

SIouxLAND REGIONAL
TRANSPORTATION PLANNING
ASSOCIATION
REGION 4

FY 2027

(JULY 1, 2026 - JUNE 30, 2027)

TRANSPORTATION
PLANNING WORK PROGRAM

SIouxLAND INTERSTATE METROPOLITAN
PLANNING COUNCIL

THE PREPARATION OF THIS TRANSPORTATION PLANNING WORK PROGRAM WAS FINANCED IN PART THROUGH
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ADMINISTRATION, AND/OR FEDERAL TRANSIT ADMINISTRATION

Final May 28, 2026

ACKNOWLEDGMENTS

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Devlun Whiteing, Vice Chair	Supervisor	Ida County, Iowa
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Laura Sievers, Vice-Chair	Engineer	Woodbury County, Iowa
Kyle Basten	Engineer	City of Cherokee, Iowa
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Brian Pearson	Director	Siouxland Regional Transit System
Kelly Puhmann	Engineer	Cherokee County, Iowa
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Policy Board & Transportation Advisory Committee Non-Voting Members

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Travis Halm	Iowa Department of Transportation
Sarah Tracy	Iowa Department of Transportation
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TABLE OF CONTENTS

ACKNOWLEDGMENTS.....	i
Policy Board Members	i
Technical Advisory Committee Members.....	i
Policy Board & Transportation Advisory Committee Non-Voting Members	i
Siouxland Interstate Metropolitan Planning Council Staff.....	i
TABLE OF CONTENTS.....	ii
INTRODUCTION	1
PLANNING FACTORS.....	1
PLANNING GOALS	2
TRANSPORTATION SYSTEM STRENGTHS & WEAKNESSES	3
Element A: Transportation Planning Work Program (TPWP) 1%.....	5
Element B: Transportation Improvement Program (TIP) 30%	5
Element C: Public Participation Process (PPP) 14%.....	7
ELEMENT D: LONG-RANGE PLANNING 10%	8
Element E: Short-Range Planning 30%.....	9
Element F: Administration/System Management 15%	10
PLANNING PROCESS	12
Siouxland Interstate Metropolitan Planning Council	12
Staff 12	
Duties 12	
Policy Board 12	
Technical Advisory Committee	12
FINANCING THE PROGRAM	13
SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL (SIMPCO) INDIRECT COST ALLOCATION PLAN	14
AMENDMENTS AND REVIEW	15
SUMMARY	16
CERTIFICATE OF INDIRECT COST PROPOSAL/INDIRECT COSTS.....	17
SRTPA RESOLUTION 2026-1.....	20

INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Siouxland Regional Transportation Planning Association (SRTPA), has developed a **Transportation Planning Work Program** (TPWP) for the Regional Planning Affiliation 4 (hereinafter referred to as the “Region 4”) consisting of the cities of Le Mars and Cherokee, Iowa, and the counties of Cherokee, Ida, Monona, Plymouth, and Woodbury, Iowa. This TPWP was put together under the direction of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Iowa Department of Transportation (Iowa DOT), as a requirement of the Infrastructure Investment and Jobs Act (IIJA) of 2021. The IIJA Act was signed by the President on November 15, 2021. The IIJA Act provides federal funding authorizations for the highway network, highway safety, alternative modes, and mass transportation through Fiscal Year 2027. The IIJA builds on the foundation set by the past transportation bills, the Intermodal Surface Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21), the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing American’s Surface Transportation Act (FAST).

Transportation Planning Work Program Development

The purpose of the *SRTPA Transportation Planning Work Program FY 2027* is to provide all citizens of Region 4, the FHWA, FTA and Iowa DOT with the SRTPA multimodal and intermodal transportation planning work program, including the objectives and budget for fiscal year 2027. The SRTPA was responsible for the preparation of this TPWP, with guidance given by local and county officials, the SRTPA Technical Advisory Committee (TAC), Policy Board, and through citizen input. The information in this program represents a continuing planning process that will be reviewed and modified annually. The purpose of a TPWP is to serve as a guiding document of information addressing current and projected transportation needs for Region 4 from a planning perspective. This TPWP will be used as a means of identifying areas of need and developing a means of addressing such.

The information contained in the following pages will provide a better understanding of the SRTPA transportation planning work program as it is today. Decisions made with this planning process utilize current transportation network characteristics, current and projected social, physical, environmental, and economic characteristics, as well as various local and county citizen participation, and local official involvement. Public meetings and a public input period were held throughout the development of the *SRTPA Transportation Planning Work Program FY 2027* to encourage and receive a diversity of information and participation. Some highlights of the FY 2027 TPWP include assisting rural communities with bicycle/pedestrian planning, administering Monona County’s U.S. DOT Maritime grant, continuing to offer utility mapping services to member communities, and continued assistance to Iowa DNR and Cherokee, Ida, and Woodbury Counties with water trail planning.

PLANNING FACTORS

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

1. Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

TPWP Element	Planning Factor									
	1	2	3	4	5	6	7	8	9	10
Element A: TPWP										
Element B: TIP		x	x	x		x	x	x	x	
Element C: Public Participation										
Element D: Long Range Planning	x	x	x	x	x	x	x	x	x	x
Element E: Short Range Planning		x	x	x	x	x				x
Element F: Administration										

PLANNING GOALS

The 2050 Long Range Transportation Plan of the SRTPA outlined a series of elements, goals and objectives and helps to provide guidance while developing this Transportation Planning Work Program. These elements and goals include:

1. **Element 1: Safety Improvement:** To enhance safety practices across all transportation modes within the RPA, we focus on improving design elements, implementing countermeasures, maintaining assets and infrastructure, and implementing low-cost initiatives. Our goal is to ensure safe and reliable transportation corridors throughout the RPA.
2. **Element 2: Mobility Choice:** Ensuring comprehensive and efficient transportation options between roads, transit, and active transportation, enhancing connectivity for all RPA residents and addressing the needs of the greater population.
3. **Element 3: Economic Vitality:** Another overarching goal of the LRTP is to create and promote economic growth across the RPA by leveraging the mobility and efficiency of an extensive transportation network. This network provides access to markets, enhances freight movement, and improves access to job centers, residential areas, shared/critical service markets.
4. **Goal: Cost Efficiency** – Efficient usage of limited resources, extend the lifespan of rural infrastructure, minimize life-cycle costs, and prepare roads for extreme weather events.
5. **Goal: Maintenance** – Ensure that roads and bridges are well maintained to extend their lifespan to the fullest extent possible.

6. **Goal: Trails** – Create an interconnected network of trails, prioritizing safety, intermodal connection, and public input throughout the development process.
7. **Goal: Population** – Improve transportation options for residents of all ages, across all stages of life. Counter population decline by promoting economic vitality through transportation infrastructure investments.
8. **Goal: Technology** – Ensure the safe integration of Self Driving Vehicles into the transportation system, and ensure access to electric vehicle charging stations.
9. **Goal: Rail** – Improve rail connectivity within the region by investing in rail infrastructure maintenance and upgrades. Leverage rail systems for economic growth.

TRANSPORTATION SYSTEM STRENGTHS & WEAKNESSES

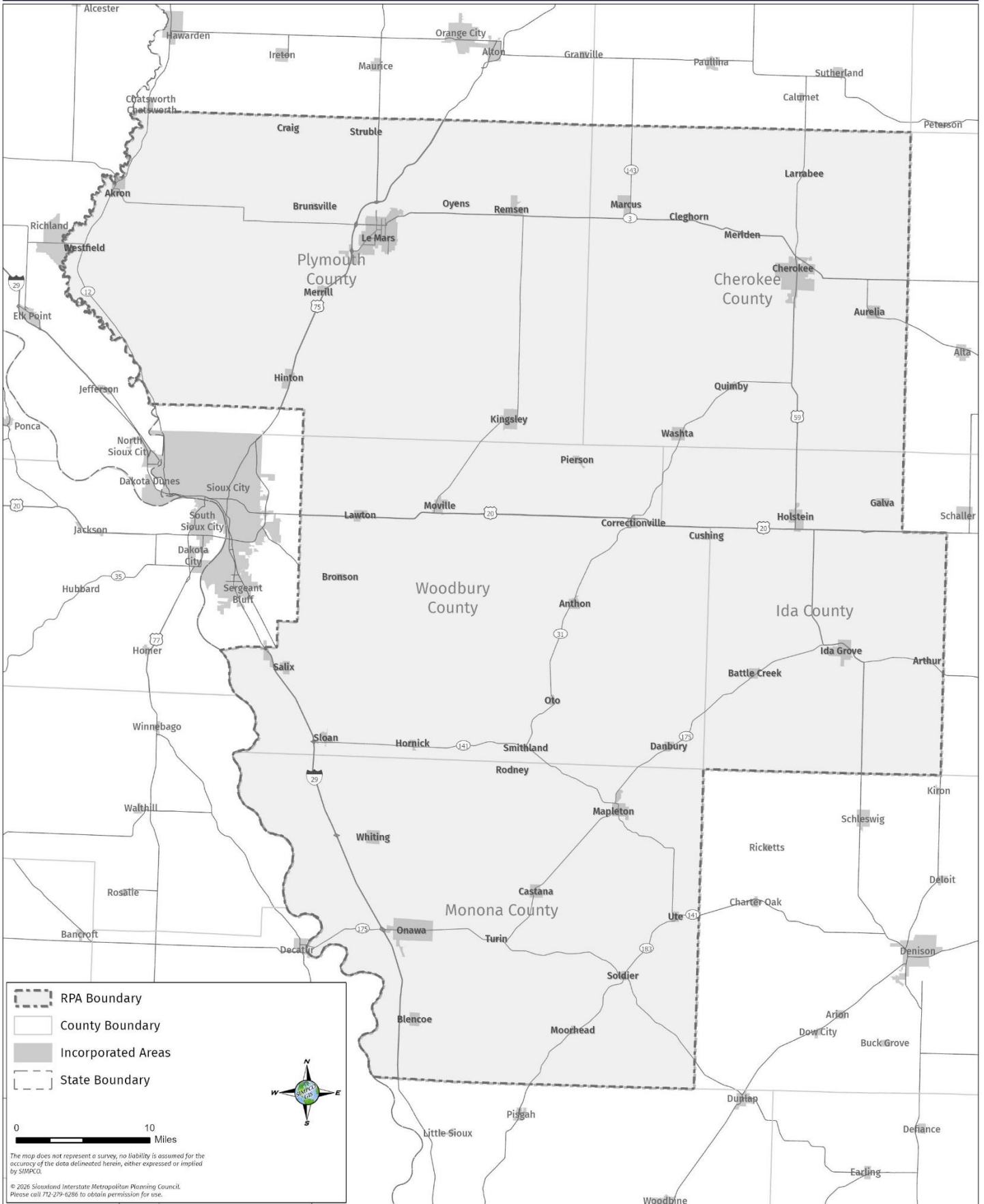
The 2050 Long Range Transportation Plan identified the following strengths and limitations in the existing transportation system. This assessment offers an understanding of future needs that can be used for consideration during development of the Transportation Planning Work Program.

Strengths:

- Principal arterial road network: The SRTPA region is well-served by major routes such as Interstate 29 and Highway 20.
- Regional rail hub: Rail continues to be a key driver of the regional economy in the SRTPA.
- Regional airports: General and Local Service airports are adequately distributed throughout the SRTPA region. Several Commercial Service airports are in vicinity of the region as well.
- Maritime transportation: Dependent on water levels, SRTPA has moderate access to waterborne transportation to facilitate commerce.

Weaknesses:

- Bridge maintenance: The region has a lot of bridges, many in need of replacement or rehabilitation.
- Road maintenance: The region has many miles of rural roads that are costly to maintain.
- Trail connectivity: The trail system is extensive within towns but connectivity could be improved.



S RTPA WORK ELEMENTS

The IJJA emphasizes transportation planning activities at both the state and regional levels. There is a federal requirement for a statewide and non-metropolitan planning process, in which the state of Iowa created the Regional Planning Affiliation process to help carry out this federal requirement. Both state and Regional Planning Affiliations are required to prepare 20-year long-range transportation plans. The S RTPA developed objectives for the multimodal and intermodal transportation planning within Region 4. The objectives were developed from citizen participation, city and county representation, the Iowa DOT, FTA, FHWA, and from a list of transportation priorities developed by the Technical Advisory Committee. These S RTPA objectives were developed to provide a foundation of fully integrated, economically feasible, and efficient means of transportation planning within Region 4, and as it relates to Iowa.

ELEMENT A: TRANSPORTATION PLANNING WORK PROGRAM (TPWP) 1%

- TPWP/Budget
- Progress Reports/Reimbursements

OBJECTIVE:

Prepare, monitor and maintain a Transportation Planning Work Program for the S RTPA.

FY 2026 ACCOMPLISHMENTS:

- S RTPA Transportation Planning Work Program FY 2027 produced and approved in May 2026; and
- Prepared quarterly progress reports and associated reimbursement requests to the Iowa DOT.

FY 2027 ACTIVITIES:

Unless otherwise noted, S RTPA performs the work on the listed tasks of each work element.

- Maintaining and monitoring the FY 2027 Transportation Planning Work Program and budget, and amending the work program and budget, as needed;
- Preparing quarterly progress reports that document activities accomplished and associated with the FY 2027 work elements; and
- Preparing a FY 2028 Transportation Planning Work Program and budget.

ANTICIPATED FY 2027 WORK PRODUCTS:

Unless otherwise noted, S RTPA performs the work on the listed tasks of each work element.

- Quarterly progress reports and reimbursement requests to the Iowa DOT (ongoing); and
- S RTPA Transportation Planning Work Program FY 2028 to be produced and approved by June 2027.

Total Hours: 12

Total Federal: \$1,094

Total Local: \$273

Total Budget: \$1,367

ELEMENT B: TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 30%

- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Program (TAP)
- Iowa SWAP Program
- Transportation Improvement Program Document
- Amendments and revisions to Transportation Improvement Program Document

OBJECTIVE:

Keep the S RTPA Transportation Improvement Program accurately up to date. This implies getting the Policy Board and Technical Advisory Committees to continually allocate scarce transportation funds for planned upcoming projects on a yearly basis and adjusting as priorities and resource availability changes.

FY 2026 ACCOMPLISHMENTS:

- Submission of the SRTPA Transportation Improvement Program FY 2026-2029;
- Amended and revised the SRTPA Transportation Improvement Program FY 2026-2029;
- Hosted a hybrid workshop about the Transportation Alternatives Program to share information about funding availability and details of the application process;
- Updated the STBG/TAP Request for Proposals applications;
- Solicitation, project review, and project funding recommendations for the STBG and TAP Request for Proposals for the FY 2027-2030 Transportation Improvement Program;
- Monitored eligible projects from STBG funding to the Iowa DOT SWAP program;
- Utilized the TPMS system to develop the SRTPA Transportation Improvement Program FY 2027-2030;
- Monitor and maintain the FY 2026-2029 TIP and the FY 2027-2030 TIP; and
- Continued to monitor for and incorporate any new requirements and language into our documents and practice respective to the IJA Act and change in federal administration.

FY 2027 ACTIVITIES:

Unless otherwise noted, SRTPA performs the work on the listed tasks of each work element.

- Continue to monitor the STBG/TAP Funds programmed in the TIP through project status reports and through communication with the Iowa DOT;
- Maintaining, revising, and amending, as necessary, the SRTPA FY 2027-2030 TIP;
- Solicitation, project review, and project funding recommendations for the STBG and TAP Request for Proposals for the FY 2028-2031 Transportation Improvement Program;
- Preparing a FY 2028-2031 TIP, coordinating and being consistent with the Iowa DOT's Statewide Transportation Improvement Program (STIP) using the Transportation Program Management System (TPMS); and
- Continue to incorporate any new requirements and language into our documents and practice respective to the federal administration.

FY 2027 WORK PRODUCTS:

Unless otherwise noted, SRTPA performs the work on the listed tasks of each work element.

- Evaluate status of FY 2027 transportation improvement projects (ongoing);
- Finalize SRTPA Transportation Improvement Program FY 2027-2030 using TPMS (July 2026);
- Review Statewide Transportation Improvement Program FY 2027-2030 and make comments;
- Amend and revise SRTPA Transportation Improvement Program FY 2027-2030 using TPMS (ongoing);
- Evaluate status of FY 2027 transportation improvement projects (ongoing).
- Administer STBG and TAP candidates (January/February 2027);
- Prepare SRTPA Transportation Improvement Program FY 2028-2031 using TPMS (April 2027);
- Incorporate the FY 2031-funded STBG and TAP projects in the draft FY 2028-2031 TIP (April 2027); and
- Monitor eligible projects from STBG funding to the Iowa DOT SWAP program.

Total Hours: 378

Total Federal: \$32,807

Total Local: \$8,202

Total Budget: \$41,009

ELEMENT C: PUBLIC PARTICIPATION PROCESS (PPP) 14%

- Public Involvement

OBJECTIVE:

As per the requirements of the IIJA Act; ensure that the public is kept duly informed and involved in regional transportation planning.

FY 2026 ACCOMPLISHMENTS:

- Updating and improving SRTPA information on the SIMPCO website;
- Describe SRTPA activities through the SIMPCO newsletter;
- Maintaining and updating the SRTPA list serve;
- Hosted virtual and in-person meetings, posted notices in the news media regarding transportation planning activities, encouraged comment via website, newsletters, social media etc.;
- Conducted a 15-day comment period for the SRTPA Planning Work Program FY 2027 (May, 2026); and
- Conducted a 15-day comment period for the SRTPA Transportation Improvement Program FY 2027-2030 (June, 2026).

FY 2027 ACTIVITIES:

Unless otherwise noted, SRTPA performs the work on the listed tasks of each work element.

- Attend public information meetings for transportation improvement studies (as needed);
- Conduct a 15-day comment period for the SRTPA Transportation Planning Work Program FY 2028 (February-May 2027);
- Conduct a 15-day comment period and public meeting for the SRTPA Transportation Improvement Program FY 2028-2031 (June 2027);
- Continue to develop and expand SRTPA databases for public participation to assess the benefits and burdens of transportation improvements (continuous);
- Amend and revise the SRTPA Public Participation Plan (as needed);
- Describe SRTPA activities through the SIMPCO newsletter (continuous);
- Develop SRTPA materials for posting on the SIMPCO web page for better information dissemination (continuous);
- Examine options for displaying SIMPCO Geographical Information System (GIS) data on the web page (continuous);
- Update SIMPCO Web Page to display TPWP, PPP, LRTP, TIP, SRTPA Policy Board and TAC meeting agendas and minutes, and various past and present plans and studies for SRTPA (continuous); and
- Continue to use social media to gain public participation in the transportation planning process (continuous).

ANTICIPATED FY 2027 WORK PRODUCTS:

Unless otherwise noted, SRTPA performs the work on the listed tasks of each work element.

- Continue to update SRTPA information on the SIMPCO website and social media (ongoing);
- SIMPCO newsletters (ongoing); and
- Update and maintain current SRTPA list serve (ongoing).

Total Hours: 177

Total Federal: \$15,310

Total Local: \$3,827

Total Budget: \$19,137

ELEMENT D: LONG-RANGE PLANNING 10%

- Long Range Transportation Plan
- GIS Based Data
- Federal Functional Classification
- Socioeconomic and Demographic Data

OBJECTIVE:

Maintenance of the approved 2050 SRTPA Long Range Transportation Plan, including committing resources for maintaining, updating databases and participation in the statewide travel demand modeling to ensure completing long-range transportation plan responsibility. Implementation of the 2050 SRTPA Long Range Transportation Plan.

FY 2026 ACCOMPLISHMENTS:

- Continual work on data collection and upkeep such as land use changes, socioeconomic changes etc. in the SRTPA's planning area;
- Maintained the 2050 Long Range Transportation Plan.

FY 2027 ACTIVITIES:

Unless otherwise noted, SRTPA performs the work on the listed tasks of each work element.

- Analyze socioeconomic changes and land use proposals since the LRTP's adoption (continuous);
- Analyze traffic pattern changes and construction proposals since the LRTP's adoption (continuous);
- Assist each of the member communities with the development of priority lists for future planning of transportation improvements (continuous);
- Conduct public hearings and informational meetings for the purpose of gathering public input with particular attention given to minority and low-income individuals (continuous);
- Continue the development of datasets for SIMPCO Geographical Information System including roads, traffic counts, trails, trails emergency numeration, and parks (continuous);
- Continue to upgrade mapping services and update maps for Region 4 with Geographic Information Systems (continuous);
- Utilize Geographical Information System for map production, land use planning, socio-economic data analysis, and traffic model interfacing (continuous);
- Utilize Global Positioning Systems (GPS) for map production and bicycle and pedestrian facility planning (continuous);
- Review any necessary changes to the Federal Functional Classification system;
- Make any additional updates as needed for performance measures.

ANTICIPATED FY 2027 WORK PRODUCTS:

Unless otherwise noted, SRTPA performs the work on the listed tasks of each work element.

- Update maps and continue to provide GIS support to local agencies (*ongoing*);
- Continue to maintain the approved 2050 Long Range Transportation Plan, including amendments or revisions as necessary (*ongoing*);
- Update the various socio-economic data variables needed for long-range transportation planning (*ongoing*);
- Gather traffic flow data, etc. which are later to be utilized in the SRTPA LRTP updates (*ongoing*).

Total Hours: 126

Total Federal: \$10,936

Total Local: \$2,734

Total Budget: \$13,670

ELEMENT E: SHORT-RANGE PLANNING 30%

- Regional Transit Planning
- Information Technology
- Geographic Information Systems
- Traffic Counts
- Data Collection
- Air Quality
- Passenger Transportation Plan
- Incident Management Planning
- Bike/Pedestrian Planning (Trails)
- Water Trails
- Special Projects

OBJECTIVE:

Carry out ongoing short range planning activities like mapping, ITS architecture implementation, transportation safety, supporting connections to new developments, transit planning, and maintaining the passenger transportation plan.

FY 2026 ACCOMPLISHMENTS:

- Continued to update and develop datasets for Geographic Information System (GIS) including roads, traffic counts, transit routes, trails and parks;
- Assisted the Iowa DOT in updating the statewide trail map;
- Assisted Siouxland Regional Transit System with data collection and maps as requested;
- Assisted member communities with trail grant applications;
- Worked with Siouxland District Health on projects related to walkability/bikeability and Safe Routes to School in Woodbury County communities;
- Updated and assisted with the rural portion of the Tri-State Traffic Management Team's-Incident Management Plan;
- Submitted the Transportation Advisory Group (TAG) minutes to the Iowa DOT;
- Worked with communities on trail/sidewalk applications and inquires, including the cities of Marcus, Anthon, Remsen, and Le Mars.
- Administration of Monona County's U.S. DOT Maritime grant;
- Created a database and map of Ida Grove's and Holstein's water/sewer infrastructure;
- Assisted City of Onawa with an update to their Comprehensive Plan;
- Provided a letter of support for a Bridge Investment Program application for the Decatur Bridge project submitted by the Nebraska Department of Transportation;
- Assisted Iowa DNR and Cherokee, Ida, and Woodbury Counties with water trail planning; and
- Assisted Siouxland Regional Transit System with planning activities related to the building facility.

FY 2027 ACTIVITIES:

Unless otherwise noted, SRTPA performs the work on the listed tasks of each work element.

- Monitor and conduct traffic counts, turning movement counts, analyses, scenarios, and forecasts;
- Traffic analysis and studies, along with supplemental Census and state traffic counts may be performed (as requested);
- Continue working with the Iowa DOT on updating the statewide trail map;
- Continue to work on regional bicycle/trail projects;
- Continue to work on water trail planning;
- Attend various workshops, training and conferences (as necessary);
- Update and assist with the rural portion of the Tri-State Traffic Management Team's-Incident Management Plan;
- Continue to assist Siouxland Regional Transit System with planning documents, maps, building facility

- planning and marketing materials as requested;
- Work with member communities on Walking School Bus and Safe Routes to School projects as requested;
- Work with member communities/counties on bicycle/pedestrian/active living transportation planning studies (as requested);
- Assist member communities and counties with statewide applications for funding such as RISE, Federal Recreation Trails Program, RAISE, and Statewide TAP program (ongoing and as requested);
- Submit TAG advisory committee meeting minutes;
- Administration of the Monona County U.S. DOT Maritime grant award;
- Work with member communities on corridor planning (as requested);
- Continue to work on regional trail connections as requested (ongoing); and
- Assist with developing member community's Comprehensive Plan updates (ongoing).

ANTICIPATED FY 2027 WORK PRODUCTS:

Unless otherwise noted, SRTPA performs the work on the listed tasks of each work element.

- Current and relevant short range plans (ongoing); and
- Data/Maps related technical assistance to RPA entities that such as with traffic counts, GIS, census data, etc. (ongoing).

Total Hours: 378

Total Federal: \$32,807

Total Local: \$8,202

Total Budget: \$41,009

ELEMENT F: ADMINISTRATION/SYSTEM MANAGEMENT 15%

- Interagency Coordination
- Committee Support
- Administration
- Travel and Training

OBJECTIVE:

Carry out the administrative duties of the SRTPA. Activities include organizing meetings, producing agenda, minutes, committee support, coordination of agencies, and the general administration of the SRTPA. In addition, attend various meetings, conferences, workshops and training.

FY 2026 ACCOMPLISHMENTS:

- Coordination of information with Iowa DOT and other relevant agencies;
- Administered the SRTPA;
- Held six SRTPA Technical Advisory Committee (TAC) meetings and Policy Board meetings; including preparing agendas, minutes and supporting documents;
- Held two Transportation Advisory Group (TAG) meetings, including preparing agendas and supporting documents;
- Attended various training workshops including the NADO Regional Transportation Conference, Iowa DOT MPO/RPA Quarterly Meetings, Iowa League of Cities 2025 Annual Conference, and ISU Introduction to Tableau Public Workshop;
- Attended ESRI training workshops/classes;
- Organized meetings with members to talk about transportation services;
- Attended and gave updates at Siouxland District Health Department's Healthy Siouxland meetings;
- Attended the Iowa Association of Councils of Governments (ICOG) staff retreat and participated in sessions relating to transportation;
- Participated in and attended meetings of the Iowa Freight Advisory Council;

- Attended several meetings related to the Missouri River; and
- Attended Siouxland Regional Transit System meetings.

FY 2027 ACTIVITIES:

Unless otherwise noted, SRTPA performs the work on the listed tasks of each work element.

- Organize and hold the Transportation Advisory Group meetings as part of the federally required coordinated planning process with transit agencies and health/human service organizations;
- Conduct Policy Board and Technical Advisory Committee meetings, providing materials, recording minutes, advocating public participation, and other support. Staff will serve as primary contact to Policy Board and Technical Advisory Committee, and design advisory committees. Committees meet regularly with prepared agendas, minutes, and information needed. Meetings will be publicized through media notices, mailings to lists of interested citizens and associations, and postings on the internet;
- **Information Sharing:** Conduct ongoing Policy Board and TAC intergovernmental discussion / coordination of transportation projects while staff conduct ongoing review of issues and data, attend informational meetings and training sessions as needed, and maintain highway facility inventory;
- Continue to attend regional trail meetings as requested;
- Attend various workshops, training and conferences as necessary;
- Continue to meet with member communities and talk about transportation services;
- Continue to participate in Siouxland District Health All Abilities Coalition and Healthy Siouxland meetings;
- Attend various, classes, training, conferences, and workshops;
- Continue to attend Safe Route to School Coalition meetings; and
- Continue to attend Siouxland Regional Transit System Board of Directors meetings.

ANTICIPATED FY 2027 WORK PRODUCTS:

Unless otherwise noted, SRTPA performs the work on the listed tasks of each work element.

- Meeting agendas, meeting minutes (ongoing); and
- Administration of SRTPA TAC and Policy Board meetings and activities.

Total Hours: 190

Total Federal: \$16,403

Total Local: \$4,101

Total Budget: \$20,504

PLANNING PROCESS

SIouxLAND INTERSTATE METROPOLITAN PLANNING COUNCIL

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) functions as the Siouxland Regional Transportation Planning Association, responsible for the submission of transportation planning documents to the FHWA, FTA, Iowa DOT, and public distribution. SIMPCO will work with the SRTPA Policy Board and TAC. Meaningful public involvement will be encouraged and actively sought throughout the planning and development of the area's transportation plans and programs. Area citizens will be provided an opportunity and encouraged comment on every aspect of the transportation planning process through planning meetings, public hearings, and individual correspondence. SIMPCO will facilitate the development of all planning elements for Region 4.

STAFF

The SIMPCO professional staff is available to aid local officials and concerned citizens in implementing various community improvement programs in an overall effort to enhance the area. Staff members encourage and assist local leaders in several programs, with strong emphasis on the benefits of regional cooperation and coordination. The SIMPCO staff involved with transportation planning includes the Executive Director, Finance Director, Regional Planning Manager, four Regional Planners, two Executive Assistants and Administrative Assistant.

DUTIES

The Executive Director with assistance from the Finance Director, Regional Planning Manager, four Regional Planners, two Executive Assistants and Administrative Assistant, is responsible for the development and management of transportation activities as outlined in the IJA Act. The Executive Director is the agency's Chief Administrative Officer and Chief Operating Officer and is responsible for the oversight of the agency's activities, acting as its decision-maker and policy coordinator. The Executive Director also coordinates activities of the entire staff and ensures a cohesive outline in order to develop a positive approach to the area transportation planning initiative.

POLICY BOARD

The SRTPA Policy Board will be responsible for establishing and setting policy for the regional planning area's transportation network objectives. The Policy Board will approve the Public Participation Plan (PPP), the Transportation Planning Work Program (TPWP), the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Passenger Transportation Plan (PTP) planning elements prior to submittal to the FHWA, FTA, and Iowa DOT.

TECHNICAL ADVISORY COMMITTEE

The SRTPA Technical Advisory Committee (TAC) is responsible for the month-to-month administration of the transportation planning process, providing data and technical assistance necessary for the development, maintenance, and recommendation to the Policy Board of the Public Participation Plan (PPP), the Transportation Planning Work Program (TPWP), the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and the Passenger Transportation Plan (PTP).

FINANCING THE PROGRAM

Employee Hours									
Activity/Work Element	FTA 5311 New	STBG Carryover	New STBG	FHWA SPR New	FTA 5311 Carryover	FHWA SPR Carryover	Total Federal Funds	Local Match	Total (Total Federal+ Local Match)
TPWP	3	0	4	3	0	0	10	2	12
TIP	83	6	130	83	0	0	302	76	378
PPP	39	3	61	39	0	0	142	35	177
L RTP	28	2	43	28	0	0	101	25	126
Short Range Planning	83	6	130	83	0	0	302	76	378
Administration/Systems Management	42	3	65	42	0	0	152	38	190
Totals	278	20	433	278	0	0	1,009	252	1,261

Expenditures									
Activity/Work Element	FTA 5311 New	STBG Carryover	New STBG	FHWA SPR New	FTA 5311 Carryover	FHWA SPR Carryover	Total Federal Funds	Local Match	Total
TPWP	\$303	\$20	\$468	\$303	\$0	\$0	\$1,094	\$273	\$1,367
TIP	\$9,084	\$599	\$14,040	\$9,084	\$0	\$0	\$32,807	\$8,202	\$41,009
PPP	\$4,240	\$278	\$6,552	\$4,240	\$0	\$0	\$15,310	\$3,827	\$19,137
L RTP	\$3,028	\$200	\$4,680	\$3,028	\$0	\$0	\$10,936	\$2,734	\$13,670
Short Range Planning	\$9,084	\$599	\$14,040	\$9,084	\$0	\$0	\$32,807	\$8,202	\$41,009
Administration/Systems Management	\$4,542	\$299	\$7,020	\$4,542	\$0	\$0	\$16,403	\$4,101	\$20,504
Totals	\$30,281	\$1,995	\$46,800	\$30,281	\$0	\$0	\$109,357	\$27,339	\$136,696

Notes:

All FHWA (SPR/STBG) and FTA (5311) planning funds received by SIMPCO through the Iowa DOT require a 20% local match. Overhead costs, estimated at 69.68% of salaries & fringe benefits, are applied consistently to each element and funding source. The average hourly cost of \$108.00 includes wages, benefits, expenses and overhead.

FHWA Statewide Planning & Research program funding is transferred to FTA 5305e funding in a consolidated planning grant application

SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL (SIMPCO) INDIRECT COST ALLOCATION PLAN

SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL (SIMPCO) As of 03/6/26 FY 27 INDIRECT COST ALLOCATION PLAN

	<u>FY 27</u>	<u>Salary &</u>	
INDIRECT LABOR	<u>% of Time</u>	<u>Fringe</u>	
Executive Director	20%	54,203	agency & financial management
Finance Director	100%	143,793	purchasing, computer, accounting, hr
Staff Accountant II	100%	92,545	A/P, A/R & general ledger
Senior Accountant	100%	97,582	A/P, A/R & general ledger
Administrative Assistant	100%	92,748	Payroll, Exec Assistant
Administrative Assistant	100%	75,309	Marketing, Exec Assistant
Receptionist / Secretary	100%	62,527	phone, mail, word processing
Total Indirect Labor	6.20	618,706	(a)
INDIRECT NON-LABOR			
Board Meetings		5,500	monthly board meeting costs
Building Lease		7,909	quarter of the land lease payment for new building
Building Rent		37,091	% of utilities, lawn/snow, custodian, facility manager, etc.
Travel & Training		300	travel/training for admin staff
Professional Services		23,000	annual audit & consultant fees
Postage		1,000	postage machine / fees & mail
Telephone		10,500	phone lines, long dist, & internet
Printing		8,000	copy machine & printers
Office Supplies		18,000	office & computer supplies
Insurance		27,000	liab, fire, auto, errors/omiss insurance
Dues & Subscriptions		8,400	prof. memberships & literature
Purchased Services		55,000	computer software fees / licenses / consult
Advertising		2,500	notices & ads for admin staff
Other		39,686	SBITA Accounting Software
Total Indirect Non-labor		243,886	(b)
TOTAL INDIRECT LABOR & NON-LABOR (a & b)		862,592	
Less: Amount Paid by Other Agencies (SRTS & IWCI)		333,900	
Total Indirect Labor & Non-Labor		528,692	(c)
FY 25 Excess Indirect Expense (per audit) - Carry Forward		-	(d)
Total Salaries & Benefits (All)		758,707	(e)
FY 27 Calculated Indirect Cost rate = (c+d) / e)		69.68%	

Indirect costs are allocated to projects, grants, and contracts based on a percentage of salaries and fringe benefits. The total FY 2027 budgeted indirect costs are \$862,592. The amount used for this calculation is the total indirect costs less the amount paid by other agencies or \$333,900. The salaries and fringe benefits are \$757,707. This calculation is including some carryforward costs from the FY25 audit conducted by King, Reinsch, Prosser & Co. L.L.P. reducing calculated indirect cost rate.

As shown above, the amount needed to cover both the indirect labor and indirect non-labor amounts to \$528,692 plus excess carry forward 0 which when allocated over the total salaries and benefits equates to an indirect rate for FY 27 of 69.68%. This is a increase from the indirect of 64.00% approved for FY 26.

AMENDMENTS AND REVIEW

The SRTPA Transportation Planning Work Program FY 2027 is a working document and will be updated and revised as various local, regional, state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around Region 4. The TPWP will be reviewed at least once annually. The review and updating will ensure continual citizen involvement and the TPWP's overall viability as Region 4's transportation planning work programming document.

This work program of the SRTPA shall be subject to public review for no less than 15 days, announced in the regional newspapers via public notice, and a notice of the development of the plan will be sent to SRTPA members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon request.

2 CFR 200 describes the uniform administrative rules for Federal grants and cooperative agreements and subawards to State, local and Indian tribal governments. These requirements apply to metropolitan planning (PL) and State Planning and Research (SPR) grants. FTA has similar requirements and procedures documented in FTA Circular 5010.1E, which apply to all applicable FTA program grants. Iowa uses a Consolidated Planning Grant (CPG) where FHWA and FTA planning funds are combined into a single grant managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs. FTA is the lead agency administering the CPG.

WAIVER OF APPROVALS

All work program changes require prior written Federal approval, unless waived by the awarding agency.

[2 CFR § 200.308](#) outlines different types of revisions for budget and program plans, and this [FHWA memo on prior approvals](#) summarizes revisions that require prior Federal approval, as well as other miscellaneous actions and allowable costs that require prior Federal approval.

Types of TPWP revisions that require Federal approval include, but are not limited to, the following:

- Request for additional Federal funding.
- Transfers of funds between categories, projects, functions, or activities which exceed 10% of the total work program budget when the Federal share of the budget exceeds \$150,000.
- Revision of the scope or objectives of activities.
- Transferring substantive programmatic work to a third party (consultant).
- Capital expenditures, including the purchasing of equipment.
- Transfer of funds allotted for training allowances.

Types of revisions that require Iowa DOT approval include:

- Transfers of funds between categories, projects, functions, or activities which do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than \$150,000.

Types of revisions that require MPO/RPA approval include:

- Revisions related to work that does not involve federal funding.

REVISION AND APPROVAL PROCEDURES

- All revision requests from MPOs and RPAs should be submitted electronically to the Iowa DOT Systems Planning Bureau and the agency's Iowa DOT District Planner. If all necessary information is provided, the request will then be forwarded to the FHWA and FTA for review and any necessary approvals.
 - Revision requests shall, at a minimum, include:
 - A letter detailing the work program revision(s)
 - A resolution or meeting minutes showing the revision's approval.
 - Budget summary table with changes highlighted.
 - Amended work program with any modified section(s) highlighted.
- Revisions where **FHWA/FTA** is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the **Iowa DOT Systems Planning Bureau** is the designated approving agency shall require written approval by the Iowa DOT Systems Planning Bureau prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the **MPO or RPA** is the approving agency shall be approved by the Policy Board.
- Notification by the approving agency will be in writing.
- Revision Deadlines:
 - Amendments requiring federal approval must be approved prior to the start of Quarter 4 performance period (March 31, 2027).
 - Amendments requiring an additional STBG transfer must be submitted prior to December 1, 2026. These additional transfers are only done in extreme circumstances.

SUMMARY

The SRTPA has developed this *SRTPA Transportation Planning Work Program FY 2027* utilizing cooperative involvement of various local, regional, state, and national transportation interests. The TPWP expresses the SRTPA objectives for achieving efficient transportation planning in Region 4. The document is multimodal and intermodal in its composition and will enable the transportation interests in Region 4 to utilize it as a guide for future transportation planning and programming.

The Transportation Planning Work Program is a working document and will continually be updated on an annual basis or as the need arises in order to serve as a guiding document of information addressing current and projected transportation needs for Region 4 from a planning perspective. This TPWP will be used as a means of identifying areas of need and developing a means of addressing such. It is also the intent of the document to allow and account for citizen participation and the needs of the various transportation interests of Region 4.



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SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL

CERTIFICATE OF INDIRECT COST PROPOSAL/INDIRECT COSTS

This is to certify that I have reviewed the indirect cost proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal May 21, 2026 to establish a:

- Cost Allocation Plan
- Indirect Cost Rate

for July 1, 2026 – June 30, 2027 are allowable in accordance with the requirements of the Federal awards to which they apply and with Subpart E—Cost Principles of Part 200 as they apply to my:

- Governmental Organization
- Non-Profit Organization

(2) This proposal does not include any costs which are unallowable under Subpart E—Cost Principles of Part 200 such as (without limitation): public relations costs, contributions and donations, entertainment costs, fines and penalties, lobbying costs, and defense of fraud proceedings; and

(3) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seq.), and the Department of Labor's implementing regulations, (29 CFR Part 22), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

Michelle Bostinelos

(Signature)

Michelle Bostinelos

(Please Print Name)

Executive Director

(Title)

SIMPCO

(Name of Organization)

May 28, 2026

(Date Signed)

(Signed by the official having the authority to negotiate indirect cost rates for the organization or by a higher level official.)

MPO/RPA SELF-CERTIFICATION OF PROCUREMENT AND CONSULTANT SELECTION PROCEDURES

This is to certify that I have reviewed the Iowa DOT Purchasing Rules (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds \$5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Systems Planning Bureau, through email or hard copy, invoices documenting the expenditure(s) and proof of payment at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

Michelle Bostinelos

(Signature)

Michelle Bostinelos

(Please Print Name)

Executive Director

(Title)

SIMPCO

(Name of Organization)

May 28, 2026

(Date Signed)

(Signed by the official having the authority to initiate procurements or consultant selection for the organization or by a higher level official.)
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LOCAL MATCH

I hereby certify that the local match of \$27,339 for the SRTPA Transportation Planning Work Program FY 2027 has been committed by the Siouxland Interstate Metropolitan Planning Council (SIMPCO), and will be available on July 1, 2026.

Signed this 21st day of May 2026

Michelle Bostinclos

Executive Director

COST ALLOCATION PLAN

The primary state assistance agency has received a current copy of the SIMPCO cost allocation plan. This plan is used to distribute direct and indirect costs stated in the SRTPA Transportation Planning Work Program FY 2027 and has been approved by the SIMPCO Board of Directors.

Signed this 28th day of May 2026

Michelle Bostinclos

Executive Director



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SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL

S RTPA RESOLUTION 2026-1

APPROVAL OF THE FY 2027 TRANSPORTATION PLANNING WORK PROGRAM

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

WHEREAS, SRTPA, as required transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a transportation planning work program (TPWP), or simplified statement of work in accordance with the provisions of this section and 23 CFR part 450 and must annually prepare a document that provides an overview of all purposed major work activities, funding levels and funding sources, and

WHEREAS, The Transportation Planning Work Program for fiscal year 2027, covering the period of July 1, 2026 to June 30, 2027 has been prepared, submitted to the Iowa Department of Transportation, made available for public comment for a fifteen (15) day period and has been reviewed and recommended for adoption by the Technical Advisory Committee of SRTPA, and now requires official approval from the Policy Board of SRTPA.

NOW, THEREFORE, BE IT RESOLVED that the Siouxland Regional Transportation Planning Association Policy Board approves the Transportation Planning Work Program for fiscal year 2027.

BE IT FURTHER RESOLVED, that the SIMPCO Board Chairman and the SIMPCO Executive Director are hereby authorized and directed to execute such agreements with Iowa Department of Transportation, on behalf of SRTPA.

Approved by the SRTPA Policy Board and signed this day of May 28, 2026.

Vince Phillips,
SRTPA Policy Board Chair

ATTEST

Michelle Bostinelos
Executive Director