

FY 2027 – 2030
TRANSPORTATION IMPROVEMENT PROGRAM
OF THE
SIouxLAND REGIONAL TRANSPORTATION
PLANNING ASSOCIATION

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TABLE OF CONTENTS

Acknowledgments.....2

Introduction.....5

Planning Factors.....6

Status of Previously Programmed Transportation Improvements FY 2026 Projects7

Transportation Network Improvements10

Schedule for Solicitation of Project applications and Evaluation11

STBG Application Process12

Iowa’s Transportation Alternatives Program18

County bridge Projects.....22

Public Participation Process24

RPA – 4 2027 – 2030 Transportation Improvement Program.....25

Transit Element FY 2027 – 203037

Financing the Program.....39

Amendments and Revisions.....48

SRTPA Resolution 2026-251

SRTPA Resolution 2026-352

TABLE OF TABLES

Table 1	Status Report of Previously Programmed Transportation Improvements Federal Highway Administration Element.....	7
Table 2	Status Report of Previously Programmed Transportation Improvements Federal Transit Administration Element	9
Table 3	Surface Transportation Program Fund Balance	39
Table 4	Iowa’s Transportation Alternatives Program Balance.....	39
Table 5	Summary of financial aid by program	40
Table 6	City Street Finance Report Operations and Maintenance Expenditures	41
Table 7	Operations and Maintenance costs from FY 2019.....	43
Table 8	Financial Constraint Summary	44
Table 9	Farm to Market Receipts	45
Table 10	FY 2020 County Engineers’ Annual Report	45
Table 11	City Street Finance Report Revenues	46

INTRODUCTION

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

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

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

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

PLANNING FACTORS

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

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

STATUS OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2026 PROJECTS

Table 1: Federal Highway Administration Element

TPMS ID	TYPE	SPONSOR	Program	PROJECT	LOCATION	TYPE WORK	FM	Grant	FA	SWAP	LOCAL	TOTAL	STATUS
29298	County	Plymouth County	STBG	BROS-C075(172)-8J-75	On Granite Ave, Over broken kettle creek, S34 T93 R47	Bridge Replacement			\$ 800,000			\$ 800,000	Let January 21, 2026
32653	County	Woodbury County	HBP	BROS-C097(177)-8J-97	On 120TH ST, Over MUDDY CREEK, from Eastland Ave east 0.8 Miles on NLINE S17 T89 R45	Bridge Replacement			\$ 800,000			\$ 800,000	On Schedule under contract
37982	State	Iowa DOT	PRF	BRFN-175()--39-67	IA 175: Missouri River E of Decatur Nebraska (State Share)	Bridge Cleaning						\$ 22,000	Nebraska Led - Unknown
37984	State	Iowa DOT	PRF	BRFN-175()--39-67	IA 175: Missouri River E of Decatur Nebraska (State Share)	Bridge Rehabilitation						\$ 111,000	Nebraska Led - Unknown
38246	State	Iowa DOT	NHPP	NHSN-075()--2R-75	US 75: N of Maple St in Hinton to S of 2nd St in Merrill	Grade, Pave, Culvert Repair, Erosion Control						\$ 358,000	Under Construction
38977	County	Plymouth County	HBP	BROS-C075(171)-8J-75	On LYNX AVE, Over plymouth creek, S4 T91N R45W	Bridge Replacement			\$ 875,000			\$ 875,000	Let March 17, 2026
44822	County	Cherokee County	HBP	BRS-C018(96)--60-18	Diamond 018 Structure Replacement, On M25, over Little Maple River, S25 T90 R39	Bridge Replacement			\$ 960,000	\$ 240,000		\$ 1,200,000	Project curretnly under construction.
45203	County	Ida County	HBP	BRS-C047(64)--60-47	On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39	Bridge and Approaches- CCS			\$ 800,000	\$ 200,000		\$ 1,000,000	August 2026 Letting
47089	County	Plymouth County	STBG	STP-S-C075(173)-5E-75	On M25, over Little Maple River, S25 T90 R39	Structure Replacement	\$ 5,475,000		\$ 1,421,000			\$ 6,896,000	to be let Sept 15, 2026
47176	City	Cherokee	SWAP-STBG	STBG-SWAP-1272(633)--SG-18	In the city of Cherokee, W Main Street from N. 11th Street to N. 6th Street resurfacing	Street Resurfacing				\$ 328,000	\$ 82,000	\$ 410,000	Construction to be over summer of 2026
48417	State	Iowa DOT	PRF-STBG	BRF-031()--38-18	IA 31: Silver Creek 1.0 mi W of US 59	Bridge Replacement			\$ 1,592,000		\$ 403,000	\$ 1,995,000	Under Construction
48448	State	Iowa DOT	PRF	IMN-029()--0E-67	I 29: Co Rd E24 Interchange	Bridge Deck Overlay					\$ 1,084,000		Let 01/21/2026
51111	County	Cherokee County	FM-STBG	STP-S-C018(98)-5E-18	On L51, from C38 to State Highway 3	Pavement - Replace	\$ 900,000		\$ 1,600,000			\$ 2,500,000	Project to be let in Jan of 2027

51135	City	Cherokee	SWAP-STBG	STBG-SWAP-1272(634)--SG-18	In the city of Cherokee, On W Bluff Street, from N 9th Street to the CN Railroad	Street Resurfacing				\$ 504,000	\$ 446,000	\$ 950,000	Construction to be over summer of 2026
51137	City	Le Mars	TAP	TAP-U-4257(638)--8I-75	In the city of Le Mars, Replace wooden pedestrian bridge over Willow Creek	Ped/Bike Structures			\$ 602,400		\$ 150,600	\$ 753,000	DOT review
52500	State	Iowa DOT	PRF-STBG	BRF-1750--38-67	IA 175: Little Sioux River 1.5 mi W of IA 37	Bridge New/Right of Way					\$ 11,000	\$ 5,585,000	Letting 12/15/2026
52608	State	Iowa DOT	PRF	NHSX-0750--3H-75	US 75: S of W Grover St to N of Maple St in Hinton	Grade and Pave/Replacement/Right of Way					\$ 4,174,000	\$ 4,174,000	Bid Letting: 7/18/2028
52611	State	Iowa DOT	NHPP	STP-1750--2C-67	IA 175: I-29 Interchange	Grade, Pave, Bridge Replacement, Traffic Signs			\$ 24,216,000			\$ 30,370,000	Under Construction
52629	State	Iowa DOT	PRF	IMN-0290--0E-97	I29: SB Weigh Station 0.6 mi N of Co Rd K35	Pave			\$ 6,241,000			\$ 6,241,000	Under Construction
52682	State	Iowa DOT	PRF	BRFN-1750--39-47	IA 175: Morehead Creek 2.6 mi W of W Jct Co Rd L51	Bridge Deck Overlay			\$ 431,000			\$ 431,000	Let 11/18/2025
55656	State	Iowa DOT	NHPP	IMX-0290--02-67	I29: Onawa Rest Area 2.6 mi S of IA 175 (NB)	Pave			\$ 6,640,200			\$ 7,378,000	Let 11/17/2026
55659	State	Iowa DOT	NHPP-PRF	NHSX-0200--3H-97	US 20: 0.4 mi E of Franklin Ave to E of Humboldt Ave near Merville	Grade and Pave			\$ 16,368,800		\$ 4,092,200	\$ 20,461,000	Let 11/17/2026
57857	State	Iowa DOT	PRF	NHSN-0750--2R-75	US 75: 0.4 mi N of IA 60 to 0.5 mi S of IA 10	Pavement Rehab						\$ 1,338,000	Let 9/16/2025
57858	State	Iowa DOT	HSIP-PRF	HSIPX-0030--3L-18	IA 143 Intersection in Mar	Grade and Pave/ Lighting/Traffic Signs			\$ 4,050,000			\$ 4,550,000	Under Construction
57861	State	Iowa DOT	PRF	STPN-0370--2J-67	IA 37: IA 175 to IA 183 in Soldier	Pavement Rehab						\$ 1,146,000	Under Construction
58013	City	Cherokee	HBP	BROS-12720--8J-18	In the city of Cherokee, On E MAPLE ST, Over RAILROAD CREEK, S34 T92N R40W	Bridges			\$ 500,000			\$ 500,000	Design is underway construction 2027
58014	City	Ida Grove	HBP	BROS-3650(607)-8J-47	In the city of Ida Grove, On BADGER CREEK DR, Over BADGER CREEK, S23 T87N R40W	Bridges			\$ 1,500,000			\$ 1,500,000	Construction to be over summer of 2026
58048	State	Iowa DOT		DGA-000T0--XT-67	IA 175: On IA 175 E, Over MISSOURI RIVER	Bridge Replacement		\$ 3,416,000				\$ 3,416,000	Nebraska Led

Table 2: Federal Transit Administration Element FY 2026 Projects

FUND	SPONSOR	TRANSIT #	EXPENSE	PROJ. TYPE	OBJ. TYPE	UNIT #	DESCRIPTION	FY25_TTL	FY25_FA	FY25_SA	APPROVAL STATUS
5311	Siouxland Regional Transit System	10207	Operations		Other		5311 Nebraska Funds to Iowa DOT	\$ 660,220	\$ 330,110		FTA Approved
5339	Siouxland Regional Transit System	10987	Capital	Replacement	Vehicle	7550A	2015 FORD WINNEBAGO #7550A, 1FD4E4FS4FDA08417	\$ 156,500	\$ 131,750		FTA Approved
5339	Siouxland Regional Transit System	10988	Capital	Expansion	Other	Other	New Forklift, Bus Storage and Shop Floor Scrubber	\$ 90,000	\$ 72,000		FTA Approved
STBG	Siouxland Regional Transit System	10988	Capital				Vehicle Cameras and Facility Floor Scrubber	\$ 215,000	\$ 174,000		PT Approved
5339	Siouxland Regional Transit System	11093	Capital	Replacement	Vehicle	7556	2016 FORD Glaval E450, 7556, 1FD4E4FS1GDC41141	\$158,000	\$ 172,000		FTA Approved
5339	Siouxland Regional Transit System	11094	Capital	Replacement	Vehicle	7557	2016 FORD Glaval E450, 7557, 1FD4E4FS1GDC43388	\$160,000	\$ 134,300		FTA Approved
5339	Siouxland Regional Transit System	11095	Capital	Replacement	Vehicle	7558	2016 FORD Glaval E450, 7558, 1FD4E4FS3GDC43389	\$160,000	\$ 136,000		FTA Approved
5339	Siouxland Regional Transit System	11096	Capital	Replacement	Vehicle	7559	2016 FORD Glaval E450, 7559, 1FD4E4FSXGDC43390	\$160,000	\$ 136,000		FTA Approved
5339	Siouxland Regional Transit System	11097	Capital	Replacement	Vehicle	7560A	2017 FORD Glaval E450, 7560A, 1FD4E4FS5HDC07401	\$162,000	\$ 136,000		FTA Approved
5339	Siouxland Regional Transit System	11098	Capital	Replacement	Vehicle	7561	2017 FORD Glaval E450, 7561, 1FD4E4FS7HDC07402	\$162,000	\$ 137,700		FTA Approved
DGA	Siouxland Regional Transit System	11600	Capital	Expansion	Other		Satellite Facility Build and Transit Facility Expansion				PT Approved
5339	Siouxland Regional Transit System	11623	Capital	Expansion	Other		Satellite Facility Build and Transit Facility Expansion				PT Approved
5311	RPA 4	2132	Planning				FTA Planning	\$ 25,001			FTA Approved
5311	Siouxland Regional Transit System	6271	Operations				FTA operating 5310\5311 formula	\$ 808,136			FTA Approved
STA	Siouxland Regional Transit System	6272	Operations				STA state operating	\$ 375,175		\$ 375,175	FTA Approved

TRANSPORTATION NETWORK IMPROVEMENTS

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

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

FY 2030 Siouxland Regional Transit System capital purchases will total \$91,342,616 with \$9,322,566 of federal participation.

The intent of the SRTPA Transportation Improvement Program FY 2027-2030 is to enable SRTPA to create a multimodal and intermodal network that provides for the distribution of people, goods, and services throughout SRTPA and to locations beyond the Sioux City Metropolitan Planning Area boundary. In doing so, the Regional Planning Area will meet international, national, state, and local transportation objectives. All projects are programmed using year of expenditure (YOE) dollars per the requirements of the BIL. Costs of future projects were determined using inflation rate ranging between 5% and 10% and are calculated by the project sponsor.

SCHEDULE FOR SOLICITATION OF PROJECT APPLICATIONS AND EVALUATION

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

STBG APPLICATION PROCESS

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

1. Application

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

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

2. Qualifying Criteria

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

- STBG projects may not be undertaken on roads functionally classified as local roads or rural minor collectors, unless the road was part of the Federal-aid highway system on January 1, 1991, with certain exceptions
- For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
- For a project described in the shaded box in the eligibility section below*;
- For alternative transportation projects;
- For the replacement of a low-water crossing with a bridge.
- Applicants should refer to the Federal Functional Classification map available at the county engineer's office, the SIMPCO office, and the Iowa DOT Northwest Iowa Transportation Center in Sioux City to check roadway eligibility.

Eligibility: To be eligible as a Surface Transportation Block Grant activity, any project or area served by the project must fit one or more of the following categories:

- Construction, as defined in 23 U.S.C. 101(a)(4) as amended by the BIL, of the following:

- Highways, bridges, and tunnels
- Ferry boats and terminal facilities
- Transit capital projects
- Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment
- Truck parking facilities
- Border infrastructure projects
- Wildlife crossing structures
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Environmental mitigation activities.
- Environmental restoration and pollution abatement activities.
- Control of noxious weeds and establishment of native species.
- Transportation pollution control measures in the Clean Air Act (42 U.S.C. 7408(f)(1)(A), excluding clause xvi).
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
- The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop.
- Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under STBG.
- Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats.
- Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for a STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.

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

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

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

- Rural barge landing, dock, and waterfront infrastructure projects.
- Projects to enhance travel and tourism.
- Initiatives to halt the evasion of payment of motor fuel taxes.
- Workforce development, training, and education activities.

NOTE: For a full list of eligible items and criteria, please refer to the STBG Implementation Guidance from the Federal Highway Administration (FHWA) (updated June 1, 2022): Federal-aid Programs and Special Funding - Federal Highway Administration

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

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

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

Projects must be submitted by counties or incorporated cities.

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

3. Discussion Considerations

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

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

II. Projects with components which have already been funded and/or implemented from other funding sources, especially projects for which proposed surface transportation projects would complete a larger project, concept, or plan

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

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

a. The demand for Surface Transportation Block Grant funds far exceeds the amount made available to Iowa. Providing a modest incentive for proposers to exceed the minimum required local (non-federal funds) match (20 percent) will enable leveraging implementation of more projects in more locations throughout the state.

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

a. In some cases, the proposed project has already been included in the list of priorities for the locality, region, or the state, but was not completed due to funding limitations. There appears to be a number of very good projects that have gone through one or more of these processes but remain unfunded or underfunded because of limitations on the availability of funding in these programs.

V. Projects which demonstrate a regional impact on economic development

a. Does this project benefit more than one neighborhood, community, or county, or are recognized as being of regional or interregional significance? Does this project demonstrate the improvements or enhancement of the movement of freight and services?

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

VII. Project Federal Functional Classification

VIII. Does this project request funds for alternative modes of transportation and/or will use funds for planning purposes?

4. Transportation Advisory Committee (TAC) Recommendation

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

5. Policy Board Action

The Policy Board will receive the Transportation Advisory Committee recommendation, any discussion on significance of projects, and any further input from members, organizations, agencies or the public. At that point, the Policy Board will make a final decision for the STBG funds. Projects will be selected within limitations of funding or “target amounts” that is calculated by the Iowa Department of Transportation.

6. Transportation Improvement Program

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

7. Unspent STBG Funds

In the event that STBG funds are left unspent due to a savings on a project, any unspent funds will be returned to the general STBG balance of SRTPA. Members can then apply using the STBG application to utilize these funds towards a different project either in that same fiscal year or in a future year. If no applications are received, these funds will be included in the new fiscal year’s balance and decided on in the March meeting.

8. Iowa DOT Federal-Aid SWAP Policy

All applicants are encouraged to review the Iowa DOT SWAP policy that was revised in July, 2022 to reflect the BIL:
https://iowadot.gov/local_systems/pdfs/Swap-Policy.pdf

IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM

1. Application

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

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

- Application Form (Parts A – F)
 - Part A – Project Sponsor Information
 - Part B – Project Information
 - Part C – Project Costs and Matching Funds
 - Part D – Project Development Milestones
 - Part E – Safe Routes to School Project Information (if applicable)
 - Part F – Narrative Questions
- Required Attachments
 - Detailed Map
 - Sketch Plan
 - Digital Photographs
 - Itemized Breakdown of Project Costs
 - Official Endorsement (Resolution)
 - Byway Organization Letter of Support (if applicable)
 - Iowa DOT Letter of Consent to Submit (if applicable)
- Part G: Checklist and Certification
- Minority Impact Statement All applications must be received by the application deadline so that staff have an appropriate amount of time for project evaluation.

Applications are sent out in January and due back in February. Any application received past its deadline will be considered for the following year's application cycle.

2. Eligibility requirements

Eligible applicants and project sponsors include:

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

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

3. Scoring

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

a. Regional impact (10 points)

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

b. Connectivity (10 points)

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

c. Currently in the LRTP (10 points)

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

d. Alignment with other planning documents (5 points)

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

e. Safety (10 points)

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

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

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

g. High-need areas (5 points)

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

h. Accessibility (5 points)

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

i. Long-term maintenance plan (5 points)

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

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

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

k. Project readiness (10 points)

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

l. Public Input Process (5 points)

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

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

4. Transportation Advisory Committee Recommendation

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

5. Policy Board Action

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

6. Transportation Improvement Program

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

COUNTY BRIDGE PROJECTS

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

Woodbury County:

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

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

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

Monona County:

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

Plymouth County:

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

Ida County:

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

Cherokee County:

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

PUBLIC PARTICIPATION PROCESS

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

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

S R T P A F E D E R A L H I G H W A Y E L E M E N T

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

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
CHBP								
33857	BROSCHBP-C067(96)--GA-67	TIP Approved	Total	\$1,870,000				\$1,870,000
Monona County	On L37, Over East Soldier River, S35 T84 R42	6/15/2027	Federal Aid	\$1,496,000				\$1,496,000
	Bridge Replacement		FM	\$374,000				\$374,000
58062	BRS-CHBP-C097(158)--GB-97	TIP Approved	Total		\$1,496,000			\$1,496,000
Woodbury County	On D 25, Over SMALL NATURAL STREAM, Sec. 24, T-88N, R-47W	11/16/2027	Federal Aid		\$1,196,800			\$1,196,800
	Bridge Replacement		FM		\$244,818			\$244,818
			Swap		\$54,382			\$54,382
58063	BRS-CHBP-C097(159)--GB-97	TIP Approved	Total		\$1,496,000			\$1,496,000
Woodbury County	On D 25, Over ELLIOT CREEK, Sec. 31, T-88N, R-46W	11/16/2027	Federal Aid		\$1,196,800			\$1,196,800
	Bridge Replacement		FM		\$244,818			\$244,818
			Swap		\$54,382			\$54,382
Grant Application								
53452	DGA-C047(67)--XT-47	TIP Approved	Total	\$990,000				\$990,000
Ida County	On L 51, Over BACON CREEK, from Intersection of D-22 and L-51 S 0.1 miles S6 T88 R41	6/15/2027	Federal Aid					
	Bridge Replacement - Other		FM		\$198,000			\$198,000
			Grant App		\$792,000			\$792,000
HBP								
58458	BRM-1272(635)--BN-18	TIP Approved	Total	\$1,915,340				\$1,915,340
Cherokee	In the city of Cherokee, W. Bluff Street over Railroad Creek	12/15/2026	Federal Aid	\$1,200,000				\$1,200,000
	Bridge Replacement		Local	\$415,340				\$415,340
			Swap	\$300,000				\$300,000
58013	BROS-1272(631)--B]-18	TIP Approved	Total	\$500,000				\$500,000
Cherokee	In the city of Cherokee, On E MAPLE ST, Over RAILROAD CREEK, S34 T92N R40W	10/20/2026	Federal Aid	\$500,000				\$500,000

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

HBP

52248	BROS-C067(94)--5F-67	TIP Approved	Total	\$1,600,000				\$1,600,000
Monona County	On LARPEUR MEMORIAL RD, Over LITTLE SIOUX RIVER, S18 T84 R44		Federal Aid	\$1,600,000				\$1,600,000
	Bridge Replacement							
38973	BROS-C075(174)--8J-75	TIP Approved	Total	\$750,000				\$750,000
Plymouth County	On FIR AVE over Broken Kettle Cr Sec 4/5 T-92N R-47W	1/20/2027	Federal Aid	\$750,000				\$750,000
	Bridge Replacement							
36245	BROS-C075(181)--8J-75	TIP Approved	Total	\$675,000				\$675,000
Plymouth County	On 260TH ST, Over DRY BRANCH, S21/28 T91 R44	3/16/2027	Federal Aid	\$675,000				\$675,000
	Bridge Replacement							
35164	BROS-C097(155)--8J-97	TIP Approved	Total	\$700,000				\$700,000
Woodbury County	On 150TH ST, Over STREAM, from Jewell Ave E 0.3 miles in section 31 T89N R43W	3/16/2027	Federal Aid	\$700,000				\$700,000
	Bridge Replacement							
52209	BROS-C097(P276)--5F-97	TIP Approved	Total	\$1,800,000				\$1,800,000
Woodbury County	On D 54, Over WEST FORK LITTLE SIOUX, from Grundy Avenue E 0.2 miles S16 T87 R45		Federal Aid	\$1,800,000				\$1,800,000
	Bridge Replacement							
45203	BRS-C047(64)--60-47	TIP Approved	Total	\$1,000,000				\$1,000,000
Ida County	On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39	8/18/2026	Federal Aid	\$800,000				\$800,000
	Bridge and Approaches-CCS		Swap	\$200,000				\$200,000
45204	BRS-C047(65)--60-47	TIP Approved	Total	\$1,000,000				\$1,000,000
Ida County	On M 25, Over UNNAMED CREEK, from N city limits of Galva N 0.04 miles to Bridge site S23 T89 R39	6/15/2027	Federal Aid	\$800,000				\$800,000
	Bridge and Approaches-CCS		Swap	\$200,000				\$200,000

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

HBP

45205	BRS-C047(66)--60-47	TIP Approved	Total	\$1,000,000				\$1,000,000
Ida County	On M 25, Over UNNAMED STREAM, from Cherokee/Ida County Line S .1 miles to Bridge 51 T89 R39	6/15/2027	Federal Aid	\$800,000				\$800,000
	RCB Culvert New - Triple Box		Swap	\$200,000				\$200,000
47210	BRS-C097(P280)--60-97	TIP Approved	Total	\$1,800,000				\$1,800,000
Woodbury County	On K64, Over the West Fork of the Little Sioux, 0.8 mi N of D54		Federal Aid	\$1,440,000				\$1,440,000
	Bridge Replacement		Swap	\$360,000				\$360,000
47156	BROS-C018()-8)-18	TIP Approved	Total		\$600,000			\$600,000
Cherokee County	On 520th Street, Over Fiddle Creek, 529 T92 R42		Federal Aid		\$600,000			\$600,000
	Bridge Replacement							
35184	BROS-C075(240260)--8)-75	TIP Approved	Total		\$800,000			\$800,000
Plymouth County	On 160TH ST, Over Tributary to DEEP CREEK, S2 T92 R44		Federal Aid		\$800,000			\$800,000
	Bridge Replacement							
58725	BROS-C097(G43)--8)-97	TIP Approved	Total		\$825,000			\$825,000
Woodbury County	On 170th St just E of Charles Ave		Federal Aid		\$825,000			\$825,000
	Bridge Replacement							
53453	BRS-C047()-60-47	TIP Approved	Total		\$1,000,000			\$1,000,000
Ida County	On M 31, Odebolt Creek, from Intersection of State 175 and M-31 S .2 miles to Bridge site		Federal Aid		\$800,000			\$800,000
	Bridge and Approaches-CCS		Swap		\$200,000			\$200,000
44983	BRS-C067(96)--60-67	TIP Approved	Total		\$975,000			\$975,000
Monona County	On L 12, Over DD, 525 T84 R45		Federal Aid		\$780,000			\$780,000
	Bridge Replacement		Swap		\$195,000			\$195,000
44984	BRS-C067(ILL)--60-67	TIP Approved	Total		\$1,300,000			\$1,300,000
Monona County	On K 64, Over FAMERS GARRETSON DITCH, 54 T85 R45		Federal Aid		\$1,040,000			\$1,040,000
	Bridge Replacement		Swap		\$260,000			\$260,000

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

HBP

57741	BRS-C067(xx)--60-67	TIP Approved	Total		\$1,900,000			\$1,900,000
Monona County	On L 12, Over DIVERSION DITCH, S18 T84N R44W		Federal Aid		\$1,520,000			\$1,520,000
	Bridge Replacement		Swap		\$380,000			\$380,000
38913	BROS-C067(ILL)--5F-67	TIP Approved	Total			\$600,000		\$600,000
Monona County	On 270th Street, Over Norway Creek, SW S27 T83 R42		Federal Aid			\$600,000		\$600,000
	Bridge Replacement							
38918	BROS-C067(ILL)--5F-67	TIP Approved	Total			\$825,000		\$825,000
Monona County	On L20, Over Jordan Creek, NE S28 T83 R43		Federal Aid			\$825,000		\$825,000
	Bridge Replacement							
38923	BROS-C067(ILL)--5F-67	TIP Approved	Total			\$750,000		\$750,000
Monona County	On L20, Over Jordan Creek, SW S33 T83 R43		Federal Aid			\$750,000		\$750,000
	Bridge Replacement							
53369	BROS-C075(150590)--8j-75	TIP Approved	Total			\$700,000		\$700,000
Plymouth County	On 220TH ST, Over DRAINAGE, S5 T91 R45		Federal Aid			\$700,000		\$700,000
	Bridge Replacement							
58775	BROS-C097(K-113)--5F-97	TIP Approved	Total			\$1,000,000		\$1,000,000
Woodbury County	On D 38 Over Big Creek 0.1 mi W of O'Brien Ave		Federal Aid			\$1,000,000		\$1,000,000
	Bridge Replacement							
38732	BROS-C097(K-14-10)--5F-97	TIP Approved	Total			\$700,000		\$700,000
Woodbury County	On D 22, Over Rock Creek E 0.2 mi from Lucas Ave		Federal Aid			\$700,000		\$700,000
	Bridge Replacement							
57489	BROS-C018(j)--5F-18	TIP Approved	Total				\$432,000	\$432,000
Cherokee County	On L 40, Over WILLOW CREEK, S30 T92N R41W		Federal Aid				\$432,000	\$432,000
	RCB Culvert - Unspecified							
58302	BROS-C075(050407)--8j-75	TIP Approved	Total				\$675,000	\$675,000
Plymouth County	On LYNX AVE, S5, T90N, R45W over Big Whisky Breek		Federal Aid				\$675,000	\$675,000

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

HBP

35196	BROS-C075(341208)--8J-75	TIP Approved	Total				\$600,000	\$600,000
Plymouth County	On Quartz Ave., from 120th St, N 0.3 miles, S12, T93N, R44W over Tributary to Willow Creek		Federal Aid				\$600,000	\$600,000
	Bridge Replacement							
25004	BROS-C097(K20)--8J-97	TIP Approved	Total				\$549,000	\$549,000
Woodbury County	On 180th St. just East of IA 31		Federal Aid				\$549,000	\$549,000
	Bridge Replacement							
58782	BROS-C097(Q-72)--5F-97	TIP Approved	Total				\$1,300,000	\$1,300,000
Woodbury County	On K 42 over the Drainage Ditch between the two 260th St intersections		Federal Aid				\$1,300,000	\$1,300,000
	Bridge Replacement							

NHPP

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

PRF

37984	BRFN-175(--39-67	TIP Approved	Total	\$111,000	\$111,000	\$111,000	\$111,000	\$444,000
Iowa Department of Transportation	IA 175: Missouri River E of Decatur Nebraska (State Share)		Federal Aid					
	Bridge Rehabilitation		DOT	\$111,000	\$111,000	\$111,000	\$111,000	\$444,000
37982	BRFN-175(--39-67	TIP Approved	Total	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000
Iowa Department of Transportation	IA 175: Missouri River E of Decatur Nebraska (State Share)		Federal Aid					
	Bridge Cleaning		DOT	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000

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

PRF

55654	IMN-029()-0E-67	TIP Approved	Total	\$5,125,000				\$5,125,000
Iowa Department of Transportation	I 29: Onawa Rest Area 2.6 mi S of IA 175 (NB)		Federal Aid					
	Rest Area Improvement		DOT	\$5,125,000				\$5,125,000
58938	NHSN-020()-2R-97	TIP Approved	Total	\$344,000				\$344,000
Iowa Department of Transportation	US 20: Eastland Ave to Fayette Ave		Federal Aid					
	Pavement Markings		DOT	\$344,000				\$344,000
59010	STPN-012()-2J-75	TIP Approved	Total	\$1,557,000				\$1,557,000
Iowa Department of Transportation	IA 12: NCL Akron to 8th St in Hawarden		Federal Aid					
	Pavement Rehab		DOT	\$1,557,000				\$1,557,000
54592	STPN-020()-2J-97	TIP Approved	Total	\$195,000				\$195,000
Iowa Department of Transportation	US 20: Mitigation - Woodbury Ida and Sac Counties US 20		Federal Aid					
	Bridge New, Right of Way		DOT	\$195,000				\$195,000
54532	STPN-031()-2J-97	TIP Approved	Total	\$1,450,000				\$1,450,000
Iowa Department of Transportation	IA 31: Co Rd C66 in Washta to US 59		Federal Aid					
	Culvert Extension		DOT	\$1,450,000				\$1,450,000
58951	STPN-175()-2J-47	TIP Approved	Total	\$565,000				\$565,000
Iowa Department of Transportation	IA 175: Chestnut St in Battle Creek to N Jct US 59		Federal Aid					
	Pavement Rehab		DOT	\$565,000				\$565,000
59009	STPN-175()-2J-67	TIP Approved	Total	\$2,060,000				\$2,060,000
Iowa Department of Transportation	IA 175: IA 37 to E Jct IA 141 in Mapleton		Federal Aid					
	Pavement Rehab		DOT	\$2,060,000				\$2,060,000
57856	BRFN-003()-39-18	TIP Approved	Total			\$650,000		\$650,000
Iowa Department of Transportation	IA 3: Fork Little Sioux River 2.5 mi E of IA 143		Federal Aid					
	Bridge Deck Overlay		DOT			\$650,000		\$650,000
57860	BRFN-031()-39-47	TIP Approved	Total			\$520,000		\$520,000
Iowa Department of Transportation	IA 31: Ashton Creek 1.0 mi N of Co Rd D15		Federal Aid					
	Bridge Deck Overlay		DOT			\$520,000		\$520,000

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

PRF

57914	BRFN-059()-39-18	TIP Approved	Total			\$455,000		\$455,000
Iowa Department of Transportation	US 59: Grey Creek 2.1 mi N of Co Rd C16		Federal Aid					
	Bridge Deck Overlay		DOT			\$455,000		\$455,000
52703	IMN-029()-0E-67	TIP Approved	Total			\$5,125,000		\$5,125,000
Iowa Department of Transportation	I 29: Onawa Rest Area 2.6 mi S of IA 175 (SB)		Federal Aid					
	Rest Area Improvement		DOT			\$5,125,000		\$5,125,000
57921	STPN-031()-2J-18	TIP Approved	Total			\$1,993,000		\$1,993,000
Iowa Department of Transportation	IA 31: Stratton Creek 0.1 mi N of Co Rd C66		Federal Aid					
	Bridge Replacement, Right of Way		DOT			\$1,993,000		\$1,993,000
57859	STPN-183()-2J-67	TIP Approved	Total			\$531,000		\$531,000
Iowa Department of Transportation	IA 183: Jordan Creek 0.8 mi S of Co Rd E54		Federal Aid					
	Bridge Deck Overlay, Right of Way		DOT			\$531,000		\$531,000
57920	BRFN-141()-39-97	TIP Approved	Total				\$1,947,000	\$1,947,000
Iowa Department of Transportation	IA 141: Fork Little Sioux River 0.3 mi W of Co Rd K64		Federal Aid					
	Bridge New		DOT				\$1,947,000	\$1,947,000
58950	STPN-003()-2J-75	TIP Approved	Total				\$2,596,000	\$2,596,000
Iowa Department of Transportation	IA 3: Big Sioux Overflow 1.0 mi W of IA 12		Federal Aid					
	Bridge New, Right of Way		DOT				\$2,596,000	\$2,596,000

STBG

55758	BRF-003()-38-75	TIP Approved	Total	\$1,167,000				\$1,167,000
Iowa Department of Transportation	IA 3: Floyd River 1.0 mi E of US 75 in Le Mars		Federal Aid	\$933,600				\$933,600
	Bridge Deck Overlay		DOT	\$233,400				\$233,400
54527	BRF-012()-38-75	TIP Approved	Total	\$770,000				\$770,000
Iowa Department of Transportation	IA 12: Beaver Creek 0.5 mi N of Co Rd C16		Federal Aid	\$616,000				\$616,000
	Bridge Deck Overlay		DOT	\$154,000				\$154,000
54544	BRF-012()-38-75	TIP Approved	Total	\$2,301,000				\$2,301,000
Iowa Department of Transportation	IA 12: Broken Kettle Creek 0.1 mi N of S Jct Co Rd K18		Federal Aid	\$1,840,800				\$1,840,800
	Bridge Replacement		DOT	\$460,200				\$460,200

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
54711	BRF-037()-38-67	TIP Approved	Total	\$750,000				\$750,000
Iowa Department of Transportation	IA 37: Norway Creek 2.6 mi E of IA 183		Federal Aid	\$600,000				\$600,000
	Bridge Deck Overlay		DOT	\$150,000				\$150,000
54713	BRF-075()-38-75	TIP Approved	Total	\$1,131,000				\$1,131,000
Iowa Department of Transportation	US 75: W Fork Floyd River 2.4 mi N of Co Rd R38		Federal Aid	\$904,800				\$904,800
	Bridge Deck Overlay		DOT	\$226,200				\$226,200
55753	BRF-141()-38-67	TIP Approved	Total	\$5,119,000				\$5,119,000
Iowa Department of Transportation	IA 141: Maple River 0.1 mi E of W Jct IA 175 in Mapleton		Federal Aid	\$4,087,200				\$4,087,200
	Bridge Replacement, Right of Way		DOT	\$1,031,800				\$1,031,800
52500	BRF-175()-38-67	TIP Approved	Total	\$8,494,000				\$8,494,000
Iowa Department of Transportation	IA 175: Little Sioux River 1.5 mi W of IA 37		Federal Aid	\$6,795,200				\$6,795,200
	Bridge Replacement		DOT	\$1,698,800				\$1,698,800
48568	BRF-175()-38-97	TIP Approved	Total	\$1,988,000				\$1,988,000
Iowa Department of Transportation	IA 175: Reynolds Creek 1.6 mi W of Co Rd L37		Federal Aid	\$1,590,400				\$1,590,400
	Bridge Replacement		DOT	\$397,600				\$397,600
218	RGPL-PA04(RTP)--ST-00	TIP Approved	Total	\$117,000	\$58,500	\$60,000	\$62,500	\$298,000
RPA 4	SIMPCO - RPA 4: RPA 4 FHWA PLANNING		Federal Aid	\$93,600	\$46,800	\$48,000	\$50,000	\$238,400
	Trans Planning		Local	\$23,400	\$11,700	\$12,000	\$12,500	\$59,600
			Regional	\$93,600	\$46,800	\$48,000	\$50,000	\$238,400
51111	STP-S-C018(98)--5E-18	TIP Approved	Total	\$4,000,000				\$4,000,000
Cherokee County	On L51, from C38 to State Highway 3	1/20/2027	Federal Aid	\$1,600,000				\$1,600,000
	PCC Pavement - Replace		FM	\$2,400,000				\$2,400,000
			Regional	\$1,600,000				\$1,600,000
47089	STP-S-C075(173)--5E-75	TIP Approved	Total	\$6,300,000				\$6,300,000
Plymouth County	On K 42, from Hwy 3 N 7 miles to C-12	9/15/2026	Federal Aid	\$1,421,000				\$1,421,000
	PCC Pavement - Miscellaneous		FM	\$4,879,000				\$4,879,000
			Regional	\$1,421,000				\$1,421,000

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

STBG

47095	STP-S-C075(175)--5E-75	TIP Approved	Total	\$2,500,000				\$2,500,000
Plymouth County	On K 22, from Hwy 3 N 7.0 miles to County Line	3/16/2027	Federal Aid	\$1,735,000				\$1,735,000
	HMA Resurfacing/Cold-In-Place Recycling		FM	\$765,000				\$765,000
			Regional	\$1,735,000				\$1,735,000
57919	BRF-037()-38-67	TIP Approved	Total			\$3,163,000		\$3,163,000
Iowa Department of Transportation	IA 37: Beaver Creek 4.4 mi E of IA 175		Federal Aid			\$2,520,800		\$2,520,800
	Bridge Replacement, Right of Way		DOT			\$642,200		\$642,200
57916	BRF-075()-38-75	TIP Approved	Total			\$1,501,000		\$1,501,000
Iowa Department of Transportation	US 75: Stream 0.6 mi S of Co Rd C60 (NB)		Federal Aid			\$1,200,800		\$1,200,800
	Bridge New		DOT			\$300,200		\$300,200
57922	BRF-141()-38-67	TIP Approved	Total			\$5,418,000		\$5,418,000
Iowa Department of Transportation	IA 141: Soldier River 3.9 mi W of IA 183		Federal Aid			\$4,331,200		\$4,331,200
	Bridge Replacement, Right of Way		DOT			\$1,086,800		\$1,086,800
57915	BRF-141()-38-97	TIP Approved	Total			\$1,944,000		\$1,944,000
Iowa Department of Transportation	IA 141: Smokey Hollow Creek 0.2 mi E of IA 31		Federal Aid			\$1,539,200		\$1,539,200
	Bridge Replacement, Right of Way		DOT			\$404,800		\$404,800
57917	BRF-141()-38-97	TIP Approved	Total			\$3,419,000		\$3,419,000
Iowa Department of Transportation	IA 141: W Branch Little Sioux River 0.8 mi E of Co Rd K64		Federal Aid			\$2,725,600		\$2,725,600
	Bridge Replacement, Right of Way		DOT			\$693,400		\$693,400
57918	BRF-404()-38-75	TIP Approved	Total			\$3,260,000		\$3,260,000
Iowa Department of Transportation	IA 404: Floyd River 0.4 mi N of IA 3 in Le Mars (NB)		Federal Aid			\$2,608,000		\$2,608,000
	Bridge Rehabilitation		DOT			\$652,000		\$652,000
57991	RGTR-PA04()-ST-97	TIP Approved	Total			\$146,357	\$68,643	\$215,000
RPA 4	Install four cameras in 41 buses and 2 minivans with audio and video and a floor scrubber		Federal Aid			\$124,357	\$46,643	\$171,000
	Transit Investments		Local			\$22,000	\$22,000	\$44,000
			Regional			\$124,357	\$46,643	\$171,000

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

STBG

57580	STP-5-C067(xx)--5E-67	TIP Approved	Total			\$1,900,000	\$1,900,000
Monona County	On K45 from the Corporate Limits of Onawa to the Corporate Limits of Whiting		Federal Aid			\$1,520,000	\$1,520,000
	HMA Pavement - Replace		FM			\$380,000	\$380,000
			Regional			\$1,520,000	\$1,520,000
35161	STP-5-C097(D25)--5E-97	TIP Approved	Total			\$3,000,000	\$3,000,000
Woodbury County	On D 25, from K64 Intersection to Hwy 141 intersection		Federal Aid			\$2,000,000	\$2,000,000
	Culvert Replacement, Granular Shoulders, Pavement Rehab		FM			\$1,000,000	\$1,000,000
			Regional			\$2,000,000	\$2,000,000
59011	BRF-003(j)--38-75	TIP Approved	Total				\$3,717,000
Iowa Department of Transportation	IA 3: Westfield Creek 0.2 mi W of W Jct IA 12		Federal Aid			\$2,969,600	\$2,969,600
	Bridge New, Right of Way		DOT			\$747,400	\$747,400
59012	BRF-003(j)--38-75	TIP Approved	Total				\$2,480,000
Iowa Department of Transportation	IA 3: Big Sioux Overflow 1.3 mi W of IA 12		Federal Aid			\$1,980,000	\$1,980,000
	Bridge New, Right of Way		DOT			\$500,000	\$500,000
58949	BRF-020(j)--38-97	TIP Approved	Total				\$3,517,000
Iowa Department of Transportation	US 20: Little Sioux River 0.4 mi W of IA 31 (EB/WB)		Federal Aid			\$2,813,600	\$2,813,600
	Bridge Deck Overlay		DOT			\$703,400	\$703,400
58773	STP-5-C097(D12)--5E-97	TIP Approved	Total				\$3,000,000
Woodbury County	On D 12 from IA 140 to Pierson		Federal Aid			\$1,497,677	\$1,497,677
			FM			\$1,502,323	\$1,502,323
			Regional			\$1,497,677	\$1,497,677

SWAP-STBG

53212	STBG-SWAP-1272(632)--5G-18	TIP Approved	Total	\$1,092,000			\$1,092,000
Cherokee	In the city of Cherokee, On N 11TH ST from north of St. Andrews Dr to 1549 520th street	12/15/2026	Federal Aid				
			Local	\$257,758			\$257,758
			Swap	\$834,242			\$834,242
			Regional	\$834,242			\$834,242

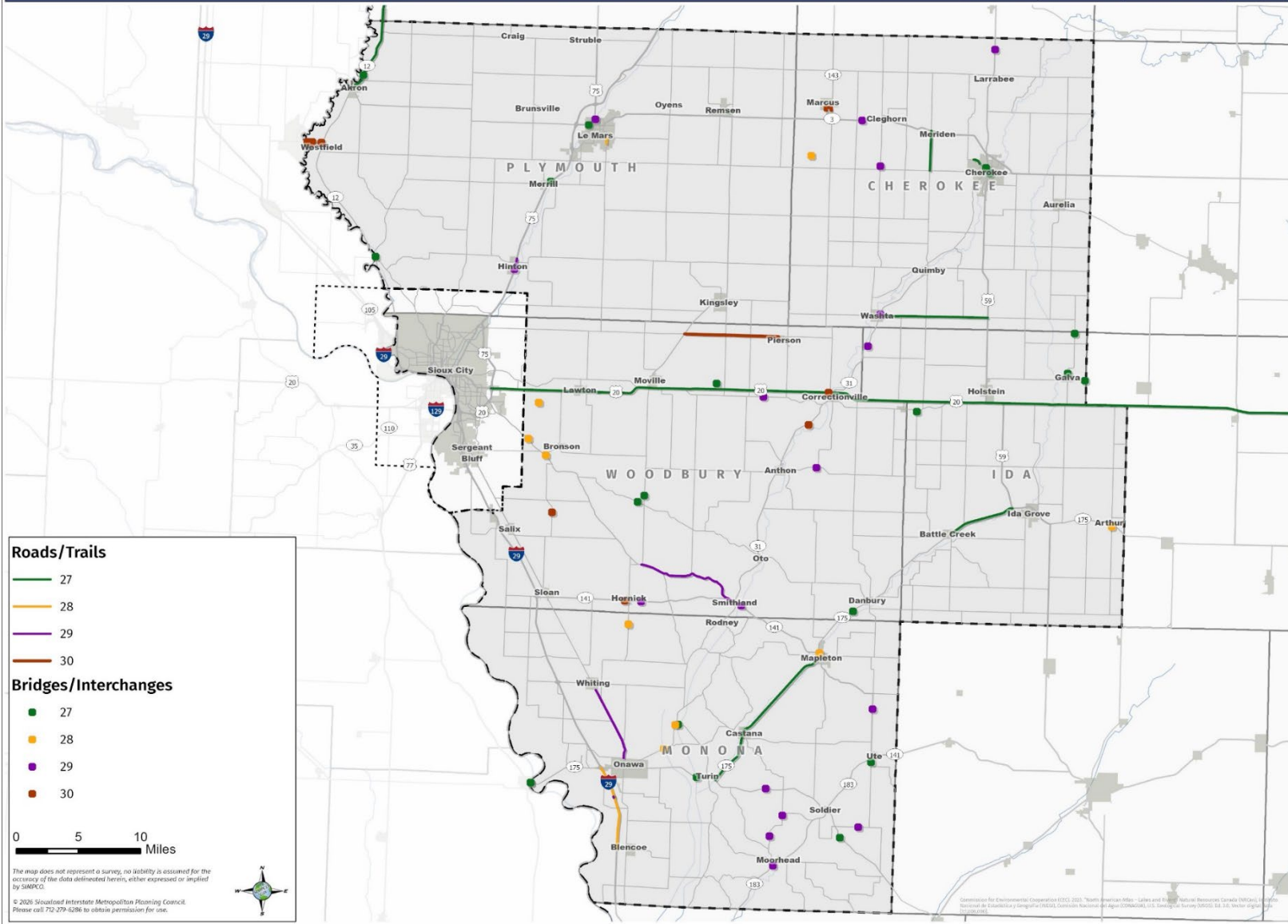
Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

SWAP-STBG

55506	STBG-SWAP-4257()-SG-75	TIP Approved	Total		\$1,210,020			\$1,210,020
Le Mars	In the city of Le Mars, On 7TH AVE SE from 12th St to 18th St. Remove and replace with 8" PCC.		Federal Aid					
	PCC Pavement - Replace		Local		\$547,177			\$547,177
			Swap		\$662,843			\$662,843
			Regional		\$662,843			\$662,843
59081	STBG-SWAP-4257()-SG-75	TIP Approved	Total				\$1,042,620	\$1,042,620
Le Mars	In the city of Le Mars, On 7TH AVE SE		Federal Aid					
			Local				\$208,524	\$208,524
			Swap				\$834,096	\$834,096
			Regional				\$834,096	\$834,096

TAP

58017	TAP-R-6407()-8T-75	TIP Approved	Total	\$136,000				\$136,000
Remsen	In the city of Remsen, On E 2ND ST		Federal Aid	\$108,000				\$108,000
	Ped/Bike Paving		Local	\$28,000				\$28,000
			Regional	\$108,000				\$108,000
51137	TAP-U-4257(638)-8I-75	TIP Approved	Total	\$753,000				\$753,000
Le Mars	In the city of Le Mars, Replace wooden pedestrian bridge over Willow Creek	1/20/2027	Federal Aid	\$602,400				\$602,400
	Ped/Bike Structures		Local	\$150,600				\$150,600
			Regional	\$602,400				\$602,400
59147	TAP-R-4762()-8T-18	TIP Approved	Total				\$290,400	\$290,400
Marcus	In the city of Marcus, On S BEECH ST		Federal Aid				\$240,000	\$240,000
	Ped/Bike Paving		Local				\$50,400	\$50,400
			Regional				\$240,000	\$240,000



Transit Element FY 2027 - 2030

RPA 4

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
6272 Siouxland Regional Transit System	STA In Prep	Operations	STA state operating	Total	\$334,402				\$334,402
				FTA					
				DOT	\$334,402				\$334,402
11761 Siouxland Regional Transit System	5339 In Prep	Capital	2020 Dodge Caravan/Braun Entervan, 7581, 2C7WDGBGSKR801262 VSS Unit # 7581	Total	\$143,000				\$143,000
				FTA	\$121,550				\$121,550
				Local	\$21,450				\$21,450
12100 Siouxland Regional Transit System	5339 In Prep	Capital	New Le Mars Facility	Total	\$2,355,488				\$2,355,488
				FTA	\$1,884,390				\$1,884,390
				Local	\$471,098				\$471,098
12101 Siouxland Regional Transit System	5339 In Prep	Capital	Charging Stations - Sioux City and Le Mars	Total	\$236,822				\$236,822
				FTA	\$213,140				\$213,140
				Local	\$23,682				\$23,682
12103 Siouxland Regional Transit System	5339 In Prep	Capital	Light Duty Electric - Alternative Fuel Vehicle VSS,Hybrid,Electric	Total	\$353,323				\$353,323
				FTA	\$300,325				\$300,325
				Local	\$52,998				\$52,998
12105 Siouxland Regional Transit System	5339 In Prep	Capital	Light Duty Electric - Alternative Fuel Vehicle VSS,Hybrid,Electric	Total	\$353,323				\$353,323
				FTA	\$300,325				\$300,325
				Local	\$52,998				\$52,998
12106 Siouxland Regional Transit System	5339 In Prep	Capital	Workforce Development - Expansion and New Facility (Sioux City and Le Mars)	Total	\$56,823				\$56,823
				FTA	\$45,459				\$45,459
				Local	\$11,364				\$11,364
12107 Siouxland Regional Transit System	5339 In Prep	Capital	Expansion Facility - Sioux City	Total	\$8,008,659				\$8,008,659
				FTA	\$6,406,927				\$6,406,927
				Local	\$1,601,732				\$1,601,732
12108 Siouxland Regional Transit System	5339 In Prep	Capital	2016 FORD Glaval E450, 7555, 1FDFF4F57GDC33254 VSS Unit # 7555A	Total	\$219,000				\$219,000
				FTA	\$186,150				\$186,150
				Local	\$32,850				\$32,850

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

FINANCING THE PROGRAM

Table 3: Surface Transportation Block Grant Fund Balance

Project #	TPMS #	Sponsor	Project	2027	2028	2029	2030
RGPL-PA04(RTP)--ST-00	218	SIMPCO	SIMPCO	\$46,800	\$46,800	\$48,000	\$50,000
STP-S-C018(--5E-18	51111	Cherokee CRD	L-51 PCC Project	\$1,600,000			
STBG-SWAP-1272(--SG-18	53212	Cherokee	N 11th Street	\$834,242			
STP-S-C075(137)--5E-75	47095	Plymouth CRD	K-22 HMA Paving	\$1,735,000			
STBG-SWAP-4257(--SG-75	55506	Le Mars	7th Avenue SE		\$662,843		
STP-S-C097(D25)--5E-97	35161	Woodbury CRD	Old Hwy 141 HMA Resurfacing			\$2,000,000	
STP-S-C067(xx)--5E-67	57580	Monona CRD	K45-Old Hwy 75			\$1,520,000	
STBG-SWAP-4257(--SG-75	59081	Lemars	12th St: 4th ave to 7th Ave				\$834,096
STP-S-C097(D12)--5E-97	58773	Woodbury CRD	D-12 IA 140 to the City Limits of Pierson				\$1,497,677
RGTR-PA04(--ST-97	57991	SRTS	Bus Cameras/Floor scrubber			\$124,357	\$46,643
Total Programmed				\$4,216,042	\$709,643	\$3,692,357	\$2,428,416
STBG Carryover from Previous Year				\$2,062,877	\$92,416	\$1,628,773	\$182,416
STBG Target				\$2,245,581	\$2,246,000	\$2,246,000	\$2,246,000
Balance				\$92,416	\$1,628,773	\$182,416	\$0

Table 4: Iowa's Transportation Alternatives Program Balance

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

Table 5: Summary of Funding by Program

Program	FY 27			FY 28			FY 29			FY 30			Grand Total
	Total	FA	SWAP	Total	FA	SWAP	Total	FA	SWAP	Total	FA	SWAP	
HBP	\$11,315,340	\$9,640,000	\$1,260,000	\$6,600,000	\$5,565,000	\$1,035,000	\$3,875,000	\$3,875,000		\$2,281,000	\$2,281,000		\$24,071,340
CHBP	\$1,870,000	\$1,496,000		\$2,992,000	\$2,393,600	\$108,764							\$4,862,000
PRF	\$11,429,000			\$133,000			\$9,407,000			\$4,676,000			\$25,645,000
STBG	\$20,718,000	\$14,974,400		\$5,119,000	\$4,087,200		\$23,820,000	\$18,569,957		\$12,714,000	\$9,260,877		\$62,371,000
SWAP-STB	\$1,092,000		\$834,242	\$1,210,020		\$662,843							\$2,302,020
TAP	\$889,000	\$710,400								\$290,400	\$290,400		\$1,179,400
Grant	\$990,000	\$792,000											\$990,000
NHPP				\$25,071,000	\$22,563,900		\$13,827,000	\$9,981,600					\$38,898,000

Table 6: 2025 City Street Finance Report Operations and Maintenance Expenditures

City Name	On System Mileage	Off System Mileage	Total Mileage	Total Maintenance	Total Operations	On System Maintenance	On System Operations
AKRON	0.48	12.85	13.33	\$106,851.00	\$232,056.00	\$3,847.60	\$8,356.11
ANTHON	0.76	5.9	6.67	\$100,047.00	\$43,390.00	\$11,399.66	\$4,943.99
ARTHUR	0	2.08	2.08	\$0.00	\$21,977.00	\$0.00	\$0.00
AURELIA	0.65	7.83	8.48	\$100,540.00	\$107,140.00	\$7,706.49	\$8,212.38
BATTLE CREEK	0.33	6.19	6.52	\$26,308.00	\$48,665.00	\$1,331.54	\$2,463.11
BLENCOE	0	2.88	2.88	\$1,038.00	\$28,871.00	\$0.00	\$0.00
BRONSON	0	2.62	2.62	\$15,939.00	\$15,998.00	\$0.00	\$0.00
BRUNSVILLE	0	1.67	1.67	\$0.00	\$7,537.00	\$0.00	\$0.00
CASTANA	0	4.45	4.45	\$0.00	\$10,041.00	\$0.00	\$0.00
CHEROKEE	10.57	29.73	40.3	\$160,104.00	\$643,883.00	\$41,992.54	\$168,879.49
CLEGHORN	0.58	1.87	2.45	\$18,394.00	\$10,890.00	\$4,354.50	\$2,578.04
CORRECTIONVILLE	0.79	7.99	8.77	\$9,143.00	\$87,150.00	\$823.60	\$7,850.46
CRAIG	0	1.06	1.06	\$0.00	\$3,578.00	\$0.00	\$0.00
CUSHING	0	2.04	2.04	\$7,372.00	\$33,896.00	\$0.00	\$0.00
DANBURY	0	3.03	3.03	\$37,946.00	\$30,092.00	\$0.00	\$0.00
GALVA	0	3.98	3.98	\$22,440.00	\$29,666.00	\$0.00	\$0.00
HINTON	0.5	5.52	6.01	\$455,729.00	\$214,605.00	\$37,914.23	\$17,853.99
HOLSTEIN	0	11.42	11.42	\$131,361.00	\$319,393.00	\$0.00	\$0.00
HORNICK	0	2.56	2.56	\$28,825.00	\$131,490.00	\$0.00	\$0.00

Table 6 Continued

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

Table 7: 2025 County Federal Aid System Maintenance and Operations Cost

	Secondary Road Mileage			Total Costs			Federal Aid System Costs		
	Fed. Aid System	Non Fed. Aid System	Total	Operations	Maintenance	Total	Operations	Maintenance	Total
Cherokee	\$308	\$689	\$997	\$1,816,166	\$3,164,672	\$4,980,838	\$561,726	\$978,808	\$1,540,533
Ida	\$226	\$489	\$714	\$2,225,101	\$3,169,855	\$5,394,956	\$703,204	\$1,001,777	\$1,704,982
Monona	\$350	\$700	\$1,050	\$2,595,009	\$5,150,706	\$7,745,716	\$865,870	\$1,718,624	\$2,584,494
Plymouth	\$300	\$706	\$1,006	\$2,784,663	\$6,312,891	\$9,097,554	\$829,340	\$1,880,131	\$2,709,471
Woodbury	\$238	\$444	\$682	\$3,965,002	\$6,879,773	\$10,844,775	\$1,384,357	\$2,402,033	\$3,786,390
Subtotal RPA 4	\$1,422	\$3,027	\$4,450	\$13,385,942	\$24,677,897	\$38,063,838	\$4,344,498	\$7,981,373	\$12,325,870

Table 8: Financial Constraint Summary

Fiscal constraint means that our region can only include transportation projects in the TIP if we can reasonably afford them. To show this, we compare how much money local governments expect to receive with how much it will cost to take care of the roads and bridges we already have. Each year from 2025 through 2030, cities and counties in RPA 4 expect to spend between \$13 million and \$16 million to operate and maintain the federal-aid road system, assuming an annual inflation rate of 4%. Over the same period, they expect to receive \$65 million to nearly \$80 million each year from local and state road funds. This means our communities have far more money coming in than is needed to keep the existing system in good working condition. Because these revenues comfortably cover all expected maintenance needs and still leave room for new projects, the TIP is considered fiscally constrained. In simple terms, we are not planning more projects than we can afford.

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

RPA 4 Forecasted Non Federal-aid Revenues						
	2025	2026	2027	2028	2029	2030
Farm to Market	\$7,519,171	\$7,819,938	\$8,132,735	\$8,458,045	\$8,796,367	\$9,148,221
Secondary Road Fund	\$43,796,634	\$45,548,499	\$47,370,439	\$49,265,257	\$51,235,867	\$53,285,302
City Street Fund	\$14,254,637	\$14,824,822	\$15,417,815	\$16,034,528	\$16,675,909	\$17,342,945
Total Non Federal-aid Revenues	\$65,570,442	\$68,193,260	\$70,920,990	\$73,757,830	\$76,708,143	\$79,776,468

Table 9: Farm To Market Receipts State Fiscal Year 2025

State Fiscal Year 2024 Actual Farm to Market Receipts						
County No.	County	Q1	Q2	Q3	Q4	Total
18	CHEROKEE	\$363,189	\$398,370	\$272,718	\$240,645	\$1,274,922
47	IDA	\$242,952	\$266,486	\$182,432	\$160,977	\$852,848
67	MONONA	\$393,145	\$431,228	\$295,212	\$260,493	\$1,380,078
75	PLYMOUTH	\$575,391	\$631,127	\$432,060	\$381,248	\$2,019,826
97	WOODBURY	\$567,320	\$622,276	\$426,001	\$375,900	\$1,991,497
Subtotal SRTPA		\$2,141,996	\$2,349,487	\$1,608,424	\$1,419,264	\$7,519,171

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

County Engineers Annual Report, Receipts to Secondary Road Fund 2025											
County	Property Tax	L.O.S.T.	RUTF	FM Extensions	Time-21 Funds	RISE Funds	Bridge Funds	FM Transfer	Tax Refunds / Credits	Miscellaneous Receipts	Total
CHEROKEE	\$1,678,109	\$421,891	\$4,035,235	\$443,783	\$16,763	\$0	\$0	\$0	\$0	\$6,041	\$6,601,822
IDA	\$1,327,585	\$0	\$2,756,120	\$304,497	\$20,470	\$0	\$0	\$0	\$0	\$1,911	\$4,410,582
MONONA	\$2,384,839	\$565,232	\$4,124,038	\$453,243	\$19,507	\$0	\$0	\$0	\$0	\$0	\$7,546,859
PLYMOUTH	\$3,725,616	\$2,232,557	\$6,767,886	\$741,183	\$8,451	\$0	\$0	\$0	\$0	\$0	\$13,475,693
WOODBURY	\$1,732,000	\$2,896,381	\$6,367,266	\$704,647	\$61,385	\$0	\$0	\$0	\$0	\$0	\$11,761,678
Subtotal RPA 4	\$10,848,149	\$6,116,061	\$24,050,545	\$2,647,353	\$126,575	\$0	\$0	\$0	\$0	\$7,951	\$43,796,634

Table 11: City Street Finance Report Revenues 2025

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

Table 11 Continued

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

AMENDMENTS AND REVISIONS

The SRTPA Transportation Improvement Program FY 2027-2030 is a programming document and will be updated and revised as various local, regional, and state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around SRTPA. The TIP will be reviewed at least once annually. The review and updating will ensure continual citizen involvement and the TIP's overall viability as the SRTPA transportation improvement document. Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or "Amendment". The second is a minor revision or "Administrative Modification".

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 on the following page.

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 TAC, but formal action will not be required. Minor changes that require an administrative modification are shown in the table on the following page.

Amendment Vs. Administrative Modification

There are four main components that can be used to determine whether a project change constitutes an amendment or an administrative modification. They include the following:

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

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 SRTPA TAC meeting so that the information can be reviewed and verified by staff. This will also allow the revisions to be posted in the agenda before they are sent out to members and to follow public participation procedures of posting changes at least 24 hours in advance of the meeting. The second step of the process is the TAC review of the amendment or administrative modification proposal and recommendation to the Policy Board. A favorable vote from the Policy Board will allow the amendment to be added to the TIP. It is important to note that all TIP amendments/administrative modifications that require action by the Policy Board will be listed on the SRTPA Agenda prior to the meeting. This agenda will be posted 24 hours in advance of the meeting on SIMPCO's website: [Agendas & Minutes | SIMPCO](#). Notice of the meeting will also be published in the Sioux City Journal and the agenda will be posted in the SIMPCO offices. All SRTPA meetings are open to the public and provide the public with an opportunity to comment on TIP amendments/administrative modifications.

Major updates will be conducted as follows:

- Step 1** Member entities fill out Amendment Form or Administrative Modification Form and return to staff 10 days in advance of the SRTPA TAC meeting
- Step 2** TAC review and recommendation of proposed changes to the Policy Board
- Step 3** Policy Board review and possible recommendations to the TAC
- Step 4** Policy Board final review after possible requested TAC changes
- Step 5** Policy Board final approval of the TIP

S RTPA RESOLUTION 2026 - 2

APPROVAL OF THE FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

Approved by the S RTPA Policy Board and signed this 25th day of June 2026.



Vince Phillips
S RTPA Policy Board Chairperson

ATTEST:



Michelle M. Bostinelos
SIMPCO, Executive Director

S RTPA RESOLUTION 2026-3

CERTIFICATE OF COMPLIANCE STATEMENT OF FINANCIAL CAPACITY ANALYSIS

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

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



Vince Phillips
SRTPA Policy Board Chairperson

ATTEST:



Michelle M. Bostinelos
SIMPCO, Executive Director