Sioux City Metropolitan Planning Organization

LONG RANGE TRANSPORTATION PLAN FOR 2050

simpco

ACKNOWLEDGEMENTS

Policy Board Members

Ken Beaulieu, Chairperson
Council Member, Dakota Dunes CID, SD

Craig Anderson, Vice Chair
Supervisor, Plymouth County, IA

Dan Moore
Council Member, City of Sioux City, IA

Dave Dietrich
Supervisor, Woodbury County, IA

Ron Hanson
Council Member, City of Sergeant Bluff, IA

Brian Van Berkum
Commissioner, Dakota County, NE

Chris Bogenrief
Council Member, City of North Sioux City, SD

Mike Dailey
Supervisor, Union County, SD

Randy Groetken
Council Member, City of Dakota City, NE

Julie Schoenherr
Council Member, City of Sioux City, IA

Randy Meyer
Council Member, City of South Sioux City, NE

Mike Tokarczyk
Board Member, Sioux City Transit System, Sioux City, IA

Transportation Technical Committee Members

Aaron Lincoln, Chairperson
City Administrator, City of Sergeant Bluff, IA

Tom Rohe, Vice Chairperson
Engineer, Plymouth County, IA

Jason Allen
Sioux City Transit System Operations Supervisor, City of Sioux City, IA

Jerry Buum
Public Works Administrator, Union County, SD

Jeff Dooley
City Administrator, City of North Sioux City, SD

Mike Collett
Interim City Manager/Transit Director, City of Sioux City, IA

Andrew Tramp
Community Improvement District (CID) Manager, Dakota Dunes CID, SD

Lance Hedquist
City Administrator, City of South Sioux City, NE

Jolene Gubbels
Highway Superintendent, Dakota County, NE

Laura Sievers
Engineer, Woodbury County, IA

Jill Wanderscheid
Neighborhood Services Supervisor, City of Sioux City, IA

Bob Kratky
City Administrator, City of Dakota City, NE

Policy Board & Transportation Technical Committee Non-Voting Members

Sarah Gilkerson
South Dakota Department of Transportation

Kirk Van Roekel
Federal Highway Administration - South Dakota

Sean Litteral
Federal Highway Administration - Iowa

Justin Luther
Federal Highway Administration – Nebraska, Federal Transit Administration - Region VII

Sarah Tracy
Iowa Department of Transportation

Jerrod Walker
Nebraska Department of Transportation

June Weyers
Nebraska Department of Transportation - Transit

Siouxland Interstate Metropolitan Planning Council Staff

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

TABLE OF CONTENTS

ACRONYMS COMMONLY USED BY THE SIMPCO MPO

- **AADT** Annual Average Daily Traffic (number of vehicles per day)
- **ADA** Americans with Disabilities Act (federal law)
- **AVL** Automatic Vehicle Location
- **BUILD** Better Utilizing Investments to Leverage Development
- **CDBG** Community Development Block Grant Program
- **CFR** Code of Federal Regulations
- **CMAQ** Congestion Mitigation and Air Quality Improvement Program
- **CNG** Compressed Natural Gas
- **COG** Council of Governments
- **CRP** Carbon Reduction Program
- **DEMO** Demonstration Funding
- **DOT** Department of Transportation (Iowa, South Dakota, Nebraska and federal agencies)
- **DMU** Diesel Multiple Units
- **EA** Environmental Assessment
- **EPA** Environmental Protection Agency
- **FAST** Fixing America's Surface Transportation
- **FEMA** Federal Emergency Management Agency
- **FFY** Federal Fiscal Year – October 1 to September 30
- **FHWA** Federal Highway Administration (part of U.S. DOT)
- **FTA** Federal Transit Administration (part of U.S. DOT)
- **GIS** Geographic Information System –computerized mapping and planning tool
- **GPS** Global Positioning System –local identification tool using satellites
- **HBP** Highway Bridge Program
- **HSIP** Highway Safety Improvement Program
- **IIJA** Infrastructure Investment and Jobs Act
- **ISTEA** Intermodal Surface Transportation Efficiency Act of 1991
- **ITS** Intelligent Transportation Systems
- **JARC** Job Access Reverse Commute
- **LOS** Level of Service
- **LOST** Local Option Sales Tax
- **LRTP** Long Range Transportation Plan
- **MAP-21** Moving Ahead for Progress in the 21st Century Act
- **MLK, Jr** Martin Luther King, Jr. Transportation Center
- **MPO** Metropolitan Planning Organization
- **MSA** Metropolitan Statistical Area
- **MUTCD** Manual on Uniform Traffic Control Devices
- **NAFTA** North American Free Trade Agreement
- **NEPA** National Environmental Policy Act
- **NHPP** National Highway Performance Program
- **NHS** National Highway System – network identified by Congress
- **PMS** Pavement Management System
- **PPP** Public Participation Plan
- **PRF** Primary Road Fund

- **ROUTES** Ridership Operations Utilization/Transit Efficiencies Study
- **ROW** Right-of-Way
- **RPA** Regional Planning Affiliation
- **RTP** Regional Transportation Plan
- **RUTF** Road Use Tax Fund (Iowa)
- **SAFETEA – LU** Safe, Accountable, Flexible, and Efficient, Transportation Equity Act – A Legacy for Users
- **SCTS** Sioux City Transit System
- **SIMPCO** Siouxland Interstate Metropolitan Planning Council
- **SMS** Safety Management System
- **SRTS** Siouxland Regional Transit System
- **SS4A** Safe Streets and Roads for All
- **STA** State Transit Assistance (Iowa)
- **STB** Surface Transportation Board
- **STBG** Surface Transportation Block Grant
- **STIP** Statewide Transportation Improvement Program
- **STP** Surface Transportation Program
- **TAP** Transportation Alternatives Program
- **TIP** Transportation Improvement Program
- **TJ** Transfer oriented directional sign (special signing program)
- **ULSD** Ultra-Low-Sulfur Diesel
- **USC** United States Code
- **V/C** Volume/Capacity
- **VMT** Vehicle Miles of Travel – number of miles traveled over a given highway
- **YOE** Year of Expenditure

CHAPTER 1: INTRODUCTION

Introduction

The 2050 Long Range Transportation Plan (LRTP) by the Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization (MPO) updates the 2045 LRTP. To develop this plan, we continue to use the 3C process (Continuing, Comprehensive, and Cooperative). This process has been an essential tool for developing long-range transportation plans that are consistent with the goals and objectives of the SIMPCO MPO region. These three principals have guided long-range transportation plans for 50 years, serving as a framework for ensuring effective transportation planning. The LRTP serves as a tool for creating safe and efficient transportation improvements for the SIMPCO MPO region, extending through the year 2050. These improvements cover all modes of transportation, including public transit, bicycle and pedestrian travel, as well as privately owned vehicles (POV) and commercial traffic. In line with the 2021 signing of the Infrastructure Investment and Jobs Act (IIJA), this plan addresses the deficiencies in the existing transportation system within the SIMPCO MPO planning area. It analyzes the projected demand on that system and identifies projects and policies to both preserve and enhance mobility.

Plan Contents

The 2050 SIMPCO MPO LRTP is organized into the following chapters:

Introduction - provides an overview of the SIMPCO metropolitan area and the MPO, explains the purpose of the plan, details the goals and objectives, describes performance-based planning and programming, and outlines the public participation process used for developing and reviewing transportation documents.

Community Overview - will provide a brief overview of the socio-economic characteristics within the MPO planning area.

Active Transportation - will assess the current conditions, plan future trail networks and initiatives, evaluate on-road facilities and the pedestrian network, and provide recommendations for future trails.

Transit - assesses issues, current operating characteristics, safety, security, and future needs and projects for Sioux City Transit, Sioux City Paratransit, and Siouxland Regional Transit System. It also incorporates the use of Intelligent Transportation Systems.

Street and Highways - provides an overview of the current conditions of the MPO planning area's road network, its safety, travel demand, system deficiencies, and recommendations for 2045. It also includes the expansion of Intelligent Transportation Systems.

Intermodal Facilities - reviews the existing intermodal facilities, including those for truck, rail, air, and barge, and provides recommendations for future developments.

Environmental Impacts - details the effects of transportation on the MPO planning area's environment, including sensitive zones, habitats, and ecosystems. It offers recommendations to minimize degradation and examines natural resources, threatened species, conservation efforts, and their relation to transportation.

Financial Summary and Conclusion - reviews the funding sources for plan projects, the revenue forecasting methodology, 2050 revenue forecasts, proposed transportation projects, and the overall 2050 financial summary.

The SIMPCO MPO

The SIMPCO council of governments houses the SIMPCO MPO and is responsible for the submission of transportation planning documents to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Iowa Department of Transportation (Iowa DOT), Nebraska Department of Transportation (NDOT), South Dakota Department of Transportation (SDDOT), and public distribution.

The SIMPCO MPO develops transportation plans and programs projects for the metropolitan planning area. It is uniquely one of only five tri-state MPOs in the nation, out of a total of 384 MPOs. The SIMPCO MPO is comprised of the jurisdictions listed below.

- City of Sioux City, IA
- City of South Sioux City, NE
- City of Sergeant Bluff, IA
- Dakota Dunes CID, SD
- City of North Sioux City, SD
- City of Dakota City, NE
- Woodbury County, IA
- Plymouth County, IA
- Dakota County, NE
- Union County, SD

The SIMPCO MPO's 15-member Transportation Technical Committee advises a 15-member Policy Board, both of which are listed on the Acknowledgements page at the beginning of this document.

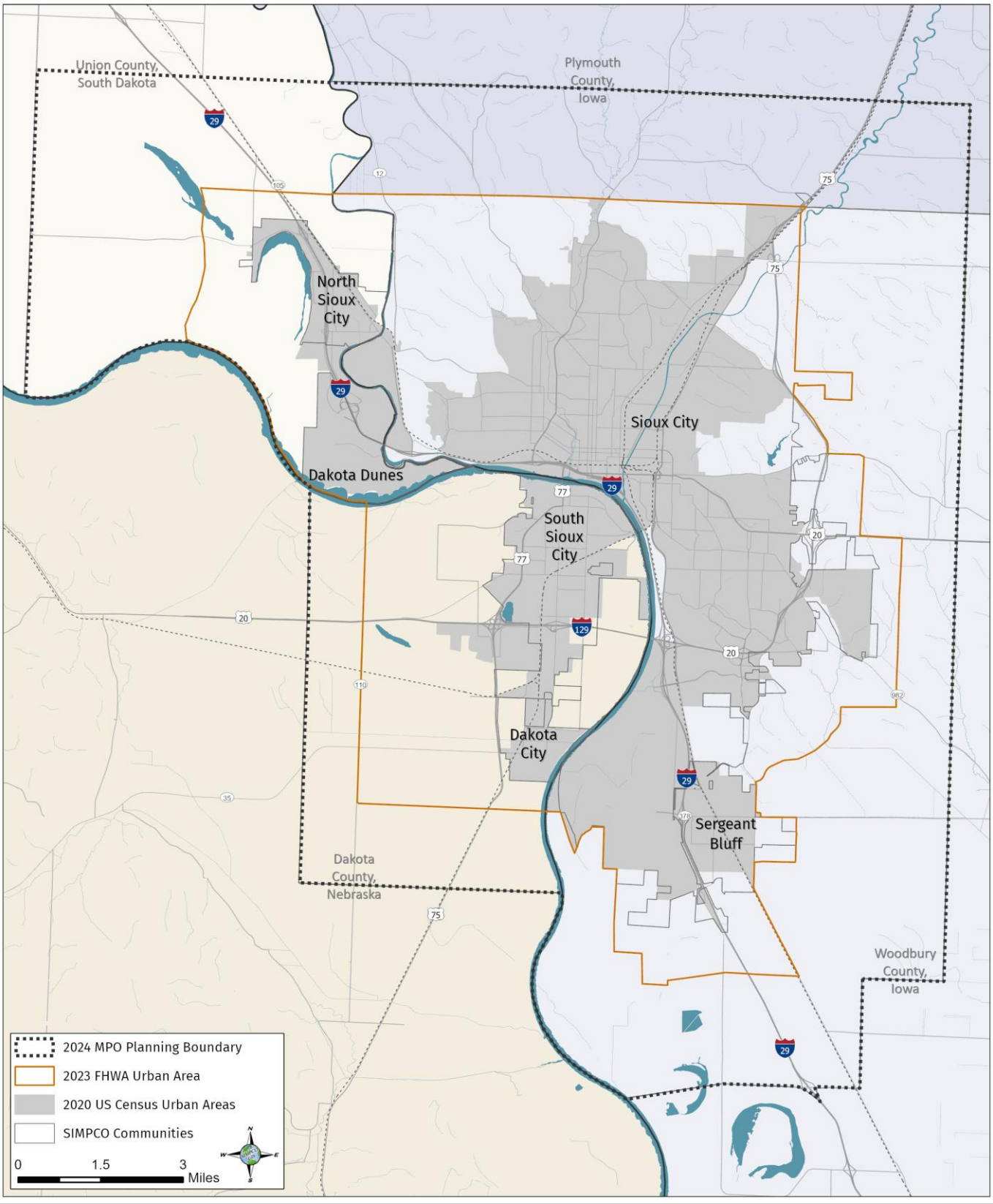
The SIMPCO MPO professional staff is available to assist member agencies, local officials, and citizens in implementing community improvement programs. They encourage and support various initiatives that emphasize regional cooperation and coordination.

The SIMPCO MPO 2050 LRTP revises the issues addressed in the previous 2045 LRTP, which was adopted by the MPO Policy Board in January 2016. The plan aims to identify projects across all transportation modes to develop the safest and most efficient transportation system for the MPO area.

Map 1.1

SIMPCO MPO Location Map

The MPO Planning Boundary represents the projected metropolitan area our 20 years from designation. The FHWA urban boundary is that which determines eligibility for federal funding programs. The Census Urbanized Area is used for the purpose of tabulating and presenting Census Bureau statistical data.



Planning Factors

The Infrastructure Investment and Jobs Act (IIJA) outlines ten key factors which allow it to retain continuity with previous planning requirements. It solidifies the connection between policy goals and planning, developing wider associations between transportation planning and other activities, such as land use, growth management, and air quality compliance. They also support the strategic goals of expanding the scope of transportation planning, establishing a more stable transportation system, and maximize the effectiveness 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.

Goals

The SIMPCO MPO's transportation goals and objectives for the 2050 LRTP were approved during its adoption and continue to guide local transportation planning efforts in the current plan. Detailed goals and objectives for each mode covered in the plan are available in the chapters on transit, active transportation, and streets and highways. This plan upholds the following nine goals. These goals are evaluated in relation to the 10 IIJA planning factors.

- Economic Development
- Safety
- Security
- Mobility and Efficiency
- Accessibility
- Environment
- Connectivity and Compatibility
- Livability
- Fiscal Responsibility

These goals are compared against the ten IIJA planning factors in Table 1.1. From this table, it is evident that the 2050 LRTP's goals align with the planning factors from the IIJA. Preservation and maintenance are often key goals or priorities for many areas. While SIMPCO MPO's 2050 LRTP does not have a specific goal that outlines this characteristic, it is believed that many of the above goals meet it through their objectives or exemplifies these criteria.

The current goals remain the same from the previous 2045 LRTP. The MPO Transportation Technical Committee (TTC) and Policy Board reviewed each goal and agreed that they remain relevant and valid for the 2050 LRTP. Furthermore, each goal has been given objectives, evaluation criteria, and guidelines for evaluating and scoring projects according to how well they align with said goal. The objectives were tied to a tangible measurement, such as a quantitative performance measure or qualitative definition.

These objectives provide the basis for the weighting process for each project's relevance to each goal. Objectives with the most relevance to the goal have more available points. Each project was given points based on how well the project met the goals' objectives. Once a project was ranked and weighted, the scores were summed to obtain the project's final score. Once all the projects were calculated in this fashion, they were sorted from highest result to lowest result, thus giving the projects' level of prioritization. Point totals for each objective are included in Table 1.2.

SIMPCO MPO's 2050 LRTP Goals versus Federal Planning Factors		SIMPCO MPO's 2045 LRTP Goals								
		Economic Development	Safety	Security	Mobility and Efficiency	Accessibility	Environment	Connectivity & Compatibility	Livability	Fiscal Responsibility
Federal Planning Factors	Support Economic Vitality	●			●	●	●	●	●	●
	Increase safety of the transportation system		●	●					●	
	Increase the security of the transportation system		●	●					●	
	Increase the accessibility and mobility of people and freight	●			●	●		●	●	
	Protect and enhance the environment and promote conservation						●		●	
	Enhance the integration and connectivity of the system across and between modes				●	●		●	●	
	Promote efficient system management and operations	●			●	●		●	●	●
	Emphasize the preservation of the existing transportation system	●					●	●		●
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	●		●	●		●		●	
	Enhance travel and tourism	●	●		●	●		●		

Table 1.1

SIMPCO MPO's Goals with Respective Point Totals	
Goal 1: Economic Development	
Project creates system improvements that facilitate local job creation and retention.	10
Project promotes efficient land use patterns.	1
Project gives consideration of true costs and benefits of providing transportation facilities necessary to move goods.	1
Goal 2: Safety	
Project incorporates pedestrian safety features at intersections (crosswalks, pedestrian signals, median refuge).	5
Project focuses on a high crash area.	10
Project minimizes motor vehicle, truck, bus, train, bike, and pedestrian conflicts.	3
Goal 3: Security	
Project minimizes risks at transportation facilities (airport, roadways, trails, transit).	1
Project improves disaster and emergency response preparedness and recovery.	2
Project utilizes ITS technology.	2
Goal 4: Mobility and Efficiency	
Project is on corridor that exceeds reliability threshold.	10
Project alleviates traffic congestion.	10
Project promotes coordination of transportation services to improve mobility of elderly, low income, and disabled populations.	5
Goal 5: Accessibility	
Project has multimodal impacts (road, transit, bike facility).	5
Project improves accessibility problems.	5
Goal 6: Environment	
Project overlaps an environmentally sensitive area or is in the floodway.	-10
Project contributes to improved water quality/quantity by implementing strategies from the IDNR's Stormwater Manual.	3
Goal 7: Connectivity	
Project minimizes conflicts between and within roadways, transit, rail, bike, and pedestrian facilities.	3
Project encourages efficient intermodal freight facilities and access.	5
Goal 8: Livability	
Project includes a bike facility.	3
Project includes sidewalks.	3
Project includes transit amenities.	3
Goal 9: Fiscal Responsibility	
Project is on an existing paved facility.	10
Project has existing funding.	10

Table 1.2

Goal 1: Economic Development

Evaluation Criteria

10 points: Project creates system improvements that facilitate local job creation and retention

1 point: Project promotes efficient land use patterns

1 point: Project gives consideration of true cost and benefits of

Objectives

Create balanced and sustained economic growth in the SIMPCO MPO planning area by ensuring the efficient, safe, energy-efficient, and environmentally sound movement of goods and people. The following objectives highlight the favorable conditions for promoting economic development:

- Prioritize transportation projects and system improvements that support local job creation and retention.
- Encourage efficient land-use patterns suitable for commercial and industrial development, as well as redevelopment opportunities, within the metropolitan planning area.
- Consider the true costs and benefits of providing the transportation facilities necessary for moving goods within the SIMPCO MPO planning area.

Projects Exemplifying Economic Development

- Utilize transportation programming to promote desired development patterns by fostering economic development in areas that are compatible with and accessible to the existing network.
- Factor regional travel patterns and community needs when developing the transportation network to ensure access to jobs in and around the planning area.
- Enhance air freight, barge, rail, and truck terminals, including access and connectivity improvements, to promote competition and address reliability and capacity needs for greater productivity and efficiency.
- Pursue grants from all available funding sources for infrastructure improvements and economic development projects.
- Continue enhancing the transportation network to realize forecasted traffic increases resulting from anticipated economic development.

Goal 2: Safety

Objectives

Promote and implement transportation system improvements across all modes to minimize accidents that could result in injury, loss of life, or property damage. The following objectives outline the favorable conditions necessary for promoting a safer transportation system:

- Develop a strategic transportation plan aimed at preventing crashes, injuries, loss of life, and property damage.
- Encourage the uniform adoption of geometric design standards among transportation agencies.

Evaluation Criteria

5 points: Project incorporates pedestrian safety features at intersections (crosswalk, pedestrian signals, and median refuge)

10 points: Project focuses on a high crash area

3 points: Project minimizes motor vehicle, truck, bus, train, bike, and pedestrian conflicts

Projects that Exemplify Safety

- Ensure proper maintenance of all transportation facilities, including streets, buses, sidewalks, trails, and other modes.
- Use minimum width standards based on system plans to enhance overall street system performance.
- Prioritize transportation improvements in high crash areas.
- Reduce conflicts among motor vehicles, trucks, buses, trains, bicycles, and pedestrians.
- Integrate street and greenway systems with major activity centers to expand pedestrian and bicycle networks.
- Develop a centralized campaign and educational program for safe driving.

Goal 3: Security

Objectives

Promote and implement transportation system improvements across all modes to maximize security.

- Create a transportation plan that prioritizes security improvements.
- Support programs that guarantee the safe and secure operation of the transportation system for both motorized and non-motorized users.

Evaluation Criteria

1 Point: Project minimizes risks at transportation facilities (airport, roadways, trails, transit)

2 Points: Project improves disaster and emergency response preparedness and recovery

2 Points: Project utilizes ITS technology

- Reduce security risks at transportation facilities, including airports, roadways, trails, and public transit.
- Enhance preparedness and recovery for disasters, emergencies, and incidents.

Projects that exemplify Security

- Employ Intelligent Transportation Systems (ITS) technology to monitor the transportation network and facilities.
- Promote optimal lighting and other security measures across all transportation facilities.
- Support activities that improve emergency personnel communication within the SIMPCO MPO planning area.
- Encourage activities that inform the public about security issues.

Goal 4: Mobility and Efficiency

Objectives

Create, sustain, and advocate for the most efficient and effective transportation system for moving people and goods.

- Make transportation investment decisions that maximize the useful life of existing system elements.
- Reduce traffic congestion and shorten travel times between locations within the SIMPCO MPO planning area.
- Encourage coordination of transportation services to enhance mobility for the elderly, low-income populations, and individuals with disabilities.

Evaluation Criteria

10 Points: Project is on corridor that exceeds reliability threshold

10 Points: Project alleviates traffic congestion

5 points: Project promotes coordination of transportation services to improve mobility of elderly, low income, and disabled populations

Projects that exemplify Mobility and Efficiency

- Employ a robust management system to identify and implement the best maintenance strategies.
- Reduce the number of roadways operating below Level of Service (LOS) Standard “D” during peak hours, peak seasons, and peak directions. For roads in unincorporated areas, maintain a Base Level of Service Standard “C” during peak times.
- Regularly maintain public transit equipment and rolling stock to create an efficient, cost-effective, and appealing transportation option for customers.
- Apply ITS technology solutions to address transportation system demands.

- Continue to support initiatives that organize transportation by holding meetings and forming committees that unite public transit with health and human service providers.

Goal 5: Accessibility

Evaluation Criteria

5 points: Project has multimodal impacts (road, transit, bike facility)

5 points: Project improves accessibility problems

Objectives

Create a transportation system that is dependable and accessible for all users. The following objectives are designed to realize a transportation system that is both accessible and reliable:

- Promote multimodal access to jobs, shopping, medical services, housing, and recreational activities.
- Develop a transportation system that is cohesive and aligns with the land use objectives outlined in the master plans adopted by cities and counties.
- Give proper consideration to the needs and requirements of disabled and underserved populations.
- Enhance communication among government agencies and officials, system users, the public, and other stakeholders.

Projects that exemplify Accessibility

- Ensure driveways and medians comply with appropriate access management standards. Align their design with on-site standards, traffic operations, and parallel access roads. They should optimize roadway capacity and safety while minimizing median and curb cuts.
- Ensure safe and convenient on-site traffic flow and parking for all developments. Design facilities for efficient internal circulation, limiting curb cuts to reduce congestion and conflicts with traffic flow on adjacent streets. Promote adequate neighborhood circulation and multiple access points to arterial and collector road systems. Employ curvilinear design and low speeds to discourage through traffic.
- Ensure public transit vehicles are reliable and accessible to all patrons.

Goal 6: Environment

Objectives

Protect and enhance the unique and natural environmental features of the SIMPCO MPO Planning area by safeguarding the integrity of its air, land, water, energy, cultural, and aesthetic resources. In order to achieve this, the following objectives have been established:

- Prevent, reduce, and mitigate the environmental impacts of transportation systems, including noise and chemical runoff.
- Launch, advocate, and assist with initiatives, programs, and services aimed at enhancing air quality and promoting energy conservation within the SIMPCO MPO Planning area's transportation system.

Evaluation Criteria

-10 Points: Project overlaps an environmentally sensitive area or is in the floodway

3 points: Project contributes to improved water quality/quantity by implementing strategies from the IDNR's Stormwater Manual

Projects that exemplify Environment

- Design and implement a transportation system that protects environmentally sensitive areas, conserves energy and natural resources, and reduces negative environmental impacts, especially concerning storm water management.
- New or reconstructed roadways and rail routes should be designed to prevent and control soil erosion, reduce clearing and grubbing operations, minimize storm runoff, and avoid unnecessary alterations to drainage patterns.
- Promote and support transportation programs (such as express buses, high-occupancy vehicles, public transit alternatives, and bikeways) that reduce air quality degradation, conserve energy, and offer the community diverse travel options.

Goal 7: Connectivity/Compatibility

Objectives

Promote and implement system enhancements that facilitate the efficient and effective movement of people and goods by integrating and connecting various modes of transportation. The following objectives serve as a framework for achieving this goal:

- Identify a multimodal network of facilities to efficiently move people, goods, and services throughout the SIMPCO MPO.

Evaluation Criteria:

3 points: Project minimizes conflicts between and within roadways, transit, rail, bike, and pedestrian facilities.

5 points: Project encourages efficient intermodal freight

- Reduce conflicts among roadways, public transit, rail, bicycle, and pedestrian facilities.
- Evaluate off-roadway travel corridors, including drainage canals, railroads, and utility right-of-way properties, as potential routes.

Projects that exemplify Connectivity/Compatibility

- Promote, support, and improve connections between intermodal facilities.
- Ensure public transit, bicycle, and pedestrian accessibility are considered in the review of all development projects.
- Evaluate off-roadway travel corridors, including drainage canals, railroads, and utility right-of-way properties, as potential routes.
- Integrate the construction of bicycle and pedestrian infrastructure with the development, reconstruction, or modification of any State facilities, ensuring that all transportation improvements meet the needs of bicyclists and pedestrians where bikeways and sidewalks are required.

Goal 8: Livability

Objectives

Advocate for a transportation system that prioritizes environmentally sustainable modes of transport, such as transit, walking, and bicycling, to promote the development of livable communities:

Evaluation Criteria

3 points: Project includes bike facility

3 points: Project includes sidewalks

3 points: Project includes transit amenities

- Prioritize transportation projects that take into account all modes of transportation.
- Encourage land use patterns and development that facilitate the use of sustainable transportation.
- Encourage actions that optimize the existing system, such as carpooling, vanpooling, walking, and bicycling.

Projects that exemplify Livability

- Promote bicycle and pedestrian projects across the metropolitan area by incorporating comprehensive street design principles.
- Promote development that is accessible by all modes of transportation.
- Encourage and market alternative modes of transportation and their benefits.
- Facilitate the integration of transportation across different modes, regions, and organizations.
- Inform and instruct the community on safe practices for bicyclists and pedestrians.

- Secure financial resources to enhance and increase non-motorized transportation options.

Goal 9: Fiscal Responsibility

Evaluation Criteria:

10 points: Project is on an existing paved facility

10 points: Project has existing funding

Objectives

Optimize the use of available personnel and financial resources to ensure the transportation system effectively meets users' needs while maintaining financial stability.

- Establish a sustainable and equitable funding strategy for transportation systems and services within the metropolitan area.
- Foster a constructive relationship with system users, the public, and political officials who can authorize funding increases when needed.
- Formulate transportation investment strategies that account for all associated costs and benefits.
- Prioritize funding for transportation needs outlined in state, regional, and local transportation system plans.

Projects that exemplify Fiscal Responsibility

- Identify reliable, long-term funding sources at the local, state, and federal levels for the construction and maintenance of a multimodal transportation system to address the maintenance shortfall.
- Foster public-private partnerships to fund large-scale transportation projects.
- Assume maintenance responsibility for state roads only if there is a concurrent transfer of sufficient maintenance funds from state sources.
- Annually apply for grants to fund projects that improve air quality.
- Continue to support the optional management systems initially established under the Intermodal Surface Transportation Efficiency Act (ISTEA) to gather information for setting priorities in transportation fund allocation.

Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act (IIJA). This legislation marks a significant investment in infrastructure, allocating over $1 trillion for projects ranging from transportation to energy and water. The allocation of significant funding specifically designated for investments in roads, bridges, broadband, water infrastructure, and airports underscores the funding priorities of the Infrastructure Investment and Jobs Act (IIJA). The Infrastructure Investment and Jobs Act (IIJA) continues the performance-based planning requirements established in previous legislation like MAP-21 and the FAST Act.

The IIJA utilizes Performance-Based Planning and Programming (PBPP) metrics to ensure efficiency and accountability for improvements. By emphasizing measurable outcomes and data-driven decision-making, the PBPP aims to make planning decisions that align with contemporary best practices in infrastructure development. This approach requires state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to use performance metrics to evaluate the effectiveness of transportation projects, ensuring that investments produce measurable benefits.

Performance-Based Planning in IIJA[1]

- **Track Performance Measures**: Track metrics directly related to transportation system performance.
- **Set Data-Driven Targets**: Use data gathered for each performance measure to establish objectives.
- **Select Projects**: Select projects that target and prioritize these performance strategies.

Programming and Accountability in IIJA[2]

- **Oversight and Audits**: The Environmental Protection Agency (EPA) and other agencies have developed oversight plans to guide and facilitate audits, evaluations, and investigations of programs receiving IIJA funds.
- **Senior Accountable Officials**: Senior officials from relevant agencies are required to be appointed to oversee IIJA implementation across different bureaus and components. Officials are given oversight authority to ensure that projects comply with the Act's goals and maintain accountability.

[1] https://www.sjcog.org/DocumentCenter/View/7083/N-Performance-Based-Targets

[2] https://www.epaoig.gov/sites/default/files/reports/2023-10/_epaoig_iija_oversight_plan_final_april_2023.pdf

- **Proactive Fraud Prevention**: The Biden Administration has made it a priority to prevent fraud and waste in the execution of the IIJA. The administration's strategy includes measures to detect and eliminate potential issues early in the process.
- **Transparency and Reporting**: The IIJA mandates regular updates on the progress and performance of funded projects, demonstrating the administration's dedication to transparency.

Integrating PBPP into SIMPCO's 2050 LRTP

As mentioned earlier, the law requires State Departments of Transportation (DOTs), transit agencies, Metropolitan Planning Organizations (MPOs), and other transportation organizations to integrate Performance-Based Planning and Programming (PBPP) into their existing transportation planning processes. To comply with this mandate, transportation agencies must set and report on performance targets that align with the specific performance metrics emphasized by the Infrastructure Investment and Jobs Act.

SIMPCO MPO has adopted the safety, pavement, bridge, system performance, and freight targets established by the Iowa DOT, Nebraska DOT, and South Dakota DOT, as well as the transit asset management targets set by the Sioux City Transit System (SCTS). For detailed methodologies used to set targets for safety, pavements, bridges, system performance, and freight, please visit the website of each respective state's DOT. By committing to support the performance targets set by the DOTs and SCTS, SIMPCO MPO agrees to:

1. Collaborate with State DOTs in setting targets
2. Develop and implement projects that help achieve the performance targets
3. Provide a description of the performance measures and targets in the MPO's transportation plan in accordance with 23 CFR 450.324
4. In the TIP, provide a description of the anticipated impact on achieving performance targets in accordance with 23 CFR 450.326
5. Collaborate with DOTs on data collection
6. Report on the MPO's system performance in relation to specific targets
7. Tables 1 .3 and 1. 4 below show the IA DOT, NE DOT, SD DOT, and SCTS performance targets based on the national goal and areas of performance outlined by the IIJA. The safety targets are set as five-year rolling averages while pavement and bridge targets are set as four-year targets. System and freight reliability targets, on the other hand, are set as four-year targets while the SCTS targets are set at least once every fiscal year as five-year targets.

Iowa, Nebraska, and South Dakota DOT Performance Targets								
National Goal	**Performance Measure**	**Iowa**		**Nebraska**		**South Dakota**		**MPO Support of State DOTs' Targets**
		Baseline	**Target**	**Baseline**	**Target**	**Baseline**	**Target**	
Safety	Number of Fatalities	338.6	352.6	235.2	234.0	-	123.0	11/2/2023
	Fatality Rate	1.036	1.080	1.130	1.120	-	1.170	
	Number of Serious Injuries	1,363.2	1,419.8	1,286.4	1,168.0	-	540.0	
	Serious Injury Rate	4.166	4.344	6.172	5.539	-	5.520	
	Non-Motorized Fatalities and Serious Injuries	136.4	138.2	108.4	96.8	-	42	
Pavement Condition	Percentage of pavements of Interstate System in **good** condition	58.8%	53.0%	77.5%	50.0%	81.8%	62.0%	11/7/2024
	Percentage of pavements of Interstate System in **poor** condition	0.4%	3.0%	0.1%	5.0%	0.0%	2.0%	
	Percentage of pavements of non-Interstate National Highway System in **good** condition	37.9%	30.0%	56.0%	40.0%	68.5%	41.0%	
	Percentage of pavements of non-Interstate National Highway System in **poor** condition	3.7%	6.0%	2.3%	10.0%	0.1%	2.0%	
Bridge Condition	Percentage of National Highway System bridges in **good** condition	49.4%	48.0%	57.7%	55.0%	23.5%	20.0%	
	Percentage of National Highway System bridges in **poor** condition	2.4%	6.6%	2.0%	10.0%	3.3%	5.0%	
System Performance	Percent of person-miles traveled on Interstate that are reliable	99.9%	98.0%	98.8%	96.0%	99.9%	90.0%	
	Percent of the person-miles traveled on the non-Interstate National Highway System that are reliable	96.5%	94.0%	96.2%	85.0%	95.2%	85.0%	
Freight	Truck Travel Time Reliability (TTR) Index	1.13	1.25	1.14	1.25	1.19	1.5	

Table 1.3

Sioux City Transit System Performance Targets				
National Goal	**Class**	**Performance Measure**	**Target**	**MPO Support**
Transit Safety	Fixed Route	VRM	601,974	7/11/2024
	Paratransit		184,906	
	Fixed Route	Major Event	2	
	Paratransit		1	
	Fixed Route	Major Event Rate	0.0003%	
	Paratransit		0.0005%	
	Fixed Route	Collision Rate	0.0003%	
	Paratransit		0.0005%	
	Fixed Route	Pedestrian Collision Rate	0%	
	Paratransit		0%	
	Fixed Route	Vehicular Collision Rate	0%	
	Paratransit		0%	
	Fixed Route	Fatalities	0	
	Paratransit		0	
	Fixed Route	Fatality Rate	0%	
	Paratransit		0%	
	Fixed Route	Transit Worker Fatality Rate	0%	
	Paratransit		0%	
	Fixed Route	Injuries	1	
	Paratransit		1	
	Fixed Route	Injury Rate	0.0002%	
	Paratransit		0.0005%	
	Fixed Route	Transit Worker Injury Rate	0%	
	Paratransit		0%	
	Fixed Route	Assaults on Transit Workers	0	
	Paratransit		0	
	Fixed Route	Rate of Assaults on Transit Workers	0%	
	Paratransit		0%	
	Fixed Route	System Reliability	10	
	Paratransit		2	
Transit Asset Management	Rolling Stock	Bus	47.67% of fleet exceeds default ULB of 14	7/13/2017
		Cutaway Bus	0% of fleet exceeds default ULB of 10	
		Vans	60% of fleet exceeds default ULB of 8	
	Equipment	Automobile	100% of fleet exceeds default ULB of 8	
	Facilities	MLK Jr. Transportation Center	Facility rated over 3.0 on TERM scale	
		Transit Maintenance Garage	Facility rated 3.0 on TERM scale	
	Infrastructure	N/A		

Table 1.4

Incorporating State and SCTS Transportation Plans into SIMPCO 2050 LRTP

According to the IIJA, an MPO must incorporate into the metropolitan transportation planning process, either directly or by reference, the goals, objectives, performance measures, and targets outlined in other State transportation plans and processes, as well as any plans developed under 49 U.S.C. chapter 53 by public transportation providers, as part of a performance-based program. The following section outlines the current transportation plans of the Iowa, Nebraska, and South Dakota DOTs, as well as the Sioux City Transit System Asset Management Plan.

Iowa in Motion 2050 State Transportation Plan

"Iowa in Motion 2050" is the State Transportation Plan for Iowa[3]. This plan outlines the long-term vision, goals, and strategies for the state's transportation system through the year 2050.

This plan covers multiple facets of transportation, such as infrastructure, safety, mobility, and sustainability, to create a comprehensive and efficient transportation network for the future. The State LRTP is revised every five years to incorporate trends, forecasts, legislation, funding, technological advancements, and state priorities. Iowa's evolving economy and the necessity to address future challenges will continuously strain the transportation system. Considering this, the plan offers guidance for each mode of transportation and maintains a strong focus on stewardship. The plan consists of seven components: trends, system condition, vision, investment areas, strategies and improvement needs, costs and revenues, and implementation.

The vision of the Iowa DOT and Commission, as outlined in the State Long Range Transportation Plan (LRTP), is to create "a safe and efficient multimodal transportation system that enables the social and economic wellbeing of all Iowans, provides enhanced access and mobility for people and freight, and accommodates the unique needs of urban and rural areas in an environmentally conscious manner". To realize this vision, Iowa's 2045 LRTP details 80 strategies across various categories, including asset management, aviation, bicycle/pedestrian, bridge, energy, freight, highway, public transit, rail, safety, technology, and transportation system management and operation.

[3] Iowa in Motion 2050 Overview (iowadot.gov)

Iowa Transportation Asset Management Plan[4] (TAMP)

In response to budgetary constraints in 2011, Iowa DOT's executive leadership shifted from preventive maintenance and 'worst-first' approaches to transportation asset management for managing transportation infrastructure. The DOT arrived at this conclusion because TAMP represents a philosophy that is comprehensive, proactive, and long-term. Here is a list of Iowa DOT's asset management goals, which align with national best practices.

1. Build, preserve, operate, maintain, upgrade, and enhance the transportation system more cost-effectively throughout its lifetime
2. Improve the performance of the transportation system
3. Deliver to Iowa DOT's customers the best value for every dollar spent
4. Enhance Iowa DOT's credibility and accountability in its stewardship of transportation assets

Iowa Strategic Highway Safety Plan (2024 – 2028)

Iowa has developed its Strategic Highway Safety Plan (SHSP) to meet the significant challenge of reducing fatal and severe injury crashes. This document is an update to Iowa's 2019 SHSP and is the fifth such effort in Iowa since it became a requirement. Iowa's SHSP was developed in consultation with the SHSP Advisory Team, which is composed of a diverse group of road safety professionals representing management, operations, and the 5 Es of safety (engineering, enforcement, education, emergency services, and everyone).

For this update, the prioritization of Iowa's 18 safety emphasis areas was supported by an analysis of crash data and an extensive statewide input process involving Iowa's traffic safety stakeholders. These 18 emphasis areas were ranked by the advisory group, stakeholders, and according to crash data, resulting in seven of the safety emphasis areas that are now considered priority. For each of the emphasis areas, the plan highlights strategies that provide the greatest opportunity to reduce fatalities and serious injuries. Below are the eight safety emphasis areas outlined in Iowa SHSP, 2024 to 2028.

- Occupant protection: Use or restraints or protective devices
- Impairment involved
- Distracted driving
- Speed related
- Local roads

4 TAMP 2018 v06 (iowadot.gov)

- Lane departures
- Intersections

Iowa State Freight Plan

The Iowa State Freight Plan is a comprehensive multimodal strategy aimed at ensuring a safe, efficient, and convenient freight transportation system for the people of Iowa. The plan aligns with the national freight goals outlined in the FAST Act, the objectives of Iowa in Motion – Planning Ahead 2040 (safety, efficiency, and quality of life), and the mission of the Freight Advisory Council (FAC). The Iowa State Freight Plan includes 27 strategies to enhance freight movements within the state.

Nebraska Long Range Transportation Plan-Vision 2032

Vision 2032 serves as Nebraska's long-term framework for multi-modal transportation[5]. Long-range transportation planning involves leveraging past experiences and analyzing current conditions to anticipate and address future challenges. The goals of Vision 2032 focus on four key themes: safety, mobility, environmental stewardship, and collaboration.

Goals of Vision 2032:

1. Improve safety on Nebraska's transportation system
2. Improve mobility on Nebraska's transportation system through increased reliability, capacity, and efficiency
3. Integrate environmental considerations into planning/design, construction and operational activities of Nebraska's transportation system
4. Collaborate with stakeholders to maximize the value of Nebraska's transportation policies and investments

Nebraska Transportation Asset Management Plan 2022

This plan spans a 10-year financial period and will be reviewed and recertified by the Federal Highway Administration (FHWA) every four years. Nebraska DOT's TAMP outlines current asset management practices to enhance transparency[6].

[5] https://dot.nebraska.gov/projects/publications/lrtp/

[6] https://dot.nebraska.gov/media/13303/ndot-tamp.pdf

This TAMP also details Nebraska DOT's strategic approach to addressing the needs of the highway and bridge system and its users. NDOT's goal for asset management is to efficiently operate, maintain, upgrade, and expand physical assets throughout their entire life cycle. Many of Nebraska DOT's asset management objectives and policies were in place even before the passage of the IIJA. The major objectives outlined by NDOT in the 2022 TAMP include:

1. Maintain pavement and bridges in a state of good repair
2. Optimize budget expenditures
3. Meet or increase the expected lifespan of the major assets

Nebraska Strategic Highway Safety Plan 2022 - 2026[7]

This plan is an update to the 2017-2021 NDOT Strategic Highway Safety Plan (SHSP). To determine the goals for the 2022-2026 Strategic Highway Safety Plan (SHSP), the Interagency Safety Working Committee (IASWC) analyzed fatality rate trends from 2006 to 2020 and used this data to forecast future fatality rates up to 2026. The plan aims to reduce traffic fatalities per 100 million vehicle miles traveled (VMT) from an average rate of 1.122 (based on data from 2016 to 2020) to 0.90 fatalities by December 31, 2026. The State's ultimate goal is to achieve zero deaths. The Nebraska DOT analyzed crash records to determine the key focus areas in the SHSP, prioritizing those with the highest number of fatal crashes.

To align with Nebraska's annual safety performance measures, the IASC introduced two new goals for the 2022-2026 SHSP. Based on a ten-year linear trendline, the IASC has set a new goal to reduce serious traffic injuries per 100 million VMT from an average rate of 6.916 (2016-2020) to 5.5 by December 31, 2026. To support the long-term outlook of the annual non-motorist safety performance targets, the IASC has set a new goal to reduce non-motorist fatalities and serious injuries from an average of 127 (2016-2020) to 110 by December 31, 2026.

The focus areas highlighted in the plan offer the best chance to effectively reduce the number of serious injury crashes and non-motorist fatalities. The areas of emphasis outlined in 2022 – 2026 SHSP include.

1. Increasing Seat Belt Usage
2. Reducing Roadway/Lane Departure Crashes
3. Reducing Impaired Driving Crashes

[7] https://dot.nebraska.gov/media/ozwcsbj3/2022-2026-nebraska-shsp.pdf

4. Reducing Intersection Crashes
5. Reducing Young Driver Crashes
6. Reducing Older Driver Crashes
7. Reducing Non-Motorist Crashes

Nebraska State Freight Plan

The Nebraska Department of Transportation (NDOT) created the pioneering Nebraska State Freight Plan (NSFP) to better understand the factors driving goods movement, the effects of supply chains on the condition and performance of the transportation system, and the connections between land use, infrastructure, economic development, and workforce requirements[8]. The NSFP is divided into two sections: a Plan Summary and ten chapters that provide detailed technical information supporting the summary. The NSFP aims to enhance and expand Nebraska's freight system in an efficient and innovative manner, fostering the state's economic growth and competitiveness.

The goals of the NSFP include:

1. **Asset Preservation**: Optimize investment decisions for road and bridge preservation to make the best use of limited funds, ensuring the maintenance and preservation of the existing multimodal freight system.
2. **Economic Competitiveness**: Enhance the connectivity, efficiency, and mobility of the intermodal transportation system, and strengthen inter-governmental partnerships to support existing industries and boost national and regional economic competitiveness.
3. **Reliable, Secure & Resilient Freight Transportation**: Enhance network resilience, minimize vulnerabilities in the statewide freight transportation system, incorporate redundancy, and make innovative investments to improve the mobility, connectivity, accessibility, and reliability of goods movement.
4. **Safety**: Enhance statewide safety by funding projects that utilize new technologies to reduce injuries and fatalities on the freight transportation network.
5. **Environmental and Community Vitality**: Enhance the use of data, policies, and guidance to avoid, minimize, and mitigate impacts on air quality, vulnerable communities, the environment, and natural and cultural resources in freight-related projects.

[8] https://dot.nebraska.gov/media/0ohd0caf/ne-sfp-executive-summary.pdf

South Dakota Statewide Long-Range Transportation Plan

The LRTP aligns with the SDDOT's mission, vision, and goals by offering a planning framework that guides decision-making, identifies and monitors transportation challenges and opportunities, emphasizes beneficial multi-modal relationships, and ensures projects are sustainable and reflect fiscal and political realities[9]. Rather than creating a detailed 20-year forecast of transportation projects and assuming its accuracy, this plan will guide annual decision-making for the Statewide Transportation Improvement Program (STIP). The STIP is an eight-year program that lists construction projects for years 1-4 and developmental projects for years 5-8, with long-range projects identified beyond the developmental STIP. The construction STIP (years 1-4) reflects the coordinated efforts of the SDDOT, Transportation Commission, state and federal agencies, local and tribal governments, metropolitan planning organizations, public agencies, transportation providers, elected officials, and citizens.

South Dakota Statewide LRTP goals:

1. Improve Transportation Safety and Security for all Modes of Transportation
2. Preserve and Maintain the Transportation System
3. Improve Mobility, Reliability and Accessibility
4. Preserve South Dakota's Quality of Life
5. Support Economic Growth and Development
6. Promote Environmental Stewardship
7. Promote Innovative Transportation Technologies

The 2022 TAMP by SDDOT outlines the current methods for managing pavements and structures and provides an overview of their current state and future prospects South Dakota DOT Transportation Asset Management Plan (TAMP)[10]. The plan not only addresses the SDDOT's compliance with the Moving Ahead for Progress in the 21st Century Act (MAP-21) as specified in 23 CFR Part 515 Asset Management Plans, but also highlights the department's dedication to robust asset management principles and its commitment of resources to achieve these goals. The TAMP explains how the plan's strategies align with other departmental initiatives to meet the national goals outlined in 23 USC 150(b) National Goals and Performance Management Measures.

[9] https://dot.sd.gov/media/documents/FinalSDLRTP.pdf

10 https://dot.sd.gov/media/documents/SDDOT_2022_Transportation_Asset_Management_Plan.pdf

The plan is organized into chapters that describe:

- Inventory and Condition
- Asset Management Practices
- Objectives and Targets
- Performance Gap Assessment
- Improving Mobility, Reliability, and Resilience
- Risk Management and Resilience
- Financial Plan
- Investment Strategies

South Dakota Strategic Highway Safety Plan 2024

The vision of the South Dakota SHSP is to ensure that every traveler arrives at their destination safely[11]. This is achieved by eliminating all traffic-related deaths and life-changing injuries. To reach this goal, the SHSP sets interim targets to track progress towards their vision. The SHSP aims to lower traffic deaths to 100 or fewer by 2029 and to reduce serious traffic-related injuries to 400 or fewer within the same timeframe. Sixteen different types of crashes and injuries (involving individuals in a crash) and their related characteristics were analyzed using statewide records of fatal and serious injury crashes from 2018 to 2022. Of these focus areas, nine were ultimately selected as Emphasis Areas for the SHSP update. While crash data was the primary factor in selecting the emphasis areas, other considerations included priorities from the 2014 SD SHSP and the current SHSP, discussions with the Study Advisory Team members, and feedback from stakeholders at three regional workshops. The 2024 SHSP emphasis areas included:

- Lane Departures
- Unbelted Vehicle Occupants
- Drug & Alcohol-Related Driving
- Intersections
- Aggressive & Speed-Related Driving
- Motorcycles
- Older Drivers
- Young Drivers
- Distracted Drivers

[11] https://dot.sd.gov/media/documents/SDDOT%20SHSP%202024.pdf

South Dakota Freight Plan 2023

The South Dakota Department of Transportation (SDDOT) aims to enhance safety, oversee mobility, preserve infrastructure, and foster economic development. This plan will achieve its goals by pinpointing opportunities, recognizing trends, leveraging technology, and illustrating and streamlining the planning and coordination process, enabling the department to capitalize on the strategies outlined in the plan. The goal of the SD Freight Plan is to enhance South Dakota's entire freight system and uphold the SDDOT's mission of delivering a safe and efficient public transportation network[12]. The plan outlines nine stated goals:

1. Improve the safety, security, efficiency, and resiliency of multimodal freight transportation.
2. Achieve and maintain a state of good repair on the National Multimodal Freight Network.
3. Use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network.
4. Improve the economic efficiency and productivity of the National Multimodal Freight Network.
5. Improve the reliability of freight transportation.
6. Improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity.
7. Reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network.
8. Improve the short and long-distance movement of goods that:
    a. Travel across rural areas between population centers;
    b. Travel between rural areas and population centers; and
    c. Travel from the nation's ports, airports, and gateways to the national multimodal freight network.

[12] https://dot.sd.gov/media/State%20Freight%20Plan%202023%20approved1.pdf

Public participation plan

SIMPCO, when crafting the 2050 LRTP, employed strategies laid out in the 2023 Public Participation Plan (PPP) to distribute updates, drafts, and the completed plan. This enabled citizens, public offices, and agencies to voice their opinions, concerns, and issues regarding the 2050 transportation planning and programming initiatives. In conjunction with this distribution plan, the SIMPCO MPO staff sought public input from various venues throughout the plan's development.

Public participation goals and objectives

Three goals, along with their corresponding objectives, have been established for the 2050 LRTP's public participation. They were designed to ensure public opinion is integrated at every stage of the LRTP process.

Goal 1: To ensure early and ongoing opportunities for public involvement.

Objectives:

- Informing individuals and groups of the plan's development and inviting them to contact SIMPCO for more information on the LRTP process.
- Distributing press releases to regional media outlets, detailing recent project developments and opportunities for public involvement.
- Maintaining a website (www.simpco.org) which features planning recommendations, documents, a comment form, and email access.
- Conducting a public survey to gather opinions on the current transportation system and to gauge future priorities.
- Posting updates and information about the plan on social media platforms, including Facebook (https://www.facebook.com/SIMPCOCOG).

Goal 2: To ensure sufficient time for public review and feedback at critical decision points during the plan update.

Objectives:

- Providing a 30-day comment period prior to the final approval of the LRTP.
- Including SIMPCO staff contact information—such as phone number, fax number, address, and email—on all public notices, mailings, and the website.

Goal 3: To build public support for the planning recommendations and the overall plan.

Objectives:

- Present to interest groups regarding planning recommendations and allow for discussion
- Including public comments in the finalized planning recommendations and documents.

Public Input and Its Impact

Public involvement played a critical role in shaping the priorities and recommendations of the 2050 Long Range Transportation Plan. SIMPCO MPO implemented strategies from the 2023 Public Participation Plan to ensure early and ongoing engagement, including press releases, social media updates, information posted on the SIMPCO website, and a public survey. The survey and outreach efforts identified key community priorities such as:

- **Pedestrian Safety:** Respondents emphasized safer crossings and walkable environments. Projects incorporating crosswalks, pedestrian signals, and sidewalks were prioritized under the Safety and Livability goals.
- **Multimodal Connectivity:** Feedback highlighted the need for improved bicycle and transit options. This influenced the inclusion of projects with bike facilities, trail connections, and transit amenities under Accessibility and Connectivity goals.
- **Congestion Relief**: Public comments called for reduced travel times and improved traffic flow. Corridor improvements and congestion mitigation projects scored higher under Mobility and Efficiency.
- **Environmental Stewardship:** Community input supported sustainable transportation solutions. Projects minimizing environmental impacts and promoting energy conservation were favored under the Environment goal.
- **Fiscal Responsibility:** Respondents stressed cost-effective investments. Projects with existing funding or those leveraging existing infrastructure were prioritized under Fiscal Responsibility.

A summary of the public input can be found in Appendix A. Public input priorities were integrated into the project evaluation process through the ranking system, ensuring that public input directly influenced transportation investments. This approach fulfills the commitment stated in the Public Survey Flyer (Appendix A) that 'input will help direct transportation investments', demonstrating transparency and responsiveness to community needs.

LRTP Revisions and Reviews

The SIMPCO MPO 2050 LRTP is a dynamic document that will be updated and revised as local, regional, state, and national characteristics, factors, and requirements evolve, ultimately impacting the transportation network within and around the metropolitan planning area. The LRTP will undergo updates at least once every five years. Regular reviews and updates will ensure ongoing citizen involvement and maintain the LRTP's effectiveness as the long-range transportation planning document for the metropolitan planning area. Revisions refer to modifications made to an LRTP between its scheduled periodic updates. There are two categories of changes that fall under the scope of a revision.

The first type is a major revision, known as an "Amendment." The second type is a minor revision, referred to as an "Administrative Modification.

Amendment

An amendment is a revision to the LRTP that entails a significant alteration to a project included in the plan. This encompasses the addition of a new project or significant changes in project cost, phase initiation dates, design concept, or scope (such as altering project termini or the number of through lanes). Changes to projects included solely for illustrative purposes do not require an amendment.

An amendment is a revision that necessitates a redemonstration of fiscal constraint or a conformity determination. Changes impacting fiscal constraint must be made through an amendment to the LRTP.

Administrative Modification

A minor revision to the LRTP is referred to as an administrative modification. It includes minor adjustments to project phase costs, funding sources, previously included projects, and project or project phase initiation dates. An administrative modification is a revision that does not require a redemonstration of fiscal constraint or a conformity determination.

Amendment Vs. Administrative Modification

Four key indicators can be used to determine whether a project change qualifies as an amendment or an administrative modification. These key indicators include:

- **Project Costs** - The determination will be based on the percentage or the dollar amount of change in federal aid. An amendment will be required for projects where federal aid changes by more than 30 percent or increases by $2.0 million or more. Anything less can be handled through an administrative modification.
- **Schedule Changes** - Projects added to the LRTP will be processed as amendments.

- **Funding Sources** - Adding additional federal funding sources to a project will trigger an amendment. Likewise, switching from one funding source to another will require an administrative modification.
- **Scope of Changes** - Modifying project termini or altering the number of through traffic lanes will be processed as an amendment. Additional examples of changes that call for an amendment include altering the type of work from an overlay to reconstruction or modifying a project to incorporate roadway widening.

Amendment Vs. Administrative Modification Procedures

When seeking an amendment or administrative modification to the LRTP, member entities must submit their request to SIMPCO staff. Once an amendment or administrative modification is requested, staff will ensure the document is available for public review for at least 30 days, in accordance with the Public Participation Plan (PPP).

This will be announced through public notices in regional newspapers and made accessible in every courthouse and city hall within the Sioux City metropolitan planning area. SIMPCO staff will adhere to the public participation procedures outlined in the FY 2018 MPO Public Participation Plan (PPP). After the 30-day public comment period, the Transportation Technical Committee will review the amendment or administrative modification and provide a recommendation to the Policy Board. A positive vote from the Policy Board will enable the amendment or administrative modification to be incorporated into the LRTP. All MPO meetings are open to the public, offering additional opportunities for public comment on any LRTP amendments and administrative modifications.

CHAPTER 2: COMMUNITY OVERVIEW

Chapter Contents

- Population
- Demographics
- Housing
- Employment
- Transportation
- Population projections
- Housing projections
- Job projections

Population

Between 1990 and 2020, the population in the SIMPCO MPO planning area increased by about seven percent. While there was much variation for individual cities with respect to their population change, the SIMPCO MPO has seen steady, overall growth in the last 30 years. Dakota Dunes and Sergeant Bluff had higher growth rates than the SIMPCO MPO planning area's overall rate.

Population Change			
Geography	**2000**	**2010**	**2020**
Sioux City	85,013	82,684	85,784
Sergeant Bluff	3,321	4,227	5,015
Dakota City	1,816	1,919	2,081
South Sioux City	11,925	13,353	14,043
Dakota Dunes	1,821	1,919	4,020
North Sioux City	2,288	2,530	3,042
Unincorporated	8,629	8,689	8,749
Total	114,813	115,321	122,734

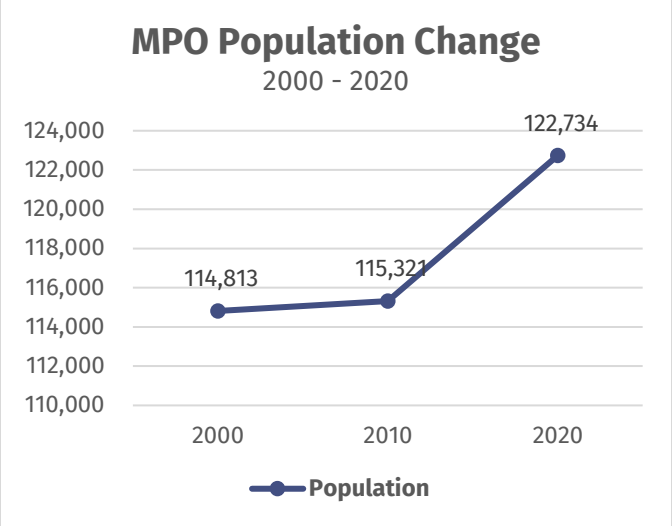


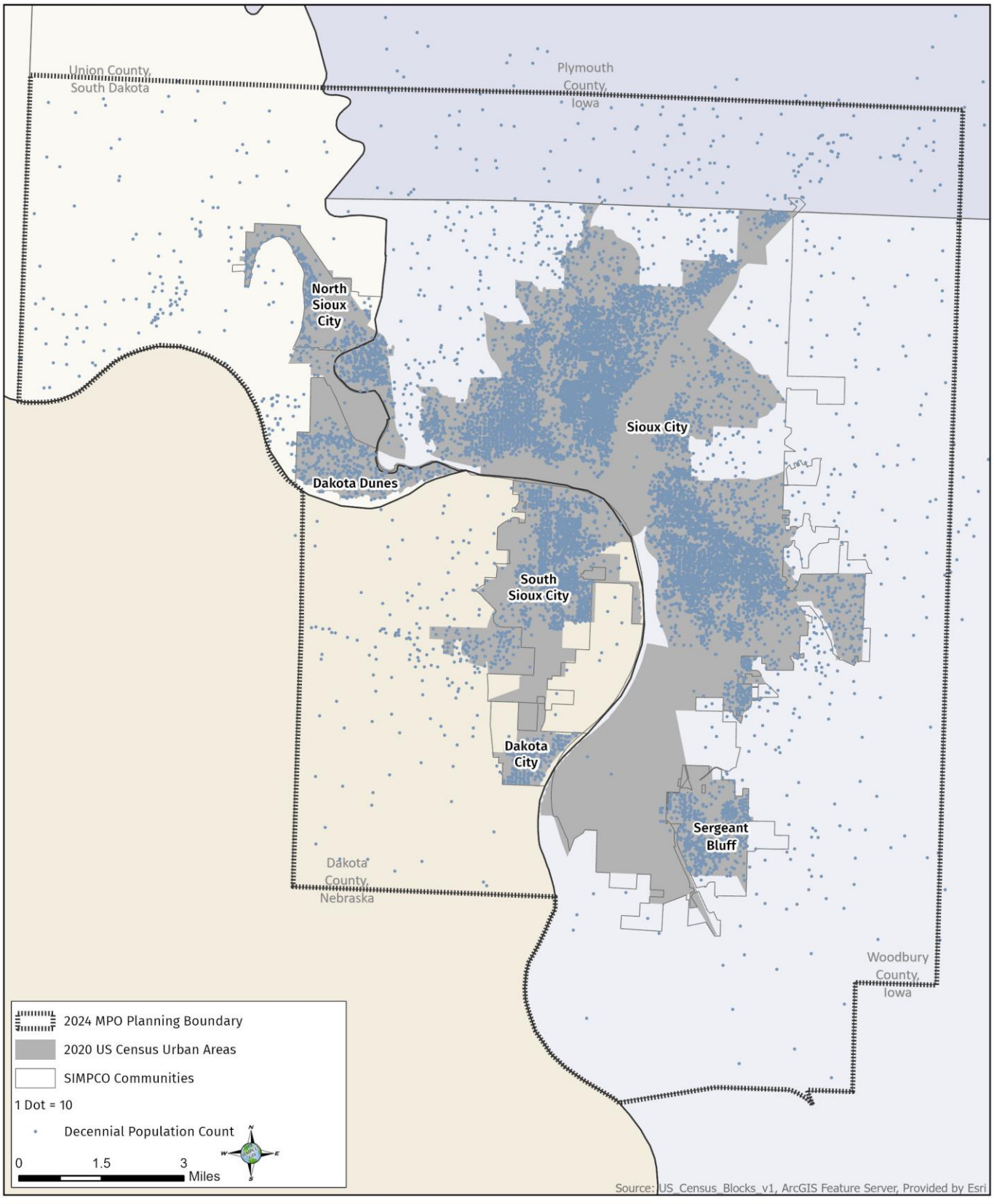
Figure 2.1: MPO Population Change. Source: U.S. Census Bureau

Map 2.1 shows the population density of the SIMPCO MPO planning area in 2020. From this map, it is evident that areas of population have the highest concentration in Sioux City and South Sioux City, with slightly less dense development in Dakota City, Dakota Dunes, Sergeant Bluff, and North Sioux City. Areas of each community that were developed early in the city's history tend to have a denser neighborhood structure, whereas newer suburban developments outside of city centers are less dense, with neighborhoods characterized by larger lots and yards.

Map 2.1

SIMPCO MPO

2020 Population Density



Demographics

Age

Map 2.2 shows the median age of the SIMPCO MPO planning area by census block group. The outer edge of the MPO planning area has older median ages, while the inner block groups of the MPO have younger medians. Map 2.3 displays where residents 65 years of age and older live, with major concentrations present on the north and east sides of Sioux City.

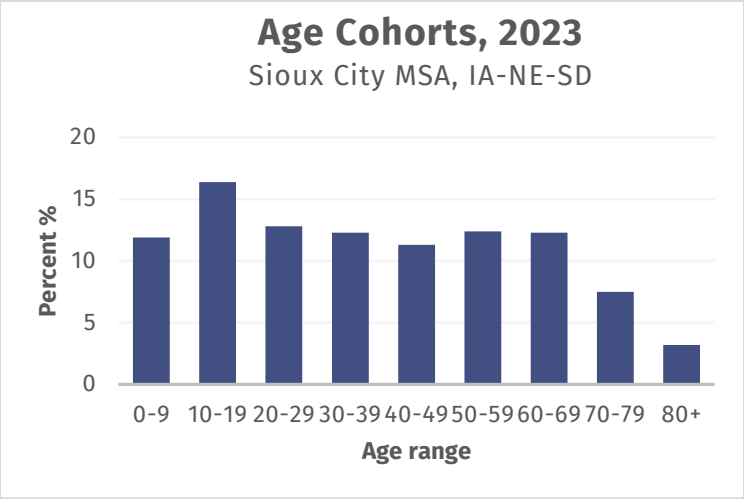


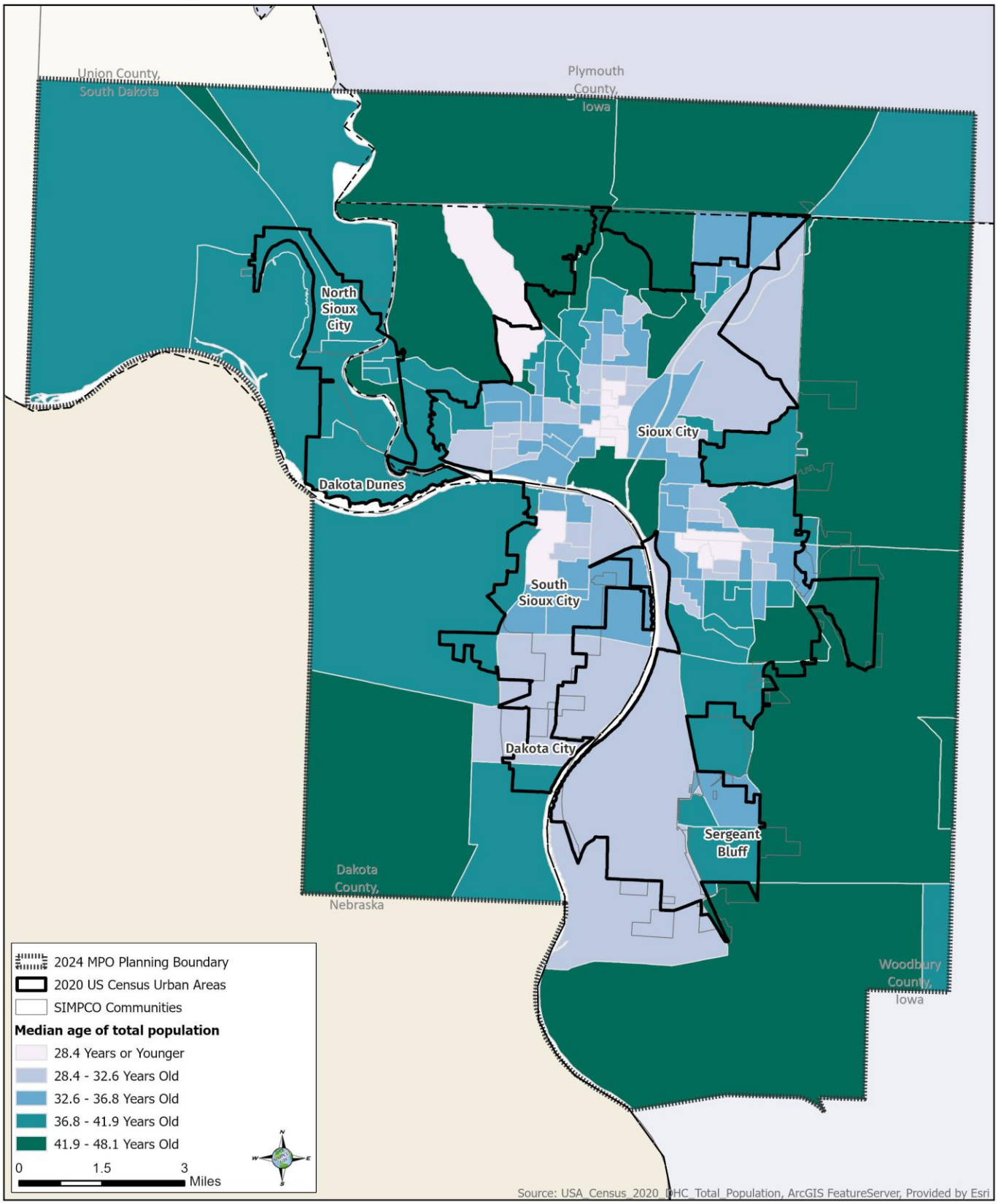
Figure 2.2: 2023 Age Cohorts. Source: U.S. Census Bureau American Community Survey, 2023 5-year estimates.

Figure 2.2 shows the percentage of the population by age cohort in 2023. The largest cohort, 16.4% of the population, is between the ages of 10-19 in 2023. The second highest age cohort is within the ages of 20-29 at 12.8%. The smallest age cohort is the 80+ population which makes up 3.2% of the population. Map 2.3 shows the 2020 SIMPCO MPO population older than 65. Based on the map, the outer blocks of the planning area have higher percentages of people older than 65. Whereas the census blocks further towards the center of the planning area have younger populations.

Map 2.2

SIMPCO MPO

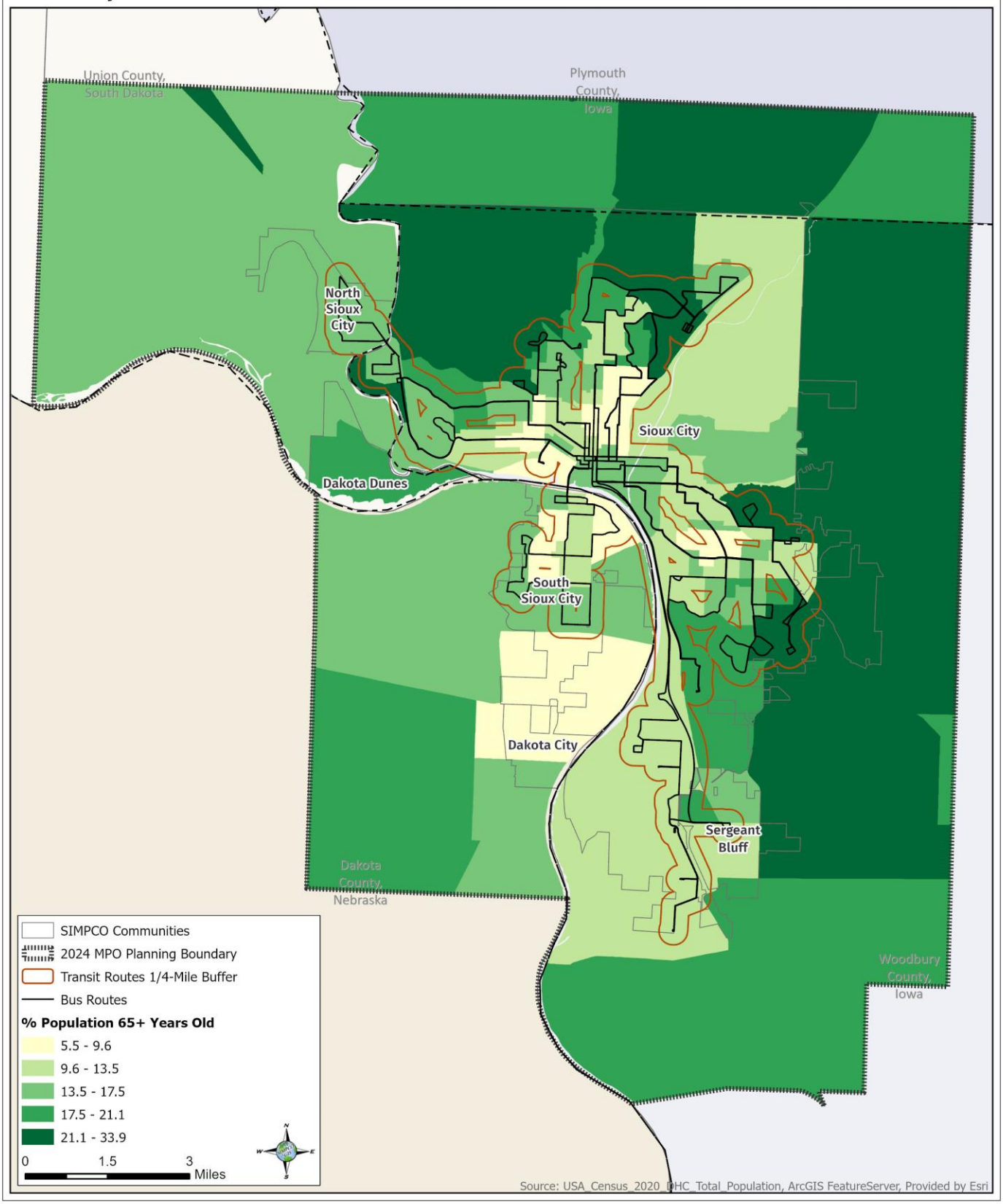
2020 Median Age



Map 2.3

SIMPCO MPO

2020 Population Older Than 65



Housing

Household Income

Median household income is an important consideration in transportation project decisions for planners and policy makers (Table 2.1). Sioux City Metropolitan Statistical Area (MSA) includes Woodbury and Plymouth Counties, Iowa, Dakota City, Nebraska, and Union County, South Dakota. The 2023 median household income for the Sioux City MSA was $61,468, $73,147 in the state of Iowa, and $78,538 in the nation.

Median household income 2018-2023						
Geography	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
MSA	51,576	58,840	56,798	59,447	61,406	61,468
Iowa	58,580	60,523	61,836	65,429	70,571	73,147
Nebraska	59,116	61,439	63,015	66,644	71,722	74,985
South Dakota	56,499	58,275	59,896	63,920	69,457	72,421
U.S.	60,293	62,843	64,994	69,021	75,149	78,538

Table 2.1: Median Household Income 2018-2023.

Figure 2.3 compares the 2023 median household income in the SIMPCO MPO planning area, Iowa, and the United States. Map 2.5 shows the percentage of the SIMPCO MPO population that is below poverty level. Much of the central and southern portions of the boundaries have percentages below poverty level, whereas the outer portions live above poverty level. The map also shows the public transit routes throughout the MPO. There are transit routes that run along the neighborhoods with higher poverty levels. It is important to ensure proper access to public transit to these areas to allow for disadvantaged populations' mobility.

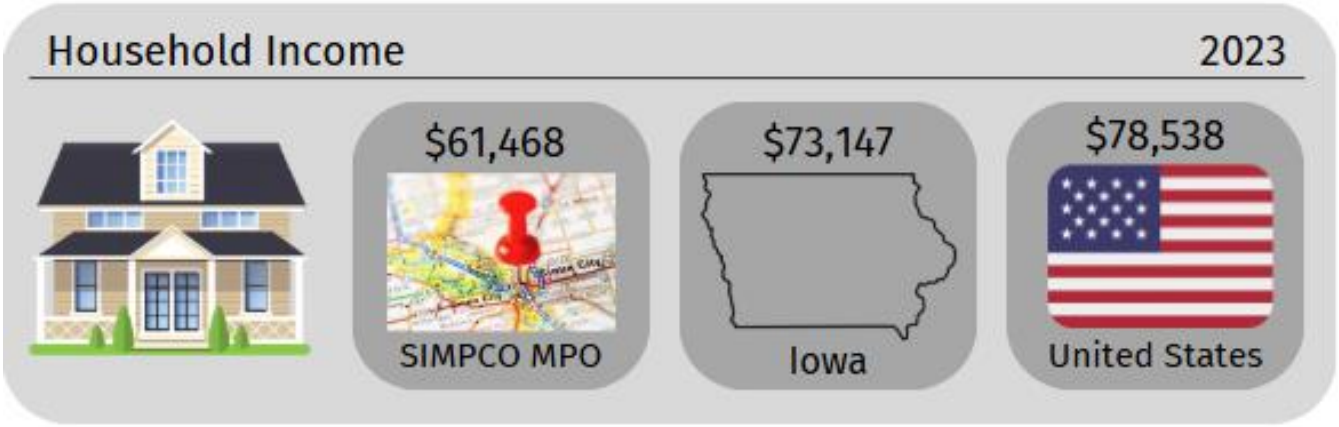


Figure 2.3: Median household income 2023. Data source: American Community Survey

Housing

Table 2.2 details the owner-occupied and renter-occupied housing status in the Sioux City MSA from 2019-2023. The total number of housing units in 2023 for the Sioux City MSA was 58,354 units with 68.3% of the total being owner-occupied and 31.7% of the total being renter-occupied. The vacancy rate in 2023 was 5% and has remained roughly steady between 5-7% over the past several years.

Housing Tenure Sioux City MSA, 2019 -2023					
	2019	**2020**	**2021**	**2022**	**2023**
	MPO	MPO	MPO	MPO	MPO
Owner Occupied (%)	67.1	67.7	71.8	68.3	68.3
Renter Occupied (%)	32.9	32.3	28.2	31.7	31.7
Total Occupied	55,391	56,113	57,421	56,662	54,926
Vacant	4,561	4,187	3,121	3,785	3,428
Vacancy Rate (%)	6.5	6.3	4.7	5.5	5
Total Units	59,952	60,300	60,542	60,447	58,354

Table 2.2: Owner Occupied vs Renter Occupied Housing 2019-2023. Source: U.S. Census Bureau American Community Survey.

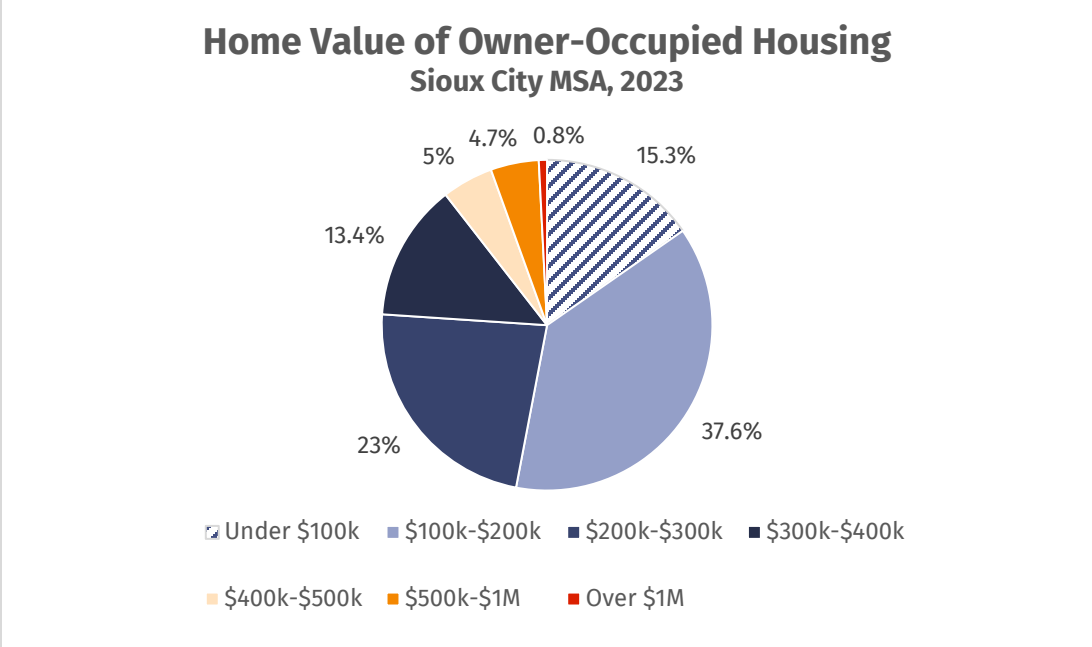


Figure 2.4: 2023 Home value. Source: U.S. Census Bureau, American Community Survey.

The median property value in the Sioux City MSA was $163,700 in 2023, which is 0.581 times smaller than the national average of $281,900. Figure 2.4 shows the percentages of owner-occupied housing value in the year 2023. About 38% of the planning area has a home value between $100,000 and $200,000. In addition, Figure 2.5 shows the median monthly cost of rent versus mortgage in the Sioux City MSA. The median monthly

mortgage cost has slowly increased since 2019. In 2023, the median monthly mortgage cost was $1,431. The median monthly rent cost in 2023 was $968/month.

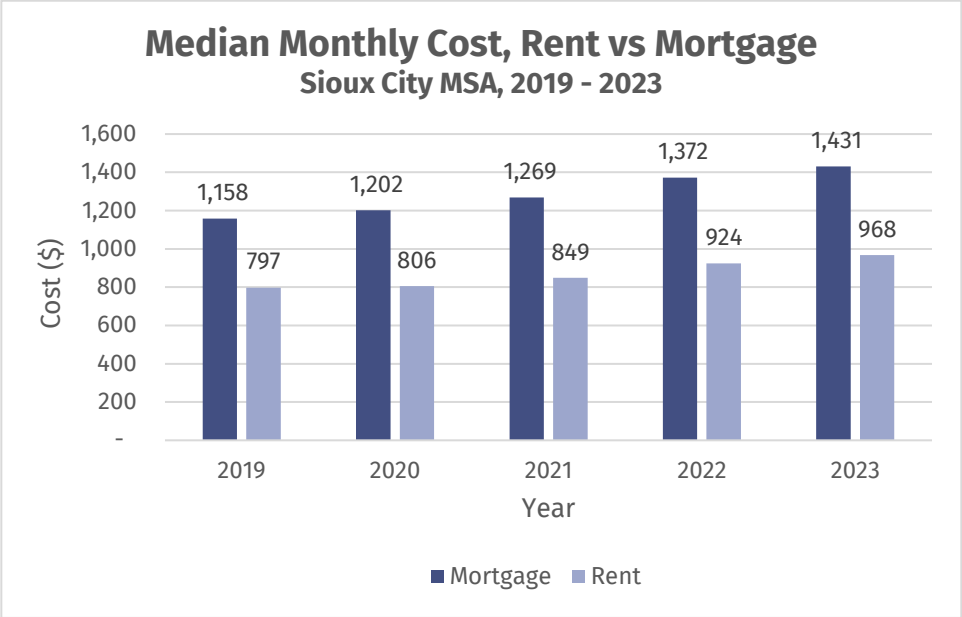


Figure 2.5: Median rent vs mortgage 2019-2023. Source: U.S. Census Bureau, American Community Survey.

Figure 2.51 demonstrates the increasing price of homes over the past several years. The average home sale price in Sioux City increased by 23% between 2021 and 2025, according to data from Redfin. Considering the median household income is increasing relatively slowly compared to housing costs, renters and owners have been increasingly burdened with housing costs over time. Maps 2.51 and 2.6 show the concentration of owner-occupied housing for 2020. Since home ownership correlates to higher incomes and higher rates of car ownership, this information can be used to predict transportation patterns and need throughout the area.

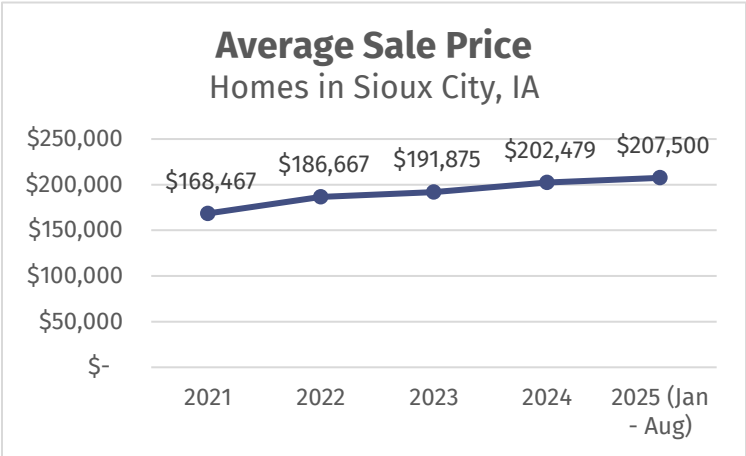
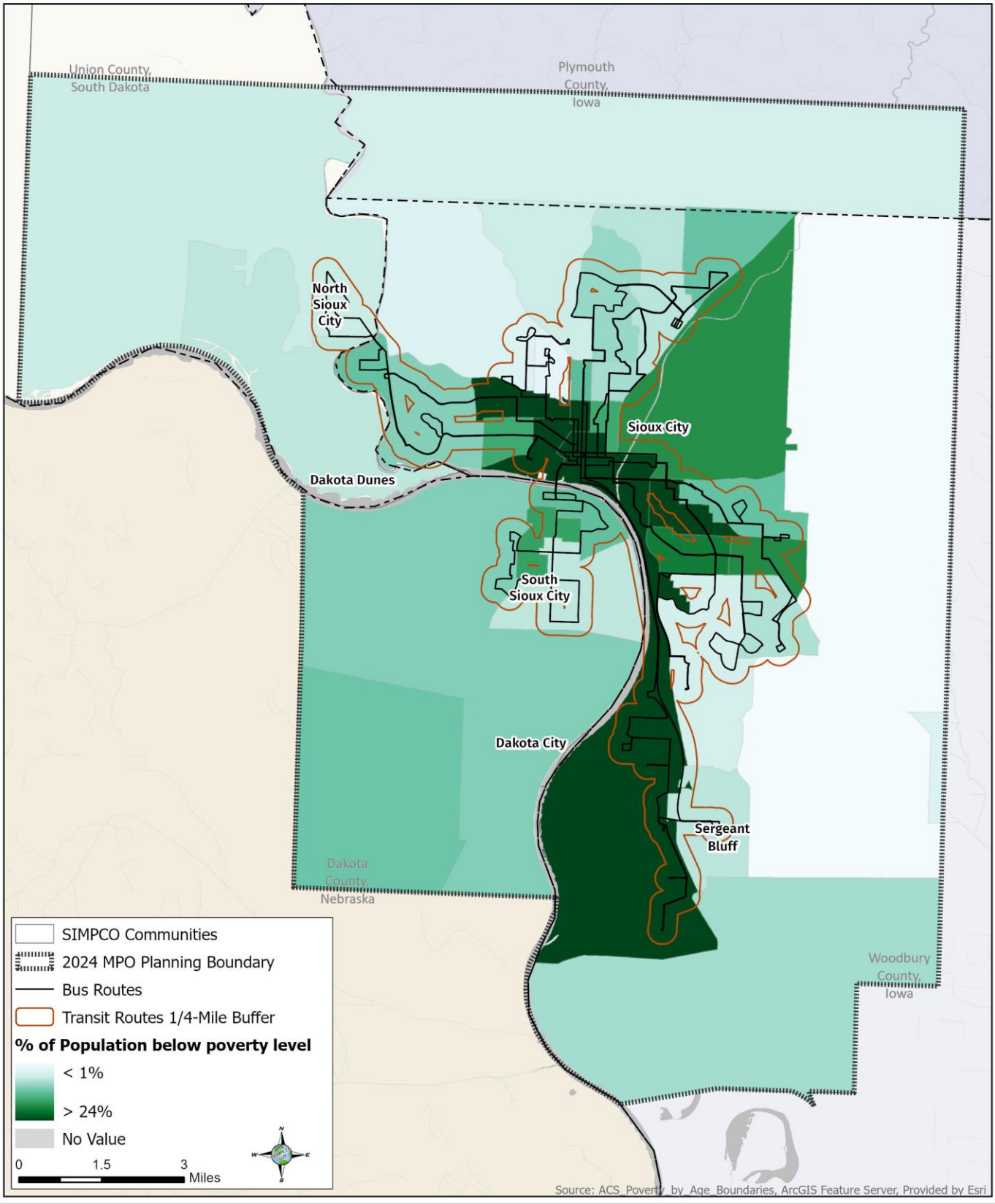


Figure 2.51: Average Home Sale Price, Sioux City, IA. Source: Redfin.com

Map 2.5

SIMPCO MPO

2020 Percent of Population Below Poverty Level

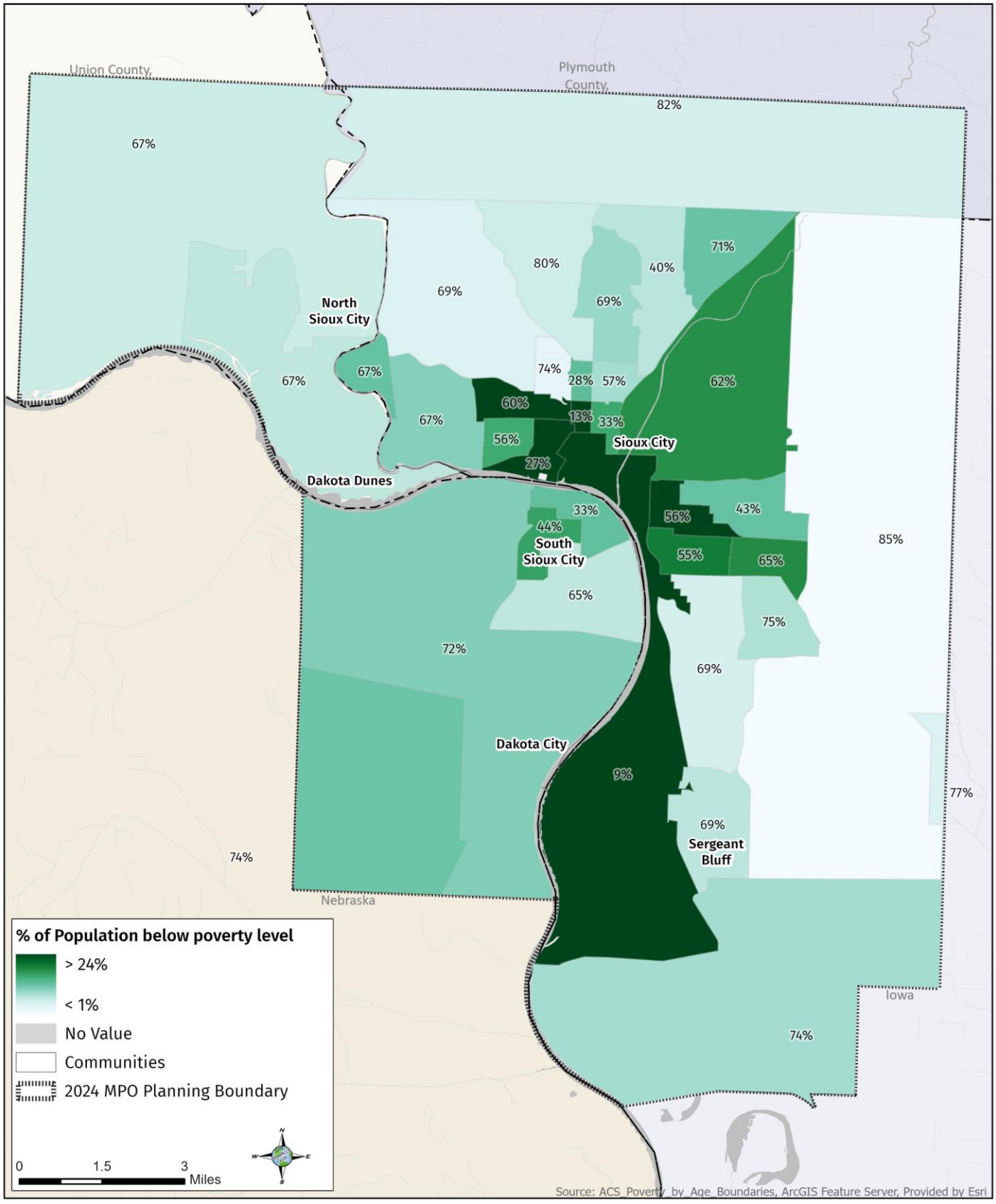


Insert Figure 2.4 (median rent vs mortgage)

Map 2.5.1

SIMPCO MPO

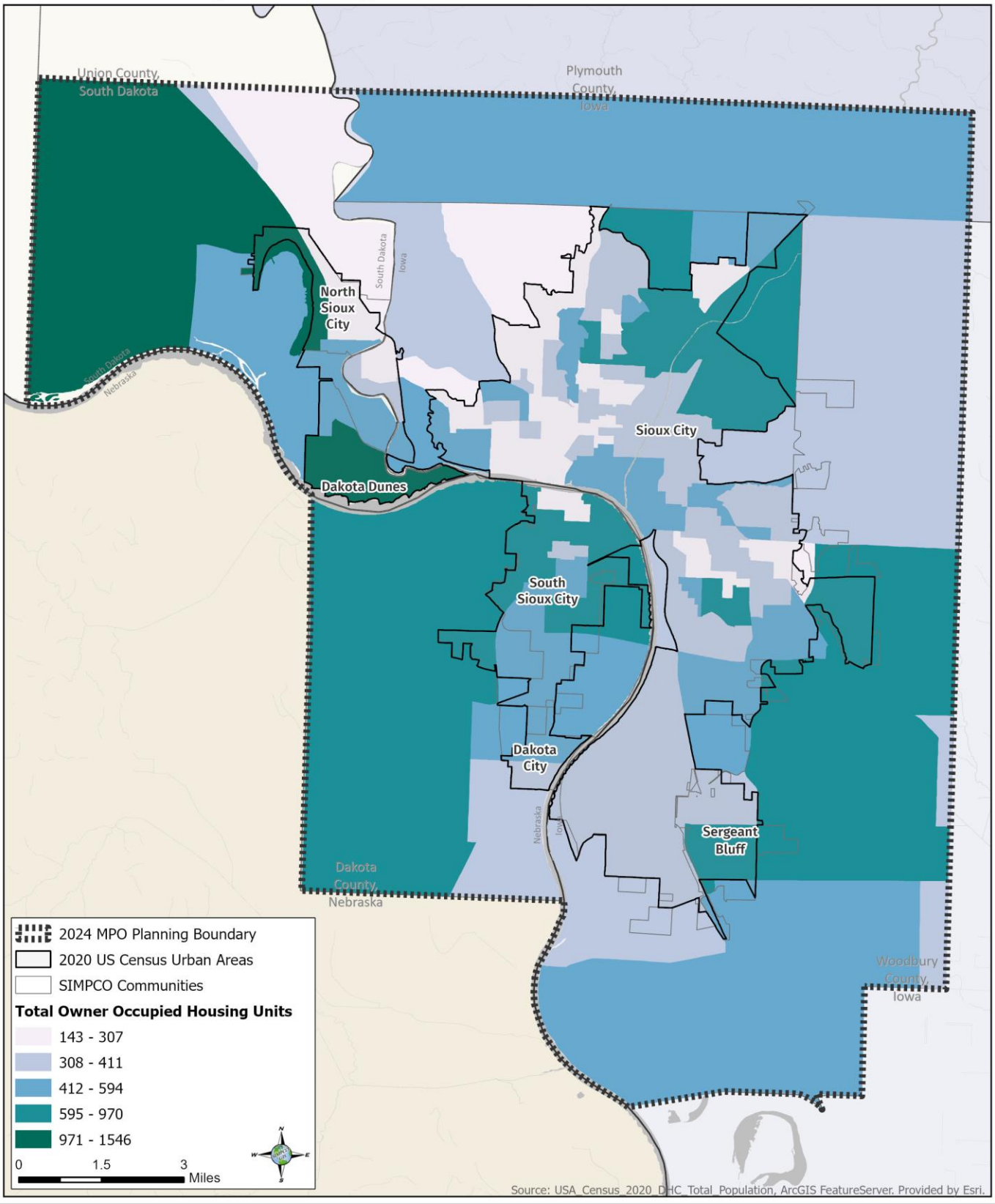
2020 Percent of Population Below Poverty Level & Pct of Owner Occupied Housing



Map 2.6

SIMPCO MPO

2020 Owner Occupied Housing



Employment

There are a variety of employment sectors within the SIMPCO MPO area. The three largest employment sectors are education services, and health care and social assistance; manufacturing; and retail trade. Full information on employment by sector can be found in Table 2.4. In 2022, there was a total of 74,354 jobs in the Sioux City MSA. This represents a 13.6% decrease in the number of jobs in the Sioux City MSA since 2018.

Table 2.4: Employment by sector for Sioux City MSA

	2018		2019		2020		2021		2022	
Industry	Number	%	Number	%	Number	%	Number	%	Number	%
Agriculture, forestry, fishing, hunting, mining	2,848	3.3	1,921	2.6	2,298	3.13	2117	2.74	2,180	2.89
Construction	6,343	7.36	5,611	7.68	5,585	7.6	5529	7.38	5,773	7.72
Manufacturing	16,349	19	14,269	19.5	14,401	19.6	14705	19.6	14,400	19.3
Wholesale trade	2,707	3.14	2,293	3.14	2,237	3	2134	2.85	1,848	2.47
Retailtrade	10,407	12.1	8,525	11.7	8,369	11.4	8510	11.4	8,588	11.5
Transportation and warehousing, and utilities	4,553	5.3	3,763	5.15	3,654	4.97	3624	4.84	3,636	4.87
Information	1,214	1.41	913	1.25	853	1.16	765	1.02	942	1.26
Finance and insurance, and real estate	4,270	4.96	3,950	5.41	4,073	5.55	3974	5.31	4,181	5.6
Professional, scientific, and management, and administrative and waste management service	5,152	5.98	4,816	6.57	4,707	6.41	4782	6.39	4,396	5.88
Educational services, and health care and social	18,379	21.34	15,416	21.08	15,630	21.31	16076	21.46	16,407	21.96
Arts, entertainment, and recreation, and accommodation and food services	7,060	8.19	6,151	8.42	6,053	8.24	6602	8.8	6,638	8.88
Other services, except public administration	3,949	4.58	3,165	4.33	3,386	4.61	3385	4.52	3,372	4.51
Public administration	2,827	3.28	2,261	3.09	2,205	3	2342	3.53	2,377	3.18
Total	86,058	99.94	74,422	99.92	73,451	100	75,386	99.84	74,354	100.02

Table 2.3: Employment by sector for Sioux City MSA. U.S. Census Bureau, American Community Survey.

Table 2.3, Figure 2.5, and Table 2.4 all break down the job and unemployment trends in the SIMPCO MPO planning area. In the year 2022, the Sioux City, IA-NE-SD metro area had a 2.6% unemployment rate with a total of 74,354 jobs in the area. There have been some variations with the unemployment rate throughout the last several years, but overall it has remained relatively consistent.

Figure 2.5: 2023 Employment by sector (%)

The unemployment rate in the SIMPCO MPO planning area was at 2.7% in 2024. The two counties with the lowest unemployment rate are Plymouth County at 2.2% and Union County at 2.1%. The state of South Dakota has a 2% unemployment rate which makes it the lowest out of the three states in the MPO. There was an increase in unemployment in all the states and counties in the year 2020 but each have gradually decreased to pre-pandemic levels since then. Detailed unemployment information for the SIMPCO MPO planning area can be found in Table 2.4.

Unemployment Rate						
	2019	**2020**	**2021**	**2022**	**2023**	**2024**
Sioux City, IA-NE-SD MSA	2.8	4.8	3.5	2.6	2.7	2.7
Dakota County, NE	3.9	4.8	3.2	2.6	2.7	3.1
Plymouth County, IA	2.2	3.6	2.8	2.2	2.1	2.2
Union County, SD	2.9	4.5	3	2.2	2.1	2.1
Woodbury County, IA	2.6	5.2	3.9	2.8	2.9	2.9
Iowa	2.7	5.2	3.9	2.8	3	2.9
Nebraska	3.1	4.3	2.6	2.1	2.3	2.6
South Dakota	2.8	4.2	2.6	2	2	2

Table 2.4: Unemployment Rate. U.S. Bureau of Labor Statistics.

Transportation

The location of the SIMPCO MPO planning area causes a large amount of commuting between cities, counties, and states. Table 2.5 shows the commute times in minutes by percentage of the workforce in 2022. The majority of the workforce in the SIMPCO MPO planning area travels between 15-19 minutes to work. Those who live in Woodbury County spend 15-19 minutes commuting to work as well, while Plymouth County and Union County spend less than 10 minutes getting to work.

Commute in Minutes by Percent of Workforce										
	Minutes	**<10**	**10-14**	**15-19**	**20-24**	**25-29**	**30-34**	**35-44**	**45-59**	**60+**
	Total Workers	**Percentage of Workers (%)**								
Sioux City, IA-NE-SD MSA	74,354	19	26	26.3	15.3	3.7	3.6	1.6	1.5	2.9
Woodbury County, IA	50,482	17.2	20	26	16.3	6.1	6.9	2.8	1.5	3.1
Plymouth County, IA	12,271	33.1	15.7	8.3	11.8	5.4	10.8	7.6	4.5	2.9
Dakota County, NE	9,791	24.1	27.5	27.3	10	2.4	3.7	2.9	0.5	1.6
Union County, SD	7,804	29	13.9	17.2	11.9	4.2	8.4	6.3	5.8	3.4

Table 2.5: Commute time in 2022. U.S. Census Bureau, American Community Survey.

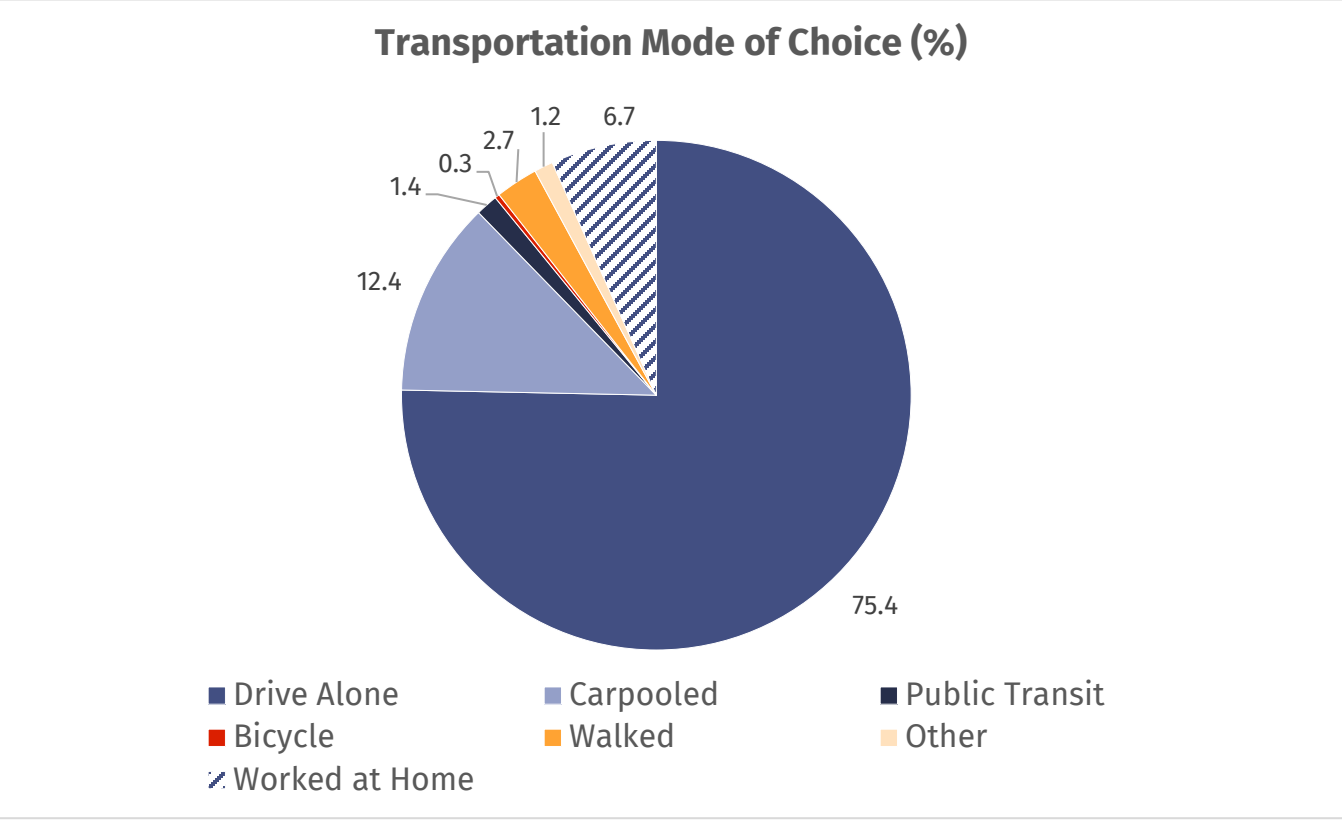


Figure 2.6: Mode of Choice in 2023 Sioux City MSA. U.S. Census Bureau, American Community Survey.

Figure 2.6 shows commuter modes of choice. The majority of Sioux City MSA workers drive alone to work (75.4%). Carpooling has the second highest percentage of users at 12.4% for Sioux City MSA workers. The mode of commuting used the least frequently is via bicycle, used by 0.3% of commuters. Figure 2.7 shows the number of vehicles available per household in 2022. About 38% of households have two vehicles available to them for transportation. The fact that a majority of households have multiple vehicles available aligns with the prevalence of "driving alone" as the transportation mode of choice for commuting data in the SIMPCO MPO planning area. Maps 2.7 and 2.8 show the commuter range by place of residence and commuter concentration by place of residence in the Siouxland area.

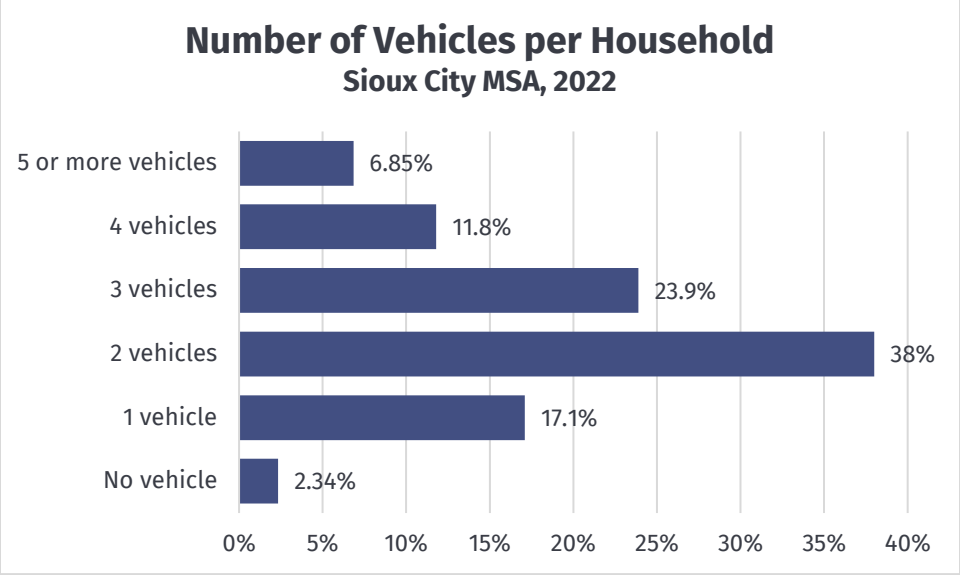
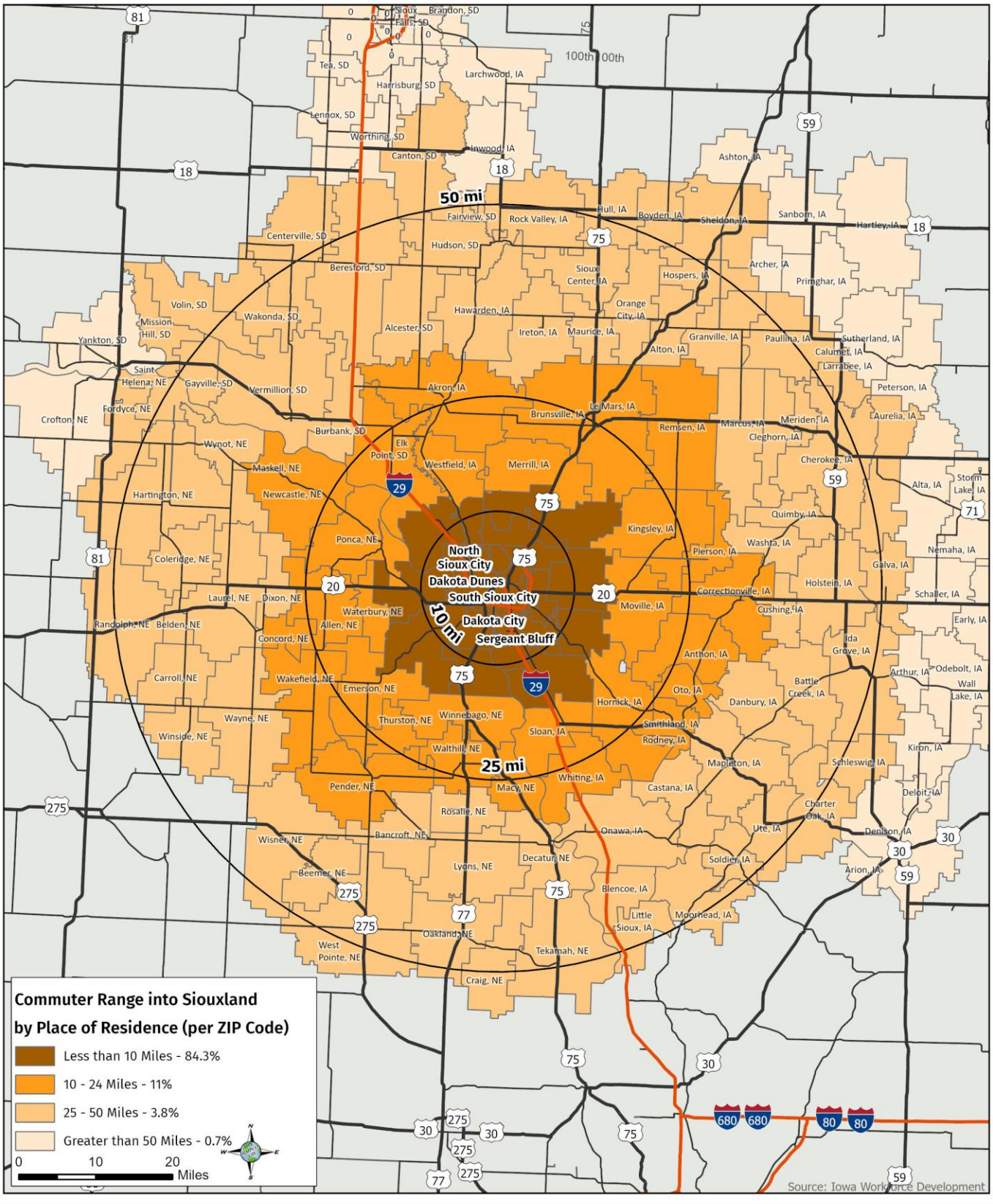


Figure 2.7: Number of vehicles per household in 2022. U.S. Census Bureau, American Community Survey.

Map 2.7

SIMPCO MPO

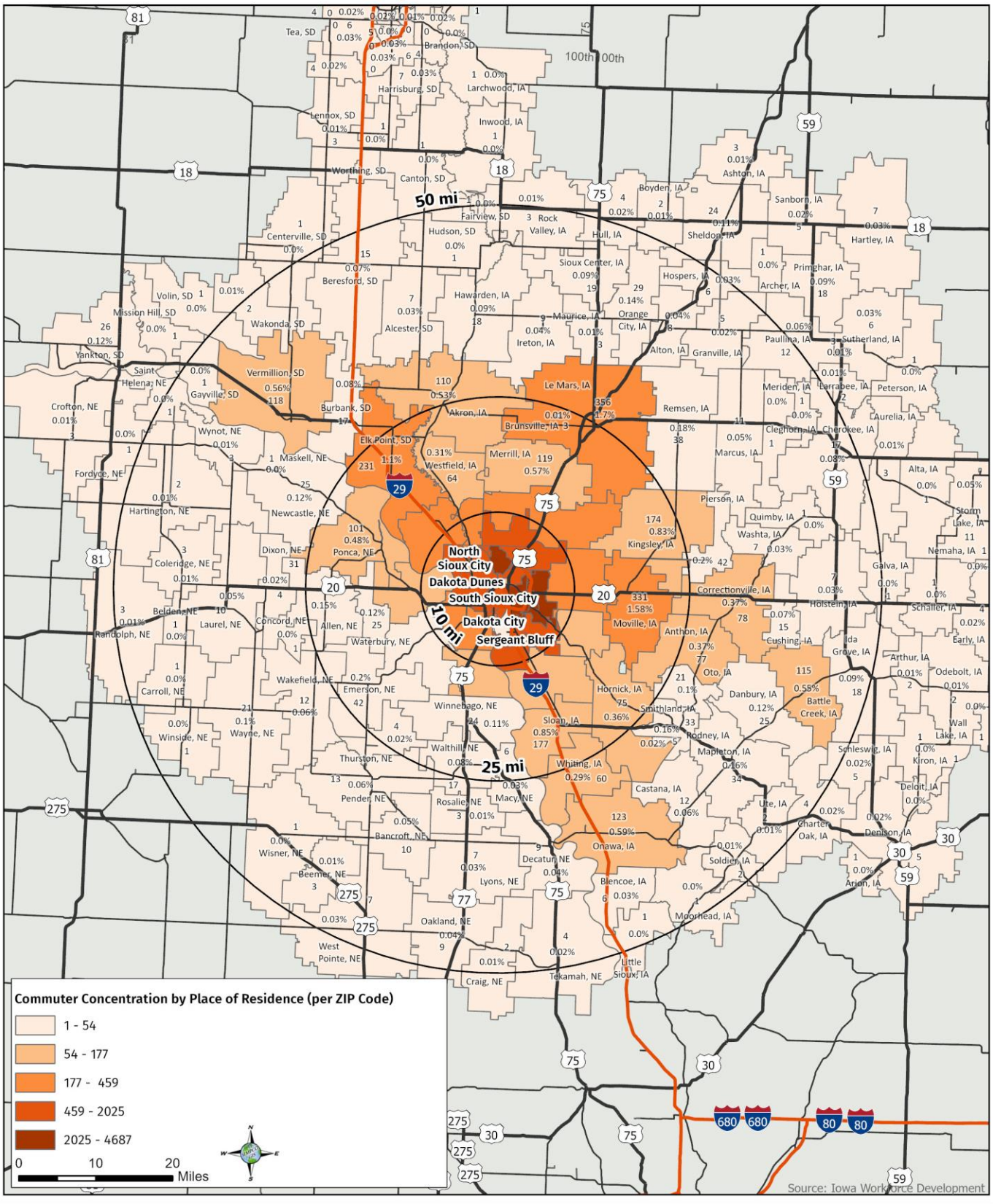
2022 Commuter Range By Place of Residence into Siouxland



Map 2.8

SIMPCO MPO

2022 Commuter Concentration By Place of Residence into Siouxland



Future Trends: Population Projections

The population, household, and employment projections in this section were developed in conjunction with the Iowa Department of Transportation's System Planning staff for use in project planning and travel demand modeling. Table B.1 in Appendix A details the projection methodology for each jurisdiction, and Figure 2.6 shows the overall projected population change for each jurisdiction in the SIMPCO MPO planning area, which has been based off historical population change.

Population Projections, 2020 - 2050										
Jurisdiction	**1970**	**1980**	**1990**	**2000**	**2010**	**2020**	**2030**	**2040**	**2050**	**Projection Method**
Dakota City			1,473	1,816	1,919	2,081	**2,241**	**2,402**	**2,562**	Avg population change, 30 years
Dakota Dunes			1,470	1,821	1,919	4,020	**4,870**	**5,720**	**6,570**	Avg population change, 30 years
North Sioux City	860	1,992	2,019	2,288	2,530	3,042	**3,388**	**3,773**	**4,202**	Avg rate of change, 30 years
Sergeant Bluff	1,164	2,416	2,772	3,321	4,227	5,015	**5,715**	**6,416**	**7,116**	Avg population change, 50 years
Sioux City			80,505	85,013	82,684	85,784	**86,729**	**87,675**	**88,620**	Avg population change, 30 years
South Sioux City	7,920	9,339	9,677	11,925	13,353	14,043	**15,184**	**16,324**	**17,465**	Avg population change, 50 years
Unincorporated				8,629	8,689	8,749	**8,809**	**8,869**	**8,929**	Avg population change, 20 years

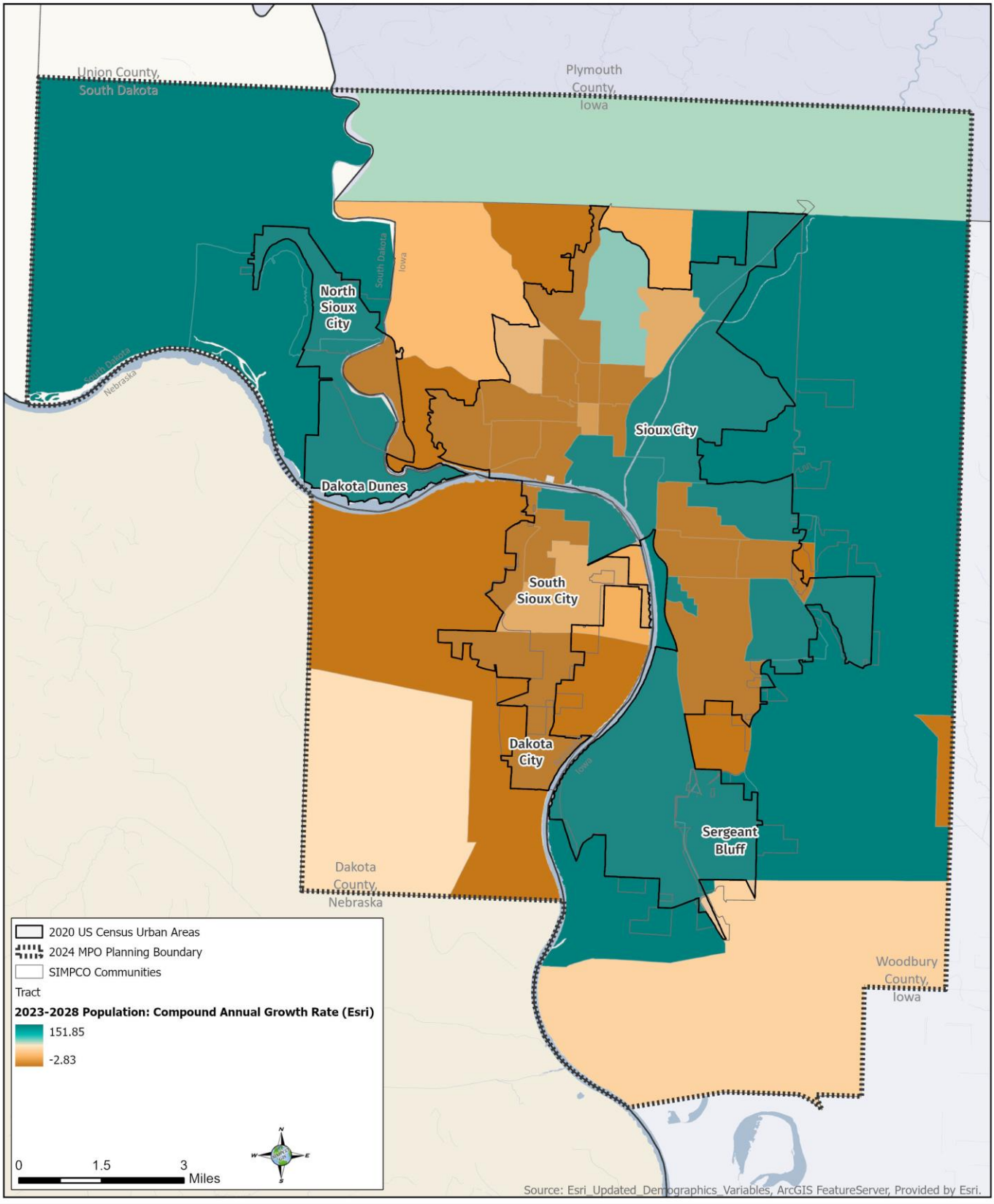
Table 2.6. Population projections based on historical data. Data source: U.S. Census Bureau, Decennial Census.

Map 2.9 shows the compound annualized population growth rate for the MPO planning area. The definition of the Compound Annual Growth Rate (CAGR) is as follows, according to Esri's documentation. "The Compound Annual Growth Rate (CAGR) is an annualized measure that describes the direction (either positive or negative) and magnitude of change in the total population or household between the years 2023 and 2028. Annualized means that the resultant value reflects a rate of change over a twelve-month time period. This permits analysis of multiple growth rates between values measured at differing points in time using a common time period of twelve months; the annualized growth rate is repeated, or compounded, each year." This map shows areas of population growth around the MPO in green, with areas without growth or slight decreases in population in brown.

Map 2.9

SIMPCO MPO

2020-2023 Population: Compound Annual Growth Rate



Housing Projections

Based on the projected population change between 2020 and 2050 and the respective persons per household for each jurisdiction that was calculated by the US Census Bureau, housing is expected to increase by 9.6%. There are expected to be 4,581 new housing units. Demand for new housing units is relatively high, home interest rates remain low, and the number of days homes spend on the market before selling remains low. South Sioux City is expected to see the largest housing stock increase.

Housing Projections, 2020 - 2050				
Jurisdiction	**2020**	**2030**	**2040**	**2050**
Dakota City	706	768	822	877
Dakota Dunes	1,465	1,895	2,226	2,556
North Sioux City	1,428	1,561	1,739	1,937
Sergeant Bluff	1,845	2,012	2,259	2,506
Sioux City	33,702	34,416	34,791	35,167
South Sioux City	5,240	5,254	5,648	6,043
Unincorporated	3,385	3,408	3,431	3,454
Total	47,771	49,314	50,916	52,540

Table 2.7. Housing Projections based on historic population data and 2020 average household size. Data source: U.S. Census Bureau, American Community Survey.

Job Projections

The projection for new jobs is a more subjective task than population and housing. As with any growing city, all jurisdictions have plans to increase employment for their growing populations. An increase in population does not directly correlate with an increase in jobs. To calculate projected jobs in 2050, historic job data from 2010 to 2020 was used to forecast job growth to 2050. The proportion of jobs in each jurisdiction compared to the whole MPO in 2020 was assumed to stay constant in projecting each jurisdiction's portion of the MPO's jobs in 2050. The MPO as a whole is expected to have a total of 78,588 jobs by 2050.

Sioux City and South Sioux City are expected to see the largest increase in total employment. Manufacturing and service employment sectors will continue to be the largest employment sectors within the SIMPCO MPO.

Development

Several areas of the MPO have seen significant commercial and industrial growth recently and will continue to grow into the future. Large areas will be converted from agricultural to industrial land uses in all SIMPCO MPO cities but Jefferson and Dakota Dunes, South Dakota. The Dakota Dunes has a few large tracts of land that are planned to develop into commercial uses. Sioux City's Southbridge development on the south side of the city continues to bring in new business and new jobs. In 2017, a new pork processing plant was built in

the Southbridge area that employs approximately 1,400 people. There have been several other expansions in the Southbridge area, equaling over 1,000 jobs in the past several years. Dakota Dunes and North Sioux City continue to grow their commercial and industrial areas with the expansion of Flynn Business Park and North Derby Industrial Areas. South Sioux City/Dakota City continues to expand the Roth Industrial Park.

Other Future Trends

During the last several decades, there have been considerable developments in automated driving technology. In the next few years, many manufacturers may begin to offer automated driving systems (ADS) that are equipped with various automation features. In the meantime, assistive or fully automated parking systems have arrived at the market as well. Driverless cars as an option to provide personal mobility services have become a major theme in the landscape of transportation. With their anticipated impacts, ADS have the potential to lead to real and far-reaching ramifications in our society.

As technology continues to grow and play a larger role in consumers' lives, industries have transformed and adapted as well. Many people begin to use drones instead of cameras to capture breath taking photos from a “birds view”.

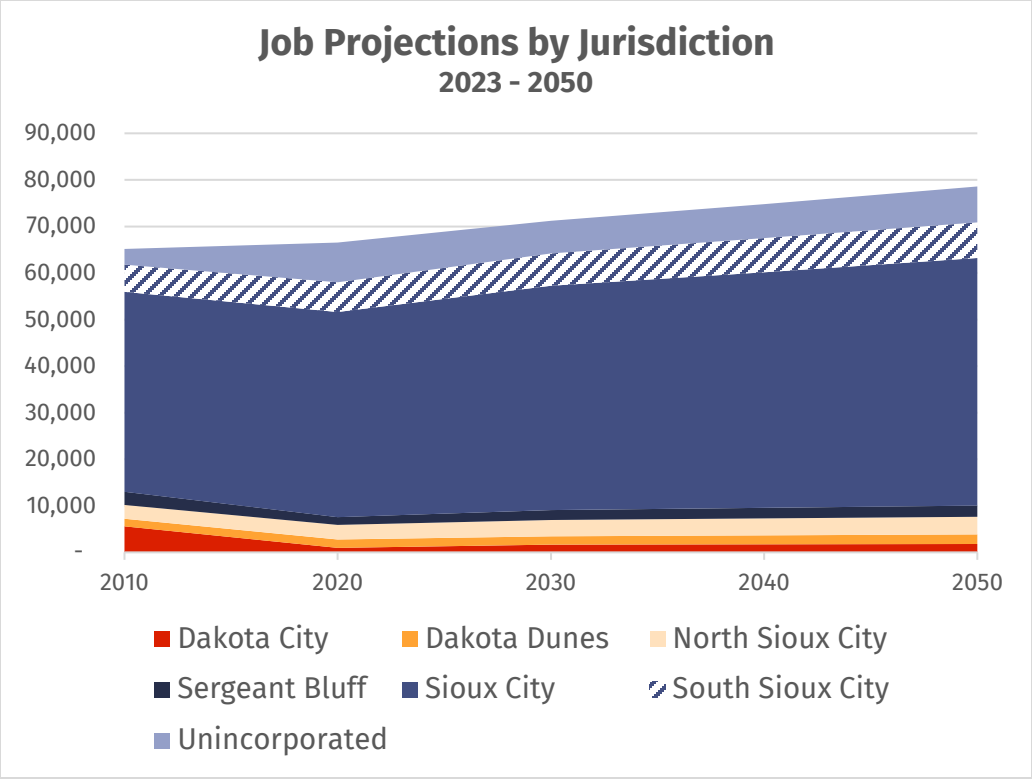


Figure 2.7. Job Projections 2023 – 2050. Data source: U.S. Census Bureau, On The Map tool.

CHAPTER 3: ACTIVE TRANSPORTATION

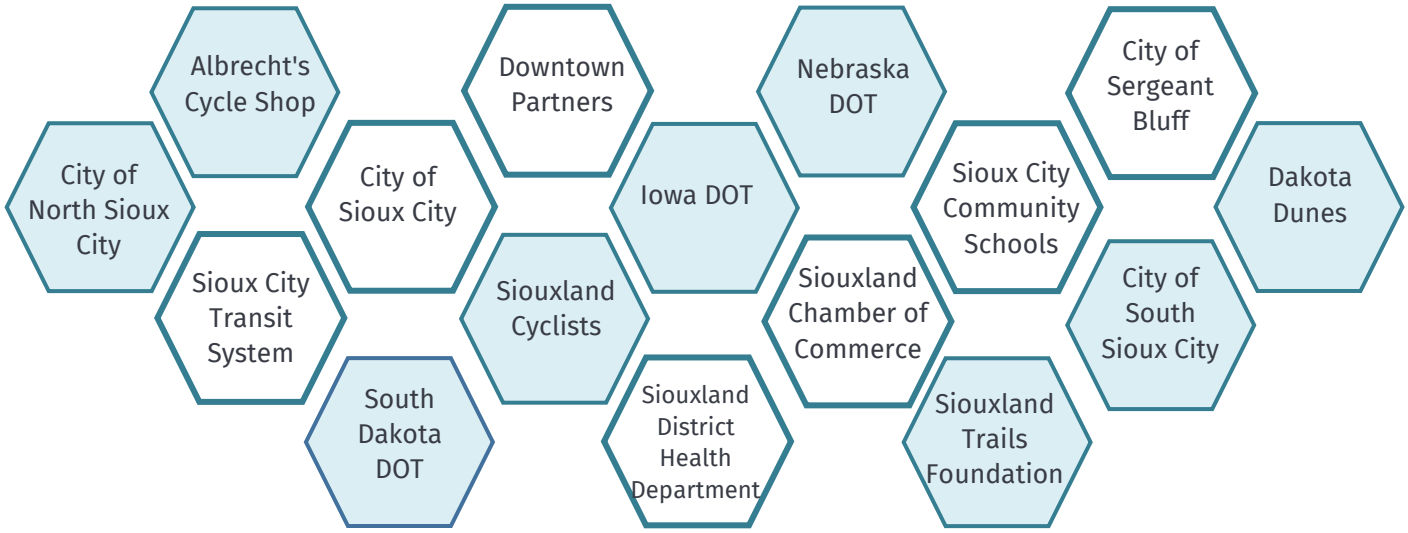
Chapter 3: Active transportation focuses on modes of travel that do not rely on motorized vehicles. This chapter covers six sections, which discuss non-motorized transportation performance measures, current bicycle and pedestrian activities and facilities, the present and future status of the MPO's multi-purpose trail system and sidewalk network, planned extensions to the multi-purpose trails, and a set of short- and long-term policy recommendations aimed at enhancing the bicycle and pedestrian network.

Current Efforts

SIMPCO MPO Bicycle Pedestrian Roundtable (BPR)

The SIMPCO MPO Bicycle and Pedestrian Roundtable (BPR) was established in 2008 to improve and promote bicycle and pedestrian facilities. The roundtable convenes on a quarterly basis to collaborate on active transportation projects, provide updates on related activities, and discuss bicycle and pedestrian infrastructure.

MPO Bicycle and Pedestrian Roundtable Members



The MPO BPR has coordinated the following events and projects, some of which will be explored in more detail later in this chapter.

- Annual Bike to Work Day Events
- Summer Trailblazer Challenge
- Bike Rodeos
- Park(ing) Day

- Safe Routes to School Planning
- Sidewalk Assessments

The MPO BPR has bold future goals, including the following.

- Obtain Bicycle Friendly Community Status for jurisdictions within the SIMPCO MPO
- Offer bicycle training and education
- Work with local stakeholders to improve bicycle and pedestrian facilities
- Guide or conduct a Metropolitan Active Transportation Study/Trail Plan
- Promote the use and expansion of the MPO area bicycle and pedestrian facilities
- Set up trail counters and provide data
- Work towards creating an accessible multi-purpose trail system in residential areas
- Work with Sioux City Active Transportation Committee to install bike lanes throughout the metro area

Featured Events

Bike To Work Day

Every May, Bike to Work Day is celebrated as part of a national initiative, supported by the U.S. Department of Transportation and promoted by the League of American Bicyclists, to showcase the benefits of bicycling and demonstrate that it is possible to leave the car at home for certain commutes. The League of American Bicyclists typically organizes National Bike Month and National Bike to Work Week each year in May. To support the initiative, local businesses and organizations offer discounts to participants and cyclists gather for a commuter's breakfast at the Siouxland Chamber of Commerce in downtown Sioux City. This event has taken place annually in Sioux City since 2013 and is organized by the SIMPCO Bicycle and Pedestrian Roundtable in partnership with the Siouxland Chamber of Commerce.

Summer Trailblazer Challenge

For the past three summers, the SIMPCO Bicycle and Pedestrian Roundtable (BPR) has hosted a virtual scavenger hunt between Memorial Day and Labor Day that encourages participants to explore the metro trail system. Using the GooseChase App, participants complete challenges by sharing photos of themselves walking or biking on each trail segment. Participants are also challenged to visit destinations accessible via trail, such as local businesses, museums, parks, historic landmarks, and community events. Local businesses have offered discounts to participants and donated prizes for winners, as well as for a raffle at the end of the season. This event is intended to promote trail use, support local businesses, and encourage active recreation through a fun competition.

Ongoing Planning & Partnerships

Complete Streets

Over the past couple decades, complete streets policies have been adopted by South Sioux City (2011), Sioux City (2014), Sergeant Bluff (2016), and the Iowa DOT (2020). These policies ensure that all modes of transportation are considered upon the development of new roadways or the redevelopment of existing corridors. New trails, sidewalks and, bike lanes have been constructed in the metropolitan area since the adoption of these policies.

Chapter Six of the State of Iowa's Bicycle and Pedestrian Long-Range Plan highlights complete streets policies. This plan is designed to guide Iowa DOT's decision making, shape and influence local and regional agencies, and motivate the actions of advocates and non-profit organizations.

Downtown Area Improvements

Sioux City's Downtown Partners created a series of task forces to assist in planning and executing projects in the downtown area. SIMPCO staff are currently members of their Environment Work Group (formerly known as the Transportation Task Force). Since its creation, the Environment Work Group has concentrated on enhancing downtown walkability, expanding wayfinding signage, fostering a sense of place, improving quality of life, and planning for green spaces. Recent achievements include upgrading downtown lighting, collaborating with Sioux City Environmental Services to provide recycling containers downtown, conducting a study on lane conversions along 5th and 6th Street corridors, and plans to improve bicycle and pedestrian facilities connecting downtown to the riverfront. The group is currently collaborating with the City of Sioux City's Active Transportation Advisory Committee as well as the SIMPCO Bicycle and Pedestrian Roundtable.

Linking Health and Planning

Urban planning and public health have shared goals and perspectives. SIMPCO continues to work with the Siouxland District Health Department (SDHD) on shared goals focused on walking, bicycling, and fostering healthy, safe environments. SIMPCO and SDHD collaborate on several committees, including Healthy Siouxland, the Bicycle and Pedestrian Roundtable, the Sioux City Active Transportation Committee, Sergeant Bluff's Safe Routes to School Committee, and the All Abilities Health and Wellness Coalition. Both SIMPCO and SDHD have experienced positive results from their partnership in linking planning and health initiatives. One of the results of the partnership is the Safe Routes to School initiative in Sergeant Bluff, shown in Map 3.1. Both SIMPCO and SDHD serve on the Sergeant Bluff Safe Routes to School/Complete Streets Coalition.

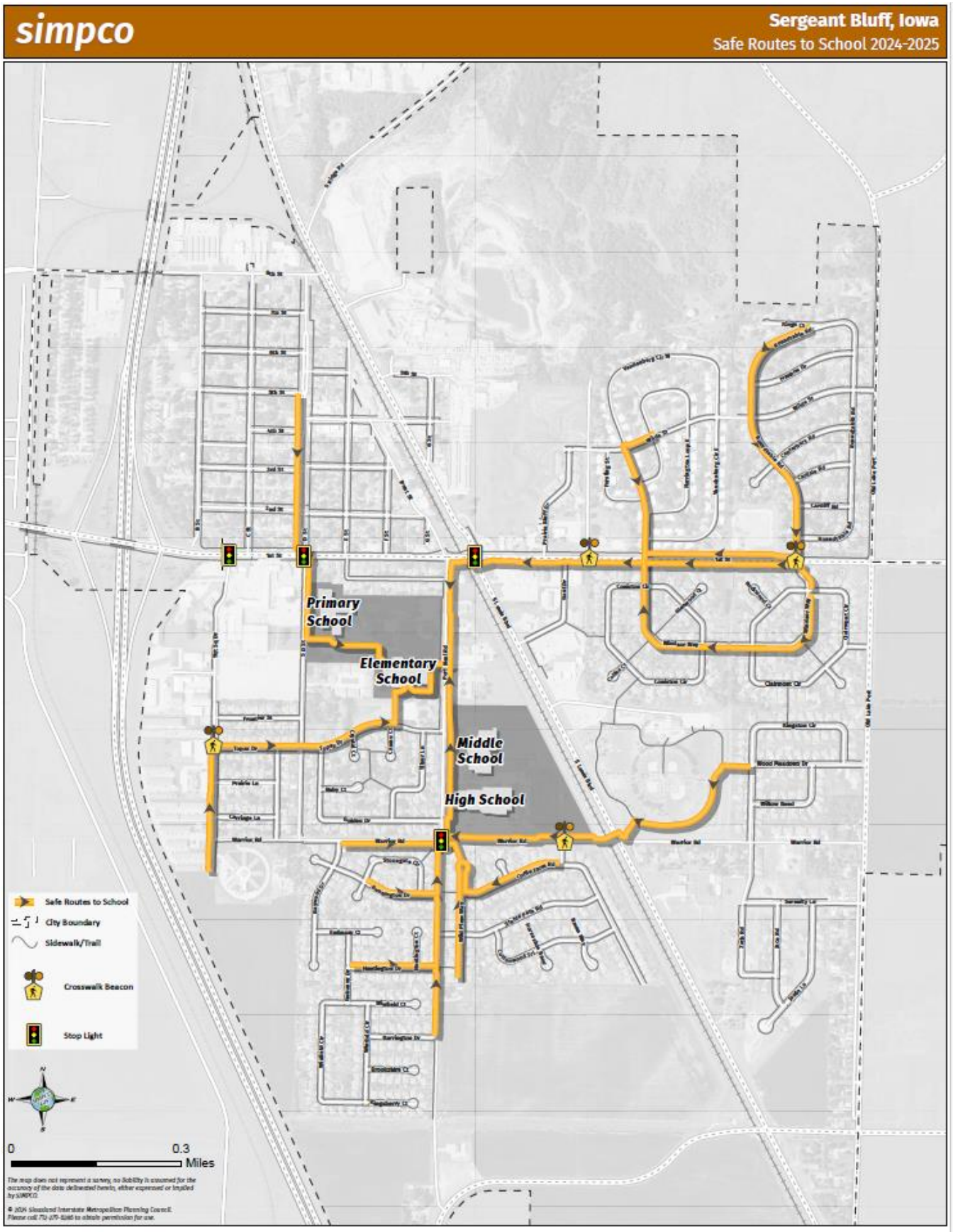
Safe Routes to School (SRTS)

SRTS programs are ongoing initiatives led by parents, schools, community leaders, public health organizations, and MPOs to enhance the health and well-being of children by promoting and supporting walking and biking to school. Successful programs involve developing policies, planning and implementing strategies such as enhancing streets and sidewalks, educating and encouraging children and parents, and strengthening the enforcement of traffic laws.

In previous years, SIMPCO has teamed up with the Siouxland District Health Department (SDHD) to perform Walkability and Bikeability Suitability Audits (WABSAs) for schools in Sioux City. The WABSAs identified issues that prompted a quick response to improve the communities. Since then, numerous infrastructure improvements have been made in both Sioux City and Sergeant Bluff to create safer routes for children walking to and from school. SIMPCO and SDHD continue to offer technical assistance to the Sergeant Bluff-Luton School District and will soon partner with Sioux City Community School District to update their SRTS maps. Map 3.1 shows the safe routes to school map in Sergeant Bluff.

Sioux City Active Transportation Advisory Committee

In 2019, the City of Sioux City established the Active Transportation Advisory Committee (ATAC). In response to a 2015 joint project with the University of Iowa, the ATAC was established based on the recommendations of the project. Students from the Iowa Initiative for Sustainable Communities developed the Sioux City Active Transportation Plan. The plan aims to eliminate barriers to walking and biking, ensuring safe and accessible connections for pedestrians and cyclists, while promoting community engagement in active transportation. The Active Transportation Advisory Committee is responsible for reviewing and implementing the plan's recommendations. The ATAC is also responsible for reviewing site plans to ensure the inclusion of bicycle and pedestrian infrastructure, examining municipal codes to ensure alignment with active transportation priorities, and addressing public comments and concerns regarding the city's current bicycle and pedestrian infrastructure. A member of the SIMPCO staff currently serves on the advisory committee.


simpco
Sergeant Bluff, Iowa
Safe Routes to School 2024-2025
Primary School
Elementary School
Middle School
High School
Safe Routes to School
City Boundary
Sidewalk/Trail
Crosswalk Beacon
Stop Light
0
0.3
Miles

Trail Network Development

Map 3.2 overlays trail access points and existing/future trails with population density to demonstrate the MPO trail network's accessibility to different jurisdictions and neighborhoods. Map 3.3 overlays existing and proposed additions to the network with population density. This map also demonstrates relative accessibility and connectivity across the metro area. To further enhance connectivity and convenience of the trail system, the cities of South Sioux City and Sioux City have been exploring options to link the two communities and states via a pedestrian bridge over the Missouri River.

Proposed and Completed Trail Projects Since LRTP 2045			
Sponsor	**Project Title**	**Project Description**	**Status**
Dakota Dunes	Sioux Point Trail	Trail along Sioux Point Rd from Shay to Dakota Dunes Blvd	In progress
North Sioux City	Sioux Point Trail	Trail along Sioux Point Rd from River Dr. to Shay Rd	In progress
Sergeant Bluff	Loess Hills Connector Trail	From First Street and Baker Drive north through Baker Park east to Old Lakeport Road and north to Ridge Road	Completed
Sioux City	Dakota Dunes Ped Bridge	Pedestrian Bridge that will expand the Big Sioux River from Riverside Park to Dakota Dunes.	In progress
Sioux City	Pedestrian Bridge	Signature pedestrian bridge that will expand across the Missouri River from Chris Larsen Park to Scenic Park	Proposed
Sioux City	Loess Hills Connector Trail	City of Sioux City Portion	Completed
Sioux City	PlyWood Trail	City of Sioux City Portion	In progress
Sioux City	Floyd Blvd Connector	4th St to Riverfront Trail	In progress
Sioux City	Christy Road Connector Trail	Trail - Christy Road to Glenn Ellen Rd 2 miles	Proposed
South Sioux City	Covington School Connector Trail	New trail from existing trail system at Covington School going west on W 21st St, then south at 3rd Ave then west on W 25th St to Hwy 77	Programmed

Table 3.1. Proposed and completed trail projects since the previous SIMPCO MPO Long Range Transportation Plan for 2045.

Featured Projects

In 2022, the region was awarded a substantial grant from Destination Iowa, a tourism enhancement and economic growth initiative from Iowa Economic Development Authority (IEDA), for development of the Sioux City Metropolitan trail system. Sioux City, Le Mars, and Sergeant Bluff partnered on the grant application. This award has been utilized to spur development of five important active transportation projects that together will greatly improve the connectedness of the trail system for the entire metropolitan area. Details about each of these projects are below.

Big Sioux River Pedestrian Bridge - This project will connect the City of Sioux City to Dakota Dunes, South Dakota with a trail width bridge over the Big Sioux River. This connection will expand access to miles of trail for Dakota Dunes and Sioux City residents alike.

Floyd River Trail Connector – This trail will connect Sioux City's Riverfront Trail to the Floyd River Trail, providing a continuous trail route for cyclists and walkers south of downtown Sioux City.

Loess Hills Scenic Trail - This recently constructed trail provides a connection between Sergeant Bluff and Sioux City along Old Lakeport Road. This connection plugs Sergeant Bluff's trail system into the larger metropolitan trail network.

Cone Mountain Bike Park – This unique facility includes a pump track, jump lines, technical trails, beginner trails, and a tot track for young children. The facility connects Sioux City's Sertoma Park Trail loop and the Singing Hills Trail connection.

Plywood Trail - The cities of Merrill, Hinton, Le Mars, and Sioux City are collaborating to construct a new regional trail connecting the four cities. The first phase has been completed, connecting Le Mars and Merrill. Phase two will connect Merrill and Hinton, and Phase three will connect Hinton to Sioux City.

In addition to the projects funded by the 2022 IEDA grant, other significant trail projects that have been recently completed or underway are included below. Each jurisdiction in the metropolitan area works individually and cooperatively to increase the connectedness of the trail system.

Sioux Point Trail – North Sioux City and Dakota Dunes will soon have a continuous trail along Sioux Point Road connecting each jurisdiction's trail system, opening residents to additional miles of recreational trails.

Covington School Connection – In South Sioux City, a new trail will soon connect the existing trail at Covington Elementary School to the trail along Highway 77 to the west. This will create additional east-west connectivity across the city and increase the number of destinations reachable via the trail system.

Trail Users

Population Ages 18 and Under

An active transportation plan for individuals under 18 should prioritize providing safe, accessible, and engaging options for young people to walk, bike, or use public transit. The creation of safe, well-lit pedestrian and bike paths, separated from traffic to protect young travelers from potential hazards, is a crucial design consideration. Crosswalks, pedestrian signals, and traffic calming measures around schools and recreational areas are vital for minimizing risks to children and teens. In addition, encouraging walking and biking as healthy transportation options can inspire young people to be more active and involved in their communities. Designating spaces for bike racks at schools, parks, and shopping areas, along with incorporating bike-share programs, can make cycling a more convenient option. Finally, community-based programs that teach road safety and traffic rules can help young people use active transportation safely and confidently, promoting independence and encouraging healthier lifestyles from a young age.

Demographic Factors	Sioux City	Sgt. Bluff	South Sioux City	North Sioux City	Dakota Dunes	Dakota City	State of Iowa
Population 2023	85,784	5,090	14,043	3,018	4,129	2,980	3,207,004
65 & Older	15%	12%	11.9%	18.9%	18.2%	9.3%	18.5%
Under 18	25.3%	30%	30.5%	27%	25.6%	30.4%	22.6%
Percent of Seniors (65+) w/ Disability	12%	12.6%	14%	6.7%	15%	21.3%	12.8%
Unemployed 16+	2.7%	3.8%	4.1%	5.7%	3.9%	6.2%	2.80%
Persons in poverty	14.6%	5.3%	10.9%	13.5%	4.8%	8.7%	11.30%

Source: Age and Population data: 2020 Decennial Census, U.S. Census Bureau;
Disability, Unemployment and Poverty data: American Community Survey, 2023 5-year Estimates, U.S. Census Bureau

Population 18-64

For residents aged 18 to 64, an active transportation plan should emphasize offering convenient, safe, and efficient options that cater to various lifestyles, from commuting to work or school to reaching recreational areas. The plan should prioritize the development of well-maintained sidewalks, bike lanes, and public transportation routes that link important destinations, such as employment hubs, shopping centers, and educational institutions. Traffic calming measures, including reduced speed limits and safer crossings, are crucial for protecting pedestrians and cyclists, especially in busy urban areas. Public transportation should be affordable and accessible, providing frequent, reliable services that meet the needs of working adults who depend on transit for their daily commutes, as will be discussed in Chapter 4. For those who prefer cycling or

walking, infrastructure such as secure bike racks, bike-share programs, and wide pedestrian paths can make these active transportation options more attractive and practical. Additionally, offering flexible work schedules or introducing active commuting incentives—such as discounts on transit passes or bike equipment—can motivate more adults to opt for walking or cycling instead of driving, helping reduce traffic congestion and promote healthier lifestyles. By developing a transportation system that is both efficient and accessible, we can make active transportation a practical and appealing option for adults in this age group.

Population 65 Years or Older

An effective active transportation plan for residents aged 65 and older should prioritize safety, accessibility, and convenience to help them maintain mobility and independence. Key to achieving these goals is the development of well-maintained, smooth sidewalks with ample curb cuts and ramps, which reduce tripping hazards and ensure easy navigation for those using mobility aids. Reduced traffic speeds and pedestrian-friendly crossings with extended signal times will provide seniors with the necessary time to cross streets safely. Active transportation infrastructure should feature rest areas and benches along walking routes, allowing seniors to take breaks on longer journeys. Beyond infrastructure, promoting walking and cycling as low-impact forms of exercise can improve physical health and well-being, while community engagement programs can foster social connections, reducing isolation. By designing transportation systems that consider the unique needs of seniors, we can support older adults in staying healthy, active, and engaged with their communities.

Poverty

For many residents living in poverty, active transportation—such as walking, cycling, or using public transit—offers an affordable alternative to car ownership, which is often financially inaccessible. However, it's important to acknowledge the challenges these individuals face, such as poorly maintained sidewalks, hazardous road conditions, and insufficient transit options. By focusing on the development of safe, accessible infrastructure—such as well-lit streets, protected bike lanes, and affordable public transportation—we can make active transportation a viable and empowering option for all. Besides lowering transportation costs, these options can enhance residents' physical and mental health by providing free and accessible opportunities for exercise. Ensuring that all residents, regardless of their income, can safely and easily walk, bike, or use public transit is essential to creating healthier communities. The Sioux City MPO has made notable progress in improving the existing trail network, while also establishing new connections and planning expansions to the growing system of trails across the community. The MPO aims to ensure that all residents have access to trails within a reasonable walking distance.

The following maps demonstrate proximity to trail access points for these various trail user groups.

Recommendations

Short-term Recommendations (0 -5 years)

- Expand the network of bike lanes, multi-use paths, and sidewalks by a specific percentage or mileage.
- Improve the connectivity of existing bike, pedestrian, and transit networks.
- Reduce the number of accidents involving pedestrians and cyclists.
- Encourage greater use of walking and cycling as a mode of transportation.
- Enact and implement policies that promote active transportation.
- Increase public awareness and education about the benefits of active transportation.
- Support multimodal transportation that integrates active transportation with transit services.
- Ensure that active transportation infrastructure is accessible to underserved or vulnerable populations.
- Increase the proportion of daily commuters using active transportation options (walking, cycling, etc.).

Long-term Recommendations (6-25 years)

- Create an extensive, interconnected network of bike lanes, multi-use trails, and sidewalks throughout the region, ensuring no major destinations are more than a few miles apart by active transportation.
- Increase the share of trips made by walking and biking, aiming for a substantial reduction in car dependency.
- Achieve seamless integration between active transportation and public transit systems to create a multi-modal transportation network.
- Ensure that all individuals living in the SIMPCO MPO planning area have access to safe and high-quality active transportation infrastructure.
- Eliminate traffic fatalities and significantly reduce injuries among pedestrians and cyclists.
- Ensure that active transportation considerations are fully integrated into land-use planning, zoning, and development practices.

CHAPTER 4: TRANSIT

This chapter provides a summary and assessment of the two public transit systems operating within the SIMPCO MPO – Sioux City Transit System (SCTS), including its complementary Paratransit service, and Siouxland Regional Transit System (SRTS). The focus of this Chapter is centered on SCTS services as the designated provider for the MPO. Context provided gives perspective from the agency's history, while focusing on current state of operations, and future planned implementations. An overview of SRTS is included as an auxiliary provider and in its role as contracted dispatch and management entity for SCTS Paratransit, its service areas within the MPO that are not served by SCTS – including but not limited to Dakota County, NE (except South Sioux City) and Dakota Dunes, SD. It is important to note that SRTS operation within the MPO boundaries are specific to transportation with points of origin or destination outside of the SCTS service area. Included in the assessment are census data, statistics, performance measures, National Transit Database (NTD) annual reports, and operational analyses.

Performance Measures	
Performance Measure	**Target Trend**
Revenue	increase
Ridership	increase
Average Age of Fleet	decrease
Accidents (bus-person, bus-vehicle., bus-traffic signs, bus-shelter)	decrease
Route time length	decrease
Population access within ¼-mile walking distance to transit route	increase
Employer access within ¼-mile walking distance to transit route	increase

Table 4.1. Performance Measures

Performance Measures

The current provision of public transit is an integral component of transportation planning in the SIMPCO MPO area. As such, certain standards of tracking activity, expenses, services, and outcomes are recorded, assessed, and reported for use as performance measures. Transit's long term plans reflect the continuation of city transit system's in the most cost-efficient manner as well as maintain safety and security and provide a transit system that is attractive and efficient for all citizens. To measure progress related to overall public transit improvements in the SIMPCO MPO planning area, performance measures and preferred trends have been identified and are shown in Table 4.1. Table 4.2 provides a Safety Performance Target overview and Table 4.3 summarizes National Transit Database report on Maintenance Performance.

Safety Performance Targets					
Performance Measure	Fixed Route	Paratransit	Performance Measure	Fixed Route	Paratransit
VRM	601,974	184,906	Transit Worker Fatality Rate	0%	0%
Major Events	2	1	Injuries	1	1
Major Event Rate	0.00%	0.00%	Injury Rate	0.00%	0.00%
Collision Rate	0.00%	0.00%	Transit Worker Injury Rate	0%	0%
Pedestrian Collision Rate	0%	0	Assaults on Transit Workers	0	0
Vehicular Collision Rate	0%	0	Rate of Assault on Transit Workers	0%	0%
Fatalities	0	0			
Fatality Rate	0%	0%	System Reliability	10	2

Table 4.2. Performance targets based on safety measures established under the National Public Transportation Safety Plan

Maintenance Performance (R-20) Revenue Vehicle Mechanical System Failures			
Mode/Service	Major Failures	Other Failures	Total Failures
DR PT	1	1	**2**
MB DO	9	5	**14**

Table 4.3. NTD Reports. NTD ID:70012. Reporter Name: City of Sioux City. Report Name: 2024 (Revision 3).

Sioux City Transit System

Public transit via Fixed Route in the Metro area is provided through SCTS and includes complementary Paratransit service. The City of Sioux City established SCTS in 1969 through the purchase of failed Sioux City Lines, Inc. Overseen by the Assistant City Administrator, SCTS is managed as a stand-alone department under City operations and has services reaching into each branch of the tri-state area. Recommendations as initiated through the Assistant City Manager and the Transit Advisory Board are approved through City Council. Transit staffing includes Transit Operations Supervisor, Driver Supervisor, Maintenance Supervisor, Administrative Assistant, Clerk, bus drivers, dispatch and seasonal personnel in 44 full- and part-time positions. There is an ongoing effort to increase the number of available drivers, both full- and part-time.

Fixed Route service includes 11 scheduled routes encompassing Sioux City, Sergeant Bluff, South Sioux City, and North Sioux City. Paratransit is a complementary door-to-door service for passengers certified through an application process

Sioux City Transit System Population Served			
Area	Persons Served	Total Population	Percent
MPO Planning Area	99,415	122,734	81.0%
Serviced Communities	95,369	107,884	88.4%

Table 4.4. SCTS population served.

that establishes an individual's need for accommodation in public transport. A self-assessment as well as medical recommendation is required in the certification process. Served population is determined using a GIS overlay of population (see Map 4.1 – *Population Density*). Additional mapped depictions of school tripper routes (go to *Passio GO!* for interactive link) and notable employment centers/employers employee bases (see Map 4.2) are provided for reference. Population within the highlighted zones in the ¼ mile designated walk zone buffer demonstrate adequate access to fixed route coverage within much of the MPO planning area. Areas included in the MPO planning areas that are outside of SCTS service area are covered by SRTS.

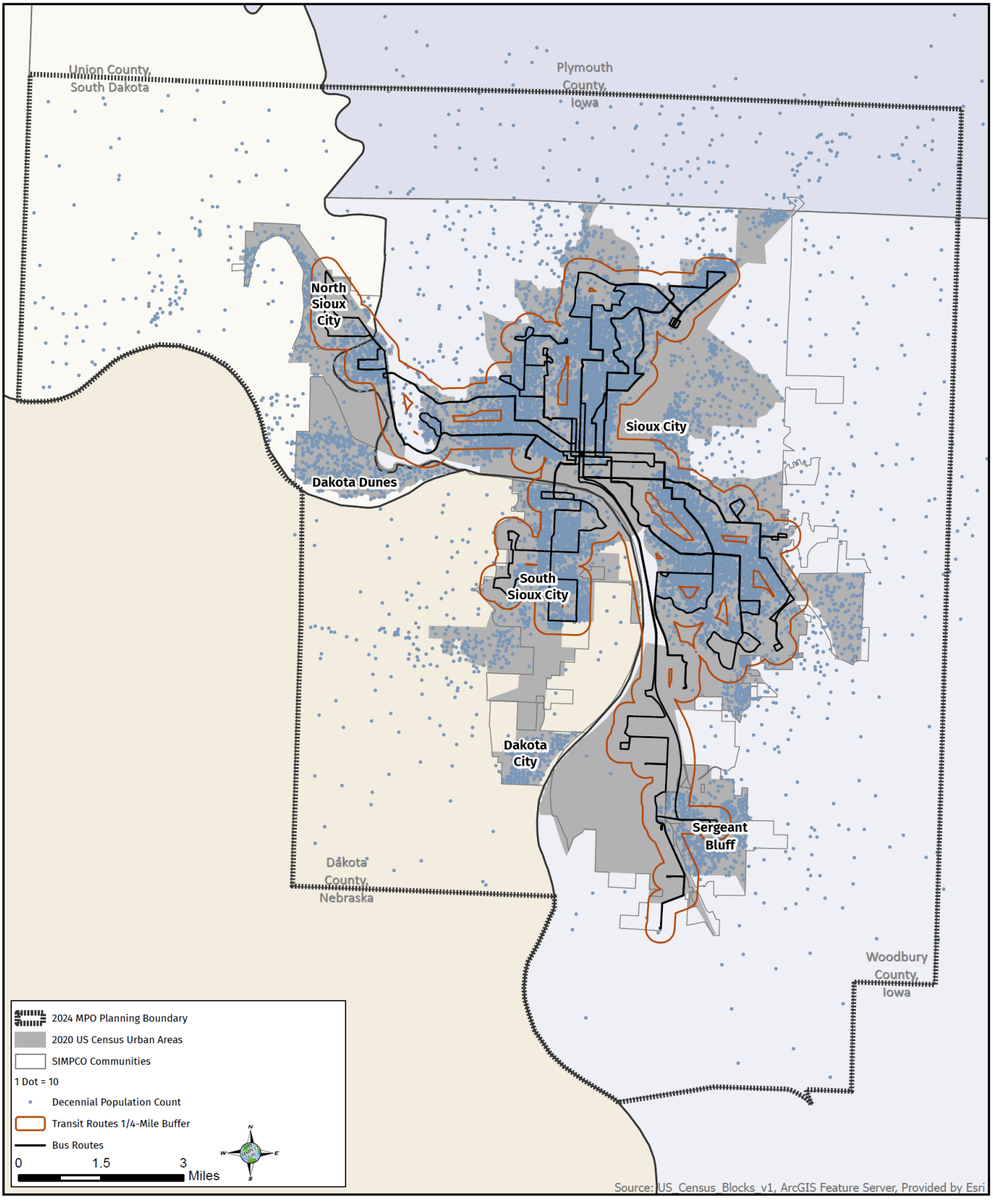
Transit facilities include the following:

- **Martin Luther King, Jr. Ground Transportation Center** (MLK, Jr. Center), 505 Nebraska Street. Conveniently located in central downtown Sioux City, the MLK Jr Center hosts the bus transfer station, dispatch/ticket counter, driver break area, Jefferson Lines, adjacent administrative offices and leased commercial office space, and parking ramp with Sky Walk access.
- **Transit Maintenance and Storage Facility**, also known as the Bus Barn, is located at 4th and Fairmount Streets. The Bus Barn serves as beginning-of-day point of origin and end-of-day route terminus for all routes.

Map 4.1

SIMPCO MPO

2020 Population Density Map (showing SCTS Fixed Routes & 1/4-Mile Walking Buffer)



SCTS is seeking funding to upgrade the maintenance garage and storage facility as the current one is insufficiently equipped for the system's increased capacity of vehicles, nor that of alternatively fueled vehicles. While keeping the fleet in serviceable condition, ongoing maintenance costs are exceeding the value of the existing structure. The Bus Barn is designed to facilitate work on older style buses. Mechanics and styles of vehicles currently available to Iowa transit systems brings validation to pursuit of a better equipped facility.

Existing Conditions

Routes

SCTS serves the Sioux City Metro Area including Sioux City and Sergeant Bluff in Iowa, North Sioux City in South Dakota, and South Sioux City in Nebraska. Services are funded through a combination of state allocations of federal funds and local contributions, and contracted services (i.e school tripper routes, waiver rides). Paratransit service extends to ¾ miles of the fixed route. It is a demand-response service where passengers schedule rides at least 24 hours in advance. SCTS hours of operation are 6:00 AM – 6:00 PM on all routes, Monday through Friday. Saturday service is 7:00 AM – 6:00 PM on all routes with the exception of service to South Sioux City. There is currently no transit service on Sunday. Except for the first route of the day which originates at the Bus Barn (maintenance garage and storage facility) at Fairmount and 4th Streets, buses depart the MLK Jr Center at half past the hour. Route loops are an average of 50 minutes, allowing a brief period for passengers to transfer between buses and a restroom break for drivers. Buses are enabled with electronic signage that indicates a given route ID and name on the front, boarding side, and rear. An online map is available through *Passio GO!*, transit's in-time bus trip planner found online and by link[1] from the SCTS homepage. The app allows passengers to follow a bus's path in real time to better estimate arrival at their stop. (see Figure 4.1 – screenshot: *SCTS Interactive Route Map*).

Photo: MLK, Jr. Ground Transportation Center. Courtesy: SCTS, 2025.

[1] *https://siouxcity.passiogo.com/?boldRoutes=1* via *https://www.sioux-city.org/government/departments-q-to-z/transit/all-route-schedules*

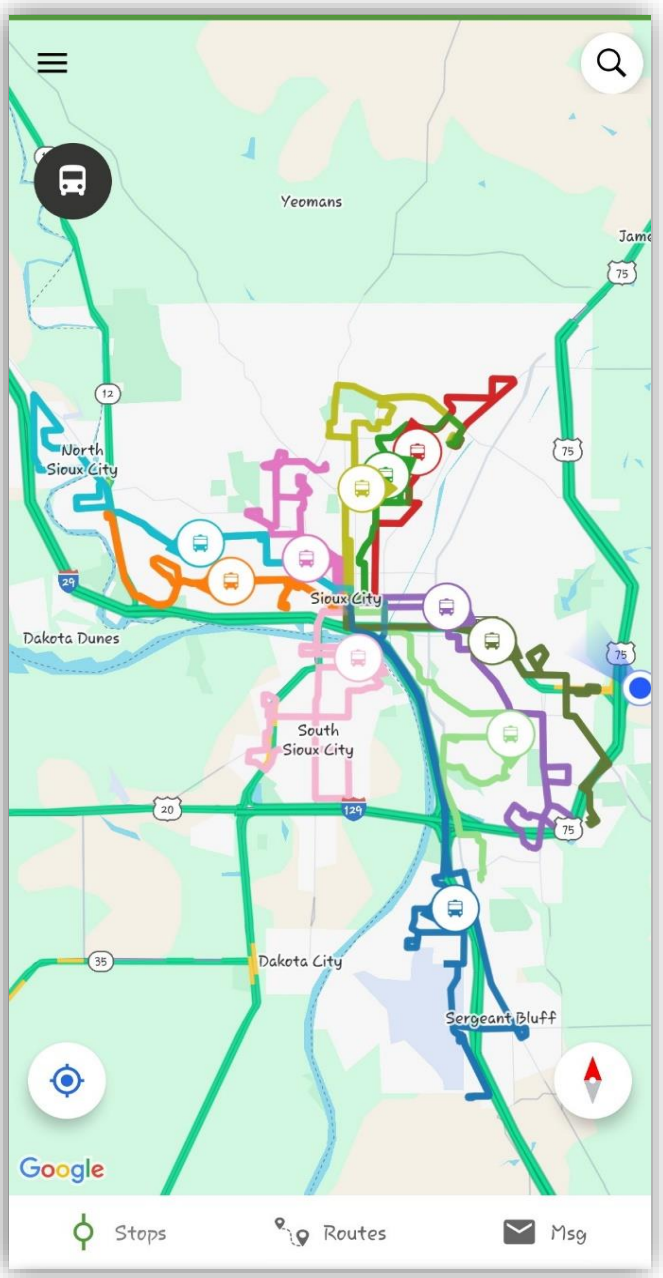


Figure 4.1. SCTS Route Image. Snapshot of in-time activity, Passio Go!

SCTS holds a contract with Sioux City Community School District (SCCSD) for transportation of students, specifically middle and high school. To accommodate the designated service points and relative increased passenger volume at the beginning and ending of school days, SCTS has incorporated School Tripper Routes. The routes remain publicly available but branch off established routes to pick up/drop off students at school buildings for two-hour blocks at the beginning and ending of scheduled school days. Route variations on details in the online route brochures. The system has seven such tripper routes with dedicated buses. Varying by school year and district agreements, current-year tripper routes can be found online at www.sioux-city.org/government/departments-q-to-z/transit/all-route-schedules. In addition to the tripper routes, most regular scheduled routes have changes in stop points during the same two-hour blocks. This removes some of the higher volume stops during the school day peak periods, allowing the drivers to better sustain their timed schedule.

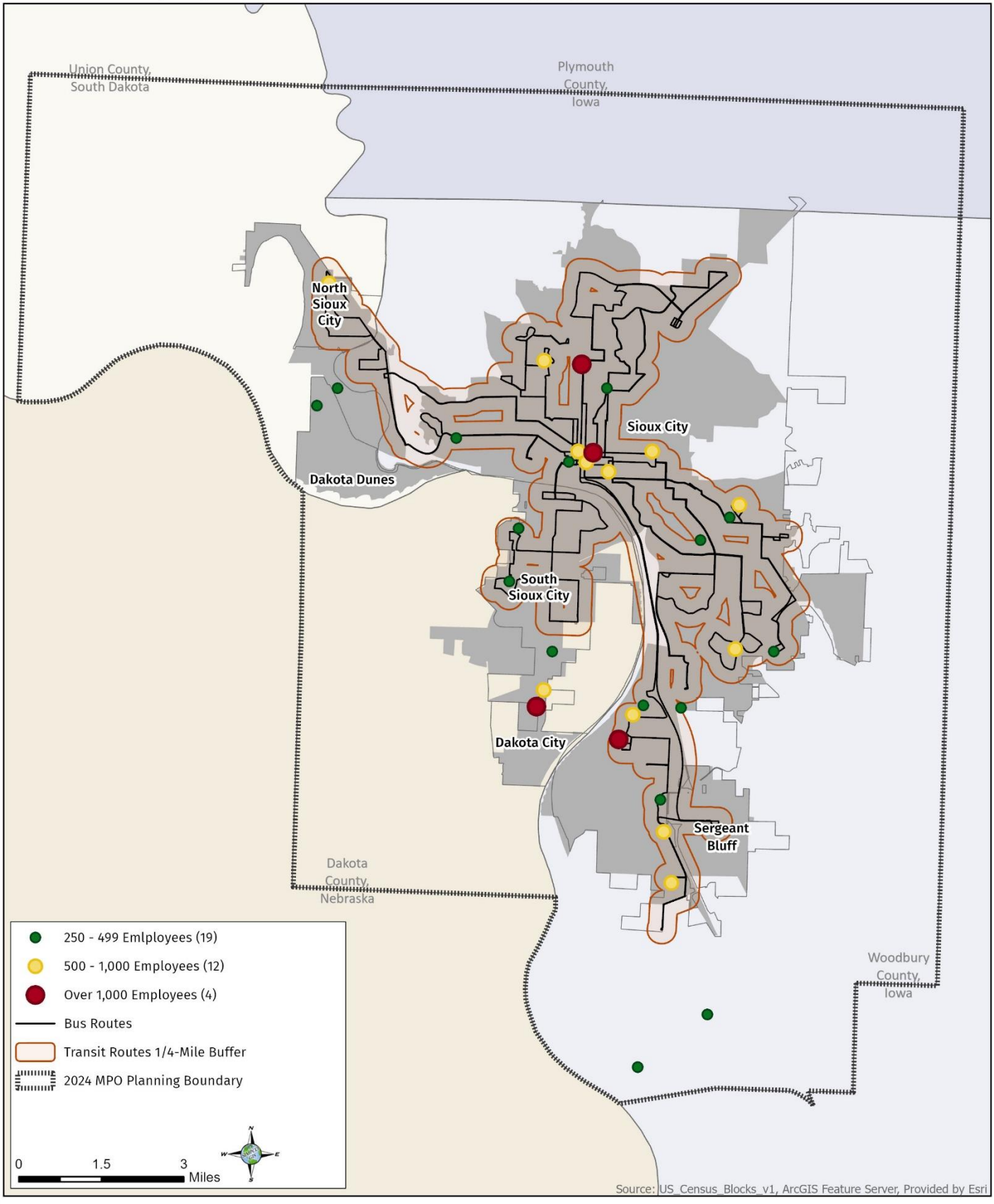
Fiscal years 2023 and 2024 were notable for Transit system route updates. Transit initiated a Mobility Study (2021) to assess existing transit services. After considerable review and planning, route changes were implemented gradually with some areas experiencing drastic changes improving route flow, accessibility at bus stops, and consistency. A new route was added allowing flex capacity service to employers in the South Bridge industrial area and the Sioux City Gateway Airport. SCTS is currently running 11 bus routes on a hub and spoke system, with the MLK, Jr. Ground Transportation Center serving as the hub and sole transfer point. There are currently 625 bus stops on the fixed route, with accessible bus shelters in 41 locations. Consideration of high traffic stops and ease of access by passengers respective to origin/destination was Included in these recent route changes.

Conversations with key large employers continue in an effort to better serve those employee bases not directly aligned to existing fixed route points of service (see Map 4.2 – Employers & Employment Centers).

Map 4.2

SIMPCO MPO

Places of Employment with 250 or More Employees



Fares

Base fares for ridership have not changed since July 2010. However, the option of a Day Pass has been added, along with a renewed promotion of reduced fare options for seniors (age 62 or older), students (aged 5 years through college), persons with disabilities, and veterans with service-related disabilities (see Table 4.4).

SCTS Fares		
Regular Fare		
Single Ride	$	1.80
Adult Monthly Pass	$	50.00
Adult Day Pass	$	5.00
Prepaid Ride Tokens		
Single Ride	$	1.80
Pack of 20	$	31.00
Discounted Fares *		
Senior Citizen/Disability		
Single Ride	$	0.90
Day Pass	$	2.00
Monthly	$	42.00
Veterans w/ service-connected disability		Free
Student		
Single Ride	$	1.55
Day Pass	$	4.00
Children under 5 when accompanied by adult		Free
Transfer		Free
** SCTS-issued ID required*		

Table 4.4- SCTS Fares (January, 2025)

At the writing of this chapter, on board payment remains as cash fare, pass, or pre-purchased tickets. Passes and tickets can be obtained through the ticket counter at the MLK Jr., Center during regular business hours. A mobile pay option is planned to launch June 2025, allowing payment through a transit card or mobile app. Some fare changes may be implemented when the mobile pay program is implemented as a means to incentivize use of the new system.

Paratransit

Federal ADA compliance requires transit agencies with fixed route services to provide complementary Paratransit services. Paratransit service extends to a ¾ mile zone of each of SCTS fixed routes and operates during the same business hours. This includes no Saturday service to South Sioux City, per service agreement between SCTS and the City of South Sioux City. Rather than being picked up at a fixed route bus stop, Paratransit passengers are provided curb-to-curb or door-to-door rides at their points of origin and destination. Eligible Paratransit passengers have completed an approval process through an application including a recommendation from a medical provider and have been issued a Paratransit number by SCTS. Ride structure is demand-response, requiring 24-hour advance scheduling through dispatch.

The City of Sioux City has contracted SRTS to oversee Paratransit operations, staffing, and dispatch. This collaboration reduces redundancy in adjacent systems. SRTS hosts dedicated dispatch and vehicles for each SRTS and Paratransit, however the overhead expenses such as equipment, scheduling software, and phone lines are shared.

Federal law governs fares for Paratransit service to be no greater than twice the cost of standard fare, with $3.60 per stop as current Paratransit fare.

Fleet

SCTS vehicle inventory (January 2025) includes 26 active light- and heavy-duty buses ranging from 30' – 40' (most with low floor accessibility), 7 inactive buses, and 19 Paratransit vans. The incorporation of electric vehicles originally slated for fall 2025 has been deferred pending reassessment of viable infrastructure implementation and dedicated funding availability at the State and Federal levels. Bus replacements are on a statewide schedule of annual capital grant funding subject to allocations and availability of local match. Replacement formulas and determination of need consider age of vehicle, overall vehicle miles, and ridership as ranking criteria for all Iowa transit vehicles. The city's progressive planning process ensures immediate availability of match funds should another agency forgo their funding opportunity at any given time. At nearly half of the City's active fleet, 12 vehicles are greater than or equal to the federal replacement threshold of 12 years/500,000 miles. As part of the structure of transit vehicle fleet maintenance, there remains a contingency of inactive vehicles which may operate on a limited basis in the event of scheduled and unscheduled removals from service from the primary fleet.

Scheduled replacements through 2028, taking into account prior year outstanding replacements, include 24 buses – gasoline, diesel, and electric. Unprogrammed replacements include 20 additional buses.

Fixed Route Buses										
ID #		MFG Year	Model	Acquired Status	Capacity			Miles thru 6/30/24	FTA Replacement Threshold	Access Feature
					Seats	Stand	WC Zones			
1	1330	2006	35' HD Low Floor	New	32	20	2	704,218	12 Yrs / 500,000 Miles	Ramp
2	1331	2007	35' HD Low Floor	New	32	20	2	587,759	12 Yrs / 500,000 Miles	Ramp
3	1332	2009	35' HD Low Floor	New	32	20	2	512,841	12 Yrs / 500,000 Miles	Ramp
4	1338	2009	35' HD Low Floor	New	32	20	2	498,563	12 Yrs / 500,000 Miles	Ramp
5	1339	2010	35' HD Low Floor	New	32	20	2	420,752	12 Yrs / 500,000 Miles	Ramp
6	1340	2010	35' HD Low Floor	New	32	20	2	444,969	12 Yrs / 500,000 Miles	Ramp
7	1341	2012	40' HD Low Floor	New	43	20	2	344,459	12 Yrs / 500,000 Miles	Ramp
8	1354	2002	40' HD Low Floor	Used	39	20	2	479,891	replace 1336	Ramp
9	1359	2017	35' HD Low Floor	New	34	20	2	241,189	12 Yrs / 500,000 Miles	Ramp
10	1360	2017	35' HD Low Floor	New	34	20	2	208,373	12 Yrs / 500,000 Miles	Ramp
11	1361	2018	30' MD Enviro 200	New	19	10	2	87,758	10 Yrs / 350,000 Miles	Ramp
12	1363	2018	40' HD Low Floor	New	40	20	2	207,217	12 Yrs / 500,000 Miles	Ramp
13	1364	2018	40' HD Low Floor	New	40	20	2	205,043	12 Yrs / 500,000 Miles	Ramp
14	1365	2018	40' HD Low Floor	New	40	20	2	211,936	12 Yrs / 500,000 Miles	Ramp

15	1369	2019	HD 35' low floor	New	32	20	2	181,120	12 Yrs / 500,000 Miles	Ramp
16	1370	2019	HD 35' low floor	New	32	20	2	184,381	12 Yrs / 500,000 Miles	Ramp
17	1373	2020	30' MD Enviro 200	New	22	10	2	58,476	10 Yrs / 350,000 Miles	Ramp
18	1374	2021	35" HD Low Floor	New	34	20	2	104,827	12 Yrs/ 500.000 Miles	Ramp
19	1375	2021	35' HD Low Floor	New	34	20	2	123,962	12 Yrs / 500,000 Miles	Ramp
20	1376	2021	35' HD Low Floor	New	34	20	2	116,157	12 Yrs / 500,000 Miles	Ramp
21	1377	2021	40' HD Low Floor	New	43	20	2	136,237	12 Yrs / 500,000 Miles	Ramp
22	1378	2021	40' HD Low Floor	New	43	20	2	113,232	12 Yrs / 500,000 Miles	Ramp
23	1379	2021	30' HD Low Floor	New	23	20	2	82,799	12 Yrs / 500,000 Miles	Ramp
24	1380	2021	35' HD Low Floor	New	34	20	2	104,466	12 Yrs / 500,000 Miles	Ramp
25	1381	2021	35' HD Low Floor	New	34	20	2	120,194	12 Yrs / 500,000 Miles	Ramp
26	1382	2023	35' HD Low Floor	New	32	20	2	21,811	12 Yrs / 500,000 Miles	Ramp

Paratransit Vans

ID #		MFG Year	Model	Acquired Status	Capacity			Mileage thru 6/30/2024	FTA Replacement Threshold	Access Feature
					Seats	Stand	WC zones			
1	1347	2013	Ford/Glaval E-450	New	14	5	3	129,253	4 Yrs / 100,000 Miles	Lift 800lbs
2	1348	2013	Ford/Glaval E-450	New	14	5	3	159,353	4 Yrs / 100,000 Miles	Lift 800lbs
3	1349	2013	Ford/Glaval E-450	New	14	5	3	160,834	4 Yrs / 100,000 Miles	Lift 800lbs
4	1355	2017	Ford/Glaval E-450	New	14	5	3	134,973	4 Yrs / 100,000 Miles	Lift 800lbs
5	1356	2017	Ford/Glaval E-450	New	14	5	3	133,341	4 Yrs / 100,000 Miles	Lift 800lbs
6	1357	2017	Ford/Glaval E-450	New	14	5	3	111,686	4 Yrs / 100,000 Miles	Lift 800lbs
7	1358	2017	Ford/Glaval E-450	New	14	5	3	147,542	4 Yrs / 100,000 Miles	Lift 800lbs
8	1362	2018	Ford/Glaval E-450	New	14	5	3	140,883	5 Yrs / 100,000 Miles	Lift 800lbs
9	1366	2018	Ford/Glaval E-450	New	14	5	3	139,922	5 Yrs / 100,000 Miles	Lift 800lbs
10	1367	2018	Ford/Glaval E-450	New	14	5	3	113,971	5 Yrs / 100,000 Miles	Lift 800lbs
11	1368	2018	Ford/Glaval E-450	New	14	5	3	131,588	5 Yrs / 100,000 Miles	Lift 800lbs
12	1371	2019	AEROTECH - E-450	New	14	5	3	105,887	5 Yrs / 150,000 Miles	Lift 800lbs
13	1372	2019	AEROTECH - E-450	New	14	5	3	75,921	5 Yrs / 150,000 Miles	Lift 800lbs

Table 4.5. Sioux City Transit System Active Vehicle Roster.

Ridership

Ridership is generally gauged on farebox collections, contracted services, and ticket counter purchases of daily and monthly passes. Prior to implementation of mobile payment and related passenger tracking features, such counts are estimated, with roughly representative user totals. However, usage density – as in stop specifications and frequency of pass usage, has been untracked for sustained periods. Point in time counts provide a snapshot but may not accurately reflect actual use. Formulated annual passenger counts leading up to the implementation of the mobile fare system are consistently attained, offering no balance or accounting for extenuating circumstances such as extreme weather (or other natural disaster) or unprecedented events such as the COVID pandemic. Passenger counts in the years preceding the pandemic estimated a decline by as much as 25% over a 5-year period (2015-2019). Aside from a near global shutdown of all public spaces and entities, FAA's transit-specific restrictions during and following 2020 further reduced even the potential of viable passenger rides. Ridership levels are slowly moving upward toward their pre-COVID numbers.

SCTS Ridership 2011 - 2024						
FY	Fixed Route	Percent Change	Paratransit	Percent Change	Total	Percent Change
2011	1,034,887	-	41,929	-	1,076,816	-
2012	1,007,680	-2.70%	37,219	-12.65%	1,044,899	-3.05%
2013	937,427	-7.49%	25,681	-44.93%	963,108	-8.49%
2014	958,582	2.21%	17,720	-44.93%	976,302	1.35%
2015	976,376	1.82%	19,432	8.81%	995,808	1.96%
2016	915,538	-6.65%	17,127	-13.46%	932,665	-6.77%
2017	898,891	-1.85%	17,536	2.33%	916,427	-1.77%
2018	838,172	-7.24%	26,460	33.73%	864,632	-5.99%
2019	834,276	-0.47%	42,447	37.66%	876,723	1.38%
2020*	705,559	-18.24%	32,096	-32.25%	737,655	-18.85%
2021*	520,346	-35.59%	19,937	-60.99%	540,283	-36.53%
2022	587,085	11.37%	39,310	49.28%	626,395	13.75%
2023	644,143	8.86%	41,654	5.63%	685,797	8.66%
2024	653,477	1.43%	45,072	7.58%	698,549	1.83%
** denotes years affected by extreme restrictions due to COVID*						

Table 4.6 – SCTS ridership by fiscal year.

Revenues & Expenditures

Revenues and expenditures for operations include general administration & operations, vehicle, equipment, & facility maintenance, MLK Center & parking ramp, and Paratransit services.

Transit systems nationally received a boost in funding with the implementation of the Bipartisan Infrastructure Law in November 2021, increasing transit funding allocations (see above: *Revenue Source: Federal Operating Grant*). Table 4.7 gives an overview of the FY 2024 revenue summary for Sioux City Transit. Vehicle operation consistently represents the largest portion of the operating expense at more than 52%, followed by Paratransit at 22.18%.

SCTS Revenue and Expenditures Summary					
Revenue			**Expense**		
Source	**Amount**	**% of Budget**	**Department**	**Amount**	**% of Budget**
Total Fixed Route Income	$1,511,194	22.21%	Administration	$290,652	4.46%
Paratransit Revenues	$166,213	2.40%	Operation	$3,402,995	52.23%
IDOT Operating Subsidy	$533,299	7.80%	Maintenance	$1,021,147	15.67%
Transit Property Tax Levy	$2,285,298	33.58%	MLK Center	$355,319	5.45%
Federal Operating Grant	$2,220,627	32.60%	Paratransit	$1,244,500	22.18%
Total Operating Revenue	**$1,686,358**	**24.78%**	**Total Expenses**	**$6,515,495**	**100.00%**
Federal Capital Grant	$78,365	1.15%			
State Capital Grant	$0	0.00%			
Total Capital Revenue	**$78,365**	**1.15%**			

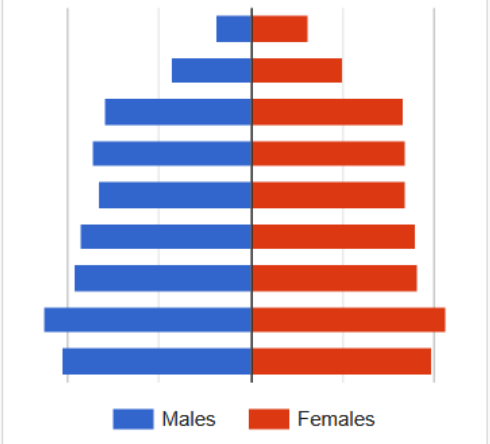
Table 4.7. – FY 2024 Revenue and Expenditures Summary

Access

Consideration of access to transit reflects due diligence in efforts to correct the historically adverse effects of social, economic, racial, cultural, age, and other discrimination, whether intentional or not. In terms of transit, this includes an assessment of access to transit routes and stops within areas or neighborhoods with notably higher concentrations of traditionally affected populations. Following are defined population distribution maps as shared in other chapters with an overlay of SCTS routes and SRTS coverage areas and related discussion.

Poverty Ratio

Map 4.4 shows the poverty ratio (households above to households below) for the MPO planning area. The poverty ratio dataset compares the number of households living above the poverty line to the number of households living below. Based on this dataset, Sioux City has a significant number of Census block groups with a low ratio (Less than 7:1) of households living above to households living below the poverty line. Nearly the entire network of SCTS's routes cover census block groups with a low ratio.



Age Distribution (C 2020)	
80+ years	5,126
70-79 years	9,497
60-69 years	16,410
50-59 years	17,093
40-49 years	16,887
30-39 years	18,328
20-29 years	18,792
10-19 years	21,995
0-9 years	20,206

Figure 4.2 – Population Distribution. Source: https://www.citypopulation.de/en/usa/metro/43580__sioux_city/

Population 65 Years or Older

Figure 4.2 shows the population distribution by age group. Map 4.5 depicts concentrations of residents 65 years of age and older in the metro area. Presence of assisted living facilities in these census blocks are likely contributing factors. When aligned with the route map, SCTS indicates adequate access to areas with over-age-65 concentrations in the MPO planning area.

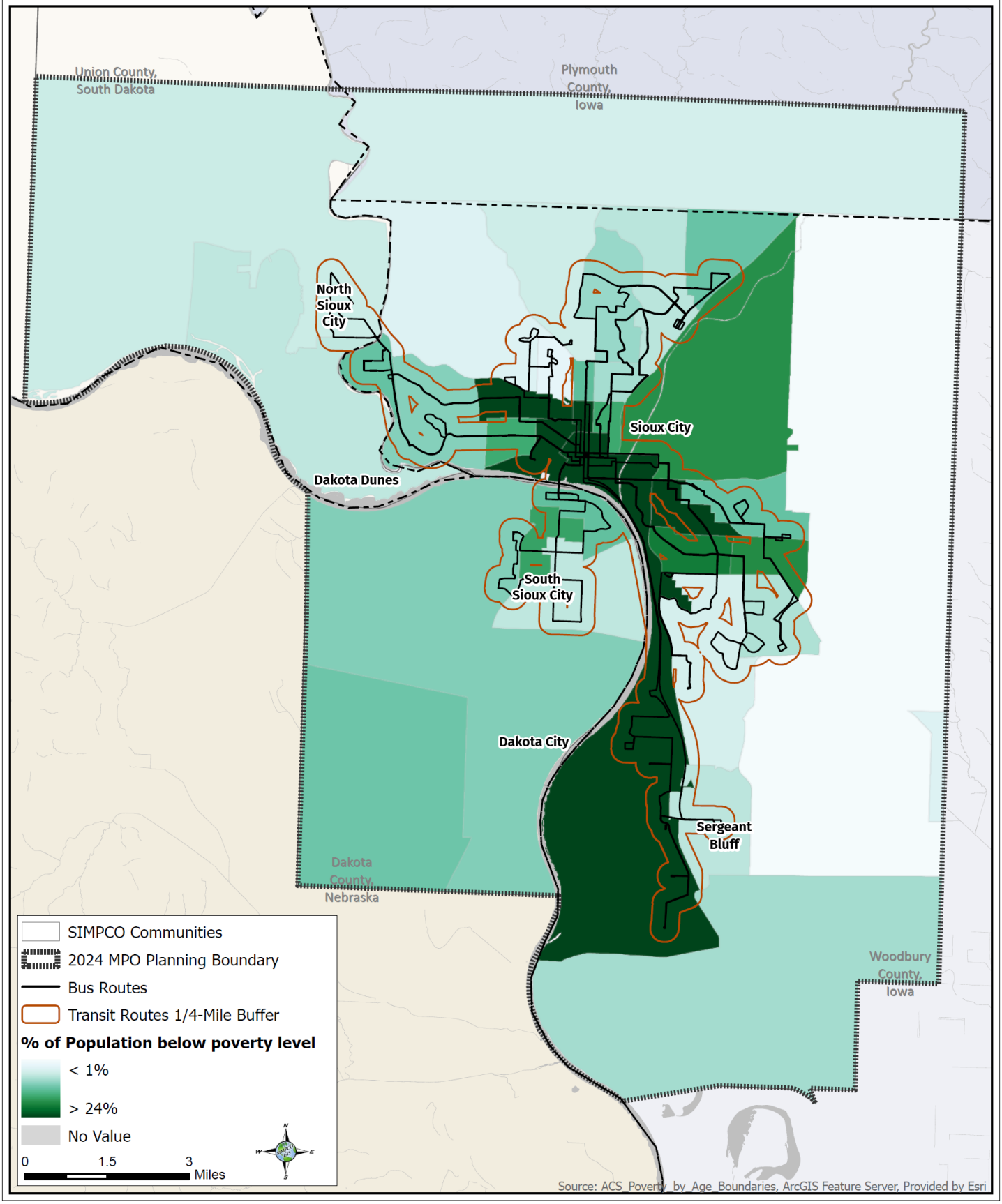
Population's Median Age

Figure 4.2 shows the population's median age distribution. Map 4.6 further depicts concentration of persons 18-65 years of age – defining affected population of national trends toward transit as a choice. For those opting for or considering public transit instead of a personal vehicle, SCTS's fixed route coverage is fairly accessible to the highest concentration centers of metro area populations.

Map 4.4

SIMPCO MPO

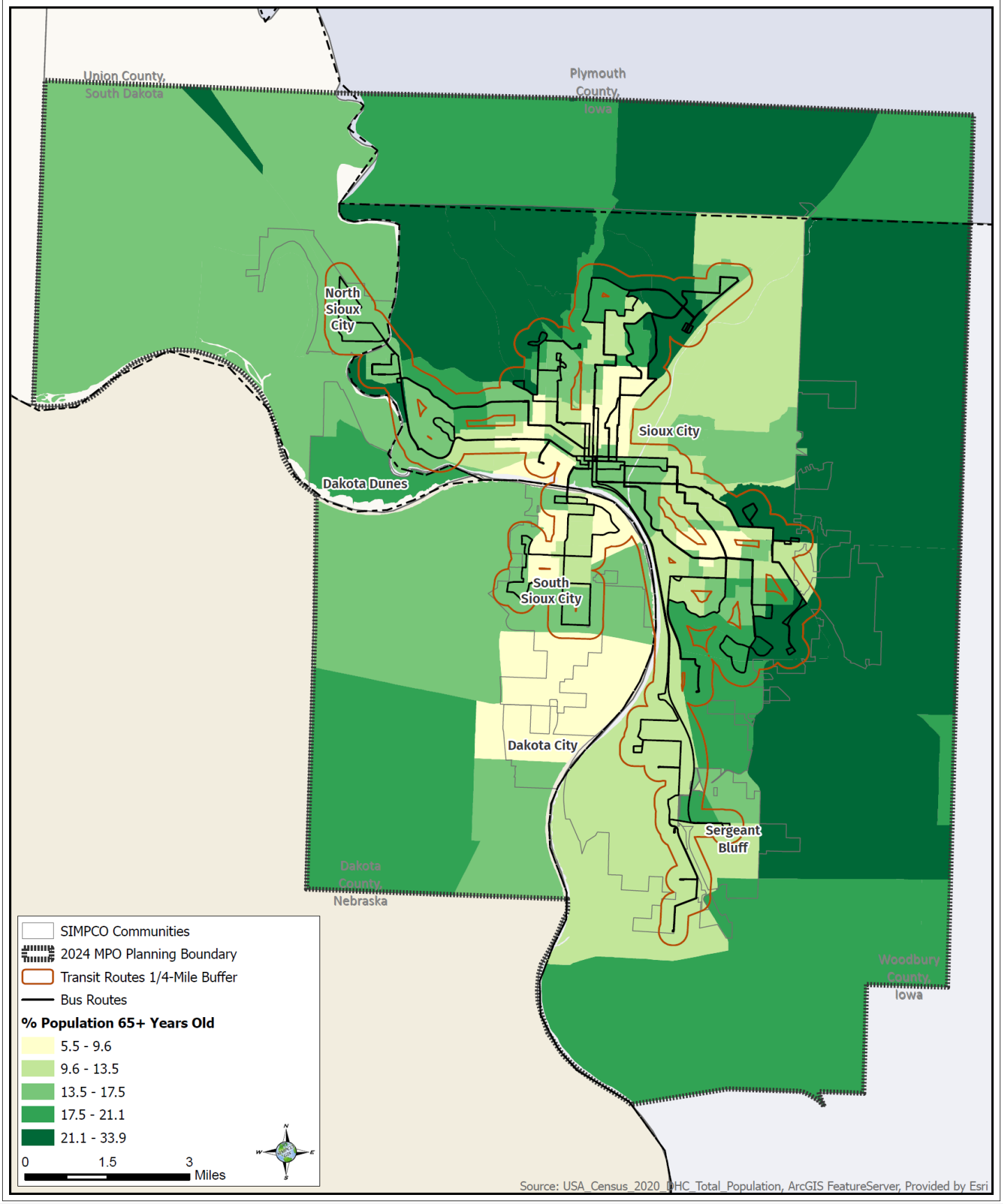
2020 Population Below Poverty Level (by percent, showing 1/4-Mile Access Buffer)



Map 4.5

SIMPCO MPO

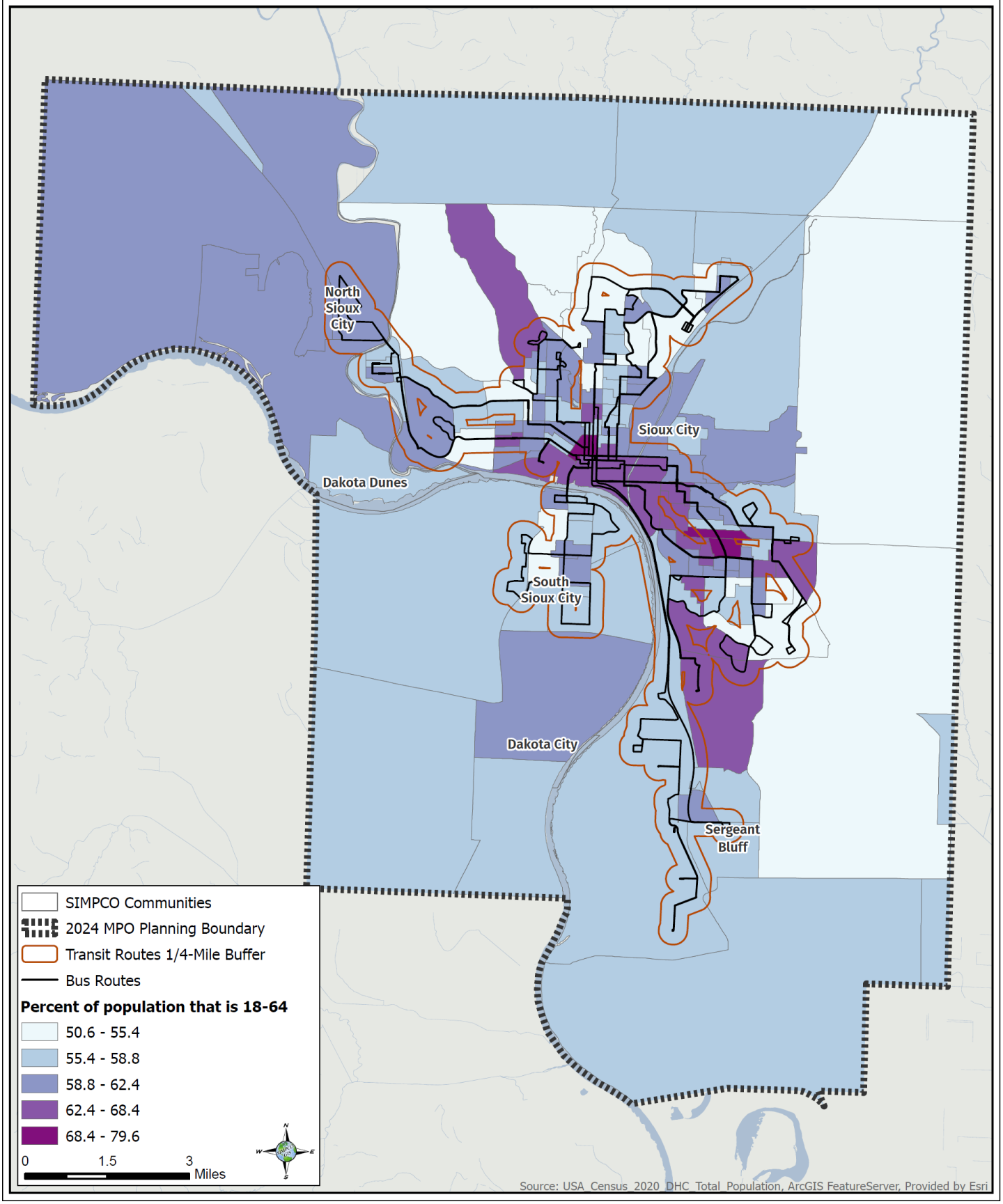
2020 Population Older Than 65 (showing 1/4-Mile Transit Access Buffer)



Map 4.6

SIMPCO MPO

2020 Percent of Population Aged 18-65 (showing Fixed Routes & 1/4-Mile Access Buffer)



Projected Ridership

Ridership projections are difficult to fully assess as historic trends may not allow consideration of all potential means of impact. For example, ridership in fluctuations reflected in 2020 and 2021 fiscal years bear the unprecedented effects of a global pandemic. Based solely on historical data including the extreme downturn in SCTS ridership in fiscal years 2020 and 2021 (as affected by COVID-19 restrictions in public spaces), a theoretical average decrease of about 4% could be estimated. However, ridership numbers in the last three years have generally increased. It is not possible to completely remove the impacts of the pandemic as current ridership may still demonstrate latent effects of public interactions including but not limited to increased presence of work from home opportunities, business closures, etc. Another aspect of ridership is extreme weather and natural phenomena such as wildfire-induced air polution. Air quality concerns reduce outdoor activities when such activity is optional.

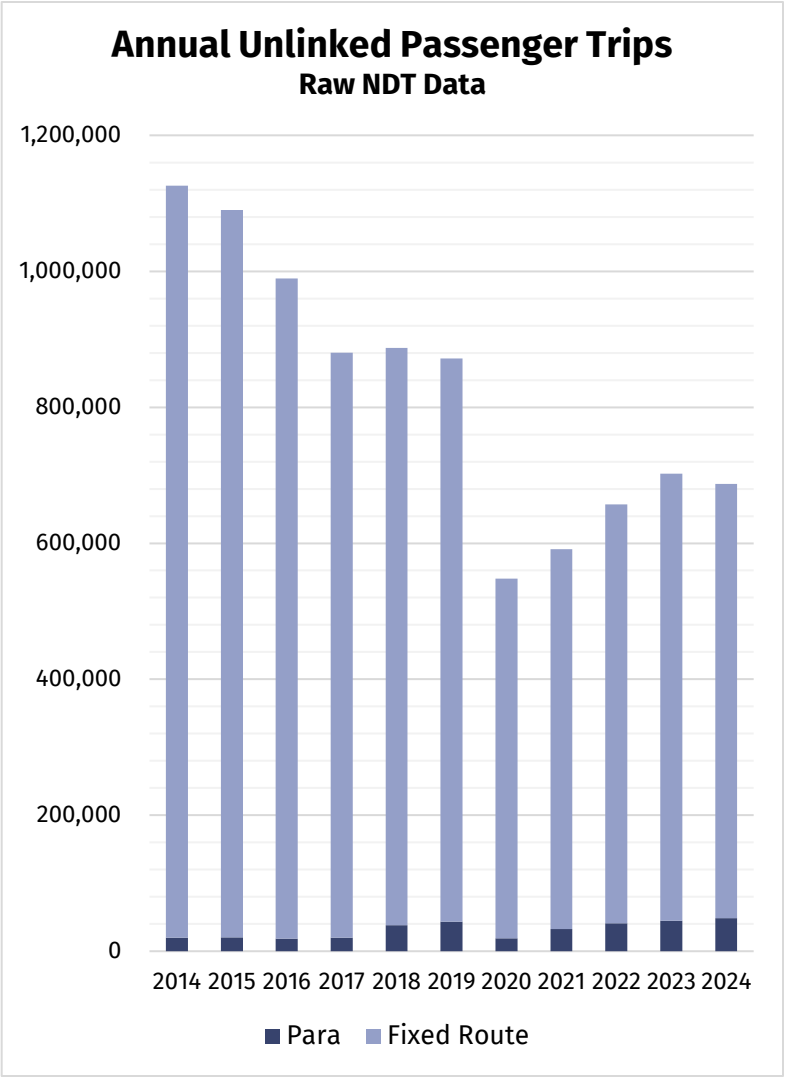


Figure 4.3 – Annual Unlinked Passenger Trips

It is a fair assumption that ridership may not decrease as projected when additional factors are considered. Demographic changes and concentrated population increases are reshaping the SIMPCO MPO. As smaller communities continue to grow, largely by way of migrant families (international and domestic transplants), new residents may carry expectations of transit use. Over the next 25 years, it can be expected that a new "normal" will be defined across all aspects of transportation planning. In the interim, available historical data is the primary source of projection estimates.

Using National Transit Database raw data for unlinked passenger trips, Figure 4.3 charts total passenger rides by calendar year, noting Paratransit and fixed route rides for a combined total.

Figure 4.4 depicts percent change from previous calendar year for Paratransit, Fixed Route, SCTS overall ridership, and the national rate of change for comparison. City transit trends overall follow the same pattern as seen on the national scale, though local changes are somewhat less drastic.

Viewed independently, Paratransit was most obviously affected by COVID-related impacts as may be expected due to passenger vulnerabilities. Figure 4.5 presents an extended look at Paratransit ridership with notable fluctuations within different time bands. An explanation is not documented within the source though a combination of contributing factors are likely including but not limited to legislative regulation of funding programs, cycles of extreme weather restricting road access and therefore transit availability, and operational changes.

Changes in contracted ride protocol for the 2026 fiscal year are likely to result in a significant increase in Paratransit ridership.

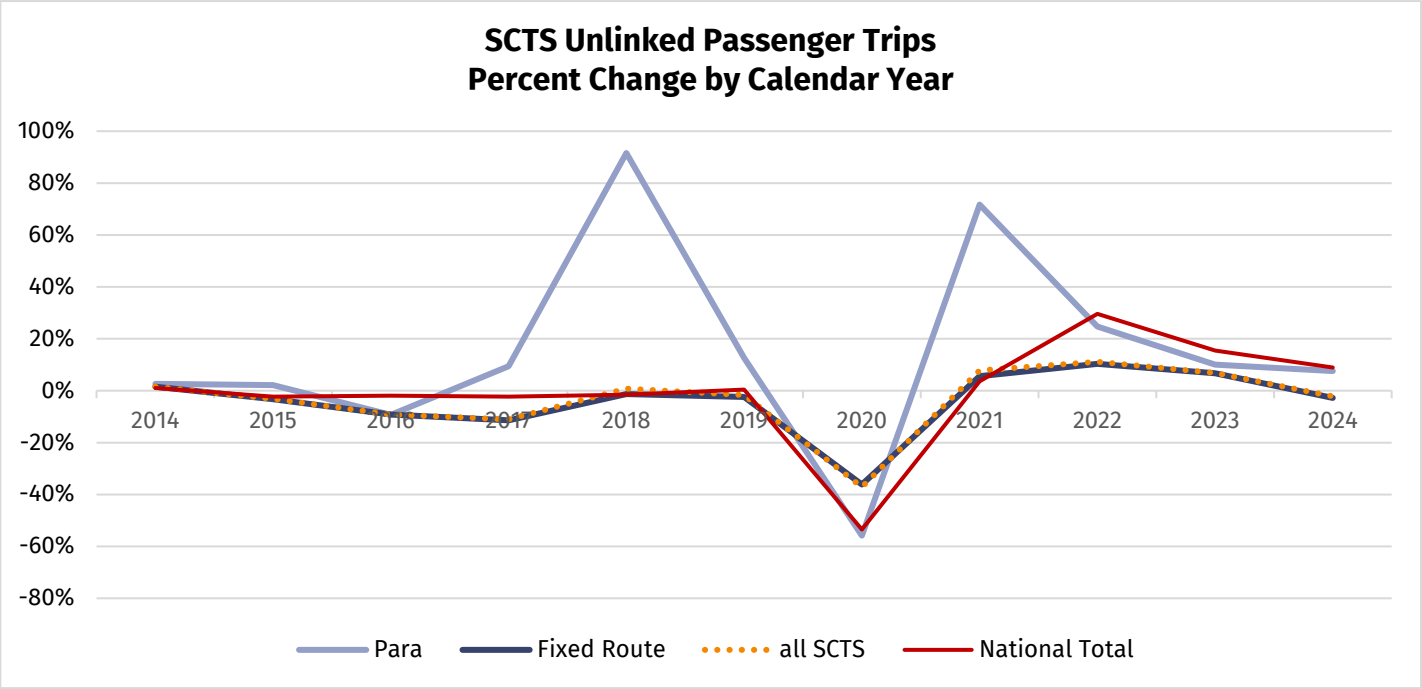


Figure 4.4. Percent Change by Year, UPT.

Programmed Projects

Unlike most transportation programming, transit funds are committed annually in TPMS instead of five years out. The Table 4.8 is a compilation of TPMS tables for SCTS for FY2025 for scheduled vehicle, equipment, and facility projects. Though frequently indicated as needed in passenger satisfaction surveys, plans to further expand the bus network and/or the hours of operation are constrained by funding. Existing funds are fully utilized, requiring a larger investment at the local and private sector levels. Discussions between SCTS, SRTS, and Dakota County have resulted in coverage through SRTS to areas of Dakota County not served through SCTS. While demand—response service is not optimal for last minute ride needs, it offers a reliable option for those working or needing transport to scheduled activities and/or appointments during SRTS hours of operation. Inclusion of service into Tyson Foods (Dakota City, NE) as a planned fixed route stop would require the addition of another route, as well as all related expenses (drivers, bus, maintenance, fuel, etc.) to allow accommodation within the one-hour maximum service level in SCTS's current hub and spoke system rendering that option infeasible at present. Programmed projects reflect actual planned expenditures.

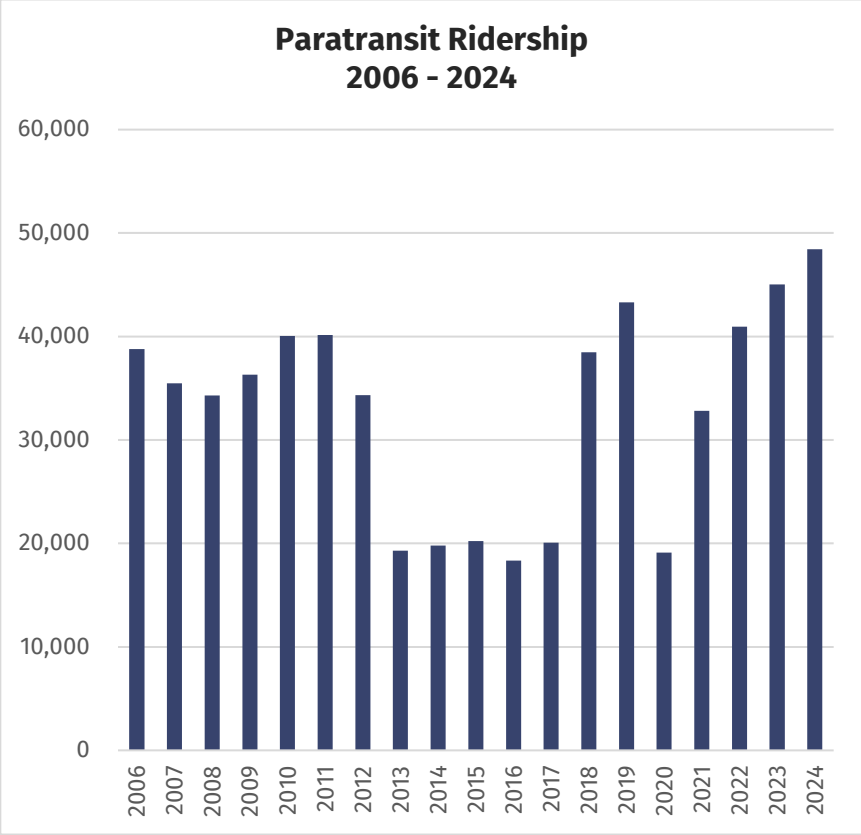


Figure 4.5 – Paratransit Ridership 2006-2024

Programmed SCTS Transit Projects: Transportation Improvement Program 2025 - 2028

MPO 29 / SIMPCO

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11127 Sioux City Transit System	5339 FTA Approved	Capital	Low Floor Light-Duty Bus (176" wb) Low Floor Unit # 1324	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11128 Sioux City Transit System	5339 FTA Approved	Capital	Low Floor Light-Duty Bus (176" wb) Low Floor Unit # 1325	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11129 Sioux City Transit System	5339 FTA Approved	Capital	Heavy Duty Bus (35-39 ft.) Low Floor Unit # 1326	Total	$900,000				$900,000
				FTA	$765,000				$765,000
				Local	$135,000				$135,000
11131 Sioux City Transit System	5339 FTA Approved	Capital	35' HD Low Floor-ZEB Electric Unit # 1332	Total	$1,200,000				$1,200,000
				FTA	$960,000				$960,000
				Local	$240,000				$240,000
11133 Sioux City Transit System	5339 FTA Approved	Capital	Heavy Duty Bus (35-39 ft.)-ZEB Electric Unit # 1338	Total	$1,200,000				$1,200,000
				FTA	$960,000				$960,000
				Local	$240,000				$240,000
11134 Sioux City Transit System	5339 FTA Approved	Capital	Heavy Duty Bus (35-39 ft.) Unit # 1339	Total	$607,400				$607,400
				FTA	$516,290				$516,290
				Local	$91,110				$91,110
11135 Sioux City Transit System	5339 FTA Approved	Capital	Heavy Duty Bus (35-39 ft.) Unit # 1340	Total	$607,400				$607,400
				FTA	$485,920				$485,920
				Local	$121,480				$121,480
11137 Sioux City Transit System	5339 FTA Approved	Capital	35' HD Low Floor-ZEB Electric Unit # 1341	Total	$1,200,000				$1,200,000
				FTA	$960,000				$960,000
				Local	$240,000				$240,000
11138 Sioux City Transit System	5339 FTA Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1348	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11139 Sioux City Transit System	5339 FTA Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1349	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11141 Sioux City Transit System	5339 FTA Approved	Capital	Heavy-duty bus (40-42 ft.) Unit # 1353	Total	$639,300				$639,300
				FTA	$543,405				$543,405
				Local	$95,895				$95,895
11142 Sioux City Transit System	5339 FTA Approved	Capital	Heavy Duty Bus (40-42 ft.) Unit # 1354	Total	$639,300				$639,300
				FTA	$543,405				$543,405
				Local	$95,895				$95,895
11143 Sioux City Transit System	5339 FTA Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1355	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11144 Sioux City Transit System	5310 FTA Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1356	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11145 Sioux City Transit System	5310,5339 FTA Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1357	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11146 Sioux City Transit System	5310,5339 FTA Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1358	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11147 Sioux City Transit System	5307,STA FTA Approved	Operations	Governor's apportionment for 5307 from IA, NE, & SD plus Iowa STA	Total	$6,250,481				$6,250,481
				FTA	$2,877,765				$2,877,765
				DOT	$494,951				$494,951
				Local	$2,877,765				$2,877,765
11148 Sioux City Transit System	5339 FTA Approved	Capital	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING	Total	$14,416,801				$14,416,801
				FTA	$11,533,441				$11,533,441
				Local	$2,883,360				$2,883,360

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11148 (Revision) Sioux City Transit System	5339 Submitted	Capital	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING	Total	$15,598,178				$15,598,178
				FTA	$12,478,542				$12,478,542
				Local	$3,119,636				$3,119,636
11149 Sioux City Transit System	5339 FTA Approved	Capital	Install (3) level two charging stations & related electrical upgrades in Transit Garage	Total	$162,250				$162,250
				FTA	$129,800				$129,800
				Local	$32,450				$32,450
11150 Sioux City Transit System	5307 FTA Approved	Capital	Floor Scrubber for Vehicle Maintenance Buildiing	Total	$75,000				$75,000
				FTA	$60,000				$60,000
				Local	$15,000				$15,000
11151 Sioux City Transit System	5307 FTA Approved	Capital	Shop Maintenance Truck w/ Compressor and Snow Plow	Total	$95,000				$95,000
				FTA	$76,000				$76,000
				Local	$19,000				$19,000
11152 Sioux City Transit System	5307 FTA Approved	Capital	Vehicle Maintenance Equipment (lift, tools, jacks)	Total	$75,000				$75,000
				FTA	$60,000				$60,000
				Local	$15,000				$15,000
11153 Sioux City Transit System	PTIG FTA Approved	Capital	MLK heat pumps replacement (17 units) & associated piping	Total	$835,000				$835,000
				FTA					
				DOT	$600,000				$600,000
				Local	$235,000				$235,000
11154 Sioux City Transit System	5339 FTA Approved	Capital	Heavy Duty Bus (35-39 ft.) #1331	Total	$607,400				$607,400
				FTA	$516,290				$516,290
				Local	$91,110				$91,110
11155 Sioux City Transit System	5307 FTA Approved	Capital	MLK Cooling Tower Replacement	Total	$226,000				$226,000
				FTA	$180,800				$180,800
				Local	$45,200				$45,200
11156 Sioux City Transit System	5307 FTA Approved	Operations	Mobile Fare Collection	Total	$400,000				$400,000
				FTA	$320,000				$320,000
				Local	$80,000				$80,000

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11156 (Revision) Sioux City Transit System	5307 Submitted	Operations	Mobile Fare Collection	Total	$400,000				$400,000
				FTA	$400,000				$400,000
11157 Sioux City Transit System	STA FTA Approved	Capital	MLK structural rehabilitation; concrete sealing and repairs	Total	$75,000				$75,000
				FTA					
				DOT	$60,000				$60,000
				Local	$15,000				$15,000
11158 Sioux City Transit System	PTIG FTA Approved	Capital	Replacement Bus Wash Equipment for Transit Garage	Total	$300,000				$300,000
				FTA					
				DOT	$240,000				$240,000
				Local	$60,000				$60,000
11159 Sioux City Transit System	5310 FTA Approved	Operations	Capital projects & Services exceeding ADA requirements & Saturday SSC Rides	Total	$44,835				$44,835
				FTA	$44,835				$44,835
11160 Sioux City Transit System	5310,5339 FTA Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1362	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11161 Sioux City Transit System	5310,5339 FTA Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1366	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11162 Sioux City Transit System	5310,5339 FTA Approved	Capital	Light Duty Bus (176" wb) Low Floor Unit # 1367	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11163 Sioux City Transit System	5310,5339 FTA Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1368	Total	$182,100				$182,100
				FTA	$154,785				$154,785
				Local	$27,315				$27,315
11165 Sioux City Transit System	PTIG FTA Approved	Capital	MLK Boilers Replacement (2)	Total	$150,650				$150,650
				FTA					
				DOT	$120,000				$120,000
				Local	$30,650				$30,650

Table 4.8. TPMS 2025 Tables.

SCTS participates in Transportation Advisory Group (TAG) meetings and activities, which includes Transit Training Day and an "Ask Transit" roundtable discussion. Continued involvement with TAG enables transit agencies to stay connected with those facing transportation barriers, providing ample opportunity to express concerns and present solutions that address mobility challenges throughout (and beyond) the SIMPCO MPO.

SCTS continues to assess alternative fuel vehicle options, carefully assessing performance-based data from transit agencies across the country – both urban and rural. An important component in adopting alternatively fueled vehicles into the fleet is availability of support infrastructure. Previous interest in compressed natural gas (CNG) vehicles has been tabled due to lack of supporting infrastructure and supply options. While previously thought inapplicable for fixed routes operations in small urban settings, electric vehicles are gaining popularity in the private sector and therefore, supportive infrastructure. Funding channels to kickstart implementation allowing for charging station retrofits to existing facilities and dedicated funding for initial electric bus purchases is, at present, unstable making fleet transitions less appealing. SCTS had previously accepted grant funding for two electric buses. Fluctuations in supplier markets and sustainability have proved inconsistent, resulting in a redirection of available system funding. While not completely off the table, electric vehicles and related infrastructure are not high priority goals. However, such opportunities are still considered in future program planning. While stepping back from full transition to electric, the transit systems are assessing multi-faceted fleet capacities that will allow for future accommodation of alternatively sourced fuel systems as needed. Contributing factors in determining electric vehicle viability is continued improvement in battery systems accommodating extreme cold temperatures. Should the city invest in electric buses, there must be absolute confidence in operation of electric buses regardless of temperature.

Continued efforts to fund a new maintenance garage and storage facility are mindful of potential for addition of electric vehicles as means of minimizing future investment in retrofitting as fleets evolve. A major capital grant proposal was submitted for the FY 2024 Section 5339 program but was not funded. With the electric vehicle component moving into a supplemental capacity rather than focused, SCTS is considering modification and improvement of existing facilities in addition to replacement options. Transit is working with FTA Region VII staff to identify the most appropriate project for SCTS. Pursuit of facility funding is expected to continue until system needs are adequately met.

SCTS has the following projects in the department's Capital Improvements Program.

- Adding (1) bus shelter per year
- Martin Luther King Jr. Transportation Center: Elevator modernization (2)
- Bus Wash Replacement
- Continuous improvement to the infrastructure of the MLK Jr. parking ramp

Projected Revenues & Expenditures

SCTS's expenses from 2025 are displayed in Table 4.9. The long-range estimates assume that compared to previous years, there may be a significant decrease in route structure over time with many extenuating circumstances potentially affecting those changes. Overall economic impact may alter ridership. Federal and state grant funding as well as local real estate tax assessments dedicated to transit may decline. Though grant funding streams have ceased, SCTS still administers the Nights and Weekends (formerly known as New Freedoms) voucher program for Paratransit eligible passengers for access to transportation outside of SCTS hours of operation. Donations and intermittent fundraisers have kept the program in place, reducing the cost to passengers for private transportation.

Project ID	Approval Level	Funding Programs	Years	Funding Total	DOT Funding	FA Funding	FTA Funding	FHWA Funding	Local Funding	Description
11127	FTA Approved	5339	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-Duty Bus (176" wb)
11128	FTA Approved	5339	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-Duty Bus (176" wb)
11129	FTA Approved	5339	2025	$900,000		$765,000	$765,000		$135,000	Heavy Duty Bus (35-39 ft.)
11131	FTA Approved	5339	2025	$1,200,000		$960,000	$960,000		$240,000	35' HD Low Floor-ZEB
11133	FTA Approved	5339	2025	$1,200,000		$960,000	$960,000		$240,000	Heavy Duty Bus (35-39 ft.)-ZEB
11134	FTA Approved	5339	2025	$607,400		$516,290	$516,290		$91,110	Heavy Duty Bus (35-39 ft.)
11135	FTA Approved	5339	2025	$607,400		$516,290	$516,290		$91,110	Heavy Duty Bus (35-39 ft.)
11137	FTA Approved	5339	2025	$1,200,000		$960,000	$960,000		$240,000	35' HD Low Floor-ZEB
11138	FTA Approved	5339	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-duty bus (176" wb)
11139	FTA Approved	5339	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-duty bus (176" wb)
11141	FTA Approved	5339	2025	$639,300		$543,405	$543,405		$95,895	Heavy-duty bus (40-42 ft.)
11142	FTA Approved	5339	2025	$639,300		$543,405	$543,405		$95,895	Heavy Duty Bus (40-42 ft.)
11143	FTA Approved	5339	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-duty bus (176" wb)
11144	FTA Approved	5310	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-duty bus (176" wb)
11145	FTA Approved	53,105,339	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-duty bus (176" wb)
11146	FTA Approved	53,105,339	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-duty bus (176" wb)
11147	FTA Approved	5307,STA	2025	$6,250,481	$494,951	$2,877,765	$2,877,765		$2,877,765	Governor's apportionment for 5307 from IA, NE, & SD plus Iowa STA
11148	FTA Approved	5339	2025	$14,416,801		$11,533,441	$11,533,441		$2,883,360	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING
11148	Submitted	5339	2025	$15,598,178		$12,478,542	$12,478,542		$3,119,636	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING
11149	FTA Approved	5339	2025	$162,250		$129,800	$129,800		$32,450	Install (3) level two charging stations & related electrical upgrades in Transit Garage
11150	FTA Approved	5307	2025	$75,000		$60,000	$60,000		$15,000	Floor Scrubber for Vehicle Maintenance Building
11151	FTA Approved	5307	2025	$95,000		$76,000	$76,000		$19,000	Shop Maintenance Truck w/ Compressor and Snow Plow

11152	FTA Approved	5307	2025	$75,000		$60,000	$60,000		$15,000	Vehicle Maintenance Equipment (lift, tools, jacks)
11153	FTA Approved	PTIG	2025	$835,000	$600,000				$235,000	MLK heat pumps replacement (17 units) & associated piping
11154	FTA Approved	5339	2025	$607,400		$516,290	$516,290		$91,110	Heavy Duty Bus (35-39 ft.) #1331
11155	FTA Approved	5307	2025	$226,000		$180,800	$180,800		$45,200	MLK Cooling Tower Replacement
11156	FTA Approved	5307	2025	$400,000		$320,000	$320,000		$80,000	Mobile Fare Collection
11156	In Prep	5307	2025	$400,000		$400,000	$400,000			Mobile Fare Collection
11157	FTA Approved	STA	2025	$75,000	$60,000				$15,000	MLK structural rehabilitation; concrete sealing and repairs
11158	FTA Approved	PTIG	2025	$300,000	$240,000				$60,000	Replacement Bus Wash Equipment for Transit Garage
11159	FTA Approved	5310	2025	$44,835		$44,835	$44,835			Capital projects & Services exceeding ADA requirements & Saturday SSC Rides
11160	FTA Approved	53,105,339	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-duty bus (176" wb)
11161	FTA Approved	53,105,339	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-duty bus (176" wb)
11162	FTA Approved	53,105,339	2025	$182,100		$154,785	$154,785		$27,315	Light Duty Bus (176" wb)
11163	FTA Approved	53,105,339	2025	$182,100		$154,785	$154,785		$27,315	Low Floor Light-duty bus (176" wb)
11165	FTA Approved	PTIG	2025	$150,650	$120,000				$30,650	MLK Boilers Replacement (2)
11166	FTA Approved	CRP	2025	$199,750		$160,000		$160,000	$39,750	Transit Maintenance Garage Electrification Project
11167	FTA Approved	5339	2025	$70,000		$56,000	$56,000		$14,000	LoNo 50 kW Mobile Plug-In Charger
11538	FTA Approved	5339	2025	$281,820		$225,456	$225,456		$56,364	NE 5339 Apportionment-New Transit Facility A&E Design

Table 4.9. Source: Sioux City Metropolitan Area IA-NE-SD FINAL TIP FY 2026-2029, and Sioux City Transit administrative staff.

As predicted, COVID has continued to have an impact on ridership. Efforts in adapting the system to accept a mobile pay option may provide the reset transit needs to increase ridership and create a new rider base. Ease of use can be expected to increase user satisfaction, however impetus as motive for new ridership is not as predictable. Reliability is improved with in-time location tracking through the Passio GO! App and is likely to resolve some of the unknowns in considering transit as a viable mode of transportation for wary users. Trips requiring a transfer at the hub are not likely to increase without other significant system improvements. As a steady ridership trend continues, potential for service cutbacks will likely exacerbate the issue with a domino effect of decreased satisfaction. Ideally, investments put into place now will sustain existing the passenger base and ultimately expand ridership, enabling additional improvement opportunities.

Proposed projects with funding allocation and implementation schedule to be determined include the following illustrative projects.

- New Transit Maintenance & Storage Facility

- Transition to zero emission fleet and infrastructure as funding allows
- An electric charging station in the MLK Jr. Parking Ramp
- Expansion of service and hours depends on the needs of our community and available funding

TRANSIT SUMMARY

EXPENDITURES:	FY 2022 Actual	FY 2023 Actual	FY 2024 Approved Budget	FY 2025 Approved Budget	$ Change	% Change
Transit Administration	$ 290,350	$ 305,084	$ 304,336	$ 309,815	$ 5,479	1.8%
Transit Operations	3,441,984	3,421,832	3,407,132	3,644,904	237,772	7.0%
Transit Maintenance	694,948	828,646	1,041,666	1,009,749	(31,917)	(3.1%)
MLK Building	245,055	357,733	282,808	312,258	29,450	10.4%
Paratransit	1,037,850	1,244,138	1,502,758	1,448,783	(53,975)	(3.6%)
New Freedom	12,167	18,759	10,152	17,685	7,533	74.2%
Total Expenditures	**$5,722,354**	**$6,176,192**	**$ 6,548,852**	**$ 6,743,194**	**$ 194,342**	**3.0%**

FUNDING SOURCES:	FY 2022 Actual	FY 2023 Actual	FY 2024 Approved Budget	FY 2025 Approved Budget	$ Change	% Change
Charges for Services	$1,193,473	$1,313,502	$ 1,242,792	$ 1,282,376	$ 39,584	3.2%
Contributions	22,864	1,300	1,000	1,000	-	0.0%
Federal Gov. Oper. Grants	1,693,357	1,897,009	2,375,000	2,400,000	25,000	1.1%
Local Gov.Payments	105,081	105,238	105,238	105,238	-	0.0%
Miscellaneous	537	2,035	3,000	3,000	-	0.0%
Refunds and Reimb.	19,024	18,210	8,210	8,410	200	2.4%
Rentals and Leases	137,866	125,005	123,313	126,355	3,042	2.5%
State Gov. Operating Grants	422,801	515,638	405,000	450,000	45,000	11.1%
Property Taxes	2,127,351	2,198,255	2,285,299	2,366,815	81,516	3.6%
Total Revenue	**$5,722,354**	**$6,176,192**	**$ 6,548,852**	**$ 6,743,194**	**$ 194,342**	**3.0%**

Bus Schedule Replacement

Following is the schedule of bus replacements both programmed and unprogrammed for SCTS.

Prior Year Outstanding:		
Replace 30' MD ADA low-floor diesel bus w/surveillance camera system (#1324)	85/15	$270,249
Replace 30' MD ADA low-floor diesel bus w/surveillance camera system (#1325)	85/15	270,249
Replace 30' MD ADA low-floor diesel bus w/surveillance camera system (#1326)	85/15	270,249
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1338) Elec	90/10	924,470
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1332) Elec	90/10	924,470
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1339)	85/15	487,150
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1340)	85/15	487,150
Replace 40' HD ADA low-floor diesel bus w/surveillance camera system (#1352)	85/15	512,710
Replace 40' HD ADA low-floor diesel bus w/surveillance camera system (#1353)	85/15	512,710
Replace 2004 service truck with flatbed (#1303)	85/15	50,000
FY 2024		
Replace LD ADA 176" gasoline bus w/surveillance camera system (#1355)	85/15	$101,760
Replace LD ADA 176" gasoline bus w/surveillance camera system (#1356)	85/15	101,760
Replace LD ADA 176" gasoline bus w/surveillance camera system (#1357)	85/15	101,760
Replace LD ADA 176" gasoline bus w/surveillance camera system (#1358)	85/15	101,760
Total		**$407,040**
FY 2025		
Replace 40' HD ADA low-floor bus w/surveillance camera system (#1341)	85/15	$ 591,741
Replace 40' HD ADA low-floor bus w/surveillance camera system (#1354)	85/15	591,741
Total		**$1,183,482**
FY 2026		
Replace LD ADA 176" gasoline bus w/surveillance camera system (#1362)	85/15	$174,503
Replace LD ADA 176" gasoline bus w/surveillance camera system (#1366)	85/15	174,503
Replace LD ADA 176" gasoline bus w/surveillance camera system (#1367)	85/15	174,503
Replace LD ADA 176" gasoline bus w/surveillance camera system (#1368)	85/15	174,503
Total		**$698,012**
FY 2027		
Replace LD ADA 176" gasoline bus w/surveillance camera system (#1371)	85/15	$174,503
Replace LD ADA 176" gasoline bus w/surveillance camera system (#1372)	85/15	174,503
Total		**$349,006**
FY 2028		
Replace LD ADA 176" gasoline bus w/surveillance camera system (#XXXX)	85/15	$174,503
Replace LD ADA 176" gasoline bus w/surveillance camera system (#XXXX)	85/15	174,503
Replace LD ADA 176" gasoline bus w/surveillance camera system (#XXXX)	85/15	174,503
Total		**$523,509**
FY 2029		
Total		**$ -**

Unprogrammed

Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1359)	85/15	$ 562,235
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1360)	85/15	562,235
Replace 30' HD ADA low-floor diesel bus w/surveillance camera system (#1361)	85/15	553,176
Replace 40' HD ADA low-floor diesel bus w/surveillance camera system (#1363)	85/15	591,741
Replace 40' HD ADA low-floor diesel bus w/surveillance camera system (#1364)	85/15	591,741
Replace 40' HD ADA low-floor diesel bus w/surveillance camera system (#1365)	85/15	591,741
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1369)	85/15	562,235
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1370)	85/15	562,235
Replace 30' HD ADA low-floor diesel bus w/surveillance camera system (#1373)	85/15	553,176
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1374)	85/15	562,235
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1375)	85/15	562,235
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1376)	85/15	562,235
Replace 40' HD ADA low-floor diesel bus w/surveillance camera system (#1377)	85/15	591,741
Replace 40' HD ADA low-floor diesel bus w/surveillance camera system (#1378)	85/15	591,741
Replace 30' HD ADA low-floor diesel bus w/surveillance camera system (#1379)	85/15	553,176
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1380)	85/15	562,235
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#1381)	85/15	562,235
Replace 40' HD ADA low-floor diesel bus w/surveillance camera system (#XXXX)	85/15	591,741
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#XXXX)	85/15	562,235
Replace 35' HD ADA low-floor diesel bus w/surveillance camera system (#XXXX)	85/15	562,235
Total		**$11,394,559**

Siouxland Regional Transit System

Siouxland Regional Transit System is a demand-response service, requiring at least a 24-hour advance request for rides. Service is available for rides to/from points originating/ending in Cherokee, Ida, Monona, Plymouth, and Woodbury Counties in Iowa, Dakota County, Nebraska, and Southern Union County, South Dakota. With few exceptions, SRTS does not provide service when the destination and origin fall within area(s) served directly by SCTS fixed route. Services are funded through 5310 programming in addition to community and county supports, and farebox returns. Most SRTS buses are equipped with a ramp or lift, and accommodate at least one wheelchair. SRTS uses heavy duty low-floor buses, light duty buses, and minivans. Passengers indicate use of wheelchair or other mobility device requiring accommodation when scheduling their ride.

Current Service Efforts

SRTS' mission is to provide safe, dependable, and efficient public transit services for all citizens within the service area, in a manner that will help them maintain and improve their quality of life. SRTS services are open to the general public, including persons with disabilities. Hours of service are Monday through Saturday, 5:30 AM through 7:00 PM. Base fares for SRTS are $4.00 per ride which covers a one-way, curb-to-curb trip within city limits of the point of origin. For rides leaving city limits there is a fee of $0.50 per mile assessed. Fees are paid at the time of pick up. Tickets for in-town trips can be purchased in advance.

SRTS has collaborated with Enterprise to establish a vanpool network to support transportation when transit is not in operation. Coordinated efforts between SCTS, SRTS, and area employers are progressing toward meeting transportation needs of shift workers.

Some communities subsidize individual rides, reducing the rider's individual fare. Rides within Le Mars are $3.50. Sergeant Bluff fully covers rider expense for in-town trips for its residents, and reduced fare of $2.00 for trips elsewhere in the metro area. Rides within Dakota County (with exception of South Sioux City which is served by SCTS) are free for all residents. Rides between Dakota County and Dakota Dunes are $5.00, as are trips between Sioux City and Dakota Dunes. Like SCTS, SRTS collaborates with Connections Area Agency on Aging to accept trip vouchers through CAAA's Senior Transportation Program. The program is donation based and provides reduce or free transport through SRTS, SCTS, or through a select number of private providers.

As an auxiliary provider in the metro area, SRTS fleet and operations details are not included here. More information about SRTS including operations, fleet details, ridership, and performance targets can be found online at their website at https://simpco.org/siouxland-regional-transit-system and in the Siouxland Regional Transportation Planning Association (SRTPA) 2050 Long Range Transportation Plan under SIMPCO's Transportation Planning page at https://simpco.org/divisions/transportation-planning.

TAG & PTP

Dating back to the passage of SAFETEA-LU transportation bill, a Coordinated Public Transit-Human Service Transportation Plan became a requirement. Developed through a local process including representatives from public and private transportation providers, human service agencies, interested parties, and the public, the Passenger Transportation Plan (PTP) is updated and approved on a five-year rotation. This process is in place to improve transportation services for persons living with disabilities, older adults, and individuals with lower incomes by ensuring communities coordinate transportation resources as provided through multiple federal programs. This coordination is designed to enhance transportation access, minimize duplication of services, and facilitate the most appropriate and cost-effective transportation possible with available resources.

The Transportation Advisory Group (TAG) and the local Passenger Transportation Plan (PTP) came into existence from a SIMPCO workshop that was held in 2006 in response to a series of Mobility Action Plan (MAP) workshops being held by IA DOT around the state. TAG has been meeting regularly since 2006 to discuss transportation issues in the MPO and SRTPA planning area and to develop the PTP.

TAG meets at least twice annually in an effort to ensure a line of communication between service providers of transit, local human services programs, and private transportation. TAG also provides transportation training opportunities to reduce the stigma of public transit, engaging program representatives in real-time system awareness for area transit systems.

As part of the update to the 2025-2029 PTP, a Siouxland Mobility Survey was distributed Fall 2023 in an effort to identify existing needs and coordination issues. In addition to feedback given by the respondents of the survey, concerns documented at regularly held TAG meetings were also taken into consideration for

identifying existing needs and coordination issues. The following needs and coordination issues pertaining to transportation were identified[2].

1. Continue to support capital needs of coordinated human service/public transportation providers including providing safe and reliable transportation services to clients.

2. Enhance coordination among existing public transportation and human service transportation providers.

3. Build awareness of the existing public transportation systems through education and marketing.

4. Expand the availability of demand-response, and specialized transportation services, for aging Iowans, persons living with disabilities, and lower income individuals and families.

5. Lower the overall cost of public transportation and increase the efficiency of public transportation by maximizing operation efficiency and through application of current technology.

Modal Connectivity

Linkage among and between transportation modes is critical for convenient, cost-effective passenger planning and travel. Intermodal connectivity in the metropolitan planning area was made easier in 2004 with the opening of the Martin Luther King, Jr. Ground Transportation Center in downtown Sioux City. The MLK Center serves as the hub and transfer point for SCTS fixed routes. Passengers are able to transfer between system routes and can make connections to inter-city buses serving access to the cities of Omaha and Sioux Falls. To address last-mile gaps in connectivity, SCTS provides bike racks on each bus and secure bicycle parking at the transfer point.

In the Sioux City metro area, there are several taxi, ride share, and limousine services. Jefferson Bus Lines, housed in the MLK Center, provides inter-city bus service within Iowa in addition to connections to Kansas City, Sioux Falls, Council Bluffs, Des Moines, Ames, and many other popular destinations.

Transit Security

SCTS ensures a secure and safe environment through multiple approaches. The security of the vehicles, passenger centers, and garages are covered by security cameras, monthly facility inspections, and daily equipment checks. A lock-out procedure prevents damaged or broken equipment from being used. Vehicle preventative maintenance adheres strictly to the manufacturers' and to FTA guidelines.

[2] *Source: SIMPCO Passenger Transportation Plan 2025-2029, p. 85, May 2, 2024; https://simpco.org/divisions/transportation-planning*

An eight-camera audio/video security system is installed on all fixed-route buses. All paratransit vans are camera-equipped. Cameras cover both interior and exterior areas of the buses. Extensive security camera coverage exists for the transit administration building and MLK Center. Electronic locks that use proximity cards for access are in place at the MLK Center and the transit maintenance facility. During the operating hours, security guards (off-duty uniformed police) patrol the MLK Center and ride buses intermittently.

The addition of on-bus technology in 2024 added in-time monitoring ability for vehicle location and stop proximity. Passengers have immediate access to info on timeliness of buses and management is able to pinpoint bus locations when notified of urgent or emergency events such as extreme weather or accidents, even when drivers are not able to pause to report such events.

Access

As a matter of civic duty, SCTS continues to monitor system route needs and usage to ensure access by those who need it most. Minor adjustments to routes are considered in response to passenger inquiries, survey interactions, as well as staffing and budget analyses. Maintaining cash fare while the system transitions to mobile pay and smart card options enables continuity of use by those not familiar with smart pay systems. Acceptance of cash at the dispatch center intentionally accommodates persons choosing cash options.

Recommendations

Strategic Plan

It is recommended that the Sioux City Transit System develop a Strategic Plan or Transit Development Plan to be updated in regular intervals. That plan should include an updated on-board rider survey, ridership analysis, and trends, route evaluations using tracking capacities of the mobile fare and route tracking programs (Masabi and Passio GO! respectively), thorough examination of operating costs and financial plans, and proposed strategies to ensure an efficient and cost-effective transit system.

The strategic plan process would benefit from built-in flexibility, allowing adaptation in rapidly changing circumstances. With this goal in mind, consistent review of operating efficiency comparisons to similar systems nationwide and an evaluation of the latest available technologies are necessary. While local infrastructure is insufficient for an electric fleet, the system would benefit from monitoring availability of reliable alternative energy-based vehicles and related supports. Examples of implementable technologies include hybrid-electric vehicles and other alternative-fueled bus powertrain options. To integrate alternate fuels, multiple partnerships among and between the private sector and governmental jurisdictions are necessary. As implemented in various systems throughout the nation, some hybrid vehicle options rate a 25% to 35% better fuel economy than the diesel-only bus configuration (five to six miles per gallon versus three to four miles per gallon). A balance of gasoline, diesel, and alternative energy fueling options are significant in maintaining a fleet adaptable to previously discussed changing conditions. Iowans are fortunate to have relatively clean air, however, technologies enabling minimization reduction in pollutant emissions help

sustain that quality of life factor. Several systems including CyRide, Des Moines Regional Transit Authority, and Omaha MTA have already replaced several of their buses with these diesel hybrid buses.

ITS

SCTS has made significant progress in implementing tech-based improvements to their services. With mobile fare implementation slated prior to 2026, the system is encouraged to continue seeking opportunities to enhance services using collected data (popular pickup. drop off locations, peak ridership times, etc.). Adapting services to reach its potential may result in increased ridership and opportunity to expand service hours and/or loop frequency.

ITS may enable enhanced coordination between services for targeted populations (low income, disabled, older Iowans, veterans, etc.) and specific needs (access to services, medical/health care, social activities, employment, etc.).

Marketing

SCTS has incorporated a marketing plan to encourage increased ridership and improve the public image of the transit service. In addition to expansion of advertising options such as bus wraps, SCTS has developed some How-To videos to ease new ridership familiarity with operations (see the video *How to Ride Sioux City Transit* at https://www.sioux-city.org/government/departments-q-to-z/transit). SCTS is encouraged to continue pursuit of more private/public partnerships with local employers including but not limited to Tyson, Sabre, and Seaboard Triumph Foods to facilitate access to jobs for those without personal vehicles. Employees working at a partnered business could receive discounted transit rates subsidized by employers once fully implemented. Advertising about the public transit service is encouraged to expand ridership and encourage more use of the system by choice rather than need alone. To achieve this, SCTS will need to continue efforts to coordinate services with employees' shifts.

Martin Luther King, Jr. Ground Transportation Center

Operations expenses and capital improvement plans for the MLK Center include updates and modifications for public use spaces (elevators) and the adjacent parking garage. SCTS is encouraged to continue making improvements appropriate to facility uses including accommodating resident users with electric vehicle charging stations and improving security measures. Maximizing occupancy rates for retail/commercial spaces within the center is essential for supporting transit growth opportunities.

CHAPTER 5: STREETS AND HIGHWAYS

- Current Traffic Conditions
- Current and Proposed Improvements
- Future Traffic Trends
- Future Projects
- Recommendations

Streets and highways compromise a large portion of transportation planning as motor vehicles make up the vast majority of commuter trips made within the SIMPCO MPO planning area. This chapter describes street and highway performance measures, the road network characteristics, the travel demand model, and future recommendations.

Current Traffic Conditions

Road Network

The SIMPCO MPO is located at the intersection of many major highway corridors that stretch in almost all directions, providing an effective pattern of highway connections for the region. Most north-south traffic is served by I-29, which connects the area to Omaha, NE, Kansas City, MO, Sioux Falls, SD, Fargo, ND, and Winnipeg, Manitoba, Canada. Other north-south routes include US 75, which connects to Omaha, NE, Topeka, KS, and Manitoba, Canada, and US 77, which connects to Lincoln, NE. US 20 carries much of the east-west traffic, which services eastern Iowa and Illinois to the east, and Wyoming, Idaho, and Oregon to the west. The area is provided access to the northeast via IA 60, which leads to the Minnesota border, eventually leading to Minneapolis, MN. Finally, to the southwest, NE 35 provides a direct route to Norfolk, NE.

Federal Functional Classification (FFC)

Mobility occurs though a network of interdependent roadways, with each segment moving traffic through the system to a destination. The idea behind the concept of functional classification is to define the role played by each road segment in serving the traffic through the network. Federal Highway Administration (FHWA) classifies roadways into seven categories. These include Interstate, Other Freeways & Expressways, Other Principal Arterials, Minor Arterial, Major Collector, Minor Collector, and Local.

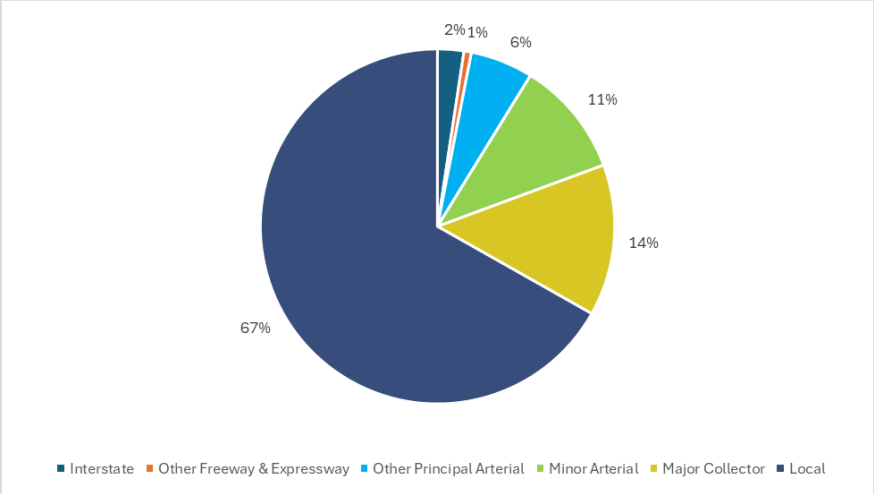
Table 5.1: Federal Functional Classification

Functional Classification	Distance Served (and Length of Route)	Access Points	Speed Limit	Distance Between Routes	Usage (AADT and DVMT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

Source: Highway Functional Classification Concepts, Criteria and Procedures, US DOT, FHWA, 2023 Edition

Figure 5.1 shows the percentage of roadway mileage by FFC in the MPO areas. The MPO has approximately 1,232 miles of roads. The majority of the road network in the MPO, like any other urban area in the country, is local road. Approximately 33 percent of the road network in the MPO has a collector or above FFC, making them eligible for federal funding – see Map 5.1 below.

Figure 5.1: Roadway Mileage by Federal Functional Class



Traffic Volume

Map 5.2 illustrates the most recent annual average daily traffic (AADT) count figures for the metropolitan area. Primary roads see the largest AADT counts (Table 5.2).

The primary facilities traversing through the SIMPCO MPO planning area represent many of the facilities with the highest AADT counts for 2023. Other major traffic corridors of note include E 6th St, G St, E 39th St, and Riverview Dr, in South Sioux City, Harbor Dr, W 19th St at Hamiliton Blvd, Outer Dr, Fairmount St, S Lakeport St, and Singing Hills near I-29 in Sioux City. These carry 4,910 to 19,400 AADT.

Table 5.2: 2023 Base Year Primary AADT Statistics

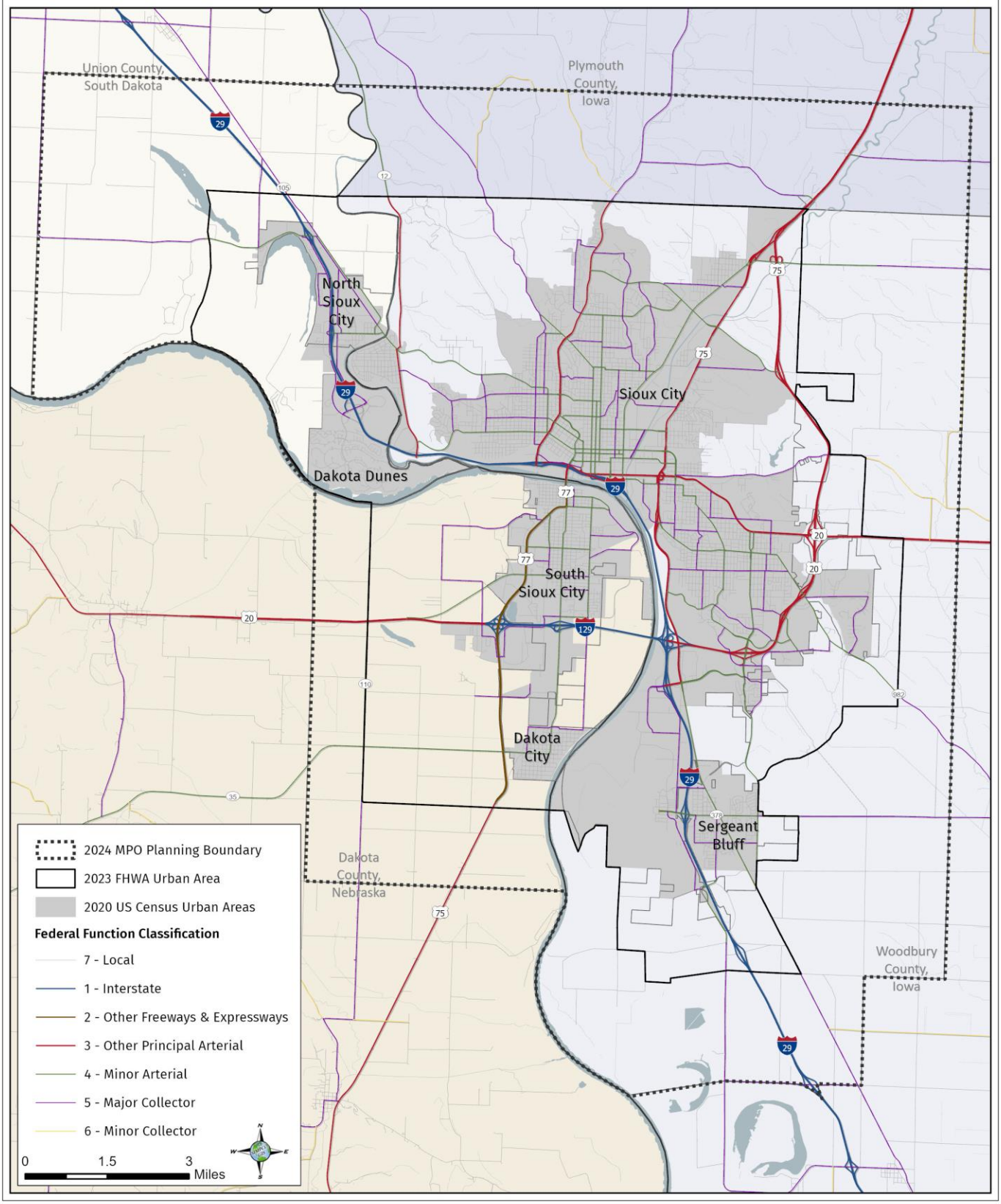
Primary Roadway	AADT Average	AADT Range
I-29: Urban (McCook Lake to Sergeant Bluff)	26,184	7,797 - 44,500
US-20/75 Bypass	17,833	9,600 - 29,800
I-29: Rural	16,894	7,212 - 19,900
US-20/Gordon Dr/IA12	14,842	2,647 - 24,500
US 77: Urban (Veterans Memorial Bridge to Dakota City)	13,465	3,435 - 27,122
I-129	12,512	4,685 - 23,900
US 77: Rural	6,480	6,480 - 6,480

Source: SIMPCO 2023-2050 Travel Demand Model

Map 5.1

SIMPCO MPO

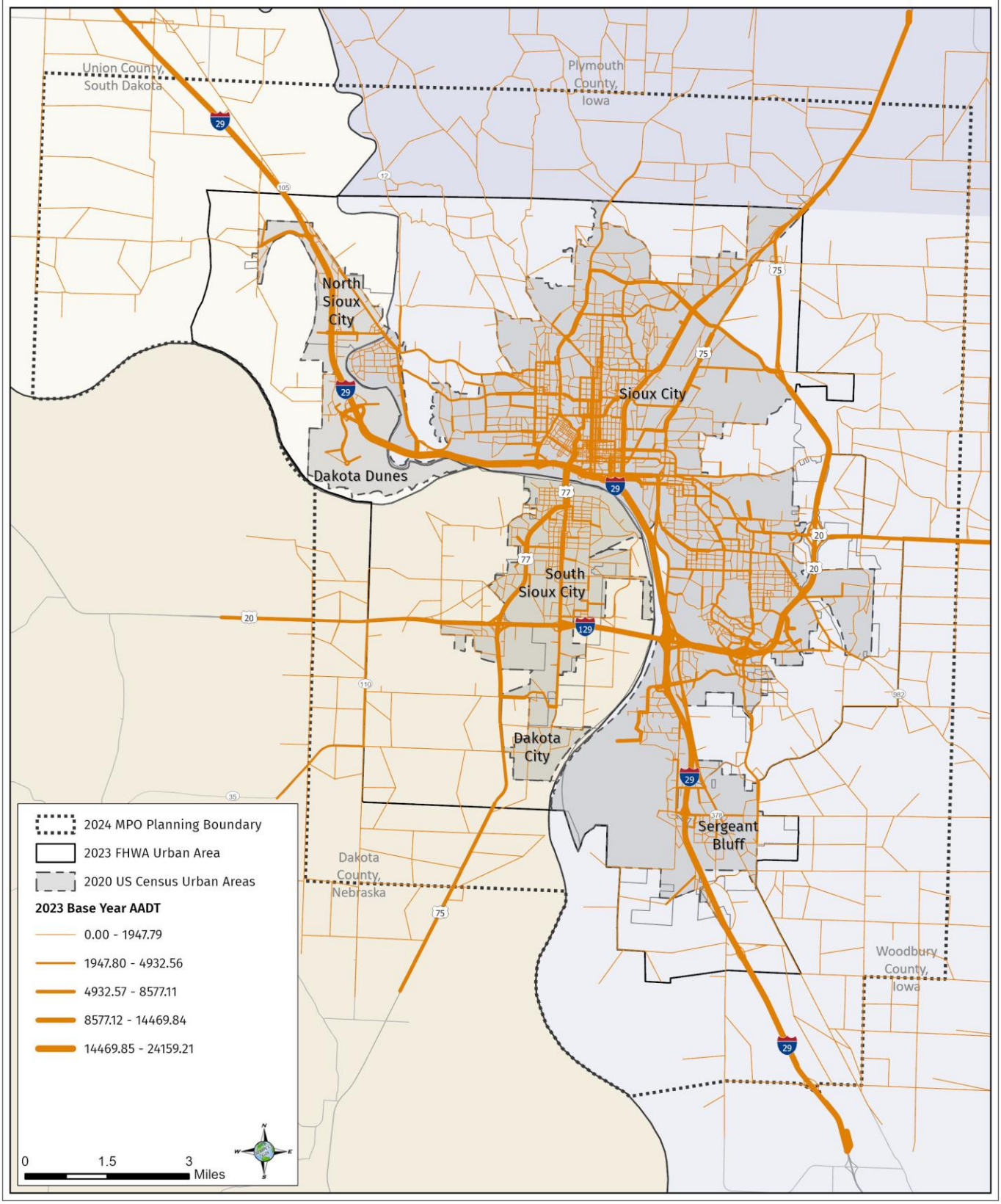
Federal Function Classification (FFC)



Map 5.2

SIMPCO MPO

Traffic Flow: 2023 Base Year



Bridges

In addition to the roadways, substantial amounts of traffic cross the inter-state bridges within the SIMPCO MPO planning area. It is important that traffic flows safely and efficiently across these structures. As seen in Table 5.3 these bridges cover substantial amounts of traffic and serve as vital links within the transportation system.

In addition to the main river bridges, there are three other transportation bridge structures of note which are: the Outer Drive/Irving Jensen Jr. Bridge, Wesley Parkway/I-29/US 77 interchange bridge, and Business US 75 bridge over the Floyd River.

Table 5.3: 2023 AADT for Major Bridges

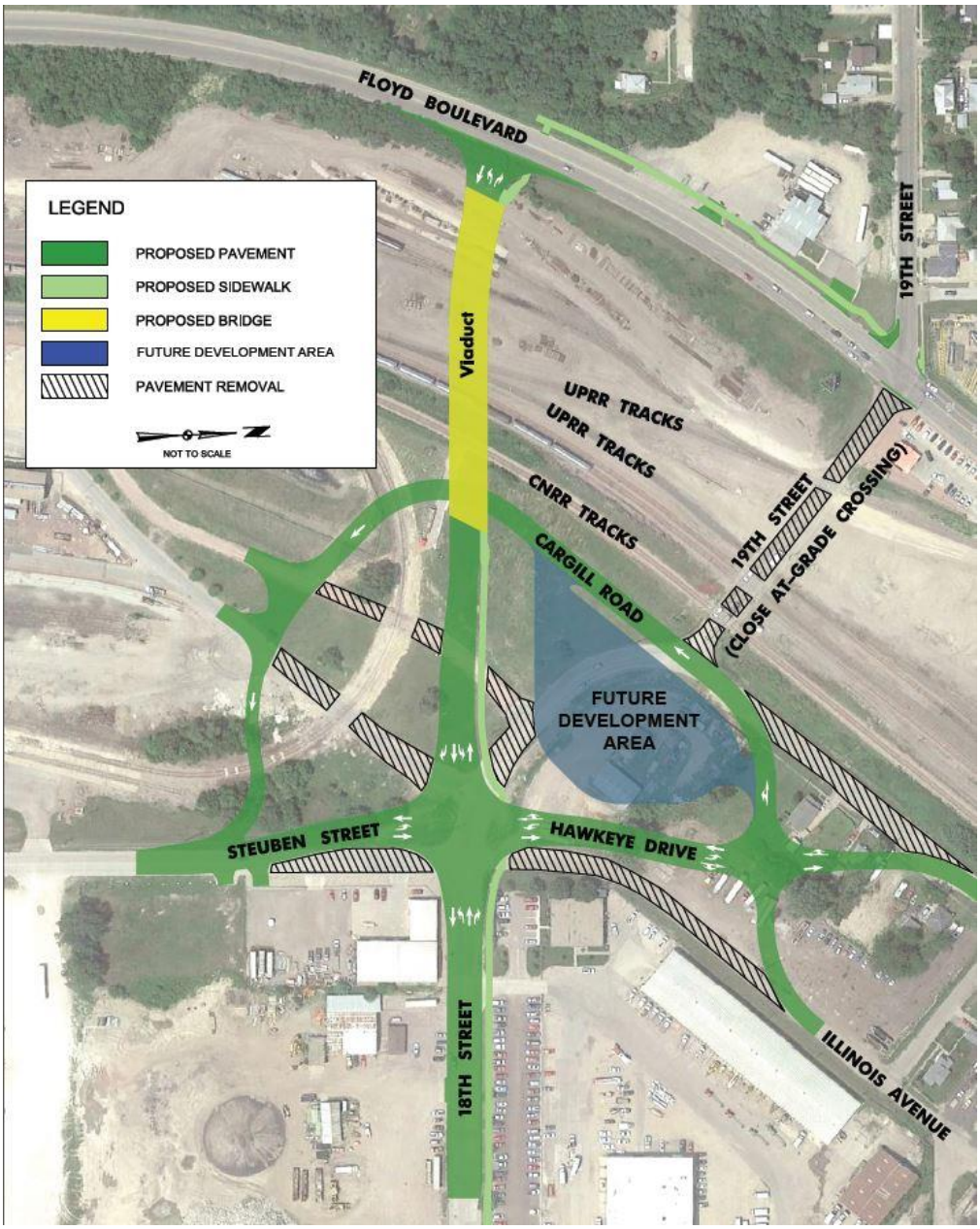
Major Bridge	Roadway	Waterway	AADT
Siouxland Veterans Memorial Bridge	US 77/Business Highway 20	Missouri River	32,822
Russell E. Christiansen Bridge	I-29	Big Sioux River	37,244
Gordon Drive Viaduct	IA 12/Gordon Drive	Floyd River	15,978
Sergeant Floyd Memorial Bridge	I-129/US 20/US 75	Missouri River	25,437
Military Road Bridge	Military Road	Big Sioux River	8,258
US 75 Bridge	US 75	Floyd River	11,229

Source: SIMPCO 2023-2050 Travel Demand Model

Current and Proposed Improvements

18th Street Viaduct Construction

The proposed 18th St. Viaduct design will divert motorized traffic over the Union Pacific Railroad rail yard between Hoeven St. and Floyd Blvd. south of 19th St. The 19th St. at-grade crossing and potentially one or two other at-grade crossings are proposed to be eliminated with the construction of the plan. A reconfiguration of truck access to the Cargill processing plant near and at the site will be created as well. This project is integral to the implementation of the Hoeven Valley Transportation Plan.



Proposed 18th Street Viaduct Project

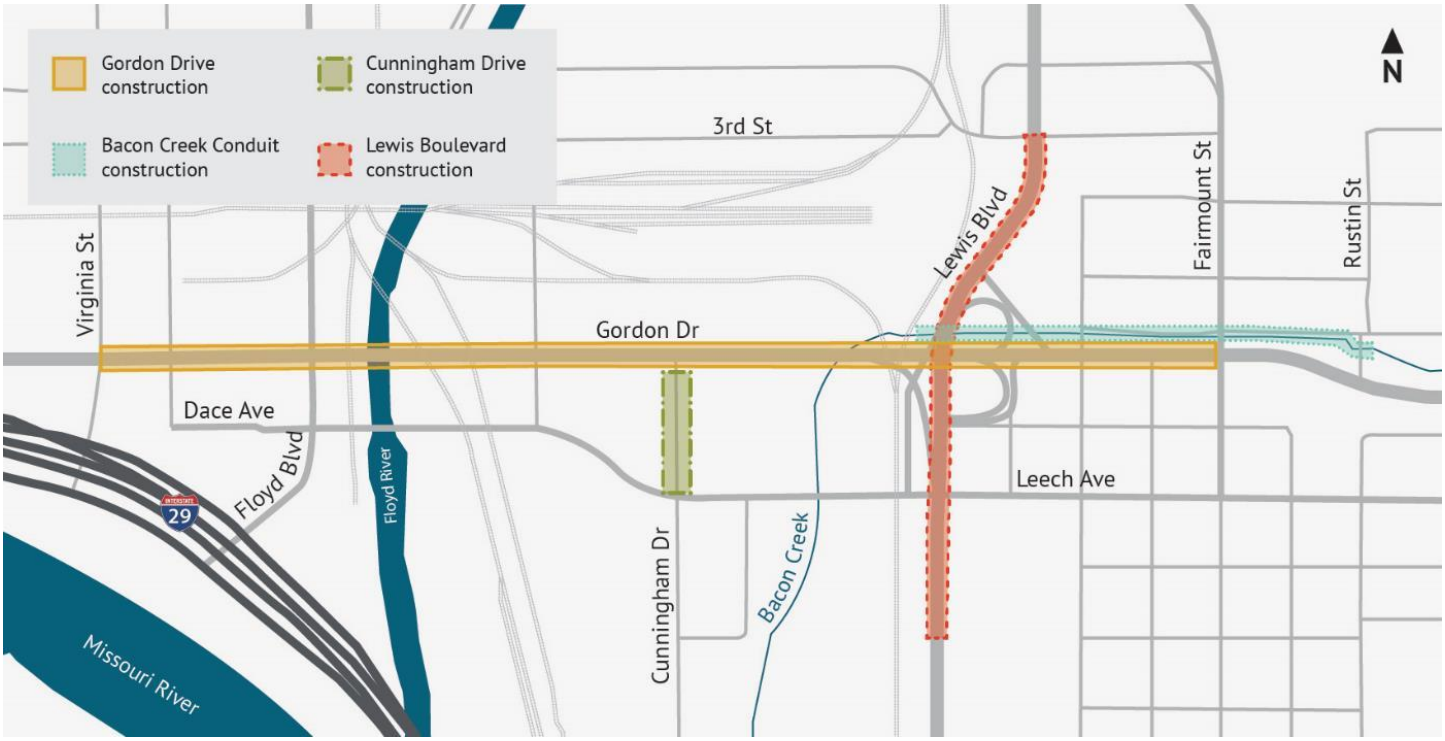
Pine Street Extension

The City of Dakota City is proposing to extend existing Pine Street from Dakota Avenue to US Highway 75/77. Existing Pine Street is gravel and will be reconstructed as part of this project. Adjacent to the site is the Tyson Fresh Meats Dakota City processing plant, the City of Dakota City, and unincorporated Dakota County. The Pine Street Extension will grant a primary access point to the newly constructed JST Global industrial expansion adjacent to Pine Street.

Proposed Pine St. Extension Project

Gordon Drive Viaduct Replacement

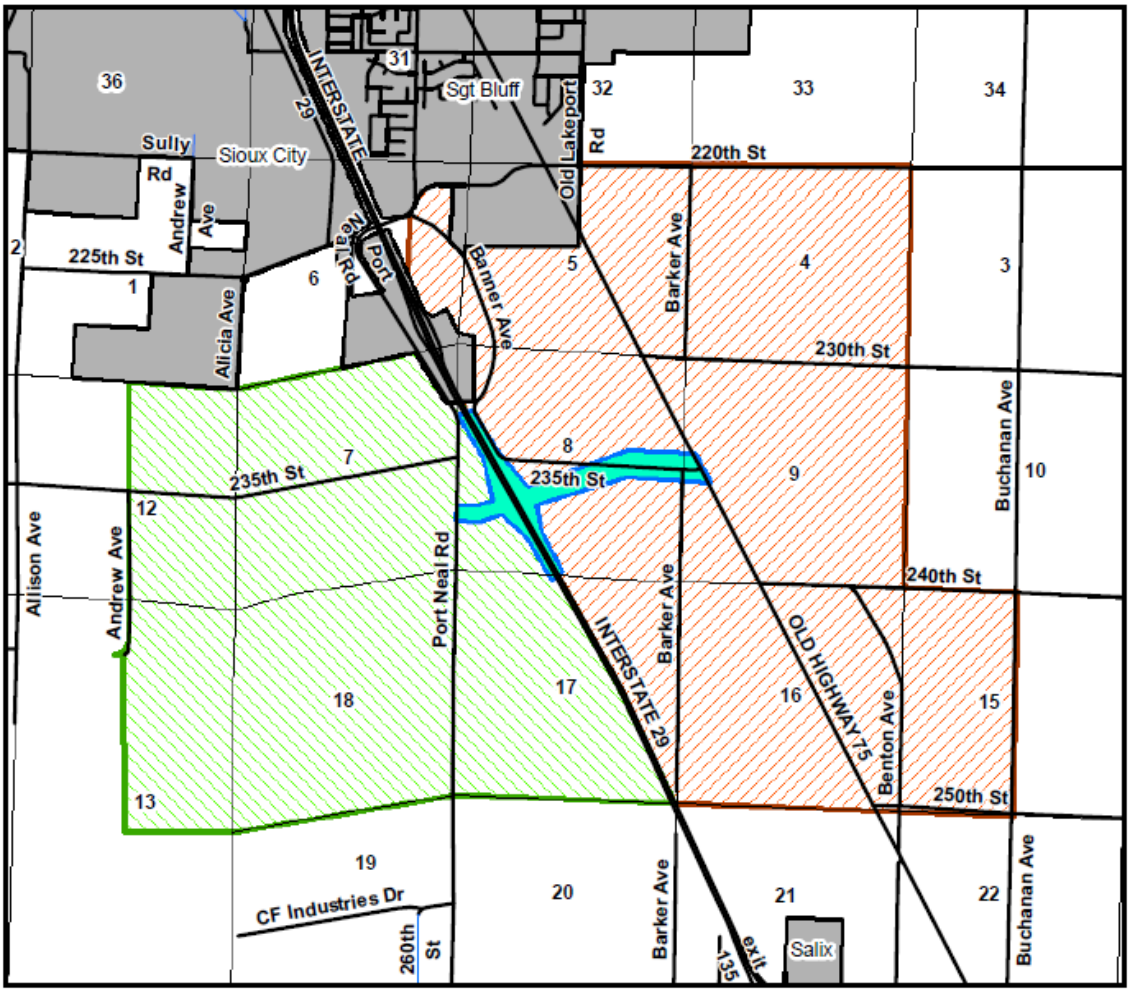
Built in 1934, the Grand Avenue Viaduct (now the Gordon Dr. Viaduct) has been, and still is, an important transportation connection in the metropolitan area. The bridge allows motorists and pedestrians to travel over several railroad crossings, and the new and old Floyd River channels. For 50 years the viaduct has served as a vital east/west connection through Sioux City. While the viaduct underwent significant maintenance and repairs in the last 15 years, the replacement of the bridge continues to be a priority project for the SIMPCO MPO planning area and the Iowa DOT. It is anticipated that the project will start in the summer of 2027.



Gordon Drive Viaduct Project

Southbridge Interchange

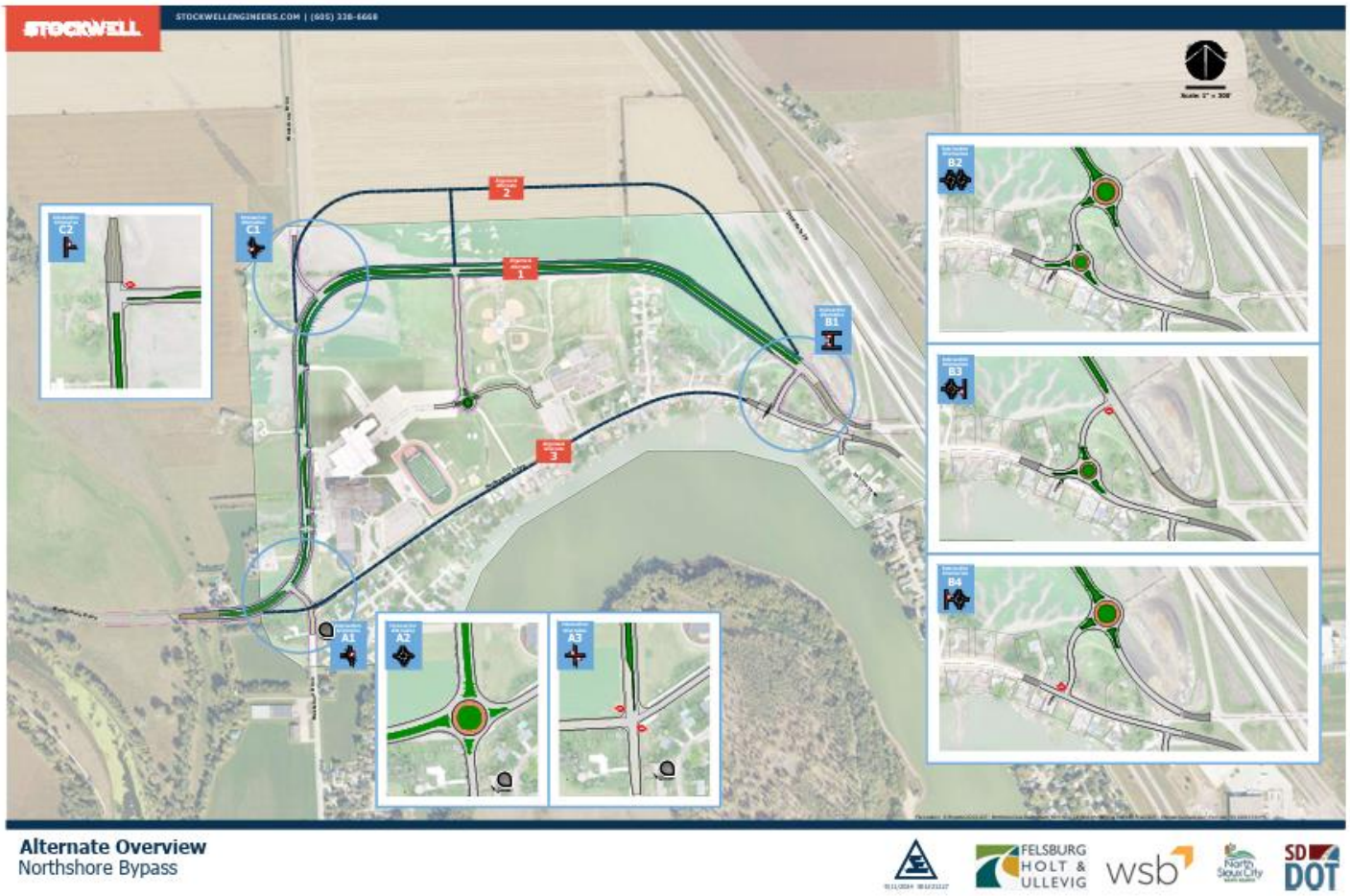
The Southbridge Interchange near mile marker 138 on I-29 has been a regional priority for over a decade. It will serve Southbridge Industrial Park, located south of Sioux Gateway Airport and Sergeant Bluff. The project is a key element of the Woodbury County Envision 2050 plan. The Interchange Justification Report has received FHWA approval, and the Iowa DOT has allocated nearly $4.8 million in RISE funding. The interchange will feature a diamond design connecting Port Neal Rd (west of I-29) and 235th St (east of I-29). Construction is expected to begin in FY2026, with completion by late 2027.



Location of planned South Bridge Interchange on I-29

Northshore Drive Realignment

The Northshore Drive Realignment Project will include the construction of a new bypass to reroute traffic away from the residential area where the current location of Northshore Drive is located. The goal of this project is to improve traffic flow, enhance roadway safety, and provide upgraded storm and sewer, water mains, and modern lighting for the surrounding area. Environmental assessments have been completed, and public feedback has been actively incorporated through open houses and comment periods. The project carries an estimated cost of $27 million, with approximately $16.34 million provided through federal funding.



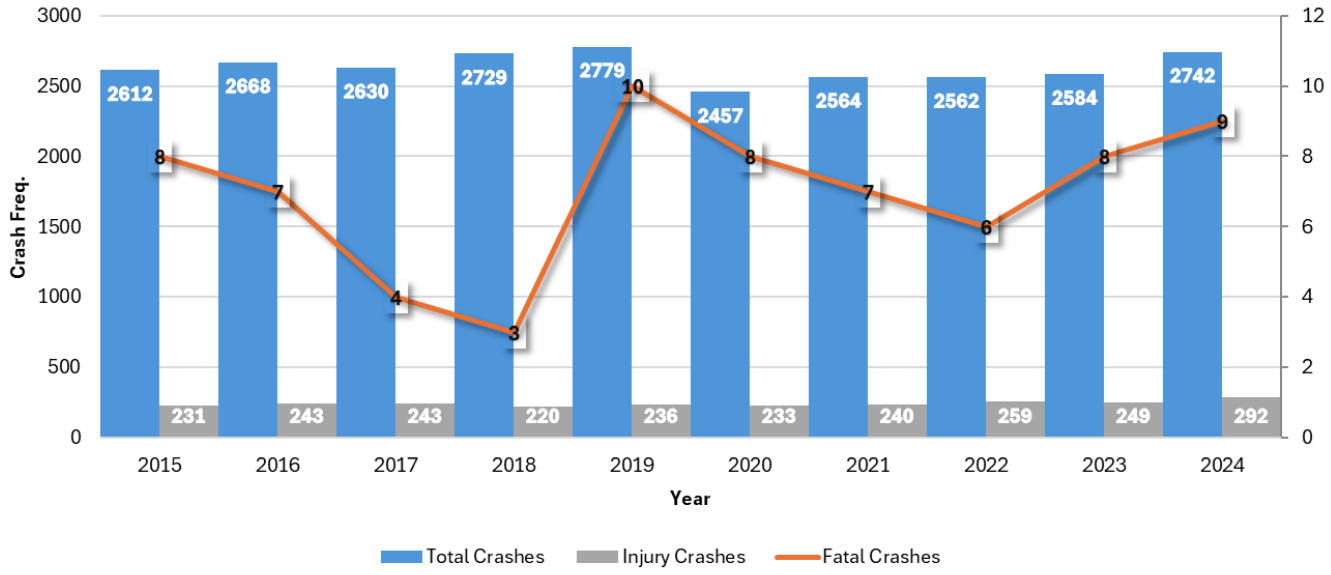
Northshore Drive Realignment Project

Safety

Crashes

SIMPCO MPO obtained crash data from the three state transportation agencies from 2015 to 2024. The graph below shows crash frequency in the MPO from 2015 to 2024. From 2015 to 2024, 245,382 vehicle crashes occurred in the SIMPCO MPO. Vehicle crashes in the MPO area steadily increased from 2015 to 2019 and slightly dropped in 2020. From 2020 to 2024 vehicle crashes in the MPO area increased by 11.6%. Approximately 2,446 crash related injuries were recorded in the MPO area from 2015 to 2024. Between these same years, an average of 0.27% of vehicle crashes in the MPO area resulted in a fatality – 70 people died in the MPO area from 2015 to 2024 because of vehicle crashes.

Figure 5.2:
Historic Trend of MPO Crashes



Source: Iowa, Nebraska, and South Dakota DOT

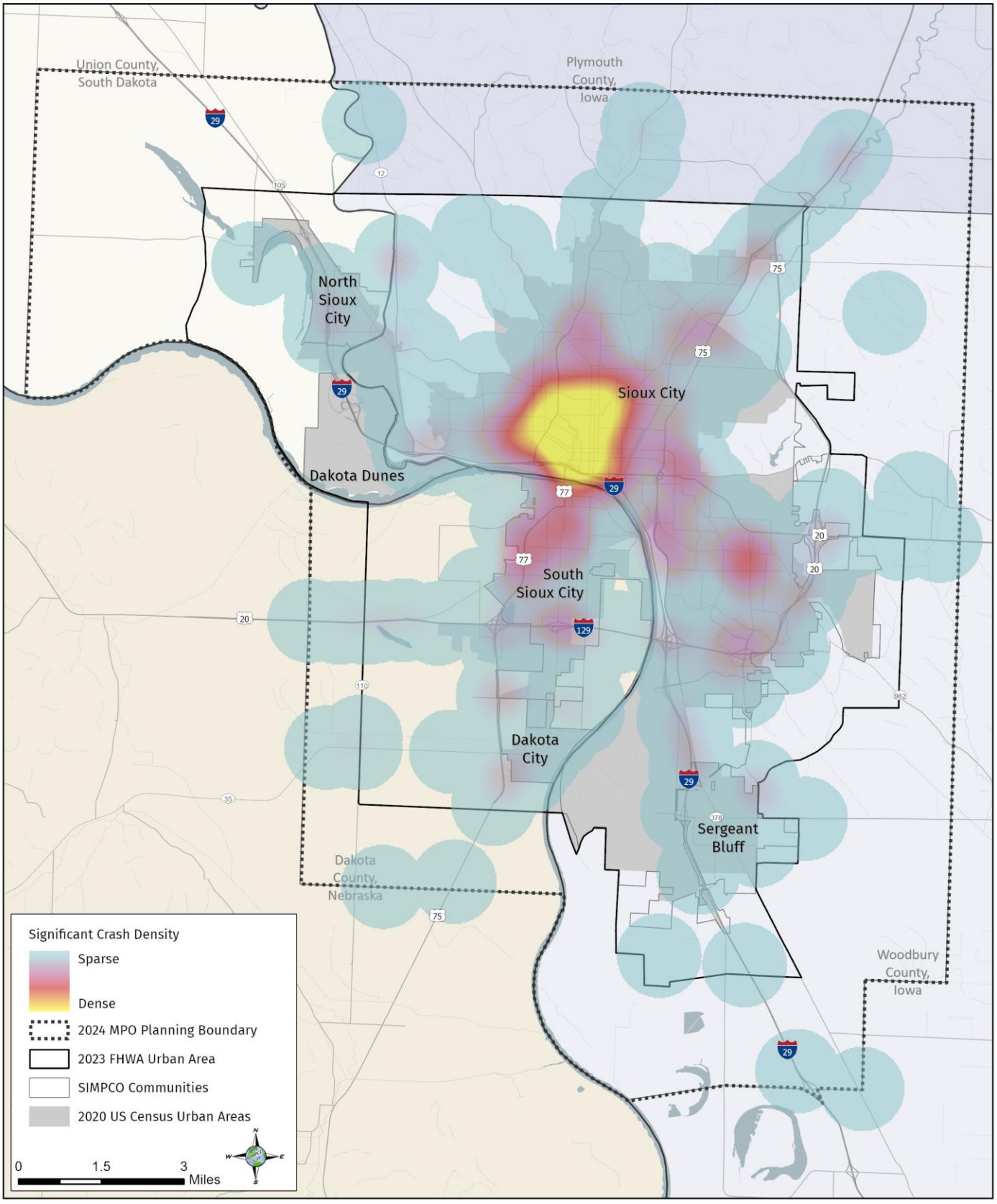
Areas of Significant Crashes in the MPO 2015 to 2024

Using crash data provided by the Iowa, Nebraska, and South Dakota DOTs, the analysis identified where most significant crashes take place in the MPO. Map 5.4 shows that vehicle crash clusters are intense in the downtown area of Sioux City, northern South Sioux City, and the Morningside Area (Sioux City).

Map 5.4

SIMPCO MPO

Significant Crash Density



Incident Management

The Tri-State Incident Management Team (TSIM) is a group that meets monthly to plan and coordinate responses to roadway incidents that are primarily safety related. This group is comprised of officials from local, regional, and state law enforcement, state transportation departments' safety personnel, county emergency response dispatchers, SIMPCO MPO staff, and others.

In addition to the TSIM, SIMPCO MPO staff consults with the state transportation departments to reduce the number of and severity of crashes on public roadways. In Iowa, the transportation safety division of the DOT is split into two work groups, including the Safety Analysis division and the Safety Programs division. The Safety Analysis division includes crash analysis resources, and the Safety Program division offers programs and funding opportunities to implement safety improvements on the road network.

On the Nebraska side, special funds are included in the regular TIP programming for safety improvements. Such work may include signal optimization, upgrading signage to Manual on Uniform Traffic Control Devices (MUTCD) specification, correcting geometric deficiencies, and others.

South Dakota has teams evaluating intersections with high crash histories. Items considered include signal operation, sight distance, roadway geometry, and road operating speeds. It is anticipated that correcting identified deficiencies will aid in safe operation of such intersections.

In addition, the SIMPCO MPO staff aims to coordinate and incorporate the priorities, goals, countermeasures, and projects contained in the Iowa, Nebraska, and South Dakota Strategic Highway Safety Plans which can be found at the following link:

Iowa Strategic Highway Safety Plan (SHSP):
https://iowadot.gov/consultants-contractors/traffic-safety/programs/iowa-strategic-highway-safety-plan-shsp

Nebraska Strategic Highway Safety Plan:
https://dot.nebraska.gov/safety/shsp/

South Dakota Strategic Highway Safety Plan:
https://dot.sd.gov/inside-sddot/media/sddot-blog/2024-south-dakota-strategic-highway-safety-plan-shsp/

Travel Demand Model

For this plan, the SIMPCO MPO 2050 Forecast Year Travel Demand Model was updated using a standardized approach to travel demand model development outlined in the Iowa Standardized Model Structure (ISMS). The 2050 travel demand model relies heavily on parcel data information from Dakota County – NE, Union County – SD, Plymouth County – IA, and Woodbury County – IA to predict transportation decisions and trip generation in the MPO. In residential areas, the number of housing units from the parcel data was used to determine trip-making potential. In non-residential areas, economic activities were determined by using building area and land use area information obtained from the parcel data. Other data sets used in the 2050 travel demand model include 2020 Census Transportation Planning Products, NPRMDS, school enrollment, airport enplanement data, and many others. The future year travel behavior within the MPO was predicted based on the projections of the above data sets. Projected future socio-economic data development methodology and population, household, and employment change details are presented in Appendix B.

Volume to Capacity Ratio, Level of Service, and Flow

The volume to capacity ratio (V/C) is a method used to evaluate congestion and assess how well the transportation network is functioning and is often converted to and referred to as Level of Service (LOS), which is described below in table 5.4. In the model, roadway capacity is coded to correspond with Level of Service (LOS) E, which is defined as beginning when the volume-to-capacity (V/C) ratio reaches 0.90 or higher. Any identified segments flagged with V/C ratio greater than 0.90 correspond to congestion over LOS E, and are represented on the following LOS maps by a thick red line. Flow, or forecasted traffic trips, is also a variable used to describe changing traffic patterns and will be discussed in the Future Traffic Trends section. This model does not reflect peak hour traffic LOS, only daily traffic LOS.

Table 5.4: Level of Service

Level of Service		
LOS	**V/C Ratio**	**% of free flow speed**
LOS A (Uncongested)	< .59	90% or greater
LOS B (Uncongested)	.60 - .69	70% to 90%
LOS C (Uncongested)	.70 - .79	50%
LOS D (Congesting)	.80 - .89	40%
LOS E (Congested)	.90 - .99	33%
LOS F (Congested)	> .99	25% or less

Source: SIMPCO 2050 Travel Demand Model

2023 Base Year (Existing)

For the 2023 base year, LOS-related congestion was not a significant issue in the SIMPCO MPO planning area. Only a few short segments amounting to ~1.6 miles of road network were congested, and only a few short segments amounting to ~2.4 miles of road network were congesting (Map 5.4).

2023 CONGESTED SEGMENTS

- Interstate 29 southbound on-ramp at S Floyd Blvd.
- Interstate 29 northbound on-ramp at Singing Hills Blvd.
- Interstate 29 southbound off-ramp at Singing Hills Blvd.
- S Patton St west of Harbor Dr and north of Murry St.

2023 CONGESTING SEGMENTS

- Interstate 29 southbound off-ramp at Hamilton Blvd.
- Interstate 29 southbound off-ramp at S Virginia St.
- US Route 20/75 eastbound off-ramp at S Lakeport St.
- Interstate 129 westbound off-ramp at Dakota Ave.
- Dakota Dunes Blvd between Bison Trl and Pinehurst Trl

2030 Forecast Year (Existing & Committed)

Between 2023 and 2030, residential, commercial, and industrial growth is expected to continue at a moderate rate. The congestion issues of the previously mentioned time snapshots are expected to remain, unless addressed otherwise. Map 5.6 illustrates the congested and congesting areas in the forecast year 2030.

Two projects were added to the planned project list that have an impact on the travel demand model. These include:

- Southbridge Interchange (new construction)
- Gordon Dr Viaduct (reconstruction)

2030 CONGESTED SEGMENTS (New from 2023)

- Interstate 129 westbound off-ramp at Dakota Ave.

2030 CONGESTING SEGMENTS (New from 2023)

- No new congesting segments.

2040 Forecast Year (Existing & Committed, & Planned)

Between 2030 and 2040, residential, commercial, and industrial growth is expected to continue at a moderate rate. The congestion issues of the previously mentioned time snapshots are expected to remain, unless addressed otherwise. Map 5.7 illustrates the congested and congesting areas in the forecast year 2040.

Seven projects were added to the planned project list that have an impact on the travel demand model. They are:

- South Lewis Blvd: Reconstruction: Add signal at Warrior
- Sergeant Square Dr: Reconstruction: First St to Bluff Rd (2 lane to 3 lane)
- Morningside Ave: Reconstruction: Jay to Transit (2 lane to 3 lane)
- Outer Drive: Reconstruction: Hamilton to Floyd (2 lane to 4 lane)
- South Lewis Blvd: Reconstruction: Singing Hills to City Limits (2 lane to 3 lane)
- Pine St: New Construction: D Ave to US Hwy 77
- 46th St: New Construction: Buckwalter Dr. to Rustin St

2040 CONGESTED SEGMENTS (New from 2030)

- Interstate 29 northbound off-ramp at Hamilton Blvd.

2040 CONGESTING SEGMENTS (New from 2030)

- US HWY 20/75 westbound on-ramp at S Lakeport St.
- Interstate 29 southbound off-ramp at 1st St (Sergent Bluff).

2050 Forecast Year (Existing & Committed, & Planned)

Between 2040 and 2050, residential, commercial, and industrial growth is expected to continue at a moderate rate. The congestion issues of the previously mentioned time snapshots are expected to remain, unless addressed otherwise. Map 5.8 illustrates the congested and congesting areas in the forecast year 2050.

Nine projects were added to the planned project list that have an impact on the travel demand model. They are:

- 1st St: Reconstruction: South Ridge Rd to city limit (2 lane to 3 lane)
- Old Lakeport Rd: Reconstruction: 1st to Warrior Rd (2 lane to 3 lane)
- Glen Ellen: New Construction: Insignia Circle to US Hwy 20
- Burton St: New Construction: 19th St to Military Rd
- West St: New Construction: Stone Park Blvd to city limits
- Talbot Rd: Reconstruction: Military Rd to Memorial Dr (gravel to concrete)
- Orleans Ave: New Construction: Morningside Ave to Glen Ellen Rd
- Plum Creek Rd: New Construction: Plum Creek Rd to Riverside Blvd
- Buckwalter Dr: Reconstruction: Hamilton to Outer Dr (gravel to concrete)

2050 CONGESTED SEGMENTS (New from 2040)

- No new congested segments.

2050 CONGESTED SEGMENTS (New from 2040)

- Interstate 29 northbound on-ramp at Wesley Pkwy.
- Interstate 29 southbound off-ramp at Wesley Pkwy.
- Interstate 29 northbound on-ramp at 1st St (Sergeant Bluff)

Future Traffic Trends

- **Southbridge Interchange:** The Southbridge Interchange, once constructed, will continue to see traffic increase as Southbridge Industrial Park is developed. The construction of the Southbridge Interchange will also result in significant drop in traffic volumes along D51 and its interchange with I-29.

- **Singing Hills Blvd:** Continued development along Singing Hills Blvd will result in an increase in traffic volumes. This increase ranges from 22% to 40% and around a 13% increase in traffic volumes on the on and off ramps at the interchange with I-29.

- **I-129 and Dakota Avenue Interchange:** With the continued development of the South Sioux City and Dakota City Industrial Park and growth in South Sioux City, the already congested I-129 westbound off-ramp at Dakota Ave will see a 16% increase in traffic volumes.

- **Outer Drive:** New Residential and Commercial development along the Outer Drive corridor, expected to take place between 2030 and 2050, will result in an increase in traffic volumes ranging from 11% to 13%.

- **River Bend Business Park:** With the development of the River Bend Business Park (programmed in the 2030 and 2040 model years) Northshore Dr, east of I-29, is expected to see a 61% increase in traffic volumes.

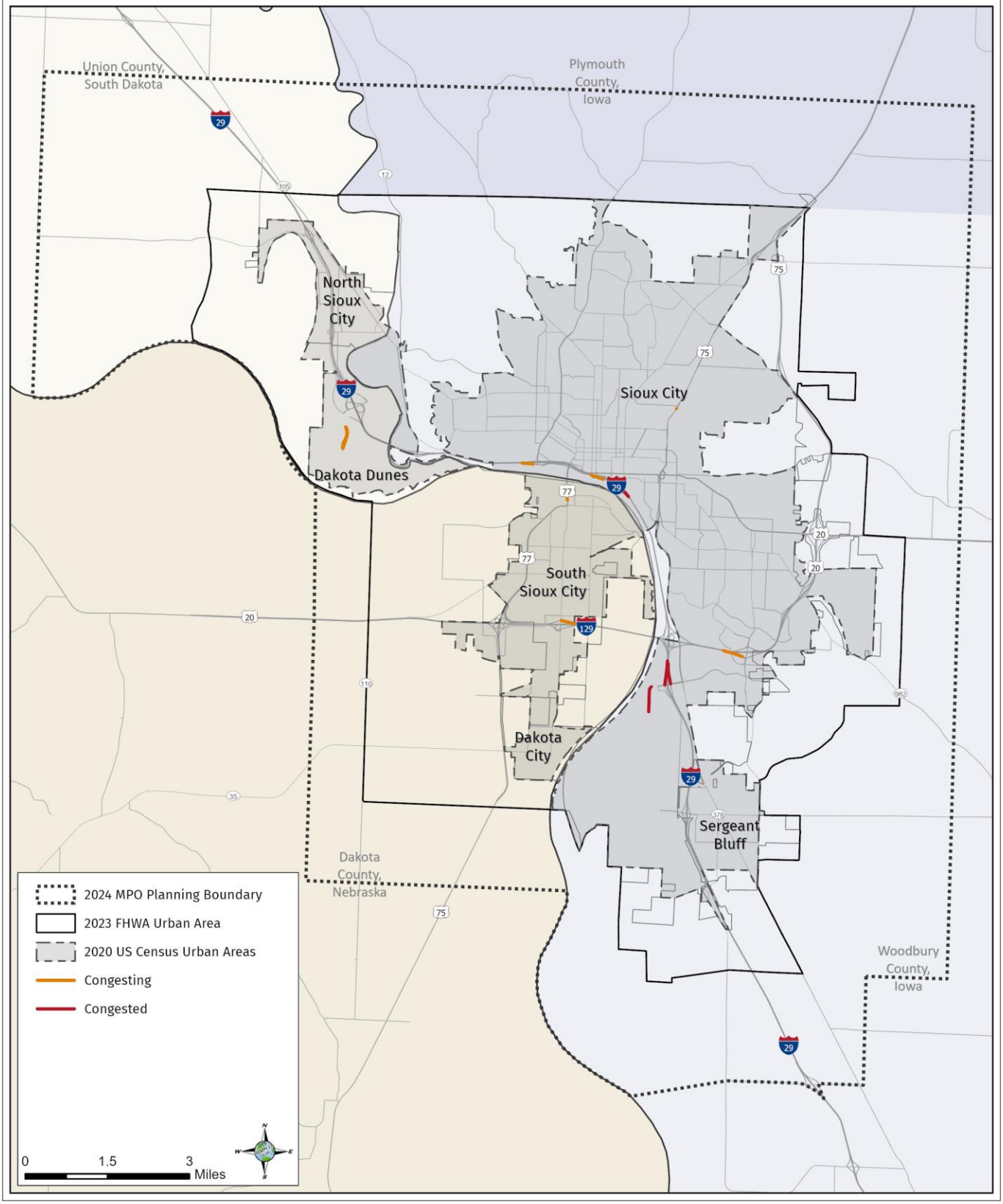
- **South Sioux City Residential Development:** The new residential development and roads in South Sioux City, between the east city limits and the Missouri River, generates increasing traffic in and around this area due to new developments that were coded in the model for the 2030 through 2050 model years.

- **1st Street Interchange (Sergeant Bluff):** As Sergeant Bluff continues to grow, along with the industrial area on the west side of I-29, the 1st St/Aviation Blvd interchange is expected to see a significant increase in traffic volumes. On the Sergeant Bluff (east) side of the interchange, traffic volumes are expected to increase by 29%. On the west side of the interchange, traffic volumes are expected to increase by 36%.

Map 5.5

SIMPCO MPO

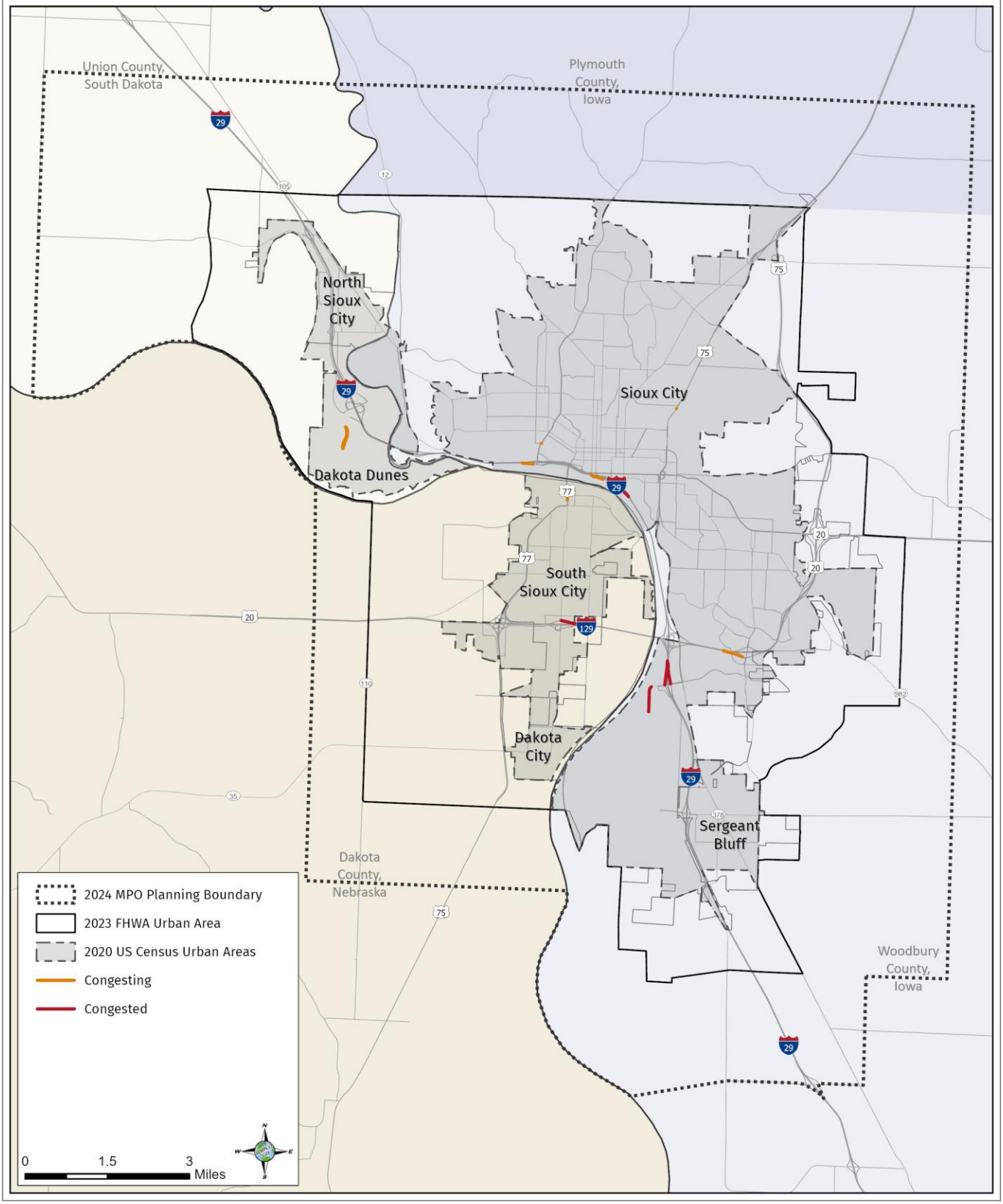
Level of Service: 2023 Base Year



Map 5.6

SIMPCO MPO

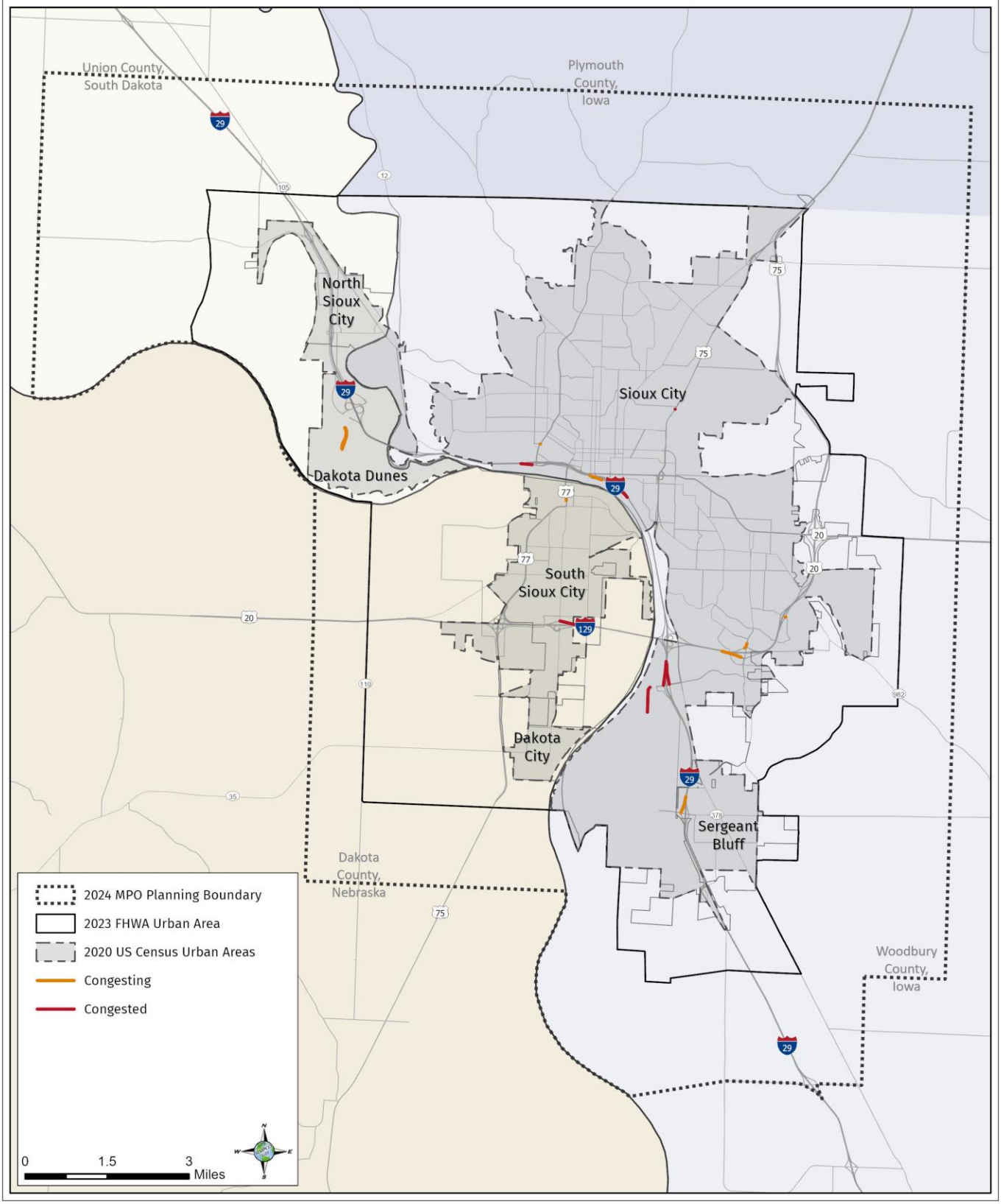
Level of Service: 2030 Forecast Year



Map 5.7

SIMPCO MPO

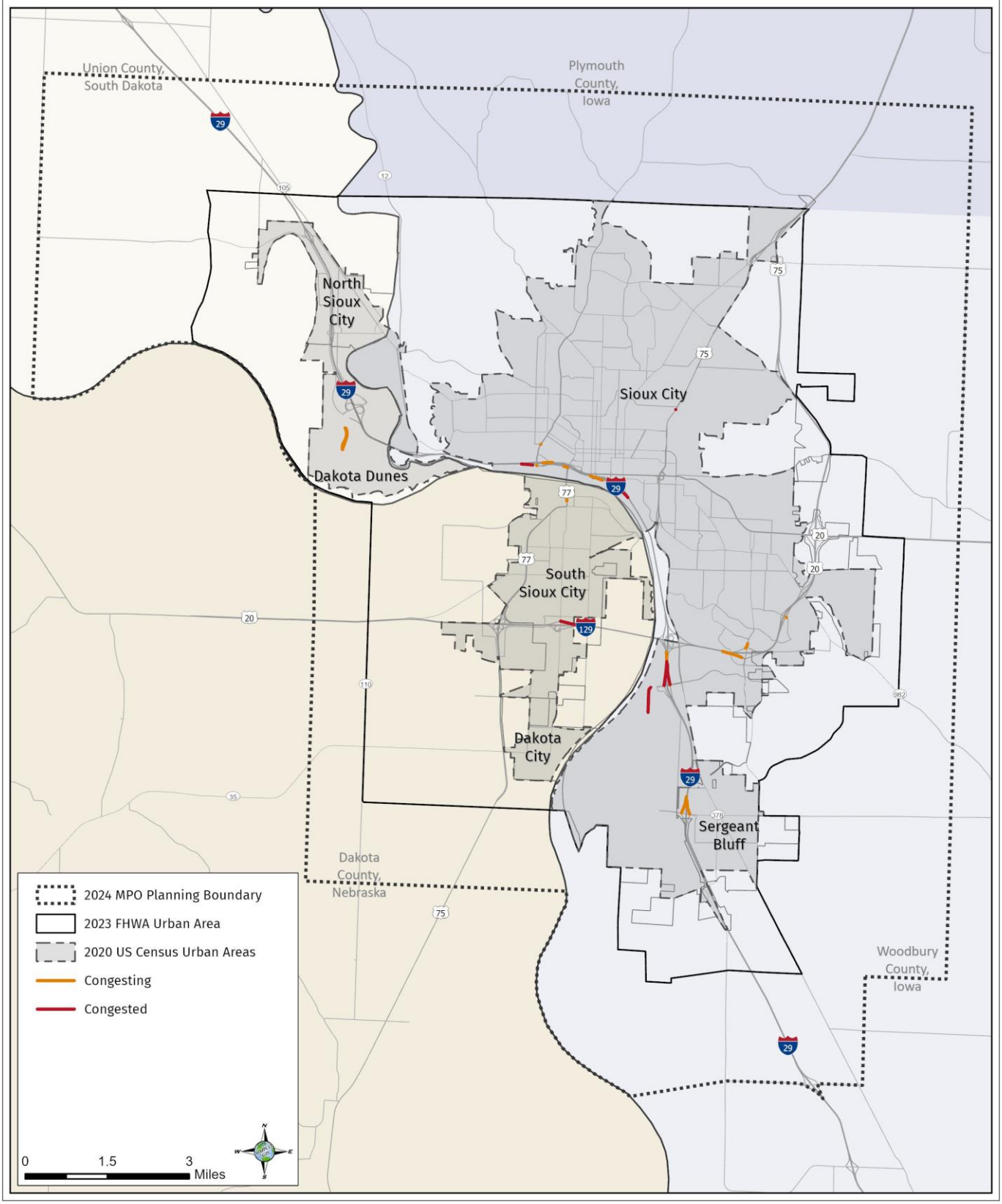
Level of Service: 2040 Forecast Year



Map 5.8

SIMPCO MPO

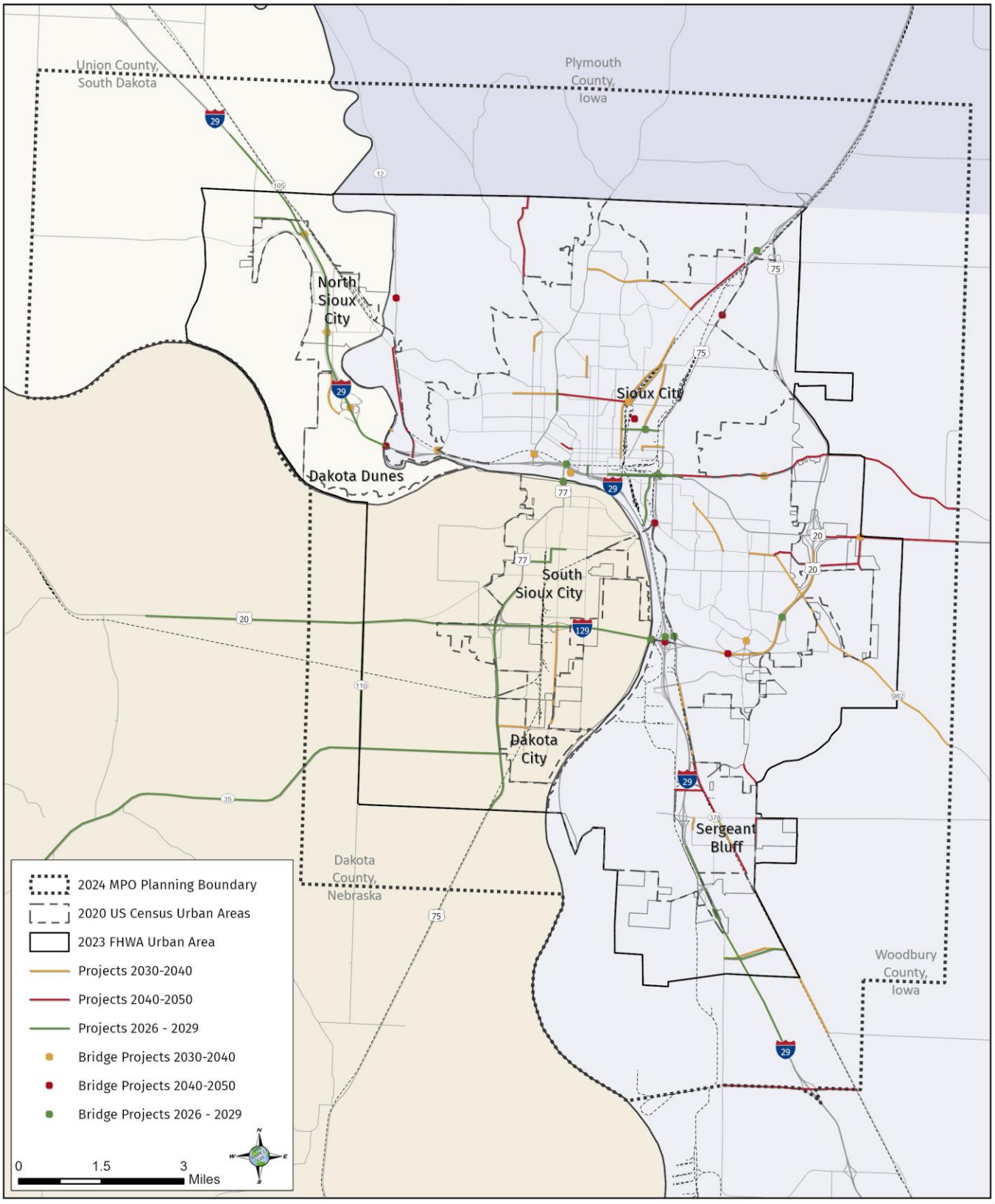
Level of Service: 2050 Forecast Year



Map 5.9

SIMPCO MPO

FY 2026-2029 TIP & 2030-2050 Fiscally Constrained Projects



Recommendations

The recommended streets and highway projects identified in this plan are a mix of infrastructure rehabilitation, reconstruction, and some select strategic infrastructure addition projects. Examples of major projects include the 18th St. Viaduct project, Southbridge Interchange, and the Gordon Drive Viaduct. Major pavement rehabilitation is planned on several metro area arterials.

A series of new roads through undeveloped areas are planned, should funding become available to open up areas presently lacking transportation links. To facilitate economic development, upgrades will continue in the industrial area in the southern portion of the SIMPCO MPO planning area. In addition, Hoeven Valley continues to be a priority area for transportation improvements.

The full list of projects is shown in Chapter Eight: Financial Summary. Projects are detailed by funding sources, sponsor agency, timeframe, and potential federal funding available (i.e., fiscally constrained vs. Illustrative). In addition, Appendix C lists illustrative projects, project selection methodology and implementation of the plan.

CHAPTER 6 : INTERMODAL TRANSPORTATION

Chapter Contents

- Truck
- Rail & Passenger Rail
- Air and Passenger Air
- Pipelines
- Waterborne Freight
- Intercity Bus
- Intermodal Facilities
- Recommendations

Chapter 6: Intermodal Transportation emphasizes freight transportation. Throughout the ten sections in this chapter, freight transportation, truck, rail, passenger rail, air and passenger air, waterborne freight, intercity bus, intermodal facilities, and a series of short and long-term policy recommendations are discussed.

Truck

Current Facilities

Interstate 29 is the major transportation route going through SIMPCO's MPO planning area. I-29 provides a north/south route for automobiles, trucks, and bus traffic from Sioux City into North and South Dakota, western Iowa, eastern Nebraska, and Missouri. It connects with I-90 to the north at Sioux Falls, I-80, and I-35 at Omaha and Kansas City, respectively. Other interstates that primarily serve the MPO include I-129, US 20, US 75, and US 77. US 75 and US 77 run north/south through Iowa and Nebraska, and US 20 runs east/west across Iowa and Nebraska. Figure 6.1 provides a summary of the major highways in the metropolitan area and regional connections these highways provide.

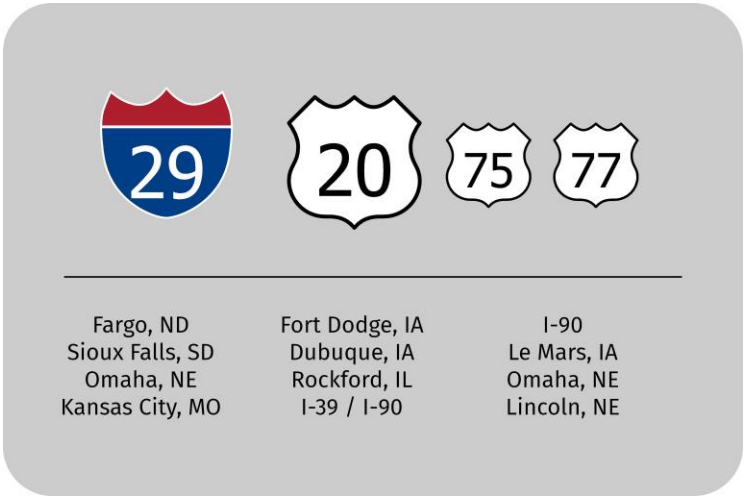


Figure 6.1: SIMPCO Metropolitan Area Major Arterials and Connected Cities

Truck Traffic

The trucking industry is privately owned and operated, therefore, the MPO can only provide a general overview of trucking activity in the region. There are several meat processing plants in the vicinity, resulting in a large percentage of truck traffic transporting live animals to be slaughtered and processed. Such trips are approximately 100 miles, traveling from neighboring farms in Iowa, Nebraska, and South Dakota. As with any metropolitan area, the other major freight category includes traffic servicing the consumptive needs of the MPO area itself with commodities such as foodstuffs, electronics, manufactured furniture, clothing, and other products.

Le Mars, IA, located northeast of Sioux City, is home to Wells Dairy and major dairy products are transported on the primary network throughout the MPO area. These products are transported in all directions of the United States. Corn, soybeans, fertilizers, and other agricultural commodities, as well as manufactured items, are frequently transported throughout the MPO area.

Long-distance truck transportation poses additional demands on the region's roadways. As mentioned above, I-29 serves the region and is a major corridor not only for the MPO region but also for North American Free Trade Agreement (NAFTA) traffic from Mexico and the Southeast to central and western Canada. This traffic is anticipated to grow, particularly with the rise of Alberta as a significant energy and manufacturing center. Truck traffic from Minnesota to the Southwest and Mexico also places heavy demands, particularly along the Iowa Highway 60 corridor. Freight facilities and warehouses within the region include Big Soo Terminal, Burlington Junction Railroad, Cloverleaf Cold Storage, L.G. Everist, Le Mars Public Storage Inc., Big Soo Warehouse, Heyl Truck Lines, Jacobson Companies, and Nor-Am Cold Storage.

Tables 6.1 and 6.2 summarize the inbound and outbound freight flow for the State of Iowa from other domestic sources or to other domestic destinations. Inbound freight comes into Iowa primarily from Minnesota, Nebraska, Illinois, South Dakota, Wisconsin, and Missouri. The predominant domestic destinations for Iowa products are Illinois, Minnesota, Nebraska, Texas, and Missouri.

Inbound Freight:
Entering State of Iowa from Other Domestic Sources, 2022

Rank	Truck	Millions of Tons	All Modes	Millions of Tons
#1	Cereal Grains	8.6	Natural gas and other fossil products	42.5
#2	Nonmetal Mineral Products	5.3	Coal	11.3
#3	Animal Feed	5.2	Cereal Grains	9.3
#4	Other Foodstuff	3.7	Animal Feed	5.7
#5	Natural Sands	3	Nonmetal Mineral products	5.6

Table 6.1. Source: U.S. DOT Freight Analysis Framework (FAF) Data Visualization Tool.

Outbound Freight: Exported from State of Iowa to Other Domestic Destinations, 2022				
Rank	**Truck**	**Millions of Tons**	**All Modes**	**Millions of Tons**
#1	Cereal Grains	12.9	Natural gas and other fossil products	31.6
#2	Other Agricultural Products	10.5	Other Foodstuff	21
#3	Animal Feed	10	Animal Feed	18.2
#4	Gravel	7.9	Cereal Grain	14.2
#5	Other Foodstuff	7.7	Gasoline	14.1

Table 6.2. Source: U.S. DOT Freight Analysis Framework (FAF) Data Visualization Tool.

Table 6.3 summarizes the top commodity groups that flow through the state of Iowa and how it has changed and is projected to change over time. Cereal grains are expected to remain the top commodity being transported into and out of the state to and from domestic and international destinations. Trucks are the primary mode of freight transportation by volume of product in the SIMPCO region.

Total Domestic Freight, All Modes: Units in millions of tons									
Rank	**Top Commodity Groups in 2012**	**Tons (Mil.)**	**Rank**	**Top Commodity Groups in 2020**	**Tons (Mil.)**	**Rank**	**Top Commodity Groups in 2050**	**Tons (Mil.)**
#1	Cereal Grains	114.4	#1	Cereal Grains	147	#1	Cereal Grains	177.7
#2	Natural gas and other fossil products	81.1	#2	Natural gas and other fossil products	88.3	#2	Natural gas and other fossil products	170.4
#3	Gravel	52.5	#3	Animal Feed	65.7	#3	Animal Feed	133.4
#4	Animal Feed	44.9	#4	Gravel	56.7	#4	Gravel	87.7
#5	Other Agricultural products	38.7	#5	Other Agricultural products	38.2	#5	Other Foodstuff	50.6
#6	Other Foodstuff	28.6	#6	Other Foodstuff	37.2	#6	Fertilizers	49.7
#7	Nonmetal Mineral Products	22.3	#7	Nonmetal Mineral Products	22.8	#7	Other Agricultural products	47.5
#8	Coal	20.4	#8	Fertilizer	19.8	#8	Live Animals/Fish	38.3
#9	Fertilizers	10.4	#9	Gasoline	17.2	#9	Nonmetal Mineral Products	36.3
#10	Live Animals/fish	9.8	#10	Live Animals/Fish	12.9	#10	Gasoline	25.8

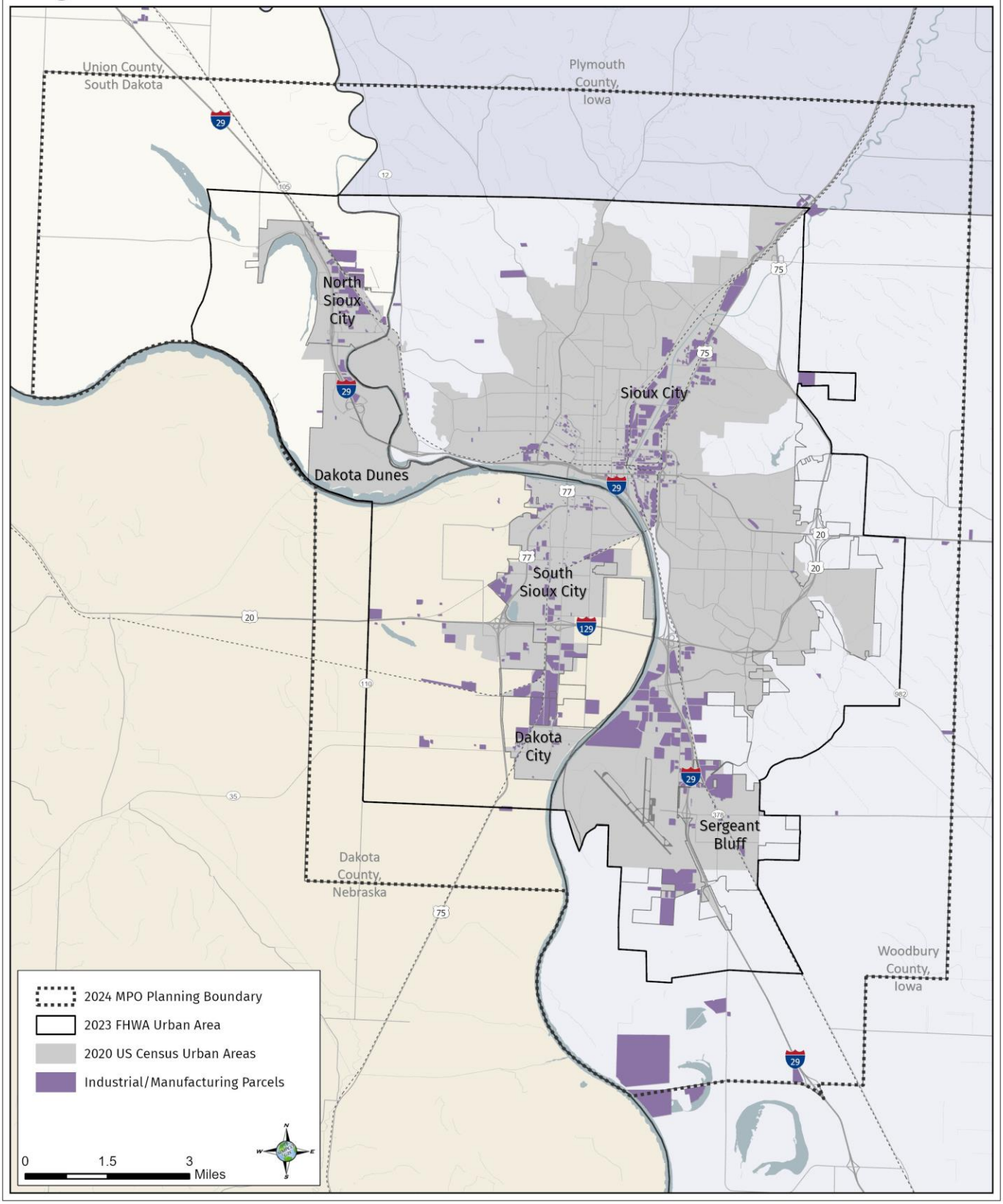
Table 6.3. Yearly comparisons of Total Domestic Freight Flow through Iowa.
Source: U.S. DOT Freight Analysis Framework (FAF) Data Visualization Tool.

Map 6.1 is a representation of trucking throughout the SIMPCO MPO. The truck annual average daily traffic (AADT) is represented by increasing thickness of line representing increasing AADT. The truck routes throughout the MPO area have a high AADT of just over 6,000 interstates, highways, and major arterials. The most heavily traveled truck routes through the SIMPCO MPO are the I-29 corridor and Highway 75.

Map 6.1

SIMPCO MPO

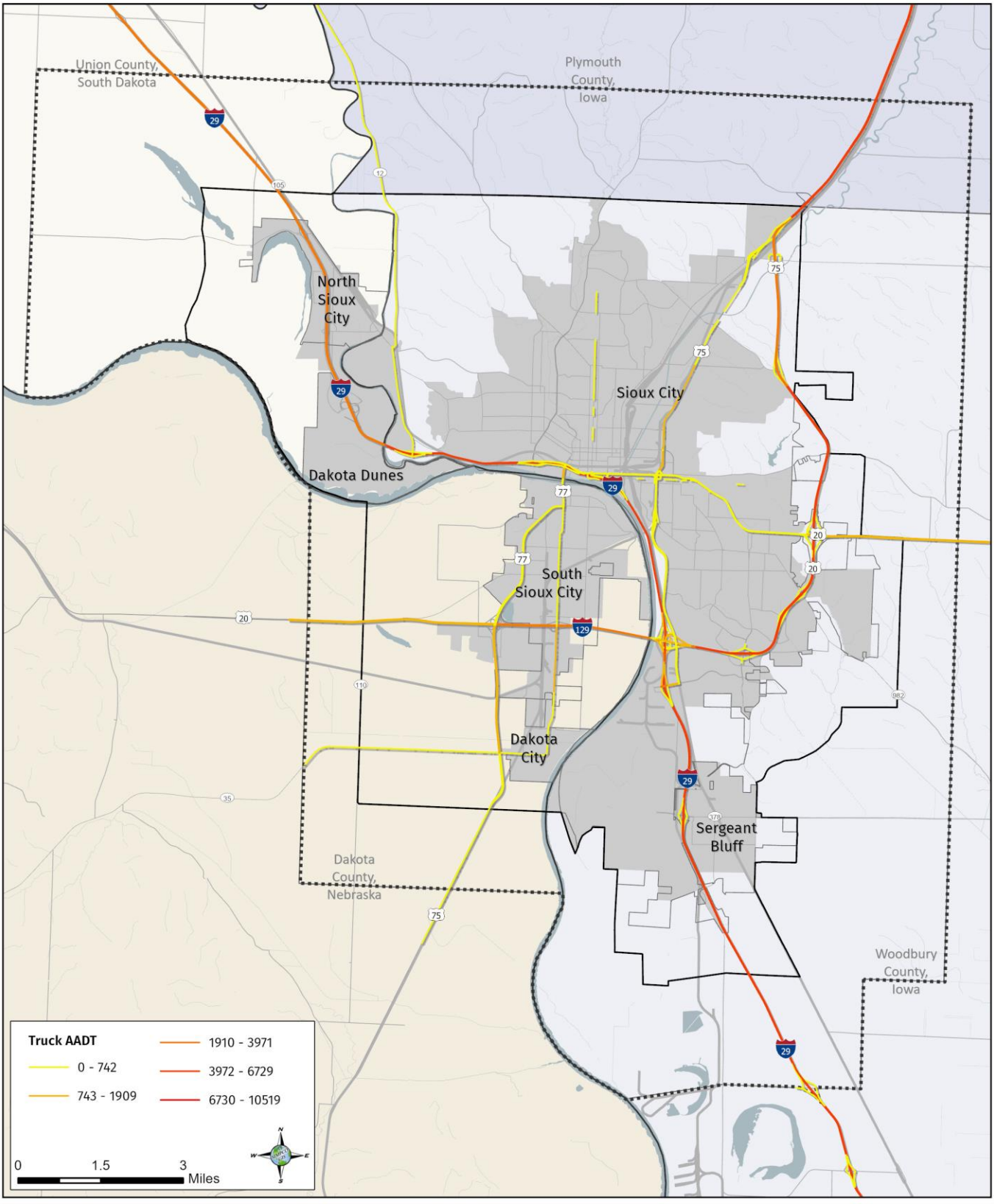
Freight Generators



Map 6.2

SIMPCO MPO

Truck AADT



INRIX traffic data and Iowa DOT traffic counts were used to identify highway freight bottlenecks. INRIX has a Bottleneck Ranking tool that uses recorded speeds, acquired by tracking cell phone and global positioning systems data, to determine if a section of roadway is indeed a bottleneck. Bottleneck conditions are determined by comparing the current reported speed to the reference speed for each segment of road. Reference speed values are provided for each segment and represent the 85th percentile observed speed for all time periods with a maximum value of 65 mph. If the reported speed falls below 60 percent of the reference, the road segment is flagged as a potential bottleneck. If the reported speed stays below 60 percent for five minutes, the segment is confirmed as a bottleneck location.

Locations were considered freight bottlenecks if they were identified by INRIX and had at least 30 percent truck traffic or 5,000 trucks per day. There is one highway freight bottleneck identified in the SIMPCO MPO region, located at U.S. 77 and I-29. More in-depth information about bottleneck locations can be found in the Iowa State Freight Plan.

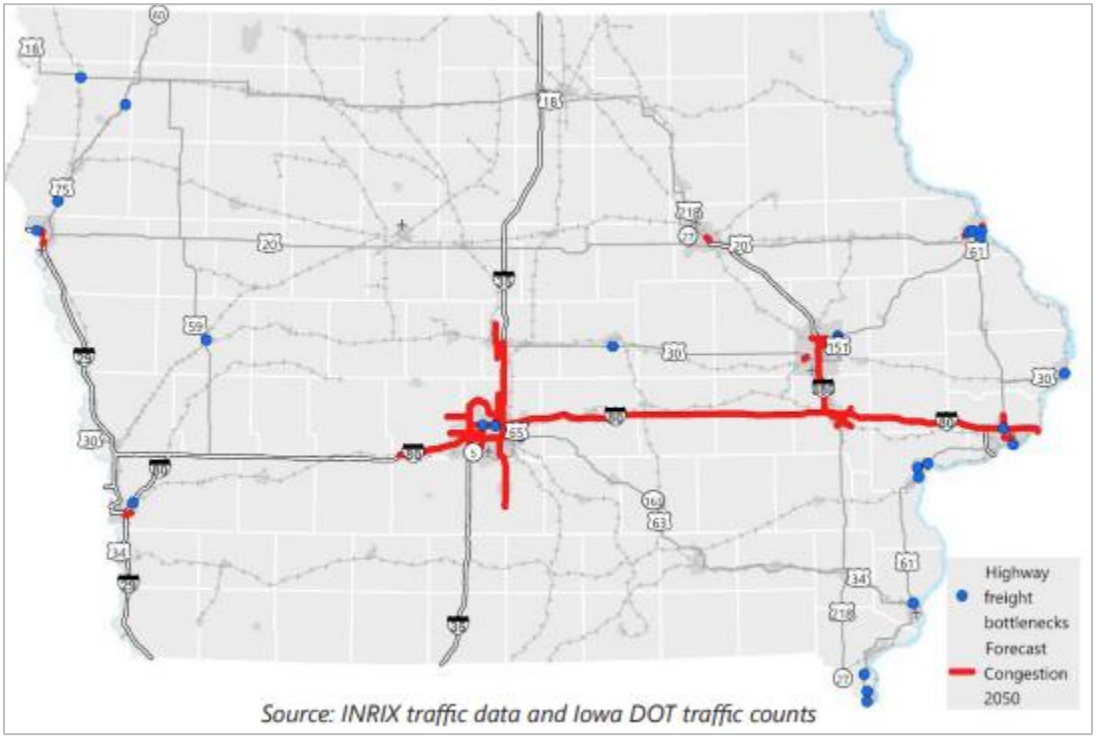


Figure 6.2: Highway Freight Bottlenecks.

Challenges

Based on FHWA estimates, Iowa's transportation network moved roughly 638 million tons of freight in 2022, with an estimated value of $377 billion. Additionally, between 2022 and 2050, truck-moved freight in Iowa is predicted to increase by about 52 percent in weight and 97 percent in value (in inflation-adjusted dollars).

Iowa's State Freight Plan anticipates that overall freight volume will likely double by 2040 relative to current baselines. Meanwhile, more conservative state commentary suggests that total freight tonnage in Iowa could rise by more than 30 percent by 2040 (to nearly 600 million tons), though that estimate excludes freight merely passing through the state. The Federal Highway Administration's Freight Analysis Framework projects the total truck freight to be $745.7 billion by 2050.

Many of the SIMPCO region's roads, bridges, railways, barge terminals, and other infrastructure critical to the movement of freight need significant structural improvements. According to the American Society of Civil Engineers' 2025 Report Card, Iowa is the worst ranking state in the nation for the number of poor bridges, with about one in every five bridges in the state rated poor. However, this same study shows that the percentage of roads in poor condition in the state of Iowa has decreased from 29% in 2019 to 25% in 2023. While this is an improvement, increasing costs over time due to inflation along with a projected 26% increase in truck tonnage in the next 20 years will continue to present challenges at the state, metropolitan, and local levels to maintain this critical infrastructure.

Rail

Current Facilities

The railroads are a major part of the economic activity in the SIMPCO MPO (see map 6.2). It is served by four railroads: Burlington Northern Santa Fe (BNSF), Union Pacific (UP), and Canadian National (CN), which are Class I, or large, long-haul national rail systems; and the Dakota and Iowa Railroad (DAIR), which is a Class III, or short line, railroad operated at a local level. The railroads use five regional rail corridors, as detailed in Figure 6.3.

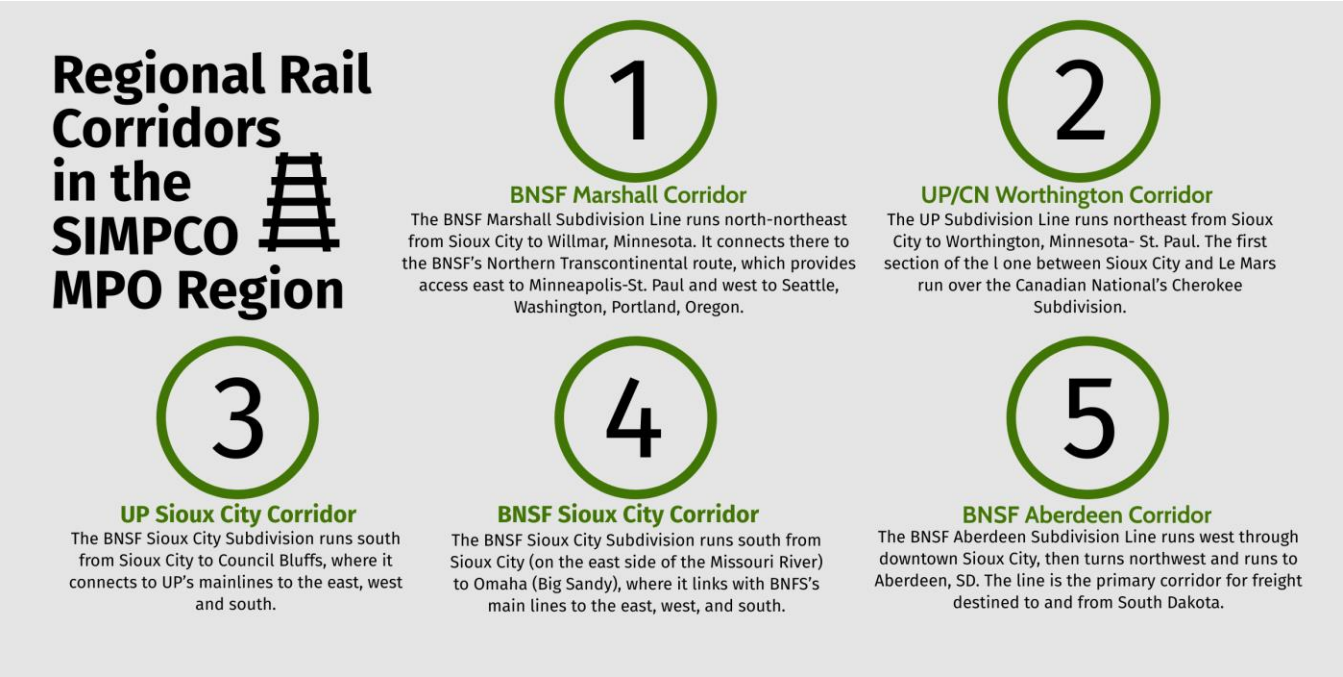


Figure 6.3.

There is overlap that occurs in two areas, the Downtown Junction and the Hoeven Valley Corridor. The Downtown Junction is west of the Floyd River in area bounded by 3rd St./Hoeven Drive, Floyd Blvd. and IA 12/Gordon Drive. East of the Junction are three major rail bridges crossing over the Floyd River. The Hoeven Valley Corridor runs between Downtown Junction and 46th St, about 4.6 miles. There are 59 public at-grade railroad crossings located within Sioux City. About 30 of these crossings are on the BNSF, 23 are on the UP, and six are on the CN. Some of the crossings indicated for each railroad are duplicates. For instance, the UP and CN cross 18th Street and utilize the same signals. There are also instances where the same railroad has multiple crossings at the same location.

Economic Impact

Economic activity in the Sioux City region and its trading partners generated an estimated 38 million tons of freight valued at $20 billion in 2014, with rail freight accounting for roughly one-quarter of both tonnage and value under those estimates.

In more recent years, Iowa's rail system has been a significant mover of bulk commodities: in 2022, Iowa's railroads originated roughly 63.1 million tons and received an additional 29.3 million tons for a total of about 92.4 million tons moved by rail. Rail in Iowa carries a disproportionate share of bulk goods—though rail comprises only a few percent of the state's freight network by mileage, it handles nearly nine percent of total freight tonnage.

Shippers and receivers expect that the demand for rail service will remain strong but not grow significantly due to capacity restrictions on the major rail corridors that run through the Sioux City region. However, the projected decline in the volume of coal shipments may give Sioux City region shippers and receivers space to increase their rail shipments of field crops and processed grains, aggregates, animal feed, and other commodities.

The State Freight Plan noted that Iowa's top five commodities by volume are cereal grains, animal feed, gravel, coal, and fertilizer. These commodities are typically high-weight, low-value bulk shipments, which are well suited for rail transportation. In addition, the majority of Iowa's electrical power is generated from wind (nearly 60 percent in 2023). The percentage of power generated from coal in the state has been steadily declining over the past several decades, estimated at about 23% in 2023. Both power sources would benefit from rail transportation, for the movement of large equipment, such as wind turbines, and coal.

Given the strong market for freight and goods movement, most stakeholders expect rail freight volumes to increase over the coming years. For many livestock processors and byproducts companies, there is a strong demand for product in Mexico, China, and other Asian markets. To meet domestic U.S. demand, some animal products are imported to Sioux City from European countries, including Denmark, Poland, and Spain. Major agricultural products processed in Sioux City, such as soybean meal, are shipped from Sioux City to Mexico, Saudi Arabia, and parts of Asia. Local companies utilize rail intermodal service available in Omaha and Chicago to access ports on the east and west coasts for export, and vice versa for imports of consumer goods and intermediates such as animal products. Because of the strong business climate in Sioux City, none of the shipping and receiving stakeholders reported any imminent plans to relocate outside of the region. By contrast, there appear to be opportunities for business to expand into or relocate to the Bridgeport area as well as the Southbridge Business Park, both of which are rail-served areas near the Sioux Gateway Airport/Brigadier General Bud Day Field and Interstate 29.

In July 2009, the City of Sioux City developed the Rail Freight Movement and Economic Development Analysis. Phase I of the plan gives a detailed look at the inventory and operations of rail in the Sioux City metropolitan area. In August 2018, Phase II of the study identified existing issues as well as likely future concerns and gives detailed recommendations that fall into the four following categories:

- At-grade rail/highway crossing improvements
- Rail-highway grade separations
- Downtown junction improvements
- Viaduct and bridge-clearance improvements

Challenges

The most frequently cited concern was the blockage of intersections at several busy grade crossings throughout Sioux City, with the BNSF's Aberdeen Subdivision along the southern edge of downtown being a top concern. Although train traffic along this route is modest, on the order of four to five trains operated daily by BNSF and DAIR, trains must move very slowly as they proceed through the downtown rail junction. These delays are extended when DAIR switches 100 car unit trains of aggregates to the L.G. Everist facility that is located immediately east of the downtown junction. In addition, a challenge for the BNSF railroad is the low under clearance for the mainline track under the Gordon Drive Viaduct. Also in the Bridgeport area, UP's daily train often gets backed up along South Patton Street, blocking grade crossings and entrances to businesses on the west side of the street. Some of these crossings lack lights and gates, which pose additional safety concerns for motorists.

Currently, there is a quiet zone designation Pearl Street, Pierce Street, and Nebraska Street, which are the three westernmost crossings along the downtown corridor. The remaining crossings include Jackson Street, Virginia Street, Court Street, and Iowa Street, which have been proposed as quiet zone crossings, but are not yet part of the quiet zone. Only by establishing a quiet zone along the entire corridor will it be possible to eliminate noise from train horns along this corridor.

The railroads are primarily focused on maintenance and safety upgrades to preserve current operations. Historically, the Sioux City has expressed a preference for lights and gates in most cases. Part of this preference is due to the Iowa Department of Transportation's (DOT) Section 130 grade crossing improvement funding program. This program enables the city to receive funding for safety improvements without requiring substantial local or private (e.g. railroad) contributions. For example, UP expressed continued support to close its crossings at 11th Street and 28th Street along the Hoeven Valley Corridor, a project that has been in development for several years and is now awaiting funding.

Since the completion of Sioux City's Rail Freight Movement and Economic Development Analysis, progress has been made on several of the issues identified; a summary is provided below.

- Downtown Quiet Zone: Required improvements are complete and/or agreements are in place with BNSF to establish a quiet zone for the remaining four crossings. No additional funding is required for implementation.
- Leeds Quiet Zone: All of the crossings have received the required improvements or are under an agreement with BNSF to receive required improvements. No additional funding is required for implementation.

- Riverside Quiet Zone: All requirements have been met with regard to recognized public crossings. There is work needed on one remaining quasi-public crossing. No additional funding is required for implementation.
- 18th Street Overpass: The City of Sioux has completed the design for the overpass, however, funding is needed for construction.
- Need for ability to "double stack" trains: The Gordon Drive Viaduct is currently under design and the new bridge structure will allow for the double stacking of rail freight.
- Downtown Junction Improvements: This project continues to be included in the City of Sioux City Capital Improvement Program as funding is still needed. Project estimates exceed $40M.

Figure 6.4: Bakken Crude Oil Rail Routes through Iowa. Source: Iowa DOT.

The local rail industry's transport of Bakken crude oil through the SIMPCO MPO planning area has created recent safety concerns. Bakken crude oil is an especially explosive and flammable oil taken from the Bakken shale formation, located in Canada, Montana, and North Dakota. There have been several explosive rail incidents in the US and Canada involving Bakken crude oil. Efforts to improve safety standards have been pursued at the federal level, but local planning efforts are required to ensure that a swift and effective response is ready in case an incident occurs. Several planning methods can help ensure an improved response to any rail incident. The existing Local Emergency Planning Committee (LEPC) should continue to work toward improved communication between emergency responders, law enforcement, planning staff, and department of transportation/roads personnel. The LEPC should address how to respond to a rail incident within the planning area. In addition, local first responders should be trained in Transportation Community Awareness and Emergency First Response (TRANSCAER). This training will prepare first responders to act appropriately when faced with an incident involving hazardous materials. Furthermore, incident management exercises can help to prepare first responders to act and identify areas for improvement within the incident planning and response process.

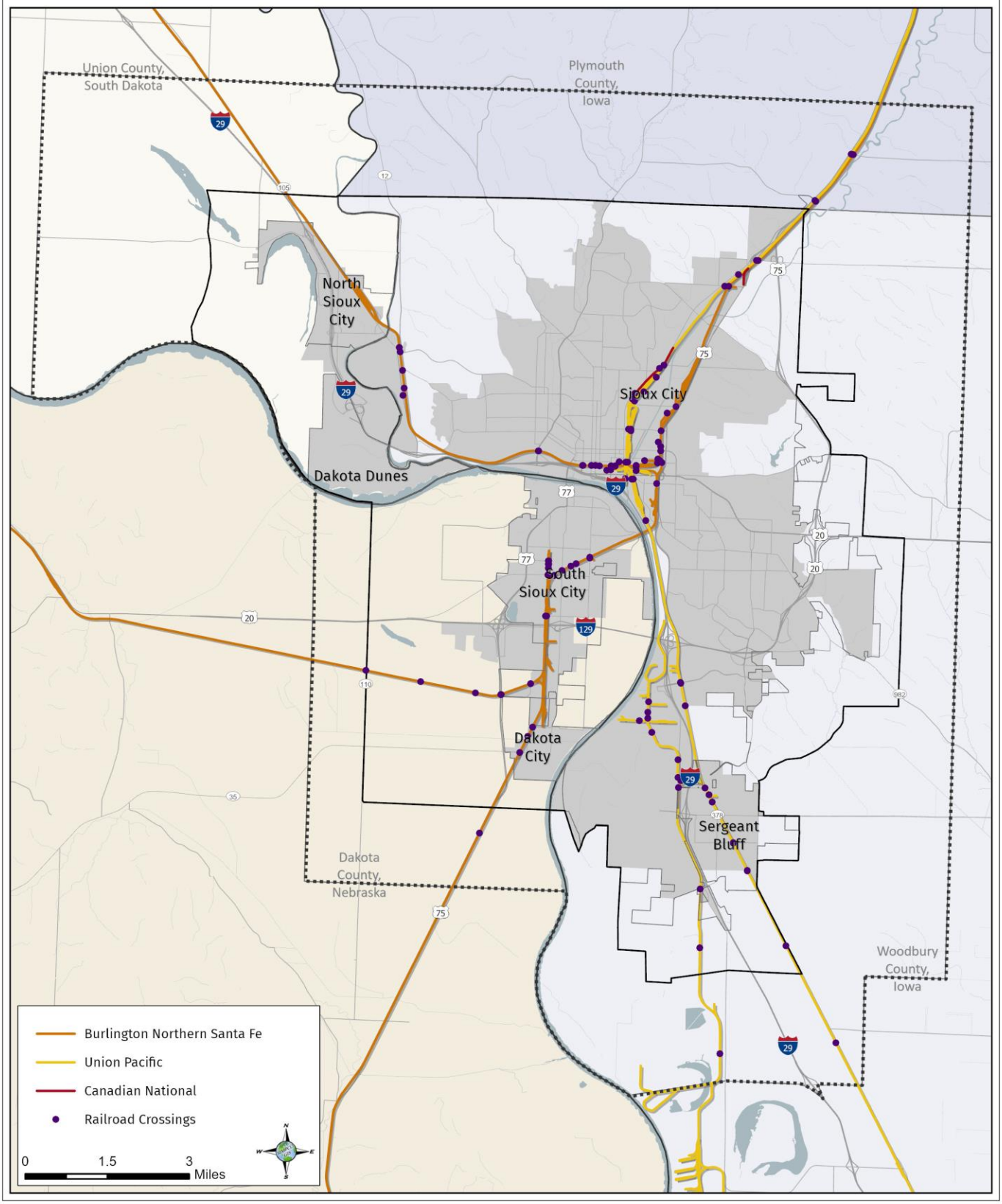
SIMPCO MPO Rail Network Bottlenecks From Iowa DOT State Rail Plan, 2022		
Railroad	**Location**	**Description**
CN (CC&P) and UP	Mainline between Sioux City and Le Mars, Iowa	Track congestion from multiple rail companies operating over the same line.
DAIR, UP, CN (CC&P), and BNSF	Interchange at Sioux City, Iowa	Limited size and capacity. The alignment of interchanges between all four railroads causes each railroad to access a busy BNSF main line to allow for certain interchange movements from one railroad to another. The alignment requires a very unsafe "back-up and see-saw" movement which causes delays to trains and vehicular traffic.
BNSF	Gordon Drive Viaduct; Sioux City, Iowa	The Gordon Drive viaduct has a vertical clearance of 17' 6" Above Top of Rail which does not allow for the passage of double stack container trains.
D & I Railroad	Sioux City Terminal Area	Sioux City Operations bottleneck exists where the four railroads in Sioux City (BNSF, CN, DAIR, and UP) intersect at a major at-grade crossing of rail lines and where trains operate at slow speeds in a terminal environment. Carload interchange between the carriers can be a challenge, as there are presently no designated interchange locations, and many of the carriers must operate in each other's yards to interchange cars

Table 6.4. Source: Iowa DOT State Rail Plan, 2022. https://iowadot.gov/media/2657/download?inline

Map 6.3

SIMPCO MPO

Rail



Pipelines

The SIMPCO MPO planning area has a large quantity of pipelines carrying various products. Currently, the MPO is not involved with pipeline planning, challenges, and implications. For a map of these pipelines visit the National Pipeline Mapping System.

Challenges

Although the MPO is not involved with any pipeline projects, there are a few challenges that occur between the City of South Sioux City and the City of Dakota City. There are two large natural gas pipelines that run diagonally across two properties, and this makes it difficult to develop the area for industrial growth. City staff for both cities have said that the removal of these pipelines under the properties would be more desirable for investors.

Passenger Rail

Current Facilities

There is no passenger rail service directly in the Sioux City metropolitan area. The closest passenger service is the current Amtrak California Zephyr, which passes through Omaha and Lincoln, NE in route to Emeryville, CA (San Francisco Bay Area) and Chicago, IL. The 2025 Amtrak Daily Long-Distance Service Study Report to Congress includes a recommended Network of Selected Preferred Route Options. One of these priority routes would connect Minneapolis, MN and Pheonix, AZ and pass through Sioux City. Should there be a shift of national priorities, the most likely and economical route would be a connection between Sioux Falls, SD and Kansas City, MO via Sioux City, IA and Omaha, NE. The routing would hypothetically use the BNSF alignment between Sioux Falls and Sioux City and the UP from Sioux City to Omaha and Kansas City. It is unlikely that it will develop over the planning horizon, barring a major shift of transportation priorities at the national level. The recommendations of this report, if funded, would connect millions more people to passenger rail across the country, enhance rural access, and boost connectivity of the passenger rail system.

Figure 6.5. Network of Selected Preferred Route Options, 2025 Amtrak Daily Long-Distance Service Study Report to Congress.

Air

Current Facilities

The main air terminal for the SIMPCO MPO region is the Sioux Gateway Airport/Brigadier General Bud Day Field, located on the southern edge of Sioux City to the west of Sergeant Bluff (see Map 6.3). The Sioux Gateway Airport is a Department of Defense facility, serving the Iowa Air National Guard's 185th Air Refueling Wing. The City of Sioux City owns the airport, which is overseen by a Board of Trustees. The Airport Director currently reports to the City Manager, who, along with the City Attorney and various Boards and Commissions, reports directly to the City Council. The Iowa Aviation System Plan identifies the Sioux Gateway Airport/Brigadier General Bud Day Field as a Commercial Service airport. Commercial Service airports support scheduled airline service and have the infrastructure and services available to support a full range of general aviation activities. United, the airport's only commercial carrier, normally offers two daily flights to Denver, CO and one flight each day to Chicago, IL. All are through United Airlines and connect to Chicago O'Hare International Airport and Denver International Airport.

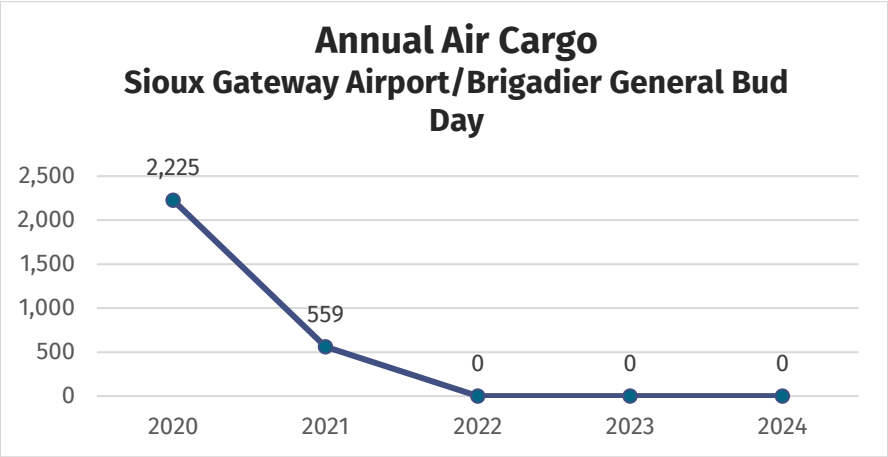


Figure 6.6. Total annual air cargo enplaned and deplaned through Sioux Gateway Airport/ Brigadier General Bud Day Field

There is no dedicated cargo carrier (such as FedEx, UPS, Emery, Airbourne, etc.) serving Sioux Gateway Airport/Brigadier General Bud Day Field, in part due to proximity of Omaha's Eppley Field and Sioux Falls' Joe Foss Field, which are served by major air cargo companies, the cargo passing through Sioux Gateway Airport/Brigadier General Bud Day Field is handled by the passenger airline, United. American Airlines gave notice that they were pulling out in 2020, however their last flight into SUX was April 5, 2021. SkyWest Airlines operating as United Airlines does not currently utilize any air cargo options. Figure 6.6 shows the total yearly amounts of air cargo through Sioux Gateway Airport/Brigadier General Bud Day Field Cargo.

During 2020-2024 there were several complete projects including the following:

- Completion of the 17/35 project
- Adding a daily flight west to Denver
- The addition of two 10-unit T-Hangars
- SUX Aviation Center build
- Flight school programs
- An additional FBO
- Free electric vehicle charging station for terminal guests
- Minor terminal renovation
- Runway 13-31 Rehabilitation with light replacement and shoulder reconstruction
- Demolition of two outdated structures (1 airfield side/1 frontage)
- Frontage landscaping and cleaning up
- Minimum standards update
- Starting the master plan update
- Terminal apron rehabilitation
- Hertz Rental Car Return
- Procurement of an airfield rotary plow, broom, and displacement plow
- Reconstruction of the northeast taxi lane. (Home base for approximately 25 additional aircraft and flight school programs which can increase overall airfield operation

In 2025, the projected projects include continued EAS air service through December 31, 2026, including flights to DEN and ORD, the Midwest Honor Flight, the replacement of a passenger boarding bridge, the

reconstruction of Runway 13-31, runway warming pad, and military ramp reconstruction, the final completion of the masterplan update, and the multiyear phased reconstruction of the south apron.

The Sioux Gateway Airport/Brigadier General Bud Day Field also provides flight training through Oracle Aviation. Oracle Aviation is a Flight Training Provider for Professional Flight students enrolled in flight laboratory courses. Students must use a flight provider that has been approved by the Regents of the University of Nebraska. Oracle is also partners with Morningside University in Sioux City, Iowa. The Oracle Aviation Rating offered include Private Pilot, Instrument Rating, Commercial Pilot, Certified Flight Instructor, Certified Flight Instructor – Instrument, Multi-Engine Rating, Multi-Engine Instructor, Airline Transport Pilot. Flight instructors also assist with recurrent training and endorsements in flight reviews, fleet aircraft signoffs complex aircraft endorsement, high performance aircraft endorsement, and high-altitude endorsement.

Passenger Air

Current Facilities

Sioux Gateway Airport/Brigadier General Bud Day Field is classified as a non-hub commercial service airport. There are currently two daily flights to Denver, CO and one flight each day to Chicago, IL. All are through United Airlines and connect to Chicago O'Hare International Airport and Denver International Airport. Figure 6.7 illustrates the annual number of passenger enplanements, or the number of passengers boarding aircraft at Sioux Gateway Airport/Brigadier General Bud Day Field from 2020-2024. Previously, the airport was served by American Airlines, Delta, and Frontier. From 2020 to 2021, there was a significant increase in the number of passenger enplanements.

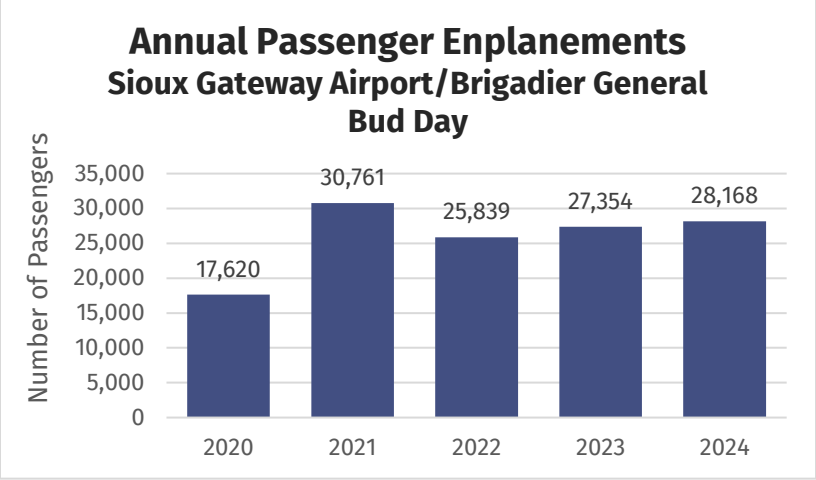
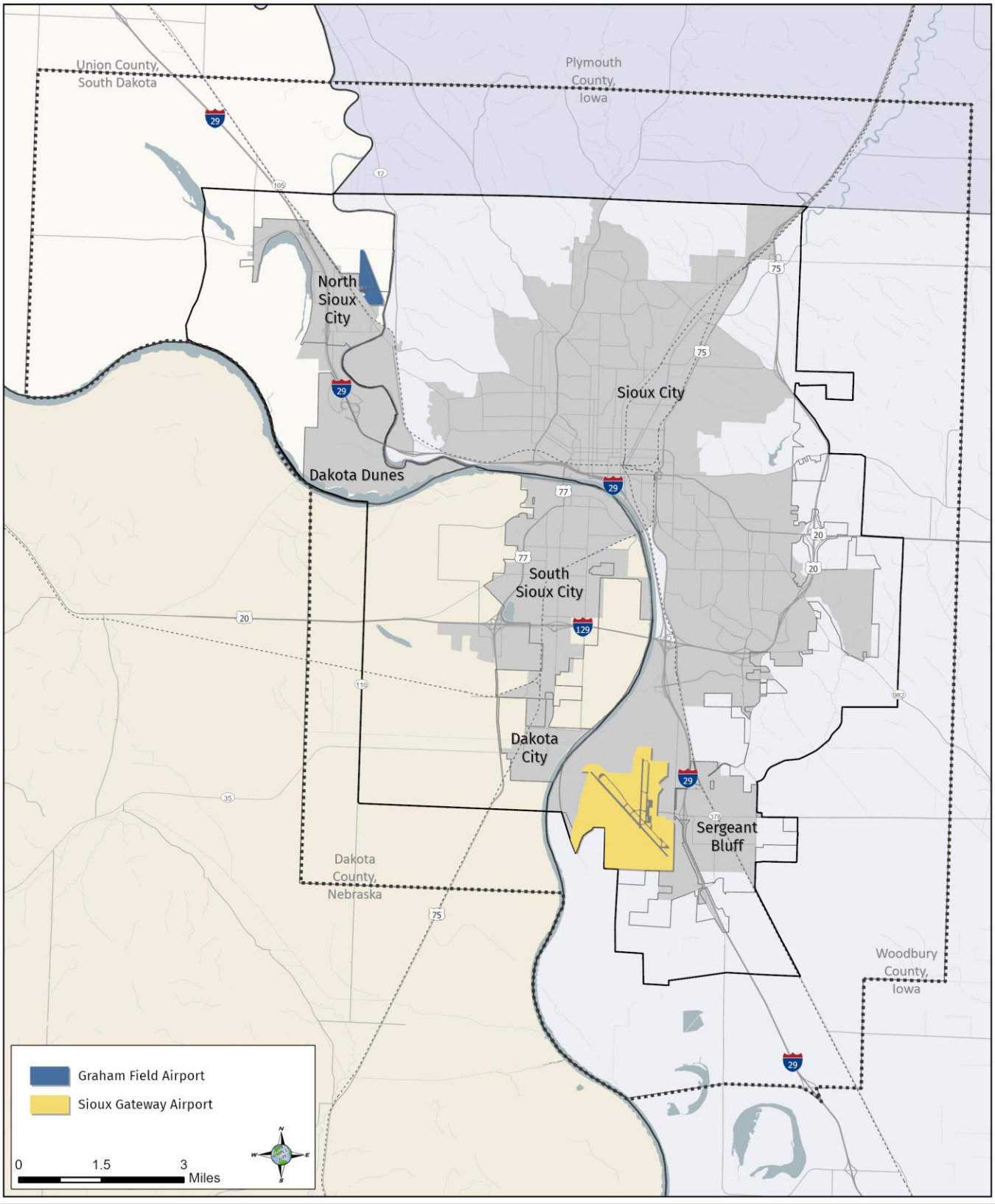


Figure 6.7. Total annual passenger enplanements and Sioux Gateway Airport/Brigadier General Bud Day Field.

Map 6.4

SIMPCO MPO
Airports



The Sioux Gateway Airport/Brigadier General Bud Day Field loses market share of counties and communities on the periphery of this service area to Omaha and Sioux Falls. To capture market share, the airport must provide a comparable level of service and fare rate to its competitors to the north and south, or at least competitive enough to deter potential passengers from driving extra miles.

In the past, Sioux Gateway Airport/Brigadier General Bud Day Field participated in the US DOT's Essential Air Service (EAS) program and received funds to remain commercial airline services. The Siouxland MPO heavily relies on the EAS program to subsidize commercial services. The federal assistance helps subsidize airline operation costs, which helps maintain competitive fares for commercial flights. The program subsidized the Sioux Gateway Airport/Brigadier General Bud Day Field's existing American Airlines service to ensure competitive rates.

There is one privately owned airport located within the metropolitan area for local commuters and owners of small aircraft. North Sioux City is home to Graham Field Airport, which is located one mile north of the city and boasts two concrete and turf runways.

The Sioux Gateway Airport/Brigadier General Bud Day Field Board of Trustees, the City of Sioux City, and the Siouxland Chamber of Commerce are continuing efforts to attract additional service and expand the number of flights. This hub is critical to accommodate those fliers that need to go west from Sioux City. Sioux City had been dependent on the Essential Air Service (EAS) program to provide basic service but beginning May 1, 2016, the city was able to secure commercial air service without the need for the EAS program through the competitive proposal process. It is important that the Essential Air Service program is included in future Federal Aviation Administration (FAA) reauthorizations and fully funded for the current airports that depend on the EAS program to retain commercial air service. Sioux City successfully secured commercial air service because of the EAS program and now must once again rely on it for an interim period. Efforts continue to secure additional service and to once again be subsidy free. During the post-pandemic years, the EAS program becomes even more important as communities struggle to retain viable air service.

Air and Passenger

Challenges

The Siouxland Gateway Airport currently lacks an all-cargo carrier. The airport's service area is large enough to support such a carrier and would benefit from such services. However, it is a challenge to attract an all-cargo carrier given the nearby competition in Omaha and Sioux Falls which currently provide air cargo carriers. The Sioux Gateway Master Plan notes many companies are utilizing just-in-time freight practices, which in most instances are better accommodated by air freight than by truck. Contingency planning should

be used to plan and prepare for an unexpected change in the amount of local air service. Such changes may include an air carrier deciding to no longer service the MPO area or the loss of EAS funding. Contingency planning can prepare locals for these changes and have a plan in place to fill loss of service.

Waterborne Freight

Current Facilities

Sioux City marks the northernmost navigable point on the Missouri River for barge traffic. It serves as the head of a 735-mile, nine-foot-deep navigation channel that extends to the river's confluence with the Mississippi River just north of St. Louis.

In 2013, the U.S. Secretary of Transportation designated the Missouri River segment from Kansas City, MO to Sioux City, IA as Marine Highway M-29. This designation enhances the potential for waterborne freight within the SIMPCO MPO area by making port facilities along the route eligible for federal funding. These funds can support improvements or expansions of existing freight infrastructure. The SIMPCO MPO should engage with local port operators to identify projects that may qualify for assistance.

After an 11-year period of no barge activity, in 2014 the Missouri River brought in a shipping barge into Sioux City. The barge was contracted by CF Industries to haul heavy equipment to its expanding Port Neal complex.

It's the first craft of its kind to ship to the Sioux City area since 2003. According to figures released by the Army Corps of Engineers, there was no barge traffic to Sioux City in 2001, 2003-2008 or from 2008-2024. This lack of traffic was due, in part, to vessel draft restrictions put into place because of drought conditions. In 2011, the Missouri River flooded due to a record snowfall in the Rocky Mountains of Montana and Wyoming along with near record spring rainfall in central and eastern Montana. All six major dams along the Missouri River released record amounts of water to prevent overflow which led to flooding threatening several towns and cities along the river from Montana to Missouri.

In more recent years, there have been two flooding events that have taken place on the Missouri River, one in 2019 and the other in 2024. The 2019 flood was triggered by a rare bomb cyclone in mid-March, which, combined with the frozen ground and 2 plus feet of existing snow, caused extreme runoff into the Missouri River and its tributaries. That year saw the second-highest runoff in 122 years, surpassed only by 2011. In June 2024, the SIMPCO MPO region experienced record-breaking flooding on the Big Sioux River, along with significant flooding on the Floyd and Little Sioux River. These waterways exceeded their banks, inundating communities across northwest Iowa and southwest South Dakota, including Sioux City and North Sioux City. The combined runoff overwhelmed the Missouri River's capacity, resulting in downstream flooding.

There is growing momentum behind the idea of port construction in Sioux City to expand freight access along the Missouri River. Currently, the northernmost active port on the river is the Port of Blencoe, located near the town of Blencoe, Iowa, about 50 miles south of Sioux City. Opened in 2021 by NEW Cooperative, the $11 million facility can load and unload up to nine barges at a time and has already proven its value by reducing transportation costs for regional farmers. The port serves as a critical link to global markets for agricultural commodities like corn, soybeans, and fertilizer.

Challenges

From 1988 to 2007, recurring drought conditions significantly reduced water levels along the Missouri River, disrupting barge navigation and limiting the river's viability as a freight corridor. During this same period, environmental regulations—aimed at protecting native wildlife habitats—led to reduced water releases from upstream reservoirs managed by the U.S. Army Corps of Engineers, further constraining navigability.

In contrast to periods of drought, extreme weather events have also challenged the reliability of river-based freight. In 2011, the Missouri River experienced one of its most significant floods on record, which raised water levels beyond safe operating conditions for commercial barge traffic. Similar impacts occurred in 2019, when a rare meteorological event known as a “bomb cyclone” triggered widespread flooding and further compromised navigation.

These disruptions have had direct consequences for the Siouxland region’s freight-dependent industries. Businesses that rely on barge transport to ship commodities such as fertilizer, steel, and asphalt have been forced to shift to higher-cost alternatives, such as rail and trucking. Notably, barge transport rates are approximately half the cost of rail, making these shifts economically burdensome and reducing the overall competitiveness of the region.

Most recently, in June 2024, the region was again impacted by severe weather. Beginning June 16, a series of storms—including flooding, straight-line winds, and tornadoes—caused widespread damage across northwest Iowa. In response, Governor Kim Reynolds requested a federal major disaster declaration on June 23, 2024. Preliminary Damage Assessments (PDAs) conducted by federal, state, tribal, and local officials highlighted the severity of the impacts, prompting President Biden to issue a federal disaster declaration on June 24, 2024.

The declaration included:

- Individual Assistance for residents of Clay, Emmet, Lyon, Plymouth, and Sioux Counties;

- Public Assistance (Categories A & B) for debris removal and emergency protective measures in nine counties, including Buena Vista, Dickinson, Lyon, O'Brien, Osceola, and Sioux;
- Hazard Mitigation Grant Program (HMGP) assistance statewide to support long-term resilience and risk reduction.

These repeated events underscore the vulnerability of the Missouri River as a freight corridor and highlight the urgent need to integrate resiliency into the region's long-range transportation planning. As climate variability continues to affect both water levels and storm intensity, MPOs must consider strategies to enhance multimodal freight reliability, invest in resilient infrastructure, and advocate interagency coordination to balance environmental, economic, and navigational priorities.

Intercity Bus

Current Facilities

The metropolitan area is currently served by one intercity bus line, Jefferson Lines, which provides service to Omaha, Sioux Falls, and other destinations to the north and south. The Sioux City terminal for Jefferson Lines is the MLK Jr. Transportation Center in downtown Sioux City, which provides automobile and bike parking as well as taxi access. The MLK Jr. Transportation Center is also the focal point of SCTS.

Intermodal

Current Facilities

FHWA maintains a nationwide list of intermodal connectors, of which the SIMPCO MPO has two. The Big Soo Terminal is a port terminal serving as a connector between the barge docks and I-29. The other intermodal connector is a truck/pipeline terminal that serves as a connector to US 75. As stated above, the principal passenger intermodal facility is the MLK Jr. Transportation Center downtown where intercity, taxi and city transit as well as pick up/drop off service is available. A multi-level parking ramp is located immediately above the transfer center.

Recommendations

Planning for intermodal cooperation occupies problematic territory for local governments and MPO's, as the primary participants in passenger and cargo transport are private firms such as airlines and barge, truck, and railroad companies. In addition, with the exception of the airport and the MLK Jr. Transportation Center, all the existing and potential intermodal facilities mentioned in this chapter are privately owned. Under these circumstances it is difficult to compel specific actions, but broad recommendations are listed below.

5-year

- Form an Intermodal Advisory Committee to study the freight industry in the tristate area and how it affects and is affected by the associated transportation system.
- Invite intermodal representatives (both passenger and freight) to be a consultant in the MPO process. Representatives could serve in an advisory capacity to the Transportation Technical Committee.
- Establish contingency planning for the sudden removal of airline services for the region.
- Develop response, recovery and resiliency efforts and plans for intermodal transportation related to the pandemic and other significant events.

25-year

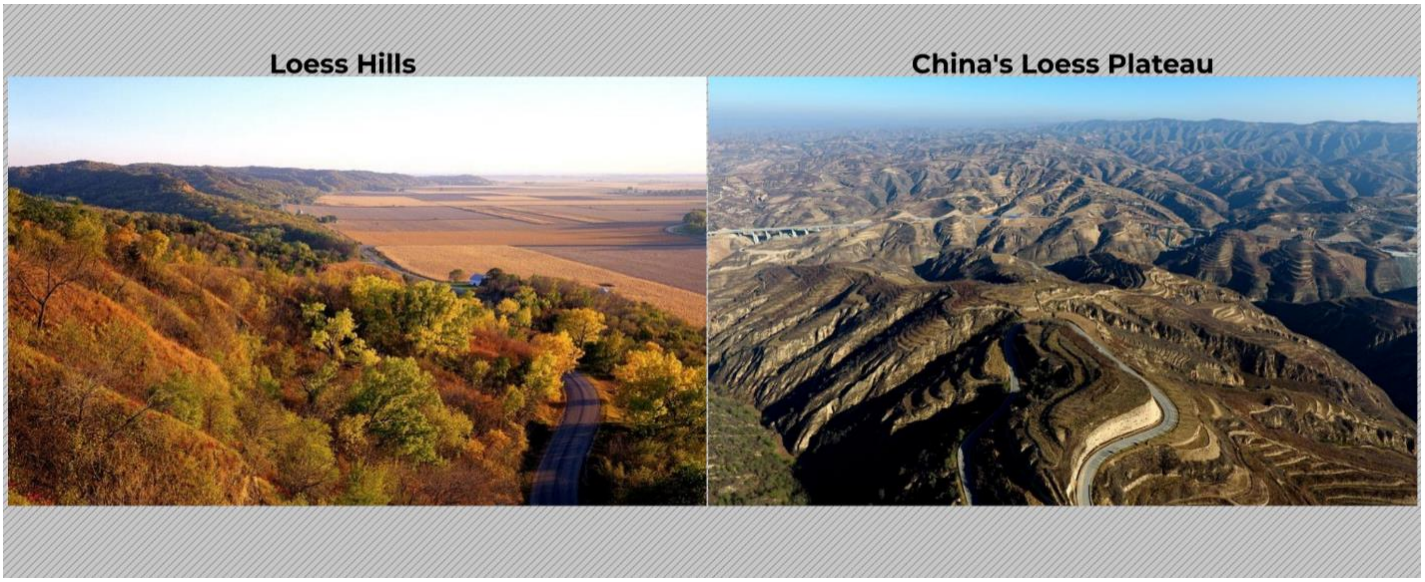
- Continue to implement recommended projects listed in the City of Sioux City Rail Freight Movement and Economic Development Analysis.
- Monitor national developments in intermodal transport for passengers and freight and seek to act quickly on opportunities as they present themselves.
- Continue communication with various airlines and seek to act quickly on opportunities that will encourage residents to fly with Sioux Gateway Airport/Brigadier General Bud Day Field.

CHAPTER 7: ENVIRONMENTAL IMPACTS

Chapter 7: The Environmental Impacts section covers the natural environment of the SIMPCO MPO planning area. It covers important geomorphological features, habitats, land cover and land use, as well as the effects of the transportation system on these elements. Chapter seven explores potential alternative fueling systems, recent natural disasters, and offers recommendations for future efforts to minimize human impacts on the natural environment.

Key geomorphological features

The SIMPCO MPO planning area is located at the confluence of the Missouri, Big Sioux, and Floyd Rivers. Along with these three major tributaries, Perry and Bacon Creeks also flow into the Missouri River in the same area. The hydrology of these five waterways differs significantly due to various channelization and flood control projects.



Although the area's waterways are important, the SIMPCO MPO planning area's location within the Loess Hills is what truly defines it. The Loess Hills in this area are one of only two Loess formations, or windblown sediment landforms, in the world, with the other found in the Loess Plateau of China, in the upper and middle Yellow River region. The Loess Hills National Scenic Byway passes through the MPO planning area, linking state highways and county roads in Plymouth and Woodbury to the other byways located south of these two counties. This conservation effort has helped raise awareness of the Loess Hills formation in the region.

Waterways & Bridges

The SIMPCO MPO planning area contains numerous bridge structures, a result of its hydrological features and diverse terrain. Of these, 43 bridges cross waterways that are prone to frequent flooding (Map 7.1). This affects the transportation system, as bridges are more costly to build compared to projects that do not require them.

Environmental Issues

Flooding is the primary environmental issue faced by the SIMPCO MPO planning area. This area was selected for settlement due to its convenient access to the rivers. Although this was central to the area's development, it has also proven to be a significant drawback. Map 7.2 shows the FEMA 100-year floodplains with this plan's programmed and planned projects.

The latest flooding disaster to impact the area occurred in June 2024. As a result of record rainfall throughout the region north of the MPO, historic flooding in the Big Sioux, Floyd, and Little Sioux rivers caused significant damage to infrastructure and communities along those rivers, from north and west of Sioux Falls, SD, all the way down to their termini in the Missouri River.

As a result of the historic flooding and subsequent damage, Governor Kim Reynolds declared a state of emergency in a 27-county area. In response to the flooding in northwest Iowa in June 2024, the Federal Emergency Management Agency (FEMA) was called in, and President Biden approved a major disaster declaration for Iowa on June 24, 2024. This declaration allowed federal disaster assistance to be made available to support recovery efforts in the affected areas, including Clay, Emmet, Lyon, Plymouth, and Sioux counties. The assistance provided grants for temporary housing, home repairs, and low-interest loans to help cover uninsured property losses.

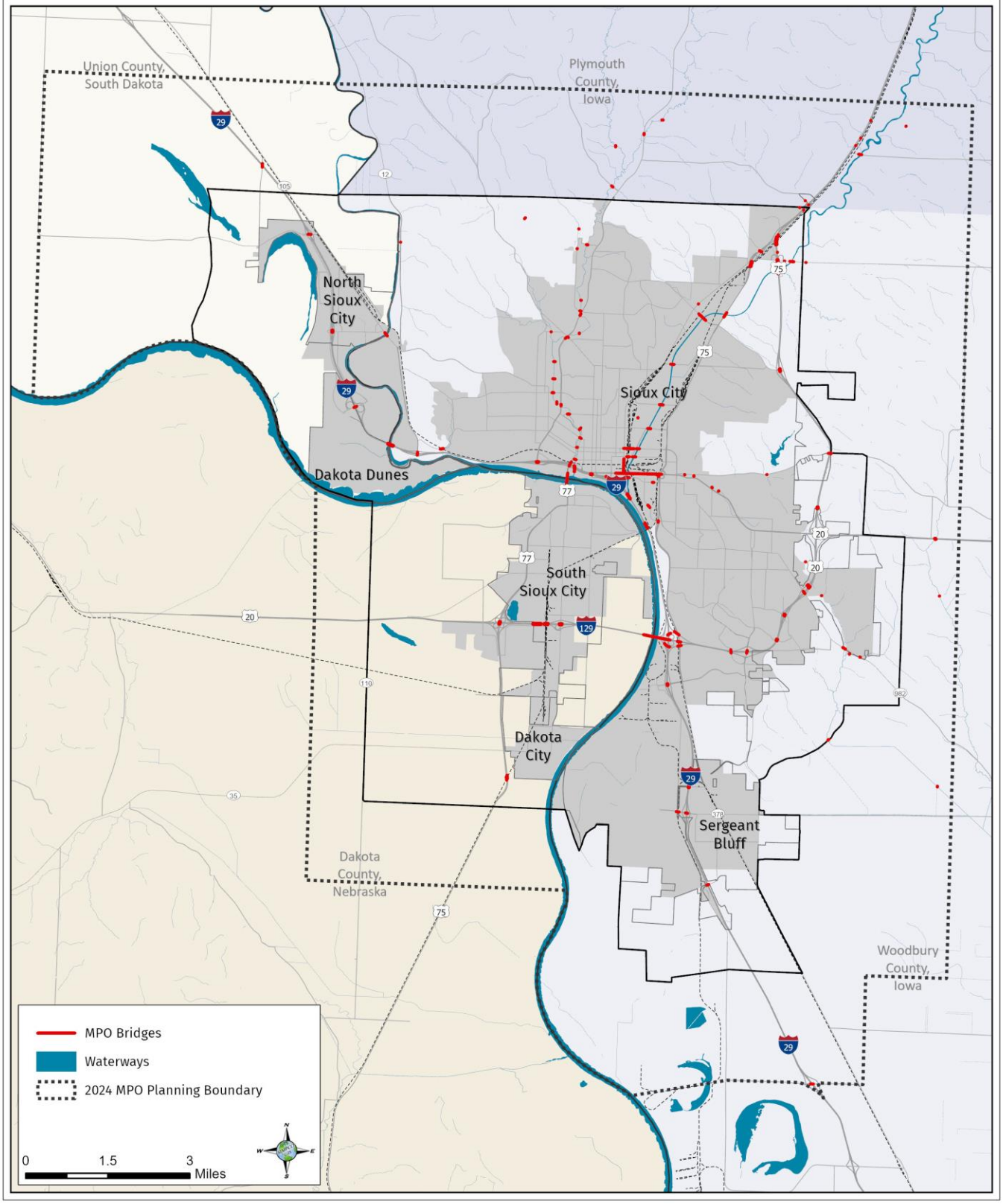
The hardest community hit in the MPO was North Sioux City, South Dakota. Many homes along North Shore Drive were inundated by the floodwater. The swift rise of water prompted officials to evacuate residents from Exit 4 to Dakota Valley High School. Swift water rescue teams conducted numerous rescues and evacuations in the area due to the rapid increase in water levels. The flooding also caused the collapse of a BNSF railroad bridge connecting North Sioux City to the Riverside neighborhood of Sioux City. The collapse has had major implications for transportation and the flow of goods in the region. BNSF is rerouting train traffic until repairs are complete.

Many of the strategies listed on page 7-10 to mitigate negative effects of transportation projects, as well as the recommendations on 7-14 for protecting environmental resources also apply to flood prevention. These include maintaining green spaces, protection of wetlands, consideration of long-term and cumulative impact of transportation projects, environmental impact analysis, and multijurisdictional collaboration.

Map 7.1

SIMPCO MPO

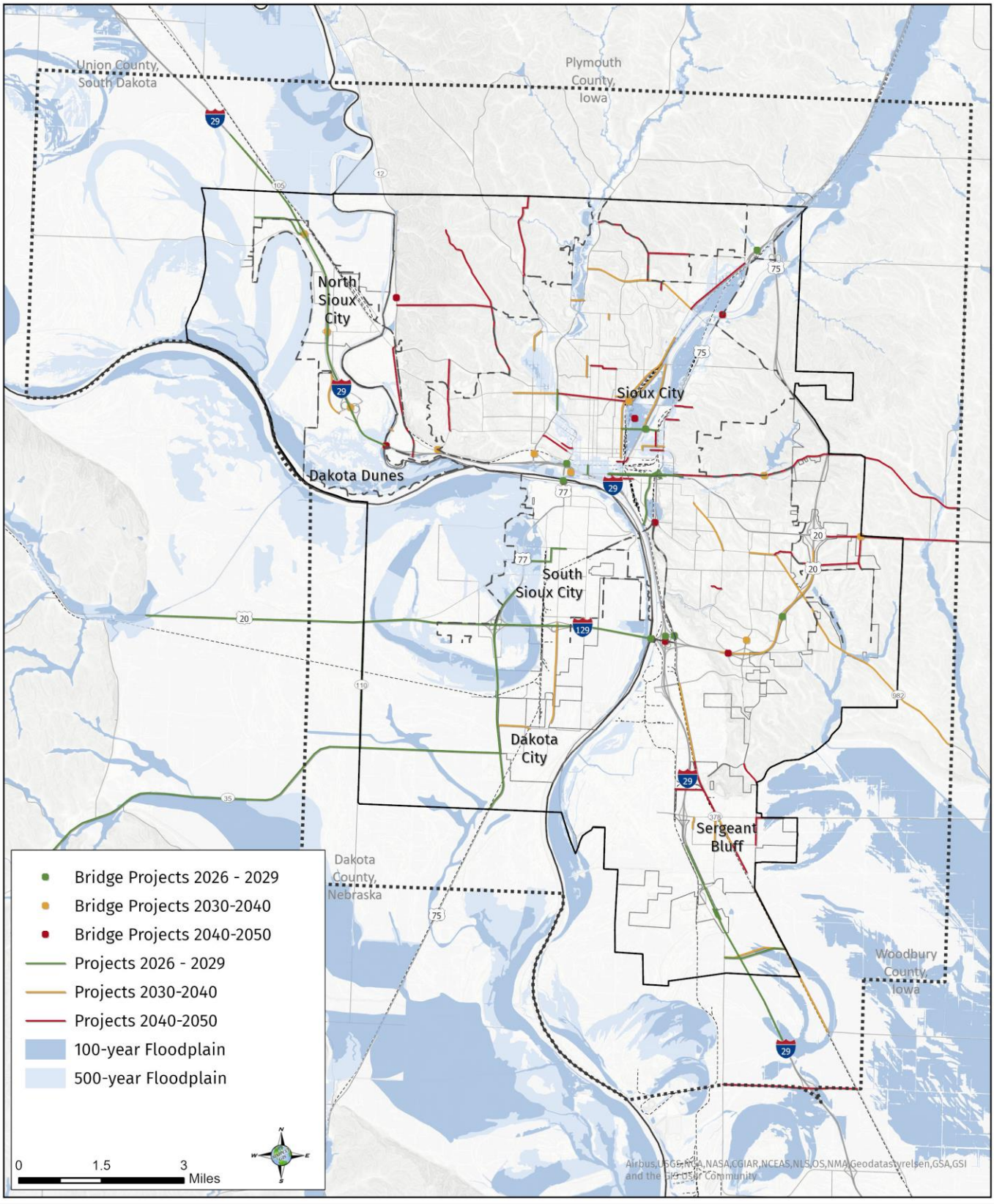
Waterways and Bridge Structures



Map 7.2

SIMPCO MPO

Floodplains and Projects



Threatened and Endangered Species

The SIMPCO MPO planning area contains critical habitat for the threatened and endangered species listed below. Under the Endangered Species Act of 1973, the federal government began maintaining an official list of threatened and endangered species for which to protect and manage critical habitat. The U.S. Fish and Wildlife Service oversees the designated list of terrestrial plants and animals as well as freshwater fish. Each state's natural resources management department (Iowa Department of Natural Resources, Nebraska Game and Parks Commission, and South Dakota Game, Fish & Parks Commission) also maintains a list of state-designated threatened and endangered species. The species below have been designated on these lists and have habitat or historic habitat within the counties of the MPO. All threatened and endangered species and their habitats are inventoried and assessed during the NEPA process.

Federally Designated Threatened or Endangered

- Northern Long-Eared Bat *(endangered)*
- Pallid Sturgeon *(endangered)*
- Interior Least Tern *(endangered)*
- American Burying Beetle *(endangered)*
- Shovelnose Sturgeon *(threatened)*
- Piping Plover (*threatened)*
- Western Prairie Fringed Orchid (*threatened)*
- Prairie Bush Clover *(threatened)*

State Designated by Iowa DNR, Woodbury County

- Barn Owl *(endangered bird)*
- Interior Least Tern *(endangered bird)*
- Piping Plover *(endangered bird)*
- Pallid Sturgeon *(endangered fish)*
- Blacknose Shiner *(threatened fish)*
- Topeka Shiner *(threatened fish)*
- Dakota Skipper *(endangered insect)*
- Powesheik Skipperling *(threatened Insect)*
- Bigroot Prickly Pear Cactus *(endangered plant)*
- Narrow-leaved Milkweed *(endangered plant)*
- Silver Buffalo-berry *(threatened plant)*
- Wooly Milkweed *(threatened plant)*
- Spring Ladies'-tresses *(threatened plant)*
- Leathery Grape Fern *(threatened plant)*

State Designated by Nebraska, Dakota County

- Black-footed ferret *(endangered mammal)*
- Gray Wolf *(endangered mammal)*
- Interior Least Tern *(endangered bird)*
- Rufa Red Knot *(threatened bird)*

State Designated by South Dakota, Union County

- Pallid Sturgeon *(endangered fish)*
- Finescale Dace *(endangered fish)*
- Sturgeon Chub *(threatened fish)*
- Sicklefin Chub *(threatened fish)*
- Lined Snake *(endangered reptile)*
- Eastern Hognose Snake *(threatened reptile)*
- False Map Turtle *(threatened reptile)*
- Interior Least Tern *(endangered bird)*
- Piping Plover *(threatened bird)*
- Northern River Otter *(threatened mammal)*

Impaired Waters

The Big Sioux River has been added to Iowa's list of impaired waters due to surface water contamination from agricultural and human sources. This pollution could be a result of runoff from automobiles, road salt applied in the winter, wastewater treatment plants, industrial facilities, agricultural chemicals (such as fertilizers, pesticides, and herbicides), failing septic systems, and runoff carrying waste from livestock and wildlife. To address this damage, the pollution in the watershed must be remediated. To minimize this damage, the environmental impacts of transportation projects at the project site should be kept to a minimum.

Alternative Fueling Systems

Compressed Natural Gas

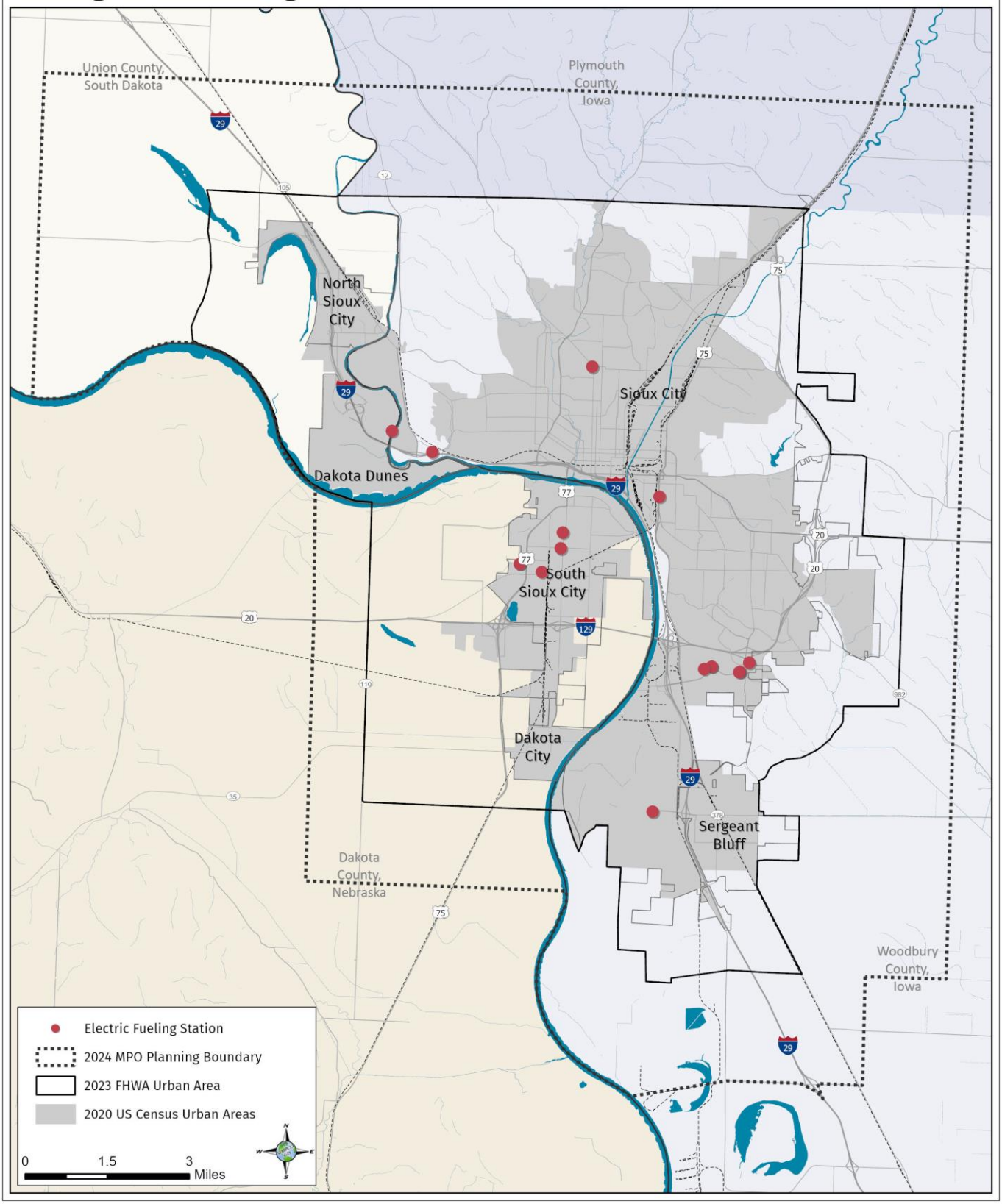
Embracing an 'all of the above' approach to energy efficiency and environmental awareness opens multiple avenues for clean energy and fuel consumption. One such alternative is Compressed Natural Gas (CNG). CNG is natural gas stored under high pressure in its gaseous form and is often used as a cleaner alternative to gasoline or diesel in vehicles. This technology offers a longer range than most current electric buses and vehicles. Not only do CNG vehicles offer longer ranges, but they are typically less expensive to initially purchase than EVs. CNG vehicles offer similar environmental benefits related to lower emissions, but they also typically require less maintenance than gasoline or diesel vehicles because natural gas is cleaner, resulting in less wear on engine components. Depending on local prices, compressed natural gas is often less expensive than gasoline and diesel, which can make CNG vehicles more cost-effective to operate on a per-mile basis.

As leading automobile manufacturers continue to develop electric vehicles, the market price is expected to decrease, leading to increased adoption of this technology over time. With additional adoption of this technology will come the need for supporting infrastructure. Map 7.3 summarizes existing electric vehicle fueling stations within the MPO boundary.

Map 7.3

SIMPCO MPO

Existing Electric Fueling Stations



Air Quality Monitoring

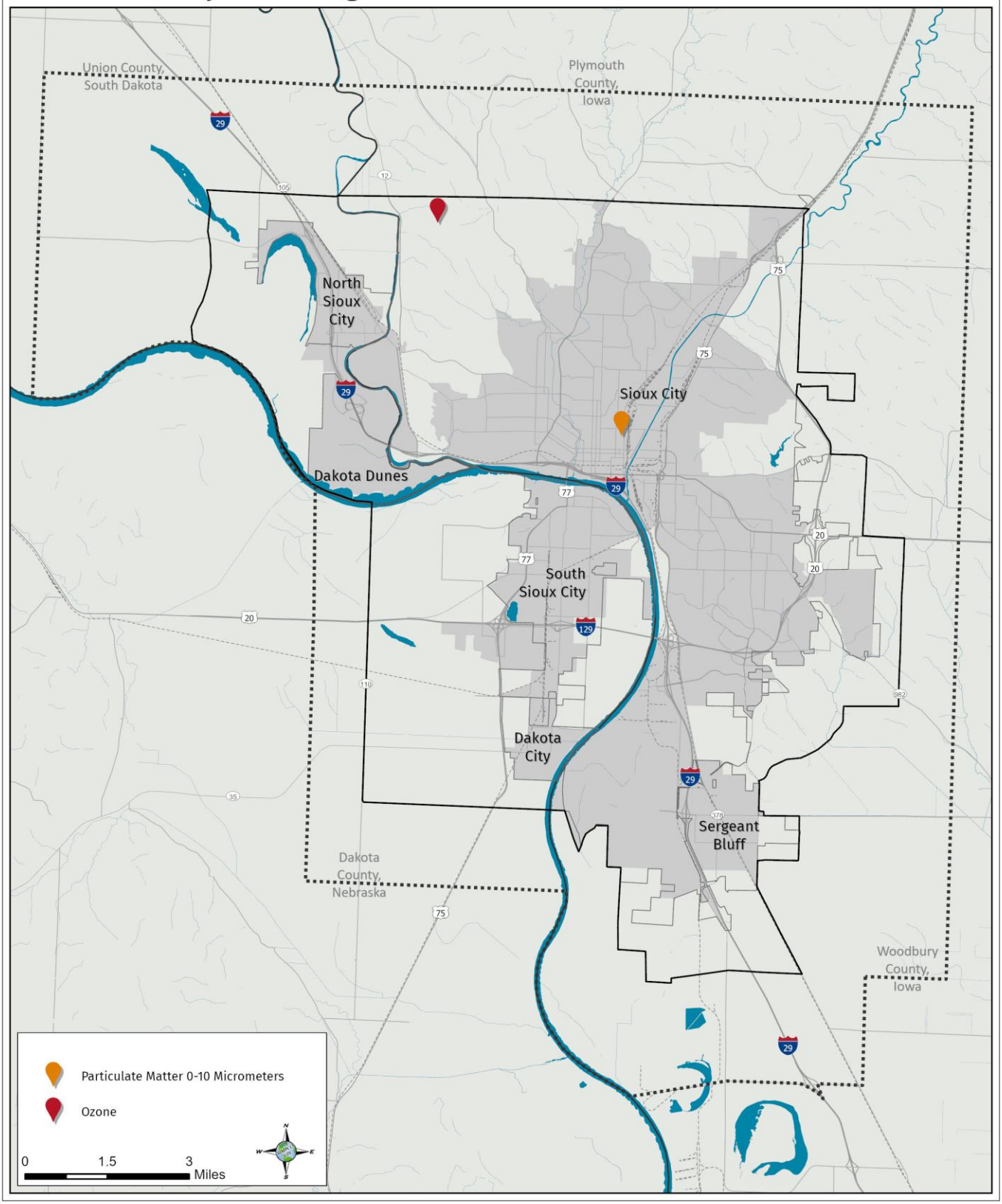
Air quality is vital for both human health and environmental well-being. For this reason, the Iowa and South Dakota Departments of Natural Resources, along with Nebraska's Department of Environmental Quality, monitor air quality in their respective areas of the SIMPCO MPO planning region. The SIMPCO MPO planning area currently meets federal air quality standards and has never been classified as non-attainment. However, ongoing efforts to improve air quality are necessary to keep up with the increasingly strict federal air quality regulations. Map 7.4 shows the location of public air quality monitoring stations in the MPO region.

The SIMPCO MPO is continually working to improve air quality by pursuing projects that lead to reduced air pollutant emissions within the planning area. Ways to reduce transportation air pollution include reducing the total number of vehicles driving, using alternative fuel vehicles, and reducing idling. Therefore, multimodal projects that provide better pedestrian, bicyclist, or transit options as an alternative to conventional vehicles and projects that incorporate intelligent transportation systems are considered best practice. Projects that provide better access to alternative fuels or alternative fuel vehicles would also be beneficial. This plan includes projects of these types.

Map 7.4

SIMPCO MPO

Active Air Quality Monitoring Stations



Projects and Environmentally Sensitive Areas

To assess the environmental impacts of maintaining and improving the metro transportation network, it is important to identify any environmentally sensitive areas that could be affected by planned or proposed projects. For this plan, environmentally sensitive areas include the Loess Hills land formation, state parks and preserves, wildlife management areas, and federally designated wetlands. Map 7.5 identifies the location of environmentally sensitive areas overlaid with the transportation projects included in this plan. Cultural and historical resources are not directly addressed in this plan due to the unavailability of their geographic location information to the public, for protection purposes. However, state cultural resource agencies were notified about the development of this plan and given the opportunity to comment as part of the SIMPCO Public Participation Plan. Additionally, all funded projects will undergo NEPA protocols and review.

During the development of this plan, each jurisdiction in the MPO provided anticipated development projects that will likely take place in the next 20 years. Map 7.6 displays the current land cover of parcels that are to be developed and their future land use. Most of the development to take place during the planning horizon is on cultivated cropland adjacent to the urban area. To mitigate any negative effects of transportation projects, the following strategies should be implemented where appropriate:

Wetlands & Water Resources

- Avoid transportation improvements that cross or affect wetlands.
- Take steps to minimize harm and compensate for impacts.
- Retain open spaces and vegetated natural buffers that are around wetlands.
- Reduce and/or prevent highway storm water runoff from entering wetlands.
- Employ low-impact development and construction activities.

Threatened & Endangered Species

- Avoid new construction in and around areas with known threatened and/or endangered species.
- Take steps to minimize harm and compensate for impacts.
- Provide proper maintenance of wildlife fencing.
- Keep the roadway free of trash.
- Use minimal amounts of deicing agents.
- Alert drivers to possible presence of wildlife.
- Provide buffer strips along streams and rivers.
- Maintain natural lighting to the extent possible.

Parks & Recreational Lands

- Avoid incompatible land uses in proximity to parks and recreational lands.
- Take steps to minimize harm and compensate for impacts.
- Provide enhancements to the properties including possible enhancements to the pedestrian/bicycle networks around these areas.
- Reduce vehicle speeds and volumes near parks and recreational areas.
- Replace parks/open space acreage taken.

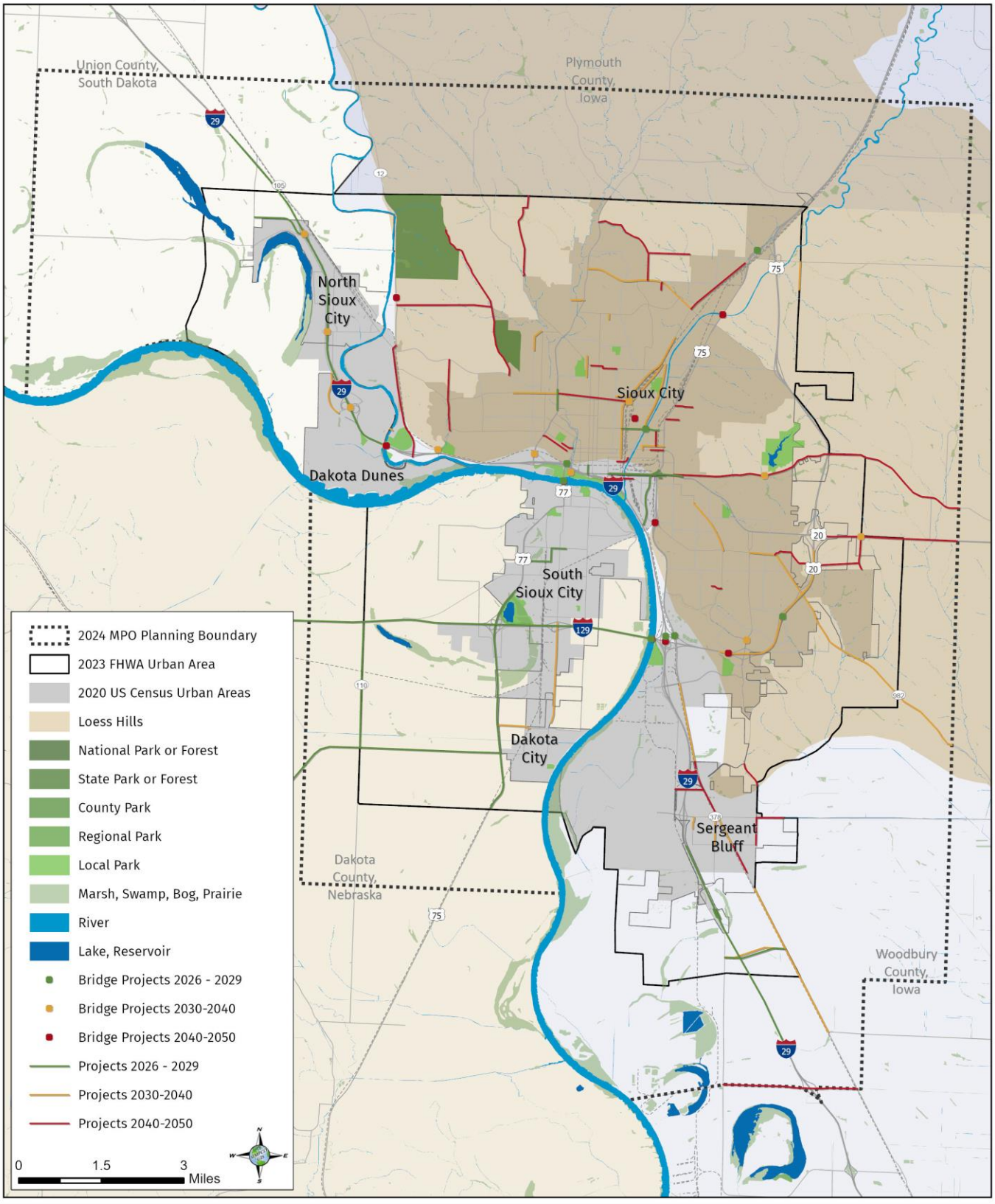
Cultural Resources

- Avoid construction that would disturb or harm cultural resources.
- Take steps to minimize harm and compensate for impacts.
- Include buffers and/or berms in project plans.
- Conduct archeological surveys prior to proceeding.

Map 7.5

SIMPCO MPO

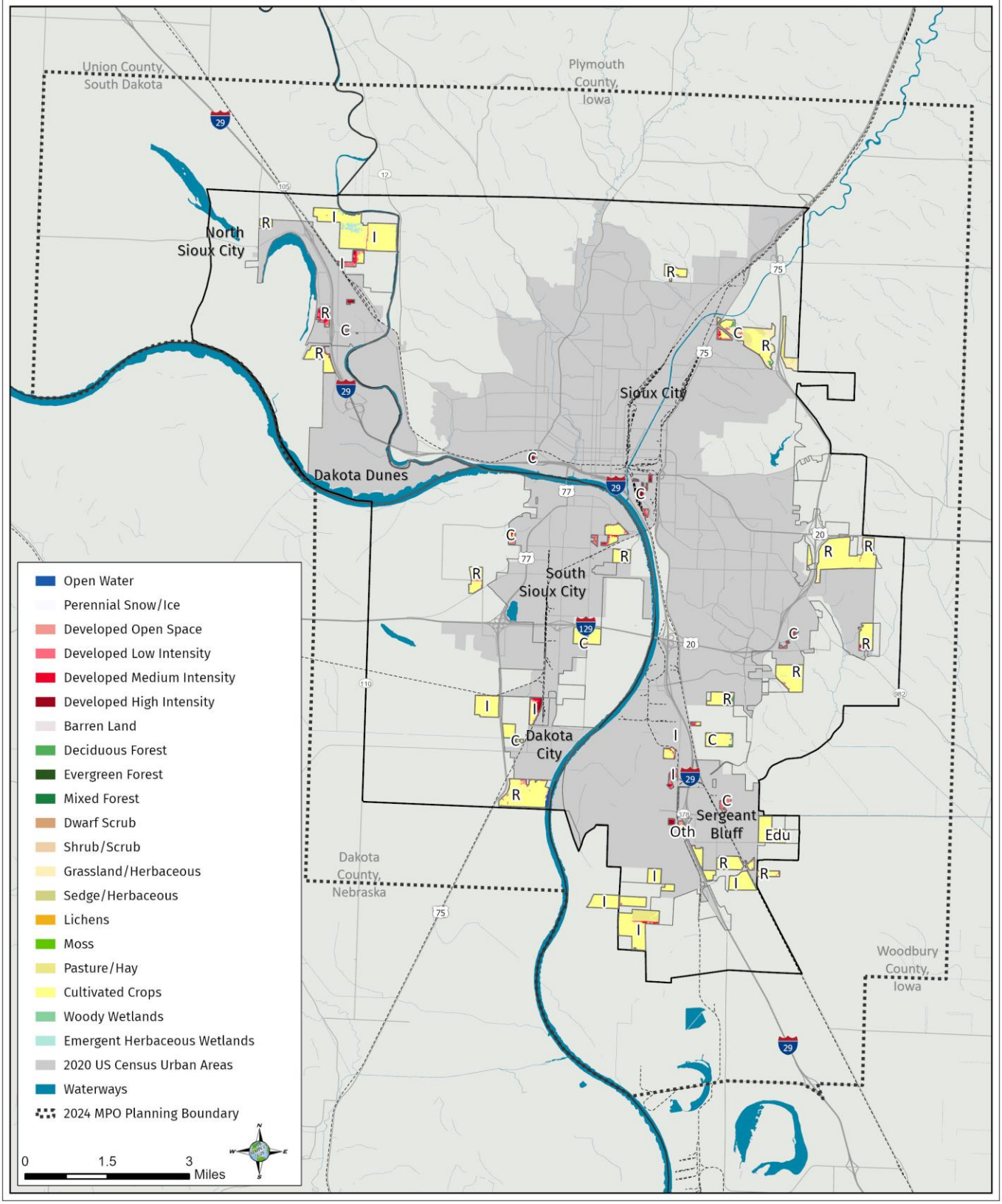
Environmentally Sensitive Areas and Projects



Map 7.6

SIMPCO MPO

Land Cover of To-Be-Developed Parcels



Recommendations

1. Promotion of Sustainable Transportation Modes
    a. Promote Public Transit and Active Transportation: Advocate for the expansion of public transit services, bike lanes, and pedestrian-friendly infrastructure to decrease dependence on single-occupancy vehicles and encourage healthier, more sustainable modes of travel.
    b. Intelligent Transportation Systems (ITS): Leverage ITS to alleviate congestion, enhance traffic flow, and reduce fuel consumption, resulting in lower emissions.

2. Wildlife and Habitat Protection
    a. Wildlife Corridors and Bridges: Design transportation routes that minimize disruption to wildlife habitats, incorporating corridors or crossings to reduce animal fatalities and enhance biodiversity.
    b. Reduce Habitat Destruction: Prevent, minimize, or mitigate the impact on vital habitats and endangered species' environments during the planning and design of transportation projects.

3. Environmental Impact Assessments
    a. Perform Comprehensive Assessments: Continuously evaluate the environmental impacts of transportation projects, focusing on air and water quality, noise levels, wildlife habitats, and ecosystems.
    b. Assess Cumulative Impacts: Consider the long-term environmental effects of transportation projects as a whole, rather than solely focusing on the direct impact of each individual project.

4. Interjurisdictional Collaboration
    a. Continue to collaborate with SIMPCO's Water Resource Committee as well as the following organizations listed below to improve environmental stewardship.
    b. Work across jurisdictions and agencies to review and analyze future projects in the MPO area.
    c. Consult with local environmental experts, state departments of natural resources, and the U.S. Environmental Protection Agency, to determine if proposed transportation projects will create heightened impacts to the ecosystems, habitats, and land formations in the region.

- SIMPCO Water Resource Committee
- Sioux City Environmental Advisory Board
- Woodbury County Conversation
- Plymouth County Conservation
- Sierra Club Northwest Iowa
- Keep Northeast Nebraska Beautiful
- Dakota County Soil and Water Conservation District
- Union County Conservation District

CHAPTER 8: FINANCIAL SUMMARY

This chapter of the Long-Range Transportation Plan (LRTP) identifies transportation projects across a 25-year planning horizon. The first four years (2026-2029) are already programmed in the Transportation Improvement Program (TIP), as shown in Tables 8.5, 8.6, and 8.7. These projects have been approved by the MPO Policy Board and are fiscally constrained. Projects listed in the outer-year time bands – 2030-2040 and 2041-2050, are presented in Tables 8.8 through 8.13, and each time band demonstrates fiscal constraint as illustrated in Table 8.15.

The 2050 LRTP also outlines anticipated funding sources and projected revenues to support the implementation of these projects. To ensure financial constraint, future funding estimates are based on historical trends. The MPO assumes that current transportation programs will remain in place and continue to serve as the primary funding sources over the life of the plan.

All base-year revenues and expenditures are presented in 2026 dollars. Future-year revenues, expenditures, and project costs are adjusted using an inflation rate approved by the MPO Policy Board, based on historical Consumer Price Index data. The MPO projects an average annual growth of 3% for transportation program revenues and an average of 4% inflation rate for project costs. These assumptions reflect the expectation that existing revenue sources will generally keep pace with inflation over the 25-year planning horizon.

Federal Funding

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a federally funded program aimed at reducing traffic fatalities and serious injuries on all public roads in the U.S. It supports data-driven safety projects, such as installing guardrails, improving intersections, or enhancing pedestrian infrastructure. States must develop a Strategic Highway Safety Plan (SHSP) to guide their efforts, focusing on high-risk areas identified through crash data. HSIP helps implement effective safety solutions to move toward the national goal of zero traffic deaths.

National Highway Performance Program (NHPP)

The National Highway Performance Program (NHPP) is a major federal funding program that supports the construction, maintenance, and improvement of the National Highway System (NHS) — including the

Interstate system and other key roads important to the U.S. economy and mobility. It helps states ensure that highways are safe, reliable, and in good condition, and supports projects like pavement and bridge repairs, highway expansions, and performance monitoring. States must meet performance targets to maintain eligibility, making NHPP a central part of the national effort to keep critical transportation infrastructure strong and efficient.

Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant (STBG) Program is a flexible federal funding program that supports a wide range of transportation projects on all public roads, not just highways. It can be used for road and bridge improvements, public transit, bicycle and pedestrian facilities, safety projects, and transportation planning. STBG gives states and local governments the flexibility to choose projects that meet their specific needs, making it one of the most versatile funding sources in the federal transportation system. Eligible projects for STBG funding include, but are not limited to:

- Construction, reconstruction, and rehabilitation of Federal-aid highways, including bridges and tunnels.
- Replacement, rehabilitation, preservation, and protection of bridges on any public road, including those deemed structurally deficient or functionally obsolete.
- Construction of roundabouts, turn lanes, and other intersection improvements.
- Construction or improvement of bus shelters, transit stations, and park-and-ride lots.
- Construction of sidewalks and crosswalks, as well as multi-use paths and bike lanes.
- Projects that create safer and more reliable routes to schools.

STBG funds are apportioned to states based on factors such as lane miles and vehicle-miles traveled on federal-aid highways. These funds are available to states, cities, counties, and Metropolitan Planning Organizations (MPOs).

Highway Safety Improvement Program (HSIP)

This is a core Federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. Portions of these funds are set aside for use on high-risk rural roads.

Congestion Mitigation and Air Quality Improvement (CMAQ)

The CMAQ Program provides federal funding for transportation projects that help reduce traffic congestion and improve air quality, especially in areas that do not meet federal air quality standards. Eligible projects include public transit improvements, traffic flow enhancements, bicycle and pedestrian facilities, alternative

fuel vehicle programs, and diesel retrofit initiatives. The program supports efforts by states, MPOs, and local governments to lower emissions from transportation sources, promoting cleaner and more efficient travel—particularly in urban areas facing air quality challenges.

The Infrastructure Investment and Jobs Act (IIJA) continues the CMAQ Program. CMAQ funds support a wide range of initiatives, including public transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels. Funds are distributed based on a formula that considers each area's population (by county) and the severity of air quality problems in nonattainment or maintenance areas.

If a state has no nonattainment areas, it may use CMAQ funds for other eligible emission-reduction projects, such as those supported by the Iowa Clean Air Attainment Program (ICAAP). CMAQ funds are available to cities, counties, and MPOs.

Carbon Reduction Program (CRP)

Under the Infrastructure Investment and Jobs Act a newly created program, Carbon Reduction Program, was established. The program aims to provide funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. State DOTs were required to develop a Carbon Reduction Strategy in consultation with the MPO and be updated once every four years.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a federally funded program that provides grants for a variety of transportation-related projects focused on non-motorized and community-oriented improvements. TAP supports projects that enhance the safety, accessibility, and quality of transportation options beyond traditional roadways. It provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities; infrastructure projects that improve non-driver access to public transportation and enhance mobility; community improvement activities; environmental mitigation; recreational trails program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways—mainly in the right-of-way of former Interstate

Metropolitan Planning Program

The Metropolitan Planning Program is a federally funded initiative that supports regional transportation planning in urbanized areas with populations over 50,000. It ensures that transportation projects and policies in these areas are developed through a cooperative, continuous, and comprehensive (3C) planning process, involving local, state, and federal agencies. The program provides funding to support transportation planning

efforts through Metropolitan Planning Organizations (MPOs). The Federal Highway Administration (FHWA) distributes these funds to MPOs via the State Departments of Transportation (DOTs).

Demonstration Funding (DEMO)

Demonstration Funding (DEMO) is a federal program that provides special, often discretionary, funding to support innovative and high-priority transportation projects. DEMO funds are typically used for projects that demonstrate new technologies, innovative construction methods, or novel approaches to improving transportation infrastructure and services.

These projects often serve as pilots or showcases that can influence future transportation policies and investments. DEMO funding can be used for highway construction, transit improvements, safety enhancements, or other transportation-related initiatives that require federal support to advance.

Because DEMO funds are limited and competitive, projects selected for funding often have significant regional or national impact. This funding comes from different programs and sources. DEMO is a discretionary funding program administered by the Federal Highway Administration (FHWA) through various offices. Special congressional directives or legislative acts appropriate DEMO funding.

Better Utilizing Investments to Leverage Development (BUILD)

The Better Utilizing Investments to Leverage Development (BUILD) grant program is a competitive federal funding program that supports surface transportation projects with significant local or regional impact. BUILD grants focus on projects that improve safety, economic competitiveness, quality of life, and state of good repair. Eligible projects include highways, bridges, transit, rail, ports, and intermodal transportation. The program encourages innovative approaches, leveraging additional funding, and fostering long-term community benefits.

BUILD grants are awarded annually by the U.S. Department of Transportation (USDOT) to state and local governments, tribal authorities, and transit agencies. Previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Generating Economy Recovery (TIGER) discretionary grants, BUILD has been renewed each year since its inception in 2009. Funds are awarded based on a project's ability to improve safety, economic competitiveness, state of good repair, quality of life, and environmental sustainability. BUILD funds are available to cities, counties, and metropolitan planning organizations (MPOs).

Federal Recreational Trails Program

The Federal Recreational Trails Program (FRT) (known as the Recreational Trails Program in Nebraska) provides funding to develop and maintain recreational trails for both motorized and non-motorized use across the United States. The program supports a variety of trail-related activities, including construction, maintenance, restoration, and safety improvements. Funds are distributed to states based on a formula, and states then allocate grants to local governments, agencies, and nonprofit organizations. Eligible projects include trails for hiking, biking, horseback riding, off-road vehicles, snowmobiles, and other recreational activities. RTP aims to enhance outdoor recreation opportunities, promote trail safety, and support conservation efforts.

FTA Section 5307, 5339, 5310, and 5311 Programs

The Federal Transit Administration (FTA) administers several grant programs to support public transportation in urban, rural, and specialized service areas across the United States. These programs are authorized under federal law and provide funding to transit agencies, state departments of transportation (DOTs), and local governments to improve mobility, safety, and accessibility. The FTA provides both operating and capital assistance to state and local governments for public transit activities. The section below outlines the current transit funding sources available to the Sioux City Transit System (SCTS).

- **FTA Section 5339 program**, administered by the Federal Transit Administration (FTA), provides capital funding to help transit agencies purchase, replace, and rehabilitate buses and bus-related infrastructure. This includes funding for vehicles, bus maintenance facilities, storage garages, and passenger facilities such as shelters and transfer stations. The program supports efforts to modernize fleets, improve safety, and reduce emissions. FTA Section 5339 capital funds are discretionary and intended for special projects. The annual funding amount under this program varies from year to year. Section 5339 funds bus acquisition for fleet and service expansion, bus replacement, and bus-related facilities such as maintenance facilities, transfer facilities, terminals, computers, garage equipment, bus rebuilds, and passenger shelters.

- **FTA Section 5310** program provides federal funding to improve transportation options for seniors and individuals with disabilities. It supports projects that enhance mobility by funding the purchase of specialized vehicles, operating costs, and programs that coordinate and expand access to transportation services. Section 5310 provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each state's share of the population with transportation needs. Eligible activities under Section 5310 include grants for services that go beyond

the requirements of the Americans with Disabilities Act (ADA). Projects selected for funding must be included in a locally developed, coordinated public transit–human services transportation plan.

- **FTA Section 5311** program provides federal funding to support public transportation in rural areas with populations under 50,000. It helps maintain, improve, and expand transit services that connect residents in these communities to jobs, healthcare, education, and other essential destinations. Section 5311 funds are distributed by formula to states based on their non-urbanized population. Funds may be used for capital projects, operating expenses, state administration, and project management. Additionally, Section 5311(f) sets aside a minimum of 15 percent of each year's non-urbanized formula funds allocated to Iowa to support intercity bus service in rural and small urban areas. FTA program funds are available to eligible transit providers.

Other Federal Dollars

Other federal dollars refer to various additional federal funding sources that support transportation projects beyond the primary programs like NHPP, STBG, CMAQ, and transit grants. These funds may come from specialized or smaller federal programs, discretionary grants, or allocations targeted toward specific transportation needs such as safety, innovation, emergency relief, or infrastructure resilience. These dollars often complement major funding streams and help fill gaps, enabling state and local agencies to address unique transportation challenges or priorities. Examples include funding from programs like the Railroad Rehabilitation & Improvement Financing (RRIF), Infrastructure for Rebuilding America (INFRA), and Surface Transportation Emergency Relief programs. The availability, eligibility, and use of these funds vary widely depending on federal priorities, legislation, and state or local project needs. Other federal programs include the Projects of National and Regional Significance program, the Transportation Community System Preservation Program, and the Community Development Block Grant Program (CDBG – Nebraska only).

State Funding

Road Use Tax

Iowa, Nebraska, and South Dakota use this funding to support transportation improvements throughout the entire state. Part of the money maintained by Iowa, Nebraska, and South Dakota is used for ongoing maintenance and operations of the transportation system and to support intra-city bus system improvements and new highway construction.

Gas Tax

The gas tax is a per-gallon tax on gasoline and diesel fuel, used primarily to fund transportation infrastructure. Revenues collected from gas taxes are typically deposited into state and federal transportation funds, such as the Highway Trust Fund at the federal level or Road Use Tax Funds at the state level. These funds are then used to support the construction, maintenance, and repair of roads, bridges, and public transit systems. Gas taxes are a major, stable source of revenue for both state departments of transportation and the federal government.

Rates vary by state and can include both fixed per-gallon rates and variable components indexed to inflation or fuel prices. The gas tax is used by Iowa, Nebraska, and South Dakota to fund road projects. A portion of this revenue is distributed to local governments within each state for transportation-related spending. These funds assist local governments within the SIMPCO planning area in covering the cost of road and bridge maintenance and construction

Transit Funding

Transit funding refers to federal, state, and local financial support for public transportation systems, including bus, rail, paratransit, and other mobility services. These funds help cover both capital expenses (such as vehicle purchases, facility construction, and infrastructure upgrades) and operating expenses (such as driver wages, fuel, and maintenance).

The Iowa DOT, Nebraska DOT (NDOT), and South Dakota DOT (SDDOT) provide funds for capital and operating assistance to local public transit operations. In FY 2024, the Iowa DOT provided $531,139 to Sioux City Transit System (SCTS) for operating expenses. The amount of operating funds has increased over the last ten years. Iowa DOT also provides matching funds for programs partially funded by the Federal Transit Administration (FTA) and will typically cover up to 50% of the non-federal share of capital grants. This funding comes from the Road Use Tax.

Primary Road Fund (PRF)

Primary Road Fund (PRF) is a state-level funding source used to support the planning, construction, maintenance, and improvement of primary highways in Iowa. It is primarily funded through state fuel taxes, vehicle registration fees, and other transportation-related revenues deposited into the Road Use Tax Fund (RUTF). A portion of the RUTF is then allocated to the PRF.

PRF dollars are managed by the Iowa Department of Transportation (Iowa DOT) and are used for projects on the state's primary highway system, which includes interstates and major state highways. Eligible uses

include road resurfacing, bridge replacements, safety enhancements, and other infrastructure improvements. The PRF helps ensure that Iowa's most heavily traveled and economically important roads remain safe, efficient, and well-maintained.

The Iowa Transportation Commission programs PRF funds for use on any federally functionally classified primary road. The PRF is the major source of funding appropriated annually by the Iowa Legislature for the Iowa DOT's operations budget. In FY 2025, approximately $398.9 million was appropriated from the PRF for that purpose.

Transportation Innovation Act (TIA) Economic Opportunity Program

The Transportation Innovation Act (TIA) Economic Opportunity Program is a component of Nebraska's TIA, enacted in 2016, aimed at enhancing the state's transportation infrastructure and supporting economic growth. This program is designed to accelerate highway capital improvements, promote innovative solutions for deficient county bridges, and finance transportation projects that support new and growing businesses. Funded through the Transportation Infrastructure Bank (TIB), which received a one-time transfer of $50 million from the Cash Reserve Fund in 2016 and generates annual revenue from fuel taxes enacted by LB 610 (2015), the TIA is projected to generate $529 million for infrastructure investments before it sunsets in 2033. The Economic Opportunity Program specifically focuses on financing transportation improvements that facilitate economic development, such as projects that enhance access to new or expanding businesses. This initiative is part of a broader strategy to increase mobility, freight movement, economic growth, and safety in Nebraska. The Nebraska Department of Transportation's (NDOT) rapid response Economic Opportunity Program helps attract and sustain economic growth across the state by providing local grants for strategic transportation improvements that better connect businesses to Nebraska's statewide, multi-modal transportation network.

Iowa State Recreational Trails Program

The Iowa State Recreational Trails Program is a state-funded initiative established in 1988 to support the development and maintenance of recreational trails for both motorized and non-motorized users. Administered by the Iowa Department of Transportation (Iowa DOT), the program provides funding to cities, counties, state agencies, local governments, and nonprofit organizations through an annual application-based process. Eligible projects include land acquisition, trail construction, resurfacing, rehabilitation, bridge and culvert repair, and the development of trail-related facilities such as rest areas and signage. The program aims to enhance public access to outdoor recreation, promote physical activity, and contribute to the economic and social vitality of communities across Iowa. In fiscal year 2024, the Iowa Transportation

Commission approved $3,523,206 in funding for nine projects under the program. These projects encompass various trail improvements, including bridge rehabilitation, trail extensions, and resurfacing efforts, reflecting the program's commitment to enhancing Iowa's recreational infrastructure. Applications for the program are typically due by July 1 each year, and interested parties can find more information and application instructions on the Iowa DOT's official website. The program requires a minimum 25% match, which may include grants from other state agencies, as well as donated labor, materials, equipment, and services from third parties (in-kind). Additionally, proposed projects must be part of a local, area-wide, regional, or statewide trail plan.

Other State Funding

Other State Funding refers to various additional financial resources provided by state governments to support transportation projects beyond primary funding sources. These funds may come from state-specific taxes, fees, grants, or special programs designed to address local transportation needs such as roadway maintenance, transit operations, safety improvements, and infrastructure enhancements. Other State Funding often complements federal funds and helps fill gaps to ensure comprehensive transportation system development and maintenance. Eligibility, allocation, and usage vary by state depending on legislation and transportation priorities. Examples of other state funding programs include Aviation Programs, Revitalize Iowa's Sound Economy (RISE), Economic Opportunity Program, Rail Programs, Recreational Trails Program, and Safety Programs. These funding sources can be used to support projects listed in the 2050 Long-Range Transportation Plan (LRTP).

Local Funding

General Funding

General Fund, composed primarily of income and sales taxes, is a major revenue source for state and local governments. While it supports various public services, it can also fund local transportation needs such as road maintenance, transit operations, and matching funds for grants. Due to competing demands, its use for transportation is often limited to high-priority projects. At the local level, the General Fund typically covers operations and maintenance, while capital improvements may be financed through bonds.

Transit Funding

Transit funding comes from a mix of federal, state, and local sources, including dedicated transit taxes, grants, and general funds. Federal programs like the Federal Transit Administration (FTA) provide formula and competitive grants to support public transportation operations, capital projects, and infrastructure

improvements. States often allocate funds from fuel taxes or transportation budgets, while local governments may use sales taxes, fare revenues, and General Fund dollars to maintain and expand transit services. Because transit funding often requires matching contributions, local support is crucial for leveraging federal and state resources effectively. The city of Sioux City is the largest local funder of SCTS, providing approximately $3.6 million to SCT in 2024, while South Sioux City contributed $68,350 in FY 2025. SCTS uses funds from both cities as matching funds for capital and operating assistance programs partially funded by the FTA. These local funds come from the General Fund. Farebox collections also help support capital and operating expenses.

Other Local Sources

Other Local Sources, the MPO anticipates using to support the projects outlined in the 2050 LRTP include property taxes, fare or user fees, and special taxes or assessments.

Funding the 2050 LRTP

As mentioned previously, the MPO is required to ensure that the 2050 LRTP is fiscally constrained. In developing a fiscally constrained plan, it is necessary to forecast the transportation revenue from 2026 to 2050. Each of the categories of transportation revenues for the SIMPCO MPO has been analyzed based on the FY 2020 – FY 2025 funding flow. For planning purposes, SIMPCO MPO has broken down the planning period for the 2050 LRTP into 2026 to 2029, 2030 to 2040 and 2041 to 2050.

Sioux City Transit System (SCTS)

Federal dollars utilized by SCTS include Section 5307, 5310, 5311, and 5339. Table 8.1 shows the estimated future federal funding for SCTS. The various federal funding was projected at a three percent inflation rate, using a five-year average from 2021 to 2025. From the table, Section 5339 and 5307 capital over the planning horizon (2030 to 2050) combined is $332 million. Section 5307 and 5339 funding levels are challenging to predict and can easily be above or below the stated values. The MPO expects that Section 5339 will provide funding for any significant new transit improvements, initiatives, or other future capital requirements. Section 5339 funds fill whatever gaps remain after accounting for formula 5307.

Table 8.1: Projected Federal Funding for Sioux City Transit System

Programs	2026-2029	2030-2040	2041-2050
Section 5307 - Capital	$1,912,978	$5,260,689	$4,782,445
Section 5307 - Operations	$9,318,848	$25,626,831	$23,297,119
Section 5311 - Planning	$215,344	$592,196	$538,360
Section 5339 Capital	$61,704,484	$169,687,332	$154,261,211
Section 5310 - Capital	$506,993	$1,394,231	$1,267,483
Section 5310 - Operations	$229,407	$630,869	$573,517
Section 5310 5339 - Capital	$3,135,365	$8,622,255	$7,838,413
Total	**$77,023,419**	**$211,814,403**	**$192,558,548**

Table 8.2A shows the historical and estimated future expenditure and revenue for SCTS. The 2024 financial information obtained from SCTS formed the basis for predicting future income and spending. The future revenue and expenditure except for FTA funding for capital expenditure were projected at a three percent inflation rate. SCTS has a goal of renovating an existing building for a transit maintenance and storage facility by 2026. The capital expenditure (other than buses) for the fiscal year 2026 to 2029 includes the cost of building renovation. (Table 8.2B) Section 5339 funding from FTA will cover 85 percent of the total costs of these projects. The remaining 15 percent will come from the funding provided by local governments within the MPO.

Table 8.2A: Historical and Estimated Future Expenditure and Revenue for SCTS

ITEMS	2024	2026 to 2029	2030 to 2040	2041 to 2050
Total Operating Expenditure	$3,335,724	$13,743,183	$37,793,753	$34,357,957
Total Capital Expenditure (other than buses)	$3,062,889	$25,279,454	$34,702,532	$31,547,757
Total Capital Expenditure (Buses purchase)	$576,969	$8,846,400	$10,255,402	$14,195,875
Total Expenditure	$6,975,582	$47,869,037	$82,751,687	$80,101,589
IDOT Operating Subsidies	$531,139	$2,188,293	$6,017,805	$5,470,732
FTA Operating Subsidies	$2,289,459	$9,432,571	$25,939,570	$23,581,428
FTA funding for Capital Expenditure	$576,969	$24,376,751	$10,255,402	$14,195,875
Local Government funding (Sioux City and S. Sioux City)	$3,578,015	$14,741,422	$40,538,910	$36,853,555
Total operating Revenue	$2,820,598	$11,620,864	$31,957,375	$29,052,159
Total Revenue	$6,975,582	$50,739,037	$82,751,687	$80,101,589
Balance	$-	$2,870,000	$-	$-

Table 8.2B: Breakdown of Transit Capital Expenditures

Time Band	Project Description	YOE Cost
2026-2029		
	Transit Maintenance Garage & Storage Facility Renovation	$12,660,351
	Vehicle Replacement/Expansion - 14 Buses	$8,846,400
	MLK HVAC System Improvements-(17) Heat Pumps & Associated Piping Replacement	$775,000
	MLK Roof Replacement	$100,000
	MLK Retail Space HVAC System Improvements	$75,000
	Mobile Fare Payment System	$400,000
	MLK Elevator Modernization	$250,000
	Repairs to MLK Jr. Transportation Center Parking Ramp	$600,000
	Bus Shelter Installation	$60,000
	Bus Wash Replacement (Maintenance Garage)	$320,000
	On-Demand System Software/Equipment	$100,000
	Generator-Maintenance Garage	$80,000
	MLK Painting Interior/Exterior	$50,000
	Bus Shelter Installation	$10,000
	MLK Generator Replacement	$50,000
Total Expenditure		**$24,376,751**
2030-2040		
	Vehicle Replacement/Expansion - 14 Buses	$10,255,402.17
Total Expenditure		**$10,255,402.17**
2041-2050		
	Vehicle Replacement/Expansion - 14 Buses	$14,195,875.04
Total Expenditure		**$14,195,875.04**
Gand Total		**$48,828,028.21**

Forecasting Local Revenue and Expenditure on Transportation

The local funding sources for transportation improvement include the Road Use Tax Fund (RUTF), Property Taxes, General Obligation Bonds, and Local Option Sales Tax (LOST). The City Street Financial Report issued by Iowa DOT was used to determine the baseline of local revenues available for transportation for cities within the Iowa side of the MPO. For cities within Nebraska and South Dakota portion of the MPO, estimated operation and maintenance cost from the respective DOTs was used to determine the baseline local funding available for transportation improvements.

The table below shows the historical and projected local non-federal aid revenues and operation and maintenance cost. Revenue, operation, and maintenance costs were forecasted at a three percent inflation rate annually, using 2025 figures. The identified balance will go towards other local projects, debt payments, and local matches for state and federal funding.

Table 8.3: Projected local non-federal aid revenues and operation and maintenance cost

Year	Total Non-Federal Aid Revenue	City Operations	City Maintenance	Balance
2025	$58,058,650.00	$11,113,095.39	$3,555,139.94	$43,390,414.67
2026-2029	$256,405,725.80	$49,079,013.86	$15,700,644.74	$191,626,067.20
2030-2040	$3,596,296,829.95	$182,345,987.09	$58,333,477.74	$3,355,617,365.11
2041-2050	$4,928,672,994.76	$249,902,548.31	$79,945,190.86	$4,598,825,255.60

Forecasting Federal and State Transportation Fund

The projection of federal and state transportation funds was based on historical funding figures from 2021 to 2025. Each of the funding programs presented in the table below was projected at a three percent inflation rate per year, using a five-year average from 2021 to 2025.

Table 8.4: Historical and projected Federal and State Funding by Funding Source

Funding Program	2021 to 2025 Average	2026 to 2029	2030 to 2040	2041 to 2050
NHPP - IA	$7,874,640	$32,443,517	$89,219,671	$81,108,792
NHPP - NE	$10,196,600	$42,009,992	$115,527,478	$105,024,980
NHPP - SD	$5,985,000	$24,658,200	$67,810,050	$61,645,500
STBG - IA	$5,353,700	$22,057,244	$60,657,421	$55,143,110
STBG - NE	$300,000	$1,236,000	$3,399,000	$3,090,000
STBG - SD	$343,645	$1,415,816	$3,893,493	$3,539,539
HSIP - IA	$2,485,800	$10,241,496	$28,164,114	$25,603,740
HSIP - NE	$521,400	$2,148,168	$5,907,462	$5,370,420
HSIP - SD	$2,582,200	$10,638,664	$29,256,326	$26,596,660
TAP - IA	$310,000	$1,277,200	$3,512,300	$3,193,000
TAP - NE	$8,000	$32,960	$90,640	$82,400
TAP - SD	$844,600	$3,479,752	$9,569,318	$8,699,380
CRP - IA	$132,000	$543,840	$1,495,560	$1,359,600
PL - IA, NE, SD	$250,371	$1,031,529	$2,836,706	$2,578,823
PRF - IA	$2,154,800	$8,877,776	$24,413,884	$22,194,440
HBP - IA	$890,080	$3,667,130	$10,084,606	$9,167,824
Total	**$40,232,836**	**$165,759,283**	**$455,838,030**	**$414,398,209**

Transportation Projects 2026-2050

Tables 8.5 to 8.13 outline proposed transportation projects organized into three time bands: 2026-2029, 2030-2040, and 2041-2050. The first time band (2026-2029) is populated using projects from the FY 2026-2029 Transportation Improvement Program (TIP). Projects for the 2030-2040 and 2041-2050 time bands were submitted by MPO members and state DOTs. These future projects reflect Year of Expenditure (YOE) dollars, calculated using the midyear of each time band and an inflation rate of 4% as approved by the MPO Policy Board. Project ranking and selection criteria are included in Appendix C.

The MPO recognizes that regional needs may evolve over time. The first four years of the 2050 LRTP prioritize projects listed in the FY 2026-2029 Transportation Improvement Program (TIP). These reflect the MPO's current priorities, as identified by member agencies, and serve as the foundation for allocating available future funding. Projects that could not be assigned federal funding are included in the Illustrative Project List (see Appendix C). These projects may be pursued through local funding or by applying for discretionary federal transportation programs in the future.

Table 8.5: Programmed City and County's Road and Bridge Projects 2026-2029

Sponsor	Project Title	Project Description	Cost EST	STBG	FHWA-PL	SWAP-HBP-IA	LOCAL
Sioux City	11st St	Reconstruction (On 11th over Floyd River)	$6,000,000	$4,000,000			$2,000,000
Sioux City	Hamilton Blvd	(W. 15th Street to W. 20th Street) Resurfacing Project	$2,220,000	$1,356,000			$864,000
Sioux City	Bacon Creek Conduit Project	Culvert Replacement	$43,200,000	$5,906,300			$37,293,700
Sioux City	6th Street Bridge	Bridge Replacement: On 6th St over Floyd	$3,000,000			$300,000	$1,200,000
Woodbury County	Southbridge/235th St. Interchange Alignment	Bridge and Approaches: On 235th t. Over I29 E 1.4 miles to K45	$25,030,000	$2,030,000			$23,000,000
North Sioux City	N. Sioux City - Northshore Drive Realignment	Realignment: PCC Surfacing, Grading, Storm Sewer, Curb and Gugger, Lighting, Water Main, Sanitary, ROW, PE	$27,000,000	$16,340,000			$10,660,000
SIMPCO	Planning - IA	Planning	$222,198		$180,662		$41,536
SIMPCO	Planning - NE	Planning	$106,800		$89,373		$17,427
SIMPCO	Planning - SD	Planning	$91,101		$74,657		$16,444
		Total	$106,870,099	$13,292,300	$344,692	$300,000	$75,093,107

Table 8.6: Programmed City Trail and Carbon Reduction Program Projects 2026-2029

Sponsor	Project Title	Project Description	Cost EST	CRP-IA	TAP-IA	NE-TAP	STATE-NE	CRP-SD	TAP-SD	LOCAL
Sioux City	Downtown Riverfront Bike/Ped Connection	Sioux City: 2nd St via Pierce St to trail south of Gordon Dr	$683,760	$500,000						$183,760
Sioux City	Bacon Creek Channel Project	Sioux City: 3rd St along Bacon Creek Channel to Lewis & Clark Trail north of I-29	$1,481,480	$787,300						$694,180
Sioux City	Gordon Dr/Lewis Blvd Multi-Use Trail Project	In the city of Sioux City, from Virginia St along Gordon Dr to Lewis Blvd	$475,000	$367,100						$107,900
Sioux City	Viaduct Connector Trail - Phase 1	Sioux City: 14' x 12' concrete tunnel connecting Floyd River and Bacon Creek Trails	$1,459,000		$1,015,200					$443,800

Sponsor	Project Title	Project Description	Cost EST	CRP-IA	TAP-IA	NE-TAP	STATE-NE	CRP-SD	TAP-SD	LOCAL
South Sioux City	West Side Trail	New trail from Covington School: W 21st St west, 3rd Ave south, W 25th St west to Hwy 77	$874,000			$699,200	$174,800			
Sioux City Transit System	Transit Maintenance Garage Electrification Project		$199,750	$160,000						$39,750
SDDOT		2026 PE for Transportation Alternatives Projects	$4,000,000						$3,280,000	$720,000
		Total Cost	$9,172,990	$1,814,400	$1,015,200	$699,200	$174,800	$-	$3,280,000	$2,189,390

Table 8.7A: Programmed DOT Projects 2026-2029 – Iowa

Sponsor	Location	Project Description	Cost Est	NHPP -IA	STBG-IA	STATE
IDOT	I 29: Sergeant Bluff Rest Area (NB) (Remove)	Grading	$892,000	$802,800		$89,200
IDOT	IA 12: Gordon Dr Viaduct, Rustin St to Virginia St in Sioux City	Grade and Pave, Bridge New, Right of Way	$147,844,000	$97,155,200		$50,688,800
IDOT	US 20: US 20 Ramp G over I-29	Bridge Deck Overlay	$1,265,000	$-		$1,265,000
IDOT	I 129: Missouri River in Sioux City (State Share)	Bridge Cleaning	$200,000	$-		$200,000
IDOT	IA 376 SB: Floyd River Tributary Bridge, 0.1 mi N of Co Rd D12, Sioux City	Bridge Replacement	$1,213,000	$-		$1,213,000
IDOT	US 77: Missouri River in Sioux City (State Share)	Bridge Cleaning	$144,000	$-		$144,000
IDOT	I 29: Southbridge Interchange 2.5 mi south of Sergeant Bluff	Bridge New Traffic Signals, Right of Way	$2,360,000	$-		$2,360,000
IDOT	I 29: Sergeant Bluff Rest Area (SB) (Remove Ramps)	Grading	$655,000			$655,000
IDOT	US 20: WB Ramp over IA 376 and RR	Bridge Deck Overlay	$2,583,000		$2,066,400	$516,600
IDOT	US 20: Sunnybrook Dr 1.7 mi W of IA 12 in Sioux City (EB/WB)	Bridge Deck Overlay	$903,000		$722,400	$180,600
IDOT	US 77: Wesley Pkwy over Tri View Ave and BNSF RR in Sioux City	Bridge Deck Overlay	$296,000		$236,800	$59,200
		IA Total Project Cost	**$158,355,000**	**$97,958,000**	**$3,025,600**	**$57,371,400**

Table 8.7B: Programmed DOT Projects 2026-2029 – Nebraska

Sponsor	Location	Project Description	Cost Est	NHPP-NE	STBG-NE	HSIP-NE	STATE
NDOT	On Highway 35: SW of Hubbard-U-75/77	Resurface, Bridge Repair	$10,234,000	$8,149,000			$2,085,000
NDOT	On Highway 110: From N 35 to US 20	Resurface, Widen	$3,058,000		$1,182,000	$1,396,000	$480,000
NDOT	On Highway 20: From Jackson to Highway 110	Resurface, Bridge Repair	$2,749,000	$2,199,000			$550,000
NDOT	On Highway 75: South Sioux City South (Resurface)		$9,562,000	$7,637,000			$1,925,000
NDOT	On Interstate 129: Replace existing high mast tower lighting	Replace lighting	$2,016,000		$1,814,000		$202,000
NDOT	On Interstate 129: South Sioux City West	Crack Seal	$90,000	$81,000			$9,000
NDOT	On US 20: From N 110 to Interstate 129	Resurface	$6,063,000	$4,850,000			$1,213,000
NDOT	On US 81 - Cameras	Install Cameras	$397,000	$318,000			$79,000
		NE Total Project Cost	**$34,169,000**	**$23,234,000**	**$2,996,000**	**$1,396,000**	**$6,543,000**

Table 8.7C: Programmed DOT Projects 2026-2029 – South Dakota

Sponsor	Location	Project Description	Cost Est	NHPP-SD	HSIP-SD	STBG-SD	PS-SD	NEVI-SD	PT-SD	PS-SD	STATE
SDDOT	Various Counties - Includes Union	Rout & Seal	$442,000	$362,000							$80,000
SDDOT	Statewide	Various BNSF Crossing Locations 2026-2029	$80,000				$72,000				$8,000
SDDOT	FHWA Planning	Planning - I29 Corridor Study	$91,000								
SDDOT	Statewide	NEVI Projects 2026-2029	$7,914,000					$6,332,000			$1,582,000
SDDOT	Statewide	SDDOT Traffic Engineering Services to Provide Traffic Control Devices 2026-2029	$108,000		$98,000						$10,000
SDDOT	Areawide	ITS Device Deployment Operation & Maintenance FY2026-2029	$3,002,000	$2,702,000							$300,000
SDDOT	Regionwide	Durable Pavement Marking 2026-2029	$1,576,000		$1,576,000						

Sponsor	Location	Project Description	Cost Est	NHPP-SD	HSIP-SD	STBG-SD	PS-SD	NEVI-SD	PT-SD	PS-SD	STATE
SDDOT	Regionwide	Rumble Strips & High-Grade Polymer Pavement Markings	$433,000		$433,000						
SDDOT	Union	Joint Repair, Polymer Chip Seal, End Blocks, Approach Guardrail	$3,451,000	$3,140,000							$311,000
SDDOT	I29 N&S at State Line	Replace Joints on Structure Over the Big Sioux River	$786,000	$714,000.00							$72,000
SDDOT	Statewide	2028 Traffic Engineering Services and Traffic Control Devices by SD DOT Safety Engineer	$27,000		$25,000						$2,000
SDDOT	Statewide	Update the Strategic Highway Safety Plan (SHSP)	$442,000		$397,000						$43,000
SDOT	Statewide	FHWA Transportation Planning : I29 Various Exits	$500,000								
		SD Total Project Cost	**$18,852,000**	**$6,918,000**	**$2,529,000**	**$-**	**$72,000**	**$6,332,000**	**$-**	**$-**	**$2,408,000**

Table 8.8: Programmed City and County's Road and Bridge Projects 2030-2040

Sponsor	Project Title	Project Description	Cost Est.	Federal	State	Local
SIMPCO	Planning - IA	SIMPCO: MPO Planning	$857,128	$257,138		$599,990
SIMPCO	Planning - NE	SIMPCO: MPO Planning	$429,703	$128,911		$300,792
SIMPCO	Planning - SD	SIMPCO: MPO Planning	$276,165	$82,850		$193,316
Woodbury County	Southbridge Interchange	Southbridge Interchange: New interchange on 1-29	$26,167,588	$7,850,276		$18,317,311
Woodbury County	Old Hwy 141	Resurface/Widen: SCL Sioux City limits to MPO boundary	$2,207,557	$662,267		$1,545,290
Woodbury County	Old Hwy 75	Resurface/Widen: SCL Sgt Bluff to 260th Street Intersection	$3,304,930	$991,479		$2,313,451
Sioux City	18th St. Viaduct	New Construction: Floyd Blvd to Steuben St.	$22,461,284	$6,738,385		$15,722,899
Sioux City	Hawkeye Drive	Reconstruction: 18th St. to 28th St.	$10,500,000	$8,400,000		$2,100,000
Sioux City	Hoeven Drive	New Construction: 11st St to 28 St.	$11,568,678		$3,470,604	$8,098,075
Sioux City	Lakeport	Reconstruction: Lakeport and Sergeant Road	$2,846,624	$853,987		$1,992,637
Sioux City	West 19th St	Reconstruction: Isabella St. to Helmer St	$5,500,000	$4,400,000		$1,100,000

Sponsor	Project Title	Project Description	Cost Est.	Federal	State	Local
Sioux City	South Lewis Blvd	Reconstruction: Singing Hills to City Limits	$5,800,000	$4,640,000		$1,160,000
Sioux City	War Eagle Dr. Bridge over Railroad	Overlay	$1,707,974	$512,392		$1,195,582
Sioux City	Larson Park Rd Bridge	Deck replacement	$1,423,312	$426,994		$996,318
Sioux City	Outer Drive	Reconstruction: Hamilton Blvd to Floyd Blvd.	$19,214,709	$5,764,413		$13,450,297
Sioux City	Morningside Ave	Pavement Replacement: South Lakeport to City Limits	$4,005,199	$1,201,560		$2,803,640
Sioux City	41st St Connection to 46th St.	New Construction: New roadway from 41st St to 46th east of Hwy 75	$7,970,546	$2,391,164		$5,579,382
Sioux City	Rebecca St	Reconstruction: W. 30th St. to W. Clifton St.	$7,258,890	$2,177,667		$5,081,223
Sioux City	7th St.	Reconstruction: W. 30th St. to W. Clifton St.	$7,614,718	$2,284,415		$5,330,303
Sioux City	Floyd Blvd	Resurfacing: 4th St to 33rd St	$2,134,968	$640,490		$1,494,477
Sioux City	Morningside Ave	Reconstruction: Peters Ave to Jay Ave	$6,404,903	$1,921,471		$4,483,432
Sioux City	Morningside Ave	Reconstruction: Transit Ave. to Peters Ave.	$8,112,877	$2,433,863		$5,679,014

Sponsor	Project Title	Project Description	Cost Est.	Federal	State	Local
Sergeant Bluff	Sergeant Square Drive	PCC Reconstruction/Sidewalk: Intersection of Sergeant Square Drive & First St. south 1,100 feet to Bluff's Blvd.	$1,039,018	$311,705		$727,312
Sergeant Bluff	South Lewis Blvd	PCC Reconstruction/Widen/Signalization: Warrior Rd Intersection to Rec. Complex Entrance. Intersection widening, sidewalk relocation and traffic signalization; widen and reconstruct South Lewis Blvd. north 1,350 ft.	$1,907,238	$572,171		$1,335,066
North Sioux City	Northshore Drive		$5,408,585	$1,622,575		$3,786,009
Dakota City/S Sioux City	Dakota Ave/N. 14th St.	Resurface: in front of Tyson Foods Pine St. to City Limits	$3,415,948	$1,024,785		$2,391,164
Dakota City	Pine St.	New Construction: From 20th St. to Hwy 77	$14,802,443	$4,440,733		$10,361,710
		Total Project Cost	$184,340,985	$62,731,692	$3,470,604	$118,138,689

Table 8.9: Programmed City Trail and Carbon Reduction Program Projects 2030-2040

Project Title	Project Description	Cost. Est.	Federal	State	Local
Viaduct Connector Trail (Phase 2)	Trail connecting the viaduct to Gorden Drive	$711,656	$213,497		$498,159
Wayfinding Signage	Wayfinding Signage for all Sioux City Trails				
Signing Hills to Christy Rd Connector	Trail connecting Singing Hills to Christy Rd.	$569,325	$170,797		$398,527
War Eagle Dr. to Riverfront Trail Connector	Trail connecting War Eagle Dr to Riverfront Trail	$426,994	$128,098		$298,895
S. Lakeport to Signing Hills Connector	Trail connecting S. Lakeport to Singing Hills	$1,707,974	$512,392		$1,195,582
Gordon Drive to Bacon Creek Park Connector	Trail connecting Gordon Dr to Bacon Creek Park	$2,277,299	$683,190		$1,594,109
Sioux Point Trail	West Side of Sioux Point Rd Dakota Dunes, SD	$1,477,398	$-		$-
Dakota Dunes Ped Bridge	Pedestrian Bridge Linking Riverside Park to Dakota Dunes over Big Sioux River	$2,846,624	$853,987		$1,992,637
South Lewis Blvd Pedestrian Bridge Crossing	Trail/Bridge: School Zone at Topaz and Port Neal east to Sergeant Bluff Rec. Complex Warrior Rd north to Port Neal Rd	$5,693,247	$1,707,974		$3,985,273
South Lewis Blvd Trail Loop Phase 1	New Trail: South Lewis Blvd from Warrior Rd to 220th St	$715,926	$214,778		$501,148
Pine St Extension Trail	A walking/bike trail	$1,132,387	$339,716		$792,671
	Total Project Cost	$17,558,829	$4,824,429	$-	$11,257,002

Table 8.10: Programmed DOT Projects 2030-2040

Sponsor	Project Title	Project Description	Total	Federal	State	Local
IA DOT	Gordon Drive Viaduct Replacement	Bridge Repair/Replacement: IA 12	$28,466,236	$8,539,871	$19,926,365	
IA DOT	I-29	Maintenance & preservation	$71,165,591	$21,349,677	$49,815,913	
IA DOT	US 75	Maintenance & preservation	$49,815,913	$14,944,774	$34,871,139	
IA DOT	I-29 Interchanges	Safety and operational study	$3,558,280	$1,067,484	$2,490,796	
IA DOT	US 75 Bypass interchanges	Safety and operational study	$3,558,280	$1,067,484	$2,490,796	
IA DOT	US 75 Bypass	add lanes south of US 20	$39,852,731	$11,955,819	$27,896,912	
IA DOT	IA 376/Bus US 75 - Lewis Blvd	transfer jurisdiction	$29,889,548	$8,966,864	$20,922,684	
IA DOT	IA 12/IA 812 - Gordon Drive	transfer jurisdiction	$49,815,913	$14,944,774	$34,871,139	
IA DOT	US 20 intersection controls	at Buchanan Ave	$2,134,968	$640,490	$1,494,477	

Sponsor	Project Title	Project Description	Total	Federal	State
NE DOT	Maintenance and Preservation		$153,148,351	$107,203,846	$45,944,505
SD DOT	I29 Bridges	Over Big Sioux River: Bridge Replacement PCC surfacing	$48,240,480	$43,416,430	$4,825,050
SD DOT	I29 Exit 1	Interchange Modification Mainline Replacement	$21,315,518	$14,920,862	$14,920,862
SD DOT	I29 Exit 2	Interchange Reconstruction: Replace Structures Grading, PCC Surfacing, Mainline Replacement	$52,842,000	$44,051,000	$8,791,000
SD DOT	Maintenance and Preservation	Maintenance & preservation	$22,529,603	$15,770,722	$15,770,722
SD DOT	I29 Exit 4	Interchange Reconstruction: Replace Structures Grading, PCC Surfacing, Mainline Replacement	$71,618,204	$32,774,601	$32,774,601
		Total Project Cost	$647,951,615	$341,614,699	$317,806,962

Table 8.11: Programmed City and County's Road and Bridge Projects 2041-2050

Sponsor	Project Title	Project Description	Total	Federal	State	Local
SIMPCO	Planning -IA		$1,268,759	$380,628		$888,131
SIMPCO	Planning- NE		$636,065	$190,819		$445,245
SIMPCO	Planning - SD		$408,792	$122,638		$286,154
Sioux City	Floyd Blvd	Pavement Replacement: Outer Drive to 46th St.	$18,365,404	$5,509,621		$12,855,783
Sioux City	Midtown East/West Connector	New Constriction: Floyd Blvd to Hamilton	$105,342,459	$31,602,738		$73,739,721
Sioux City	W. 4th St	Reconstruction: Market to Wesley Parkway	$6,727,169	$2,018,151		$4,709,019
Sioux City	Correctionville Rd	Reconstruction: Fairmount St to City Limits	$29,495,888	$8,848,767		$20,647,122
Sioux City	Stueben St. over Drainage Ditch	Bridge Replacement: Between 11th St and 18th St.	$8,153,506	$2,446,052		$5,707,454

Sponsor	Project Title	Project Description	Total	Federal	State	Local
Sioux City	Orleans Ave	New Construction: Morningside Ave to Glen Ellen Rd	$15,801,369	$4,740,411		$11,060,958
Sioux City	West Street	New Construction: Stone Park Blvd to City Limits	$15,801,369	$4,740,411		$11,060,958
Sioux City	Glen Ellen Rd	New Construction: Ingenia Circle to Hwy 20	$13,603,925	$4,081,178		$9,522,748
Sergeant Bluff	South Lewis Blvd	Reconstruction/Storm Sewer: 1st Street to South Ridge Road	$6,594,438	$1,978,331		$4,616,107
Sergeant Bluff	8th St	Roadway Reconstruction: Harbor Drive to South Lewis Blvd. From intersection of Harbor Dr. east UPRR at South Lewis Blvd	$3,971,411	$1,191,423		$2,779,987
Sergeant Bluff	Old Lakeport Rd	Reconstruction: 1st St. to Warrior	$5,899,178	$1,769,753		$4,129,424
Sergeant Bluff	First St. from Old Lakeport Rod East City Limits	PCC Reconstruction/Widen Signalization: Intersection replacement, traffic signalization, and widen road 2.500 feet east to city limits	$5,372,465	$1,611,740		$3,760,726
Sergeant Bluff	South Lewis Blvd	PCC Reconstruction/Widen: From Intersection of South Ridge Rd north to City limits: widen at West Ridge Road 300 ft. away	$3,613,246	$1,083,974		$2,529,272
Plymouth County	County Rd C-80	Pavement Rehab: County Rd C-80 From K-22 east 3.425 Mi to Hwy 75	$3,581,644	$1,074,493		$2,507,151
		Total Project Cost	$244,637,087	$73,391,126	$-	$171,245,961

Table 8.12: Programmed City Trail and Carbon Reduction Program Projects 2041-2050

Sponsor	Project Title	Project Description	Cost Est.	Federal	State	Local
Sergeant Bluff	South Lewis Blvd Trail Loop Phase 2	New Trail- Intersection of South Lewis Blvd & 220th St, West 3,200 ft along Dogwood Trial and Drainage Ditch to Port Neal Rd.	$1,221,973	$855,381		$366,592
Sioux City	Christy Road to Glen Ellen Connector	Trail connecting Christy Road to Glen Ellen	$4,635,068	$3,244,548		$1,390,520
Sioux City	Cone Park to Floyd Monument Connector	Trail connecting Cone Park to the Floyd Monument	$3,160,274	$2,212,192		$948,082
		Total Project Cost	$9,017,314	$6,312,120	$-	$2,705,194

Table 8.13: Programmed DOT Projects 2041-2050

Sponsor	Project Title	Project Description	Cost	Federal	State	Local
IA DOT	IA 12	Pavement Rehab: US 20/Us 75/IA 12 to Gordon Drive	$4,213,698	$1,264,110	$2,949,589	
IA DOT	IA 12	Pavement Rehab: I29 to Sioux River Rd	$16,854,793	$5,056,438	$11,798,355	
IA DOT	IA 376	Bridge Repair/Replacement: Over Floyd River	$10,534,246	$3,160,274	$7,373,972	
IA DOT	IA 376	Bridge Repair/Replacement: Over Cunningham Dr.	$10,534,246	$3,160,274	$7,373,972	
IA DOT	IA 12	Bridge Repair/Replacement: 0.5 mi south of Stone State Park	$2,106,849	$632,055	$1,474,794	
IA DOT	I-29 Interchanges	Safety and operational	$105,342,459	$31,602,738	$73,739,721	
IA DOT	Maintenance & preservation	I29	$75,846,570	$22,753,971	$53,092,599	
IA DOT	Maintenance & preservation	US 75	$31,602,738	$9,480,821	$22,121,916	
IA DOT	US 75 bypass interchanges	Safety and operational	$73,739,721	$22,121,916	$51,617,805	

Sponsor	Project Title	Project Description	Cost	Federal	State	Local
IA DOT & NDOT	I-129 Bridge	Redeck	$42,136,984	$12,641,095	$29,495,888	
IA DOT & NDOT	US 77 Bridge	Redeck	$25,282,190	$7,584,657	$17,697,533	
IA DOT & SDDOT	I-29 Bridges	Expansion or Replacement	$42,136,984	$12,641,095	$29,495,888	
IA DOT	Southern Hills Bridge	Deck Overlay	$1,685,479	$505,644	$1,179,836	
IA DOT	Systems Interchange	Redeck or Replace	$105,342,459	$31,602,738	$73,739,721	
IA DOT	US 20	Pavement Rehab	$21,068,492	$6,320,548	$14,747,944	
NE DOT	Maintenance & preservation		$260,406,558	$78,121,967	$182,284,591	
SD DOT	Maintenance & preservation	Various locations/regionwide	$42,136,984	$12,641,095	$29,495,888	
		Total Project Cost	$870,971,449	$261,291,435	$609,680,015	

Fiscal Capacity

This section outlines the methodology used to calculate the fiscal capacity of the Long Range Transportation Plan (LRTP). In accordance with federal guidance, Metropolitan Planning Organizations (MPOs) must demonstrate fiscal constraint within their LRTP.

Because the 2026-2029 derived directly from the current Transportation Improvement Program (TIP), it is considered fiscally constrained. Therefore, the fiscal capacity analysis focuses on the remaining two time bands: 2030 – 2040 and 2041 – 2050.

Table 8.14 provides an overview of anticipated funding availability and the required local match for transportation programs. The analysis assumes a 30/70 federal-to-local split, which guides the calculation of the local match requirements.

Table 8.14: Federal Funding and Local Match by Funding Category

Federal Funds MPO Funding Sources (30%)	**2030-2040**	**2041-2050**
PL	$2,836,706	$2,578,823
STBG	$67,949,914	$61,772,649
TAP	$13,172,258	$11,974,780
CRP	$1,495,560	$1,359,600
Sub Total	**$85,454,438**	**$77,685,853**
State Funding Sources (30%)		
NHPP	$272,557,199	$247,779,272
HSIP	$63,327,902	$57,570,820
PRF	$24,413,884	$22,194,440
HBP	$10,084,606	$9,167,824
Sub Total	**$370,383,592**	**$336,712,356**
Total Federal Funds Available	**$455,838,030**	**$414,398,209**

Matching Funds MPO Funding Sources (70% Match)	2030-2040	2041-2050
PL	$6,618,980	$6,017,255
STBG	$158,549,800	$144,136,182
TAP	$30,735,269	$27,941,153
CRP	$3,489,640	$3,172,400
Sub Total	**$199,393,689**	**$181,266,990**
State Funding Sources (70% Match)		
NHPP	$635,966,798	$578,151,635
HSIP	$147,765,105	$134,331,913
PRF	$56,965,729	$51,787,027
HBP	$23,530,748	$21,391,589
Sub Total	**$864,228,380**	**$785,662,164**
Total Matching Funds	**$1,063,622,069**	**$966,929,154**

Total Revenue (Federal Funds + Match) MPO Funding Sources	2030-2040	2041-2050
PL	$9,455,686	$8,596,078
STBG	$226,499,714	$205,908,831
TAP	$43,907,527	$39,915,933
CRP	$4,985,200	$4,532,000
Sub Total	**$284,848,127**	**$258,952,842**
State Funding Sources		
NHPP	$908,523,997	$825,930,907
HSIP	$211,093,007	$191,902,733
PRF	$81,379,613	$73,981,467
HBP	$33,615,355	$30,559,413
Sub Total	**$1,234,611,972**	**$1,122,374,520**
Total Revenue Available	**$1,519,460,099**	**$1,381,327,362**

Table 8.15 illustrates the fiscal capacity to fund $856.3 million in projects during 2030-2040 time band, leaving a remaining balance of $663.1 million. It also shows the ability to fund $776 million in projects from 2041-2050, with a remaining balance of $605 million.

Table 8.15: Summary of Projected Revenue and Proposed Infrastructure Expenditure 2026-2050

Year Band	**2030 to 2040**				**2041 to 2050**			
	Total	**Federal**	**State**	**Local**	**Total**	**FA**	**State**	**Local**
Total Project Costs	$856,373,473	$409,170,820	$317,806,962	$129,395,691	$776,237,271	$340,994,681	$261,291,435	$173,951,155
Forecasted Revenue	$1,519,460,099	$455,838,030	$864,228,380	$199,393,689	$1,381,327,362	$414,398,209	$785,662,164	$181,266,990
Balance	**$663,086,626**	**$46,667,210**	**$546,421,418**	**$69,997,998**	**$605,090,091**	**$73,403,528**	**$524,370,729**	**$7,315,834**

Summary

The 2050 SIMPCO MPO Long Range Transportation Plan (LRTP) was developed through a collaborative process involving local, regional, state, and federal transportation partners. The LRTP outlines the MPO's goals for creating an efficient, multimodal, and intermodal transportation system within the Metropolitan Planning Area. It serves as a strategic guide for future transportation planning and programming, supporting coordinated decision-making among stakeholders.

As a living document, the LRTP is updated at least every five years – or more frequently as needed – to reflect evolving transportation needs and priorities. It addresses both current and projected challenges from a planning perspective and helps identify areas requiring attention and strategies for improvement. The plan also emphasizes public engagement and aims to incorporate the diverse needs of transportation users and interests through the Metropolitan Planning Area.

APPENDIX A: Public Input

Appendix A details strategies for involving the public in the plan development process. The following items are included in Appendix A:

- Schedule of Technical Committee, Policy Board, and public input meetings throughout the plan development.
- Press release announcing the public survey input opportunity.
- Example marketing of the survey opportunity.
- Public input survey form.
- Summary of public input received during the survey period.
- Presentation slides providing an overview of the Long Range Transportation Plan.

SIMPCO MPO LRTP Development Schedule

2050 SIMPCO LRTP Meeting List		
9/4/2024	MPO TTC Meeting	Outline and schedule review
9/5/2024	MPO Policy Board Meeting	Outline and schedule review
11/6/2024	MPO TTC Meeting	Draft Chapter 1 and Chapter 2
11/7/2024	MPO Policy Board Meeting	Draft Chapter 1 and Chapter 2
1/8/2025	MPO TTC Meeting	Draft Chapter 3 and Chapter 4
1/9/2025	MPO Policy Board Meeting	Draft Chapter 3 and Chapter 4
3/5/2025	MPO TTC Meeting	Draft Chapter 2 and Chapter 7
3/6/2025	MPO Policy Board Meeting	Draft Chapter 2 and Chapter 7
9/3/2025	MPO TTC Meeting	Draft Chapter 6 and Chapter 8
9/4/2025	MPO Policy Board Meeting	Draft Chapter 6 and Chapter 8
11/5/2025	MPO TTC Meeting	Draft Chapter 5 and complete draft review
11/6/2025	MPO Policy Board Meeting	Draft Chapter 5 and complete draft review
12/1/2025 – 12/31/2025	Public Input Period	Complete draft available for review and comment
12/18/2025	Public Input Open House	Complete draft available for review and comment, 4:00-5:00PM
1/7/2026	MPO TTC Meeting	Final draft presentation
1/8/2026	MPO Policy Board Meeting	Final draft presentation and approval

6401 Gordon Drive, Sioux City, Iowa 51106
Ph: 712-279-6286 | Fax: 712-279-6920
www.simpco.org

For Immediate Release

January 20, 2025

SIMPCO Metropolitan Planning Organization

2050 Long Range Transportation Plan

The SIMPCO Metropolitan Planning Organization is in the process of developing the draft 2050 Long Range Transportation Plan (LRTP) with approval scheduled for January of 2026.

SIMPCO staff is seeking public input during the development of this plan. Residents of the MPO are encouraged to fill out the survey at the link or QR code below to contribute their comments between January 6th and January 31st, 2025.

https://www.surveymonkey.com/r/SCMetroTransportation

The 2050 Long Range Transportation Plan is a tool for developing safe and efficient transportation improvements in the metro area for the next 25 years. These improvements encompass all modes of transportation, including public transit, bicycle and pedestrian travel, rail, air service, and streets and highways. This document provides a vision for the future of the metro area's transportation system as well as direction and guidance for transportation investment decisions over this period.

The SIMPCO Metropolitan Planning Organization (MPO) area includes Sioux City, Sergeant Bluff, Woodbury County, and Plymouth County in Iowa; Dakota Dunes CID, North Sioux City, and Union County in South Dakota; and Dakota City, South Sioux City, and Dakota County in Nebraska.

Questions and comments can also be submitted to Corinne Erickson, Regional Planning Manager at SIMPCO by phone at 712-223-8686 or by email at corinne@simpco.org.

Public Survey Flyer

Shared on social media, sent to metro area city clerks for distribution, and included in SIMPCO's newsletter.

Public Input Survey Form

Open January 20 - January 31, 2025

simpco

2050 SIMPCO MPO Long Range Transportation Plan

The SIMPCO Metropolitan Planning Organization (MPO) includes Sioux City, Sergeant Bluff, Woodbury County, and Plymouth County in Iowa; Dakota Dunes CID, North Sioux City, and Union County in South Dakota; and Dakota City, South Sioux City, and Dakota County in Nebraska.

For this survey, please consider transportation infrastructure and planning needs specific to these areas. Responses are sought from those living and/or working in the metro area.

1. In which city or community do you live?

2. What is your primary mode of transportation?

- ◯ Drive alone
- ◯ Carpool
- ◯ Public transportation (bus)
- ◯ Taxi or rideshare app (Uber, Lyft, etc.)
- ◯ Bike
- ◯ Walk
- ◯ Other (please specify)

3. How do you rate the quality and ease of use of each of the following modes of transportation where you live?

	Very Good	Good	Satisfactory	Needs improvement	Unsatisfactory
Travel by motor vehicle	◯	◯	◯	◯	◯
Travel by bicycle	◯	◯	◯	◯	◯
Pedestrian travel by sidewalks	◯	◯	◯	◯	◯
Travel by bus	◯	◯	◯	◯	◯
Travel by air	◯	◯	◯	◯	◯

Comments

4. Indicate your frequency of use in the past twelve months for each of the following:

	Never	Rarely (1-2 times per year)	Every so often (3-11 times per year)	Monthly	Weekly	Daily
Carpool	○	○	○	○	○	○
Paratransit or Siouxland Regional Transit System (SRTS)	○	○	○	○	○	○
Sioux Gateway Airport for air travel	○	○	○	○	○	○
Ride share apps (Uber, Lyft, etc.)	○	○	○	○	○	○
Taxi	○	○	○	○	○	○
Bike trail for recreation	○	○	○	○	○	○
Bike trail for commute or mode of transportation	○	○	○	○	○	○
On-street bike routes	○	○	○	○	○	○
Walked to a destination instead of driving	○	○	○	○	○	○

Comments

5. Please rate the following aspects of the transportation system in the Sioux City MPO:

	Not an issue/Acceptable	Tolerable	Poor	Unacceptable
Congestion levels on major streets, roads, and	○	○	○	○
Condition of major streets, roads, and highways	○	○	○	○
Availability of bike trails	○	○	○	○
Availability of public transit services (bus)	○	○	○	○
Availability of sidewalks and crosswalks on major streets	○	○	○	○
Traffic safety at intersections	○	○	○	○
Safety of railroad crossings	○	○	○	○

Comments

* 6. What do you think are the most immediate transportation needs facing our region today? *Choose three (3)*

- [ ] Repair our existing roads, bridges and rail system
- [ ] Reduce traffic congestion
- [ ] Additional dedicated transportation funding
- [ ] Reduce greenhouse gas emissions and improve air quality
- [ ] Improve safety at intersections
- [ ] Improve safety at rail crossings
- [ ] Improve safety for bicyclists and pedestrians
- [ ] Addition of electric vehicle charging facilities
- [ ] Construction of additional bicycle/pedestrian rails
- [ ] Expand bus service
- [ ] Add freight capacity
- [ ] Other (please specify)

* 7. The LRTP lays out regional project planning for the next 25 years. What do you think are the most important transportation priorities for the next 25 years? *Choose three (3)*

- [ ] Repair our existing roads, bridges and rail system
- [ ] Reduce traffic congestion
- [ ] Additional dedicated transportation funding
- [ ] Reduce greenhouse gas emissions and improve air quality
- [ ] Improve safety at intersections
- [ ] Improve safety at rail crossings
- [ ] Improve safety for bicyclists and pedestrians
- [ ] Addition of electric vehicle charging facilities
- [ ] Construction of additional bicycle/pedestrian trails
- [ ] Expand bus service
- [ ] Add freight capacity
- [ ] Other (please specify)

8. Rate your willingness to have your tax dollars used to support the following transportation improvements in the region.

	Very Willing	Somewhat Willing	Not Sure	Not Willing
Developing new bike and pedestrian trails	○	○	○	○
Improving transit service (bus)	○	○	○	○
Reducing traffic congestion	○	○	○	○
Improving transportation service for seniors and persons with disabilities	○	○	○	○
Airport improvements	○	○	○	○
Improving freight transportation facilities	○	○	○	○
Improving safety at intersections	○	○	○	○
Reduce traffic delays caused by trains	○	○	○	○
Roadway flood control measures (eg redirecting stormwater, roadside bioswales, native plantings, etc.)	○	○	○	○
Construction of electric vehicle charging stations	○	○	○	○
Pedestrian safety improvements	○	○	○	○

Other (please specify)

9. How many miles do you drive a vehicle per week?

- ○ <10 miles
- ○ 10-20 miles
- ○ 21-50 miles
- ○ 51-100 miles
- ○ >100 miles

10. How far is your commute to work?

- ◯ less than 1 mile
- ◯ 1 to <5 miles
- ◯ 5 to <10 miles
- ◯ 10 to <20 miles
- ◯ 20+ miles
- ◯ I work from home/do not have a commute

11. How high would the price of gas need to be, before you start seeking alternative forms of transportation?

- ◯ I already use alternate forms
- ◯ >$3.50 per gallon
- ◯ >$4 per gallon
- ◯ >$5 per gallon
- ◯ >$6 per gallon
- ◯ I have no intention of using alternate forms

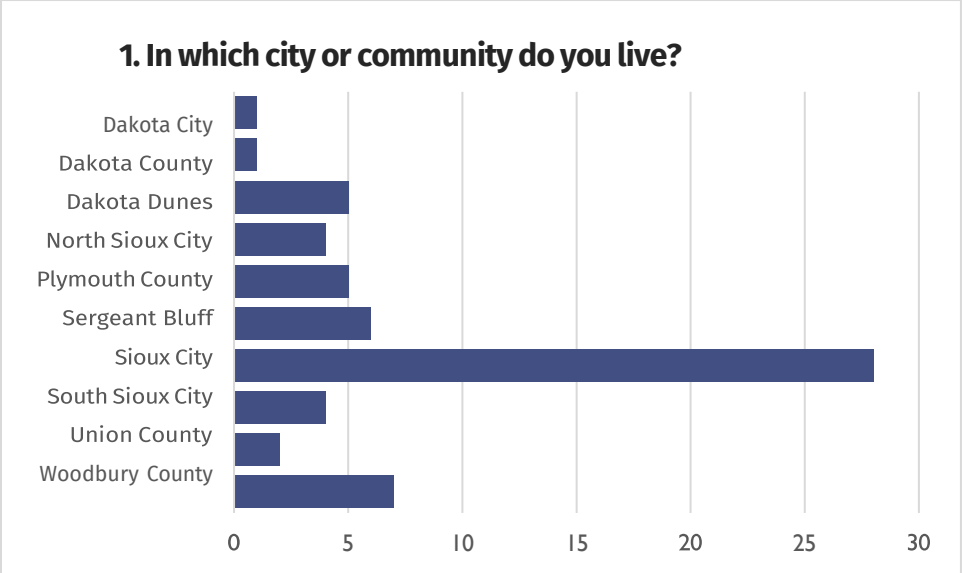
12. Are there any improvements to the transportation system where you live or work that would enhance your quality of life?

13. Use this space to provide any additional comments regarding the transportation system in the metro area.

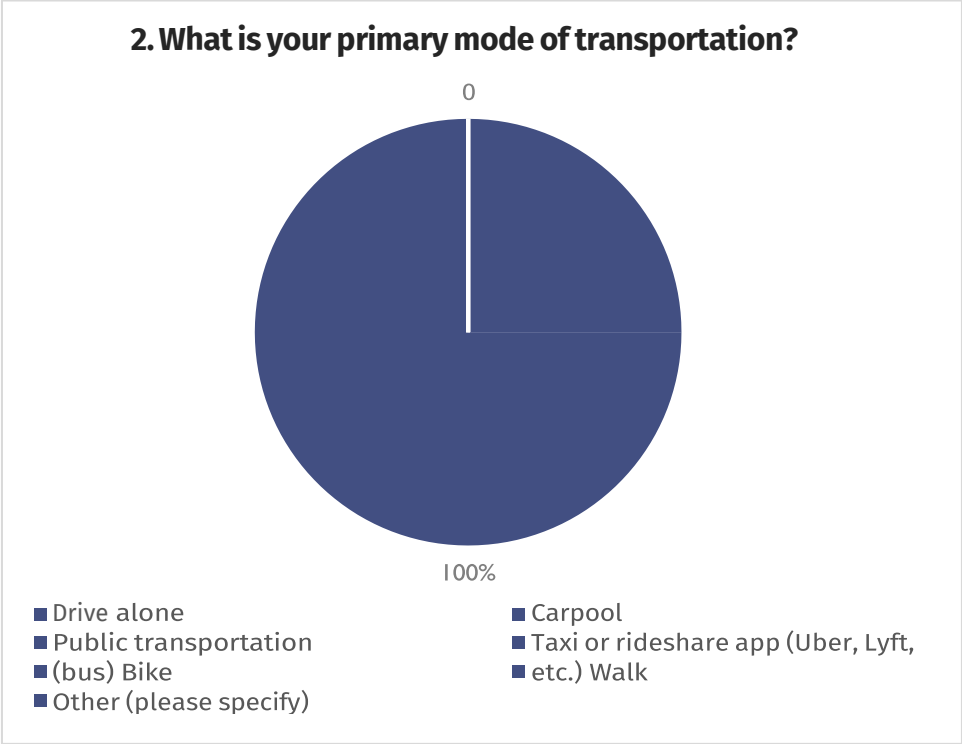
Survey Results & Public Engagement

Results from the 2050 SIMPCO MPO Long Range Transportation Plan Public Input Survey January, 2025

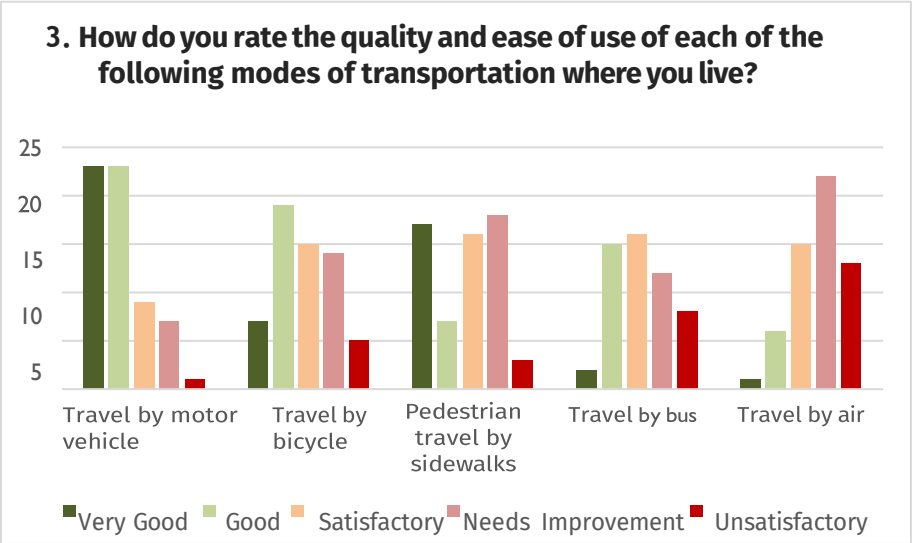
Question #1



Question #2



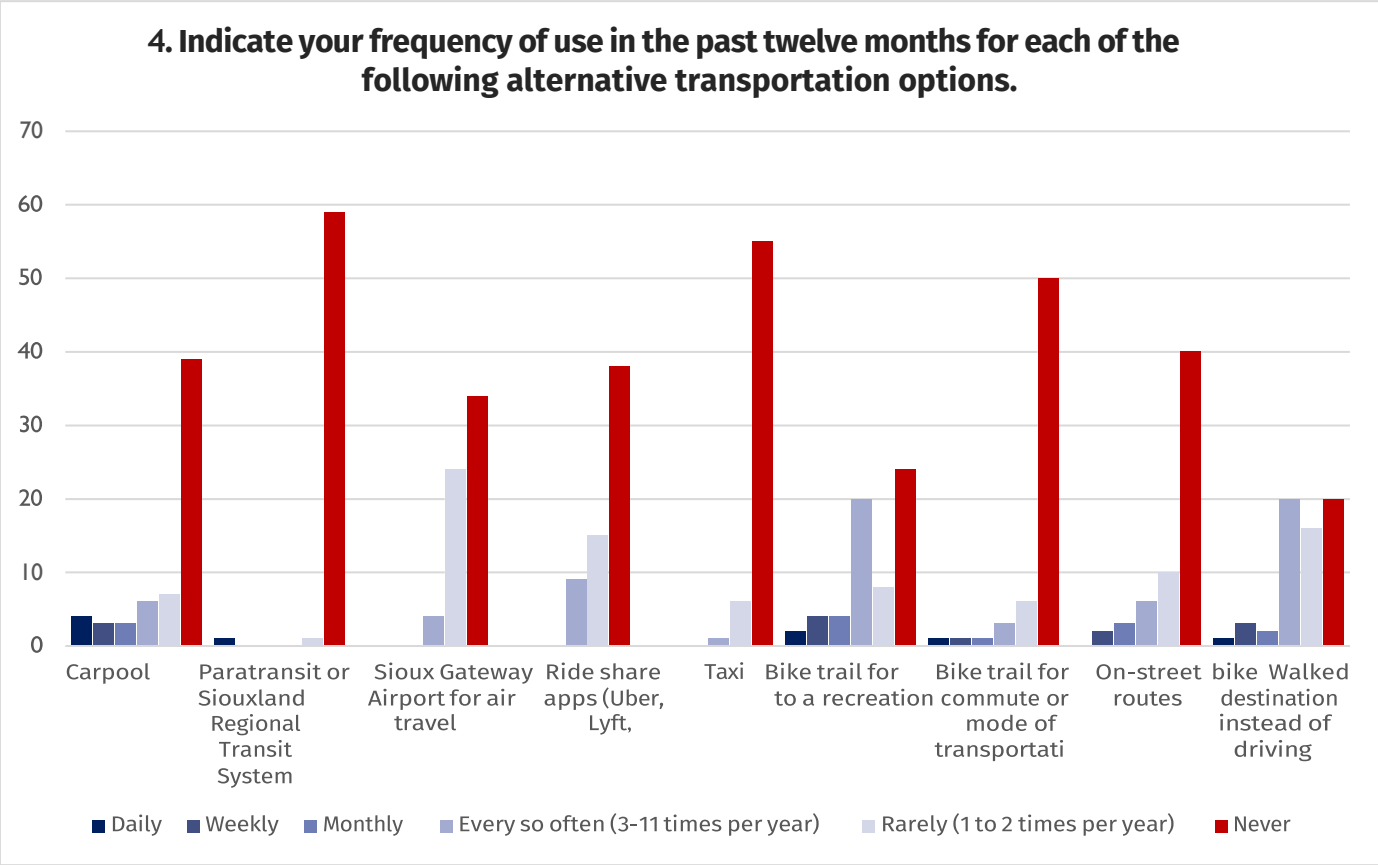
Question #3



Comments

I do not use bus or fly from Sioux City. Roads are rough and always seem to be in need of repair.
We need a bike trail on the Northside of Sioux City so that someone can safely ride away from Hamilton Blvd. specifically from Stone Park Blvd to Outer Belt Dr.
bus availability needs to be extended later to allow for those who are working to have access.
Air service is extremely limited for city our size -
would love to reinvigorate SUX - loving having a close airport, need more options
Our roads are filled with potholes that take way to long to fill; We just recently started updating bike lanes near the colleges but this needs to be done city wide; along some of the most busiest roads in Sioux city there are no sidewalks which imposes risks to those that do walk; Our bus station is filled and surrounded by our homeless population to the point that the bodily execretions are found all around the stations; Our airport is miniscule if there were a few more flights maybe then we could start to see the amount of passengers increase.
The Sioux Gateway Airport needs better destinations
Need affordable airfare that goes anywhere but Chicago
No sidewalks in most of the south side of Hinton
Many streets in my neighborhood don't have sidewalks which makes it dangerous to walk for exercise. I live by North High and Hiawatha Trail is a speedway when school lets out. Very unsafe.
I would travel more by bike and walking if better facilities were present
Air connections are extremely limited

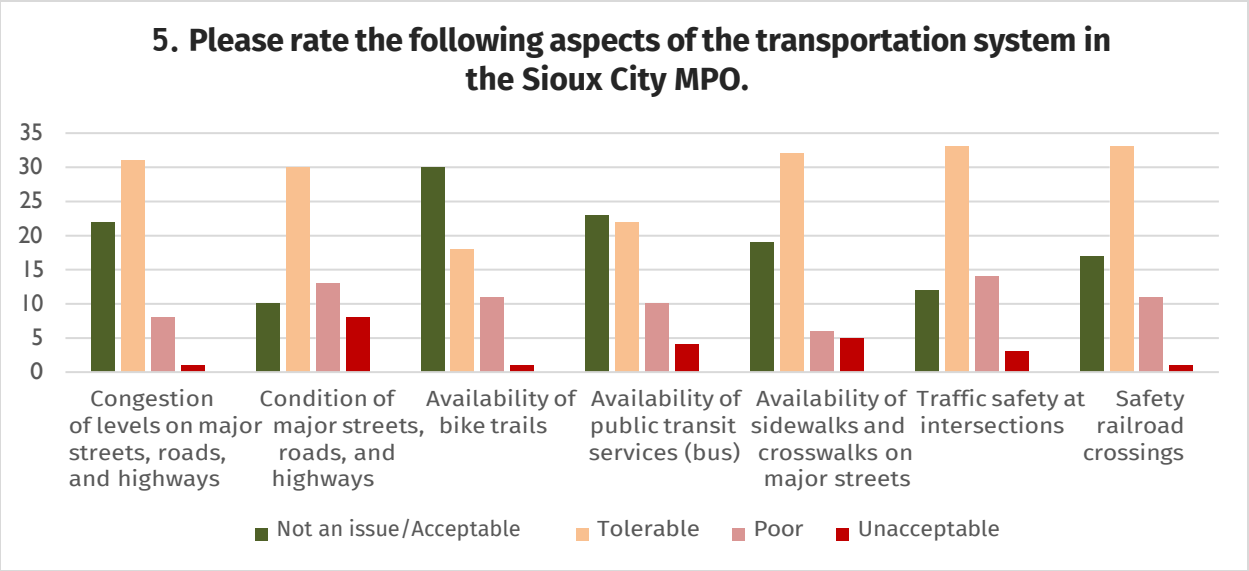
Question #4



Comments

My home area is great for recreation walking but not to reach locations outside our immediate neighborhood
Very poor walkability from northside
No sidewalks. It isnt safe
I would travel more by bike and walking if better facilities were present. I use the trails weekly/daily in the summer/fall

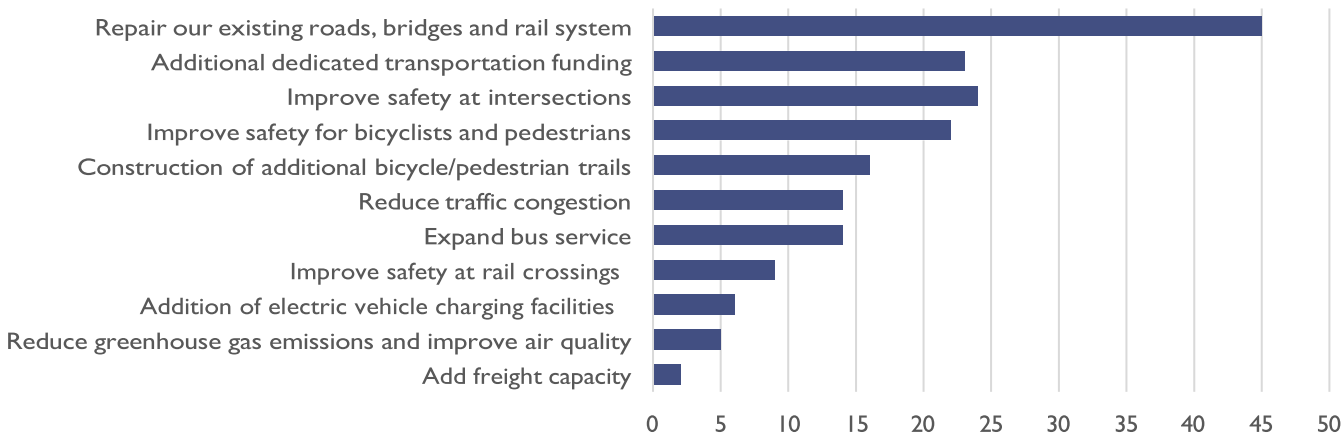
Question #5



Comments

We need bus service later into the evening
Did the round about really accomplish anything? 4 way stop at lake port and singing hills needs work for better traffic flow and safety
Traffic congestion is usually a result of long trains and especially trains stopping and blocking key intersections for long periods of time-.
Signals would operate better if the detection was repaired. Poor signal operation gives the appearance of heavy traffic causing congestion, to the layperson
grossly under-estimated lakeport commons area, horrible traffic
By c60/75
Intersections on Hamilton dangerous - Road N of Casey's and at W 1st St & Hamilton.
All downtown crosswalks should have timers to notify pedestrians of time remaining before a light turns red. The blinking hand goes 20 times, so it is impossible to tell if you have 1 second or 30 seconds. Also, traffic by Lakeport Commons/Sunnybrook is very congested. The infrastructure does not seem to support the growth of that area.
MANY streets need major work. Full of potholes/cracks. Some really too narrow for 2 lanes of traffic each direction. See above related to sidewalks. Some intersections unsafe, but that is due in a large part to people not following lights/signs and running red lights.

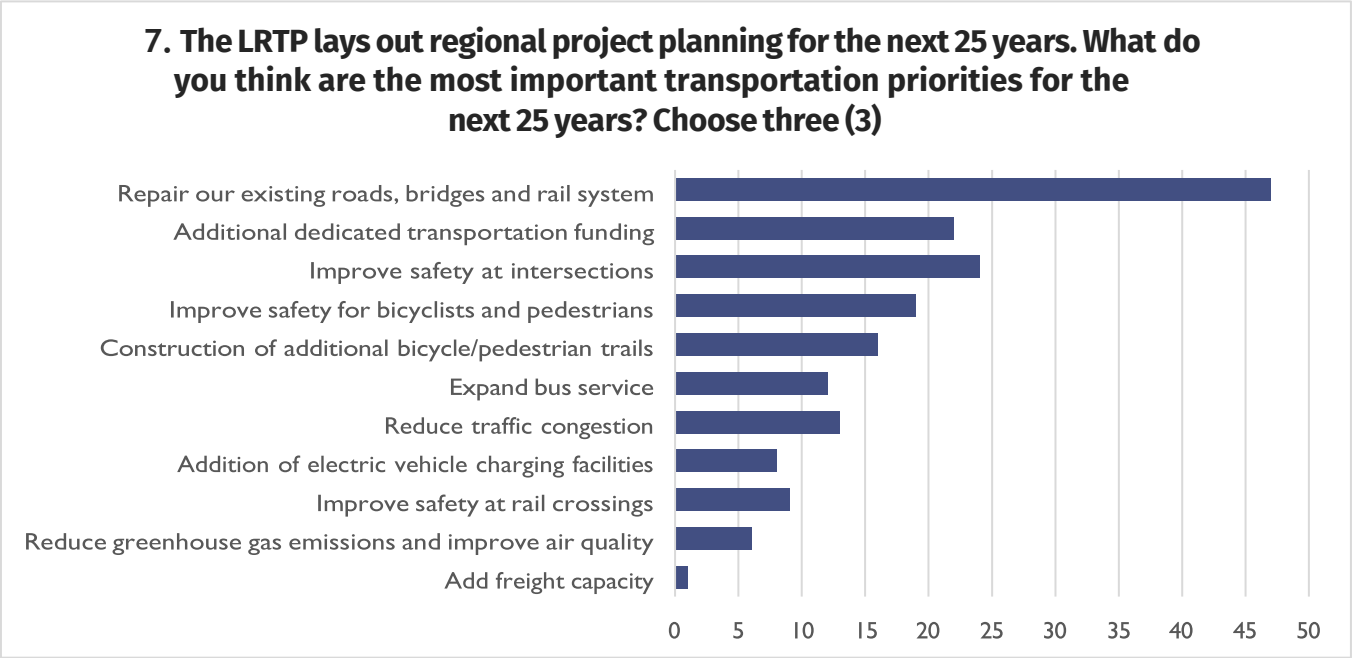
Question #6



Other (Please Specify):

traffic around sergeant road and lakeport area is needing help. Get rid of traffic lights that issue tickets.
If I could, I would have used all three of my votes on "IMPROVE SAFETY FOR PEDESTRIANS AND BICYCLISTS"
More locations to bypass railroad traffic and enforcement of time limit to block intersections by trains
Fix traffic signal , see above
addition of numerical countdown signs at intersections with street lights. same as they do with pedestrian crosswalks...
Pedestrian overpass crossing the railroad and HWY 75 in Sergeant Bluff
separating the rail and auto intersection at Merrill

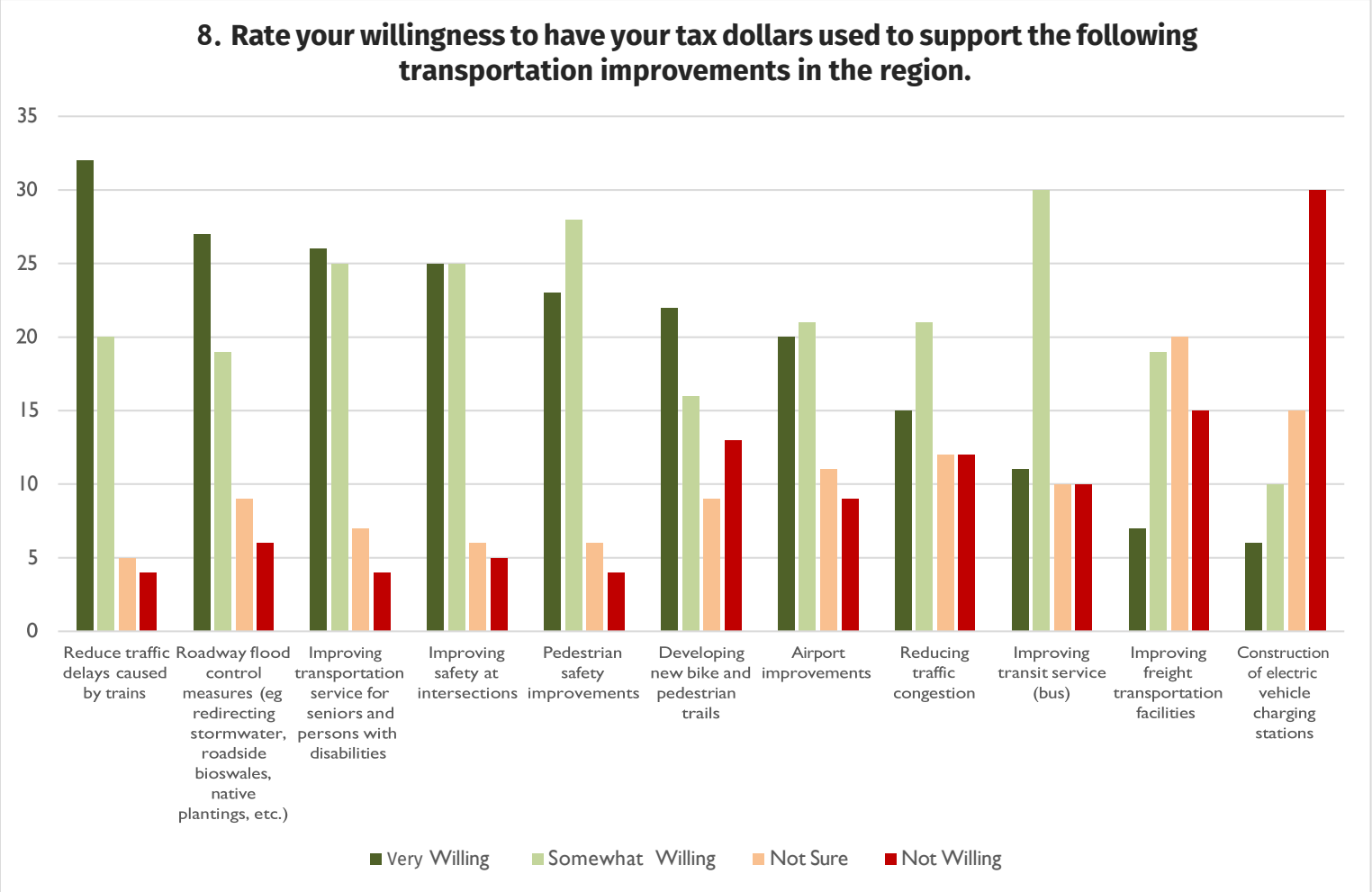
Question #7



Other (please specify):

Market bus service better to seem more mainstream and attractive. Clean, safe, comfortable, etc.
Pedestrian and cyclists crossing safety where it is a long ways between traffic signals such as the area along Sunnybrook Drive by Lowe's
Bike trails are predominantly used as recreational trails and have little impact on enhancing the transportation system. Most people actually drive motor vehicles to ride the trails with their bikes, thereby adding motor vehicle traffic to the streets
countdown clocks at intersections...
Pedestrian overpass crossing the railroad and HWY 75 in Sergeant Bluff
get crossing bridges at all the railroad crossing locations including 18/19th street, 27th street with UP and 6th streed with BN. Having to wait up to 20 minutes at a crossing is way too long and if you try to go to another street the only one is all the way to outer drive.

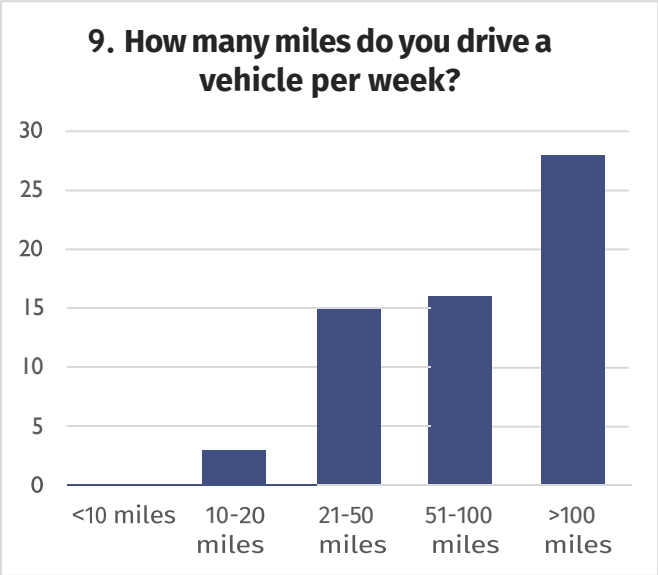
Question #8



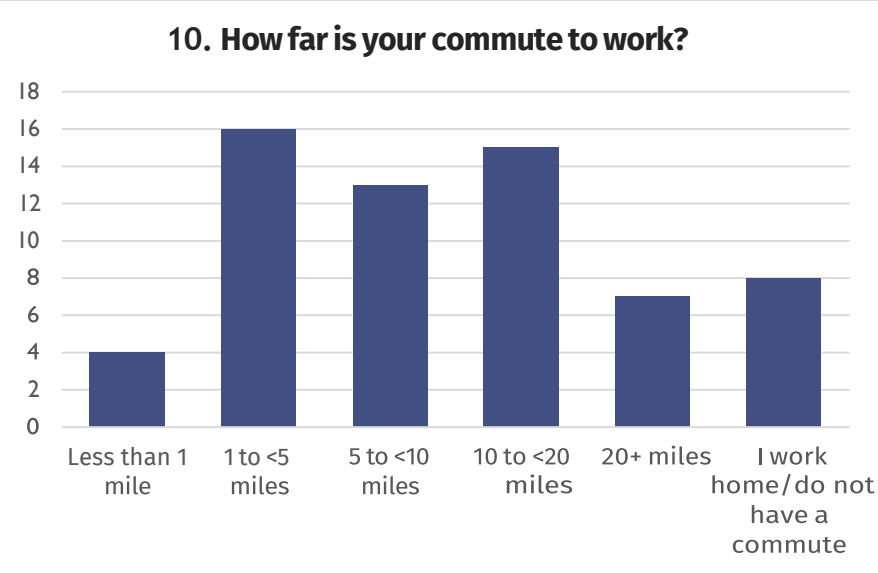
Other (please specify):

Bring passenger train service into the area. Get to OMA, CHI, or MSP quickly.
Driver education - for example Sioux City Drivers are infamous for not yielding when entering highway 20 and I-29 - also Sioux City drivers are very poor at yield in to those in crosswalks
Pedestrian overpass crossing the railroad and HWY 75 in Sergeant Bluff
upgrading airport only if we are able to get better service options - more flights, another carrier, to more locations

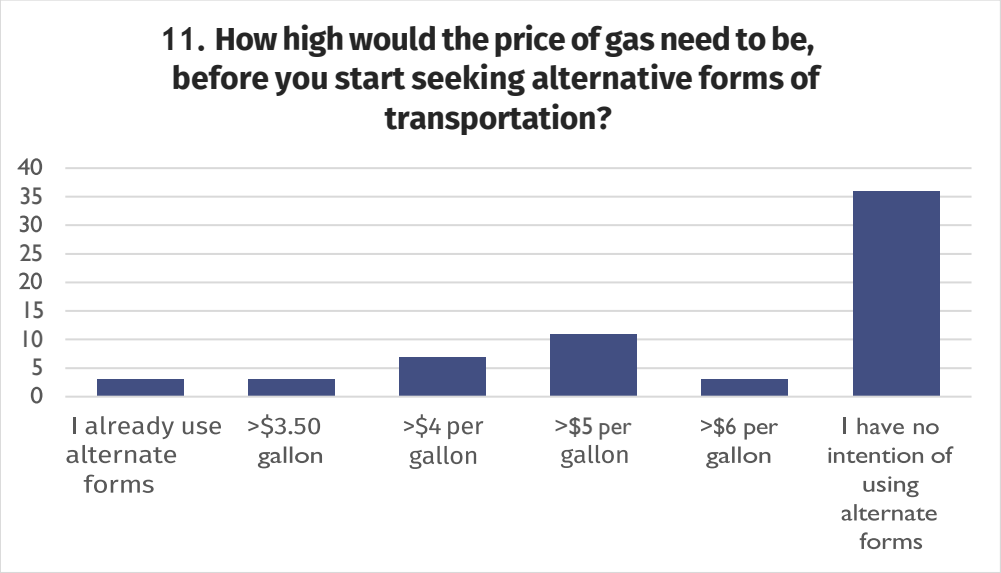
Question #9



Question #10



Question #11



Question #12:

Are there any improvements to the transportation system where you live or work that would enhance your quality of life?

Roadway surfaces and timing of lights to coincide with the speed limits.
I think Sioux City should make a bike trail that connects all of Sioux City. We do not have a bike trail between Stoney creek blvd and outer belt dr. It would be nice to include a bike trail all along Perry Creek.
I think high speed train service would be nice. I will add the Highway 20 improvement by Buchanan ave. intersection will save lives. Thank you.
Specific residential areas of Sioux City that need significant street repair...
Completion of North shore bypass
Separation of bike paths from roadways. Use of Barriers would be best.
Sioux City roads need improvements such as replacements for traffic safety. Also, the roadways are the first glance visitors of the City recognize. Therefore, Floyd blvd and Hamilton need improvements to roadways to welcome guests into these areas.
Reduce the train traffic town by moving Port Neal area service south of the proposed Southbridge Interchange. Create a trail down the east side of South Lewis Blvd through Town.
There are no alternate forms of transportation available to me. If there was service, I might use it.

Better street lighting at key intersections such as Morningside Ave and Highway 20 and Sunnybrook and Highway 20 - another poorly lit busy intersection is Glenn Ellen Road and Morningside Ave
Less potholes
More sidewalk funding for cities in the metro.
Maintaining South Lewis Blvd from Glen Ave to Sergeant Bluff. Someone needs to do a traffic count. Ever since the state turned over to the city, it's gone to crap.
Moving Exit 4 to the North
Better access and circulation around Dakota Valley school area, as the flood proved, single point access to this area proved to be a real problem. Interstate ramps at exit 4 are too short. I-29 from Wesley way to Hamilton has weaving problems as does NB 29 north of singing hills. Adding that extra lane just made 1 more lane to have to cross in the same distance
Pedestrian overpass crossing the railroad and HWY 75 in Sergeant Bluff
De-bottleneck Singing Hills, Lakeport Commons area. Hwy 75 from Sgt Bluff to Sioux City need a complete overhaul with 4 lanes, 1 turn lane (min) and completely redone.
Finished sidewalks
N/A
Bus options hours of operation need to change. This area is heavy with manufacturing jobs, that means 12 hour shifts, busses don't run early or late enough
Safe/designated bicycle trails
Improve the airport get some low fair carriers to come into Sioux City. Sun county, spirit, anybody
Sidewalks are terrible along Morningside Avenue, need widened and new pavement.
Better time management for potholes that are brought to the city's attention.
Improve the city streets. The potholes are horrible all over town. Improve the flights available in town so we don't have to travel to Omaha or Sioux Falls for a decent flight rate or destination. O'Hare is not a decent option.
The sidewalks in many areas are rough and dangerous for kids to bike on. There are many areas without sidewalks that make a walk with the kids more dangerous. Hamilton & W 1st St intersection could use a light, very hard to turn left safely, particularly with a trailer. Hamilton & street north of the Casey's near Wesley Parkway, it is very hard for a car at that intersection to cross Hamilton safely.
Connect the bike trail all throughout the city.

See comments above.
Bus adding more frequent stops. Not only once an hour
sidewalks, repair streets
Traffic controls and more tickets given And no licenses or insurance on vehicles cause financial problems for people who do drive safe safely and are involved with accidents with these people. They normally don't have drivers license This is causing our area to have increases of auto insurance.
Fix the roads! Make them wider where you can/is needed.

Question #13:

Use this space to provide any additional comments regarding the transportation system in the metro area.

Keeping up the roads and rail is our future.
Expanding public transportation(bus) hours of operation
I support the use of traffic cameras for safety, law enforcement, data collection, and to check on weather conditions.
Traffic congestion in Sioux City has improved slightly but could still be better.
Traffic volume, noise, and speed are completely out of hand. I live on the Morningside corridor, the corner of Dodge and Cecelia, I've seen numerous accidents, cars driving through my yard, the 'improvements' of recent construction created a ramp into my yard instead of a curb. My sidewalk is unsafe, my trees damaged, my vehicle is a sitting duck, and you would be crazy to think the new bike lane is safe. And not one painted crosswalk! There's plenty of kids going to the bus and back. There is no place to escape the excessive noise of motorcycles racing, cars tires squealing, and subwoofers during warm weather in my home. Please consider installing bump outs, raised sidewalks, ballards at intersections to protect pedestrians, crosswalk paint, paint the center line for the flow of traffic (no one knows what to do on these intersections- hence the accidents). I would volunteer my time to assist in any way.
Improve the Lakeport Road corridor and Sunnybrook mall area for congestion and traffic controls
The routes don't run often enough, to the right areas or late enough to make using it an option for me.
N/A
Traffic volumes on city streets haven’t increased much in 20 years per IDOT maps. Making signals and the detection work better would enhance the traffic flow considerably
Pedestrian overpass crossing the railroad and HWY 75 in Sergeant Bluff
Road Maintenance, Proper Planning on new additions to the city and improvements to bring in other airport service would be great!
N/A
Overall it is not bad, just a few areas could use improvement. Great bike paths and little traffic!
See comments above.

MPO LRTP Focus Group Summaries

SIMPCO Bicycle/Pedestrian Roundtable
10/23/2024

- What works well in the transportation system near where you live, work, destinations you go to in your daily life?
    - Crosswalks that count down. More push buttons and tactile, audio countdown when they get replaced
        - Need more flashing lights to cross.
        - Need education about how every corner is default crosswalk.
        - Public has trouble understanding the difference between stoplight crosswalks and yield crosswalks.
        - Police have had campaigns in the past where they give coffee to anyone who stops behind crosswalks – need additional funding for these types of campaigns.
        - Need more driver education, respect for pedestrians.
    - Trails are becoming more and more connected over time.
    - Transit system serves the geography well.
    - Bike racks on buses.
    - Some employers have showers.
    - Sidewalk infill project [in Sioux City] is making positive strides

- What infrastructure changes (e.g., bike lanes, pedestrian paths) would encourage you to walk or bike more often?
    - Address sidewalk gaps
    - More curb cuts
    - Continue to expand trails

- Are there improvements you would like to see in access to biking or walking trails?
    - Where/between which destinations?
        - Unity Elementary neighborhood lacks sidewalks, gravel roads, limited bus service

- West High/West Middle several gravel roads, missing sidewalks
- South Sioux: system wide approach (considering schools, parks, services) to connect to trail system. Any new subdivision must include trail width sidewalks.
- Sunnybrook Road between Sunnybrook Church and Target: need crosswalks and signalized crossing for apartment residents.
- Additional pedestrian access between parking lots and store fronts.

Sioux City Environmental Advisory Board
5/8/2025

- What works well in the transportation system near where you live, work, destinations you go to in your daily life?
    - Bike trails
    - Can bike to work
    - Countdown crosswalks
    - Bridges that avoid trains
    - The bypass between Morningside neighborhood and the Northside saves a lot of time

- How often do you bike or walk around the community?
    - All indicated they walk around their neighborhoods regularly
    - Many enjoy walking on the riverfront trail and one person called out the riverfront to Chataqua Park connection as a nice amenity

- What infrastructure changes (e.g. bike lanes, pedestrian paths) would encourage you to walk or bike more often?
    - Bike lanes
    - More trails and trail connections
    - Signs to indicate where trail connections are

- Are there improvements you would like to see in access to biking or walking trails? Where/between which destinations?

    - North Sioux City connection
    - Connection to the Floyd Trail from downtown
    - Connect the bike lane on Leech Ave to downtown and other trails
    - 46th Street to Perry Creek on Hamilton Blvd

- Any other improvements to transportation in general that you would like to see in the metro area, including driving, transit, air, etc.?
    - Bike lanes
    - Address the train congestion
    - More signs that indicate when construction is coming up on the route, especially when there will be a lane reduction
    - More electric vehicle charging stations (especially on the route between Sioux City and Omaha)
- What do you see happening in the future impacting transportation? Any trends or changes that concern you?
    - Many expressed hope for future passenger train service to access regional destinations.

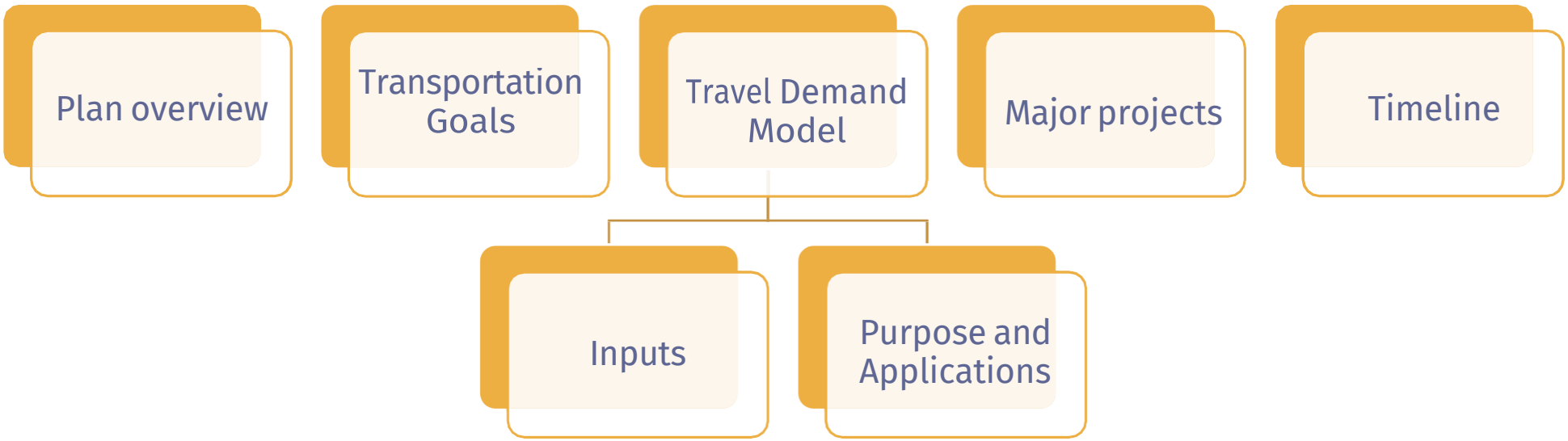
Presentation to the Siouxland Chamber of Commerce Transportation Committee, May 8th, 2025 and SIMPCO's Transit Advisory Group, June 30th, 2025

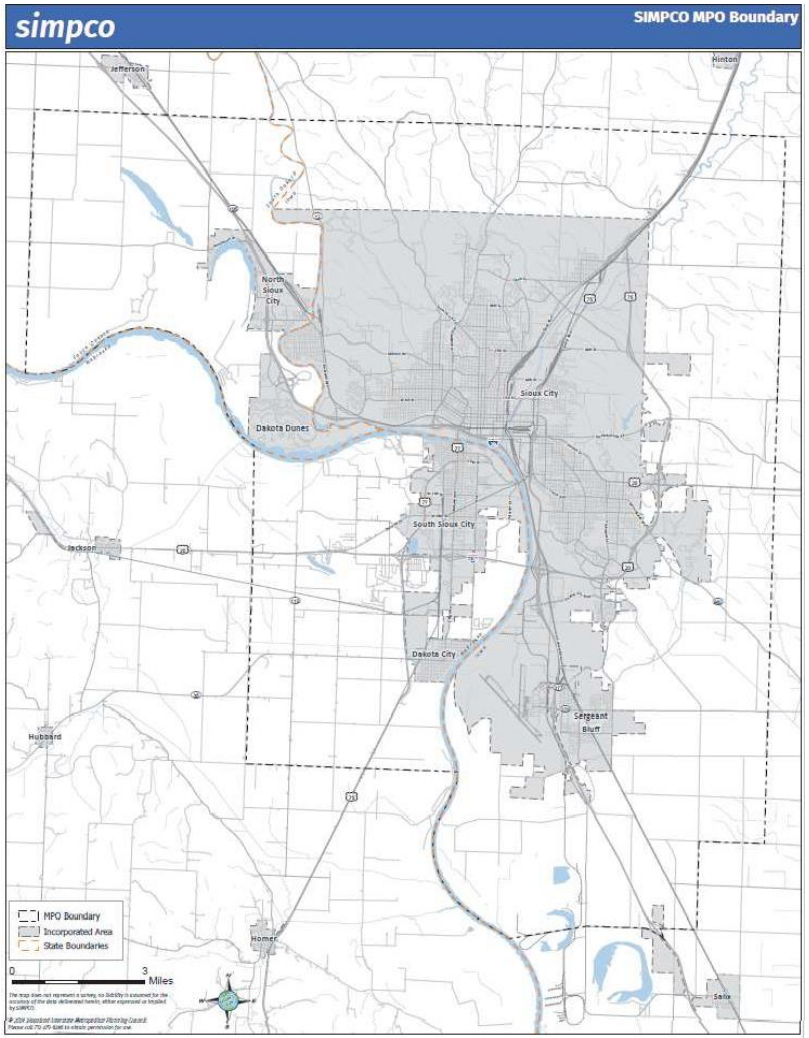
Long Range Transportation Plan for 2050

SIMPCO

Metropolitan Planning Organization

Agenda


Plan overview
Transportation Goals
Travel Demand Model
Major projects
Timeline
Inputs
Purpose and Applications



Overview

Horizon year for the plan is 2050. Updated every 5 years.

Outlines planned investments in transportation.

Guides investment in multimodal transportation projects.

Informed by the MPO Transportation Model, which is updated concurrently.

Process

Public input

Federal Planning Factors

Goals & Objectives

Project prioritization

Fiscal constraint

Plan Contents

    - Demographic, economic, housing, environmental, freight, and transportation data describing current conditions
- Data projections describe anticipated changes between now and 2050
- Planned highway, bridge, bicycle/pedestrian, and transit projects
    - Short term: 2026-2029 (Transportation Improvement Program)
    - Medium term: 2030-2040
    - Long term: 2041-2050

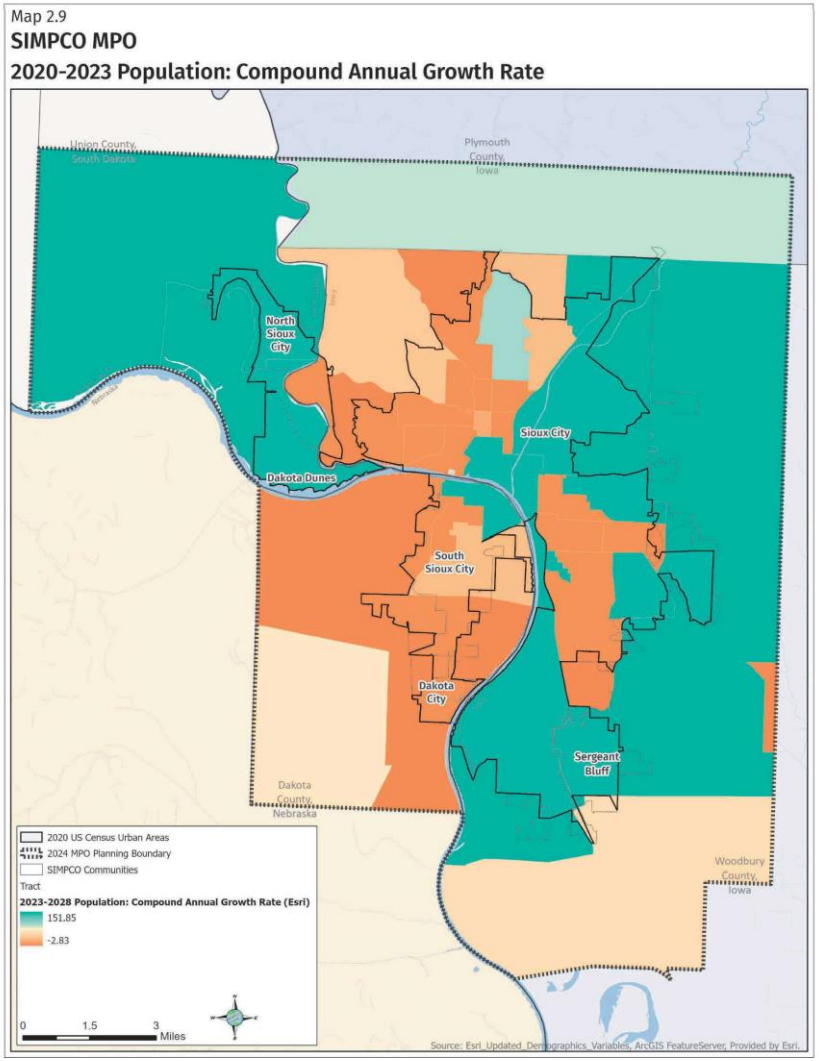
Transportation Goals

- Economic Development
- Safety
- Security
- Mobility and Efficiency
- Accessibility
- Environment
- Connectivity and Compatibility Livability
- Fiscal Responsibility

Travel Demand Model

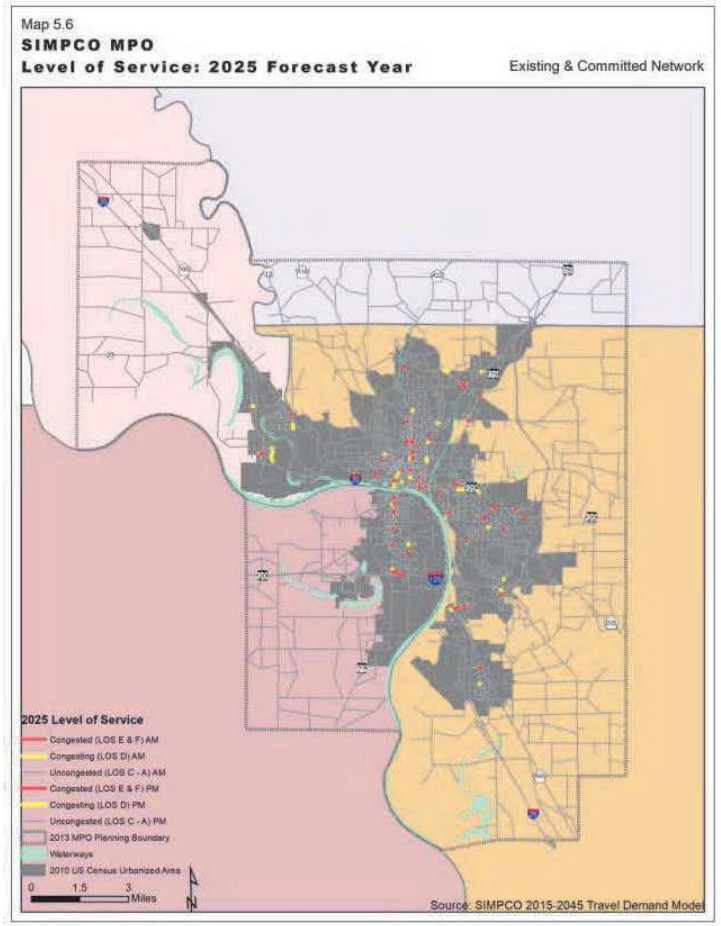
INPUTS

- Current land use
- Future land use
- Current traffic volumes
- Current data and projected data to 2050
  - Population
  - Housing units
  - Employment
- Modal share



Purpose & Applications

- Informs the Long Range Transportation Plan
- Current network Level of Service
- Current areas of congestion
- Anticipated areas of increased traffic and congestion
- Future traffic trends



Projects

- Projects that will receive federal and state transportation funds will be listed in the LRTP.
- This includes:
  - Roads & Bridges
  - Bicycle & Pedestrian
  - Transit
- Most projects listed in plan are related to maintaining the current system.
- Studies such as the South Lakeport Corridor Study & the Comprehensive Safety Action Plan provide recommendations to improve the safety, accessibility, and connectivity in the metro area. These projects will be programmed by the project sponsor and part of the LRTP if federal or state funds will be used to implement recommendations.

2025 Transportation Safety Action Plan

Sioux City & Sergeant Bluff

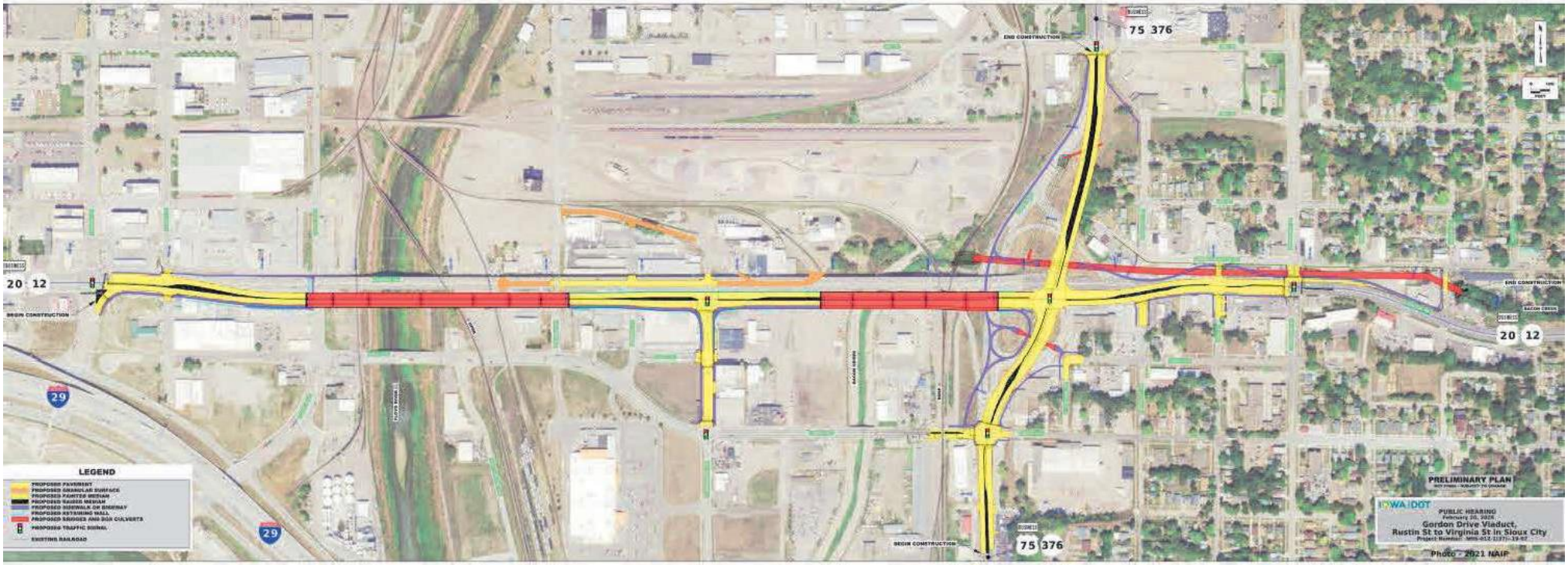
Major Projects

Southbridge Interchange

Major Projects

Gordon Drive Viaduct

www.youtube.com/watch?v=8Z0g-isAGcQ



Major Projects

Northshore Drive Realignment

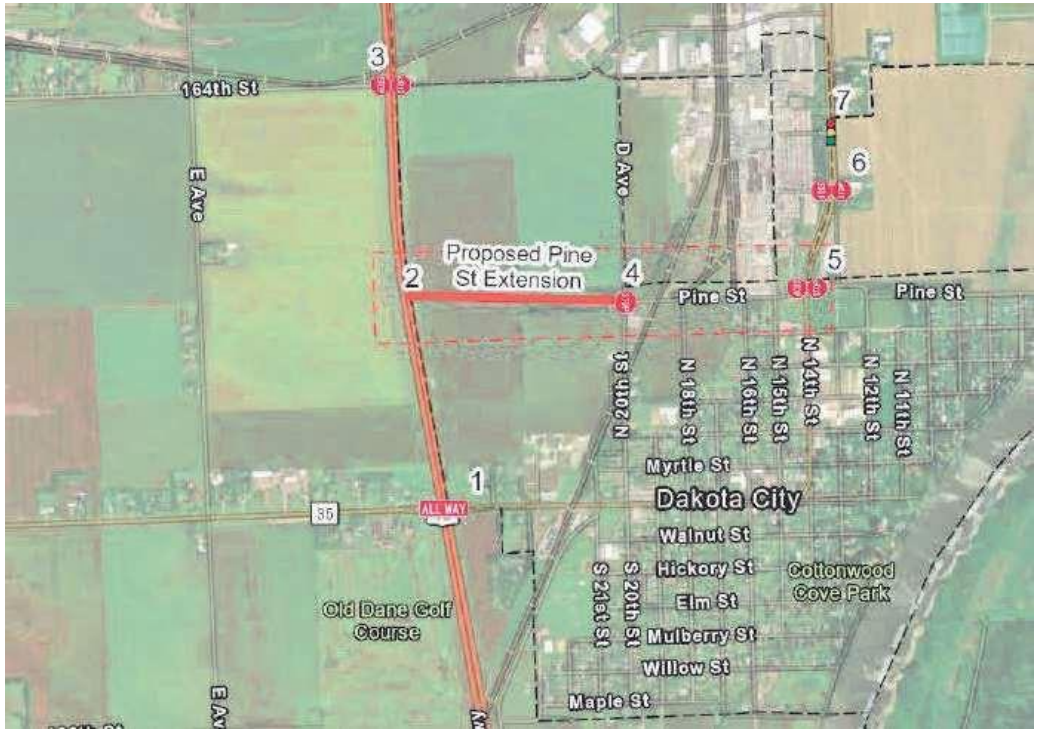
www.northshorebypass.com/media

Major Projects

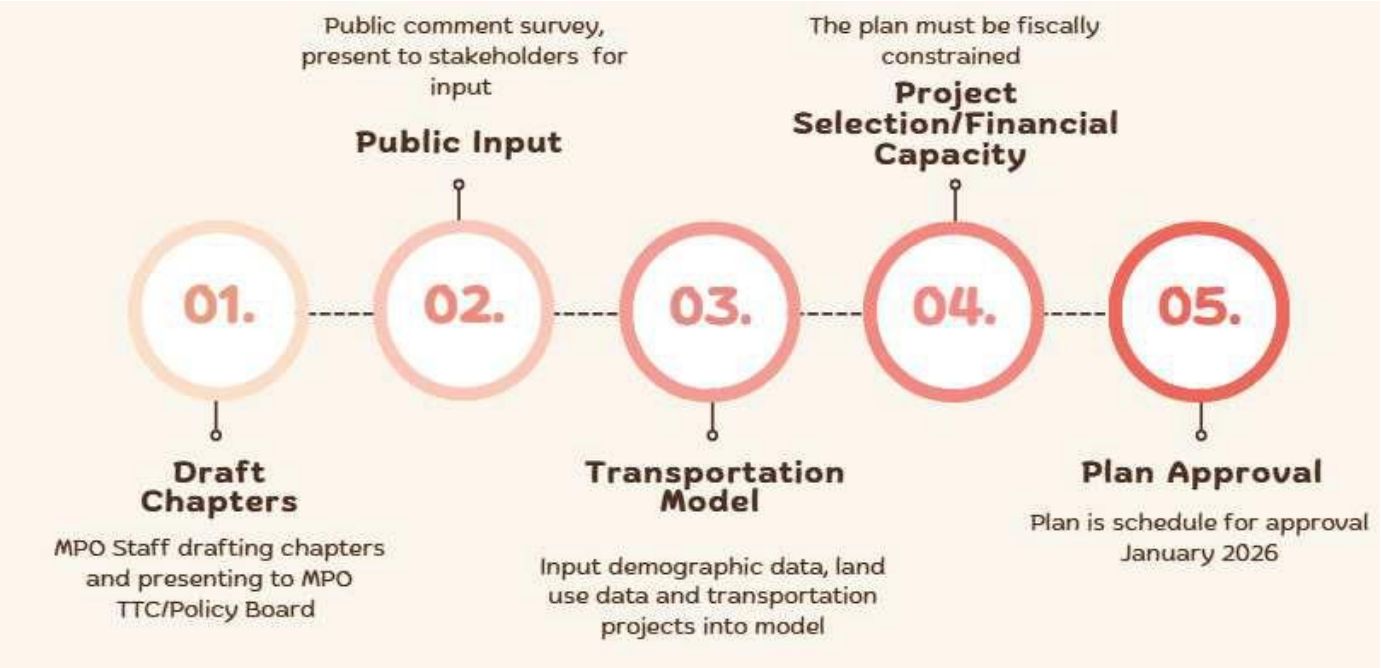
Bacon Creek Channel

Major Projects

Pine Street Extension



Timeline


Public comment survey, present to stakeholders for input
Public Input
The plan must be fiscally constrained
Project Selection/Financial Capacity
01.
02.
03.
04.
05.
Draft Chapters
MPO Staff drafting chapters and presenting to MPO TTC/Policy Board
Transportation Model
Input demographic data, land use data and transportation projects into model
Plan Approval
Plan is schedule for approval January 2026

Contact Us

- Michelle Bostinelos mbostinelos@simpco.org
- Corinne Erickson corinne@simpco.org
- Ryan Brauer ryan@simpco.org
- Dawn Kimmel dawn@simpco.org
- Nathan Kistner Nathan@simpco.org
- Bess Seaman bess@simpco.org

https://simpco.org/divisions/transportation-planning

APPENDIX B: Demographic Projections & Travel Demand Model Methodology

Appendix B details the population, housing, and job projections and distributions identified in Chapter 2 and used for Chapter 5's travel demand model. Population projections were developed in conjunction with the Iowa DOT, SIMPCO staff, and SIMPCO member agencies. The MPO used a mathematical technique of population projection to forecast future population, housing, and job numbers for each of the jurisdictions within the MPO. A projection method that took into account the average historic population change per decade was used for all but one of the MPO jurisdictions. The one exception was North Sioux City, where they opted to use the average historical rate of population change per decade. The decade over decade average was then used to forecast out to the year 2050 for each jurisdiction. The historical timeframe upon which the average was obtained varied between jurisdictions based on conversations with each city's leadership. The appropriate timeframe was chosen based on whether trends impacting population change from the past are still in effect or could reasonably be expected to continue contributing to population change as well as alignment with overall expectations for the future of their communities. Dakota City, Dakota Dunes, North Sioux City, and Sioux City determined that an historic timeframe of 30 years was appropriate, while Sergeant Bluff and South Sioux City chose a 50-year historic timeframe. In forecasting the population of the unincorporated areas, the MPO used the per decade average change in population between 2000 and 2020.

Population Projections, 2020 - 2050										
Jurisdiction	**1970**	**1980**	**1990**	**2000**	**2010**	**2020**	**2030**	**2040**	**2050**	**Projection Method**
Dakota City			1,473	1,816	1,919	2,081	**2,241**	**2,402**	**2,562**	Avg population change, 30 years
Dakota Dunes			1,470	1,821	1,919	4,020	**4,870**	**5,720**	**6,570**	Avg population change, 30 years
North Sioux City	860	1,992	2,019	2,288	2,530	3,042	**3,388**	**3,773**	**4,202**	Avg rate of change, 30 years
Sergeant Bluff	1,164	2,416	2,772	3,321	4,227	5,015	**5,715**	**6,416**	**7,116**	Avg population change, 50 years
Sioux City			80,505	85,013	82,684	85,784	**86,729**	**87,675**	**88,620**	Avg population change, 30 years
South Sioux City	7,920	9,339	9,677	11,925	13,353	14,043	**15,184**	**16,324**	**17,465**	Avg population change, 50 years
Unincorporated				8,629	8,689	8,749	**8,809**	**8,869**	**8,929**	Avg population change, 20 years

The travel demand model relies on data about economic activity to predict transportation decisions and trip generation. In residential areas, the number of housing units determines trip-making potential. In non-residential areas, economic activity can be represented by several possible indicators including employment, building area, and parcel area. A small number of specialized activities can be more accurately measured by more specific indicators such as student enrollment, hospital beds, or air passenger enplanements. The 2050 travel demand model relies on parcel data as the main source of socio-economic (SE) information to predict future travel behaviors in the MPO. After processing the parcel data from the four counties, each Traffic Attraction Zone's (TAZ) unique number was tagged to the parcel data using a join tool in TransCad. Socio-economic data must be imported into the parcel bin to be aggregated to the TAZ level during the travel demand model run.

The base year (2023) housing data was obtained from the parcel data. The projected population was converted to housing units using the 2020 decennial census average household size for each of the jurisdictions within the MPO. The result was then added to the base year housing data to obtain the total estimated housing units from 2023 to 2050 for each of the MPO entities. Each entity provided input to identify where planned housing is to occur for the planning period. Future housing growth was then allocated to the parcel of each of the communities based on the input provided by MPO members.

Housing Projections, 2020 - 2050				
Jurisdiction	**2020**	**2030**	**2040**	**2050**
Dakota City	706	**768**	**822**	**877**
Dakota Dunes	1,465	**1,895**	**2,226**	**2,556**
North Sioux City	1,428	**1,561**	**1,739**	**1,937**
Sergeant Bluff	1,845	**2,012**	**2,259**	**2,506**
Sioux City	33,702	**34,416**	**34,791**	**35,167**
South Sioux City	5,240	**5,254**	**5,648**	**6,043**
Unincorporated	3,385	**3,408**	**3,431**	**3,454**
Total	47,771	**49,314**	**50,916**	**52,540**

Using the Census Bureau's On the Map Tool, historic job data for each of the jurisdictions and the entire MPO were gathered from 2010 to 2022. The average rate of growth for the entire MPO was determined from historic data between 2010 and 2022 and used to project overall expected job growth in the MPO to 2050. The average percent share of jobs was derived from historic job share percentages for each jurisdiction between 2010 and 2022. Then, this average percent share was used to determine the projected proportion of jobs in each jurisdiction to 2050.

MPO members then discussed and reviewed the forecasted numbers to discuss expected future employment. The numbers were adjusted and distributed according to expected business expansion and where new businesses were expected to be located within the planning period. The final forecasted employment numbers were converted to square footage based on rates generated by Iowa DOT using Iowa Workforce Development Employment Data.

Projected Number of Jobs, to 2050					
Jurisdiction	**2010**	**2020**	**2030**	**2040**	**2050**
Dakota City	5,592	959	**1,638**	**1,720**	**1,807**
Dakota Dunes	1,625	1,822	**1,842**	**1,935**	**2,032**
North Sioux City	2,988	3,115	**3,465**	**3,640**	**3,823**
Sergeant Bluff	2,812	1,659	**2,133**	**2,241**	**2,354**
Sioux City	42,968	44,062	**48,211**	**50,641**	**53,194**
South Sioux City	5,783	6,387	**6,944**	**7,294**	**7,662**
Unincorporated	3,424	8,568	**6,992**	**7,344**	**7,715**
Total Jobs, All MPO	65,192	66,572	**71,226**	**74,816**	**78,588**

APPENDIX C: Financial Summary

Appendix C provides supporting details for the financial chapter of the Long-Range Transportation Plan (LRTP). It includes the following components:

- Historical and projected non-federal aid revenues
- Historical and projected funding revenues
- A list of illustrative projects
- The project selection methodology
- Implementation and monitoring

These elements are included to substantiate the fiscal constraint outlined in Chapter 8 and to explain the methodology used to determine which projects are incorporated into the plan.

In Chapter 8, federal funding sources were analyzed using historical data from 2021 through 2025. The current Transportation Improvement Program (TIP) for 2026–2029 was also included, as those funds have already been programmed for specific projects. Tables C.1A–C present the various funding sources utilized within the SIMPCO MPO region over time.

Table C.2 lists illustrative projects within the SIMPCO MPO area. Due to limited federal funding for roadway projects, not all proposed projects can be included in the fiscally constrained 2050 LRTP. These illustrative projects are considered potential future developments but currently lack a committed federal funding source. Instead, they are expected to be financed by the project sponsor. However, sponsors may pursue federal aid through applications to federal transportation programs. If federal funding is awarded, the 2050 LRTP must be amended to incorporate the project and allow it to proceed with federal support.

Table C.3 outlines how submitted projects were evaluated against the goals established in Chapter 1. Each project was assessed using the LRTP's evaluation criteria, and SIMPCO MPO staff assigned scores based on alignment with regional priorities. These scores were then averaged to produce a final ranking. This ranking system helps the MPO allocate limited federal funds to the highest-priority projects in the region.

Additionally, Appendix C describes how the transportation model was used to identify projects for inclusion in the LRTP. It also details the selection criteria for funding programs such as the Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and Transportation Alternatives Program (TAP). Projects seeking funding through STBG, CRP, or TAP must adhere to the selection processes established by the U.S. Department of Transportation, state DOTs, and the MPO.

Finally, Appendix C describes the implementation and monitoring process of the 2050 LRTP.

APPENDIX C: Financial Summary

Table C.1A: Historic Federal Funding, numbers in 1,000's - Iowa

IA	2021			2022			2023			2024			2025				
Funding Source	2021			2022			2023			2024			2025				
	FA	State	**Total**	FA	State	**Total**	FA	State	**Total**	FA	State	**Total**	FA	State	**Total**	Total of totals	**Average**
CRP			**$ -**			**$ -**			**$ -**			**$ -**	$ 660,000		**$ 660,000**	$ 660,000	**$ 132,000**
PL	$ 142,200		**$ 142,200**	$ 141,300		**$ 141,300**	$ 171,580		**$ 171,580**	$ 145,440		**$ 145,440**	$ 56,840		**$ 56,840**	$ 657,360	**$ 131,472**
NHPP			**$ -**	$ 6,513,000		**$ 6,513,000**	$ 16,799,200		**$ 16,799,200**	$ 6,500,600		**$ 6,500,600**	$ 9,560,400		**$9,560,400**	$ 39,373,200	**$ 7,874,640**
PRF		$ 8,029,000	**$ 8,029,000**	$ 300,000		**$ 300,000**		$86,000	**$ 86,000**		$ 1,072,000	**$ 1,072,000**		$1,287,000	**$1,287,000**	$ 10,774,000	**$ 2,154,800**
STBG	$ 4,512,000		**$ 4,512,000**		$ 9,862,000	**$ 9,862,000**	$ 2,288,000		**$ 2,288,000**	$ 2,324,100		**$ 2,324,100**	$ 7,782,400		**$7,782,400**	$ 26,768,500	**$ 5,353,700**
HBP			**$ -**	$ 1,450,000	$ 762,000	**$ 2,212,000**	$ 738,400		**$ 738,400**	$ 1,500,000		**$ 1,500,000**			**$ -**	$ 4,450,400	**$ 890,080**
TAP*	$ 127,000		**$ 127,000**	$ 605,999		**$ 605,999**	$ 287,000		**$ 287,000**	$ 269,000		**$ 269,000**	$ 261,000		**$ 261,000**	$ 1,549,999	**$ 310,000**
ILL			**$ -**			**$ -**			**$ -**			**$ -**			**$ -**	$ -	**$ -**
HSIP			**$ -**			**$ -**	$ 3,262,500		**$ 3,262,500**	$ 8,797,500		**$ 8,797,500**	$ 369,000		**$ 369,000**	$ 12,429,000	**$ 2,485,800**

*Based on targets and statewide TAP award

Table C1.B - Table C.1A: Historic Federal Funding, numbers in 1,000's - Nebraska

NEB																	
Funding Source	2021			2022			2023			2024			2025				
	FA	State	**Total**	FA	State	**Total**	FA	State	**Total**	FA	State	**Total**	FA	State	**Total**	Total of totals	**Average**
NHPP	$ 16,834,000	$ 2,750,000	**$ 19,584,000**	$ -	$ 366,000	**$ 366,000**	$ 7,879,000	########	**$ 9,869,000**	$ 7,879,000	$ 1,973,000	**$ 9,852,000**	$ 9,050,000	$2,262,000	**$ 11,312,000**	$ 50,983,000	**$ 10,196,600**
STBG	$ -	$ -	**$ -**	$ -	$ -	**$ -**	$ -	$ -	**$ -**			**$ -**	$ 1,350,000	$ 150,000	**$ 1,500,000**	$ 1,500,000	**$ 300,000**
PL	$ 64,600	$ -	**$ 64,600**	$ 64,500	$ -	**$ 64,500**	$ 71,000	$ -	**$ 71,000**	$ 70,350		**$ 70,350**	$ 2,190		**$ 2,190**	$ 272,640	**$ 54,528**
HSIP	$ 30,000	$ -	**$ 30,000**	$ 30,000	$ -	**$ 30,000**	$ -	$ -	**$ -**	$ 2,205,000	$ 342,000	**$ 2,547,000**			**$ -**	$ 2,607,000	**$ 521,400**
TAP	$ -	$ -	**$ -**			**$ -**			**$ -**			**$ -**	$ 40,000		**$ 40,000**	$ 40,000	**$ 8,000**

Table C1.C: Historic Federal Funding, numbers in 1,000's - South Dakota

SD																	
Funding Sou	2021			2022			2023			2024			2025				
	FA	State	**Total**	FA	State	**Total**	FA	State	**Total**	FA	State	**Total**	FA	State	**Total**	Total of totals	**Average**
NHPP	$ 1,601,000	$ 198,000	**$ 1,799,000**	$ 2,209,000	$ 337,000	**$ 2,546,000**	$ 5,028,000	$621,000	**$ 5,649,000**	$ 2,678,000	$ 590,000	**$ 3,268,000**	$ 16,663,000		**$ 16,663,000**	$ 29,925,000	**$ 5,985,000**
STBG	$ -	$ 223	**$ 223**	$ -	$ 232,000	**$ 232,000**	$ 256,000	$279,000	**$ 535,000**	$ 257,000	$ 278,000	**$ 535,000**	$ 341,000	$ 75,000	**$ 416,000**	$ 1,718,223	**$ 343,645**
PL	$ 56,700	$ -	**$ 56,700**	$ 57,300	$ -	**$ 57,300**	$ 66,380	$ -	**$ 66,380**	$ 68,376		**$ 68,376**	$ 73,100		**$ 73,100**	$ 321,856	**$ 64,371**
HSIP	$ 3,493,000	$ 211,000	**$ 3,704,000**	$ 2,392,000		**$ 2,392,000**	$ 3,746,000	$156,000	**$ 3,902,000**	$ 416,000		**$ 416,000**	$ 2,149,000	$ 348,000	**$ 2,497,000**	$ 12,911,000	**$ 2,582,200**
PS	$ -	$ -	**$ -**	$ 18,000	$ 2,000	**$ 20,000**	$ 18,000	$208,000	**$ 226,000**	$ 18,000	$ 2,000	**$ 20,000**	$ 18,000	$ 2,000	**$ 20,000**	$ 286,000	**$ 57,200**
IT	$ -	$ -	**$ -**			**$ -**	$ 832,000	$208,000	**$ 1,040,000**			**$ -**			**$ -**	$ 1,040,000	**$ 208,000**
LR	$ -	$ -	**$ -**			**$ -**	$ 22,365,000	########	**$ 25,454,000**	$ 22,365,000	$ 3,089,000	**$ 25,454,000**	$ 25,269,000	$3,818,000	**$ 29,087,000**	$ 79,995,000	**$ 15,999,000**
TAP	$ -	$ -	**$ -**			**$ -**			**$ -**	$ 2,302,000	$ 180,000	**$ 2,482,000**	$ 1,561,000	$ 180,000	**$ 1,741,000**	$ 4,223,000	**$ 844,600**
EM	$ -	$ -	**$ -**			**$ -**			**$ -**			**$ -**	$ 16,663,000		**$ 16,663,000**	$ 16,663,000	**$ 3,332,600**

APPENDIX C: Financial Summary

Table C.2 Illustrative Projects

FY 2030-2040

Sponsor	Project Title	Project Description	Cost Est.	Local
North Sioux City	Military Rd	Reconstruct/Widen	$6,797,737	$6,797,737
North Sioux City	Hwy 105	Overlay	$2,163,434	$2,163,434
North Sioux City	River Bend Park Rd	New Construction: Industrial Park access road	$4,627,187	$4,627,187
Sioux City	Douglas St.	Reconstruct: 24th to 29th St	$6,689,566	$6,689,566
Sioux City	19th Street	Reconstruction: Court St. to Floyd Blvd	$4,554,598	$4,554,598
Sioux City	Jennings St	35th to 36th St	$1,850,305	$1,850,305
Sioux City	38th St	Reconstruction: County Club Blvd Hamilton Blvd	$4,554,598	$4,554,598
Sioux City	Correctionville Rd. over Unnamed Creek (504670 RCB Culvert)	Culvert Replacement	$700,000	$700,000
Sergeant Bluff	Port Neal Rd	Reconstruction/Widen: School Zone from Warrior Rd north to Port Neal	$3,629,445	$3,629,445

APPENDIX C: Financial Summary

2041-2050

Sponsor	Project Title	Project Description	Cost Est.	Local
Sioux City	27th Street	Reconstruction: Court Street to Stone Park	$14,242,300.43	$14,242,300.43
Sioux City	West 3rd Street	Reconstruction: Hamilton Blvd to Perry Street	$2,182,358.65	$2,182,358.65
Sioux City	Talbot Road	New Construction/Paving: Military Road to Memorial Drive	$41,631,339.72	$41,631,339.72
Sioux City	Division Street	Reconstruction: Pueblo Ct to Outer	$1,842,734.56	$1,842,734.56
Sioux City	Buckwalter Dr	New Construction: Hamilton Blvd to Outer Drive	$32,866,847.15	$32,866,847.15
Sioux City	Garretson Ave	Morningside Ave to Hwy 20	$41,631,339.72	$41,631,339.72
Sioux City	46th St	New Construction: Buckwalter Drive to Rustin St	$19,720,108.29	$19,720,108.29
Sioux City	Dace Ave	Reconstruction: Gordon Dr to Dave to Floyd to Steuben	$10,188,722.62	$10,188,722.62
Sioux City	Division St	Reconstruction: 7th St to 11th St	$10,955,615.72	$10,955,615.72
Sioux City	14th St	Reconstruction: Hwy 75 to Irene St	$7,230,706.37	$7,230,706.37

APPENDIX C: Financial Summary

2041-2050

Sponsor	Project Title	Project Description	Cost Est.	Local
Sioux City	18th St	Reconstruction: Hwy 75 to Logan St	$8,216,711.79	$8,216,711.79
Sioux City	Seger Ave	Reconstruction: S. St. Mary St. to S. St. Aubin St	$5,258,695.54	$5,258,695.54
Sioux City	Floyd Blvd: Viaduct with Hoeven Flyover to 3rd St.	Bridge Replacement: Dace to 4th St with Flyover to 3rd St	$175,289,851.44	$175,289,851.44
Sioux City	Burton St	New Construction/Reconstruction: W 4th St. to Military Rd	$21,911,231.43	$21,911,231.43
Sioux City	6th St. Underpass	New Bridge: Hwy 75 Pavonia St	$65,733,694.29	$65,733,694.29
Sioux City	Plum Creek Rd	New Construction: Plum Creek Rd to Riverside Blvd/IA 12	$39,440,216.57	$39,440,216.57
Sioux City	Park and Ride		$87,644.93	$87,644.93
Sioux City	Missouri River Ped Bridge	Pedestrian Bridge over Missouri River - Chris Laron Park (IA) to Scenic Park (NE)	$32,866,847.15	$32,866,847.15
North Sioux City	River Bend Park - West	Industrial Park Roads	$14,877,726.14	$14,877,726.14
North Sioux City	River Bend Park - East	Industrial Park Road	$8,205,756.17	$8,205,756.17
North Sioux City	S. Derby Lane	Improvements to township section of S. Derby	$5,959,854.95	$5,959,854.95

Table C 3: Project Prioritization Based on Goal Ranking

Sponsor	Project Description	Location	#1	#2	#3	#4	#5	#6	#7	#8	#9	Grand -Total	Rank
			14	***15***	**8**	**25**	**11**	**-7**	**10**	**9**	**15**	100	
2030 to 2040													
Sioux City	Hamilton Blvd	Intersection Tri view and Hamilton	***14***	***15***	**7**	**25**	**8**	**0**	**10**	**6**	**15**	100	1
Sioux City	Lakeport	Intersection Lakeport and Sergeant Road	***9***	***15***	**7**	**25**	**9**	**0**	**8**	**9**	**15**	97	2
Sioux City	West 19th Street	Hamilton Blvd to Helmer St	***14***	***13***	**5**	**21**	**11**	**0**	**8**	**9**	**15**	96	3
Sioux City	South Lewis Boulevard	Singing Hills to City Limits	***12***	***14***	**6**	**22**	**9**	**0**	**8**	**9**	**14**	94	4
Sergeant Bluff	Port Neal Road: Warrior Road to 1st Street 2030-2040	School Zone from Warrior Road north to Port Neal Road	***14***	***13***	**5**	**17**	**9**	**2**	**12**	**4**	**10**	86	5
Sergeant Bluff	South Lewis Blvd: Warrior Road Intersection to Recreation Complex Entrance 2030-2040	Intersection widening, sidewalk relocation, and traffic signalization; widen and reconstruct South Lewis Blvd north 1,350 feet.	***14***	***13***	**5**	**15**	**9**	**1**	**12**	**4**	**10**	83	6
Sioux City	Hamilton	W 15th to W 20th	***12***	***10***	**5**	**25**	**6**	**0**	**6**	**6**	**12**	82	7
Sioux City	Outer Drive	Hamilton Boulevard to Floyd Boulevard	***10***	***9***	**3**	**20**	**9**	**0**	**7**	**9**	**14**	81	8

Sponsor	Project Description	Location	#1	#2	#3	#4	#5	#6	#7	#8	#9	Grand -Total	Rank
			14	***15***	**8**	**25**	**11**	**-7**	**10**	**9**	**15**	100	
2030 to 2040													
North Sioux City	Northshore Dr. Reconstruction	North Sioux City	***14***	***15***	**3**	**15**	**11**	**0**	**3**	**3**	**15**	80	9
Sioux City	Floyd Boulevard	4th Street to 33rd Street	***14***	***10***	**5**	**20**	**7**	**0**	**5**	**6**	**13**	80	9
Sergeant Bluff	Sergeant Square Drive from First Street south to Bluffs Boulevard 2030-2040	Intersection of Sergeant Square Drive and First Street south 1,100 feet to Bluff's Blvd	***14***	***12***	**5**	**17**	**6**	**1**	**9**	**2**	**10**	76	10
Sioux City	Morningside Avenue	Peters Ave to Jay Avenue	***11***	***12***	**5**	**17**	**6**	**0**	**5**	**6**	**11**	73	11
Sioux City	Morningside Avenue	Transit Ave. to Peters Ave	***11***	***12***	**5**	**17**	**6**	**0**	**5**	**6**	**11**	73	11
Sioux City	18th Street Viaduct	Floyd Blvd to Steuben Street	***10***	***6***	**5**	**23**	**8**	**0**	**7**	**3**	**5**	67	12
Dakota City	Pine Street. From D Avenue to Hwy 77	Roth Industrial Park	***10***	***10***	**3**	**15**	**7**	**3**	**7**	**0**	**10**	65	13
Sioux City	Correctionville Road over Unnamed Creek (504670 RCB Culvert)		***6***	***10***	**3**	**11**	**8**	**0**	**7**	**3**	**10**	58	14
Sioux City	War Eagle Drive Bridge over Railroad		***6***	***10***	**3**	**11**	**8**	**0**	**7**	**3**	**10**	58	15
Sioux City	Larson Park Rd. Bridge		***6***	***10***	**3**	**11**	**8**	**0**	**7**	**3**	**10**	58	15
Sioux City	Douglas St. (24th to 29th)		***9***	***9***	**4**	**9**	**6**	**0**	**1**	**6**	**12**	56	16
Dakota City/South Sioux City / Dakota County	Dakota Avenue - Front of Tyson Foods	Dakota Avenue	***10***	***10***	**2**	**15**	**7**	**0**	**7**	**0**	**5**	56	16
Sioux City	Rebecca St.	W. 30th St. to W. Clifton St.	***8***	***9***	**1**	**6**	**4**	**0**	**6**	**7**	**14**	55	17

Sponsor	Project Description	Location	#1	#2	#3	#4	#5	#6	#7	#8	#9	Grand -Total	Rank
			14	***15***	**8**	**25**	**11**	**-7**	**10**	**9**	**15**	100	
2030 to 2040													
North Sioux City	S. Derby Lane	Big Sioux Township/Possibly in NSC in Future	***14***	***5***	**2**	**10**	**7**	**0**	**3**	**3**	**10**	54	18
Sioux City	Hawkeye Drive - Not in SIMPCO List	18th Street to 28th Street	***10***	***9***	**2**	**14**	**4**	**0**	**5**	**0**	**10**	54	18
Sioux City	41st Street Connection to 46th Street	New roadway from 41st St. to 46th St. east of Hwy. 75	***11***	***8***	**3**	**11**	**11**	**0**	**2**	**7**	**0**	53	19
Sioux City	Morningside Avenue	S Lakeport to City Limits	***8***	***6***	**2**	**12**	**4**	**0**	**2**	**4**	**13**	51	20
North Sioux City	River Bend Park Road	North Sioux City	***14***	***3***	**2**	**10**	**7**	**0**	**3**	**3**	**5**	47	21
North Sioux City	River Bend Park - East	North Sioux City	***14***	***3***	**2**	**10**	**7**	**0**	**3**	**3**	**0**	42	22
North Sioux City	River Bend Park - West	North Sioux City	***14***	***3***	**2**	**10**	**7**	**0**	**3**	**3**	**0**	42	22
South Sioux City	West Side Trail	Hwy 77 and 25th St	***3***	***10***	**3**	**10**	**4**	**0**	**7**	**0**	**5**	42	22
North Sioux City	Hwy. 105 Overlay	North Sioux City	***13***	***0***	**5**	**10**	**0**	**0**	**3**	**0**	**10**	41	23
North Sioux City	Military Rd. Reconstruction	North Sioux City	***13***	***3***	**5**	**0**	**7**	**0**	**3**	**0**	**10**	41	23
Sioux City	7th Street	6th St. to Lewis Blvd.	***8***	***8***	**3**	**3**	**2**	**0**	**1**	**4**	**12**	41	23

Woodbury County	Southbridge Interchange: New interchange on 1-29	Southbridge Interchange	***10***	***3***	**3**	**10**	**7**	**0**	**7**	**0**	**5**	40	24
Sioux City	19th Street	Court St. to Floyd Blvd	***8***	***7***	**2**	**2**	**2**	**0**	**1**	**4**	**12**	38	25
Sergeant Bluff	South Lewis Blvd Trail Loop Phase 1 2030-2040	New Trail - South Lewis Blvd from Warrior Road Intersection to 220th Intersection	***3***	***12***	**3**	**0**	**8**	**1**	**5**	**6**	**0**	38	25
Sergeant Bluff	South Lewis Blvd Pedestrian Crossing Bridge 2030-2040	School Zone at Topaz and Port Neal east to the Sergeant Bluff Recreation Complex Warrior Road north to Port Neal Road	***3***	***12***	**3**	**0**	**8**	**1**	**5**	**6**	**0**	38	25
Sioux City	Jennings St.	35th to 36th St.	***8***	***5***	**2**	**2**	**2**	**0**	**1**	**4**	**12**	36	26
Sioux City	38th Street	Country Club Blvd. to Hamilton Blvd.	***7***	***5***	**2**	**2**	**2**	**0**	**1**	**4**	**12**	35	27
Sioux City	Hoeven Drive	11th Street to 28th Street	***9***	***2***	**2**	**10**	**2**	**0**	**3**	**3**	**0**	31	28
Woodbury County	Old Hwy 141-SCL Sioux limits to MPO boundary	Old Hwy 141-SCL Sioux limits to MPO boundary	***10***	***3***	**3**	**0**	**4**	**0**	**3**	**0**	**10**	23	29
Woodbury County	Old Hwy 75: SCL Sgt Bluff to 260th Street Intersection	Old Hwy 75: SCL Sgt Bluff to 260th Street Intersection	***10***	***3***	**3**	**0**	**4**	**0**	**3**	**0**	**10**	23	29

Sponsor	Project Description	Location	#1	#2	#3	#4	#5	#6	#7	#8	#9	Grand -Total	Rank
			14	***15***	**8**	**25**	**11**	**-7**	**10**	**9**	**15**	100	
2030 to 2040													
Dakota Dunes	Sioux Point TAP	West Side of Sioux Point Rd Dakota Dunes, SD	***3***	***2***	**2**	**0**	**0**	**0**	**3**	**6**	**5**	21	30
Sioux City/Dakota Dunes	Dakota Dunes Ped Bridge	Pedestrian Bridge that will expand the Big Sioux River from Riverside Park to Dakota Dunes.	***3***	***2***	**2**	**0**	**0**	**0**	**3**	**6**	**5**	21	30
Plymouth Co	County Rd C-80	From K-22 east 3.425 mi to Hwy 75	***4***	***2***	**0**	**5**	**0**	**0**	**0**	**0**	**10**	21	30

Sponsor	Project Description	Location	#1	#2	#3	#4	#5	#6	#7	#8	#9	Grand -Total	Rank
			14	***15***	**8**	**25**	**11**	**-7**	**10**	**9**	**15**	100	
2041 to 2050													
Sioux City	Floyd Boulevard Viaduct with Hoeven Flyover to 3rd Street	Dace to 4th with Flyover to 3rd Street	***14***	***11***	**5**	**25**	**10**	**0**	**9**	**9**	**10**	93	1
Sergeant Bluff	South Lewis Blvd: 1st Street to South Ridge Road	From 200 feet north of First Street intersection north to Ridge Road	***14***	***13***	**5**	**15**	**12**	**3**	**12**	**4**	**10**	88	2
Sergeant Bluff	Old Lakeport Road: 1st Street to Warrior Road	North 300 feet of Intersection of 1st Street south to 300 feet south of intersection at Warrior Road	***14***	***13***	**5**	**15**	**11**	**-9**	**12**	**6**	**10**	77	3
Sioux City	Floyd Boulevard	Outer Drive to 46th	***9***	***10***	**3**	**14**	**6**	**0**	**6**	**8**	**14**	70	4
Sioux City	Midtown East/West Connector	Floyd Blvd to Hamilton Blvd	***9***	***10***	**7**	**12**	**11**	**0**	**8**	**9**	**2**	68	5
Sioux City	Dace Ave.	Gordon Dr. to Dace to Floyd To Steuben	***8***	***10***	**3**	**11**	**9**	**0**	**6**	**8**	**11**	66	6
Sioux City	W 4th Street	Market to Wesley Parkway	***8***	***9***	**1**	**7**	**4**	**0**	**6**	**8**	**14**	57	7

Sponsor	Project Description	Location	#1	#2	#3	#4	#5	#6	#7	#8	#9	Grand -Total	Rank
			14	***15***	**8**	**25**	**11**	**-7**	**10**	**9**	**15**	100	
2041 to 2050													
Sergeant Bluff	South Lewis Blvd: South Ridge Road to North City Limits	From intersection of South Ridge Road north to North City Limits; Widen at West Ridge Road 300 feet each way	***14***	***5***	**4**	**10**	**4**	**1**	**9**	**0**	**10**	57	7
Sioux City	27th Street	Court Street to Stone Park	***9***	***9***	**3**	**11**	**5**	**0**	**2**	**7**	**10**	56	8
Sioux City	Correctionville Road	Fairmount Street to City Limits	***6***	***4***	**2**	**9**	**5**	**0**	**5**	**9**	**13**	53	9
Sergeant Bluff	8th Street: Harbor Drive to South Lewis Blvd	From intersection of Harbor Drive east to UPRR at South Lewis Blvd	***10***	***5***	**2**	**10**	**3**	**1**	**9**	**1**	**10**	51	10
Sergeant Bluff	First Street from Old Lakeport Road to East City Limits	Intersection replacement, traffic signalization, and widen road 2,500 feet east to city limits	***10***	***12***	**4**	**10**	**4**	**-9**	**6**	**3**	**10**	50	11
Sioux City	Glen Ellen Rd.	Insignia Circle to Hwy 20	***8***	***8***	**3**	**14**	**11**	**0**	**1**	**4**	**0**	49	12
Sioux City	Stueben Street over Drainage Ditch	Between 11th Street and 18th Street	***11***	***0***	**2**	**18**	**0**	**0**	**0**	**0**	**14**	45	13

Sponsor	Project Description	Location	#1	#2	#3	#4	#5	#6	#7	#8	#9	Grand -Total	Rank
			14	***15***	**8**	**25**	**11**	**-7**	**10**	**9**	**15**	100	
2041 to 2050													
Sioux City	Burton Street	W 4th Street to Military Road	***9***	***7***	**2**	**11**	**3**	**0**	**3**	**2**	**8**	45	13
Sioux City	West 3rd Street	Hamilton Blvd to Perry Street	***9***	***11***	**0**	**0**	**4**	**0**	**2**	**5**	**11**	42	14
Sergeant Bluff	South Lewis Blvd Trail Loop Phase 2	New Trail - Intersection of South Lewis Blvd and 220th Street, West 3,200 feet Along Dogwood Trail and Drainage Ditch to Port Neal Road	***3***	***12***	**3**	**0**	**8**	**1**	**5**	**6**	**0**	38	15
Sioux City	Talbot Road	Military Road to Memorial Drive	***8***	***6***	**2**	**7**	**2**	**0**	**1**	**2**	**9**	37	16
Sioux City	Division St.	7th St. to 11th St.	***8***	***6***	**3**	**3**	**2**	**0**	**2**	**2**	**11**	37	16
Sioux City	Division Street	Pueblo Ct to Outer	***4***	***7***	**1**	**3**	**2**	**0**	**1**	**5**	**13**	36	17
Sioux City	6th Street Underpass	Hwy 75 and Pavonia St.	***3***	***3***	**2**	**14**	**4**	**0**	**3**	**2**	**5**	36	17
Sioux City	14th Street	Hwy 75 to Irene St.	***8***	***5***	**3**	**2**	**2**	**0**	**2**	**2**	**11**	35	18

Sponsor	Project Description	Location	#1	#2	#3	#4	#5	#6	#7	#8	#9	Grand -Total	Rank
			14	***15***	**8**	**25**	**11**	**-7**	**10**	**9**	**15**	100	
2041 to 2050													
Sioux City	18th Street	Hwy 75 to Logan St.	***8***	***5***	**3**	**2**	**2**	**0**	**2**	**2**	**11**	35	18
Sioux City	Seger Ave.	S. St. Mary's St. to S. St. Aubin St.	***8***	***4***	**3**	**1**	**2**	**0**	**2**	**2**	**11**	33	19
Woodbury County	Correctionville Road ECL Sioux City to MPO boundary	Correctionville Road ECL Sioux City to MPO boundary	***10***	***3***	**3**	**0**	**4**	**0**	**3**	**0**	**10**	33	20
Woodbury County	Old Lakeport Road-SCL Sioux City to Sgt Bluff city limit	Old Lakeport Road-SCL Sioux City to Sgt Bluff city limit	***10***	***3***	**3**	**0**	**4**	**0**	**3**	**0**	**10**	33	20
Woodbury County	D51: Port Neal road to Old hwy 75	D51: Port Neal road to Old hwy 75	***10***	***3***	**3**	**0**	**4**	**0**	**3**	**0**	**10**	33	20
Sioux City	Buckwalter Drive - Not in SIMPCO List	Hamilton Boulevard to Outer Drive	***7***	***6***	**2**	**7**	**5**	**0**	**1**	**2**	**1**	31	21
Sioux City	Plum Creek Road	Plum Creek Road to Riverside Blvd/IA-12	***4***	***4***	**3**	**5**	**5**	**0**	**3**	**3**	**0**	27	22
Sioux City	Orleans Avenue	Morningside Avenue to Glen Ellen Rd	***3***	***2***	**2**	**6**	**1**	**0**	**0**	**0**	**1**	15	23
Sioux City	Garretson Avenue	Morningside Avenue to Highway 20	***7***	***2***	**2**	**1**	**0**	**0**	**0**	**0**	**0**	12	23

Sponsor	Project Description	Location	#1	#2	#3	#4	#5	#6	#7	#8	#9	Grand -Total	Rank
			14	***15***	**8**	**25**	**11**	**-7**	**10**	**9**	**15**	100	
2041 to 2050													
Sioux City	West Street	Stone Park Boulevard to City Limits	***3***	***4***	**1**	**2**	**0**	**0**	**0**	**0**	**1**	11	24
Sioux City	46th Street	Buckwalter Drive to Rustin Street	***2***	***2***	**1**	**1**	**1**	**0**	**1**	**0**	**1**	9	25

Transportation Model and Project Selection

Beyond project ranking, transportation modeling plays a critical role in selecting projects. These models simulate how people and vehicles move through a transportation networking helping planners forecast future travel demand, assess infrastructure performance, and evaluate the potential impacts of proposed improvements.

The SIMPCO MPO transportation model informs project selection in several key ways:

- Forecasting Travel Demand: By analyzing factors such as population growth, land use and economic trends, the model predicts future travel patterns and highlights areas where infrastructure upgrades will be most needed.
- Scenario Analysis: Various project alternatives are simulated to determine which options perform under different future conditions.

By leveraging demand forecasts and scenario testing, SIMPCO MPO staff provided data-driven insights to guide the selection of projects included in the 2050 Long Range Transportation Plan.

Surface Transportation Block Grant, Carbon Reduction Program, & Transportation Alternative Program Process

Iowa projects seeking Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP) and Transportation Alternative Program (TAP) funds must follow the selection criteria outline below.

The SIMPCO MPO staff evaluates and scores each project based on these criteria. The resulting scores serve as a key tool for the MPO Transportation Technical Committee (TTC) when developing its funding recommendations.

The MPO Policy Board makes the final funding decisions by considering both the project scores and the TTC's recommendation, ensuring a balanced and transparent selection process.

After the Policy Board approves the projects, the Iowa DOT conducts a final review to confirm eligibility and compliance with state and federal requirements. Only after this review and approval can a project proceed to implementation.

Iowa STBG/CRP Process

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

B. **Qualifying Criteria.**

   a. **STBG**

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

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction
- Replacement, rehabilitation, preservation, protection and application of environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges and tunnels on public roads of all functional classifications
- Construction of a new bridge or tunnel at a new location on a Federal-aid highway.

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

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

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

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

b. CRP

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

- a project described in section 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- A project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;

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

See https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/ta.cfm

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

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

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

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

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

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

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

Funds from CRP can be "flexed" to FTA to fund transit projects.
For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).
The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including

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

Projects must have an assured local (non-federal funds) match of at least 20 percent of the estimated total cost of the proposed project.
The BIL continues the requirement of a non-federal match of at least 20 percent of project costs. Assurance of this required local match, addressed in the STBG/CRP Application, by the proposer indicates a necessary level of support by the project sponsor to immediately proceed with project development and implementation.

Projects must be submitted through/by counties or incorporated cities.
All BIL federal funds received by the State of Iowa will be received and disbursed by the Iowa Department of Transportation (Iowa DOT). Through BIL, projects within smaller cities and towns vary in their eligibility for federal aid. STBG/CRP Program funds are available as a reimbursement program administered by the Federal Highway Administration (FHWA). Reimbursement will be received from federal highway funds for the federal portion (up to 80 percent of total expenditures) of those expenditures for the project.

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

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

importance to the application and provides the applicant with the amount of weight given in the application review. Each priority is directly related to questions on the application.

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

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

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

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

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

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

The demand for Surface Transportation Block Grant Program and Carbon Reduction Program funds far exceeds the amount made available to Iowa. Providing a modest incentive for proposers to exceed the minimum required local (non-federal funds) match (20 percent) will enable leveraging implementation of more projects in more locations throughout the state. Providing equitable access to Surface Transportation Block Grant Program and Carbon Reduction Program funds for underserved communities is also a concern. Therefore, the maximum local (non-federal funds) share is capped at 50 percent.
Point distribution is as follows.

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

5. **Projects with components which have already been funded and/or implemented from other funding sources, especially projects for which proposed Surface**

Transportation Block Grants and Carbon Reduction Program would complete a larger project, concept, or plan (Question 5) - *5 points*

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

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

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

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

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

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

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

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

9. **Projects where there is a need to coordinate with another jurisdiction in the programming and/or implementation process (Question 9) – *0 points***

10. **Project Average Annual Daily Traffic and the projected Average Annual Daily Traffic (Question 10) – *0 points***

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

Local = 2.5
Collector = 5.0
Minor Arterial = 7.5
Major Arterial = 10.0

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

Sufficiency Rating

100 - 86 = 1
85 - 71 = 2
70 - 56 = 3
55 & below = 4

Volume to Capacity Ratio

.10 - .39 = 3.5
.40 - .69 = 7.0
.70 - .99 = 10.5
1.0 = 14.0

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

.01 - .50 = 2
.51 - 1.00 = 4
1.01 - 2.00 = 6
2.01 + = 8

The following questions only apply to CRP applications.

14. **Projects that are consistent with the Iowa DOT Carbon Reduction Strategy:** https://iowadot.gov/iowainmotion/files/2024-carbon-reduction-strategy.pdf **(Question 14) – 5 points**

15. **Projects that will cut transportation emissions. (Question 15) – 5 points** Transportation emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State.

POSSIBLE TOTAL POINTS STBG: 90 CRP: 100

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

E. **Policy Board Action.** The Policy Board will receive projects scores along with recommendations from staff, the Transportation Technical Committee recommendation, any discussion on significance of projects, and any further input from members, organizations, agencies or the public. At that point, the Policy Board will make a final decision for the Iowa STBG or CRP funds. Projects will be selected within limitations of funding or "target amounts" that is calculated by the Iowa Department of Transportation.

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

Nebraska

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

2. **SIMPCO approval.** Once the DR Form 530 is completed by a member, it must be submitted to the SIMPCO MPO Executive Director for an approval signature. The MPO approval will be based on the status of the STBG quarterly report that the Nebraska Department of Transportation shall send to the MPO that reports the Urban STBG funds available for Nebraska members to utilize.

3. **Nebraska Department of Transportation Approval.** After SIMPCO approval, the application will be sent for the Nebraska DOT to review. Once the project has been approved by the Nebraska DOT, both SIMPCO and the Nebraska member will receive a project Control Number.

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

South Dakota

1. **STBG Resolution and TAP Application.** South Dakota members submit a Resolution to the South Dakota Department of Transportation (DOT) to request STBG. SIMPCO requests a copy of the resolution to have on file when sent to the South Dakota DOT.

2. **South Dakota Department of Transportation Approval.** Once the project has been approved by the South Dakota DOT, both SIMPCO and the South Dakota member will receive a project Control Number.

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

Iowa TAP Process

1. **Application.** Iowa members and organizations within the Metropolitan Planning Area will be informed when requests for TAP applications are made and their deadline. Members will receive an application by mail or email format. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available at all times on the Iowa DOT website: https://iowadot.gov/transportation-development/local-systems/grant-programs/transportation-alternatives

   The following is a checklist of things that must be included in a TAP application for it to be valid:
   - Application Form (Parts A – F)
     - Part A – Project Sponsor Information

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

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

2. Eligibility requirements.

Eligible applicants and project sponsors include:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public lands agencies
- Tribal governments
- School district, local education agency, or school
- A nonprofit entity
- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails
- A State, at the request of an eligible entity listed above

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

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

a. Regional impact (10 points)

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

b. **Connectivity (10 points)**
   How the project aligns with current transportation alternative infrastructure, for example, the completion of trail linkages within or adjacent to the community. How the project connects residents to local or regional destinations.
c. **Currently in the LRTP (10 points)**
   Whether or not the proposed project is included in the MPO's Long Range Transportation Plan.
d. **Alignment with other planning documents (10 points)**
   How well the proposed project relates to goals, objectives, or values of other plans at the local, regional, or state level.
e. **Safety (10 points)**
   How the proposed project addresses the safety of all users such as those who walk, bike, drive, ride transit, or travel by other modes.
f. **Federal-aid Highway project development capacity (10 points)**
   Does the project sponsor have previous experience with the federal-aid highway project development process, an understanding of the process, and staff capacity to successfully deliver the project? Does the sponsor have previous experience administering other federal awards or delivering other complex projects?
g. **High-need areas (5 points)**
   Does the project impact high-need areas such as low-income, transit-dependent, or other areas? How will the proposed project improve the overall mobility of these areas and how has this population been engaged in the planning for the proposed project?
h. **Accessibility (5 points)**
   What efforts have been made to go beyond compliance with the Americans with Disabilities Act (ADA) of 1990 to ensure the proposed project will be accessible and usable by individuals with disabilities?
i. **Long-term maintenance plan (5 points)**
   What arrangements have been made to continue operation and maintenance of the proposed project after the project is complete?
j. **Assured local match greater than 20% (15 points)**
   i. 21-30% (3 points)
   ii. 31-40% (6 points)
   iii. 41-50% (9 points)
   iv. 51-60% (12 points)
   v. 60% or more (15 points)
k. **Project readiness (10 points)**
   What is the current development status of the proposed project? Have any steps been completed (land acquisition, design and engineering, etc.)? Will the project proceed without delay upon award of funding?

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

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

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

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

Nebraska

1. **Application.** Nebraska members and organizations within the Metropolitan Planning Area will complete TAP Intent to Apply Form, TAP Draft Application Form, and a TAP Final Application Form. The Transportation Alternatives applications can be found on the Nebraska DOT website at: https://dot.nebraska.gov/business-center/lpa/projects/tap/.
2. **SIMPCO approval.** Once the TAP Final Application Form is completed by a member, it must be submitted to the MPO Transportation Planning Director for an approval signature.
3. **Nebraska Department of Transportation Approval.** After SIMPCO approval, the application will be sent for the Nebraska DOT to review. Once the project has been approved by the Nebraska DOT, both SIMPCO and the Nebraska member will receive a project Control Number.
4. **Transportation Improvement Program.** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the Nebraska DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Nebraska DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

South Dakota

1. **STBG Resolution and TAP Application.** South Dakota members complete an application provided by the South Dakota DOT by September 30th of each year for TAP funds. SIMPCO requests a copy of the TAP application to have on file when sent to the South Dakota DOT. The TAP applications for South Dakota can be found on the South Dakota DOT website at: https://dot.sd.gov/programs-services/programs/transportation-alternatives

2. **South Dakota Department of Transportation Approval.** Once the project has been approved by the South Dakota DOT, both SIMPCO and the South Dakota member will receive a project Control Number.
3. **Transportation Improvement Program.** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the South Dakota DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the South Dakota DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

Implementation and Monitoring

The SIMPCO MPO staff will conduct an annual review to verify that programmed projects align with the goals and objectives outlined in the Long-Range Transportation Plan (LRTP). This review occurs during the development of the Transportation Improvement Program (TIP)

If discrepancies are identified, the LRTP will be amended as necessary to maintain consistency between the two documents. This ensures that planning and programming efforts remain coordinated and responsive to regional priorities.

The typical progression of projects following a structured path:

1. Identification in the LRTP – Projects are first included in the LRTP based on long-term regional needs and goals.
2. Programming in the TIP – Once funding is secured, selected projects move into the TIP for short-term implementation.

All projects listed in the TIP must demonstrate alignment with the LRTP's goals and performance measures. In addition, SIMPCO MPO will ensure compliance with federal performance-based planning and programming requirements as outline in 23 CFR Part 450. This process supports transparency, accountability, and compliance with federal and state regulations while advancing the region's transportation vision.

Stakeholder engagement and public participation are integral to the implementation and monitoring process. SIMPCO MPO will:

- Engage Local Jurisdictions and Agencies – Coordinate with city, county, and state transportation agencies to ensure projects reflect regional priorities and funding opportunities.

- Solicit Public Input – Provide opportunities for public comment during the development and amendment of both the LRTP and TIP through public meetings, online platforms, and outreach campaigns.
- Maintain Transparency – Publish draft and final versions of planning documents on the MPO website and distribute notices through multiple channels to keep stakeholders informed.
- Respond to Feedback – Incorporate relevant comments and concerns into project selection and prioritization, ensuring community needs are addressed.

This collaborative approach ensures that transportation planning remains transparent and aligned with the region's long-term vision.

simpco
SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL

6401 Gordon Drive
Sioux City, IA 51106
Phone 712-279-6286
Fax 712-279-6920
simpco@simpco.org

Item VII

SIMPCO MPO Resolution 2026–2
Approval of the Forecast Control Totals for Population
And Employment for Use in the 2050 Long Range
Transportation Plan and the Transportation Model

WHEREAS, the Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization (MPO) is responsible for developing and maintaining a Long Range Transportation Plan (LRTP) that meets federal and state requirements; and

WHEREAS, the LRTP requires the use of population and employment forecasts to support transportation planning and modeling for the horizon year 2050; and

WHEREAS, the MPO staff has prepared forecast control totals for population and employment based on the best available data, regional trends, and input from member jurisdictions; and

WHEREAS, these control totals will serve as the basis for allocation of growth within the MPO planning area and for use in the regional travel demand model;

NOW, THEREFORE, BE IT RESOLVED that the SIMPCO MPO Policy Board herby approves the forecast control totals for population and employment for use in the 2050 LRTP and the transportation model.

Ken Beaulieu
MPO Policy Board Chairperson

Aaron Lincoln
MPO TTC Chairperson

ATTEST

Michelle Bostinelos
SIMPCO Executive Director

simpco
SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL

6401 Gordon Drive
Sioux City, IA 51106
Phone 712-279-6286
Fax 712-279-6920
simpco@simpco.org

Item VIII

SIMPCO MPO Resolution 2026–3
Approval of the Calibrated Transportation Model
For the 2050 Long Range Transportation Plan

WHEREAS, the Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization (MPO) is responsible for developing and maintaining a Long Range Transportation Plan (LRTP) that meets federal and state requirements; and

WHEREAS, the LRTP requires the use of a calibrated regional travel demand model to forecast future transportation needs and evaluate system performance; and

WHEREAS, the MPO staff has completed the calibration of the transportation model using observed traffic counts, socioeconomic data, and industry-standard procedure to ensure accuracy and reliability; and

WHEREAS, the calibrated model will serve as the foundation for scenario analysis and project evaluation for the 2050 LRTP.

NOW, THEREFORE, BE IT RESOLVED that the SIMPCO MPO Policy Board herby approves the calibrated transportation model for use in the development and implementation of the 2050 Long Range Transportation Plan.

Ken Beaulieu
MPO Policy Board Chairperson

Aaron Lincoln
MPO TTC Chairperson

ATTEST

Michelle Bostinelos
SIMPCO Executive Director

simpco
SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL

6401 Gordon Drive
Sioux City, IA 51106
Phone 712-279-6286
Fax 712-279-6920
simpco@simpco.org

Item IX

SIMPCO MPO Resolution 2026-4
Final Approval of 2050 Long Range Transportation Plan

WHERAS, the development of a long-range metropolitan transportation plan is required by the Infrastructure Investment and Jobs Act (IIJA) of 2021 is continuing, cooperative, and comprehensive in accordance with 23 C.F.R 450 and 49 C.F.R 613, subject to the concurrence of the Iowa Department of Transportation, Nebraska Department of Transportation, and the South Dakota Department of Transportation; and

WHEREAS the 2050 Long Range Transportation Plan is consistent with the goals and objectives of all member and cooperating agencies.

NOW, THEREFORE, BE IT RESOLVED, that the SIMPCO MPO Policy Board approves the 2050 Long Range Transportation Plan as the long-range transportation plan for the Sioux City Metropolitan Area.

Approved by the MPO Policy Board and signed this 8th day of January 2026.

Ken Beaulieu
MPO Policy Board Chairperson

Aaron Lincoln
MPO TTC Chairperson

ATTEST

Michelle Bostinelos
SIMPCO Executive Director