SIOUX CITY METROPOLITAN AREA
IOWA- NEBRASKA- SOUTH DAKOTA

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2021 - 2024

SIOUXLAND INTERSTATE METROPOLITAN
PLANNING COUNCIL
METROPOLITAN PLANNING ORGANIZATION

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INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO), has developed a ***Transportation Improvement Program*** (TIP) for the Sioux City Metropolitan Planning Area (herein after referred to as the "Metropolitan Planning Area") consisting of the cities of Sioux City and Sergeant Bluff, Iowa; Dakota City and South Sioux City, Nebraska; and North Sioux City, South Dakota; and the unincorporated portions of Woodbury, Plymouth, Dakota, and Union Counties. This TIP was put together under the direction of the Federal Highway Administration, Federal Transit Administration, Iowa Department of Transportation (Iowa DOT), Nebraska Department of Transportation (NDOT), and South Dakota Department of Transportation (SDDOT), as a requirement of the Fixing America's Surface Transportation Act (FAST Act) which provides federal funding authorizations for highway network, highway safety, alternative modes and mass transportation through Fiscal Year 2020.

It is the purpose of the *MPO Transportation Improvement Program FY 2021-2024* to provide all citizens of the Metropolitan Planning Area, the FHWA, FTA, Iowa DOT, NDOT, and SDDOT with the Metropolitan Planning Area's multimodal and intermodal transportation improvements for the fiscal years 2021 through 2024. Preparation of the TIP consisted of compiling background information provided through the U.S. Census, U.S. DOT, Iowa DOT, NDOT, SDDOT and other named sources. The MPO was responsible for the preparation of this TIP, with guidance given by local and county officials, the MPO Transportation Technical Committee (TTC), Policy Board, through the input of environmental, cultural, other interested parties, and through citizen input. The purpose of a TIP is to serve as an organized structure of information on improvements to be made in the Metropolitan Planning Area to transportation and related systems, addressing the future needs, goals, and objectives of the Metropolitan Planning Area. This TIP is project specific and a programming document.

The information contained in the following pages will provide the Metropolitan Planning Area's transportation network improvements and a vision of the transportation network in the year 2024. The "Vision" was developed utilizing current transportation network characteristics, current and projected social, physical, environmental, and economical characteristics, as well as various local and county citizen participation, and local official involvement. Several local and regional meetings and a public input meeting were held throughout the development of *MPO Transportation Improvement Program FY 2021-2024* in order to encourage and receive a diversity of information and participation.

PLANNING FACTORS

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

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

STATUS REPORT OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2020

TABLE 1A: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2020 PROJECT (IOWA)

					FY2020, Pgmd Amnts in $1,000's					
SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FA	SWAP	Local	Special	Total	Dev't Status
MPO 29 / SIMPCO	18694	RGPL-PA29(RTP)--PL-97	RGLPL: SIMPCO: MPO Planning	SIMPCO Planning	560.00		168.00		728.00	On-going
Sioux City	19720	STP-ES-7057(672)--8I-97	On Milwaukee Railroad Shops Historic District,	Railroad and Museum trail improvements	450.00		113.00		563.00	In design to be let by September 30, 2020
Sioux City	25146	TAP-U-7057(686)--8I-97	Sioux City: Riverfront Trail Connection, connecting existing Lewis & Clark Trails to existing trail at Chris Larsen Park	Riverfront Trail Connection	1,116.00		577.00		1,693.00	Under construction with a September 30, 2020 completion date
Sioux City	29673	STP-U-7057(702)--70-97	In the city of Sioux City, On Glenn Ave Phase II, from South Cecelia Street to South Rustin Street		2,229.00		646.00		2,875.00	Awarded to Sioux City Engineering Co. To start construction this month
Sioux City	33889	STBG-SWAP-7057(704)--SG-9	On W 26TH ST, Over PERRY CREEK, from West 23rd Street N 1 miles to West Clifton Street S20 T89 R47	Myrtle Street Reconstruction		2,240.00	560.00		2,800.00	To be awarded 3/9/2020 to RP Constructors. To start in April.
Sioux City	35398	STBG-SWAP-7057(705)--SG-9	In the city of Sioux City, On South Fairmount Street, from Transit Avenue to Vine Avenue	South Fairmount Reconstruction Project		1,824.00	932.00		2,756.00	Under design by DGR. Construction to be let in December.
Sioux City	36933	TAP-U-7057(700)--8I-97	In the city of Sioux City, On Big Sioux/Highway 12 Trail, from Big Sioux	Big Sioux/Highway 12 Trail	300.00		200.00	100.00	600.00	In design to be let by September 30, 2020
Iowa Department of Transportation	38046	BRFN--20()--39-97	US 20: MORNINGSIDE AVE IN SIOUX CITY				492.00		492.00	Awarded
Iowa Department of Transportation	38048	BRFN--77()--39-97	US 77: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)				144.00		144.00	To be awarded in April
Iowa Department of Transportation	38144	IMN--29()--0E-97	I-29: BIG SIOUX RIVER IN SIOUX CITY (STATE SHARE)				294.00		294.00	To be awarded in April
Iowa Department of Transportation	38148	IMN--129()--0E-97	I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)				150.00		150.00	To be awarded in April
Iowa Department of Transportation	38157	IMN--29()--0E-97	I-29: RECONSTRUCTION IN SIOUX CITY				4,281.00		4,281.00	Awarded
Iowa Department of Transportation	39377	NHSX--12()--3H-97	IA 12: WAR EAGLE DR TO PACQUETTTE AVE IN SIOUX CITY (STATE SHARE)		1,760.00		440.00		2,200.00	Awarded
Iowa Department of Transportation	39380	NHSX-20()--3H-97	US 20: NEBRASKA TO US 75/IA 12 IN SIOUX CITY		8,528.00		2,132.00		10,660.00	Awarded
Iowa Department of Transportation	39384	IMN--129()--0E-97	I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)				71.00		71.00	Awarded

TABLE 1B: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2020 PROJECT (NEBRASKA)

Sponsor Name	Control Number	PN	Type of Work	FY, 2020 Pgmd Amnts in $1,000's				Dev't Status
				Federal	State	Local	Total	
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	$30.0	$0.0	$7.5	$37.5	On-going
SIMPCO			Planning-FHWA	$62.4	$0.0	$12.48	$74.9	On-going
SIMPCO			Planning-FTA	$7.0	$0.0	$1.41	$8.4	On-going
South Sioux City	CN 32275	NH-129-1(30)	South Sioux City Bridges- 5 bridges on I-129 at three locations	$10,700.0	$2,750.0	$0.0	$13,450.0	Rolled-over to FY 2021

TABLE 1C: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2020 PROJECT (SOUTH DAKOTA)

Sponsor	Project Number	PCN	Location of Project	Type of Improvement		Pgmd Amnts in $1,000's FY 20	Status
Union	IM 0291(129)0	05HF	I29- Strs Over the Big Sioux River at the Iowa/South Dakota State Line	Bridge Zone Painting	Project Total	1,394.00	Awarded 10/24/2019
					Federal Aid	1,268.00	
					State	126.00	
Regionwide	PH 0020(151)	04JM	Various location on the State System in the Mitchell Region	Durable Pavement Marking	Project Total	780.00	On-going
					Federal Aid	780.00	
					State	-	
Regionwide	PH 0020(192)	06TU	Various location on the local system in the Mitchell Region	Rumble stripes and High Grade Polymer	Project Total	1,045.00	On-going
					Federal Aid	1,045.00	
					State	-	
SIMPCO			FHWA Transportation Programs Planning		Project Total	60.20	On-going
					Federal Aid	49.30	
					Local	12.30	
Regionwide	PH 0020(193)	06TY	Various locations in the Mitchell Region	Radar speed Feedback Signs	Project Total	104.00	On-going
					Federal Aid	94.00	
					State	10.00	
Regionwide	PH 0020(202)	07A7	Various location on the State System in the Mitchell Region	Durable Pavement Marking	Project Total	780.00	On-going
					Federal Aid	780.00	
					State	-	
Areawide	NH-P 0023(55)	06EU	Various Locations throughout the Yankton Area	2020 Area Pipe Work Projects	Project Total	260.00	On-going
					Federal Aid	236.60	
					State	23.40	
Union	IM 0291(129)0	0728	I29 NB and SB from SD/IA boarder to Exit 4	Asphalt Concrete Resurfacing of Inside Shoulders	Project Total	1327	Awarded 12/11/2019
					Federal Aid	1,207.00	
					State	120.00	

TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2020 PROJECTS

PA	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	FY20_Ttl	FY20_FA	FY20_SA	Approval Status
MPO-29	5310	Sioux City	5325	Capital	Replacement	Vehicle	Unit#: 1348	Light Duty Bus (176" wb)	72,333	61,483	0	FTA Pre-Approved
MPO-29	5310	Sioux City	5326	Operations	Other	Other		Projects & Services Exceeding ADA Requirements Saturday Para Rides in SSC	17,354	8,677	0	FTA Post Approved
MPO-29	5311	MPO-29	1313	Planning	Misc	Other		FTA Planning	49,010	39,208	0	FTA Post Approved
MPO-29	5339	Sioux City	5307	Capital	Replacement	Vehicle	Unit#: 1331	New Project	459,200	390,320	0	FTA Post Approved
MPO-29	5339	Sioux City	5304	Capital	Replacement	Vehicle	Unit#: 1325	New Project	182,800	155,380	0	FTA Post Approved
MPO-29	5339	Sioux City	5317	Capital	Replacement	Vehicle	Unit#: 1351	New Project	483,300	410,805	0	FTA Post Approved
MPO-29	5339	Sioux City	5310	Capital	Replacement	Vehicle	Unit#: 1339	New Project	459,200	390,320	0	FTA Post Approved
MPO-29	5339	Sioux City	5302	Capital	Replacement	Vehicle	Unit#: 1302	New Project	459,200	390,320	0	FTA Post Approved
MPO-29	5339, 5307	Sioux City	5328	Capital	Other	Other		Automated Fare Collection Technology	120,000	96,000	0	FTA Post Approved
MPO-29	5339	Sioux City	5309	Capital	Replacement	Vehicle	Unit#: 1338	New Project	459,200	390,320	0	FTA Post Approved
MPO-29	5339	Sioux City	5314	Capital	Replacement	Vehicle	Unit#: 1343	New Project	483,300	410,805	0	FTA Post Approved
MPO-29	5339	Sioux City	5299	Capital	Replacement	Vehicle	Unit#: 1097	New Project	459,200	390,320	0	FTA Post Approved
MPO-29	5339, 5339	Sioux City	5306	Capital	Replacement	Vehicle	Unit#: 1330	New Project	664,642	564,946	0	TIP Approved
MPO-29	5339	Sioux City	5318	Capital	Replacement	Vehicle	Unit#: 1352	New Project	483,300	410,805	0	FTA Post Approved
MPO-29	5339	Sioux City	5316	Capital	Replacement	Vehicle	Unit#: 1350	New Project	483,300	410,805	0	FTA Post Approved
MPO-29	5339	Sioux City	5311	Capital	Replacement	Vehicle	Unit#: 1340	New Project	459,200	390,320	0	FTA Post Approved
MPO-29	5339	Sioux City	5303	Capital	Replacement	Vehicle	Unit#: 1324	New Project	182,800	155,380	0	FTA Post Approved
MPO-29	5339	Sioux City	5315	Capital	Replacement	Vehicle	Unit#: 1345	New Project	483,300	410,805	0	FTA Post Approved
MPO-29	5339	Sioux City	5313	Capital	Replacement	Vehicle	Unit#: 1342	New Project	483,300	410,805	0	FTA Post Approved
MPO-29	5339	Sioux City	5308	Capital	Replacement	Vehicle	Unit#: 1332	New Project	459,200	390,320	0	FTA Post Approved
MPO-29	5339	Sioux City	5320	Capital	Replacement	Vehicle	Unit#: 1354	New Project	483,300	410,805	0	FTA Post Approved
MPO-29	5339, 5339	Sioux City	5301	Capital	Replacement	Vehicle	Unit#: 1301	New Project	664,642	564,946	0	TIP Approved
MPO-29	5339	Sioux City	5305	Capital	Replacement	Vehicle	Unit#: 1326	New Project	182,800	155,380	0	FTA Post Approved
MPO-29	5339	Sioux City	5319	Capital	Replacement	Vehicle	Unit#: 1353	New Project	483,300	410,805	0	FTA Post Approved
MPO-29	5339, 5339	Sioux City	5300	Capital	Replacement	Vehicle	Unit#: 1300	New Project	664,642	564,946	0	TIP Approved
MPO-29	5339	Sioux City	5312	Capital	Replacement	Vehicle	Unit#: 1341	New Project	483,300	410,805	0	FTA Post Approved
MPO-29	STA, 5307	Sioux City	5291	Operations	Other	Other		Governor's apportionment for 5307 from IA, NE, & SD, and Iowa STA	3,843,133	1,753,120	336,893	FTA Post Approved
MPO-29	PTIG, 5307	Sioux City	5327	Operations	Other	Other		Transit Garage rehabilitation & repairs: LED Lighting Retrofit	169,000	0	135,200	FTA Post Approved
MPO-29	STA, 5307	Sioux City	5297	Capital	Replacement	Vehicle	Unit#: 1304	New Project	52,000	41,600	0	FTA Post Approved
MPO-29	PTIG, 5307	Sioux City	5330	Capital	Other	Other		MLK Heat Pump replacements: 3 or 4 Units	45,000	0	36,000	FTA Post Approved
MPO-29	5307	Sioux City	5329	Capital	Other	Other		Parking Lot Repairs & Concrete replacement at Transit Garage	170,000	136,000	0	FTA Post Approved
MPO-29	STA, 5307	Sioux City	5298	Capital	Replacement	Vehicle	Unit#: 1303	New Project	35,000	28,000	0	FTA Post Approved
MPO-29	PTIG, 5307	Sioux City	5296	Operations	Other	Other		MLK structural rehabilitation, concrete sealing, & repairs	75,000	0	60,000	FTA Post Approved
MPO-29	5307	Sioux City	5662	Operations	Rehabilitation	Other		MLK boiler repairs & rehabilitation	20,000	16,000	0	FTA Post Approved

TRANSPORTATION NETWORK IMPROVEMENTS

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

The Metropolitan Planning Area's population will likely increase by the year 2040, maintaining urban demographic characteristics. The Metropolitan Planning Area has seen population increases prior to 2000. The network will be planned and programmed, given the financial constraints placed upon the Metropolitan Planning Area, to meet the growing needs and demands of the citizens which will be utilizing the facilities and services, making up the Metropolitan Planning Area transportation network. The *MPO Transportation Improvement Program FY 2021-2024* provides for the general health, safety, and well-being of the citizens of the Metropolitan Planning Area.

FY 2021 Sioux City Transit System has programmed $15,129,098 with anticipated federal participation of $12,220,485 in capital purchases.

The intent of the *MPO Transportation Improvement Program FY 2021-2024* is to enable the Metropolitan Planning Area to create a multimodal and intermodal network that encourages and provides the distribution of people, goods, and services throughout the Metropolitan Planning Area and to points beyond the Sioux City Metropolitan Planning Area boundaries. In doing so, the Metropolitan Planning Area will meet international, national, state, and local transportation objectives. All projects are programmed using year of expenditure (YOE) dollars per the requirements of the FAST Act. Costs of future projects were determined using a 4% to 5% inflation rate and are calculated by the project sponsor.

SCHEDULE FOR SOLICITATION OF PROJECT APPLICATIONS AND EVALUATION

- November 1, 2019 - TTC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 10, 2020 – SIMPCO staff sends out Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) applications to county/city engineers and other interested parties via the public participation list. Applications are also available via email and on the SIMPCO website (www.simpco.org)
- February 7, 2020 - STBG and TAP Application Deadline
- February 12, 2020 - February 27, 2020 - Project evaluation by SIMPCO staff
- March 3, 2020- Project presentations by applicants. Project recommendation to Policy Board by TTC.
- March 5, 2020 – Project selection and approval by Policy Board
- May 6, 2020 – May 7, 2020 - Draft TIP Tables presented to TTC and Policy Board
- May 11, 2020 - Draft TIP available at SIMPCO office and website and public comment period begins.
- May 29, 2020 – Draft TIP to TTC and Policy Board and to Iowa DOT, Nebraska DOT, South Dakota DOT, FHWA and FTA
- June 16, 2020 – Public Input Meeting
- July 8, 2020 - Final TIP to TTC for review and recommendation
- July 9, 2020 - Final TIP to Policy Board for approval
- July 15, 2020 – Final TIP sent to Iowa Department of Transportation, Nebraska Department of Transportation and South Dakota Department of Transportation for inclusion in the Statewide Transportation Improvement Programs (STIP)
- October 2020 – Letters to the Offices of Program Management and Public Transit sent out. Requesting that the STBG funds programmed for transit be transferred to FTA.

STBG APPLICATION PROCESS

The SIMPCO MPO is one of few tri-state MPO's across the nation. The process to select and prioritize STBG projects can vary from state to state. Below is the process for STBG projects by each state within the SIMPCO MPO.

IOWA

1. ***Application.*** Iowa members and organizations within the Metropolitan Planning Area will be informed when requests for STBG/SWAP 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/SWAP, 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 mid-January and due back to staff in mid-February. Any application received past its deadline will be considered for the following year's application cycle.

2. ***Qualifying Criteria. To be eligible as a Surface Transportation Block Grant/SWAP 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

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 http://www.fhwa.dot.gov/map21/guidance/guideSTBG.cfm

Projects must have an assured local (non-federal funds) match of at least 20 percent of the estimated total cost of the proposed project.
Fixing America's Surface Transportation (FAST) Act requires a non-federal match of at least 20 percent of project costs. Assurance of this required local match by the proposer at the time of the application indicates a necessary level of support by the proposer to immediately proceed with the project development and implementation.

Projects must be submitted through/by counties or incorporated cities.
All FAST ACT federal funds received by the State of Iowa will be received and disbursed by the Iowa Department of Transportation (Iowa DOT). With FAST ACT, projects within smaller cities and towns may now be eligible for federal aid. STBG 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 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. If an applicant decides to participate in Iowa's SWAP program, then the eligible roads expands to the Farm to Market system. 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 District 3 Office in Sioux City to check eligibility.

3. ***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 10 points (Question 1)***
2. ***Comprehensive Design 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 Fixing America's Surface Transportation (FAST) Act 5 points***

   It is important to implement quality projects. Relative to the FAST ACT, quality is defined by the declaration of policy included in the act:

   "FAST ACT creates a streamlined performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protection the environment, and reducing delays in project delivery."

FAST ACT links transportation plans, programs, and projects to the goals of preserving community quality and protecting the environment. Surface Transportation Block Grant 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) 10 points***

   The demand for Surface Transportation Block Grant Program and SWAP 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 STBG Program funds for poorer communities is also a concern. Therefore, the maximum local (non-federal funds) share is capped at 50 percent. And the maximum points given to this prioritizing criterion are sufficiently low to fund projects that score well on the remaining prioritizing criteria.

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 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 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 and economic development (Question 7) 20 points***

   Surface Transportation Block Grant 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. Project Average Annual Daily Traffic and the projected Average Annual Daily Traffic (Question 10)

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

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

11. 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

12. Project Accident Rate (Question 13) 8 points

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

POSSIBLE TOTAL POINTS: 100

4. ***Transportation Technical Committee Recommendation.*** The Transportation Technical Committee will review the recommendations from staff, may discuss significance of projects, and hear any input from Transportation Technical Committee members, organizations, agencies or the public. A funding recommendation from the Transportation Technical Committee will then be presented to the Policy Board. This process is typically done in March.
5. ***Policy Board Action.*** The Policy Board will receive projects scores along with recommendations from staff, the Transportation Technical Committee recommendation, any discussion on significance of projects, and any further input from members, organizations, agencies or the public. At that point, the Policy Board will make a final decision for the Iowa STBG funds. Projects will be selected within limitations of funding or "target amounts" that is calculated by the Iowa Department of Transportation.
6. ***Transportation Improvement Program.*** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the Iowa DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Iowa DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

NEBRASKA

1. ***Application.*** Nebraska members and organizations within the Metropolitan Planning Area will complete a copy of the DR Form 530 for STBG funds.
2. ***SIMPCO approval.*** Once the DR Form 530 is completed by a member, it must be submitted to the SIMPCO MPO Executive Director for an approval signature. The MPO approval will be based on the status of the STBG quarterly report that the Nebraska Department of Transportation shall send to the MPO that reports the Urban STBG funds available for Nebraska members to utilize.
3. ***Nebraska Department of Transportation Approval.*** After SIMPCO approval, the application will be sent for the Nebraska DOT to review. Once the project has been approved by the Nebraska DOT, both SIMPCO and the Nebraska member will receive a project Control Number.
4. ***Transportation Improvement Program.*** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the Nebraska DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Nebraska DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP

amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

South Dakota

1. ***STBG Resolution and TAP Application.*** South Dakota members submit a Resolution to the South Dakota Department of Transportation (DOT) to request STBG. SIMPCO requests a copy of the resolution to have on file when sent to the South Dakota DOT.
2. ***South Dakota Department of Transportation Approval.*** Once the project has been approved by the South Dakota DOT, both SIMPCO and the South Dakota member will receive a project Control Number.
3. ***Transportation Improvement Program.*** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the South Dakota DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the South Dakota DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

TRANSPORTATION ALTERNATIVES PROGRAM

Fixing America's Surface Transportation (FAST) Act has grouped the Transportation Enhancement funds under a new program called Transportation Alternatives. Transportation enhancement activities no longer are required to be a part of the Surface Transportation Block Grant Program where 10 percent of the STBGP apportionment is required for transportation enhancement. The Transportation Alternatives Program is funded at a level equal to 2 percent of the FHWA funding. Each of the three states within the SIMPCO MPO have a different TAP process, they are outlined below:

IOWA

1. ***Application.*** Iowa members and organizations within the Metropolitan Planning Area will be informed when requests for Iowa's TAP 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 and other guidance will be available at all times on the Iowa DOT website: https://iowadot.gov/systems_planning/grant-programs/transportation-alternatives. The following is a checklist of things that must be included in a TAP application for it to be valid:
    i. A completed application form. Form 240004 Application Form for Iowa's Transportation Alternatives Program (TAP) Funds is available on the Iowa DOT website.
    ii. A narrative assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification as described in the application form. The narrative also requires a discussion of Martha6969!topics like how the project will enhance connectivity, project readiness, and environmental conditions among others.
    iii. A detailed map identifying the location of the project.
    iv. A sketch-plan of the project, including cross-section for bicycle or pedestrian facilities.
    v. Digital photographs
    vi. An itemized breakdown of the total project costs.
    vii. A time schedule for the total project development.
    viii. An official endorsement of the project from the authority to be responsible for its maintenance and operation according to the requirements included in the application form. For infrastructure projects, this includes assurance that the facility will be adequately maintained in public use for a minimum of 20 years. For cities, counties, or other political subdivisions, this endorsement is required to be in the form of a fully executed resolution by the elected body or board as applicable.
    ix. If applicable, a letter of support for the project from the scenic or historic byway board.
    x. If applicable, information about the affected school(s) and student travel information for a SRTS project.
    xi. A narrative discussing the public input process that was followed and public acceptance as well as a discussion of local and regional planning efforts, partnership, and stakeholder involvement.
    xii. If the project will include construction within Iowa DOT right-of-way, a letter of support from the Iowa DOT District Office is required

xiii. Minority Impact Statement

While agencies or organizations may apply for TAP funds, 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 mid-January and due back to staff in mid-February. Any application received past its deadline will be considered for the following year's application cycle.

2. ***Eligibility requirements.*** Once all applications have been received by SIMPCO staff, applications will be sent to the Iowa DOT for an eligibility check, see the application checklist for these requirements. The Iowa DOT will then return confirmation of eligibility and provide any comments on the application back to SIMPCO.
3. ***Scoring.*** SIMPCO staff these projects will be evaluated and scored according to the qualifying and priority criterion which is listed in the TIP and Iowa DOT comments. 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.
6. ***Transportation Improvement Program.*** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the Iowa DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Iowa DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

NEBRASKA

1. ***Application.*** Nebraska members and organizations within the Metropolitan Planning Area will complete TAP Intent to Apply Form, TAP Draft Application Form, and a TAP Final Application Form. The Transportation Alternatives applications can be found on the Nebraska DOT website at: http://dot.nebraska.gov/business-center/lpa/projects/programs/tap/

2. ***SIMPCO approval.*** Once the TAP Final Application Form is completed by a member, it must be submitted to the MPO Transportation Planning Director for an approval signature.
3. ***Nebraska Department of Transportation Approval***. After SIMPCO approval, the application will be sent for the Nebraska DOT to review. Once the project has been approved by the Nebraska DOT, both SIMPCO and the Nebraska member will receive a project Control Number.
4. ***Transportation Improvement Program.*** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the Nebraska 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: http://www.sddot.com/services/transalt/
2. ***South Dakota Department of Transportation Approval***. Once the project has been approved by the South Dakota DOT, both SIMPCO and the South Dakota member will receive a project Control Number.
3. ***Transportation Improvement Program.*** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the South Dakota DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the South Dakota DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS – PRIORITY CRITERIA (IOWA)

Each of the following ten 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. ***The degree to which the proposed project fulfills the intent of the FAST Act 5 points***

   It is important to implement quality projects. Relative to the FAST Act, quality is defined by the declaration of policy included in the act:

   > ”The FAST Act creates a streamlined performance-based and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protection the environment, and reducing delays in project delivery.”

   The FAST Act links transportation plans, programs, and projects to the goals of preserving community quality and protecting the environment. Transportation alternatives program projects should provide leadership by example for this new direction in federal transportation policy.

2. ***Projects which qualify in two or more of the eligible categories of transportation alternatives identified in the FAST Act process 5 points***

   There are several eligible categories identified for transportation enhancements in the FAST Act. With limited funding available, it is in the region’s best interest to give some funding priority to projects that accomplish multiple objectives.

3. ***Projects with an assured match (non-FHWA funds) in excess of 20 percent 10 points***

   A number of agencies in Iowa currently solicit, prioritize, and select transportation alternatives type projects. The demand for transportation alternatives program funds far exceeds the amount made available to Iowa. Providing a modest incentive for the applicant agency(ies) to exceed the minimum 20 percent required match (non-FHWA funds) would enable leveraging implementation of more projects in more locations throughout the state. Providing equitable access to transportation alternatives program funds for poorer communities is also a concern. And the maximum points given to this prioritizing criterion are sufficiently low to fund projects that score well on the remaining prioritizing criteria.

4. ***Projects with components which have already been funded and/or implemented from other funding sources, especially projects for which proposed transportation alternatives would complete a larger project, concept, or plan 5 points***

   There may be a number of larger projects that are missing a key or final element. Funding these missing elements with transportation alternatives program funds would provide additional benefits to funded projects.

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

   There are a number of processes in Iowa that have solicited, prioritized, and selected transportation alternatives type projects for a

decade or more. 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.

6. ***Projects which demonstrate a regional impact including tourism and economic development 20 points***

   Transportation alternatives funds are federal funds. The amount of funds is limited and is probably not sufficient to fund all projects submitted. 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. It is suggested to the applicant agency(ies) that projects with statewide impact and benefit should apply directly to Iowa DOT for Statewide Recreational Trails Project Funding.

7. ***Status of Land Acquisition 5 points***

   The status of land acquisition (if applicable) will be evaluated based on the progression of acquisition.

8. ***Facility Category 25 points***

   All projects funded with transportation alternatives program funds will be assessed according to how the proposed facility fits into the community and region. Five different criteria will be evaluated:
   Connection – Does the project connect with an existing facility, proposed facility, or area of interest?
   Development – Is this a brand new development?
   Extension – Is this an extension of an existing facility?
   Upgrade – Is this project to upgrade an existing facility?
   Combination – Two or more of the above criteria?

9. ***Is this project currently in the Long Range Transportation Plan? 10 points***

10. ***Project development status, at time of application, with regards to the federal and other processing requirements appropriate to the proposed project 10 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.

COUNTY BRIDGE PROJECTS

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

WOODBURY COUNTY:

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

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

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

PLYMOUTH COUNTY:

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

PERFORMANCE BASED PLANNING

With the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, and continuing in the FAST Act, states and MPO's are required to use performance based transportation planning practices. MPO TIPs will be required to document compliance with each of the performance based planning categories those categories include:

- Safety (PM I)

  Rather than setting its own 2014-2018 safety targets, the SIMPCO MPO has chosen to support the Iowa DOT's, Nebraska DOT's and South Dakota DOT's safety targets as published in the Iowa Highway Safety Improvement Program (HSIP) 2017 Annual Report, the Nebraska HSIP 2017 Annual Report and the South Dakota HSIP 2017 Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program. Any Iowa DOT, Nebraska DOT or South Dakota DOT sponsored HSIP projects within the MPO area were selected based on safety performance measures and were approved by the Iowa, Nebraska and South Dakota Transportation Commissions. The Iowa, Nebraska and South Dakota DOTs conferred with numerous stakeholder groups, including the SIMPCO MPO, as part of its target setting process. Working in partnership with local agencies, Iowa and South Dakota DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. Iowa, Nebraska and South Dakota DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The Iowa, Nebraska and South Dakota DOTs continue to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

- Pavement and Bridge (PM II)

  Rather than setting its own pavement and bridge targets, the SIMPCO MPO has chosen to support the Iowa, Nebraska and South Dakota DOT's pavement and bridge targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

  Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT's Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP will also integrate the pavement and bridge performance targets.

  The Iowa DOT conferred with numerous stakeholder groups, including SIMPCO and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

- System and Freight Reliability (PM III)
  Rather than setting its own system and freight reliability targets, the SIMPCO MPO has chosen to support the Iowa, Nebraska and South Dakota DOT's system and freight reliability targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

  The Iowa DOT conferred with numerous stakeholder groups, including the SIMPCO MPO as part of its target setting process. Variability within the existing travel time dataset was used to forecast future condition. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the freight investment plan and programmed in the STIP were highly-ranked freight bottlenecks.

- Transit
  Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Sioux City Transit System (SCTS) processes for prioritizing facility & capital projects.

A. *Non-rolling stock capital projects. The City requires an annual Capital Improvement Plan for each department. This exercise identifies any asset worth more than $25K that is desirable to replace or to procure. Multiple administrative staff meetings are conducted to identify, sort, and to find agreement. The rank order to prioritize is facility/building, unique project, infrastructure, and equipment. Operating goals & objectives help to focus the need & timing for capital assets. Each element is analyzed to understand if and how it fits into the plan. With the advent of Transit Asset Management (TAM) requirements, asset performance measures have been identified – that also help determine priorities. Capital projects include funding type. When needed, transit requests that Abated General Obligation bonding is put in place for a given fiscal year. These final assets choices are then placed into the TIP to best position SCTS should grant funding be awarded – especially the public transit infrastructure grant (PJTIG). Sometimes, desirable new projects arise that were not foreseen, or are*

ad hoc opportunities that come along due to a federal competitive grant, City Council Action, by a vendor action, or through a need from another transit agency.

B. *Rolling stock. The IDOT PTMS process determines which bus is replaced. The minimum required miles for each vehicle are carefully monitored to ensure they are achieved. SCTS uses a sinking fund procedure to ensure the local match for any vehicle is always available.*

SCTS will adopt Transit State of Good Repair (SGR) targets annually. SIMPCO MPO will support the SCTS SGR targets.

PUBLIC PARTICIPATION PROCESS

The purpose of a Transportation Improvement Program (TIP) is to serve as an organized structure of information on improvements to be made in the Metropolitan Planning Area to transportation. The Transportation Improvement Program is updated annually with the exception for updating the plan with amendments to the document. The following is a general guideline process for the Transportation Improvement Program:

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

TABLE 3A IOWA PROJECTS (2021-2024)

2021											
							Pgmd Amnts in $1,000's				
ID	Name	Project Number	Location	Sponsor	Approval Level	Funding Program	FA	SWAP	Local	Special	Total
35398	South Fairmount Reconstruction Project	STBG-SWAP-7057(705)--SG-97	In the city of Sioux City, On South Fairmount Street, from Transit Avenue to Vine Avenue	Sioux City	In Prep	SWAP-STBG		1824	932		2756
36655	Stone Park Boulevard Reconstruction	STBG-SWAP-7057()--SG-97	In the city of Sioux City, On Stone Park Blvd, from West Clifton St to Idlewood Avenue	Sioux City	Submitted	SWAP-STBG		1288	322		1610
36656	First Street Reconstruction	STBG-SWAP-6890(610)--SG-97	In the city of Sergeant Bluff, On First Street, from Port Neal Road to C Street	Sergeant Bluff	Submitted	SWAP-STBG		1400	600		2000
38046		BRFN--20()--39-97	US 20: MORNINGSIDE AVE IN SIOUX CITY	Iowa Department of Transportation	In Prep	PRF			492		492
38144		IMN--29()--0E-97	I-29: BIG SIOUX RIVER IN SIOUX CITY (STATE SHARE)	Iowa Department of Transportation	In Prep	PRF			294		294
38149		IMN--129()--0E-97	I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	Iowa Department of Transportation	In Prep	PRF			4970		4970
38157		IMN--29()--0E-97	I-29: RECONSTRUCTION IN SIOUX CITY	Iowa Department of Transportation	In Prep	PRF			4281		4281
39377		NHSX--12()--3H-97	IA 12: WAR EAGLE DR TO PACQUETTTE AVE IN SIOUX CITY (STATE SHARE)	Iowa Department of Transportation	In Prep	NHPP	1760		440		2200
39380		NHSX-20()--3H-97	US 20: NEBRASKA TO US 75/IA 12 IN SIOUX CITY	Iowa Department of Transportation	In Prep	NHPP	8528		2132		10660
39382		NHSN--20()--2R-97	US 20: US 75/IA 12 INTERCHANGE IN SIOUX CITY	Iowa Department of Transportation	In Prep	PRF			60		60
39383		IMN--29()--0E-97	I-29: I-129 INTERCHANGE IN SIOUX CITY	Iowa Department of Transportation	In Prep	PRF			874		874
39384		IMN--129()--0E-97	I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	Iowa Department of Transportation	In Prep	PRF			71		71
38048		BRFN--77()--39-97	US 77: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	Iowa Department of Transportation	In Prep	PRF			72		72
38148		IMN--129()--0E-97	I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	Iowa Department of Transportation	In Prep	PRF			50		50
18694		RGPL-PA29(RTP)--PL-97	RGLPL: SIMPCO: MPO Planning	MPO 29 / SIMPCO	Submitted	PL	142.228		128.763		270.991

2022											
							Pgmd Amnts in $1,000's				
ID	Name	Project Number	Location	Sponsor	Approval Level	Funding Program	FA	SWAP	Local	Special	Total
32763	Port Neal Road Improvement	STBG-SWAP-C097(K25)--FG-97	On K25, from Relocated Port Neal Road South 1.8 Miles to Gelita Plant Entrance, Sec 7 and 18 T87 R47	Woodbury County	Submitted	SWAP-STBG	762	2125			2887
37828	Dodge Ave Reconstruction	STBG-SWAP-7057()--SG-97	In the city of Sioux City, On Dodge Ave, from South Rustin St to South Cecelia St	Sioux City	Submitted	SWAP-STBG		1040	260		1300
37829	Hamilton Blvd Reconstruction	STBG-SWAP-7057()--SG-97	In the city of Sioux City, On Hamilton Blvd, from Buckwalter Drive to Sioux City city limits	Sioux City	Submitted	SWAP-STBG		972	243		1215
38311	South Cecelia Reconstruction	STBG-SWAP-7057()--SG-97	In the city of Sioux City, On South Cecelia St, from Dodge Ave to Morningside Ave	Sioux City	Submitted	SWAP-STBG		117	733		850
44954	Bridge E-6 Replacement	BRS-SWAP-C097(E-6)--FF-97	On D 12, Over CREEK, from Barker Avenue E 0.05 miles in Sectiion 7 T89N R46W	Woodbury County	TIP Approved	SWAP-HBP		450			450
18694	SIMPCO Planning	RGPL-PA29(RTP)--PL-97	RGLPL: SIMPCO: MPO Planning	MPO 29 / SIMPCO	Submitted	PL	142.228		128.763		270.991
38048		BRFN--77()--39-97	US 77: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	Iowa Department of Transportation	In Prep	PRF			36		36
38148		IMN--129()--0E-97	I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	Iowa Department of Transportation	In Prep	PRF			50		50

2023											
							Pgmd Amnts in $1,000's				
ID	Name	Project Number	Location	Sponsor	Approval Level	Funding Program	FA	SWAP	Local	Special	Total
38873	South Rustin Street Reconstruction	STBG-SWAP-7057()--SG-97	In the city of Sioux City, On South Rustin Street, from Leech Avenue to Dodge Avenue	Sioux City	Submitted	SWAP-STBG		1407	352		1759
38874	Rebecca Street Reconstruction	STBG-SWAP-7057()--SG-97	In the city of Sioux City, On Rebecca Street, from West 16th Street to Villa Avenue	Sioux City	Submitted	SWAP-STBG		1158	381		1539
39148	The Loess Hills Scenic Trail	TAP-R-6890()--8T-97	The Loess Hills Scenic Trail (Phase 1), Sergeant Bluff, from Barker Park to South Ridge Road	Sergeant Bluff	Submitted	STBG-TAP	183		260.25		855
39378		NHSX--20()--3H-97	US 20: US 75/IA 12 IN SIOUX CITY TO LITTLE WHISKEY CR (EB & WB)	Iowa Department of Transportation	In Prep	NHPP	8801		2200		11001
18694	SIMPCO Planning	RGPL-PA29(RTP)--PL-97	RGLPL: SIMPCO: MPO Planning	MPO 29 / SIMPCO	Submitted	PL	142.228		128.763		270.991
38048		BRFN--77()--39-97	US 77: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	Iowa Department of Transportation	In Prep	PRF			36		36
38148		IMN--129()--0E-97	I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	Iowa Department of Transportation	In Prep	PRF			50		50

2024											
							Pgmd Amnts in $1,000's				
ID	Name	Project Number	Location	Sponsor	Approval Level	Funding Program	FA	SWAP	Local	Special	Total
18694	SIMPCO Planning	RGPL-PA29(RTP)--PL-97	RGLPL: SIMPCO: MPO Planning	MPO 29 / SIMPCO	Submitted	PL	142.228		128.763		270.991
39148	The Loess Hills Scenic Trail	TAP-R-6890()--8T-97	The Loess Hills Scenic Trail (Phase 1), Sergeant Bluff, from Barker Park to South Ridge Road	Sergeant Bluff	Submitted	STBG-TAP	125		260.25		385.25

TABLE 3B NEBRASKA PROJECTS (2021-2024)

				Inclusion in this DOES NOT guarantee Federal Aid Eligibility						
Sponsor Name	Program	Control Number	Project Description	Phase of Work	Pgmd Amnts in $1,000's				Year	Comments
					Federal	State	Local	Total		
South Sioux City	HSIP - Highway Safety Improvement Program		Placeholder for future safety projects that will be	Const/CE	$30.0	$0.0	$7.5	$37.5	2021	
					$30.0	$0.0	$7.5	$37.5	2022	
				Total Costs	**$60.0**	**$0.0**	**$15.0**	**$75.0**		
South Sioux City	NH - National Highway System	32307	Missouri River Bridge, South Sioux City, Bridge deck overlay		$6,134.0	$0.0	$0.0	$6,134.0	2021	
				Total costs	**$6,134.0**	**$0.0**	**$0.0**	**$6,134.0**		
SIMPCO	PL - Metropolitan Planning			Planning	$99.7	$0.0	$27.51	$74.9	2021	
				Planning	$64.6	$0.0	$27.51	$74.9	2022	
				Planning	$64.6	$0.0	$27.51	$74.9	2023	
				Planning	$64.6	$0.0	$27.51	$74.9	2024	
				Total Costs	**$293.6**	**$0.0**	**$110.0**	**$299.5**		
South Sioux City	NH - National Highway System	CN 32275	NH-129-(30): South Sioux City Bridges - 5 bridges on I-129 at three locations	PE	$0.0	$350.0	$0.0	$350.0	2021	
				Const/CE	$10,700.0	$2,400.0	$0.0	$13,100.0		
				Total Costs	**$10,700.0**	**$2,750.0**	**$0.0**	**$13,450.0**		
SIMPCO	FTA 5303 - Metropolitan Planning		Planning	Planning	$8.3	$0.0	$2.08	$8.4	2021	
				Planning	$8.3	$0.0	$2.08	$8.4	2022	
				Planning	$8.3	$0.0	$2.08	$8.4	2023	
				Planning	$8.3	$0.0	$2.08	$8.4	2024	
				Total Costs	**$33.2**	**$0.0**	**$8.3**	**$33.8**		

TABLE 3C SOUTH DAKOTA PROJECTS (2021-2024, $1000)

Sponsor	Project Number	PCN	Location of Project	Type of Improvement	FY 21				FY 22				FY 23				FY 24			
					Project Total	Federal Aid	State	Local	Project Total	Federal Aid	State	Local	Project Total	Federal Aid	State	Local	Project Total	Federal Aid	State	Local
SDDOT	IM 0909(93)379 , IM 0291(127)0	06XW 04NL	I-90 - Sioux Falls Areas 1-29 - Mitchell Region	Crossroad improvements	$1,799	$1,601	$198													
SIMPCO			FHWA Transportation Programs Planning		$69.2	$56.7		$12.5	$69.2	$56.7		$12.5	$69.2	$56.7		$12.5	$69.2	$56.7		$12.5
SDDOT	IM 0291(131)18	065L	I29N - Strs 1.6 of the North Sioux City Interch (Exit 1): Elk Point Interch; 0.2 N of the Elk Point Interch over RR	Polymer Chip Seal, Replace Abutments, Berm Repair, Preplace Joints, Approach Slabs, Approach Pavement, Approach Guardrail, End Blocks					$1,732	$1,576	$156									
SDDOT	PH 0020 (162)	04kF	Various location on the State System in the Mitchell Region	Durable Pavement Marking	$796	$796	$0													
SDDOT	PH0020(177)	04HG	Various locations in the Mitchell Region	Interstate Median Protection for Mitchell Region	$1,051	$946	105													
SDDOT	PH 0020 (396)	06TQ	Various Location on the state and local systems in the Aberdeen, Pierre, and Mitchell Regions	High Friction Surface Treatment	$1,061	$955	$106													
SDDOT	PH 0020(203)	07A8	Various location on the State System in the Mitchell Region	Durable Pavement Marking	$796	$796	$0													
SDDOT	PH 0020(196)	06U7	Various location on the local system in the Mitchell Region	Rumble stripes and High Grade Polymer Pavement Markings					$433	$433	$0									
SDDOT	PH 0020(204)	07A9	Various location on the State System in the Mitchell Region	Durable Pavement Marking					$812	$812	$0									
SDDOT	PH 0020(165)	05G8	Various locations on the State System in the Mitchell Region	Durable Pavement Marking									$828	$828	$0					
SDDOT	PH 0020(183)	05GJ	Mitchell Region	Corridor Signing, PE									$1,104	$1,104	$0					
SDDOT	PH 000S(403)	06U2	Various Location on the state and local systems in the Aberdeen, Pierre, and Mitchell Regions	High Friction Surface Treatment									$1,656	$1,490	$166					
SDDOT	P 0020(205)	07CV	Various locations throughout the Mitchell Region	2023 Regionwide Approach Slab Repair									$1,104	$905	$199					
Union	P 000S(00)227	04M5	Various locations in the Mitchell Region	County Pavement Marking	$900		$223	$677												
Union	P 000S(00)	07DN	Various locations in the Mitchell Region	County Pavement Marking					$901		$223	$678								
Union	P 000S(00)	07DT	Various locations in the Mitchell Region	County Pavement Marking									$900		$223	$677				
SDDOT	PH0020()	06UA	Various locations on the local system in the Mitchell Region	Rumble Stripes and High Grade Polymer Pavement Markings													$450	$450		
SDDOT	PH0020 ()	07A2	Mitchell Region	Intersection Improvements													$169	$152	$17	
Union	P000s(00)	07DX	Regionwide	County Pavement Marking													$900		$223	$677

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

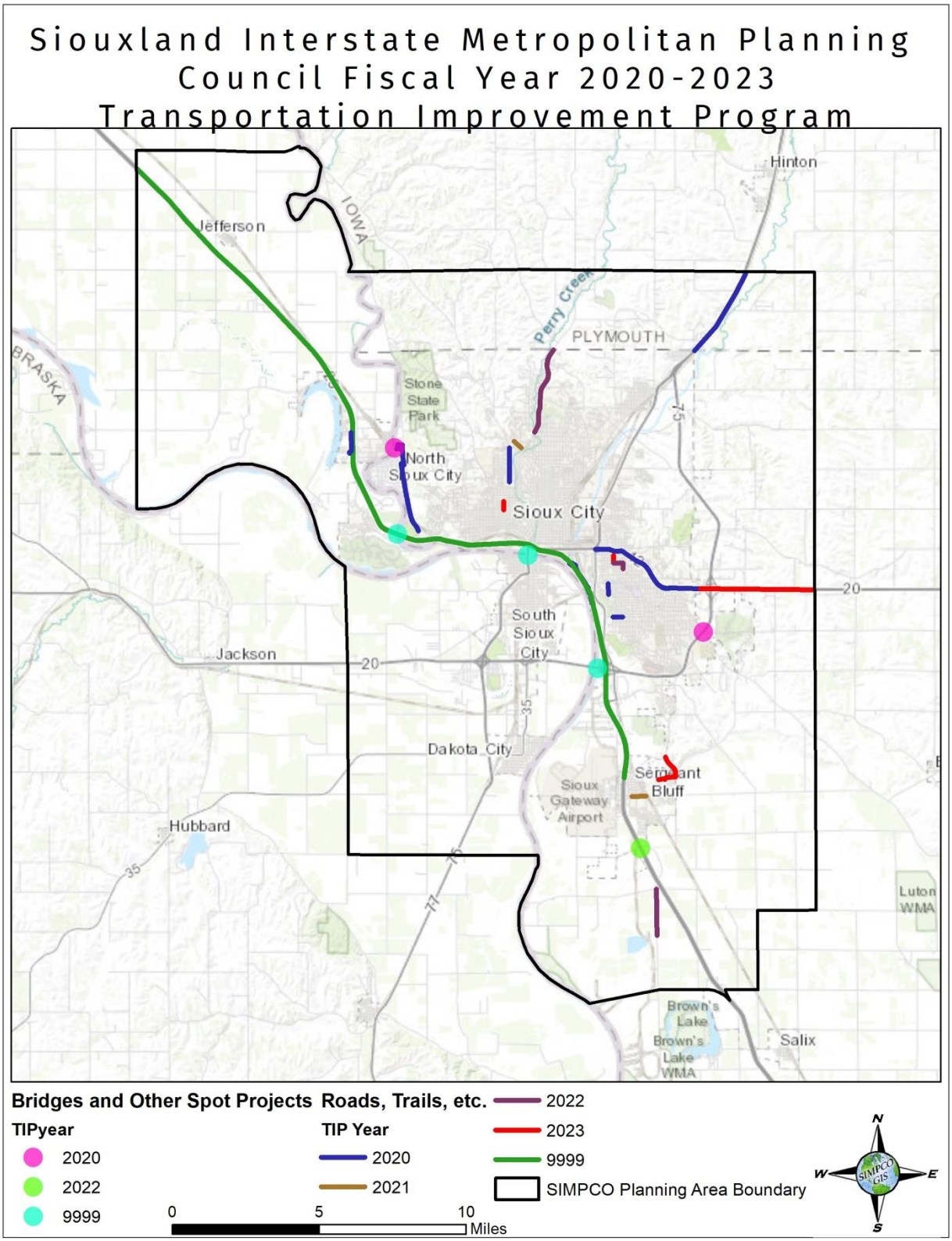

TABLE 4: FEDERAL TRANSIT ADMINISTRATION ELEMENT

MPO-29 / SIMPCO (25 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5311	MPO-29	1313	FTA Planning	**Total**	45,576	45,576	45,576	45,576
		Planning		**FA**	36,461	36,461	36,461	36,461
		Misc		**SA**				
PTIG, 5307	Sioux City	5688	MLK Structural Rehabilitation, concrete sealing, and concrete repairs	**Total**	75,000			
		Operations		**FA**				
		Other		**SA**	60,000			
5339	Sioux City	5691	New Transit Maintenance & Storage Facility	**Total**	9,513,971			
		Capital		**FA**	7,547,337			
		Replacement		**SA**				
STA, 5307	Sioux City	5812	Governor's apportionment for 5307 from IA, NE, & SD plus Iowa STA	**Total**	3,761,249			
		Operations		**FA**	1,694,749			
		Other		**SA**	371,751			
5310	Sioux City	5814	Light Duty Bus (176" wb)	**Total**	72,333			
		Capital	UFRC, VSS	**FA**	61,483			
		Replacement	Unit #: 1349	**SA**				
5307, 5339	Sioux City	5815	Automated Fare Collection Hardware, Software & Technology	**Total**	150,000			
		Capital		**FA**	120,000			
		Other		**SA**				
5310	Sioux City	5816	Capital Expenditure for ADA improvements to Bus Shelters and Bus Stop Areas	**Total**	94,194			
		Capital		**FA**	75,355			
		Expansion		**SA**				
5310	Sioux City	5817	Projects & Svc Exceeding ADA Requirements, Saturday SSC Demand Response Rides	**Total**	12,000			
		Operations		**FA**	6,000			
		Other		**SA**				
5307	Sioux City	5818	Garage Parking Lot concrete replacement - Phase III	**Total**	170,000			
		Capital		**FA**	136,000			
		Replacement		**SA**				
PTIG, 5307	Sioux City	5819	MLK Heat Pump Replacement: five units	**Total**	85,000			
		Capital		**FA**				
		Replacement		**SA**	68,000			
PTIG, 5307	Sioux City	5820	MLK Boiler and Chiller repairs and replacement	**Total**	30,000			
		Capital		**FA**	24,000			
		Replacement		**SA**				
5307	Sioux City	5821	New Project	**Total**	45,000			
		Capital		**FA**	36,000			
		Replacement	Unit #: 1303	**SA**				
5307	Sioux City	5823	New Project	**Total**	60,000			
		Capital		**FA**	48,000			
		Replacement	Unit #: 1304	**SA**				
5339, 5307	Sioux City	5825	Medium Duty Bus (29-32 ft.)	**Total**	199,800			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	169,830			
		Replacement	Unit #: 1324	**SA**				
5339, 5307	Sioux City	5826	Medium Duty Bus (29-32 ft.)	**Total**	199,800			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	169,830			

MPO-29 / SIMPCO (25 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5339, 5307	Sioux City	5827	Medium Duty Bus (29-32 ft.)	**Total**	199,800			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	169,830			
		Replacement	Unit #: 1326	**SA**				
5339, 5307	Sioux City	5828	Heavy Duty Bus (35-39 ft.)	**Total**	459,200			
		Capital		**FA**	390,320			
		Replacement	Unit #: 1331	**SA**				
5339, 5307	Sioux City	5829	Heavy Duty Bus (35-39 ft.)	**Total**	469,200			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	398,820			
		Replacement	Unit #: 1332	**SA**				
5339, 5307	Sioux City	5830	Heavy Duty Bus (35-39 ft.)	**Total**	469,200			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	398,820			
		Replacement	Unit #: 1338	**SA**				
5339, 5307	Sioux City	5831	Heavy Duty Bus (35-39 ft.)	**Total**	469,200			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	398,820			
		Replacement	Unit #: 1339	**SA**				
5339	Sioux City	5832	Heavy Duty Bus (35-39 ft.)	**Total**	469,200			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	398,820			
		Replacement	Unit #: 1340	**SA**				
5339, 5307	Sioux City	5833	Heavy Duty Bus (40-42 ft.)	**Total**	493,300			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	419,305			
		Replacement	Unit #: 1341	**SA**				
5339, 5307	Sioux City	5835	Heavy Duty Bus (40-42 ft.)	**Total**	493,300			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	419,305			
		Replacement	Unit #: 1352	**SA**				
5339, 5307	Sioux City	5836	Heavy Duty Bus (40-42 ft.)	**Total**	493,300			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	419,305			
		Replacement	Unit #: 1353	**SA**				
5339	Sioux City	5837	Heavy Duty Bus (40-42 ft.)	**Total**	493,300			
		Capital	Diesel, UFRC, VSS, Low Floor	**FA**	419,305			
		Replacement	Unit #: 1354	**SA**				

FINANCING THE PROGRAM

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program, both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are directed to locals though the MPO/RPA planning process, Highway Bridge Program and various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT. More information into the Iowa DOT's programming process can be found at https://iowadot.gov/program_management/five-year-program. Changes in targeted funding may be adjusted on the passage of a new federal transportation act. Changes in targeted funding may also be required due to changes in the annual obligation limits set by the federal government. Any resulting reductions in MPO/RPA project level funding will not require an amendment to the STIP. Rather, adjustments to address reduced funding levels will generally be considered administrative modifications. The Office of Program Management will notify MPO's in writing of any target changes, and determine what adjustments are necessary.

Table 5: Iowa Surface Transportation Block Grant Program (STBG) Fund Balance

Project #	TPMS #	Sponsor	Project Description	2021	2022	2023	2024
STBG-SWAP-7057()--SG-97	33889	Sioux City	Myrtle Street, reconsctruction	$2,240,000			
STBG-SWAP-U-7057()--SG-97	35398	Sioux City	S. Fairmount Reconstruction	$1,824,200			
STBG-SWAP-U-7057()--SG-97	36655	Sioux City	Stone Park Blvd Reconstruction	$1,288,000			
STBG-SWAP-U-7057()--SG-97	36656	Sergeant Bluff	First Street Reconstruction	$1,400,000			
STBG-SWAP-CO97(K25)--FG-97	32763	Woodbury County	Port Neal Rd.		$2,125,000		
STBG-SWAP-U-7057()--SG-97	37828	Sioux City	Dodge Avenue		$1,040,000		
STBG-SWAP-U-7057()--SG-97	37829	Sioux City	Hamilton Blvd		$972,000		
STBG-SWAP-U-7057()--SG-97	38311	Sioux City	South Cecilia St		$116,900		
STBG-SWAP-7057()--SG-97	38873	Sioux City	Rustin Street Reconstruction			$1,407,000	
STBG-SWAP-7057()--SG-97	38874	Sioux City	Rebecca Street Reconstruction			$1,157,725	
Total Programmed				$6,752,200	$4,253,900	$2,564,725	$0
STBG Carryover from Previous Year				$6,123,485	$1,966,719	$250,819	$217,594
STBG Target				$2,496,434	$2,439,000	$2,439,000	$2,439,000
STBG TAP Flex				$99,000	$99,000	$92,500	$95,000
Balance				$1,966,719	$250,819	$217,594	$2,751,594

Table 6: Iowa Transportation Alternative Program Balance

Project #	TPMS #	Sponsor	Project Description	2021	2022	2023	2024
TAP-R-6890()--8T-97	39148	Sioux City	Loess Hills Scenic Trail	$0	$0	$182,775	$125,000
Total Programmed				$0	$0	$182,775	$125,000
TAP Carryover from Previous Year				-$199,681	-$74,137	$51,863	-$412
TAP Target				$125,544	$126,000	$126,000	$126,000
STBG TAP Flex Target				$0	$0	$4,500	$0
Balance				-$74,137	$51,863	-$412	$588

Table 7a: Iowa Summary of Total Funding by Program ($ x $1,000)

	FY 21					FY 22					FY 23					FY 24					
Funding Source	TOTAL	FA	SWAP	LOCAL	SPECIAL	TOTAL	FA	SWAP	LOCAL	SPECIAL	TOTAL	FA	SWAP	LOCAL	SPECIAL	TOTAL	FA	SWAP	LOCAL	SPECIAL	Grand Total
NHPP	12860	10288		2572							11001	8801		2200							23861
PL	270.99	142.2		128.76		270.991	142.23		128.8		270.991	142.23		128.76		270.99	142.2		128.76		1084
PRF	11164			11164		86			86		86			86							11336
FM						762	762														762
STBG-SWAP	6366		4512	1854		5490		4254	1236		3298		2565	733							15154
SWAP-HBP						450		450													450
TAP											443.25	183		260.25		385.25	125		260.25		828.5

Table 7b: Iowa Transit Summary of Total Federal Aid by Program ($1,000)

	2021			2022			2023			2024		
Funding Source	Total	Federal	State	Total	Federal	State	Total	Federal	State	Total	Federal	State
5310	178,527	142,838	0	0	0	0	0	0	0	0	0	0
FTA, Planning, 5311	45,576	36,461	0	45,576	36,461	0	45,576	36,461	0	45,576	36,461	0
5339	14,572,571	11,839,647	0	0	0	0	0	0	0	0	0	0
5307	305,000	244,000	0	0	0	0	0	0	0	0	0	0
PTIG	160,000	0	128,000	0	0	0	0	0	0	0	0	0
STA,5307	3,761,249	1,694,749	371,751	0	0	0	0	0	0	0	0	0

Table 8: Nebraska Summary of Total Federal Aid by Program ($ x $1,000)

	2021				2022				2023				2024				
Funding Source	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Grand Total
HSIP	37.5	30.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	37.5
PL	74.9	64.6	0.0	27.5	74.9	64.6	0.0	27.5	74.9	64.6	0.0	27.5	$74.9	$64.6		$27.5	299.5
FTA, Planning , 5303	10.8	8.6	0.0	2.2	10.8	8.6	0.0	2.2	10.8	8.6	0.0	2.2	10.8	8.6	0	2.2	43.0
NHPP	19,584.0	16,834.0	2,750.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	19,584.0

Table 9: South Dakota Summary of Total Federal Aid by Program ($ x $1,000)

	2021				2022				2023				2024				
Funding Source	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Grand Total
NHPP	1799.0	1601.0	198.0	0.0	1732.0	1576.0	156.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3531.0
HSIP	3704.0	3493.0	211.0	0.0	1245.0	1245.0	0.0	0.0	3588.0	3422.0	166.0	0.0	619.0	602.0	17.0	0.0	9156.0
PL	69.2	56.7	0.0	12.5	69.2	56.7	0.0	12.5	69.2	56.7	0.0	12.5	69.2	56.7	0.0	12.5	276.9
STBG	900.0	0.0	223.0	677.0	901.0	0.0	223.0	678.0	2004.0	905.0	422.0	677.0	900.0	0.0	223.0	677.0	4705.0

Table 10: City Street Finance Report Operations and Maintenance Expenditures 2019 – Iowa

City Name	City Number	On System Miles	Off System Miles	Total Miles	Per On System	Per Off System	Total Roadway Maintenance	Total Operations	Total Maintenance on Fed-Aid	Total Operations on Fed-Aid
Sergeant Bluff	6890	7.669	19.251	26.92	0.28488	0.71512	$423,910	$70,162	$120,764	$19,988
Sioux City	7057	113.15	321.43	434.58	0.26037	0.73963	$10,566,504	$1,542,408	$2,751,162	$401,591
Total							**$10,990,414**	**$1,612,570**	**$2,871,926**	**$421,579**

Table 11: City Street Finance Report Revenues 2019 – Iowa

City	City	County No.	RPA/MPO	Total RUTF Receipts	Total Other Road Monies Receipts	Total Receipts Service Debt	Total Non Federal Road Fund Receipts
Sioux City	7057	97	29	$10,681,592	$28,874,265	$8,335,584	$47,891,441
Sergeant Bluff	6890	97	29	$546,714	$0	$404,165	$950,879
Total				**$11,228,306**	**$28,874,265**	**$8,739,749**	**$48,842,320**

Table 12: Operations and Maintenance Fiscal Constraint Summary – Iowa

MPO Forecasted Operations and Maintenance Expenditures on Federal-aid System						
	2019	2020	2021	2022	2023	2024
City Operations	**$ 421,579**	$438,442	$455,980	$474,219	$493,188	$512,915
City Maintenance	**$ 2,871,926**	$2,986,803	$3,106,275	$3,230,526	$3,359,747	$3,494,137
Total Operations and Maintenance	**$ 3,293,505**	$3,425,245	$3,562,255	$3,704,745	$3,852,935	$4,007,052

MPO Forecasted Non Federal-aid Revenues						
	2019	2020	2021	2022	2023	2024
City Street Fund	$11,228,306	$11,452,872	$11,681,930	$11,915,568	$12,153,880	$12,396,957
Total Non Federal-aid Revenues	$48,842,320	$50,796,013	$52,827,853	$54,940,967	$57,138,606	$59,424,150

Table 13: Iowa DOT Operation & Maintenance Cost By MPO

Estimated DOT Operations & Maintenance Costs by MPO				
MPO	2021	2022	2023	2024
AAMPO	$ 718,852	$ 742,106	$ 765,973	$ 789,431
Bi State MPO	$ 3,865,421	$ 3,990,466	$ 4,118,801	$ 4,244,943
Corridor MPO	$ 3,081,219	$ 3,180,895	$ 3,283,194	$ 3,383,745
DMAMPO	$ 7,656,921	$ 7,904,619	$ 8,158,836	$ 8,408,707
DMATS	$ 1,283,276	$ 1,324,789	$ 1,367,395	$ 1,409,273
INRCOG	$ 2,648,844	$ 2,734,533	$ 2,822,477	$ 2,908,918
MAPA	$ 1,224,155	$ 1,263,756	$ 1,304,399	$ 1,344,347
MPOJC	$ 1,798,379	$ 1,856,556	$ 1,916,264	$ 1,974,951
SIMPCO	$ 1,931,857	$ 1,994,352	$ 2,058,491	$ 2,121,535

Table 14: Iowa DOT Five Year Program Funding

Iowa DOT Five Year Program Funding ($ millions)				
Revenues	**2021**	**2022**	**2023**	**2024**
Primary Road Fund	$ 708.60	$ 719.00	$ 721.20	$ 725.80
TIME-21	$ 135.00	$ 135.00	$ 135.00	$ 135.00
Miscellaneous	$ 25.00	$ 25.00	$ 25.00	$ 25.00
Federal Aid	$ 393.80	$ 365.70	$ 365.70	$ 365.70
Total	$ 1,262.40	$ 1,244.70	$ 1,246.90	$ 1,251.50
Statewide Allocations				
Operations & Maintenance	$ 352.40	$ 363.80	$ 375.50	$ 387.00
Consultant Services	$ 85.00	$ 85.00	$ 85.00	$ 85.00
Contract Maintenance	$ 35.40	$ 35.40	$ 35.40	$ 35.40
Railroad Crossing Protection	$ 5.00	$ 5.00	$ 5.00	$ 5.00
Miscellaneous Programs	$ 45.30	$ 45.30	$ 45.30	$ 45.30
Total	$ 523.10	$ 534.50	$ 546.20	$ 557.70
Funds Available for ROW/Construction	$ 739.30	$ 710.20	$ 700.70	$ 693.80

Table 15: Maintenance Expenditures – Nebraska Urbanized Area

Maintenance Expenditures				
	2021	2022	2023	2024
NDOR Maintenance Costs	$1,046,747	$1,078,149	$1,110,494	$1,143,808

Table 16: Maintenance Expenditures – South Dakota Urbanized Area

Maintenance Expenditures				
	2021	2022	2023	2024
SD DOT Maintenance Costs	$20,000	$20,000	$20,000	$20,000

AMENDMENTS AND REVISIONS

The *MPO Transportation Improvement Program FY 2021-2024* is a programming document and will be updated and revised as various local, regional, and state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around the Metropolitan Planning Area. The TIP will be reviewed at least once annually. The review and updating will ensure continual citizen involvement and the TIP's overall viability as the Metropolitan Planning Area's transportation improvement document. Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or "Amendment". The second is a minor revision or "Administrative Modification".

AMENDMENT

An amendment is a major revision to the TIP that involves a major change to a project included in the TIP. Changes to a project that are included only for illustrative purposes do not require an amendment. An amendment is a major revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination. Changes that affect fiscal constraint must take place by amendment of the TIP. Major changes that require an amendment are shown in the table below.

ADMINISTRATIVE MODIFICATION

A minor revision to the TIP is an administrative modification and may be made to the TIP throughout the year. An administrative modification is a revision that can be made by SIMPCO staff and does not require policy board review, public review and comment, redemonstration of fiscal constraint, or a conformity determination. SIMPCO staff will discuss administrative modifications with the Policy Board and Transportation Technical Committee, but formal action will not be required. Minor changes that require an administrative modification are shown in the table below.

AMENDMENT VS. ADMINISTRATIVE MODIFICATION

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

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

AMENDMENT/ADMINISTRATIVE MODIFICATION PROCEDURES

When requesting an amendment or administrative modification to the TIP, member entities must complete an Amendment Form or an Administrative Modification Form. These must be filled out and returned to staff 10 days before the MPO TTC meeting so that the information can be reviewed and verified by staff. This will also allow the revisions to be posted in the agenda before it is sent out to members and to follow public participation procedures of posting changes at least 24 hours in advance of the meeting. The second step of the process is the TTC review of the amendment or administrative modification proposal and recommendation to the Policy Board. A favorable vote from the Policy Board will allow the amendment to be added to the TIP. It is important to note that all TIP amendments/administrative modifications that require action by the Policy Board will be listed on the MPO Agenda prior to the meeting. This agenda will be posted 24 hours in advance of the meeting on the SIMPCO website: http://www.simpco.org/simpco/agendas.html. Notice of the meeting will also be published in the Sioux City Journal and the agenda will be posted in the SIMPCO offices. All meetings of the MPO are open to the public and where the public will have opportunity to comment on TIP amendments/administrative modifications.

Major updates will be conducted as follows:

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

MPO RESOLUTION 2021–1

APPROVAL OF THE FY 2021–2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Siouxland Interstate Metropolitan Planning Council (SIMPCO) is the designated Metropolitan Planning Organization (MPO) for the Sioux City Metropolitan Area;

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

NOW, THEREFORE, BE IT RESOLVED by the SIMPCO MPO that the Policy Board approve the *Federal Fiscal Year 2019-2022 Transportation Improvement Program* and submit the document to the Iowa Department of Transportation, Nebraska Department of Transportation, and the South Dakota Department of Transportation for inclusion in their *Statewide Transportation Improvement Programs.*

Approved by the MPO Policy Board and signed this 9th day of July, 2020.

_____
Ken Beaulieu
MPO Policy Board Chairperson

_____
Dave Carney
MPO Transportation Technical Committee Chairperson

ATTEST

_____
Michelle Bostinelos
SIMPCO Executive Director

MPO RESOLUTION 2021-2

SELF-CERTIFICATION OF THE MPO TRANSPORTATION PLANNING PROCESS

In accordance with 23 CFR 450.334, the Iowa Department of Transportation, the Nebraska Department of Transportation, the South Dakota Department of Transportation and the Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization for the Sioux City urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

(1) 23 U.S.C 134, 49 U.S.C Section 5303; and 23 CFR Part 450:

(2) In nonattainment and maintenance areas. Section 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C 7504, 7506(c) and (d) and 40 CFR 93);

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1 and 49 CFR part 21;

(4) 49 U.S.C 5332, prohibit discrimination on the basis of race, color, creed, national origin, sex or age in employment of business opportunity;

(5) Section 1101 (b) of the THE FAST ACT (Pub. L. 112-114) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provision of the American with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and USDOT implementing regulation;

(8) Older American Act, as amended (42 U.S.C 6101);

(9) 23 U.S.C 324, regarding prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

Approved by the MPO Policy Board and signed this 9th day of July, 2020.

Ken Beaulieu MPO Policy Board Chairperson	Dave Carney MPO Transportation Technical Committee Chairperson

ATTEST

Michelle Bostinelos
SIMPCO Executive Director

MPO RESOLUTION 2021–3

PROJECT DEVELOPMENT - SIOUX CITY TRANSIT SYSTEM

This document certifies that the City of Sioux City, as recipient of program assistance from the Federal Transit Administration (FTA), has fulfilled their planning obligation in the development of projects contained in the *MPO Transportation Improvement Program* (TIP) *FY 2020–2023.*

The private sector has been involved in public hearings conducted, in part, for the Section 5339 grant application process. The private sector's primary concern is the continuation of the disabled services contract currently administered by the Sioux City Transit System. Local planning procedures also provide the opportunity for private sector involvement in the development of priorities and projects. Additional input was received concerning the distribution of operating assistance funds and the need to maintain the planning process.

Additionally, the Sioux City Transit System will be awarding contracts for paratransit services to private sector providers.

Currently, no public impediments exist to competitively bid transit services. In the Sioux City Metropolitan Planning Area, private transit operation is limited by system size and resulting in low revenue potential. As such, private sector complaints have been associated with marginal profit and ADA requirements.

Approved by the MPO Policy Board and signed this 9th day of July, 2020.

Ken Beaulieu MPO Policy Board Chairperson	Dave Carney MPO Transportation Technical Committee Chairperson

ATTEST:

Michelle Bostinelos
SIMPCO Executive Director

MPO RESOLUTION 2021–4

CERTIFICATE OF COMPLIANCE
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

This is to certify that the *MPO Transportation Improvement Program FY 2021–2024* for the Sioux City Metropolitan Planning Area is prepared in accordance with the requirements of the Federal Transit Administration (FTA) Circular 7008.1 for financial capacity analysis. An assessment of financial capacity is conducted by the Sioux City Transit System, in concert with the planning process conducted by the Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO).

Approved by the MPO Policy Board and signed this 9th day of July, 2020.

_____	_____
Ken Beaulieu	Dave Carney
MPO Policy Board Chairperson	MPO Transportation Technical Committee Chairperson

ATTEST:

_____
Michelle Bostinelos
SIMPCO Executive Director