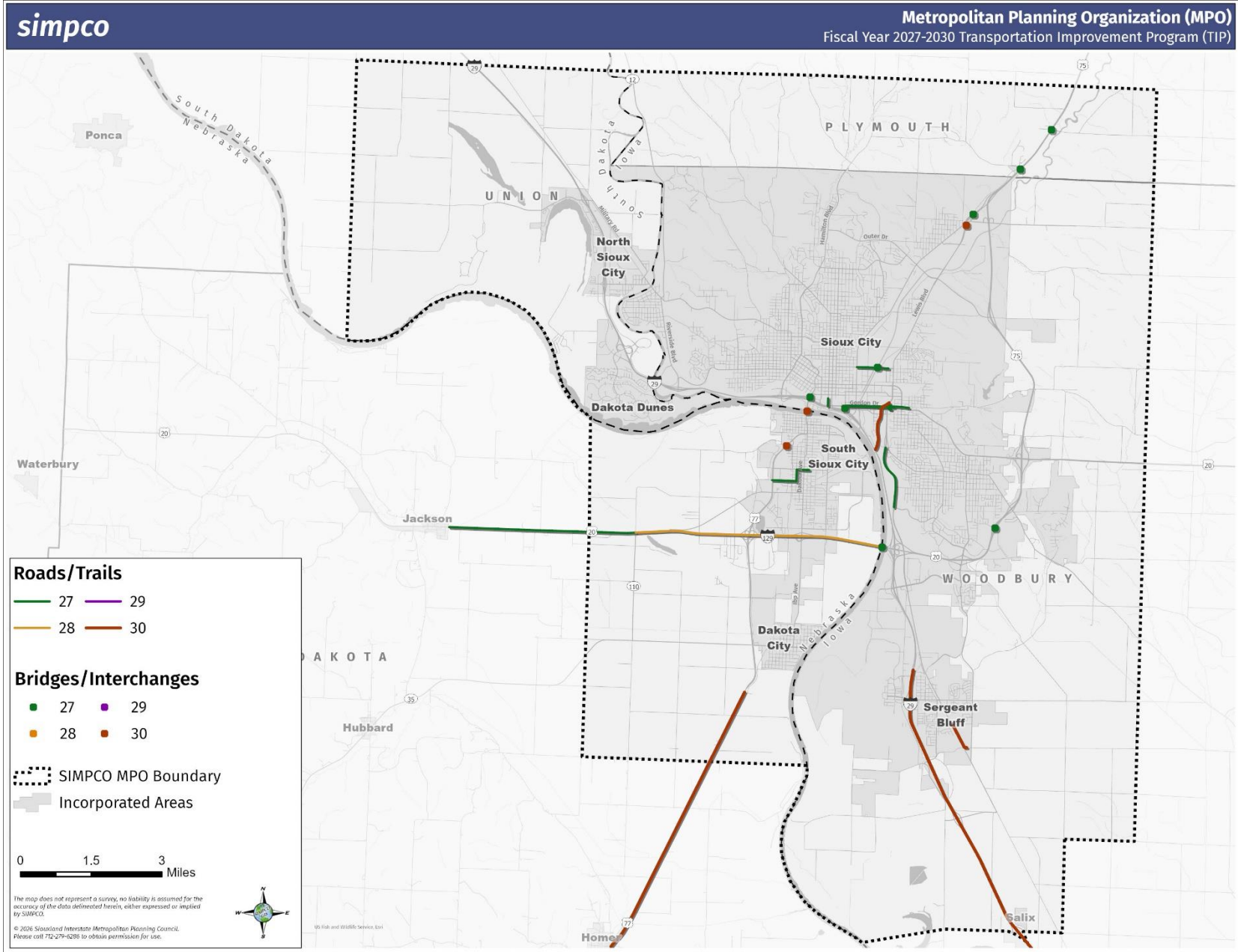
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Table 3C: South Dakota Projects (2027-2030) continued

					Programmed Amounts in \$1,000's			
					FY 29			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	Proj Total	FA	State	Local
SDDOT	P Z410()	08FT	Statewide	ITS Device Deployment Operation & Maintenance CY2027	758.00	682.00	76.00	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)	433.00	390.00	43.00	0.00

					Programmed Amounts in \$1,000's			
					FY 30			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	Proj Total	FA	State	Local
SDDOT	CR Z410(27)	08VM	Statewide	ITS Device Deployment Operation & Maintenance CY2027	773.00	696.00	77.00	0.00
SDDOT	P TAPE()30	08VY	Statewide	2030 PE for Transportation Alternatives Projects	1,000.00	820.00	180.00	0.00

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



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TABLE 4: FEDERAL TRANSIT ADMINISTRATION ELEMENT

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
12036 Sioux City Transit System	5339 Submitted	Capital	Heavy Duty Bus (35-39 ft.) Low Floor Unit # 1326	Total	\$1,033,400				\$1,033,400
				FTA	\$878,390				\$878,390
				Local	\$155,010				\$155,010
12037 Sioux City Transit System	5339 Submitted	Capital	Heavy Duty Bus (35-39 ft.) Diesel,Low Floor Unit # 1332	Total	\$1,033,400				\$1,033,400
				FTA	\$878,390				\$878,390
				Local	\$155,010				\$155,010
12038 Sioux City Transit System	5339 Submitted	Capital	Heavy Duty Bus (35-39 ft.) Diesel,Low Floor Unit # 1338	Total	\$1,033,400				\$1,033,400
				FTA	\$878,390				\$878,390
				Local	\$155,010				\$155,010
12039 Sioux City Transit System	5339 Submitted	Capital	Heavy Duty Bus (35-39 ft.) Low Floor Unit # 1339	Total	\$1,033,400				\$1,033,400
				FTA	\$878,390				\$878,390
				Local	\$155,010				\$155,010
12040 Sioux City Transit System	5339 Submitted	Capital	Heavy Duty Bus (35-39 ft.) Low Floor Unit # 1340	Total	\$1,033,400				\$1,033,400
				FTA	\$878,390				\$878,390
				Local	\$155,010				\$155,010
12041 Sioux City Transit System	5339 Submitted	Capital	35' HD Low Floor-BEB Electric Unit # 1341	Total	\$1,400,000				\$1,400,000
				FTA	\$1,190,000				\$1,190,000
				Local	\$210,000				\$210,000
12043 Sioux City Transit System	5339 Submitted	Capital	Heavy-duty bus (40-42 ft.) Low Floor Unit # 1353	Total	\$1,038,400				\$1,038,400
				FTA	\$882,640				\$882,640
				Local	\$155,760				\$155,760
12044 Sioux City Transit System	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) Low Floor Unit # 1354	Total	\$1,038,400				\$1,038,400
				FTA	\$882,640				\$882,640
				Local	\$155,760				\$155,760
12045 Sioux City Transit System	5310 Submitted	Capital	Light-duty bus (176" wb) Unit # 1357	Total	\$250,400				\$250,400
				FTA	\$212,840				\$212,840
				Local	\$37,560				\$37,560

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		2027	2028	2029	2030	Totals
12046 Sioux City Transit System	5310,5339 Submitted	Capital	Light-duty bus (176" wb) Unit # 1358	Total	\$250,400				\$250,400
				FTA	\$212,840				\$212,840
				Local	\$37,560				\$37,560
12047 Sioux City Transit System	5307 Submitted	Operations	Governor's apportionment for 5307 from IA, NE, & SD	Total	\$5,112,762				\$5,112,762
				FTA	\$2,556,381				\$2,556,381
				Local	\$2,556,381				\$2,556,381
12049 Sioux City Transit System	5339 Submitted	Capital	Install (3) level two charging stations & related electrical upgrades in Transit Garage	Total	\$162,250				\$162,250
				FTA	\$129,800				\$129,800
				Local	\$32,450				\$32,450
12050 Sioux City Transit System	Submitted	Capital	MLK structural rehabilitation; concrete sealing and repairs	Total	\$100,000				\$100,000
				FTA					
				Local	\$100,000				\$100,000
12051 Sioux City Transit System	PTIG Submitted	Capital	Replacement Bus Wash Equipment for Transit Garage	Total	\$425,000				\$425,000
				FTA					
				DOT	\$340,000				\$340,000
				Local	\$85,000				\$85,000
12052 Sioux City Transit System	5310,5339 Submitted	Capital	Light-duty bus (176" wb) Unit # 1362	Total	\$250,400				\$250,400
				FTA	\$212,840				\$212,840
				Local	\$37,560				\$37,560
12053 Sioux City Transit System	5310,5339 Submitted	Capital	Light Duty Bus (176" wb) Unit # 1367	Total	\$250,400				\$250,400
				FTA	\$212,840				\$212,840
				Local	\$37,560				\$37,560
12054 Sioux City Transit System	5310,5339 Submitted	Capital	Light-duty bus (176" wb) Unit # 1368	Total	\$250,400				\$250,400
				FTA	\$212,840				\$212,840
				Local	\$37,560				\$37,560
12055 Sioux City Transit System	5339 Submitted	Capital	LoNo 50 kW Mobile Plug-In Charger	Total	\$70,000				\$70,000
				FTA	\$56,000				\$56,000
				Local	\$14,000				\$14,000

Federal Transit Administration Element continued on next page

FINAL

Federal Transit Administration Element continued

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
12056 Sioux City Transit System	5339 Submitted	Capital	NE 5339 Apportionment-New Transit Facility A&E Design	Total	\$281,820				\$281,820
				FTA	\$225,456				\$225,456
				Local	\$56,364				\$56,364
12057 Sioux City Transit System	CRP Submitted	Capital	Transit Maintenance Garage Electrification Project	Total	\$199,750				\$199,750
				FTA					
				FHWA	\$160,000				\$160,000
				Local	\$39,750				\$39,750
12059 Sioux City Transit System	5307 Submitted	Operations	Mobile Fare Collection	Total	\$400,000				\$400,000
				FTA	\$400,000				\$400,000
12061 Sioux City Transit System	STA Submitted	Operations	State Transit Assistance	Total	\$485,660				\$485,660
				FTA					
				DOT	\$485,660				\$485,660
12062 Sioux City Transit System	5339 Submitted	Capital	Transit Maintenance & Storage Facility Renovation Project	Total	\$12,660,351				\$12,660,351
				FTA	\$10,128,281				\$10,128,281
				Local	\$2,532,070				\$2,532,070
12064 Sioux City Transit System	Submitted	Operations	Bus Depot Painting Interior/Exterior	Total	\$50,000				\$50,000
				FTA					
				Local	\$50,000				\$50,000
12109 Sioux City Transit System	PTIG Submitted	Capital	Transit Maintenance Garage Generator	Total	\$80,000				\$80,000
				FTA					
				DOT	\$64,000				\$64,000
				Local	\$16,000				\$16,000
12110 Sioux City Transit System	PTIG Submitted	Capital	MLK Generator	Total	\$80,000				\$80,000
				FTA					
				DOT	\$64,000				\$64,000
				Local	\$16,000				\$16,000
12111 Sioux City Transit System	5310 Submitted	Capital	Light-Duty Bus (176" wb) Unit # 1366	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820

Federal Transit Administration Element continued on next page

FINAL

Federal Transit Administration Element continued

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
12113 Sioux City Transit System	5310 Submitted	Capital	Light-duty bus (176" wb) Unit # 1371	Total	\$218,800				\$218,800
				FTA	\$125,117				\$125,117
				Local	\$93,683				\$93,683
12114 Sioux City Transit System	5310,5339 Submitted	Capital	Light-Duty Bus (176" wb) Unit # 1372	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
12171 Sioux City Transit System	ARPA Submitted	Capital	Transit Maintenance & Storage Facility Renovation Project	Total	\$2,080,000				\$2,080,000
				FTA	\$2,080,000				\$2,080,000
10528 MPO 29 / SIMPCO	5311 Submitted	Planning	FTA Planning	Total	\$75,354	\$75,354	\$75,354	\$75,354	\$301,416
				FTA	\$60,283	\$60,283	\$60,283	\$60,283	\$241,132
				Local	\$15,071	\$15,071	\$15,071	\$15,071	\$60,284

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	2027	2028	2029	2030
STP-U-7057(722)--70-97	52359	Sioux City	11th Street Reconstruction	\$3,000,000			
STP-U-7057(724)--70-97	55554	Sioux City	Bacon Creek Conduit Project	\$10,208,177			
Total Programmed				\$13,208,177	\$0	\$0	\$0
STBG Carryover from Previous Year				\$779,728	-\$9,321,000	-\$6,214,000	-\$3,107,000
STBG Target				\$3,107,449	\$3,107,000	\$3,107,000	\$3,107,000
Balance				-\$9,321,000	-\$6,214,000	-\$3,107,000	\$0

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

Project #	TPMS #	Sponsor	Project Description	2027	2028	2029	2030
TAP-U-7057()-81-97	57625	Sioux City	Viaduct Connector Trail - Phase 1	\$ 1,015,200			
TAP-U-6890()-81-97	58506	Sergeant Bluff	South Lewis Boulevard Trail Loop Phase 1				\$ 208,724
TAP-U-7057()-81-97	58507	Sioux City	Viaduct Connector Trail Phase 2	\$ 344,187			
Total Programmed				\$ 1,359,387	\$ -	\$ -	\$ 208,724
TAP Carryover from Previous Year				\$ 356,392	\$ (700,276)	\$ (397,276)	\$ (94,276)
TAP Target				\$ 302,719	\$ 303,000	\$ 303,000	\$ 303,000
Balance				\$ (700,276)	\$ (397,276)	\$ (94,276)	\$ -

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

Project #	TPMS #	Sponsor	Project Description	2027	2028	2029	2030
CRP-7057 (721)--8P-97	55558	Sioux City	Downtown Bike and Pedestrian Riverfront Connection	\$ 430,272			
CRP-7057()-8P-97	55557	Sioux City	Bacon Creek Channel Project				\$ 1,056,253
CRP-7057()-8P-97	55559	Sioux City	Gordon Dr/Lewis Blvd Multi-use Trail Project	\$ 380,100			
Total Programmed				\$ 380,100	\$ -	\$ -	\$ 1,056,253
CRP Carryover from Previous Year				\$ 364,168	\$ 252,253	\$ 520,253	\$ 788,253
CRP Target				\$ 268,185	\$ 268,000	\$ 268,000	\$ 268,000
Balance				\$ 252,253	\$ 520,253	\$ 788,253	\$ -

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

Fiscal yr Funding Source	All amounts in the \$1,000's																Grand Total
	FY 27				FY 28				FY 29				FY 30				
	FY TOTAL	FA	REG	SWAP	FY TOTAL	FA	REG	SWAP	FY TOTAL	FA	REG	SWAP	FY TOTAL	FA	REG	SWAP	
NHPP	\$210,319,000	\$94,475,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,608,000	\$ 5,047,200	\$ -	\$ -	\$215,927,000
PL	\$ 227,905	\$ 182,324	\$ -	\$ -	\$ 227,905	\$ 182,324	\$ -	\$ -	\$ 227,905	\$ 182,324	\$ -	\$ -	\$ 227,905	\$ 182,324	\$ -	\$ -	\$ 911,620
PRF	\$ 3,473,000	\$ -	\$ -	\$ -	\$ 686,000	\$ -	\$ -	\$ -	\$ 86,000	\$ -	\$ -	\$ -	\$ 386,000	\$ -	\$ -	\$ -	\$ 4,631,000
STBG	\$ 50,223,000	\$14,167,377	\$13,208,177	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,121,000	\$ 4,896,800	\$ -	\$ -	\$ 56,344,000
CRP	\$ 1,469,132	\$ 810,372	\$ 810,372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,481,480	\$ 1,056,253	\$ 1,056,253	\$ -	\$ 2,950,612
TAP	\$ 2,087,216	\$ 1,359,387	\$ 1,359,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 625,000	\$ 208,724	\$ 208,724	\$ -	\$ 2,712,216
HBP	\$ 3,100,000	\$ 1,200,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,100,000
Grant	\$ 67,200,000	\$67,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,200,000

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

Funding Year ->	All amounts in the \$1,000's		
	2027		
	Total	Federal	DOT
5307	\$5,512,762	\$2,956,381	
5310	\$250,400	\$212,840	
5311 (Planning)	\$75,354	\$60,283	
5339	\$21,818,221	\$17,886,767	
PTIG	\$585,000		\$468,000
STA	\$485,660		\$485,660
53, 105, 339	\$1,658,000	\$1,409,300	
CRP	\$199,750	\$160,000	
ARPA	\$2,080,000	\$2,080,000	

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

Funding Source	Programmed amounts in \$1,000's																Grand Total
	2027				2028				2029				2030				
	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	
STP+HSIP	\$ -				\$ -				\$ -				\$ -				\$ -
NHPP	\$ 2,371.00	\$1,805.00	\$566.00		\$ 5,921.00	\$ 4,625.00	\$ 1,296.00		\$ -				\$ 7,866.00	\$ 6,292.00	\$ 1,574.00		\$ 16,158.00
STP	\$ -				\$ -				\$ -				\$ 461.00	\$ 416.00	\$ 45.00		\$ 461.00
FHWA (Planning)	\$ 101.82	\$ 81.46		\$ 20.36	\$ 101.82	\$ 81.46		\$ 20.36	\$ 101.82	\$ 81.46		\$ 20.36	\$ 101.82	\$ 81.46		\$ 20.36	\$ 407.28
FTA 5303d (Planning)	\$ 18.97	\$ 15.18		\$ 3.80	\$ 18.97	\$ 15.18		\$ 3.80	\$ 18.97	\$ 15.18		\$ 3.80	\$ 18.97	\$ 15.18		\$ 3.80	\$ 75.90
TAP	\$ 90.00	\$ 40.00		\$ 50.00	\$ 1,000.00	\$ 800.00		\$ 200.00	\$ -				\$ -				\$ 1,090.00
ITS-NH-STP	\$ -				\$ -				\$ 398.00	\$ 318.00	\$ 80.00		\$ -				\$ 398.00

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

Funding Source	Programmed Amounts in \$1,000's																
	2027				2028				2029				2030				Grand Total
	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	
CRP	\$ 702.000	\$ 655.000	\$ 47.000		\$ -				\$ -				\$ -				
HSIP	\$ 1,445.000	\$ 1,443.000	\$ 2.000		\$ 451.000	\$ 448.000	\$ 3.000		\$ 461.000	\$ 415.000	\$ 46.000		\$ -				\$ 4,714.00
NEVI	\$ -				\$ -				\$ -				\$ -				\$ -
NHPP	\$ 2,679.000	\$ 2,196.000	\$ 483.000		\$ 3,390.000	\$ 2,592.000	\$ 798.000		\$ -				\$ -				\$ 12,138.00
PL	\$ 95.200	\$ 76.160		\$ 19.040	\$ 95.200	\$ 76.160		\$ 19.040	\$ 95.200	\$ 76.160		\$ 19.040	\$ 95.200	\$ 76.160		\$ 19.040	\$ 761.60
PS	\$ 20.000	\$ 18.000	\$ 2.000		\$ 20.000	\$ 18.000	\$ 2.000		\$ -				\$ -				\$ 80.00
PT	\$ -				\$ -				\$ -				\$ -				\$ -
TAP	\$ 1,000.000	\$ 820.000	\$ 180.000		\$ 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	\$ -				\$ 743.000	\$ 669.000	\$ 74.000		\$ 758.000	\$ 682.000	\$ 76.000		\$ 773.000	\$ 696.000	\$ 77.000		\$ 4,548.00

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TABLE 11: CITY STREET FINANCE REPORT OPERATIONS AND MAINTENANCE EXPENDITURES 2025 - IOWA

City Name	Municipal Road Mileage			Total Maintenance	Total Operations	Estimated On System	
	On System	Off System	Total			Maintenance	Operations
Sergeant Bluff	6.99	20.89	27.88	\$145,961.00	\$504,205.00	\$36,594.96	\$126,412.95
Sioux City	100.04	316.25	416.29	\$2,087,239.00	\$13,667,062.00	\$501,591.17	\$3,284,375.99
Total						\$538,186.13	\$3,410,788.94

TABLE 12: CITY STREET FINANCE REPORT REVENUES 2025 - IOWA

City	City	County No.	RPA/MPO	Road Use	Other (LOST, Benefits, TIF, etc.)	Service Debt	Capital Projects	Total Non Federal Road Fund Receipts
Sergeant Bluff	7057	97	29	\$787,763.00	\$ -	\$506,956.00	\$0.00	\$1,294,719.00
Sioux City	6890	97	29	\$12,184,828.00	\$ -	\$11,813,605.00	\$23,543,866.00	\$47,542,299.00
Total				\$12,972,591.00	\$ -	\$12,320,561.00	\$23,543,866.00	\$48,837,018.00

FINANCIAL CONSTRAINT SUMMARY

Fiscal constraint ensures that the TIP includes only projects that can be funded with reasonably anticipated revenues. For 2025-2030, jurisdictions in the MPO are projected to spend \$3.9-\$5.5 million annually on the operation and maintenance of the federal-aid roadway system, assuming 7% inflation. Estimated local and state transportation revenues during this period range from \$48.8 million to \$59.4 million per year.

These projects demonstrate that available revenues exceed maintenance needs, providing capacity for additional improvements. Therefore, the TIP is considered fiscally constrained, as programmed projects do not exceed expected funding.

TABLE 13: OPERATIONS AND MAINTENANCE FISCAL CONSTRAINT SUMMARY - IOWA

MPO Forecasted Operations and Maintenance Expenditures on Federal-aid System						
	2025	2026	2027	2028	2029	2030
City Operations	\$3,410,788.94	\$ 3,649,544.17	\$ 3,905,012.26	\$ 4,178,363.12	\$ 4,470,848.53	\$ 4,783,807.93
City Maintenance	\$538,186.13	\$ 575,859.16	\$ 616,169.30	\$ 659,301.15	\$ 705,452.23	\$ 754,833.89
Iowa DOT Operations and Maintenance						
Total Operations and Maintenance	\$ 3,948,975.07	\$ 4,225,403.33	\$ 4,521,181.56	\$ 4,837,664.27	\$ 5,176,300.77	\$ 5,538,641.82
MPO Forecasted Non Federal-aid Revenues						
	2025	2026	2027	2028	2029	2030
City Street Fund	\$12,972,591.00	\$ 13,232,042.82	\$ 13,496,683.68	\$ 13,766,617.35	\$ 14,041,949.70	\$ 14,322,788.69
Total Non Federal-aid Revenues	\$48,837,018.00	\$ 50,790,498.72	\$ 52,822,118.67	\$ 54,935,003.42	\$ 57,132,403.55	\$ 59,417,699.69

TABLE 14: IOWA DOT OPERATION & MAINTENANCE COST BY MPO

Estimated DOT Operations & Maintenance Costs by MPO				
	2027	2028	2029	2030
SIMPCO	\$ 2,294,956	\$ 2,345,277	\$ 2,449,131	\$ 2,516,047

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TABLE 15: IOWA DOT FIVE YEAR PROGRAM FUNDING

Iowa DOT Five Year Program Funding (\$ millions)				
Revenues	2027	2028	2029	2030
Primary Road Fund	\$ 899.90	\$ 835.70	\$ 852.20	\$ 855.20
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	\$ 1,583.90	\$ 1,511.00	\$ 1,527.50	\$ 1,530.50
Statewide Allocations				
Operations & Maintenance Budget (PRF)	\$ 428.70	\$ 438.10	\$ 457.50	\$ 470.00
Back of Program Line Items and Rail Hwy	\$ 248.10	\$ 252.90	\$ 253.50	\$ 254.10
Total	\$ 676.80	\$ 691.00	\$ 711.00	\$ 724.10
Funds Available for ROW/Construction	\$ 907.10	\$ 820.00	\$ 816.50	\$ 806.40

TABLE 16: MAINTENANCE EXPENDITURES-NEBRASKA URBANIZED AREA

Maintenance Expenditures				
	2027	2028	2029	2030
NDOT Maintenance Costs	\$1,249,870	\$1,287,366	\$1,325,987	\$1,365,767

TABLE 17: MAINTENANCE EXPENDITURES-SOUTH DAKOTA URBANIZED AREA

Maintenance Expenditures				
	2027	2028	2029	2030
SD DOT Maintenance Costs	\$29,794.00	\$31,580.00	\$33,476.00	\$35,485.00

AMENDMENTS AND REVISIONS

The *MPO Transportation Improvement Program FY 2027-2030* is a programming document and will be updated and revised as various local, regional, and state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around 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 6 - 6
APPROVAL OF THE FY 2027-2030 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 2027-2030 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 25th day of June, 2026.



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 6 - 7
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) IIIA/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 25th day of June, 2026.



Ken Beaulieu
MPO Policy Board Chairperson



Aaron Lincoln
MPO Transportation Technical Committee Chairperson

ATTEST



Michelle Bostinelos
SIMPCO Executive Director

FINAL

MPO RESOLUTION 2026-8
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 2027–2030*.

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.

Approved by the MPO Policy Board and signed this 25th day of June, 2026.



Ken Beaulieu
MPO Policy Board Chairperson



Aaron Lincoln
MPO Transportation Technical Committee Chairperson

ATTEST:



Michelle Bostinelos
SIMPCO Executive Director

FINAL

MPO RESOLUTION 2026-9
CERTIFICATE OF COMPLIANCE
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

This is to certify that the *MPO Transportation Improvement Program FY 2027-2030* 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 25th day of June, 2026.



Ken Beaulieu
MPO Policy Board Chairperson



Aaron Lincoln
MPO Transportation Technical Committee Chairperson

ATTEST:



Michelle Bostinelos
SIMPCO Executive Director