

***FY 2023 - 2026***  
***TRANSPORTATION IMPROVEMENT PROGRAM***  
***OF THE***  
  
SIOUXLAND REGIONAL TRANSPORTATION  
PLANNING ASSOCIATION

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## INTRODUCTION

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The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Siouxland Regional Transportation Planning Association (SRTPA), has developed a **Transportation Improvement Program** (TIP) for the Regional Planning Affiliation 4 (hereinafter referred to as the “SRTPA”) consisting of the cities of Le Mars and Cherokee, Iowa and the counties of Cherokee, Ida, Monona, Plymouth, and Woodbury, Iowa. This TIP was put together under the direction of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Iowa Department of Transportation (Iowa DOT), as a requirement of the Infrastructure Investment and Jobs Act (IIJA). The IIJA was signed by the President on November 15<sup>th</sup>, 2021. The IIJA provides federal funding authorizations for surface transportation programs, including the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs through Fiscal Year 2026.

It is the purpose of the *SRTPA Transportation Improvement Program FY 2023-2026* to provide all citizens of SRTPA, the FHWA, FTA and Iowa DOT with the SRTPA multimodal and intermodal transportation improvements for the fiscal years 2023 through 2026.

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

The information contained in the following pages will provide a better understanding of SRTPA’s transportation network improvements and a vision of the transportation network in the year 2026. The “Vision” was developed utilizing current transportation network characteristics, current and projected social, physical, environmental, and economic characteristics, as well as local and county citizen participation, and local official involvement. Several local and regional meetings and a public hearing were held throughout the development of the *SRTPA Transportation Improvement Program FY 2023-2026* in order to encourage and receive a diversity of information and participation.

## PLANNING FACTORS

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

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

# STATUS OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2022 PROJECTS

**TABLE 1: FEDERAL HIGHWAY ADMINISTRATION ELEMENT**

| PGM  | TYPE   | SPONSOR         | TPMS  | PN                         | LOCATION  | TYPE WORK             | FM | FA       | SWAP  | LOCAL | TOTAL    | STATUS   |
|------|--------|-----------------|-------|----------------------------|---|-----------------------|----|----------|-------|-------|----------|--|
| SWAP | City   | Cherokee        | 36643 | STBG-SWAP-1272(628)--SG-18 | In the city of Cherokee, On Euclid Avenue, from E Spruce Street to E Bluff Street | Pavement Rehab        |    |          | 268.8 | 108.0 | 376.8    | Reconstruction bids on IDOT letting on 2/15/22     |
| SWAP | City   | Cherokee        | 39551 | BROS-SWAP-1272(626)--SE-18 | In the city of Cherokee, On East Willow Street Bridge over Railroad Creek.        | Bridge Replacement    |    |          | 517.0 | 129.0 | 646.0    | Could be constructed in 2022 but not prior to June |
| SWAP | City   | Cherokee        | 49722 | BROS-SWAP-1272(629)--SE-18 | In the city of Cherokee, On EUCLID AVE, Over RAILROAD CREEK, S27 T92 R40          | Bridge Replacement    |    |          | 5.5   |       | 5.5      | Design in 2022. To be let in Fall/Winter 2022-2023 |
| SWAP | County | Cherokee County | 37539 | BROS-SWAP-C018(81)--SE-18  | of the intersection of 630th St and Hwy 59, S22 T90 R40                           | Bridge Replacement    |    |          | 635.0 |       | 635.0    | Has been let and awarded                           |
| SWAP | County | Cherokee County | 44804 | BHS-SWAP-C018(86)--FC-18   | On C38, Over LITTLE SIOUX RIVER, 0.18 mile E of Cherokee City limits, S35 T92 R40 | Bridge Rehabilitation |    |          | 500.0 |       | 500.0    | June letting                                       |
| DOT  | State  | DOT-D03-RPA04   | 37985 | BRFN-175)--39-67           | IA175: MAPLE RIVER 1.0 MI W OF E JCT IA 141                                       | Bridge Replacement    |    |          |       |       | 3,014.0  | Under construction                                 |
| FA   | State  | DOT-D03-RPA04   | 48421 | STP-59)--2C-18             | US59: N OF IA 3 TO E JCT IA 10  | Pavement Widening     |    | 6,004.0  |       |       | 7,505.0  | Awarded  |
| DOT  | State  | DOT-D03-RPA04   | 48432 | NHSN-59)--2R-18            | US59: LINDEN ST TO S OF IA 3 IN CHEROKEE  | Right of Way          |    |          |       |       | 2,369.0  | Awarded  |
| FA   | State  | DOT-D03-RPA04   | 39379 | IMX-29)--02-97             | I-29: IA 141 INTERCHANGE  | Grade and Pave        |    | 12,804.3 |       |       | 14,227.0 | ROW in FY22. Letting in FY23                       |
| DOT  | State  | DOT-D03-RPA04   | 48437 | NHSN-3)--2R-18             | IA3: IA 143 INTERSECTION  | Grade and Pave        |    |          |       |       | 303.0    | Awarded  |
| DOT  | State  | DOT-D03-RPA04   | 37981 | BRFN-141)--39-67           | IA141: MIDDLE SOLDIER RIVER 1.6 MI E OF IA 183                                    | Bridge Deck Overlay   |    |          |       |       | 377.0    | Awarded  |
| DOT  | State  | DOT-D03-RPA04   | 38000 | BRFN-3)--39-75             | IA3: MINK CREEK 0.4 MI W OF CO RD K42   | Bridge Deck Overlay   |    |          |       |       | 294.0    | Awarded  |
| DOT  | State  | DOT-D03-RPA04   | 48455 | NHSN-3)--2R-75             | IA3: NEAR 1ST AVE NE IN LE MARS   | Pavement Rehab        |    |          |       |       | 479.0    | To be let 4/19/22                                  |
| DOT  | State  | DOT-D03-RPA04   | 37986 | BRFN-175)--39-67           | IA175: DITCH 1.9 MI W OF E JCT IA 141   | Bridge Deck Overlay   |    |          |       |       | 259.0    | Awarded  |
| DOT  | State  | DOT-D03-RPA04   | 48472 | STPN-141)--2J-67           | IA141: IN MAPLETON, FROM THE WCL TO ECL   | Patching              |    |          |       |       | 715.0    | Awarded  |
| FA   | State  | DOT-D03-RPA04   | 48492 | STP-31)--2C-18             | IA31: CO RD C66 IN WASHTA TO US 59  | Pavement Rehab        |    | 5,120.0  |       |       | 6,400.0  | To be let 3/15/22                                  |
| DOT  | State  | DOT-D03-RPA04   | 48550 | STPN-175)--2J-67           | IA175: IN ONAWA, FROM 20TH ST TO 3RD ST   | Pavement Widening     |    |          |       |       | 700.0    | To be let 5/17/22                                  |

**TABLE 1 CONTINUED:**

|      |        |                 |       |                            |  |                       |       |         |         |       |         |   |
|------|--------|-----------------|-------|----------------------------|--|-----------------------|-------|---------|---------|-------|---------|---|
| DOT  | State  | DOT-D03-RPA04   | 38147 | IMN-29()--0E-97            | I-29: CO RD K25 4.7 MI S OF US 20  | Bridge Deck Overlay   |       |         |         |       | 160.0   | To be let 2/15/22   |
| DOT  | State  | DOT-D03-RPA04   | 38047 | BRFN-31()--39-97           | IA31: LITTLE SIOUX RIVER 0.8 MI S OF US 20   | Bridge Deck Overlay   |       |         |         |       | 774.0   | Awarded   |
| DOT  | State  | DOT-D03-RPA04   | 48571 | STPN-175()--2J-67          | IA175: I-29 INTERCHANGE  | Bridge Rehabilitation |       |         |         |       | 276.0   | Awarded   |
| DOT  | State  | DOT-D03-RPA04   | 37984 | BRFN-175()--39-67          | IA175: MISSOURI RIVER E OF DECATUR NEBRASKA (STATE SHARE)  | Bridge Rehabilitation |       |         |         |       | 296.0   | To be let 6/21/22   |
| DOT  | State  | DOT-D03-RPA04   | 38003 | BRFN-404()--39-75          | IA404: FLOYD RIVER 0.4 MI N OF IA 3 (SB)   | Bridge Deck Overlay   |       |         |         |       | 319.0   | Awarded   |
| DOT  | State  | DOT-D03-RPA04   | 45347 | STPN-175()--2J-47          | IA175: MAPLE RIVER 1.0 MILE OF BATTLE CREEK  | Right of Way          |       |         |         |       | 281.0   | Complete  |
| DOT  | State  | DOT-D03-RPA04   | 37982 | BRFN-175()--39-67          | IA175: MISSOURI RIVER E OF DECATUR NEBRASKA (STATE SHARE)  | Bridge Cleaning       |       |         |         |       | 88.0    | To be let 6/21/22   |
| FA   | State  | DOT-D03-RPA04   | 48626 | STP-31()--2C-97            | IA31: FROM SCL OTO TO CO RD D22  | Pavement Widening     |       | 4,550.0 |         |       | 5,360.0 | Awarded   |
| FA   | State  | DOT-D03-RPA04   | 48455 | RRP-3()--48-75             | IA3: NEAR 1ST AVE NE IN LE MARS  | Pavement Rehab        |       | 540.0   |         |       | 600.0   | To be let 4/19/22   |
| SWAP | City   | Le Mars         | 36642 | STBG-SWAP-4257()--SG-75    | In the city of Le Mars, On 12th Street SW, from Central Avenue to 6th Avenue SW                                      | Pavement Rehab        |       |         | 465.2   | 235.0 | 700.2   | In design phase. Bidding before October 1, 2022.                        |
| SWAP | City   | Le Mars         | 35396 | STBG-SWAP-4257(632)--SG-75 | In the city of Le Mars, On Central Ave, from 12th St SE to 5th St  | Pavement Rehab        |       |         | 600.0   | 150.0 | 750.0   | Awarded   |
| SWAP | County | Plymouth County | 29289 | BROS-SWAP-C075(158)--SE-75 | On Diamond Ave, Over indian creek, S10 T93 R48   | Bridge Replacement    |       |         | 750.0   |       | 750.0   | Letting May 17, 2022  |
| SWAP | County | Plymouth County | 32716 | BROS-SWAP-C075(159)--SE-75 | On SHAMROCK AVE, Over deep creek, S15 T93 R43  | Bridge Replacement    |       |         | 720.0   |       | 720.0   | Moved to 2023   |
| SWAP | County | Plymouth County | 29291 | BROS-SWAP-C075(161)--FE-75 | On K 42, Over CARTER CREEK, S2 T90 R46   | Bridge Replacement    |       |         | 700.0   |       | 700.0   | Moved to 2023   |
| FA   | SRTS   | SRTS            | 37804 | RGTR-PA04()--ST-00         | One (1) Light Duty Bus, ADA compliant  | Transit Investment    |       | 81.4    |         | 21.0  | 102.4   | Moved to 2023   |
| SWAP | County | Woodbury County | 18344 | BRS-SWAP-C097(147)--FF-97  | D12 Over Pierson Creek 0.75 miles east of Mason Avenue in section 9, T89N, R42W                                      | Bridge Replacement    |       |         | 1,000.0 |       | 1,000.0 | Project delayed, no longer listed on the QBL. May be let in late 2022.  |
| SWAP | County | Woodbury County | 14259 | BROS-SWAP-C097(148)--FE-97 | On CORRECTIONVILLE RD, Over WHISKEY CREEK, from Charles Ave. E 0.1 miles in Section 35 T89N R46W                     | Bridge Replacement    |       |         | 1,000.0 |       | 1,000.0 | Scheduled for letting at Iowa DOT on May 17, 2022.                      |
| SWAP | County | Woodbury County | 36085 | STBG-SWAP-C097(142)--FG-97 | On K64, from Intersection of IA 141 North 3.0 miles to 300th Street then east on 300th 0.6 Miles to County Route D25 | PCC Paving            | 600.0 |         | 1,200.0 |       | 1,800.0 | Let to contract in November 2021. Work to commence after April 1, 2022. |

**TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2022 PROJECTS**

| Fund(s) | Sponsor       | Transit # | Expense    | Prj. Type   | Obj. Type | Unit #        | Description  | FY22_Ttl    | FY22_FA     | FY22_SA     | Approval Status |
|---------|---------------|-----------|------------|-------------|-----------|---------------|--|-------------|-------------|-------------|-----------------|
| 5311    | RPA 4         | 2132      | Planning   |             | Other     |               | FTA Planning   | \$122,278   | \$97,824    | 0           | FTA Approved    |
| STP     | Region 4/SRTS | 5128      | Capital    | Expansion   | Vehicle   |               | Light Duty Bus (176" wb) with vss                          | \$102,000   | \$86,700    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 5894      | Capital    | Replacement | Vehicle   |               | Light Duty Bus (176" wb)                                   | \$102,000   | \$86,700    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 5895      | Capital    | Replacement | Vehicle   | Unit #: 7561  | Light Duty Bus (176" wb)                                   | \$102,000   | \$86,700    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 5896      | Capital    | Replacement | Vehicle   | Unit #: 7562  | Light Duty Bus (176" wb)                                   | \$102,000   | \$86,700    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 5902      | Capital    | Replacement | Vehicle   | Unit #: 7563  | Light Duty Bus (176" wb)                                   | \$102,500   | \$87,125    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 5903      | Capital    | Replacement | Vehicle   | Unit #: 7564  | Light Duty Bus (176" wb)                                   | \$102,500   | \$87,125    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 5904      | Capital    | Replacement | Vehicle   |               | Light Duty Bus (176" wb)                                   | \$102,500   | \$87,125    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 5905      | Capital    | Replacement | Vehicle   |               | Light Duty Bus (176" wb)                                   | \$102,500   | \$87,125    | 0           | FTA Approved    |
| 5311    | Region 4/SRTS | 6271      | Operations |             | Other     |               | FTA operating 5310\5311 formula                            | \$3,929,872 | \$1,964,936 | 0           | FTA Approved    |
| STA     | Region 4/SRTS | 6272      | Operations |             | Other     |               | STA state operating  | \$1,840,172 | 0           | \$1,840,172 | FTA Approved    |
| STP     | Region 4/SRTS | 6273      | Capital    | Expansion   | Other     |               | New Bus Wash system for new SRTS building                  | \$102,500   | \$82,000    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 6274      | Capital    | Replacement | Vehicle   | Unit #: 7550A | Light Duty Bus (176" wb)                                   | \$102,000   | \$86,700    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 6275      | Capital    | Replacement | Vehicle   | Unit #: 7555A | Light Duty Bus (176" wb)                                   | \$102,000   | \$86,700    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 6276      | Capital    | Replacement | Vehicle   | Unit #: 7556  | Light Duty Bus (176" wb)                                   | \$102,000   | \$86,700    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 6277      | Capital    | Replacement | Vehicle   | Unit #: 7557  | Light Duty Bus (176" wb)                                   | \$102,000   | \$86,700    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 6278      | Capital    | Replacement | Vehicle   | Unit #: 7558  | Light Duty Bus (176" wb)                                   | \$102,000   | \$86,700    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 6279      | Capital    | Replacement | Vehicle   | Unit #: 7559  | Light Duty Bus (176" wb)                                   | \$102,000   | \$86,700    | 0           | FTA Approved    |
| 5339    | Region 4/SRTS | 6744      | Capital    | Expansion   | Other     |               | Vehicle Maintenance Equipment (Vehicle lift, tools, jacks) | \$75,000    | \$60,000    | 0           | TIP Approved    |
| 5339    | Region 4/SRTS | 6745      | Capital    | Expansion   | Other     |               | Floor Scrubber for Vehicle Maintenance Building            | \$75,000    | \$60,000    | 0           | TIP Approved    |
| 5339    | Region 4/SRTS | 6746      | Capital    | Expansion   | Other     |               | Shop Maintenance Truck w/ Compressor and Snow Plo          | \$95,000    | \$76,000    | 0           | TIP Approved    |
| 5339    | Region 4/SRTS | 6747      | Capital    | Expansion   | Other     |               | Forklift for Maintenance Shop                              | \$60,000    | \$48,000    | 0           | TIP Approved    |
| 5339    | Region 4/SRTS | 6749      | Capital    | Expansion   | Other     |               | New Bus Wash system for new SRTS building                  | \$300,000   | \$240,000   | 0           | TIP Approved    |



## TRANSPORTATION NETWORK IMPROVEMENTS

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

The network will be planned and programmed, given the financial constraints placed upon SRTPA, to meet the growing needs and demands of the citizens which will be utilizing the facilities and services, making up SRTPA's transportation network. The *SRTPA Transportation Improvement Program FY 2023-2026* provides for the general health, safety, and well-being of SRTPA's citizens.

FY 2023 Siouxland Regional Transit System capital purchases will total \$5,045,642 with \$4,258,544 of federal participation.

The intent of the *SRTPA Transportation Improvement Program FY 2023-2026* is to enable SRTPA to create a multimodal and intermodal network that encourages and provides the distribution of people, goods, and services throughout SRTPA and to points beyond the Sioux City Metropolitan Planning Area boundary. In doing so, the Regional Planning Area will meet international, national, state, and local transportation objectives. All projects are programmed using year of expenditure (YOE) dollars per the requirements of the IIJA. Costs of future projects were determined using inflation rate ranging between 3.5% and 5% and are calculated by the project sponsor.

## SCHEDULE FOR SOLICITATION OF PROJECT APPLICATIONS AND EVALUATION

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- November 10, 2021 - TAC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 14, 2022 – SIMPCO staff sends out Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) applications to county engineers, member cities, and other interested parties via the public participation list. Applications are also available via email and on the SIMPCO website (<https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>)
- February 18, 2022 - STBG and TAP Applications Deadline
- February 21, 2022 – March 15, 2022 - Project evaluation by SIMPCO staff
- March 16, 2022 - Project presentations by applicants. Project recommendation to Policy Board by TAC
- March 24, 2022 – Project selection and approval by Policy Board
- May 11, 2022 – Draft TIP presented to TAC
- May 26, 2022 – Draft TIP presented to Policy Board
- May 31, 2022 - Draft TIP available on SIMPCO website and office. Public comment period begins
- June 8, 2022 – Draft TIP to TAC and Policy Board and to Iowa DOT
- June 14, 2022 – Public Input Meeting
- June 15, 2022 – Final TIP to TAC for recommendation to Policy Board
- June 23, 2022 - Final TIP to Policy Board for approval
- July 15, 2022 – Final TIP sent to Iowa DOT
- October 2022 – Letters to the Offices of Program Management and Public Transit sent out

## STBG APPLICATION PROCESS

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The process to select and prioritize STBG projects within SRTPA is listed below. SRTPA is a participating member in Iowa's SWAP program. This program allows members that are awarded STBG funds to swap federal dollars for State dollars. In the process below underlined sections indicate the different rules for SWAP funding. The Infrastructure Investment and Jobs Act (IIJA) of 2021 will carry forward the eligibilities and requirements of the Fixing America's Surface Transportation (FAST) Act. Language from the FAST Act is provided for reference during the transition to the IIJA legislation.

- 1. *Application.*** Members and organizations within the Siouxland Regional Transportation Planning Association (SRTPA) will be informed when requests for STBG applications are being requested and their deadline. Members will receive an application by mail or email format. Cities between 500 and 5,000 will also receive an STBG application because they may have eligible road projects within their community. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available on SIMPCO's website: [www.simpco.org](http://www.simpco.org). 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 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-
  - o the minor collector and the project to be carried out are in the same corridor and in proximity to a National Highway System route;
  - o the construction or improvements will enhance the level of service on the National Highway System route and improve regional traffic flow; and
  - o 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 funds. For a full list of eligible items and criteria, please refer to <https://www.fhwa.dot.gov/specialfunding/stp/160307.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.

The 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 the FAST Act, projects within smaller cities and towns may now be eligible for federal aid. Surface Transportation Block Grant 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. Applicants should refer to the Federal Functional Classification map available at the county engineer's office, the Siouxland Interstate Metropolitan Planning Council office, and the Iowa Department of Transportation Northwest Iowa Transportation Center in Sioux City to check eligibility.

### **3. Discussion Considerations**

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

- I. Is this project currently in the Long Range Transportation Plan
- II. Projects with an assured local (non-federal funds) match in excess of 20 percent  
The demand for Surface Transportation Block Grant funds far exceeds the amount made available to Iowa. Providing a modest incentive for proposers to exceed the minimum required local (non-federal funds) match (20 percent) will enable leveraging implementation of more projects in more locations throughout the state.
- III. Projects with components which have already been funded and/or implemented from other funding sources, especially projects for which proposed surface transportation projects would complete a larger project, concept, or plan. There may be a number of larger projects that are missing a key or final element. Funding these missing elements with Surface Transportation Block Grant funds would provide additional benefits to funded projects.
- IV. Projects that have already gone through a statewide, regional, and/or local priority setting process

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

- V. Projects which demonstrate a regional impact on economic development  
Does this project benefit more than one neighborhood, community, or county, or are recognized as being of regional or interregional significance? Does this project demonstrate the improvements or enhancement of the movement of freight and services?
- VI. Project Average Annual Daily Traffic and the projected Average Annual Daily Traffic
- VII. Project Federal Functional Classification
- VIII. Does this project request funds for alternative modes of transportation and/or will use funds for planning purposes?

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

7. **Unspent STBG Funds.** In the event that STBG funds are left unspent due to a savings on a project, any unspent funds will be returned to the general STBG balance of SRTPA. Members can then apply using the STBG application to utilize these funds towards a different project either in that same fiscal year or in a future year. If no applications are received, these funds will be included in the new fiscal year's balance, and decided on in the March meeting.
8. **Iowa DOT Federal-Aid SWAP Policy** - All applicants are encouraged to review the Iowa DOT SWAP policy:  
[https://iowadot.gov/local\\_systems/Federal-aid-swap-policy.pdf](https://iowadot.gov/local_systems/Federal-aid-swap-policy.pdf) and review Federal-Aid SWAP information:  
[https://iowadot.gov/local\\_systems/federal-aid-swap-information](https://iowadot.gov/local_systems/federal-aid-swap-information)

# IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM

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In Iowa the TAP is administered through the IA DOT with STBG Funds rather than apportioned to the state for federal TAP Set-aside program. The use of STBG funds will allow the state the flexibility to continue to administer the TAP program through the regional decision-making process of the MPOs and RPAs. Below outlines the application process for the Iowa TAP program.

**1. Application.** Iowa members and organizations within the SRTPA area will be informed when requests for 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 will also be available at all times on the IA DOT website [https://iowadot.gov/systems\\_planning/grant-programs/transportation-alternatives](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 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

Eligible applicants and project sponsors include:



- local governments
- regional transportation authorities
- transit agencies
- natural resource or public lands agencies
- tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible.
- A non-eligible project sponsor may partner with an eligible co-sponsor in applying for funds.

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

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.** These projects will be evaluated and scored by SIMPCO staff 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 TAC and Policy Board for review. Although SIMPCO staff recommends projects based on the qualifying and priority criteria, the TAC and Policy Board are not required to grant funds to the projects based on recommendation.
4. **Transportation Advisory Committee (TAC) Recommendation.** The TAC will review the recommendations from staff, may discuss significance of projects, and hear any input from TAC members, organizations, agencies or the public. A funding recommendation from the TAC will then be presented to the Policy Board. This process is typically done in March.
5. **Policy Board Action.** The Policy Board will receive project scores along with recommendations from staff, the TAC 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 DOT. After approval SIMPCO staff will send award letters to the sponsors of the selected projects, informing them of the next steps.

**6. *Transportation Improvement Program.*** Selected projects are then included in the 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.

## TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS – PRIORITY CRITERIA (IOWA)

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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. These projects will be evaluated and scored by SIMPCO staff according to the following qualifying and priority criterion. The Infrastructure Investment and Jobs Act (IIJA) of 2021 will carry forward the eligibilities and requirements of the Fixing America's Surface Transportation (FAST) Act. Language from the FAST Act is provided for reference during the transition to the IIJA legislation.

### **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. TAP projects should provide leadership by example for this new direction in federal transportation policy.

[https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/ta\\_guidance\\_2022.pdf](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf)

### **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 TAP 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 TAP 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 TAP 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 TAP 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

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

### ***Woodbury County:***

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

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

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

### ***Monona County:***

Monona County decides the order of bridge replacements based on necessity basis. The factors included are bridge condition rating, load rating, traffic volume, and traffic connectivity to markets, detour length and structural type. Other factors may be considered

including ability to secure FEMA funding or special funding through the Iowa DOT Annual County Bridge Program, etc. Monona County has not instituted a mathematical rating system, but relies on the County Engineer's judgment for a recommendation and the Board of Supervisors' approval.

***Plymouth County:***

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

***Ida County:***

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

***Cherokee County:***

Cherokee County selects the bridges to be replaced or repaired from the information that has been supplied by the bridge inspection consultant Calhoun and Burns. They provide Cherokee County with the list of all deficient bridges and estimated life expectancies. The County uses this information to determine the choice of bridges to schedule. If Cherokee County is planning a major road project, the County Engineer will look at any bridges on that road and try to schedule those structures prior to doing the road construction.

## PUBLIC PARTICIPATION PROCESS

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

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



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

**RPA – 4 2023 – 2026 Transportation Improvement Program**

HBP

| Project ID                        | Project Number   | Approval Level |               | 2023        | 2024      | 2025 | 2026 | Totals      |
|-----------------------------------|--|----------------|---------------|-------------|-----------|------|------|-------------|
| Sponsor                           | Location   | Letting Date   |               |             |           |      |      |             |
| STIP ID                           | Work Codes   |                |               |             |           |      |      |             |
| 39321                             | BRF-140()--38-75   | Draft TIP      | Total         | \$235,000   |           |      |      | \$235,000   |
| Iowa Department of Transportation | IA140: Rathburn Creek 3.3 mi S of Co Rd C38                | Approved       | Federal Aid   | \$188,000   |           |      |      | \$188,000   |
|                                   | Bridge Deck Overlay  |                | Regional Swap |             |           |      |      |             |
| 39319                             | BRF-140()--38-75   | Draft TIP      | Total         | \$531,000   |           |      |      | \$531,000   |
| Iowa Department of Transportation | IA140: W Fork Little Sioux River 1.5 mi N of Co Rd C66     | Approved       | Federal Aid   | \$424,800   |           |      |      | \$424,800   |
|                                   | Bridge Deck Overlay  |                | Regional Swap |             |           |      |      |             |
| 39320                             | BRF-140()--38-75   | Draft TIP      | Total         | \$142,000   |           |      |      | \$142,000   |
| Iowa Department of Transportation | IA140: Clear Creek 2.8 mi S of IA 3                        | Approved       | Federal Aid   | \$113,600   |           |      |      | \$113,600   |
|                                   | Bridge Deck Overlay  |                | Regional Swap |             |           |      |      |             |
| 39303                             | BRF-175()--38-67   | Draft TIP      | Total         | \$1,406,000 |           |      |      | \$1,406,000 |
| Iowa Department of Transportation | IA175: McCandless Cleghorn Ditch 0.6 mi E of I-29 in Onawa | Approved       | Federal Aid   | \$1,124,800 |           |      |      | \$1,124,800 |
|                                   | Bridge Replacement, Right of Way                           |                | Regional Swap |             |           |      |      |             |
| 39304                             | BRF-175()--38-67   | Draft TIP      | Total         | \$1,050,000 |           |      |      | \$1,050,000 |
| Iowa Department of Transportation | IA175: Maple River 3.8 mi E of Co Rd L20                   | Approved       | Federal Aid   | \$840,000   |           |      |      | \$840,000   |
|                                   | Bridge Deck Overlay  |                | Regional Swap |             |           |      |      |             |
| 39305                             | BRF-175()--38-67   | Draft TIP      | Total         | \$816,000   |           |      |      | \$816,000   |
| Iowa Department of Transportation | IA175: Ditch 3.0 mi E of Co Rd L12                         | Approved       | Federal Aid   | \$652,800   |           |      |      | \$652,800   |
|                                   | Bridge Deck Overlay  |                | Regional Swap |             |           |      |      |             |
| 32716                             | BROS-C075()--8J-75   | Draft TIP      | Total         | \$720,000   |           |      |      | \$720,000   |
| Plymouth County                   | On SHAMROCK AVE, Over DEEP CREEK, S15 T93 R43              | Approved       | Federal Aid   | \$720,000   |           |      |      | \$720,000   |
|                                   | Bridge Replacement   | 2/21/2023      | Regional Swap |             |           |      |      |             |
| 29291                             | BROS-C075(161)--5F-75                                      | Draft TIP      | Total         | \$700,000   |           |      |      | \$700,000   |
| Plymouth County                   | On K 42, Over CARTER CREEK, S2 T90 R46                     | Approved       | Federal Aid   | \$700,000   |           |      |      | \$700,000   |
|                                   | Bridge and Approaches-PPCB                                 | 2/21/2023      | Regional Swap |             |           |      |      |             |
| 47169                             | BROS-C018()--5F-18   | Draft TIP      | Total         |             | \$612,000 |      |      | \$612,000   |
| Cherokee County                   | On 590th Street, over Maple River, S32 T91 R39             | Approved       | Federal Aid   |             | \$612,000 |      |      | \$612,000   |
|                                   | Bridge Replacement   |                | Regional Swap |             |           |      |      |             |

## HBP

| Project ID<br>Sponsor<br>STIP ID           | Project Number<br>Location<br>Work Codes  | Approval Level<br>Letting Date |  | 2023 | 2024                     | 2025                       | 2026 | Totals                     |
|--|---|--------------------------------|--|------|--------------------------|----------------------------|------|----------------------------|
| 38760<br>Monona County                     | BROS-C067(93)--5F-67<br>On L37, Over NE Norway Creek, in SW S26 T83 R42<br>Bridge Replacement   | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      | \$600,000<br>\$600,000   |                            |      | \$600,000<br>\$600,000     |
| 35184<br>Plymouth County                   | BROS-C075()--8J-75<br>On 160TH ST, Over DEEP CREEK, S2 T92 R44<br>Bridge Replacement  | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      | \$700,000<br>\$700,000   |                            |      | \$700,000<br>\$700,000     |
| 29298<br>Plymouth County                   | BROS-C075(373407)--8J-75<br>On Granite Ave, Over broken kettle creek, S34 T93 R47<br>Bridge Replacement   | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      | \$700,000<br>\$700,000   |                            |      | \$700,000<br>\$700,000     |
| 45203<br>Ida County                        | BRS-C047()--60-47<br>On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39<br>Bridge and Approaches-CCS                     | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      | \$800,000<br>\$640,000   |                            |      | \$800,000<br>\$640,000     |
| 44999<br>Woodbury County                   | BRS-C097()--60-97<br>On County Route D12/110th St. over Muddy Creek, 0.8 miles east of Eastland Ave. in section 8 T89N R45W<br>Bridge Replacement | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      | \$1,000,000<br>\$750,000 |                            |      | \$1,000,000<br>\$750,000   |
| 48417<br>Iowa Department of Transportation | BRF-31()--38-18<br>IA31: Silver Creek 1.0 mi W of US 59<br>Bridge New, Right of Way   | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |                          | \$1,965,000<br>\$1,572,000 |      | \$1,965,000<br>\$1,572,000 |
| 52248<br>Monona County                     | BROS-C067(94)--5F-67<br>On LARPEUTEUR MEMORIAL RD, Over LITTLE SIOUX RIVER, S18 T84 R44<br>Bridge Replacement                                     | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |                          | \$1,600,000<br>\$1,600,000 |      | \$1,600,000<br>\$1,600,000 |
| 38977<br>Plymouth County                   | BROS-C075(150403)--8J-75<br>On LYNX AVE, Over plymouth creek, S4 T91N R45W<br>Bridge Replacement  | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |                          | \$875,000<br>\$875,000     |      | \$875,000<br>\$875,000     |
| 38973<br>Plymouth County                   | BROS-C075(270407)--8J-75<br>On FIR AVE, Over broken kettle creek, S4 T92N R47W<br>Bridge Replacement  | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |                          | \$700,000<br>\$700,000     |      | \$700,000<br>\$700,000     |

## HBP

| Project ID<br>Sponsor<br>STIP ID              | Project Number<br>Location<br>Work Codes   | Approval Level<br>Letting Date |  | 2023 | 2024 | 2025                   | 2026                       | Totals                     |
|---|--|--------------------------------|--|------|------|------------------------|----------------------------|----------------------------|
| 32653<br>Woodbury County                      | BROS-C097(D42)--8J-97<br>On 120TH ST, Over MUDDY CREEK, from Eastland Ave<br>east 0.8 Miles on NLINE S17 T89 R45<br>Bridge Replacement, Grading, Guardrail | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |      | \$750,000<br>\$750,000 |                            | \$750,000<br>\$750,000     |
| 44822<br>Cherokee County                      | BRS-C018()--60-18<br>On M25, over Little Maple River, S25 T90 R39<br>Bridge Replacement  | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |      | \$702,000<br>\$561,600 |                            | \$702,000<br>\$561,600     |
| 52500<br>Iowa Department of<br>Transportation | BRF-175()--38-67<br>IA175: Little Sioux River 1.5 mi W of IA 37<br>Bridge New, Right of Way  | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |      |                        | \$3,053,000<br>\$2,442,400 | \$3,053,000<br>\$2,442,400 |
| 44813<br>Cherokee County                      | BROS-C018(79)--8J-18<br>On Keeline Road, Over Badger Creek, S24 T92 R40<br>Bridge Replacement  | Submitted<br>12/19/2023        | Total<br>Federal Aid<br>Regional<br>Swap |      |      |                        | \$433,000<br>\$433,000     | \$433,000<br>\$433,000     |
| 33857<br>Monona County                        | BROS-C067(95)--5F-67<br>On L37, Over East Soldier River, S35 T84 R42<br>Bridge Replacement   | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |      |                        | \$1,200,000<br>\$1,200,000 | \$1,200,000<br>\$1,200,000 |
| 36229<br>Plymouth County                      | BROS-C075()--8J-75<br>On 110th St, Over deep creek, S3 T93 R43<br>Bridge Replacement   | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |      |                        | \$850,000<br>\$850,000     | \$850,000<br>\$850,000     |
| 36245<br>Plymouth County                      | BROS-C075(142870)--8J-75<br>On 260TH ST, Over DRY BRANCH, S28 T91 R44<br>Bridge Replacement  | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |      |                        | \$575,000<br>\$575,000     | \$575,000<br>\$575,000     |
| 36173<br>Woodbury County                      | BROS-C097()--5F-97<br>On L25, Over STREAM, from 120th Street north approx.<br>0.5 Miles, on W LINE S7 T89N R42W<br>Grade and Pave, Bridge Replacement      | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |      |                        | \$1,000,000<br>\$1,000,000 | \$1,000,000<br>\$1,000,000 |
| 47210<br>Woodbury County                      | BRS-C097(P280)--60-97<br>On K 64, Over WEST FORK LITTLE SIOUX, from D54 N<br>approx. 0.8 miles to 230th Street S16 T87 R45<br>Bridge Replacement           | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |      |      |                        | \$1,800,000<br>\$1,440,000 | \$1,800,000<br>\$1,440,000 |

NHPP

| Project ID<br>Sponsor<br>STIP ID  | Project Number<br>Location<br>Work Codes   | Approval Level<br>Letting Date |               | 2023         | 2024         | 2025        | 2026         | Totals       |
|-----------------------------------|--|--------------------------------|---------------|--------------|--------------|-------------|--------------|--------------|
| 52657                             | NHSX-3()--3H-75  | Draft TIP                      | Total         | \$6,460,000  |              |             |              | \$6,460,000  |
| Iowa Department of Transportation | IA3: Remsen to the Cherokee Co Line  | Approved                       | Federal Aid   | \$5,168,000  |              |             |              | \$5,168,000  |
|                                   | Pavement Rehab   |                                | Regional Swap |              |              |             |              |              |
| 38246                             | NHSX-75()--3H-75   | Draft TIP                      | Total         | \$21,900,000 | \$23,765,000 | \$342,000   |              | \$46,007,000 |
| Iowa Department of Transportation | US75: N of Maple St in Hinton to S of 2nd St in Merrill  | Approved                       | Federal Aid   | \$17,520,000 | \$19,012,000 | \$273,600   |              | \$36,805,600 |
|                                   | Culvert New, Erosion Control   |                                | Regional Swap |              |              |             |              |              |
| 39379                             | IMX-29()--02-97  | Draft TIP                      | Total         |              | \$13,631,000 | \$238,000   |              | \$13,869,000 |
| Iowa Department of Transportation | I29: IA 141 Interchange  | Approved                       | Federal Aid   |              | \$12,267,900 | \$214,200   |              | \$12,482,100 |
|                                   | Bridge Replacement, Erosion Control  |                                | Regional Swap |              |              |             |              |              |
| 48533                             | IMX-29()--02-67  | Draft TIP                      | Total         |              |              | \$3,031,000 |              | \$3,031,000  |
| Iowa Department of Transportation | I29: 1.5 mi N of IA 175 to Woodbury Co (SB)  | Approved                       | Federal Aid   |              |              | \$2,727,900 |              | \$2,727,900  |
|                                   | Pavement Rehab   |                                | Regional Swap |              |              |             |              |              |
| 48502                             | IMX-29()--02-67  | Draft TIP                      | Total         |              |              | \$3,221,000 |              | \$3,221,000  |
| Iowa Department of Transportation | I29: N of IA 175 to Woodbury Co (NB)   | Approved                       | Federal Aid   |              |              | \$2,898,900 |              | \$2,898,900  |
|                                   | Pavement Rehab   |                                | Regional Swap |              |              |             |              |              |
| 48609                             | NHSX-3()--3H-18  | Draft TIP                      | Total         |              |              | \$576,000   | \$11,568,000 | \$12,144,000 |
| Iowa Department of Transportation | IA3: 1.3 mi E of US 59 to 1.8 mi E of US 59, including Little Sioux River and Overflow Bridges | Approved                       | Federal Aid   |              |              | \$460,800   | \$9,254,400  | \$9,715,200  |
|                                   | Bridge New, Bridge Replacement   |                                | Regional Swap |              |              |             |              |              |
| 52608                             | NHSX-75()--3H-75   | Draft TIP                      | Total         |              |              |             | \$4,174,000  | \$4,174,000  |
| Iowa Department of Transportation | US75: S of W Grover St to N of Maple St in Hinton  | Approved                       | Federal Aid   |              |              |             | \$3,339,200  | \$3,339,200  |
|                                   | Bridge Replacement, Right of Way   |                                | Regional Swap |              |              |             |              |              |

## PRF

| Project ID<br>Sponsor<br>STIP ID              | Project Number<br>Location<br>Work Codes  | Approval Level<br>Letting Date |  | 2023      | 2024      | 2025      | 2026      | Totals    |
|---|---|--------------------------------|--|-----------|-----------|-----------|-----------|-----------|
| 37982<br>Iowa Department of<br>Transportation | BRFN-175()--39-67<br>IA175: Missouri River E of Decatur Nebraska (State Share)                          | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap | \$22,000  | \$22,000  | \$22,000  | \$22,000  | \$88,000  |
| 37984<br>Iowa Department of<br>Transportation | BRFN-175()--39-67<br>IA175: Missouri River E of Decatur Nebraska (State Share)<br>Bridge Rehabilitation | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap | \$147,000 | \$147,000 | \$147,000 | \$147,000 | \$588,000 |
| 52695<br>Iowa Department of<br>Transportation | BRFN-20()--39-97<br>US20: Elliot Creek 6.0 mi W of IA 140 (EB)<br>Bridge Rehabilitation                 | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap | \$100,000 |           |           |           | \$100,000 |
| 52696<br>Iowa Department of<br>Transportation | BRFN-20()--39-97<br>US20: West Fork Little Sioux River 0.1 mi W of IA 140 (EB)<br>Bridge Rehabilitation | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap | \$50,000  |           |           |           | \$50,000  |
| 45282<br>Iowa Department of<br>Transportation | STPN-12()--2J-75<br>IA12: Near N Jct Co Rd K18  | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap | \$965,000 |           |           |           | \$965,000 |
| 45436<br>Iowa Department of<br>Transportation | BRFN-31()--39-97<br>IA31: Stream 3.2 mi S of Co Rd D22<br>Bridge Deck Overlay                           | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |           | \$513,000 |           |           | \$513,000 |
| 45314<br>Iowa Department of<br>Transportation | BRFN-31()--39-97<br>IA31: Stream 1.9 mi N of Co Rd D30<br>Bridge Deck Overlay                           | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |           | \$477,000 |           |           | \$477,000 |
| 48448<br>Iowa Department of<br>Transportation | IMN-29()--0E-67<br>I29: Co Rd E24 Interchange<br>Bridge Deck Overlay                                    | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |           |           | \$901,000 |           | \$901,000 |
| 52682<br>Iowa Department of<br>Transportation | BRFN-175()--39-47<br>IA175: Morehead Creek 2.6 mi W of W Jct Co Rd L51<br>Bridge Deck Overlay           | Draft TIP<br>Approved          | Total<br>Federal Aid<br>Regional<br>Swap |           |           |           | \$410,000 | \$410,000 |

## PRF

| Project ID                        | Project Number                              | Approval Level |             | 2023 | 2024 | 2025 | 2026        | Totals      |
|-----------------------------------|---|----------------|-------------|------|------|------|-------------|-------------|
| Sponsor                           | Location                                    | Letting Date   |             |      |      |      |             |             |
| STIP ID                           | Work Codes                                  |                |             |      |      |      |             |             |
| 52703                             | IMN-29()--0E-67                             | Draft TIP      | Total       |      |      |      | \$4,500,000 | \$4,500,000 |
| Iowa Department of Transportation | I29: Onawa Rest Area 2.6 mi S of IA 175 (SB | Approved       | Federal Aid |      |      |      |             |             |
|                                   | Rest Area Improvement                       |                | Regional    |      |      |      |             |             |
|                                   |   |                | Swap        |      |      |      |             |             |
| 52629                             | IMN-29()--0E-97                             | Draft TIP      | Total       |      |      |      | \$1,484,000 | \$1,484,000 |
| Iowa Department of Transportation | I29: SB Weigh Station 0.6 mi N of Co Rd K35 | Approved       | Federal Aid |      |      |      |             |             |
|                                   | Pave  |                | Regional    |      |      |      |             |             |
|                                   |   |                | Swap        |      |      |      |             |             |

## RTP

| Project ID | Project Number   | Approval Level |             | 2023        | 2024 | 2025 | 2026 | Totals      |
|------------|--|----------------|-------------|-------------|------|------|------|-------------|
| Sponsor    | Location   | Letting Date   |             |             |      |      |      |             |
| STIP ID    | Work Codes   |                |             |             |      |      |      |             |
| 52727      | NRT-4257(634)--9G-75                                       | Draft TIP      | Total       | \$1,750,893 |      |      |      | \$1,750,893 |
| Le Mars    | In the city of Le Mars, Trail will connect trail system to | Approved       | Federal Aid | \$300,000   |      |      |      | \$300,000   |
|            | Phase 1A of the Plywood Trail on the south                 | 12/20/2022     | Regional    |             |      |      |      |             |
|            | Recreational Trail   |                | Swap        |             |      |      |      |             |



## STBG

| Project ID                        | Project Number  | Approval Level |               | 2023        | 2024     | 2025        | 2026         | Totals       |
|-----------------------------------|---|----------------|---------------|-------------|----------|-------------|--------------|--------------|
| Sponsor                           | Location  | Letting Date   |               |             |          |             |              |              |
| STIP ID                           | Work Codes  |                |               |             |          |             |              |              |
| 218                               | RGPL-PA04(RTP)--ST-00   | Draft TIP      | Total         | \$55,200    | \$56,160 | \$56,160    | \$56,160     | \$223,680    |
| RPA 4                             | SIMPCO - RPA 4: RPA 4 FHWA PLANNING   | Approved       | Federal Aid   | \$46,000    | \$46,800 | \$46,800    | \$46,800     | \$186,400    |
|                                   | Trans Planning  |                | Regional Swap | \$46,000    | \$46,800 | \$46,800    | \$46,800     | \$186,400    |
| 37804                             | RGTR-PA04()--ST-00  | Draft TIP      | Total         | \$102,400   |          |             |              | \$102,400    |
| RPA 4                             | One (1) Light Duty Bus, ADA compliant   | Approved       | Federal Aid   | \$81,400    |          |             |              | \$81,400     |
|                                   | Transit Investments   |                | Regional Swap | \$81,400    |          |             |              | \$81,400     |
| 39094                             | STP-S-C047()--5E-47   | Draft TIP      | Total         | \$1,130,000 |          |             |              | \$1,130,000  |
| Ida County                        | On D 50, from the intersection of Woodbury Ave and D50 E 2 miles to the intersection of D50 and L51 | Approved       | Federal Aid   | \$904,000   |          |             |              | \$904,000    |
|                                   | PCC Overlay - Unbonded, Longitudinal Subdrains, Granular Shoulders                                  | 12/20/2022     | Regional Swap | \$904,000   |          |             |              | \$904,000    |
| 52611                             | STP-175()--2C-67  | Draft TIP      | Total         |             |          | \$23,000    | \$17,845,000 | \$17,868,000 |
| Iowa Department of Transportation | IA175: I-29 Interchange   | Approved       | Federal Aid   |             |          | \$18,400    | \$14,276,000 | \$14,294,400 |
|                                   | Bridge New, Traffic Signs   |                | Regional Swap |             |          |             |              |              |
| 47089                             | STP-S-C075(K-42)--5E-75   | Submitted      | Total         |             |          | \$4,999,900 |              | \$4,999,900  |
| Plymouth County                   | On K 42, from Hwy 3 N 6.7 miles to C-12   |                | Federal Aid   |             |          | \$1,421,000 |              | \$1,421,000  |
|                                   | PCC Overlay - Unbonded  |                | Regional Swap |             |          |             |              |              |
| 45042                             | STP-S-C097()--5E-97   | Submitted      | Total         |             |          | \$3,000,000 |              | \$3,000,000  |
| Woodbury County                   | On K 42, from K45 N 5 miles to east D53-K42 intersection  |                | Federal Aid   |             |          | \$1,800,000 |              | \$1,800,000  |
|                                   | PCC Pavement - Replace  |                | Regional Swap |             |          | \$1,800,000 |              | \$1,800,000  |
| 51111                             | STP-S-C018()--5E-18   | Draft TIP      | Total         |             |          |             | \$2,000,000  | \$2,000,000  |
| Cherokee County                   | On L51, from C38 to Highway 3   | Approved       | Federal Aid   |             |          |             | \$1,600,000  | \$1,600,000  |
|                                   | PCC Pavement - Replace  |                | Regional Swap |             |          |             |              |              |

## STBG-TAP

| Project ID | Project Number   | Approval Level |               | 2023 | 2024      | 2025      | 2026      | Totals    |
|------------|--|----------------|---------------|------|-----------|-----------|-----------|-----------|
| Sponsor    | Location   | Letting Date   |               |      |           |           |           |           |
| STIP ID    | Work Codes   |                |               |      |           |           |           |           |
| 38952      | TAP-R-4762(602)--8T-18   | Draft TIP      | Total         |      | \$329,900 |           |           | \$329,900 |
| Marcus     | In the city of Marcus, Recreational Trail extending from the City Park around the School and residential areas | Approved       | Federal Aid   |      | \$329,900 |           |           | \$329,900 |
|            | Ped/Bike Grade & Pave  | 11/21/2023     | Regional Swap |      | \$329,900 |           |           | \$329,900 |
| 51136      | TAP-R-5700()--8T-67  | Draft TIP      | Total         |      |           | \$289,151 |           | \$289,151 |
| Onawa      | In the city of Onawa, On 13TH ST   | Approved       | Federal Aid   |      |           | \$231,321 |           | \$231,321 |
|            | Recreational Trail   |                | Regional Swap |      |           |           |           |           |
| 51137      | TAP-U-4257()--8I-75  | Draft TIP      | Total         |      |           |           | \$675,332 | \$675,332 |
| Le Mars    | In the city of Le Mars, Replace wooden pedestrian bridge over Willow Creek                                     | Approved       | Federal Aid   |      |           |           | \$287,575 | \$287,575 |
|            | Ped/Bike Structures  |                | Regional Swap |      |           |           |           |           |

## SWAP-HBP

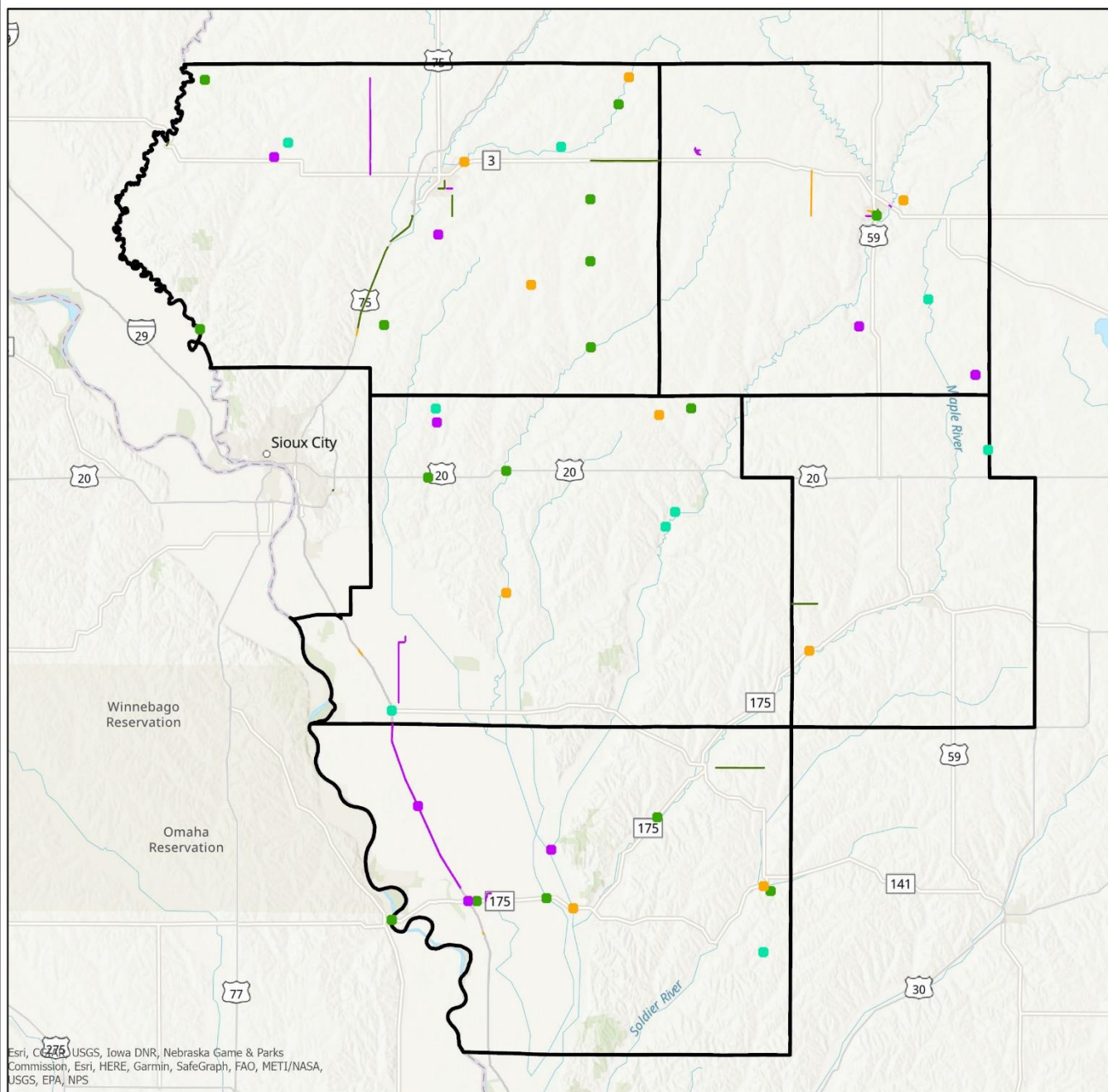
| Project ID      | Project Number  | Approval Level |               | 2023        | 2024 | 2025 | 2026 | Totals      |
|-----------------|---|----------------|---------------|-------------|------|------|------|-------------|
| Sponsor         | Location  | Letting Date   |               |             |      |      |      |             |
| STIP ID         | Work Codes  |                |               |             |      |      |      |             |
| 39551           | BROS-SWAP-1272(626)--SE-18  | Draft TIP      | Total         | \$646,000   |      |      |      | \$646,000   |
| Cherokee        | In the city of Cherokee, On East Willow Street Bridge over Railroad Creek.        | Approved       | Federal Aid   |             |      |      |      |             |
|                 | Bridge Replacement  | 11/15/2022     | Regional Swap | \$517,000   |      |      |      | \$517,000   |
| 45983           | BROS-SWAP-C067(91)--FE-67   | TIP Approved   | Total         | \$400,000   |      |      |      | \$400,000   |
| Monona County   | On 220TH ST, Over Rock Creek, S35 T84 R42   | 11/15/2022     | Federal Aid   |             |      |      |      |             |
|                 | RCB Culvert New - Single Box  |                | Regional Swap | \$400,000   |      |      |      | \$400,000   |
| 29289           | BROS-SWAP-C075(158)--SE-75  | TIP Approved   | Total         | \$750,000   |      |      |      | \$750,000   |
| Plymouth County | On DIAMOND AVE, Over INDIAN CREEK, S10 T93 R48                                    | 5/17/2022      | Federal Aid   |             |      |      |      |             |
|                 | Bridge Replacement  |                | Regional Swap | \$750,000   |      |      |      | \$750,000   |
| 18344           | BRS-SWAP-C097(147)--FF-97   | TIP Approved   | Total         | \$1,000,000 |      |      |      | \$1,000,000 |
| Woodbury County | On D12, Over Pierson Creek, from Mason Ave E 0.8 miles to Michigan Ave S9 T89 R42 | 11/15/2022     | Federal Aid   |             |      |      |      |             |
|                 | Bridge Replacement  |                | Regional Swap | \$1,000,000 |      |      |      | \$1,000,000 |



SWAP-STBG

| Project ID      | Project Number  | Approval Level |             | 2023        | 2024 | 2025      | 2026      | Totals      |
|-----------------|---|----------------|-------------|-------------|------|-----------|-----------|-------------|
| Sponsor         | Location  | Letting Date   |             |             |      |           |           |             |
| STIP ID         | Work Codes  |                |             |             |      |           |           |             |
| 45226           | STBG-SWAP-4257(635)--SG-75  | Draft TIP      | Total       | \$782,000   |      |           |           | \$782,000   |
| Le Mars         | In the city of Le Mars, on K49 from 18th Street SE south to 774 ft. south of 200th St.  | Approved       | Federal Aid |             |      |           |           |             |
|                 | PCC Pavement Widening/PCC Resurfacing   | 11/15/2022     | Regional    | \$625,600   |      |           |           | \$625,600   |
|                 |   |                | Swap        | \$625,600   |      |           |           | \$625,600   |
| 37319           | STBG-SWAP-C067(92)--FG-67   | Draft TIP      | Total       | \$1,450,000 |      |           |           | \$1,450,000 |
| Monona County   | On E16, from Mapleton East 5.5 Miles to Woodbury County Line                            | Approved       | Federal Aid |             |      |           |           |             |
|                 | HMA Pavement - Replace  | 11/15/2022     | Regional    | \$1,160,000 |      |           |           | \$1,160,000 |
|                 |   |                | Swap        | \$1,160,000 |      |           |           | \$1,160,000 |
| 36249           | STBG-SWAP-C075(166)--FG-75  | Draft TIP      | Total       | \$1,244,000 |      |           |           | \$1,244,000 |
| Plymouth County | On K 49, from C38 N 1 miles to 231 ft. north of 200th St.                               | Approved       | Federal Aid |             |      |           |           |             |
|                 | PCC Pavement Widening/PCC Resurfacing   | 11/15/2022     | Regional    | \$990,200   |      |           |           | \$990,200   |
|                 |   |                | Swap        | \$990,200   |      |           |           | \$990,200   |
| 47176           | STBG-SWAP-1272())--SG-18  | Draft TIP      | Total       |             |      | \$410,000 |           | \$410,000   |
| Cherokee        | In the city of Cherokee, W Main Street from N. 11th Street to N. 6th Street resurfacing | Approved       | Federal Aid |             |      |           |           |             |
|                 | Pavement Rehab  |                | Regional    |             |      | \$328,000 |           | \$328,000   |
|                 |   |                | Swap        |             |      | \$328,000 |           | \$328,000   |
| 47178           | STBG-SWAP-4257())--SG-75  | Draft TIP      | Total       |             |      | \$540,750 |           | \$540,750   |
| Le Mars         | In the city of Le Mars, 12th Street SE from 2nd Avenue SE to 7th Avenue SE (K49)        | Approved       | Federal Aid |             |      |           |           |             |
|                 | Pavement Rehab  |                | Regional    |             |      | \$432,600 |           | \$432,600   |
|                 |   |                | Swap        |             |      | \$432,600 |           | \$432,600   |
| 51135           | STBG-SWAP-1272())--SG-18  | Draft TIP      | Total       |             |      |           | \$630,000 | \$630,000   |
| Cherokee        | In the city of Cherokee, On W Bluff Street, from N 9th Street to the CN Railroad        | Approved       | Federal Aid |             |      |           |           |             |
|                 | Pavement Rehab  |                | Regional    |             |      |           | \$504,000 | \$504,000   |
|                 |   |                | Swap        |             |      |           | \$504,000 | \$504,000   |

# Siouxland Regional Transportation Planning Association Final Fiscal Year 2023-2026 Transportation Improvement Program



## TRANSIT ELEMENT FY 2023 - 2026

### RPA 4

| Project ID<br>Sponsor                           | Funds<br>Approval<br>Level | Project Type | Description<br>Options<br>Vehicle Unit Number                                    |       | 2023      | 2024 | 2025 | 2026 | Totals    |
|---|----------------------------|--------------|--|-------|-----------|------|------|------|-----------|
| 6273<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | New Bus Wash system for new SRTS<br>building                                     | Total | \$300,000 |      |      |      | \$300,000 |
|   |                            |              |  | FA    | \$240,000 |      |      |      | \$240,000 |
|   |                            |              |  | DOT   |           |      |      |      |           |
| 6740<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | Vehicle Maintenance Equipment (Vehicle<br>lift, tools, jacks)                    | Total | \$75,000  |      |      |      | \$75,000  |
|   |                            |              |  | FA    | \$60,000  |      |      |      | \$60,000  |
|   |                            |              |  | DOT   |           |      |      |      |           |
| 6741<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | Floor Scrubber for Vehicle Maintenance<br>Building                               | Total | \$75,000  |      |      |      | \$75,000  |
|   |                            |              |  | FA    | \$60,000  |      |      |      | \$60,000  |
|   |                            |              |  | DOT   |           |      |      |      |           |
| 6751<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2015 FORD WINNEBAGO #7550A,<br>1FD4E4FS4FDA08417<br><br>VSS<br><br>Unit # 7550A  | Total | \$102,000 |      |      |      | \$102,000 |
|   |                            |              |  | FA    | \$86,700  |      |      |      | \$86,700  |
|   |                            |              |  | DOT   |           |      |      |      |           |
| 6752<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2016 FORD Glaval E450, 7555,<br>1FD4E4FS7GDC33254<br><br>VSS<br><br>Unit # 7555A | Total | \$102,000 |      |      |      | \$102,000 |
|   |                            |              |  | FA    | \$86,700  |      |      |      | \$86,700  |
|   |                            |              |  | DOT   |           |      |      |      |           |
| 6753<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2016 FORD Glaval E450, 7556,<br>1FD4E4FS1GDC41141<br><br>VSS<br><br>Unit # 7556  | Total | \$102,000 |      |      |      | \$102,000 |
|   |                            |              |  | FA    | \$86,700  |      |      |      | \$86,700  |
|   |                            |              |  | DOT   |           |      |      |      |           |

## RPA 4 (Cont.)

| Project ID<br>Sponsor                               | Funds<br>Approval<br>Level | Project Type | Description<br>Options<br>Vehicle Unit Number                                     |       | 2023      | 2024 | 2025 | 2026 | Totals    |
|---|----------------------------|--------------|---|-------|-----------|------|------|------|-----------|
| 6754<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2016 FORD Glaval E450, 7557,<br>1FD4E4FS1GDC43388<br><br>VSS<br><br>Unit # 7557   | Total | \$102,000 |      |      |      | \$102,000 |
|   |                            |              |   | FA    | \$86,700  |      |      |      | \$86,700  |
|   |                            |              |   | DOT   |           |      |      |      |           |
| 6757<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | Shop Maintenance Truck w/ Compressor<br>and Snow Plow                             | Total | \$95,000  |      |      |      | \$95,000  |
|   |                            |              |   | FA    | \$76,000  |      |      |      | \$76,000  |
|   |                            |              |   | DOT   |           |      |      |      |           |
| 6760<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | Forklift for Maintenance Shop   | Total | \$60,000  |      |      |      | \$60,000  |
|   |                            |              |   | FA    | \$48,000  |      |      |      | \$48,000  |
|   |                            |              |   | DOT   |           |      |      |      |           |
| 6766<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2016 FORD Glaval E450, 7558,<br>1FD4E4FS3GDC43389<br><br>VSS<br><br>Unit # 7558   | Total | \$102,000 |      |      |      | \$102,000 |
|   |                            |              |   | FA    | \$86,700  |      |      |      | \$86,700  |
|   |                            |              |   | DOT   |           |      |      |      |           |
| 6767<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2016 FORD Glaval E450, 7559,<br>1FD4E4FSXGDC43390<br><br>VSS<br><br>Unit # 7559   | Total | \$102,000 |      |      |      | \$102,000 |
|   |                            |              |   | FA    | \$86,700  |      |      |      | \$86,700  |
|   |                            |              |   | DOT   |           |      |      |      |           |
| 6768<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2017 FORD Glaval E450, 7560A,<br>1FD4E4FS5HDC07401<br><br>VSS<br><br>Unit # 7560A | Total | \$102,000 |      |      |      | \$102,000 |
|   |                            |              |   | FA    | \$86,700  |      |      |      | \$86,700  |
|   |                            |              |   | DOT   |           |      |      |      |           |
| 6769<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2017 FORD Glaval E450, 7561,<br>1FD4E4FS7HDC07402<br><br>VSS<br><br>Unit # 7561   | Total | \$102,000 |      |      |      | \$102,000 |
|   |                            |              |   | FA    | \$86,700  |      |      |      | \$86,700  |
|   |                            |              |   | DOT   |           |      |      |      |           |

## RPA 4 (Cont.)

| Project ID<br>Sponsor                           | Funds<br>Approval<br>Level | Project Type | Description<br>Options<br>Vehicle Unit Number                                 |       | 2023        | 2024        | 2025        | 2026        | Totals      |
|---|----------------------------|--------------|---|-------|-------------|-------------|-------------|-------------|-------------|
| 6770<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2017 FORD Glaval E450, 7562,<br>1FDDE4FS9HDC07403<br><br>VSS<br>Unit # 7562   | Total | \$102,000   |             |             |             | \$102,000   |
|   |                            |              |   | FA    | \$86,700    |             |             |             | \$86,700    |
|   |                            |              |   | DOT   |             |             |             |             |             |
| 6771<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2018 FORD Glaval E450, 7563,<br>1FDDE4FSXJDC17363<br><br>VSS<br>Unit # 7563   | Total | \$102,000   |             |             |             | \$102,000   |
|   |                            |              |   | FA    | \$86,700    |             |             |             | \$86,700    |
|   |                            |              |   | DOT   |             |             |             |             |             |
| 6772<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2018 FORD Glaval E450, 7564,<br>1FDDE4FS1JDC17364<br><br>VSS<br>Unit # 7564   | Total | \$102,000   |             |             |             | \$102,000   |
|   |                            |              |   | FA    | \$86,700    |             |             |             | \$86,700    |
|   |                            |              |   | DOT   |             |             |             |             |             |
| 6773<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2018 FORD Glaval E450, 7565A,<br>1FDDE4FS3JDC17365<br><br>VSS<br>Unit # 7565A | Total | \$102,000   |             |             |             | \$102,000   |
|   |                            |              |   | FA    | \$86,700    |             |             |             | \$86,700    |
|   |                            |              |   | DOT   |             |             |             |             |             |
| 6774<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2018 FORD Glaval E450, 7566A,<br>1FDDE4FS5JDC17366<br><br>VSS<br>Unit # 7566A | Total | \$102,000   |             |             |             | \$102,000   |
|   |                            |              |   | FA    | \$86,700    |             |             |             | \$86,700    |
|   |                            |              |   | DOT   |             |             |             |             |             |
| 2132<br>RPA 4                                   | 5311<br>TIP Approved       | Planning     | FTA Planning  | Total | \$39,265    | \$39,265    | \$39,265    | \$39,265    | \$157,060   |
|   |                            |              |   | FA    | \$31,412    | \$31,412    | \$31,412    | \$31,412    | \$125,648   |
|   |                            |              |   | DOT   |             |             |             |             |             |
| 6271<br>Siouxland<br>Regional Transit<br>System | 5311<br>TIP Approved       | Operations   | FTA operating 5310\5311 formula   | Total | \$1,224,256 | \$1,224,256 | \$1,224,256 | \$1,224,256 | \$4,897,024 |
|   |                            |              |   | FA    | \$612,128   | \$612,128   | \$612,128   | \$612,128   | \$2,448,512 |
|   |                            |              |   | DOT   |             |             |             |             |             |

## RPA 4 (Cont.)

| Project ID<br>Sponsor                                | Funds<br>Approval<br>Level | Project Type | Description<br>Options<br>Vehicle Unit Number                                     |       | 2023      | 2024      | 2025      | 2026      | Totals      |
|--|----------------------------|--------------|---|-------|-----------|-----------|-----------|-----------|-------------|
| 6272<br><br>Siouxland<br>Regional Transit<br>System  | STA<br><br>TIP Approved    | Operations   | STA state operating   | Total | \$473,468 | \$473,468 | \$473,468 | \$473,468 | \$1,893,872 |
|  |                            |              |   | FA    |           |           |           |           |             |
|  |                            |              |   | DOT   | \$473,468 | \$473,468 | \$473,468 | \$473,468 | \$1,893,872 |
| 10207<br><br>Siouxland<br>Regional Transit<br>System | 5311<br><br>TIP Approved   | Operations   | 5311 Nebraska Funds to Iowa DOT   | Total | \$566,838 | \$566,838 | \$566,838 | \$566,838 | \$2,267,352 |
|  |                            |              |   | FA    | \$283,419 | \$283,419 | \$283,419 | \$283,419 | \$1,133,676 |
|  |                            |              |   | DOT   |           |           |           |           |             |
| 6775<br><br>Siouxland<br>Regional Transit<br>System  | 5339<br><br>TIP Approved   | Capital      | 2020 Dodge Caravan/Braun Entervan,<br>7580, 2C7WDGBG4KR803116<br><br>Unit # 7580A | Total |           | \$63,712  |           |           | \$63,712    |
|  |                            |              |   | FA    |           | \$54,155  |           |           | \$54,155    |
|  |                            |              |   | DOT   |           |           |           |           |             |
| 6776<br><br>Siouxland<br>Regional Transit<br>System  | 5339<br><br>TIP Approved   | Capital      | 2020 Dodge Caravan/Braun Entervan,<br>7581, 2C7WDGBG5KR801262<br><br>Unit # 7581  | Total |           | \$63,712  |           |           | \$63,712    |
|  |                            |              |   | FA    |           | \$54,155  |           |           | \$54,155    |
|  |                            |              |   | DOT   |           |           |           |           |             |
| 6777<br><br>Siouxland<br>Regional Transit<br>System  | 5339<br><br>TIP Approved   | Capital      | 2019 FORD Glaval E450, 7567,<br>1FDFE4FS0KDC61342<br><br>VSS<br><br>Unit # 7567   | Total |           |           | \$112,091 |           | \$112,091   |
|  |                            |              |   | FA    |           |           | \$95,277  |           | \$95,277    |
|  |                            |              |   | DOT   |           |           |           |           |             |
| 6778<br><br>Siouxland<br>Regional Transit<br>System  | 5339<br><br>TIP Approved   | Capital      | 2019 FORD Glaval E450, 7568,<br>1FDFE4FS5KDC61336<br><br>VSS<br><br>Unit # 7568   | Total |           |           | \$112,091 |           | \$112,091   |
|  |                            |              |   | FA    |           |           | \$95,277  |           | \$95,277    |
|  |                            |              |   | DOT   |           |           |           |           |             |



## RPA 4 (Cont.)

| Project ID<br>Sponsor                           | Funds<br>Approval<br>Level | Project Type | Description<br>Options<br>Vehicle Unit Number                                  |       | 2023 | 2024 | 2025      | 2026 | Totals    |
|---|----------------------------|--------------|--|-------|------|------|-----------|------|-----------|
| 6779<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7569,<br>1FD FE4FS9KDC61338<br><br>VSS<br>Unit # 7569   | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |  | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |  | DOT   |      |      |           |      |           |
| 6780<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7570A,<br>1FD FE4FSOKDC61339<br><br>VSS<br>Unit # 7570A | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |  | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |  | DOT   |      |      |           |      |           |
| 6781<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7571,<br>1FD FE4FS7KDC61340<br><br>VSS<br>Unit # 7571   | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |  | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |  | DOT   |      |      |           |      |           |
| 6782<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7572,<br>1FD FE4FSOKDC61341<br><br>VSS<br>Unit # 7572   | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |  | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |  | DOT   |      |      |           |      |           |
| 6783<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7573,<br>1FD FE4FS3KDC61335<br><br>VSS<br>Unit # 7573   | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |  | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |  | DOT   |      |      |           |      |           |
| 6784<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7575A,<br>1FD FE4FS6KDC61345<br><br>VSS<br>Unit # 7575A | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |  | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |  | DOT   |      |      |           |      |           |

## RPA 4 (Cont.)

| Project ID<br>Sponsor                           | Funds<br>Approval<br>Level | Project Type | Description<br>Options<br>Vehicle Unit Number                                     |       | 2023 | 2024 | 2025      | 2026 | Totals    |
|---|----------------------------|--------------|---|-------|------|------|-----------|------|-----------|
| 6784<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7575A,<br>1FDFE4FS6KDC61345<br><br>VSS<br><br>Unit # 7575A | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |   | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |   | DOT   |      |      |           |      |           |
| 6785<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7574,<br>1FDFE4FS8KDC61346<br><br>VSS<br><br>Unit # 7574   | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |   | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |   | DOT   |      |      |           |      |           |
| 6786<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7576,<br>1FDFE4FS7KDC61337<br><br>VSS<br><br>Unit # 7576   | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |   | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |   | DOT   |      |      |           |      |           |
| 6787<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7577,<br>1FDFE4FSXKDC61347<br><br>VSS<br><br>Unit # 7577   | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |   | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |   | DOT   |      |      |           |      |           |
| 6788<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7578,<br>1FDFE4FS4KDC61344<br><br>VSS<br><br>Unit # 7578   | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |   | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |   | DOT   |      |      |           |      |           |
| 6789<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2019 FORD Glaval E450, 7579,<br>1FDFE4FS2KDC61343<br><br>VSS<br><br>Unit # 7579   | Total |      |      | \$112,091 |      | \$112,091 |
|   |                            |              |   | FA    |      |      | \$95,277  |      | \$95,277  |
|   |                            |              |   | DOT   |      |      |           |      |           |



## RPA 4 (Cont.)

| Project ID<br>Sponsor                               | Funds<br>Approval<br>Level | Project Type | Description<br>Options<br>Vehicle Unit Number                |       | 2023 | 2024 | 2025 | 2026      | Totals    |
|---|----------------------------|--------------|--|-------|------|------|------|-----------|-----------|
| 6790<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2021 FORD Glaval E450, 7582,<br>1FDFE4FN6MDC36345<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |  | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |  | DOT   |      |      |      |           |           |
| 6791<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2021 FORD Glaval E450, 7584,<br>1FDFE4FN1MDC36348<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |  | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |  | DOT   |      |      |      |           |           |
| 6792<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2021 FORD Glaval E450, 7585,<br>1FDFE4FNXMDC36350<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |  | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |  | DOT   |      |      |      |           |           |
| 6793<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2021 FORD Glaval E450, 7586,<br>1FDFE4FN4MDC36344<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |  | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |  | DOT   |      |      |      |           |           |
| 6794<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2021 FORD Glaval E450, 7588,<br>1FDFE4FN5MDC36353<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |  | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |  | DOT   |      |      |      |           |           |
| 6795<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2021 FORD Glaval E450, 7587,<br>1FDFE4FN3MDC36352<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |  | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |  | DOT   |      |      |      |           |           |
| 6796<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2021 FORD Glaval E450, 7589,<br>1FDFE4FN3MDC36349<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |  | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |  | DOT   |      |      |      |           |           |
| 6797<br><br>Siouxland<br>Regional Transit<br>System | 5339<br><br>TIP Approved   | Capital      | 2021 FORD Glaval E450, 7590,<br>1FDFE4FN9NDC11568<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |  | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |  | DOT   |      |      |      |           |           |

## RPA 4 (Cont.)

| Project ID<br>Sponsor                           | Funds<br>Approval<br>Level | Project Type | Description<br>Options<br>Vehicle Unit Number                 |       | 2023 | 2024 | 2025 | 2026      | Totals    |
|---|----------------------------|--------------|---|-------|------|------|------|-----------|-----------|
| 6798<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2021 FORD Glaval E450, 7591,<br>1FD FE4FN2MDC36343<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |   | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |   | DOT   |      |      |      |           |           |
| 6799<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2021 FORD Glaval E450, 7592,<br>1FD FE4FN1MDC37323<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |   | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |   | DOT   |      |      |      |           |           |
| 6800<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2021 FORD Glaval E450, 7593,<br>1FD FE4FN1MDC36351<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |   | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |   | DOT   |      |      |      |           |           |
| 6801<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2021 FORD Glaval E450, 7594,<br>1FD FE4FNXMDC36347<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |   | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |   | DOT   |      |      |      |           |           |
| 8998<br>Siouxland<br>Regional Transit<br>System | 5339<br>TIP Approved       | Capital      | 2021 FORD Glaval E450, 7583,<br>1FD FE4FN8MDC36346<br><br>VSS | Total |      |      |      | \$117,695 | \$117,695 |
|   |                            |              |   | FA    |      |      |      | \$100,041 | \$100,041 |
|   |                            |              |   | DOT   |      |      |      |           |           |

## FINANCING THE PROGRAM

**TABLE 3: SURFACE TRANSPORTATION BLOCK GRANT FUND BALANCE**

| Project #                                | TPMS # | Sponsor      | Project                       | 2023      | 2024      | 2025      | 2026      |
|--|--------|--------------|-------------------------------|-----------|-----------|-----------|-----------|
| RGPL-PA04(RTP)--ST-00                    | 218    | SIMPCO       | SIMPCO                        | 46,000    | 46,800    | 46,800    | 46,800    |
| RGTR-PA04()--ST-00                       | 37804  | SIMPCO       | Transit Bus                   | 81,400    |           |           |           |
| STBG-SWAP-CO47()--FG-47                  | 39094  | Ida CRD      | D50/L51                       | 904,000   |           |           |           |
| STBG-SWAP-CO75(49-2023)--FG-75           | 36249  | Plymouth CRD | County Route K-49             | 990,200   |           |           |           |
| STBG-SWAP-CO67(92)--FG-67                | 37319  | Monona CRD   | E16 HMA Paving                | 1,160,000 |           |           |           |
| STBG-SWAP-CO97(K-42)--FG-97              | 45042  | Woodbury CRD | Dallas Avenue (K-42)          |           |           | 1,500,000 |           |
| STBG-SWAP-4257()--SG-75                  | 45226  | Le Mars      | 7th Ave E K-49                | 625,600   |           |           |           |
| STBG-SWAP-1272()--SG-18                  | 47176  | Cherokee     | W Main St                     |           |           | 328,000   |           |
| STBG-SWAP-4257()--SG-75                  | 47178  | Le Mars      | 12th St S                     |           |           | 432,600   |           |
| STBG-SWAP-CO75(K-42)--FG-75              | 47089  | Plymouth CRD | K-42 PCC Overlay FM-CO75(131) |           |           | 1,421,100 |           |
| STBG-SWAP-1272()--SG-18                  | 51135  | Cherokee     | W Bluff Street Resurfacing    |           |           |           | 504,000   |
| STP-S-C018()--5E-18                      | 51111  | Cherokee CRD | L-51 PCC Project              |           |           |           | 1,600,000 |
| <b>Total Programmed</b>                  |        |              |                               | 3,807,200 | 46,800    | 3,728,500 | 2,150,800 |
| <b>STBG Carryover from Previous Year</b> |        |              |                               | 1,401,800 | -363,900  | 1,670,300 | 62,800    |
| <b>STBG Target</b>                       |        |              |                               | 2,041,500 | 2,081,000 | 2,121,000 | 2,162,000 |
| <b>Balance</b>                           |        |              |                               | -363,900  | 1,670,300 | 62,800    | 74,000    |

**TABLE 4: IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM BALANCE**

| Project #                               | TPMS # | Sponsor | Project                                       | 2023    | 2024    | 2025    | 2026    |
|---|--------|---------|---|---------|---------|---------|---------|
| TAP-R-4762()--8T-18                     | 38952  | Marcus  | Marcus Trail - Phase 1                        |         | 329,900 |         |         |
| TAP-R-5700()--8T-67                     | 51136  | Onawa   | The Onawa Community Trail                     |         |         | 231,321 |         |
| TAP-U-4257()--8I-75                     | 51137  | Le Mars | Le Mars Pedestrian Bridge Replacement Project |         |         |         | 287,575 |
| <b>Total Programmed</b>                 |        |         |   | 0       | 329,900 | 231,321 | 287,575 |
| <b>TAP Carryover from Previous Year</b> |        |         |   | 96,396  | 278,796 | 134,896 | 93,575  |
| <b>TAP Target</b>                       |        |         |   | 182,400 | 186,000 | 190,000 | 194,000 |
| <b>Balance</b>                          |        |         |   | 278,796 | 134,896 | 93,575  | 0       |

**TABLE 5: SUMMARY OF FUNDING BY PROGRAM (\$ x 1,000)**

| Program   | FY 23   |     |         |        |        |     | FY 24   |       |         |      |       |     | FY 25   |        |         |       |       |     | FY 26  |       |        |       |       |     | Grand Total |
|-----------|---------|-----|---------|--------|--------|-----|---------|-------|---------|------|-------|-----|---------|--------|---------|-------|-------|-----|--------|-------|--------|-------|-------|-----|-------------|
|           | Total   | FM  | FA      | SWAP   | Loc    | Spe | Total   | FM    | FA      | SWAP | Loc   | Spe | Total   | FM     | FA      | SWAP  | Loc   | Spe | Total  | FM    | FA     | SWAP  | Loc   | Spe |             |
| HBP       | 5600.0  | 0   | 4764.0  | 0      | 0      | 0   | 4412.0  | 250.0 | 4002.0  | 0    | 160.0 | 0   | 6592.0  | 140.4  | 6058.6  | 0     | 0     | 0   | 8911.0 | 360.0 | 7940.4 | 0     | 0     | 0   | 25515.0     |
| NHPP      | 52467.0 | 0   | 41973.6 | 0      | 0      | 0   | 13869.0 | 0     | 12482.1 | 0    | 0     | 0   | 18396.0 | 0      | 15342.0 | 0     | 0     | 0   | 4174.0 | 0     | 3339.2 | 0     | 0     | 0   | 88906.0     |
| PRF       | 1791.0  | 0   | 0       | 0      | 0      | 0   | 990.0   | 0     | 0       | 0    | 0     | 0   | 901     | 0      | 0       | 0     | 0     | 0   | 6394.0 | 0     | 0      | 0     | 0     | 0   | 10076.0     |
| RTP       | 1750.9  | 0   | 300.0   | 0      | 1450.9 | 0   | 0       | 0     | 0       | 0    | 0     | 0   | 0       | 0      | 0       | 0     | 0     | 0   | 0      | 0     | 0      | 0     | 0     | 0   | 1750.9      |
| STBG      | 1456.1  | 226 | 1171.8  | 0      | 58.3   | 0   | 0       | 0     | 0       | 0    | 0     | 0   | 25867.9 | 4778.9 | 17515.4 | 0     | 0     | 0   | 2000.0 | 400.0 | 1600.0 | 0     | 0     | 0   | 29324.0     |
| STBG-TAP  | 0       | 0   | 0       | 0      | 0      | 0   | 329.9   | 0     | 329.9   | 0    | 0     | 0   | 289.2   | 0      | 231.3   | 0     | 57.8  | 0   | 675.3  | 0     | 287.6  | 0     | 387.8 | 0   | 1294.4      |
| SWAP-HBP  | 2796.0  | 0   | 0       | 2667.0 | 129.0  | 0   | 0       | 0     | 0       | 0    | 0     | 0   | 0       | 0      | 0       | 0     | 0     | 0   | 0      | 0     | 0      | 0     | 0     | 0   | 2796.0      |
| SWAP-STBG | 3476.0  | 544 | 0       | 2775.8 | 156.4  | 0   | 0       | 0     | 0       | 0    | 0     | 0   | 950.8   | 0      | 0       | 760.6 | 190.2 | 0   | 630.0  | 0     | 0      | 504.0 | 126.0 | 0   | 5056.8      |

**TABLE 6: 2021 CITY STREET FINANCE REPORT OPERATIONS AND MAINTENANCE EXPENDITURES**

| City Name       | City Number | On System Mileage | Off System Mileage | Total Mileage | Total Maintenance | Total Operations | On System Maintenance | On System Operations |
|-----------------|-------------|-------------------|--------------------|---------------|-------------------|------------------|-----------------------|----------------------|
| AKRON           | 55          | 0.48              | 12.87              | 13.35         | \$48,055          | \$178,524        | \$1,724               | \$6,405              |
| ANTHON          | 192         | 0.76              | 5.94               | 6.7           | \$15,340          | \$29,490         | \$1,751               | \$3,366              |
| ARTHUR          | 247         | 0                 | 2.08               | 2.08          | \$2,187           | \$12,774         | \$0                   | \$0                  |
| AURELIA         | 310         | 0.65              | 7.83               | 8.48          | \$397,538         | \$83,528         | \$30,295              | \$6,365              |
| BATTLE CREEK    | 425         | 0.33              | 6.19               | 6.52          | \$6,578           | \$54,892         | \$330                 | \$2,754              |
| BLENCOE         | 687         | 0                 | 2.88               | 2.88          | \$236             | \$14,041         | \$0                   | \$0                  |
| BRONSON         | 867         | 0                 | 2.62               | 2.62          | \$35,655          | \$28,713         | \$0                   | \$0                  |
| BRUNSVILLE      | 905         | 0                 | 1.67               | 1.67          | \$403             | \$5,225          | \$0                   | \$0                  |
| CASTANA         | 1165        | 0                 | 4.45               | 4.45          | \$7,378           | \$8,546          | \$0                   | \$0                  |
| CHEROKEE        | 1272        | 10.57             | 29.74              | 40.3          | \$89,481          | \$780,465        | \$23,463              | \$204,649            |
| CLEGHORN        | 1387        | 0.58              | 1.87               | 2.45          | \$134             | \$10,795         | \$32                  | \$2,553              |
| CORRECTIONVILLE | 1595        | 0.79              | 7.99               | 8.77          | \$288,668         | \$68,707         | \$25,869              | \$6,157              |
| CRAIG           | 1682        | 0                 | 1.06               | 1.06          | \$0               | \$4,590          | \$0                   | \$0                  |
| CUSHING         | 1770        | 0                 | 2.04               | 2.04          | \$16,333          | \$24,520         | \$0                   | \$0                  |
| DANBURY         | 1817        | 0                 | 3.03               | 3.03          | \$885             | \$174,091        | \$0                   | \$0                  |
| GALVA           | 2805        | 0                 | 3.98               | 3.98          | \$34,967          | \$23,373         | \$0                   | \$0                  |
| HINTON          | 3485        | 0.5               | 4.77               | 5.26          | \$129,233         | \$114,943        | \$12,150              | \$10,807             |
| HOLSTEIN        | 3515        | 0                 | 11.42              | 11.42         | \$1,122           | \$105,006        | \$0                   | \$0                  |
| HORNICK         | 3547        | 0                 | 2.56               | 2.56          | \$14,988          | \$32,048         | \$0                   | \$0                  |
| IDA GROVE       | 3650        | 1.6               | 18.1               | 19.69         | \$293,957         | \$368,884        | \$23,809              | \$29,877             |
| KINGSLEY        | 3992        | 0.73              | 9.1                | 9.83          | \$76,037          | \$157,399        | \$5,638               | \$11,672             |
| LARRABEE        | 4222        | 0                 | 1.53               | 1.53          | \$0               | \$5,149          | \$0                   | \$0                  |
| LAWTON          | 4250        | 0.58              | 4.72               | 5.31          | \$55,083          | \$115,728        | \$6,052               | \$12,716             |
| LE MARS         | 4257        | 17.26             | 52.75              | 70.01         | \$778,939         | \$897,294        | \$192,017             | \$221,193            |
| MAPLETON        | 4737        | 0.53              | 10.49              | 11.02         | \$240,371         | \$79,043         | \$11,498              | \$3,781              |
| MARCUS          | 4762        | 0                 | 12.19              | 12.19         | \$169,456         | \$157,184        | \$0                   | \$0                  |

|              |      |             |               |               |                    |                    |                  |                  |
|--------------|------|-------------|---------------|---------------|--------------------|--------------------|------------------|------------------|
| MERIDEN      | 4962 | 0           | 2.49          | 2.49          | \$33,807           | \$22,509           | \$0              | \$0              |
| MERRILL      | 4975 | 1           | 5.18          | 6.19          | \$69,187           | \$52,703           | \$11,229         | \$8,554          |
| MOORHEAD     | 5205 | 0.19        | 3.12          | 3.31          | \$3,221            | \$15,253           | \$188            | \$889            |
| MOVILLE      | 5307 | 0           | 11.12         | 11.12         | \$451,699          | \$1,496,357        | \$0              | \$0              |
| ONAWA        | 5700 | 3.15        | 28.47         | 31.62         | \$67,376           | \$444,056          | \$6,712          | \$44,237         |
| OTO          | 5800 | 0           | 2.67          | 2.67          | \$9,802            | \$37,607           | \$0              | \$0              |
| OYENS        | 5852 | 0           | 1.13          | 1.13          | \$1,570            | \$4,087            | \$0              | \$0              |
| PIERSON      | 6012 | 0           | 4.47          | 4.47          | \$10,408           | \$44,314           | \$0              | \$0              |
| QUIMBY       | 6287 | 0           | 2.72          | 2.72          | \$290              | \$32,340           | \$0              | \$0              |
| REMSEN       | 6407 | 1.06        | 10.51         | 11.57         | \$0                | \$339,116          | \$0              | \$31,092         |
| RODNEY       | 6587 | 0           | 0.83          | 0.83          | \$40,000           | \$4,135            | \$0              | \$0              |
| SALIX        | 6770 | 0           | 4.2           | 4.2           | \$10,604           | \$30,282           | \$0              | \$0              |
| SLOAN        | 7085 | 0.65        | 7.54          | 8.2           | \$27,009           | \$84,556           | \$2,155          | \$6,746          |
| SMITHLAND    | 7092 | 0           | 2.65          | 2.65          | \$0                | \$19,132           | \$0              | \$0              |
| SOLDIER      | 7125 | 0           | 2.35          | 2.35          | \$30,841           | \$19,617           | \$0              | \$0              |
| STRUBLE      | 7455 | 0           | 1.06          | 1.06          | \$4,907            | \$5,591            | \$0              | \$0              |
| TURIN        | 7760 | 0           | 0.83          | 0.83          | \$0                | \$385              | \$0              | \$0              |
| UTE          | 7920 | 0           | 5.53          | 5.53          | \$56,205           | \$76,879           | \$0              | \$0              |
| WASHTA       | 8150 | 0           | 2.76          | 2.76          | \$2,610            | \$16,257           | \$0              | \$0              |
| WESTFIELD    | 8305 | 0           | 1.97          | 1.97          | \$1,015            | \$2,687            | \$0              | \$0              |
| WHITING      | 8365 | 2.19        | 7.36          | 9.55          | \$22,300           | \$60,741           | \$5,112          | \$13,923         |
| <b>Total</b> |      | <b>43.6</b> | <b>332.83</b> | <b>376.42</b> | <b>\$3,545,875</b> | <b>\$6,343,556</b> | <b>\$360,023</b> | <b>\$627,736</b> |

**TABLE 7: 2021 COUNTY FEDERAL AID SYSTEM MAINTENANCE AND OPERATIONS COST**

|                | Secondary Road Mileage |                     |          | Total Costs |             |            | Federal Aid System Costs |             |            |
|----------------|------------------------|---------------------|----------|-------------|-------------|------------|--------------------------|-------------|------------|
|                | Fed. Aid System        | Non Fed. Aid System | Total    | Operations  | Maintenance | Total      | Operations               | Maintenance | Total      |
| Cherokee       | 308.438                | 688.801             | 997.239  | 1,525,912   | 4,288,940   | 5,814,852  | 471,952                  | 1,326,535   | 1,798,487  |
| Ida            | 225.721                | 490.408             | 716.129  | 1,093,742   | 2,027,520   | 3,121,262  | 344,743                  | 639,066     | 983,809    |
| Monona         | 350.42                 | 699.121             | 1049.541 | 2,559,867   | 4,949,217   | 7,509,084  | 854,687                  | 1,652,441   | 2,507,128  |
| Plymouth       | 366.789                | 1047.142            | 1413.931 | 2,345,826   | 6,380,403   | 8,726,229  | 608,533                  | 1,655,146   | 2,263,678  |
| Woodbury       | 394.914                | 939.066             | 1333.98  | 3,426,844   | 5,585,893   | 9,012,737  | 1,014,489                | 1,653,659   | 2,668,148  |
| Subtotal RPA 4 | 1646.282               | 3864.538            | 5510.820 | 10,952,191  | 23,231,973  | 34,184,164 | 3,294,404                | 6,926,846   | 10,221,250 |

**TABLE 8: FINANCIAL CONSTRAINT SUMMARY**

| RPA 4 Forecasted Operations and Maintenance Expenditures on Federal-aid System |            |            |            |            |
|--|------------|------------|------------|------------|
|  | 2023       | 2024       | 2025       | 2026       |
| County Operations  | 3,563,227  | 3,705,757  | 3,853,987  | 4,008,146  |
| County Maintenance   | 7,492,077  | 7,791,760  | 8,103,430  | 8,427,567  |
| City Operations  | 678,959    | 706,117    | 734,362    | 763,737    |
| City Maintenance   | 389,401    | 404,977    | 421,176    | 438,023    |
| Total Operations and Maintenance   | 12,123,664 | 12,608,611 | 13,112,955 | 13,637,474 |

| RPA 4 Forecasted Non Federal-aid Revenues |            |            |            |            |
|---|------------|------------|------------|------------|
|   | 2023       | 2024       | 2025       | 2026       |
| Farm to Market                            | 6,925,514  | 7,202,534  | 7,490,636  | 7,790,261  |
| Secondary Road Fund                       | 43,075,642 | 44,798,668 | 46,590,614 | 48,454,239 |
| City Street Fund                          | 14,972,014 | 15,570,895 | 16,193,731 | 16,841,480 |
| Total Non Federal-aid Revenues            | 64,973,170 | 67,572,097 | 70,274,981 | 73,085,980 |

**TABLE 9: FARM TO MARKET RECEIPTS STATE FISCAL YEAR 2021**

| State Fiscal Year 2021 Actual Farm to Market Receipts |          |           |           |           |           |           |
|---|----------|-----------|-----------|-----------|-----------|-----------|
| County No.  | County   | Q1        | Q2        | Q3        | Q4        | Total     |
| 18  | CHEROKEE | 329,632   | 304,704   | 223,683   | 230,702   | 1,088,721 |
| 47  | IDA      | 220,321   | 203,660   | 149,506   | 154,198   | 727,686   |
| 67  | MONONA   | 358,618   | 331,499   | 243,352   | 250,989   | 1,184,459 |
| 75  | PLYMOUTH | 519,088   | 479,833   | 352,244   | 363,298   | 1,714,464 |
| 97  | WOODBURY | 510,984   | 472,342   | 346,745   | 357,626   | 1,687,698 |
| Subtotal SRTPA  |          | 1,938,643 | 1,792,039 | 1,315,531 | 1,356,814 | 6,403,027 |

**TABLE 10: FY 2021 COUNTY ENGINEERS' ANNUAL REPORT, RECEIPTS TO THE SECONDARY ROAD FUND**

| Revenue Categories and Funds |           |            |               |               |            |              |             |                     |                        |            |
|------------------------------|-----------|------------|---------------|---------------|------------|--------------|-------------|---------------------|------------------------|------------|
| Property Tax                 | L.O.S.T.  | RUTF       | FM Extensions | Time-21 Funds | RISE Funds | Bridge Funds | FM Transfer | Tax Refunds/Credits | Miscellaneous Receipts | Total      |
| 1,720,812                    | 457,975   | 3,863,854  | 21,372        | 550,973       | 0          | 0            | 0           | 0                   | 0                      | 6,614,986  |
| 1,116,388                    | 0         | 2,641,054  | 20,728        | 377,438       | 0          | 0            | 326383.61   | 0                   | 0                      | 4,481,991  |
| 2,020,782                    | 493,577   | 3,988,658  | 22,467        | 568,486       | 0          | 0            | 140000      | 0                   | 4,711                  | 7,238,682  |
| 3,135,000                    | 1,000,000 | 4,757,257  | 10,643        | 920,236       | 0          | 0            | 0           | 0                   | 0                      | 9,823,137  |
| 1,650,000                    | 2,451,083 | 6,093,852  | 70,416        | 878,892       | 0          | 515531.05    | 0           | 0                   | 7,284                  | 11,667,057 |
| 9,642,982                    | 4,402,635 | 21,344,675 | 145,627       | 3,296,025     | 0          | 515,531      | 466,384     | 0                   | 11,994                 | 39,825,852 |



**TABLE 11: CITY STREET FINANCE REPORT REVENUES 2021**

| City Name       | General Fund<br>(001) | Road Use<br>(110) | Other<br>(LOST, Benefits, TIF Etc) | Service Debt<br>(200) | Capital Projects<br>(300) | Utilities<br>(600 & Up) | Total                 |
|-----------------|-----------------------|-------------------|------------------------------------|-----------------------|---------------------------|-------------------------|-----------------------|
| Akron           | \$134,826.00          | \$502,398.00      | \$0.00                             | \$95,878.00           | \$228,450.00              | \$0.00                  | <b>\$961,552.00</b>   |
| Anthon          | \$0.00                | \$84,559.00       | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$84,559.00</b>    |
| Arthur          | \$0.00                | \$27,978.00       | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$27,978.00</b>    |
| Aurelia         | \$27,975.00           | \$160,716.00      | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$188,691.00</b>   |
| Battle Creek    | \$0.00                | \$106,709.00      | \$0.00                             | \$564.00              | \$0.00                    | \$0.00                  | <b>\$107,273.00</b>   |
| Blencoe         | \$4,414.00            | \$27,904.00       | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$32,318.00</b>    |
| Bronson         | \$6,567.00            | \$37,616.00       | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$44,183.00</b>    |
| Brunsville      | \$13,000.00           | \$25,184.00       | \$15,000.00                        | \$0.00                | \$0.00                    | \$0.00                  | <b>\$53,184.00</b>    |
| Castana         | \$0.00                | \$18,893.00       | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$18,893.00</b>    |
| Cherokee        | \$12,696.00           | \$786,176.00      | \$942,796.00                       | \$423,239.00          | \$0.00                    | \$0.00                  | <b>\$2,164,907.00</b> |
| Cleghorn        | \$0.00                | \$34,756.00       | \$684.00                           | \$0.00                | \$0.00                    | \$0.00                  | <b>\$35,440.00</b>    |
| Correctionville | \$31,081.00           | \$122,873.00      | \$43,847.00                        | \$0.00                | \$20,104.00               | \$0.00                  | <b>\$217,905.00</b>   |
| Craig           | \$0.00                | \$9,655.00        | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$9,655.00</b>     |
| Cushing         | \$1,647.00            | \$23,195.00       | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$24,842.00</b>    |
| Danbury         | \$124,325.00          | \$37,609.00       | \$0.00                             | \$5,072.00            | \$160,822.00              | \$0.00                  | <b>\$327,828.00</b>   |
| Galva           | \$5,011.00            | \$47,077.00       | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$52,088.00</b>    |
| Hinton          | \$22,084.00           | \$160,971.00      | \$16,282.00                        | \$98,645.00           | \$0.00                    | \$0.00                  | <b>\$297,982.00</b>   |
| Holstein        | \$20,000.00           | \$208,928.00      | \$0.00                             | \$152,925.00          | \$0.00                    | \$0.00                  | <b>\$381,853.00</b>   |
| Hornick         | \$0.00                | \$32,424.00       | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$32,424.00</b>    |
| Ida Grove       | \$52,932.00           | \$320,577.00      | \$36,276.00                        | \$81,838.00           | \$0.00                    | \$0.00                  | <b>\$491,623.00</b>   |
| Kingsley        | \$0.00                | \$211,173.00      | \$94,159.00                        | \$51,375.00           | \$49,664.00               | \$0.00                  | <b>\$406,371.00</b>   |
| Larrabee        | \$0.00                | \$19,914.00       | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$19,914.00</b>    |
| Lawton          | \$98,171.00           | \$135,893.00      | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$234,064.00</b>   |
| Le Mars         | \$915,727.00          | \$1,470,581.00    | \$0.00                             | \$25,575.00           | \$0.00                    | \$0.00                  | <b>\$2,411,883.00</b> |
| Mapleton        | \$42,565.00           | \$183,187.00      | \$0.00                             | \$0.00                | \$0.00                    | \$0.00                  | <b>\$225,752.00</b>   |
| Marcus          | \$188,110.00          | \$167,460.00      | \$29,303.00                        | \$7,100.00            | \$0.00                    | \$0.00                  | <b>\$391,973.00</b>   |

|              |                       |                       |                       |                       |                     |               |                        |
|--------------|-----------------------|-----------------------|-----------------------|-----------------------|---------------------|---------------|------------------------|
| Meriden      | \$27,360.00           | \$23,796.00           | \$0.00                | \$0.00                | \$0.00              | \$0.00        | <b>\$51,156.00</b>     |
| Merrill      | \$0.00                | \$112,995.00          | \$0.00                | \$0.00                | \$0.00              | \$0.00        | <b>\$112,995.00</b>    |
| Moorhead     | \$14,658.00           | \$30,916.00           | \$0.00                | \$0.00                | \$0.00              | \$0.00        | <b>\$45,574.00</b>     |
| Moville      | \$846,047.00          | \$1,048,273.00        | \$0.00                | \$106,969.00          | \$0.00              | \$0.00        | <b>\$2,001,289.00</b>  |
| Onawa        | \$24,374.00           | \$450,472.00          | \$174,068.00          | \$0.00                | \$0.00              | \$0.00        | <b>\$648,914.00</b>    |
| Oto          | \$18,000.00           | \$15,176.00           | \$16,229.00           | \$0.00                | \$0.00              | \$0.00        | <b>\$49,405.00</b>     |
| Oyens        | \$0.00                | \$29,328.00           | \$17,216.00           | \$0.00                | \$0.00              | \$0.00        | <b>\$46,544.00</b>     |
| Pierson      | \$17,434.00           | \$43,652.00           | \$7,760.00            | \$30,215.00           | \$0.00              | \$0.00        | <b>\$99,061.00</b>     |
| Quimby       | \$0.00                | \$45,269.00           | \$0.00                | \$1,564.00            | \$0.00              | \$0.00        | <b>\$46,833.00</b>     |
| Remsen       | \$78,230.00           | \$268,888.00          | \$101,717.00          | \$49,320.00           | \$0.00              | \$0.00        | <b>\$498,155.00</b>    |
| Rodney       | \$26,804.00           | \$4,439.00            | \$0.00                | \$0.00                | \$0.00              | \$0.00        | <b>\$31,243.00</b>     |
| Salix        | \$2,000.00            | \$43,902.00           | \$0.00                | \$138,386.00          | \$0.00              | \$0.00        | <b>\$184,288.00</b>    |
| Sloan        | \$219,690.00          | \$145,621.00          | \$0.00                | \$0.00                | \$0.00              | \$0.00        | <b>\$365,311.00</b>    |
| Smithland    | \$0.00                | \$27,996.00           | \$0.00                | \$0.00                | \$0.00              | \$0.00        | <b>\$27,996.00</b>     |
| Soldier      | \$15,380.00           | \$26,041.00           | \$1,828.00            | \$0.00                | \$0.00              | \$0.00        | <b>\$43,249.00</b>     |
| Struble      | \$2,499.00            | \$7,999.00            | \$0.00                | \$0.00                | \$0.00              | \$0.00        | <b>\$10,498.00</b>     |
| Turin        | \$0.00                | \$7,475.00            | \$0.00                | \$0.00                | \$0.00              | \$0.00        | <b>\$7,475.00</b>      |
| Ute          | \$44,403.00           | \$55,974.00           | \$37,761.00           | \$0.00                | \$13,904.00         | \$0.00        | <b>\$152,042.00</b>    |
| Washta       | \$0.00                | \$37,252.00           | \$0.00                | \$0.00                | \$0.00              | \$0.00        | <b>\$37,252.00</b>     |
| Westfield    | \$0.00                | \$19,755.00           | \$0.00                | \$0.00                | \$0.00              | \$0.00        | <b>\$19,755.00</b>     |
| Whiting      | \$1,436.00            | \$114,043.00          | \$2,820.00            | \$0.00                | \$0.00              | \$0.00        | <b>\$118,299.00</b>    |
| <b>Total</b> | <b>\$3,039,446.00</b> | <b>\$7,523,668.00</b> | <b>\$1,537,746.00</b> | <b>\$1,268,665.00</b> | <b>\$472,944.00</b> | <b>\$0.00</b> | <b>\$13,842,469.00</b> |

## AMENDMENTS AND REVISIONS

The *SRTPA Transportation Improvement Program FY 2023-2026* is a programming document and will be updated and revised as various local, regional, and state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around SRTPA. The TIP will be reviewed at least once annually. The review and updating will ensure continual citizen involvement and the TIP's overall viability as the SRTPA transportation improvement document. Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or "Amendment". The second is a minor revision or "Administrative Modification".

### **AMENDMENT**

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

### **ADMINISTRATIVE MODIFICATION**

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

## **AMENDMENT VS. ADMINISTRATIVE MODIFICATION**

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

|                                | <b><i>Administrative Modification</i></b>  | <b><i>Amendment</i></b>  |
|--------------------------------|--|--|
| <b><i>Project Cost</i></b>     | 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   |
| <b><i>Schedule Changes</i></b> | 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  |
| <b><i>Funding Sources</i></b>  | Changing amounts of existing funding sources   | Adding other federal funding sources to a project  |
| <b><i>Scope Changes</i></b>    | Moving funding between existing stages of project scope, such as from design to construction | Changing project termini, number of lanes, or significant changes in project type, such as changing an overlay to reconstruction, or changing a project to include widening of the roadway |

## ***A M E N D M E N T / A D M I N I S T R A T I V E M O D I F I C A T I O N P R O C E D U R E S***

When requesting an amendment or administrative modification to the TIP, member entities must complete an Amendment Form or an Administrative Modification Form. These must be filled out and returned to staff 10 days before the SRTPA TAC meeting so that the information can be reviewed and verified by staff. This will also allow the revisions to be posted in the agenda before 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 TAC review of the amendment or administrative modification proposal and recommendation to the Policy Board. A favorable vote from the Policy Board will allow the amendment to be added to the TIP. It is important to note that all TIP amendments/administrative modifications that require action by the Policy Board will be listed on the SRTPA Agenda prior to the meeting. This agenda will be posted 24 hours in advance of the meeting on SIMPCO's website: <https://simpco.org/about-us/agendas/>. Notice of the meeting will also be published in the Sioux City Journal and the agenda will be posted in the SIMPCO offices. All SRTPA meetings are open to the public and provide the public an opportunity to comment on TIP amendments/administrative modifications.

Major updates will be conducted as follows:

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

**SRTPA RESOLUTION 2023-1**  
APPROVAL OF THE FY 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

**NOW, THEREFORE, BE IT RESOLVED** by the Siouxland Regional Transportation Planning Association that the Policy Board approve the *Federal Fiscal Year 2023 – 2026 Transportation Improvement Program* and submit the document to the Iowa Department of Transportation for inclusion in the Iowa Department of Transportation's *Statewide Transportation Improvement Program*.

Approved by the SRTPA Policy Board and signed this 23<sup>rd</sup> day of June 2022.



Rhett Leonard  
SRTPA Policy Board Chairperson

ATTEST:



Michelle M. Bostinelos  
SIMPCO, Executive Director

**SRTPA RESOLUTION 2023-2**  
CERTIFICATE OF COMPLIANCE  
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

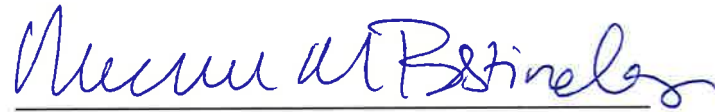
This is to certify that the *SRTPA Transportation Improvement Program FY 2023-2026* for the Siouxland Regional Transportation Planning Association Area is prepared in accordance with the requirements of the Federal Transit Administration Circular 7008.1A for financial capacity analysis. An assessment of financial capacity is conducted by the Siouxland Regional Transit System, in concert with the planning process conducted by the Siouxland Interstate Metropolitan Planning Council, as the Siouxland Regional Transportation Planning Association.

Approved by the SRTPA Policy Board and signed this 23<sup>rd</sup> day of June 2022.

A handwritten signature in blue ink, appearing to read 'Rhett Leonard', written over a horizontal line.

Rhett Leonard  
SRTPA Policy Board Chairperson

ATTEST:

A handwritten signature in blue ink, appearing to read 'Michelle M. Bostinelos', written over a horizontal line.

Michelle M. Bostinelos  
SIMPCO, Executive Director