

Chapter 8: Financial Summary

This Long Range Transportation Plan chapter is developed to identify projects in a twenty year horizon. The first four years of the plan, is currently programmed in the Transportation Improvement Program (TIP), as shown in Table 8.4, these projects have been voted on by the MPO Policy Board and are programmed out until 2019. In Tables 8.5 and 8.6, list projects in the outer year bands, 2020 – 2040, of the Long Range Transportation Plan, each of these different time bands demonstrate fiscal constraint.

On July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21) which was the first multi-year transportation authorization enacted since 2005, funded surface transportation programs at over \$105 billion for fiscal years 2013 and 2014, and transformed the framework for investments to guide the growth and development of the country's vital transportation infrastructure. The creation of MAP-21 restructured core highway formula programs in an effort to streamline the funding process. MAP-21 eliminated most current discretionary programs but many of the eligibilities are covered under other programs. The bill expired September 2014, but with several continued resolutions lasting to December 2015.

The money is divided into different programs from which jurisdictions can apply for funding to complete projects. The 2040 Long Range Transportation Plan must outline the different funding sources and expected amounts available to fund the transportation projects included in this chapter. For the purposes of the 2040 Long Range Transportation Plan, some general financial forecasting procedures have been produced. It is assumed throughout this chapter the restructured transportation programs will continue to be the available funding sources in the foreseeable future. In addition, any projected revenues are based upon FY 2015 dollars.

FEDERAL FUNDING

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

MAP-21 continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. HSIP funds are available to state departments of transportation and roads.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

The purpose of the National Highway Performance Program is to provide support for the condition and performance of the National Highway System (NHS), to provide support for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP funds are available to state departments of transportation and roads.

SURFACE TRANSPORTATION PROGRAM (STP)

The Surface Transportation Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. SAFETEA-LU expanded and MAP-21 continued eligibilities to include advanced truck stop electrifications systems; high accident/high congestion

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intersections; environmental restoration and pollution abatement; control of noxious weeds and aquatic noxious weeds; and establishment of native species. Funds are distributed based on each state's lane miles of Federal-aid highway; total vehicle-miles traveled on those federal-aid highways, and estimated contributions to the Highway Account of the Highway Trust Fund. STP funds are available to cities, counties, and MPOs.

HIGHWAY BRIDGE PROGRAM (STP SET-ASIDE)

MAP-21 did not re-establish the Highway Bridge Program (HSP) which provided funding for bridge reconstruction or rehabilitation projects. However, such projects are eligible for STP funding. Often referred to as the HBP-STP program, provides Federal-aid participation for qualifying projects at a reimbursement rate of 80% of eligible costs. Highway Bridge Program funds are available to cities, counties, and MPOs.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)

MAP-21 continues the CMAQ program. Funds can be used for public transit improvements, travel demand management strategies, traffic improvements, and public fleet conversions to cleaner fuel. The funds are distributed based on a formula that considers an area's population by county and the severity of its air quality problems within the non-attainment or maintenance areas. These funds can only be spent in a county designated as maintenance or non-attainment area. If there is not a non-attainment area within the state, the state can utilize the money for projects that reduce emissions, such as the Iowa Clean Air Attainment Program (ICAAP). CMAQ funds are available to cities, counties, and MPOs.

FTA SECTION 5307, 5339, 5329, 5310, AND 5311 PROGRAMS

The Federal Transit Administration (FTA) administers funds to state and local governments for operation of and capital assistance for public transit activities. FTA Section 5305 capital funds are intended to support transit planning in addition to what is conducted by the SIMPCO MPO.

FTA 5339 capital funds are discretionary funds and are for special projects. The annual amount of funding under this program varies from year to year. Section 5339 funds can be used for the acquisition of buses for fleet/service expansion, bus replacement, and bus related facilities such as maintenance facilities, transfer facilities, terminals, computers, garage equipment, bus rebuilds, and passenger shelters.

Section 5329 funds provide funding for safety of public transit. MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States. FTA will implement the new law in consultation with the transit community and the U.S. DOT Transit Rail Advisory Committee for Safety (TRACS).

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 transportation populations and are not apportioned to both States and large urban areas. This program now includes the former New Freedom (5317) program. Activities eligible under New Freedom including grants for services for individuals with disabilities that went above and beyond the requirements of the ADA, are now eligible under the 5310 program. Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan.

Section 5311 funds provide formula funding to states for the purpose of supporting public transportation in areas less

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than 50,000 populations. It is apportioned in proportion to each state's non-urbanized population. Funds may be used for capital, operating, state administration, and project administration expenses. Section 5311(f) sets aside a minimum of 15 percent of each year's non-urbanized formula funds allocated to Iowa under the 5311 program to support intercity bus service in rural and small urban areas. FTA program funds are available to transit providers.

T R A N S P O R T A T I O N A L T E R N A T I V E S P R O G R A M (T A P)

The Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trails program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Iowa TAP Flex is a portion of Iowa's state TAP fund that is set aside for either TAP or STP projects, it is up to the MPO whether it will go towards TAP or STP. TAP funds are available to cities, counties, and MPOs.

T I G E R G R A N T

The Transportation Investment Generating Economic Recovery (TIGER) grant is a competitive, federal grant program that has been renewed each year since its start in 2009. Funds are given based on a transportation project's ability to create improvements in the areas of safety, economic competitiveness, state of good repair, quality of life, and environmental sustainability. TIGER funds are available to cities, counties, and MPOs.

O T H E R F E D E R A L D O L L A R S

Other Federal programs which may be utilized in funding the 2040 LRTP include: Projects of National and Regional Significance program, The Recreational Trails program, Transportation, Community, System Preservation program, and the Community Development Block Grant Program (CDBG – Nebraska only).

S T A T E F U N D I N G

R O A D U S E T A X

This source of funding is utilized by Iowa, Nebraska, and South Dakota 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.

G A S T A X

The gas tax is used by Iowa, Nebraska, and South Dakota to fund road projects. During 2015, Iowa, Nebraska, and South Dakota all passed measures to increase their gas tax by 10, 6, and 6 cents per gallon, respectively. A portion of this revenue is distributed to local governments within the state for spending. This increase will assist local governments within the SIMPCO planning area pay for road and bridge maintenance and construction.

T R A N S I T F U N D I N G

Iowa DOT, NDOR, and SD DOT provide funds for capital and operating assistance to local public transit operations. In FY 2014, Iowa DOT provided \$431,394 to SCTS for operating funds. The amount of operating funds has increased over the last ten years. Iowa DOT also participates by providing matching funds for programs partially funded by FTA. Iowa DOT will typically provide up to 50% of the non-federal share of capital grants. This funding comes from the Road Use Tax.

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OTHER STATE FUNDING

Other state funding programs which may be utilized during the development of the projects listed in the 2040 LRTP include: Statewide Enhancement Programs, Aviation programs, Revitalize Iowa's Sound Economy (RISE), Rail Programs, Recreational Trails Program, and safety programs.

LOCAL FUNDING

GENERAL FUND

The general fund of the local city or county is the primary source of operation and maintenance funds. Money for capital investments on streets and highways may also come from the sale of bonds.

TRANSIT FUNDING

The city of Sioux City is the single largest source of operating funds for SCTS, providing approximately 34% of the operating budget or \$4 million annually. The city of Sioux City also provides matching funds for capital and operating-assistance programs partially funded by FTA. This fund comes from the General Fund. Fare-box collection also assists with capital and operating funds.

OTHER LOCAL RESOURCES

Other Local funding resources which may be utilized during the development of the projects listed in the 2040 LRTP include: property taxes, fares or user fees, and special taxes and assessments.

REVENUE FORECASTING METHODOLOGIES:

As mentioned previously, Federal transportation bill requires the LRTP be fiscally constrained. In order to develop a fiscally constrained plan it is necessary to project the transportation revenues to the year 2040. Each of the categories of transportation revenues for the SIMPCO MPO has been analyzed based on the FY 2016 – FY 2019 planning efforts as demonstrated in the approved TIP. For the state of Iowa the projections assume the STP, TAP, Transit 5307 funds, and Transit 5310 funds will remain constant through 2040.

IOWA STP AND TAP FUNDING

Figure 8.1 below shows the projected revenue source for STP and TAP funds in Iowa from fiscal year 2016 to 2040. The estimates are based on 2016 targets received by the Iowa DOT. The figure shows that it has been estimated between fiscal years 2016 – 2019 the Iowa portion of the MPO will receive approximately \$9 million in STP funds, \$504,000 in TAP funds and \$327,000 in TAP flex funds. In addition, it is estimated that between FY 2020 – 2029 the Iowa portion of the MPO will receive \$22.8 million in STP funds and approximately \$1.26 million in TAP funds and \$960,000 in TAP flex funds. FY 2030 – 2040 the Iowa portion of the MPO will receive \$25 million in STP funds, approximately \$1.4 million in TAP funds, and approximately \$1 million in TAP flex funds.

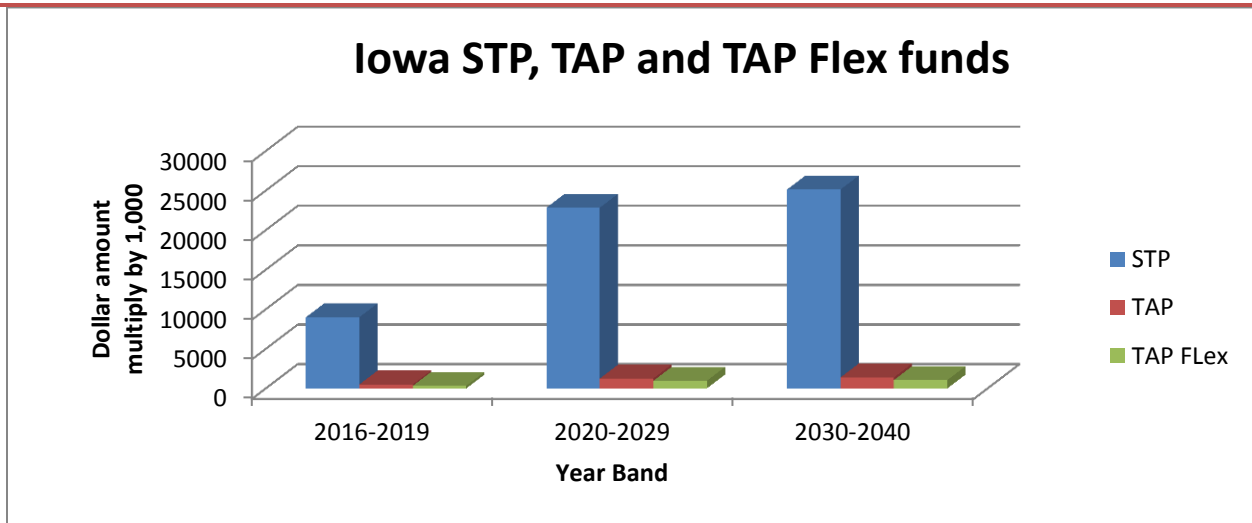


Figure 8.1: Estimated Surface Transportation Program (STP) Funds, Transportation Alternative Program (TAP) Funds and Transportation Alternative Program Flex for Iowa Portion of MPO FY 2016 – 2040. Source: Iowa Department of Transportation

T R A N S I T

Due to the delay in reauthorization of the transportation bill during the development of this LRTP, it is assumed that federal, state and local dollars will remain constant during the course of this plan. Federal dollars utilized by SCTS include Section 5307, 5310, 5311, and 5339. Operating expenditures and revenues for the Transit portion of this plan can be found in Chapter Four (Pages 4-9 & 4-10) Projections were calculated by using the FY 2015 revenues (Table 4.3, Page 4-10) and carried out to the year 2040 at a constant rate, for a total of \$102,028,450 (Federal, State, and Local) during the course of the plan.

For Section 5307, 5339 funds, an average of \$1,758,483 million per year has been received since the year 2010. This figure was carried out for the remainder of the plan horizon for simplicity. The total figure over the plan horizon is \$57 million. Section 5307 and 5339 funding levels are very difficult to predict and can easily be above or below the stated values. Any major new transit improvements, initiatives or other future capital requirements will most likely be provided via 5339 funds which are used to fill whatever gaps remain after accounting for formula 5307.

O T H E R F E D E R A L R E V E N U E S O U R C E S

For the remaining federal revenue sources, average revenue was determined over the 10 year period FY 2010 through 2019, and then the average number, remaining constant, was projected out to 2040. The average revenue by funding source from FY 2010 through 2019 is shown in Figure 8.2 while the estimated revenue out from 2020 through 2040 is shown in Table 8.1 (page 8-11).

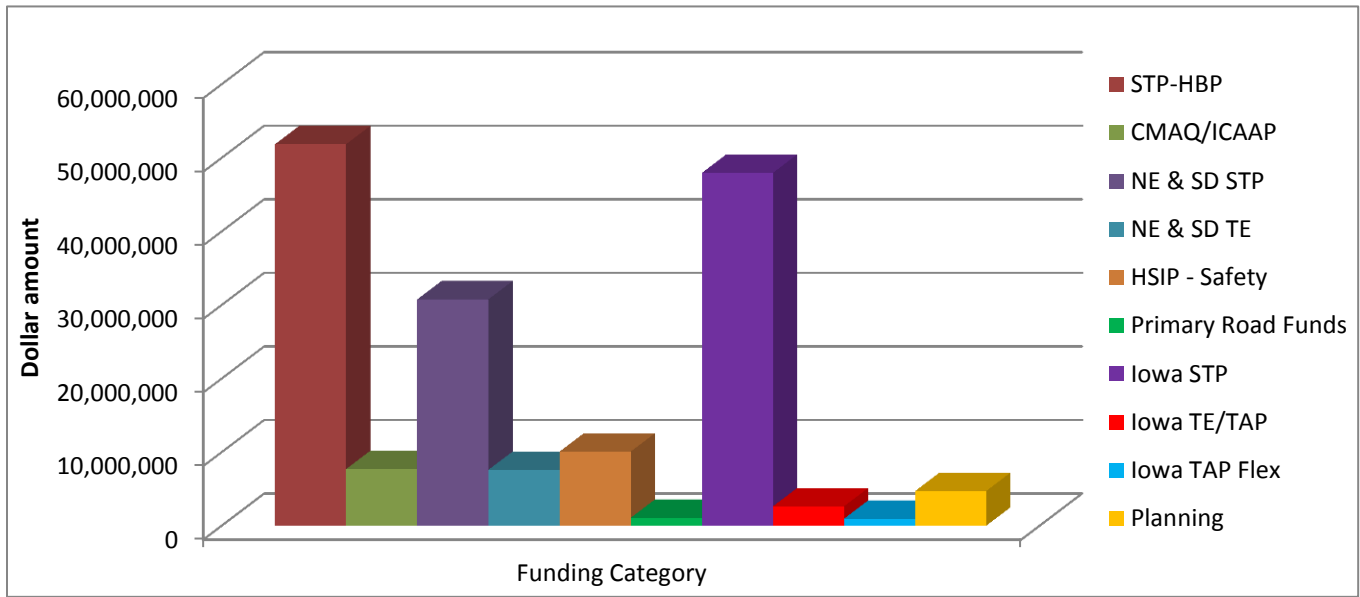


Figure 8.2: Average Revenue by Funding Source 2010- 2019. Source: MPO TIPs

2040 REVENUE FORECASTS

Table 8.1 shows the 2020 through 2040 revenue forecasts. A total of \$306,341,828 in Federal funds is estimated for bicycle/pedestrian and roadway projects. This number is based on the average past/programmed federal revenue from FY 2010 through FY 2019, which can be found in Appendix C, and then the average number. The remaining constant, was then projected out to 2040, with the exception of IM and NHPP/NHS revenue projections from these sources are based off of pre I-29 construction. For forecasting purposes the I-29 reconstruction project costs were not included in determining future revenue sources. The reconstruction of I-29, which the SIMPCO MPO has not seen a seen a major reconstruction project since it was built in the 1950s, is a unique project for the MPO area thus will be examined separately.

With I-29 nearing completion, NHPP 2020-2040 estimates was used by taking future Iowa DOT projects, reoccurring bridge cleaning and painting, and a historical average from the Interstate Maintenance program. This average was taken before the I-29 reconstruction, which was \$2,397,000 carried out with a 3% inflation rate. Table 8.2 shows the past and programmed funds which will be used to complete the I-29 reconstruction project. In addition, Table 8.3 shows the estimated federal revenue to transit.

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Table 8.1: Estimated Federal Roadway Revenue by Funding Source FY 2020 – FY 2040.

Roadway Revenue Source	2020-2029 Estimate	2030-2040 Estimate
STP-HBP	24,693,333	27,162,667
NHPP	60,530,000	67,795,600
CMAQ/ICAAP	3,673,333	4,040,667
NE & SD STP	14,657,333	16,123,067
NE & SD TE	3,624,989	3,987,488
HSIP - Safety	4,806,000	5,286,600
Primary Road Funds	520,000	572,000
Iowa STP	22,480,000	24,728,000
Iowa TE/TAP	1,260,000	1,386,000
Iowa TAP Flex	960,000	1,056,000
Planning	2,246,833	2,471,517
Total	139,451,823	154,609,605
State Revenue*	41,476,667	45,624,333
Local Revenue**	45,807,047	50,387,751

*State Revenue sources include but not limited to: road use tax fund, gas tax, Time-21, RISE, statewide enhancement programs, and safety programs

**Local Revenues sources include but not limited to: General fund, property taxes, special taxes and assessments.

Source: MPO TIPs

Table 8.2: Past and Programmed funding for I-29 Reconstruction

I-29 Construction						
	2004-2015	2016	2017	2018	2019	Total
Total*	\$301,514,000	\$67,725,000	\$1,327,000	\$47,108,000	\$21,013,000	\$438,687,000
Federal*	\$271,803,000	\$60,953,000	\$562,000	\$42,397,000	\$18,912,000	\$394,627,000
Regional*	\$6,958,000	\$6,772,000	\$765,000	\$4,711,000	\$2,101,000	\$21,307,000

*Various funding sources: NHPP,STP, HBP, IM, NHS

Table 8.3: Estimated Transit Revenue by Funding Source FY 2016 – 2040

Transit Revenue Source	2016-2040 Estimate
Section 5307 Operating	\$36,160,454
Section 5309 Capital	\$7,801,617
Section 5310	\$1,717,510
Section 5316 JARC	\$2,943
Section 5317 New Freedom	\$2,165
Total	\$45,684,688

Source: MPO TIPs

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PROPOSED TRANSPORTATION PROJECTS 2020 - 2040

Tables 8.4 to 8.9 (pages 8-9-15) is a listing of the proposed transportation projects out to the year 2040. This includes proposed STP, NHPP, STP-HBP, CMAQ/ ICAAP, Federal Aid Highway/Rail Fund, Safety Program, TAP, and Metropolitan Planning Program. Illustrative projects can be found in Appendix C of the plan. Illustrative projects are those projects which do not have a federal funding source tied to them and will be paid by the project sponsor. It is possible the project sponsor may seek federal aid for these projects in the future. Federal aid may come from an application to a discretionary federal transportation program, such as TIGER. Transit projects out to the year 2040 can be found in Chapter Four of this plan

Projects are typically broken into an 80% federal/20% local match allocation. However, this percentage could vary based on the funding source, for example IM funds are often a 90% federal/ 10% local match. The jurisdiction may also be willing to provide a higher local match if the federal aid is not sufficient to cover the total cost of the project. The allocation of funds was determined project by project and may vary between projects.

It should be noted that the listed proposed transportation projects are divided into the following fiscal years: 2020 through 2029, and 2030 through 2040. It has been estimated the total cost of streets/highways, bicycle/pedestrian, and transit projects out to the year 2040 will total \$946,004,246 (federal, state, and local)

All projects reflect Year of Expenditure (YOE) dollars; each jurisdiction was advised by the MPO to assume at least 4.5% annual inflation rate on all projects. These inflation rates are shown in Appendix C.

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PROGRAMMED TRANSPORTATION PROJECTS 2016 - 2019

Table 8.4: Iowa projects 2016-2019

Sponsor Name	Control Number/Project #/Location/Desc	Project Funding	Pgmd Amnts in \$1,000's			
			FY 16	FY 17	FY 18	Fy 19
Sioux City	STP-U-7057(683)--70-97 Regional Rail Study: Sioux City	Project Total Federal Aid State Local	\$600.0 \$210.0 \$390.0			
Sioux City	EDP-7057(688)--7Y-97 Floyd River Trail Outer Drive north to UPRR and connection to Lewis Blvd along Floyd River Ped/Bike Grade & Pave	Project Total Federal Aid State Local	\$656.0 \$603.0 \$53.0			
DOT-D03-MPO29	IM--29()-13-97 I-29: RECONSTRUCTION IN SIOUX CITY Grade and Pave,Bridge New,Bridge Replacement	Project Total Federal Aid State Local	\$67,725.0 \$60,953.0 \$6,772.0	\$1,327.0 \$562.0 \$765.0	\$47,108.0 \$42,397.0 \$4,711.0	\$21,013.0 \$18,912.0 \$2,101.0
MPO-29 / SIMPCO	RGPL-PA29(RTP)--PL-97 MPO Planning	Project Total Federal Aid State Local	\$211.0 \$169.0 \$42.0	\$211.0 \$169.0 \$42.0	\$211.0 \$169.0 \$42.0	\$211.0 \$169.0 \$42.0
DOT-D03-MPO29	BRFN--129()-39-97 129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE) Bridge Cleaning	Project Total Federal Aid State Local	\$28.0 \$28.0	\$28.0 \$28.0	\$28.0 \$28.0	\$28.0 \$28.0
DOT-D03-MPO29	BRFN--077()-39-97 077: MISSOURI RIVER IN SIOUX CITY (STATE SHARE) Bridge Cleaning	Project Total Federal Aid State Local	\$24.0 \$24.0	\$24.0 \$24.0	\$24.0 \$24.0	\$24.0 \$24.0
Sioux City	STP-U-7057()-70-97 I-29: Transportation Infrastructure around the proposed interchange at mile marker 138 Grade and Pave	Project Total Federal Aid State Local	\$2,600.0 \$1,800.0 \$800.0			
Sioux City	STP-U-7057()-70-97 225th and Port Neal Rd: From 225th St to Porth Neal Road Pave	Project Total Federal Aid State Local	\$2,409.0 \$1,427.0 \$982.0			
Sioux City	STP-U-7057(681)--70-97 Port Neal: 225th ST S 1 Mi to proposed interchange Pavement Rehab	Project Total Federal Aid State Local	\$1,877.0 \$1,325.0 \$552.0			
Sioux City	STP-U-7057()-70-97 Morningside Ave: South Lakeport Street to South Nicolette Street Pavement Rehab	Project Total Federal Aid State Local		\$2,200.0 \$1,760.0 \$440.0		
Sioux City	STP-U-7057()-70-97 Glenn Ave Phase II: From South Cecelia Street to South Rustin Street Grade and Pave	Project Total Federal Aid State Local			\$2,875.0 \$2,229.0 \$646.0	
Woodbury CRD	STP-S-C097(K25)--5E-97 K25: from 235th Street south 1 Mile to Gelita Plan, S17 T87 R47 Pavement Widening,Shoulder Grading,Granular Shoulders	Project Total Federal Aid State Local				\$1,000.0 \$407.0 \$593.0
Sioux City	STP-U-7057()-70-97 Myrtle Street: from West 23rd Street North 1 miles to West Clifton Street Pavement Rehab	Project Total Federal Aid State Local				\$2,800.0 \$2,240.0 \$560.0

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Table 8.4: Iowa projects 2016-2019 continued

Sponsor Name	Control Number/Project #/Location/Desc	Project Funding	Pgmd Amnts in \$1,000's			
			FY 16	FY 17	FY 18	Fy 19
Sioux City	BROS-7057(680)-8J-97 Dearborn Blvd: Perry Creek Bridge Replacement	Project Total Federal Aid State Local	\$1,265.0 \$1,000.0 \$265.0			
DOT-D03-MPO29	BRF-376()-38-97 IA 376: RR & TAFT ST 0.1 MI S OF CO RDD12 IN SIOUX CITY (NB) Bridge Replacement	Project Total Federal Aid State Local	\$3,852.0 \$3,082.0 \$770.0			
Sioux City	BHM-7057()-8K-97 In the city of Sioux City, On Military Rd, Over Big Sioux River Bridge Replacement	Project Total Federal Aid State Local	\$2,823.0 \$1,000.0 \$1,823.0			
Sioux City	BHM-7057(687)-8K-97 In the city of Sioux City, On 18th Street Bridge, Over Floyd River Bridge Deck Overlay	Project Total Federal Aid State Local	\$2,232.0 \$1,000.0 \$1,232.0			
Sioux City	BROS-7057(682)-8J-97 In the City of Sioux City, 38th Street: Perry Creek Bridge Replacement	Project Total Federal Aid State Local	\$1,330.0 \$1,000.0 \$330.0			
Sioux City	BHM-7057()-8K-97 In the city of Sioux City, On 11th Street, Over Floyd River Bridge Deck Overlay	Project Total Federal Aid State Local			\$1,992.0 \$1,000.0 \$992.0	
Sioux City	STP-ES-7057(693)-8I-97 In the city of Sioux City, AT Milwaukee Railroad Shops: Roundhouse Building Enhancements Historic Preservation	Project Total Federal Aid State Local	\$454.0 \$310.0 \$144.0			
Sioux City	TAP-U-7057(686)-8I-97 Riverfront Trail Connection: connecting the existing Lewis and Clark Trails along Missouri River from just south of RR bridge under east side Bacon Creek Channel Bridge and Pedestrian bridge over Bacon Creek Channel Bridge to Lafayette Street, Pedestrian Bridge over Floyd Channel and under west side of Floyd Channel Bridge connecting to existing trail at Chris Larson Park Ped/Bike Grade & Pave, Ped/Bike Structures	Project Total Federal Aid State Local		\$2,740.0 \$127.0 \$2,613.0		\$1,330.0 \$227.0 \$1,103.0
Sioux City	STP-E-7057()-8V-97 On Perry Creek Greenway Trail , from Stone Park Blvd North to Outer Drive. Will follow creek 2 miles Ped/Bike Grade & Pave, Ped/Bike Structures	Project Total Federal Aid State Local			\$1,000.0 \$291.0 \$709.0	

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Table 8.5: Nebraska projects 2016-2019

Sponsor Name	Control Number/Project #/Location/Desc	Phase of Work	Pgmd Amnts in \$1,000's				Year
			Federal	State	Local	Total	
HSIP - Highway Safety Improvement Program		Inclusion in this DOES NOT guarantee Federal Aid Eligibility					
South Sioux City	Placeholder for future safety projects that will be identified in the future. They may include, traffic monitoring, crash analysis, traffic calming, minor intersection improvements funds will be requests were applicable	Const/CE	\$30.0		\$7.5	\$37.5	2016
			\$30.0		\$7.5	\$37.5	2016
			\$30.0		\$7.5	\$37.5	2017
			\$30.0		\$7.5	\$37.5	2018
		Total Costs	\$120.0		\$30.0	\$150.0	
PL - Metropolitan Planning		Inclusion in this DOES NOT guarantee Federal Aid Eligibility					
SIMPCO	FHWA Transportation Programs Planning	Planning	\$62.4		\$12.48	\$74.9	2016
			\$62.4		\$12.48	\$74.9	2017
			\$62.4		\$12.48	\$74.9	2018
			\$62.4		\$12.48	\$74.9	2019
		Total Costs	\$249.6		\$49.9	\$299.5	
FTA 5303 - Metropolitan Planning		Inclusion in this DOES NOT guarantee Federal Aid Eligibility					
SIMPCO	FTA Transportation Programs Planning	Planning	\$7.0		\$1.41	\$8.4	2016
			\$7.0		\$1.41	\$8.4	2017
			\$7.0		\$1.41	\$8.4	2018
			\$7.0		\$1.41	\$8.4	2019
		Total Costs	\$28.2		\$5.6	\$33.8	
SRTS - SAFE Routes To School		Inclusion in this DOES NOT guarantee Federal Aid Eligibility					
South Sioux City	CN 32169 Connecting Schools Trail AL Begston Trail to Covington and E.N. Sweet Schools Trail Construction	PE	\$56.8		\$2.0	\$58.8	
		Const	\$177.5			\$177.5	2016
		CE	\$36.8			\$36.8	2016
		Total Costs	\$271.1	\$0.0	\$2.0	\$273.1	
South Sioux City	Atokad Trail 10' wide pedestrian/bicycle trail, pedestrian crossing and lighting for .75 mile trail along Atokad Drive	PE	\$111.0	\$0.0	\$0.0	\$111.0	2016
		Const/CE	\$453.0	\$0.0	\$0.0	\$453.0	2017
		Total Costs	\$564.0	\$0.0	\$0.0	\$564.0	
CMAQ - Congestion Mitigation and Air Quality Improvement Program		Inclusion in this DOES NOT guarantee Federal Aid Eligibility					
South Sioux City	22(35) CN 32253 Electric Fueling Station	PE	\$0.0	\$0.0	\$0.0	\$0.0	
		Const/CE	\$10.0	\$0.0	\$2.5	\$12.5	2016
		Total Costs	\$10.0	\$0.0	\$2.5	\$12.5	

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Table 8.6: South Dakota projects 2016-2019

Sponsor Name	Control Number/Project #/Location/Desc	Project Funding	Pgmd Amnts in \$1,000's			
			FY16	FY 17	FY 18	FY 19
Interstate Maintenance (IM)			Inclusion in this DOES NOT guarantee Federal Aid Eligibility			
SD DOT	IM 0291(126)1 I29, Dakota Dunes Interchange - Exit Signal	Project Total	\$296			
		Federal Aid	\$135			
		State	\$161			
		Local				
SD DOT	IM 0291 (122)0 N. Sioux City Interchange Over River Street. Over Big Sioux River @ Iowa Board. I29P over I29, 1.9 N or N Sioux City Interchange; SD 50 over I29: Over I29, 6.0 N SD46 Interchange: Deck Overlay, approach slabs and approach guardrail epoxy ship seal, abutment and column repair and joint modification	Project Total		\$2,279		
		Federal Aid		\$2,073		
		State		\$206		
		Local				
Pavement Preservation Prjects			Inclusion in this DOES NOT guarantee Federal Aid Eligibility			
SD DOT	IM-P 0023(44) I29N, I29S, SD19, SD50, SD52 Various Routes in the Yankton Area Joint and Spall Repair	Project Total	\$1,897			
		Federal Aid	\$1,554			
		State	\$343			
		Local				
South Dakota Projects Cont.						
Sponsor Name	Control Number/Project #/Location/Desc	Project Funding	Pgmd Amnts in \$1,000's			
			FY16	FY 17	FY 18	FY 19
Roadway Safety Improvements			Inclusion in this DOES NOT guarantee Federal Aid Eligibility			
SD DOT	PH 8064 (29) Various Counties, City and Township Roads in Union county Signing and Delineation	Project Total	\$1,089			
		Federal Aid	\$1,089			
		State	\$0			
		Local	\$0			
SD DOT	PH 0020 (128) Various locations on the State System in the Mitchell Region Durable Pavement Marking	Project Total	\$561			
		Federal Aid	\$561			
		State	\$0			
		Local	\$0			
SD DOT	PH 0020 (141) Mitchell Region Corridor Signing, PE	Project Total	\$1,020			
		Federal Aid	\$1,020			
		State	\$0			
		Local	\$0			
SD DOT	PH 0020 (131) Various locations on the State System in the Mitchell Region	Project Total		\$572		
		Federal Aid		\$572		
		State		\$0		
		Local		0		
SD DOT	PH 0020 (143) Mitchell Region Corridor Signing, PE	Project Total		\$1,040		
		Federal Aid		\$1,040		
		State		\$0		
		Local		\$0		
Sponsor Name	Control Number/Project #/Location/Desc	Project Funding	Pgmd Amnts in \$1,000's			
			FY16	FY 17	FY 18	FY 19
Bridge Projects			Inclusion in this DOES NOT guarantee Federal Aid Eligibility			
SD DOT	P 0020(156) Regionwide Mitchell Region Bridge Rehabilitation	Project Total		\$312		
		Federal Aid		\$256		
		State		\$56		
		Local				
SD DOT	P 0020(157) Regionwide Mitchell Region Bridge Rehabilitation	Project Total			\$212	
		Federal Aid			\$0	
		State			\$212	
		Local				
PL - Metropolitan Planning			Inclusion in this DOES NOT guarantee Federal Aid Eligibility			
SIMPCO	FHWA Transportation Programs Planning	Project Total	\$60.2	\$60.2	\$60.2	\$60.2
		Federal Aid	\$49.3	\$49.3	\$49.3	\$49.3
		State				
		Local	\$12.3	\$12.3	\$12.3	\$12.3

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Table 8.7: Planned/Street Highway Projects 2020 – 2029

Sponsor Name	Unique TPMS ID	Control Number/Project #/Location/Desc	Federal Source	Time Frame	Pgmd Amnts in \$1,000's			
					Total (YOE)	Federal Aid	State	Local
Woodbury County	204044	Southbridge Interchange: New interchange on 1-29 New Construction	STP	2020-2029	\$18,385.0	\$3,943.0		\$14,442.0
Sioux City	204051	18th Street Viaduct New Construction	STP	2020-2029	\$15,781.0	\$2,000.0		\$13,781.0
Sioux City	20403	West 3rd Street: Hamilton Blvd to Perry Street Full Reconstruction	STP	2020-2029	\$996.0	\$797.0		\$199.0
Sioux City	20402	Hamilton Boulevard from Buckwalter Drive to City limits Resurfacing	STP	2020-2029	\$1,514.0	\$972.0		\$542.0
Sioux City	204016	W. 19th St. Hamilton Blvd to Helmer St. Reconstruction	STP	2020-2029	\$626.0	\$358.0		\$268.0
Sioux City	20408	Leech Avenue from South Fairmount St. to S. Rustin St. Full Reconstruction	STP	2020-2029	\$997.0	\$640.0		\$357.0
Sioux City	20407	S. Rustin Street: Leech Ave. to Dodge Ave Reconstruction	STP	2020-2029	\$1,630.0	\$775.0		\$855.0
Sioux City	20409	Dodge Ave: S. Rustin to S. Cecelia St. Reconstruction	STP	2020-2029	\$1,300.0	\$800.0		\$500.0
Sioux City	204010	S. Cecelia St: Dodge Ave. to Morningside Ave. Reconstruction	STP	2020-2029	\$965.0	\$606.0		\$359.0
Sioux City	2040113	S. Fairmount Street: Transit to Vine Ave Reconstruction	STP	2020-2029	\$2,756.0	\$1,000.0		\$1,756.0
Sergeant Bluff	204022	First Street: Fareway Entrance to Old Lakeport rd Reconstruction and Trail	STP	2020-2029	\$2,762.0	\$2,120.0		\$552.0
Sergeant Bluff	204023	First Street: Port Neal Road to C Street Reconstruction and signal adjustments	STP	2020-2029	\$2,032.0	\$1,626.0		\$406.0
Sergeant Bluff	204025	South Lewis Blvd: 1st St to 8th St Reconstruction	STP	2020-2029	\$3,477.0	\$2,782.0		\$695.0
Sergeant Bluff	204026	South Lewis Blvd: 8th St to N city limits Reconstruction	STP	2020-2029	\$2,726.0	\$2,181.0		\$545.0
Plymouth County	204028	County Rd C-80 from K-22 east 3.425 mi. to Hwy 75 Pavement Rehab	STP	2020-2029	\$3,400.0	\$2,720.0		\$680.0
Sioux City	204061	6th Street over Floyd River Bridge Deck Overlay	STP-HBP	2020-2029	\$1,645.0	\$1,316.0		\$329.0
Sioux City	204062	Bluff Road over the Floyd River Bridge Replacement	STP-HBP	2020-2029	\$1,371.0	\$1,096.8		\$274.2
Sioux City	204063	Dace Avenue over Floyd River Bridge Deck Overlay	STP-HBP	2020-2029	\$2,679.0	\$2,143.2		\$535.8
Iowa DOT	204027	IA 12 Pavement Rehab I29 to Sioux River Road	NHPP	2020-2029	\$6,000.0	\$4,800.0	\$1,200.0	
Iowa DOT	204060	IA 12 Bridge Repair/replace I-29 Gordon Drive Viaduct	NHPP	2020-2029	\$54,000.0	\$43,200.0	\$10,800.0	
SD DOT	204061	I-29: Exit 2 Signalization and access improvements		2020-2029	\$950.0	\$760.0	\$190.0	
SD DOT	204061	I-29: N/S Minor Joint and Spall Repair		2020-2029	\$950.0	\$760.0	\$190.0	
SD DOT	204061	I-29: N/S Deck Overlay, upgrad approach rails and approaches		2020-2029	\$550.0	\$440.0	\$110.0	
South Sioux City	-	Electric Fueling Stations/Cars 5 electric cars every other year	CMAQ	2020-2029	\$100.0	\$80.0		\$20.0
Sioux City	-	Park & Ride	ICAAP	2020-2029	\$40.0	\$32.0		\$8.0
Nebraska	-	Planning	PL	2020-2029	\$624.0	\$499.20		\$124.8
South Dakota	-	Planning	PL	2020-2029	\$602.0	\$481.60		\$120.4
Iowa	-	Planning	PL	2020-2029	\$2,110.0	\$1,688.0		\$422.0
Iowa DOT	-	Maintenance & Preservation	Various Funding	2020-2029	\$35,523.13	\$28,418.5	\$7,104.6	
SD DOT	-	Maintenance & Preservation	Various Funding	2020-2029	\$13,866.0	\$11,092.8	\$2,773.2	
NDOR	-	Maintenance & Preservation	Various Funding	2020-2029	\$4,366.00	\$3,492.8	\$873.2	
Total					\$184,723.1	\$123,620.9	\$23,241.0	\$37,771.2

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Table 8.8: Planned/Street Highway Projects 2030 – 2040

Sponsor Name	Unique TPMS ID	Control Number/Project #/Location/Desc	Federal Source	Time Frame	Total (YOE)			
					Total (YOE)	Federal Aid	State	Local
Sioux City	204043	Hoeven Drive: 11th St to 28th St New Construction	STP	2030-2040	\$8,128.0	\$3,952.0		\$4,176.0
Sioux City	2040114	Rebecca St: W. 16th St. to Villa Ave Reconstruction	STP	2030-2040	\$1,993.0	\$1,121.0		\$872.0
Sioux City	2040115	W.4th St: Market St. to Wesley Pkwy Reconstruction	STP	2030-2040	\$3,193.0	\$1,618.0		\$1,575.0
Sioux City	20404	11th St. Cargill Entrance to Missouri Valley Steel Entrance Reconstruction	STP	2030-2040	\$3,100.0	\$1,358.0		\$1,742.0
Sioux City	204013	Glenn Ave: S. St Aubin St. to Morningside Ave Reconstruction	STP	2030-2040	\$12,461.0	\$3,298.0		\$9,163.0
Sioux City	204012	Stone Park Blvd: W. Clifton St to Idlewood St Reconstruction	STP	2030-2040	\$3,116.0	\$1,586.0		\$1,530.0
Sergeant Bluff	204040	8th Street: Harbor Drive to South Lewis Blvd Reconstruction (widen)	STP	2030-2040	\$1,373.0	\$1,098.0		\$275.0
Sergeant Bluff	204041	Old Lakeport Road: 1st Street to Warrior Road Reconstruction	STP	2030-2040	\$4,430.0	\$3,544.0		\$886.0
Woodbury County	204046	Old Hwy 141-SCL Sioux limits to MPO boundary Resurface/Widen	STP	2030-2040	\$1,553.0	\$1,242.0		\$311.0
Woodbury County	204047	Old Hwy 75: SCL Sgt Bluff to 260th Street Intersection Resurface/Widen	STP	2030-2040	\$2,322.0	\$1,858.0		\$464.0
Woodbury County	204048	Correctionville Road ECL Sioux City to MPO boundary Resurface/Widen	STP	2030-2040	\$1,935.0	\$1,548.0		\$387.0
Woodbury County	204049	Old Lakeport Road-SCL Sioux City to Sgt Bluff city limit Pavement Rehab	STP	2030-2040	\$3,617.0	\$2,894.0		\$723.0
Woodbury County	204029	D51: Port Neal road to Old hwy 75 PCC Pavement Overlay	STP	2030-2040	\$750.0	\$535.0		\$215.0
Sioux City	204064	Martha Street over Bacon Creek Bridge Replacement	STP-HBP	2030-2040	\$3,870	\$3,096		\$774
Sioux City	204065	Red Bridge Drive over Hanford Creek Bridge Replacement	STP-HBP	2030-2040	\$3,870	\$3,096		\$774
Sioux City	204066	Larsen Park Road over Perry Creek Bridge Replacement	STP-HBP	2030-2040	\$3,870	\$3,096		\$774
Sioux City	204067	West Street over Hanford Creek Bridge Replacement	STP-HBP	2030-2040	\$3,870	\$3,096		\$774
Sioux City	204068	46th Street over Floyd River Bridge Replacement	STP-HBP	2030-2040	\$3,870	\$3,096		\$774
Sioux City	204069	Steuben Street over Drainage Ditch Bridge Replacement	STP-HBP	2030-2040	\$3,870	\$3,096		\$774
Sioux City	204070	4th Street over Railroad Bridge Replacement	STP-HBP	2030-2040	\$3,870	\$3,096		\$774
Sioux City	204070	Cunningham Drive over Old Floyd River Channel Bridge Replacement	STP-HBP	2030-2040	\$3,870	\$3,096		\$774
IA DOT	204050	IA 12 Pavement Rehab US 20/US 75/ IA 12 to Gordon Drive	NHPP	2030-2040	\$5,300.0	\$4,240.0	\$1,060.0	
IA DOT	204053	US 75 Pavement rehab I-29 to Plymouth County	NHPP	2030-2040	\$9,200.0	\$7,360.0	\$1,840.0	
IA DOT	204058	IA 376 bridge repair/replace over Floyd River	NHPP	2030-2040	\$3,500.0	\$2,800.0	\$700.0	
IA DOT	204059	IA 376 bridge repair/replace over Cunningham Drive	NHPP	2030-2040	\$1,100.0	\$880.0	\$220.0	
IA DOT	204060	IA 12 bridge repair/replace .5mi south of Stone State Park	NHPP	2030-2040	\$860.0	\$688.0	\$172.0	
SD DOT	204060	I-29: N/S Major Joint and Spall repair		2030-2040	\$1,200.0	\$960.0	\$240.0	
SD DOT	204060	I-29: S Major Joint and Spall repair		2030-2040	\$700.0	\$560.0	\$140.0	
SD DOT	204060	I-29: S Major Joint and Spall repair		2030-2040	\$700.0	\$560.0	\$140.0	
SD DOT	204060	I-29: N/S Epoxy Chip Seals		2030-2040	\$750.0	\$600.0	\$150.0	
SD DOT	204060	I-29: N/S Deck Overlay, upgrad approach rails and approaches		2030-2040	\$600.0	\$480.0	\$120.0	
Nebraska	-	Planning	PL	2030-2040	\$686.4	\$549.12		\$137.3
South Dakota	-	Planning	PL	2030-2040	\$662.2	\$529.76		\$132.4
Iowa	-	Planning	PL	2030-2040	\$2,321.0	\$1,856.8		\$464.2
Iowa DOT	-	Maintenance & Preservation	Various Funding	2030-2040	\$59,065.75	\$47,252.6	\$11,813.2	
SD DOT	-	Maintenance & Preservation	Various Funding	2030-2040	\$23,056.0	\$18,444.80	\$4,611.2	
NDOR	-	Maintenance & Preservation	Various Funding	2030-2040	\$6,781.00	\$5,424.80	\$1,356.2	
Total					\$195,413.4	\$143,605.9	\$22,562.6	\$29,244.9

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Table 8.9: Planned Trails 2016 – 2040

TAP Projects for 2016-2019 - Sioux City								
Time Frame	PGM	SPONSOR	LOCATION	TYPE WORK	YOE	Federal	Local Share	
2016-2019								
2017	City	Sioux City	Outer Drive North Trail Connection, from Outer Drive and Floyd Blvd. intersection north to Jefferson Street and connecting with existing Floyd Trail.	Trail Construction	\$1,836,600	\$869,480	\$967,120	In Plan
2016	City	Sioux City	Milwaukee RR Shops: Roundhouse Building Enhancements: Milwaukee RR Shops Historic District	Historic Preservation	\$523,000	\$366,000	\$157,000	In Plan
2017	City	Sioux City	Riverfront Trail Connection	Trail Construction	\$2,740,000	\$127,000	\$2,613,000	In Plan
2017	City	Sioux City	Perry Creek Trail from Stone Park Boulevard to Outer Drive North	Trail Construction	\$1,000,000	\$291,000	\$709,000	In Plan
Total					\$6,099,600	\$1,653,480	\$4,446,120	

SIMP CO MPO TAP Projects for 2020-2040								
Time Frame	PGM	SPONSOR	LOCATION	TYPE WORK	YOE	Federal	Local Share	
2020-2029								
2020 - 2029	TAP	Sergeant Bluff	First St: Gaul Dr. to Lakeport Rd	Trail Construction	259,000	\$337,000	\$270,000	\$67,000 In Plan
2020 - 2029	TAP	Sergeant Bluff	Warrior Road: South Lewis Blvd Drive to Old Lakeport Rd.	Trail Construction	\$160,000	\$218,000	\$174,000	\$44,000 In Plan
2020 - 2029	TAP	Sergeant Bluff	Sioux City Connection: First Street North to Ridge Road	Trail Construction	\$703,000	\$1,000,000	\$600,000	\$400,000 In Plan
2020 - 2029	TAP	Sioux City	Highway 12 Trail: Phase I	Trail Construction	\$352,400	\$400,000	\$103,520	\$296,480 In Plan
2020 - 2029	TAP	Sioux City	Highway 12 Trail: Phase II	Trail Construction	\$352,400	\$335,000	\$103,520	\$231,480 In Plan
2020 - 2029	TAP/Various	Sioux City	Sergeant Bluff Connector	Trail Construction	\$2,400,000	\$2,990,836	\$207,040	\$2,783,796 In Plan
2020 - 2029	TAP	Sioux City	Floyd Blvd Trail: Outer Dr. North to 46th St	Trail Construction		\$765,010	\$281,920	\$483,090 In Plan
Total					\$4,639,400	\$5,663,236	\$1,740,000	\$3,848,356
2030-2040								
2030 - 2040	TAP	Sergeant Bluff	First Street: Sergeant Square Drive to Port Neal Road	Trail Construction	\$260,000	\$422,000	\$338,000	\$84,000 In Plan
2030 - 2040	TAP	Sergeant Bluff	Charles Floyd Trail Extension: Rec Complex & South Lewis Blvd to 1st Street & South Lewis Blvd	Trail Construction	\$224,000	\$434,000	\$347,000	\$87,000 In Plan
2020 - 2029	Various Funding	Sioux City	Floyd River Valley Trail Connector	Trail Construction	\$765,000	\$1,474,685	\$1,179,748	\$294,937 In Plan
Total					\$1,249,000	\$2,330,685	\$1,864,748	\$465,937

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2040 FINANCIAL SUMMARY

Table 8.10 FY 2016 through 2040 Funding Summary, shows the SIMPCO MPO transportation finances for the 2040 LRTP. The table illustrates the estimated transportation revenues and expenditures from FY 2016 to FY 2040. The expenditures are divided by Transit, Bicycle and Pedestrian and Streets and Highway projects and split between three time bands of FY 2016 – 2019, 2020 – 2029 and 2030 - 2040. As noted earlier in this chapter, revenues were estimated based on the FY 2010 through FY 2019 planning efforts as demonstrated in the approved Transportation Improvement Programs (TIP). The projections assume that for the state of Iowa, the STP, TAP, Transit 5307 funds, and Transit 5310 funds will remain constant through 2040. For the remaining revenue sources (NHPP, STP-HBP, CMAQ/ICAAP, HSIP, Nebraska and South Dakota STP and TAP), an average was determined over the ten 10 year period FY 2010 through 2019, and then the average number, remaining constant, projected out to 2040.

Transportation expenditures are based on the proposed transportation projects as listed in Tables 8.4 - 8 (pages 8-9-14) of this chapter. The total expenses as listed in Table 8.11 are estimated to be approximately \$984,452,918 (Federal/State/Local). This includes Transit, Bicycle/Pedestrian and Streets/Highway projects.

While there was an effort to list every possible roadway project between 2016 through 2040, it is recognized not every roadway transportation project is identified in Tables 8.7-8. Unforeseen transportation projects relating to preservation, maintenance, and replacing the existing roadways should be accounted for within the plan. To address this issue, it has been estimated that a percentage of the roadway revenues will be used to fund unforeseen roadway expenses. As seen in Tables 8.7 and 8.8 a total of \$114 million has been set aside for such projects and listed under the Iowa DOT, NDOR and SD DOT. A positive balance of \$133,880,191 as shown in Table 8.8 (page 8-23) not only allows for any unexpected project but also indicates a fiscally constrained plan.

The MPO realize that needs may change overtime. The first four years of this plan include projects of top priority and are currently listed in the MPO's current TIP. However, the final prioritization and implementation schedule for FY 2016 – 2040 will be based upon the MPOs current needs, and funding availability. The jurisdiction responsible for each project will need to approve funding prior to its implementation.

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Table 8.10 Funding Summary

Estimated Revenues by Mode	2016 - 2019			2020 - 2029			2030 - 2040			Total Estimated Revenues			Total		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local			
Transit															
Estimated Operatin & Capital + Revenue	\$14,679,568	\$1,725,576	\$9,041,508	\$35,917,170	\$4,313,940	\$22,603,770	\$40,368,812	\$4,745,334	\$24,864,147	\$90,965,550	\$10,784,850	\$56,509,425	\$158,259,825		
Bicycle & Pedestrian															
Estimated Trail Projects Funding	\$1,665,883	-	\$416,471	\$5,364,989	-	\$1,341,247	\$5,901,488	-	\$1,475,372	\$12,932,361	-	\$3,233,090	\$16,165,451		
Streets & Highways															
Estimated Operation & Maintenance Funding		\$15,045,814			\$49,764,976			\$82,746,466					Total Operations & Maintenance	\$147,557,256	
Estimated Project Funding (I-29 not included)	\$145,007,660	\$978,000	\$13,482,252	\$149,880,167	\$41,476,667	\$45,807,047	\$166,080,783	\$45,624,333	\$50,387,751	\$460,968,610	\$88,079,000	\$109,677,050	\$658,724,660		
Estimated Project Funding: I-29 Reconstruction	\$122,824,000	\$14,349,000	-	-	-	-	-	-	-	\$122,824,000	\$14,349,000	-	\$137,173,000		
Total Project Revenues	\$267,831,660	\$15,327,000	\$13,482,252	\$149,880,167	\$41,476,667	\$45,807,047	\$166,080,783	\$45,624,333	\$50,387,751	\$583,792,610	\$102,428,000	\$109,677,050	\$795,897,660		
													Total Estimated Street & Highway Revenues:	\$943,454,916	
														Total Estimated Revenues	\$1,117,880,191

Estimated Expenditures by Mode (YOE)	2016 - 2019			2020 - 2029			2030 - 2040			Total Estimated Expenses			Total		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local			
Transit															
Estimated Operating & Capital	\$14,679,568	\$1,725,576	\$9,041,508	\$35,917,170	\$4,313,940	\$22,603,770	\$40,368,812	\$4,745,334	\$24,864,147	\$90,965,550	\$10,784,850	\$56,509,425	\$158,259,825		
Bicycle & Pedestrian															
Estimated Trail Projects	\$1,665,883	-	\$416,471	\$5,364,989	-	\$1,341,247	\$5,901,488	-	\$1,475,372	\$12,932,361	-	\$3,233,090	\$16,165,451		
Streets & Highways															
Estimated Operation & Maintenance Costs		\$15,045,814			\$49,764,976			\$82,746,466					Total Operations & Maintenance	\$147,557,256	
Estimated Project Cost (I-29 not included)	\$144,797,660	\$978,000	\$13,092,252	\$123,620,900	\$23,241,025	\$37,771,200	\$143,605,880	\$22,562,550	\$29,244,920	\$412,024,440	\$46,781,575	\$80,108,372	\$538,914,387		
Estimated Project Cost: I-29 Reconstruction	\$122,824,000	\$732,000	-	-	-	-	-	-	-	\$122,824,000	\$732,000	-	\$123,556,000		
Total Project Cost	\$267,621,660	\$1,710,000	\$13,092,252	\$123,620,900	\$23,241,025	\$37,771,200	\$143,605,880	\$22,562,550	\$29,244,920	\$534,848,440	\$47,513,575	\$80,108,372	\$662,470,387		
													Total Estimated Street & Highway Costs:	\$810,027,643	
														Total Estimated Expenditure	\$984,452,918

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S U M M A R Y

The MPO has developed the 2040 SIMPCO MPO LRTP utilizing cooperative involvement of various local, regional, state, and federal transportation organizations. The plan expresses the MPO objectives for achieving efficient transportation systems in the Metropolitan Planning Area. The document is multimodal and intermodal in its composition and will enable the transportation interests in the Metropolitan Planning Area to utilize it as a guide for future transportation planning and programming.

The LRTP is a working document and will continually be updated at least once every five years or as the need arises in order to serve as a guiding document of information addressing current and projected transportation needs for the Metropolitan Planning Area from a planning perspective. This LRTP will be used as a means of identifying areas of need and developing a means of addressing such. It is also the intent of the document to allow for citizen participation and the needs of the various transportation interests of the Metropolitan Planning Area.