

SIOUX CITY METROPOLITAN AREA
IOWA-NEBRASKA-SOUTH DAKOTA

TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)
FY 2023 - 2026

SIOUXLAND INTERSTATE METROPOLITAN
PLANNING COUNCIL
METROPOLITAN PLANNING ORGANIZATION

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Highway Superintendent
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INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO), has developed a **Transportation Improvement Program (TIP)** for the Sioux City Metropolitan Planning Area (herein after referred to as the “Metropolitan Planning Area”) consisting of the cities of Sioux City and Sergeant Bluff, Iowa; Dakota City and South Sioux City, Nebraska; and North Sioux City, South Dakota; and the unincorporated portions of Woodbury, Plymouth, Dakota, and Union Counties. This TIP was put together under the direction of the Federal Highway Administration, Federal Transit Administration, Iowa Department of Transportation (Iowa DOT), Nebraska Department of Transportation (NDOT), and South Dakota Department of Transportation (SDDOT), and meets requirements carried through from the Fixing America’s Surface Transportation Act (FAST Act) as in effect during the preparation of this application cycle and subsequent update. Though guided by FAST Act directives, projects as awarded through the TIP application process were funded under allocations implemented in the recent Infrastructure Investment and Jobs Act known as the Bipartisan Infrastructure Law (referenced here as IIJA/BIL, November 2021). Transitioning from FAST Act to the IIJA/BIL, language specific to this year’s objectives are addressed in terms of previous legislation with full consideration given to BIL as program changes roll out from the state level. The BIL expands federal funding authorizations for highway network, highway safety, alternative modes and mass transportation through Fiscal Year 2026 and includes modifications to targets previously established for the current fiscal year.

It is the purpose of the *MPO Transportation Improvement Program FY 2023-2026* to provide all citizens of the Metropolitan Planning Area, the FHWA, FTA, Iowa DOT, NDOT, and SDDOT with the Metropolitan Planning Area’s multimodal and intermodal transportation improvements for the fiscal years 2023 through 2026. Preparation of the TIP consisted of compiling background information provided through the U.S. Census Bureau, U.S. DOT, Iowa DOT, NDOT, SDDOT and other sources as cited. The MPO was responsible for the preparation of this TIP, with guidance given by local and county officials, the MPO Transportation Technical Committee (TTC), Policy Board, through the input of environmental, cultural, other interested parties, and through citizen input. The purpose of a TIP is to serve as an organized structure of information on improvements to be made in the Metropolitan Planning Area to transportation and related systems, addressing the future needs, goals, and objectives of the Metropolitan Planning Area. This TIP is project specific and serves as a programming document.

The information contained in the following pages will provide the Metropolitan Planning Area’s transportation network improvements and a vision of the transportation network in the year 2026. The “Vision” was developed using current transportation network characteristics, current and projected social, physical, environmental, and economical characteristics, as well as various local and county citizen participation, and local official involvement. Several local and regional meetings and a public input meeting were held throughout the development of *MPO Transportation Improvement Program FY 2023-2026* to encourage and receive a diverse accounting of information and participation.

PLANNING FACTORS

Because the IIJA/BIL allocations and guidelines were not made available until the TIP update was already in progress, project evaluation and scoring criterion have been maintained using FAST Act language. In discussing project planning, specifications from the IIJA/BIL will be considered in context. The FAST Act-defined planning requirements specify ten factors that must be considered in the development of transportation plans and programs. The factors are formulated to reassert the policy goals of the FAST Act, reinforce the link between policy goals and planning, and establish broader relationships between transportation planning and other planning activities, such as land use, growth management, and air quality compliance. Both the FAST Act and IIJA/BIL priorities are intended to expand the role of transportation planning, facilitate the development of a more balanced transportation system, and increase the efficiency of the system.

Policy and planning priorities

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

STATUS REPORT OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2022

TABLE 1A: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2022 PROJECT (IOWA)

PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	Amounts in \$1,000's					DEVELOPMENT STATUS
						FM	FA	SWAP	Reg	Total	
PRF	US77	Iowa Department of Transportation	38048	BRFN-77()-39-97	Missouri River in Sioux City (State Share)					36.0	Awarded
PRF	I-129	Iowa Department of Transportation	38148	IMN-129()-0E-97	Missouri River in Sioux City (State Share)					50.0	Awarded
PRF	IA376	Iowa Department of Transportation	48435	NHSX-376()-3H-97	N of Cunningham Dr to N Martha St in Sioux City		1,554.4			1,943.0	Awarded
PRF	IA376	Iowa Department of Transportation	48482	NHSX-376()-3H-97	N of Outer Dr to Floyd Blvd in Sioux City		952.8			1,191.0	Awarded
PRF	IA12	Iowa Department of Transportation	48525	NHSX-12()-3H-97	In Sioux City from US20 to Gordon Dr Viaduct		1,448.0			1,810.0	Awarded
PRF	IA 12	Iowa Department of Transportation	48575	NHSN-12()-2R-97	W 19th Intersection in Sioux City					214.0	Bid to let in June 2022
SWAP-STBG	First Street Reconstruction	Sergeant Bluff	36656	STBG-SWAP-6890()-SG-97	In the city of Sergeant Bluff, On First Street, from Port Neal Road to C Street			1,400.0	1,400.0	2,000.0	95% construction complete, expected final completion by June 1, 2022
STBG-TAP	Railroad and Museum trail improvements	Sioux City	19720	STP-ES-7057(672)--8I-97	In the city of Sioux City, Milwaukee Railroad Shops Historic District, Railroad and Museum Trail Improvements		450.0			563.0	Pending contract; Completion anticipated for end of 2022 Construction season
SWAP-STBG	Stone Park Boulevard Reconstruction	Sioux City	36655	STBG-SWAP-7057(708)--SG-97	In the city of Sioux City, On Stone Park Blvd, from West Clifton St to Broken Kettle Road			1,288.0	1,288.0	1,610.0	Bid 1/19/22 – Under Construction 2022-2023
STBG-TAP	Big Sioux/Highway 12 Trail	Sioux City	36933	TAP-U-7057(700)--8I-97	In the city of Sioux City, On Big Sioux/Highway 12 Trail, from Big Sioux River to Highway 12		300.0			600.0	Anticipated completion in May 2022
SWAP-STBG	Hamilton Blvd Reconstruction	Sioux City	37829	STBG-SWAP-7057(706)--SG-97	In the city of Sioux City, HMA mill & overlay on Hamilton Blvd from 36th St to city limits and 15th St to 20th St			972.0	972.0	1,215.0	Bid Date 4/19/2022
SWAP-STBG	South Rustin Street Reconstruction	Sioux City	38873	STBG-SWAP-7057(709)--SG-97	In the city of Sioux City, On South Rustin Street, from Leech Avenue to Dodge Avenue			1,407.0	1,407.0	1,759.0	Bid Date 4/19/2022
SWAP-HBP	Dace Avenue Bridge Re-Decking	Sioux City	48379	BHM-SWAP-7057(703)--SA-97	In City of Sioux City, On Dace Ave, Over Old Floyd River Channel			1,000.0		2,340.0	Bid 3/15/22 – Under construction 2022
SWAP-STBG	Port Neal Road Improvement	Woodbury County	32763	STBG-SWAP-C097(144)--FG-97	On K25, from Relocated Port Neal Road South 1.8 Miles to Gelita Plant Entrance, Sec 7 and 18 T87 R47	762		2,125.0	2,125.0	2,887.0	To be let 6/14/2022
SWAP-HBP	Bridge E-6 Replacement	Woodbury County	44954	BRS-SWAP-C097(146)--FF-97	On D-12, Over Creek, from Barker Avenue E 0.05 miles in Section 7 T89N R46W			450.0		450.0	May 17, 2022 letting in Ames
PL	SIMPCO Planning	MPO 29 / SIMPCO	18694	RGPL-PA29(RTP)--PL-97	RGLPL: SIMPCO: MPO Planning		141.3			176.7	Approved

TABLE 1B: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2022 PROJECT (NEBRASKA)

PROGRAM	SPONSOR	CONTROL NUMBER	TYPE OF WORK	AMOUNTS IN \$1,000'S				DEVELOPMENT STATUS
				FEDERAL	STATE	LOCAL	TOTAL	
NH - National Highway System	NDOT	32150A	On Highway 35, SW of Hubbard U-75/77 (Resurface, Bridge Repair)	7,879.0	2,356.0	-	10,235.0	PE – 2022 ROW, Const/CE - 2023
HSIP - Highway Safety Improvement Program	South Sioux City		Placeholder for future safety projects that will be identified in the future. They may include, traffic monitoring, crash analysis, traffic calming, minor intersection improvements funds will be requests were applicable	30.0	-	7.5	37.5	
PL - Metropolitan Planning	SIMPCO	Planning		64.6	-	27.5	74.9	Approved
FTA 5303 - Metropolitan Planning	SIMPCO	Planning		8.6	-	2.2	8.4	Approved

TABLE 1C: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2022 PROJECT (SOUTH DAKOTA)

SPONSOR	PROJECT NUMBER	PCN	LOCATION OF PROJECT	PROJECT TYPE	AMOUNTS IN \$1,000S				STATUS
					PROJ TOTAL	FED AID	STATE	LOCAL	
SIMPCO	TBD		FHWA Transportation Program Planning	Transportation Planning	127.2	57.3	-	12.6	Recurring
SDDOT	IM 0291(131)18	065L	I29N - Strs 1.6 of the North Sioux City Interch (Exit 1): Elk Point Interch; 0.2 N of the Elk Point Interch over RR	Interstate Maintenance	1,698	1,545	153	-	This is scheduled for 2023 construction. The work on the Exit 1 overpass will be done while maintaining one lane of traffic in each direction using lane closures. The work in the I29 bridges at Exit 18 will be done using lane closures, with one lane of traffic open at all times.
SDDOT	PH 0020(196)	06U7	Various location on the local system in the Mitchell Region	Roadway Safety Improvement	416	416	-	-	To be let in 2022 at 100% Federal
SDDOT	PH 0020(204)	07A9	Various location on the State System in the Mitchell Region	Roadway Safety Improvement	780	780	-	-	Letting date 05/04/2022
SDDOT	NH-P 0023(56)	06EV	Areawide	Pavement Preservation	265	218	47	-	Programmed for 2023
Union County	P 000S(00)	07DN	Various locations in the Mitchell Region	County Secondary and Off System	936	-	223	529	Letting date 06/15/2022
SDDOT	PS 000S(425)	0832	Statewide	Preliminary Engineering	20	18	2		(Recurring amount budgeted for BNSF inspections)
SDDOT	000S(454)22	08W1	State Electric Vehicle Infrastructure Deployment Plan	Study	520	416	-	-	In progress
SDDOT	TBD	03VR	Statewide	Dynamic Message Board Rehabilitation-Statewide	2,922	2,658	264	-	In progress
City of North Sioux City	TBD (STBG)		North Sioux City	Northshore Drive Realignment Project	17,400	17,000	-	400	PE / Environmental Study – July 2022, Final Design – July 2023, Construction 2024-2025

TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2022 PROJECTS

Project ID	Sponsor	Approval Level	Funding Programs	Years	Funding Total	DOT Funding	FA Funding	FTA Funding	Local Funding	Description
1313	MPO 29 / SIMPCO	FTA Approved	5311	2022	\$216,3		\$173,0	\$173,0	\$43,2	FTA Planning
6265	Sioux City	FTA Approved	5310	2022	\$17,8		\$14,3	\$14,3	\$3,5	Capital projects & Svc exceeding ADA Requirements, & Sat. SSC Rides
6266	Sioux City	FTA Approved	STA	2022	\$75,0	\$60,0			\$15,0	MLK structural rehabilitation, concrete sealing, and concrete repairs
6267	Sioux City	FTA Approved	5339,PTIG	2022	\$10,000,0	\$600,0	\$7,520,0	\$7,520,0	\$1,880,0	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING
6268	Sioux City	FTA Approved	5307,STA	2022	\$3,762,2	\$371,7	\$1,694,7	\$1,694,7	\$1,695,7	Governor's apportionment for 5307 from IA, NE, & SD plus Iowa STA
6344	Sioux City	FTA Approved	5307,PTIG	2022	\$40,0	\$24,0	\$8,0	\$8,0	\$8,0	MLK Boiler and Chiller Equipment repairs and replacement
6345	Sioux City	FTA Approved	5307	2022	\$85,0		\$68,0	\$68,0	\$17,0	MLK Heat Pump replacements - five (5) units
6346	Sioux City	FTA Approved	5339	2022	\$50,0		\$45,0	\$45,0	\$5,0	Transit Garage remodeling - battery electric buses & charging stations
6347	Sioux City	FTA Approved	5307	2022	\$50,0		\$40,0	\$40,0	\$10,0	New Project
6348	Sioux City	FTA Approved	5307	2022	\$60,0		\$48,0	\$48,0	\$12,0	Consultant to review op. system - recommend updates/new tech
6350	Sioux City	FTA Approved	5307	2022	\$65,0		\$52,0	\$52,0	\$13,0	New Project
6352	Sioux City	FTA Approved	5307	2022	\$900,0		\$765,0	\$765,0	\$135,0	Heavy Duty Bus (30-34 ft.)
6353	Sioux City	FTA Approved	5339	2022	\$900,0		\$765,0	\$765,0	\$135,0	Medium Duty Bus (29-32 ft.)
6354	Sioux City	FTA Approved	5339	2022	\$900,0		\$765,0	\$765,0	\$135,0	New Project
6355	Sioux City	FTA Approved	5307	2022	\$497,1		\$422,5	\$422,5	\$74,5	Heavy Duty Bus (35-39 ft.)
6356	Sioux City	FTA Approved	5339	2022	\$900,0		\$765,0	\$765,0	\$135,0	Heavy Duty Bus (30-34 ft.)
6357	Sioux City	FTA Approved	5339	2022	\$900,0		\$765,0	\$765,0	\$135,0	Heavy Duty Bus (35-39 ft.)
6358	Sioux City	FTA Approved	5307	2022	\$497,1		\$422,5	\$422,5	\$74,5	Heavy Duty Bus (35-39 ft.)
6359	Sioux City	FTA Approved	5307	2022	\$497,1		\$422,5	\$422,5	\$74,5	Heavy Duty Bus (35-39 ft.)
6360	Sioux City	FTA Approved	5307	2022	\$522,7		\$444,3	\$444,3	\$78,4	Heavy Duty Bus (40-42 ft.)
6361	Sioux City	FTA Approved	5307	2022	\$522,7		\$444,3	\$444,3	\$78,4	Heavy Duty Bus (40-42 ft.)
6362	Sioux City	FTA Approved	5307	2022	\$522,7		\$444,3	\$444,3	\$78,4	Heavy Duty Bus (40-42 ft.)

6363	Sioux City	FTA Approved	5307	2022	\$522,709		\$444,303	\$444,303	\$78,406	Heavy Duty Bus (40-42 ft.)
6364	Sioux City	FTA Approved	PTIG	2022	\$300,000	\$240,000			\$60,000	Replacement Bus Wash Equipment for Transit Garage
6365	Sioux City	FTA Approved	PTIG	2022	\$50,000	\$40,000			\$10,000	Electric Infrastructure Remodeling of Transit Garage for Electric Bus Fleet
6366	Sioux City	FTA Approved	PTIG	2022	\$40,000	\$32,000			\$8,000	Replacement automatic sliding doors for MLK
6367	Sioux City	FTA Approved	5339	2022	\$136,000		\$108,800	\$108,800	\$27,200	Install two electric vehicle charging stations in Transit Garage
6515	Sioux City	FTA Approved	5310	2022	\$96,000		\$81,600	\$81,600	\$14,400	Light Duty Bus (176" wb)
6551	Sioux City	TIP Approved	5307	2022	\$102,000		\$86,700	\$86,700	\$15,300	Light Duty Bus (176" wb)
6552	Sioux City	TIP Approved	5307	2022	\$102,000		\$86,700	\$86,700	\$15,300	Light Duty Bus (176" wb)
6553	Sioux City	TIP Approved	5307	2022	\$102,000		\$86,700	\$86,700	\$15,300	Light Duty Bus (176" wb)
6554	Sioux City	TIP Approved	5307	2022	\$102,000		\$86,700	\$86,700	\$15,300	Light Duty Bus (176" wb)
6674	Sioux City	In Prep	5339	2022	\$75,000		\$60,000	\$60,000	\$15,000	Floor Scrubber for Vehicle Maintenance Building
6675	Sioux City	In Prep	5339	2022	\$95,000		\$76,000	\$76,000	\$19,000	Shop Maintenance Truck w/ Compressor and Snow Plow
6676	Sioux City	In Prep	5339	2022	\$60,000		\$48,000	\$48,000	\$12,000	Forklift for Maintenance Shop
6677	Sioux City	In Prep	5339	2022	\$75,000		\$60,000	\$60,000	\$15,000	Vehicle Maintenance Equipment (lift, tools, jacks)

TRANSPORTATION NETWORK IMPROVEMENTS

The transportation improvements within the boundary of the Sioux City Metropolitan Planning Area include a multimodal network of projects meeting the needs and demands of the citizens residing within the area. The transportation network consists of an urban and rural systems that enable safe and efficient transportation of people, goods, and services throughout the Metropolitan Planning Area. The system is a complex integration of passenger transportation (such as transit and air services), freight movement (via air, rail, and over-the-road), and transportation enhancement facilities (including but not limited to bicycle and pedestrian trails). The Metropolitan Planning Area continues to maintain access to Amtrak passenger rail services in nearby Omaha, furthering enhanced transportation opportunity.

Preliminary 2020 census data indicates an overall population increase in the Metropolitan Planning Area. Projections indicate that the area's population will continue to increase into 2045, therefore maintaining urban demographic characteristics. The network continues to be planned and programmed in respect to financial appropriations assigned to the Metropolitan Planning Area, as means of addressing growing needs and demands of the citizens affected by the facilities and services comprising the Metropolitan Planning Area transportation network. The *MPO Transportation Improvement Program FY 2023-2026* provides full consideration for the general health, safety, and well-being of the citizens of the Metropolitan Planning Area.

FY 2023 Sioux City Transit System has programmed \$ 22,704,844 with anticipated federal participation of \$18,950,280 in capital purchases.

The intent of the *MPO Transportation Improvement Program FY 2023-2026* is to enable the Metropolitan Planning Area to create a multimodal and intermodal network that encourages and provides the distribution of people, goods, and services throughout the Metropolitan Planning Area and to points beyond the Sioux City Metropolitan Planning Area boundaries. In doing so, the Metropolitan Planning Area will meet international, national, state, and local transportation objectives. All projects are programmed using year of expenditure (YOE) dollars per the requirements of Federal transportation legislation as in effect for the given planning year. The FAST Act, its interim extensions leading to the IIJA/BIL, and the IIJA/BIL are considered in the review of projects in this Transportation Improvement Plan. Costs of future projects are determined using a 4% to 5% inflation rate and are calculated by the project sponsor.

SCHEDULE FOR SOLICITATION OF PROJECT APPLICATIONS AND EVALUATION

- November 3, 2021 - TTC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 7, 2022 – SIMPCO staff sends out Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) applications to county/city engineers and other interested parties via the public participation list. Applications are also available via email and on the SIMPCO website (www.simpco.org)
- February 11, 2022 - STBG and TAP Application Deadline
- February 11, 2022 - February 18, 2022 - Project evaluation by SIMPCO staff
- March 2, 2022- Project presentations by applicants. Project recommendation to Policy Board by TTC.
- March 3, 2022 – Project selection and approval by Policy Board
- May 3, 2022 & May 5, 2022 - Draft TIP Tables presented to TTC and Policy Board respectively
- May 27, 2022 – Draft TIP to TTC and Policy Board and to Iowa DOT, Nebraska DOT, South Dakota DOT, FHWA and FTA
- May 27, 2022 - Draft TIP available at SIMPCO office and website and public comment period begins.
- June 14, 2022 – Public Input Meeting
- July 6, 2022 – Final DRAFT TIP with comments addressed to TTC for review and recommendation
- July 7, 2022 - Final TIP to Policy Board for approval
- July 14, 2022 – Final TIP sent to Iowa Department of Transportation, Nebraska Department of Transportation and South Dakota Department of Transportation for inclusion in the Statewide Transportation Improvement Programs (STIP)
- October 7, 2022 – Letters sent to the Offices of Program Management and Public Transit requesting that the STBG funds programmed for transit be transferred to FTA.

STBG APPLICATION PROCESS

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

I O W A

1. **Application.** Iowa members and organizations within the Metropolitan Planning Area will be informed when requests for STBG/SWAP applications are being requested and their deadline. Members will receive an application by mail or email format. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available on SIMPCO's website: www.simpco.org. While agencies or organizations may apply for STBG/SWAP, they must be sponsored by an Iowa MPO member to be awarded funding. All applications must be received by the application deadline so that staff has an appropriate amount of time for project evaluation. Applications are typically sent out in mid-January and due back to staff in mid-February. Any application received past its deadline will be considered for the following year's application cycle.
2. **Qualifying Criteria.** To be eligible as a Surface Transportation Block Grant/SWAP activity, any project or area served by the project must fit one or more of the following categories:
 - Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction
 - Replacement, rehabilitation, preservation, protection and application of environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges and tunnels on public roads of all functional classifications
 - Construction of a new bridge or tunnel at a new location on a Federal-aid highway
 - Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors and inspection and evaluation of other highway assets
 - Capital costs for transit projects including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service
 - Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure
 - Bicycle transportation and pedestrian walkways
 - Highway and transit safety infrastructure improvements and programs
 - Highway and transit research and development and technology transfer programs
 - Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems
 - Surface transportation planning programs
 - Transportation alternatives
 - Transportation control measures in the Clean Air Act
 - Development and establishment of management systems
 - Environmental mitigation efforts

- Intersection projects that have safety and/or congestion problems
- Infrastructure-based intelligent transportation systems capital improvements.
- Environmental restoration and pollution abatement
- Control of noxious weeds and aquatic noxious weeds and establishment of native species
- Projects and strategies designed to support congestion pricing
- Recreational trails projects
- Construction of ferry boats and ferry terminal facilities
- Development and implementation of a State asset management plan for the National Highway System
- Construction and operational improvements for any minor collector if:
 - 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 as specified in FAST Act project guidance and criteria. A project must fit into one of the categories to be eligible for Surface Transportation Block Grant Program funds. Since the transportation law and respective guidance directing project eligibility has changed during this update, links used directing to program criteria and details are no longer valid. At the time of the 2022 call for applications, the full list of eligible items and criteria could be found on the FHWA website at <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>. Specifications under IIJA/BIL were not available when the *Process* accompaniment to the STBG and TAP applications were approved in November 2021 and therefore are not referenced here.

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

As the governing legislation leading into this application cycle, Fixing America's Surface Transportation (FAST) Act (and subsequent IIJA/BIL) requires a non-federal match of at least 20 percent of project costs. Assurance of this required local match by the proposer at the time of the application indicates a necessary level of support by the proposer to immediately proceed with the project development and implementation.

Projects must be submitted through the established MPO Application Process in collaboration with incorporated cities, counties, and/or the MPO.

As with the FAST Act, all IIJA/BIL federal funds received by the State of Iowa will be received and disbursed by the Iowa Department of Transportation (Iowa DOT). With FAST Act, some projects within smaller cities and towns became eligible for federal aid. STBG Program funds are available as a reimbursement program administered by the Federal Highway Administration (FHWA). Reimbursement will be received from federal highway funds for the federal portion (up to 80 percent of total expenditures) of those expenditures for the project.

Projects must be proposed on eligible roads.

The STBG provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. If an applicant decides to participate in Iowa's SWAP program, then the eligible roads expands to the Farm to Market system. Applicants should refer to the Federal Functional Classification map available at the county engineer's office, the Siouxland Interstate Metropolitan Planning Council office, and the Iowa Department of Transportation District 3 Office in Sioux City to check eligibility.

3. **Scoring.** Once projects have been submitted to staff, these projects will be evaluated and scored according to the qualifying and priority criterion which is listed in the TIP. Once scored, staff will compile project information, scoring, and recommendation into a memo provided to both the Transportation Technical Committee and Policy Board for review. Although SIMPCO staff recommends projects based on the qualifying and priority criteria, the Transportation Technical Committee and Policy Board are not required to grant funds to the projects based on recommendation. Each of the following thirteen criteria explains its importance to the application and provides the applicant with the amount of weight given in the application review. Each priority is directly related to questions on the application.

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

2) Comprehensive Design 6 points

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

3) The degree to which the proposed project fulfills the intent of the Fixing America's Surface Transportation (FAST) Act (and subsequent IIJA/BIL) 5 points

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

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

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

4) Projects with an assured local (non-federal funds) match in excess of 20 percent (Question 4) 10 points

The demand for Surface Transportation Block Grant Program and SWAP funds far exceeds the amount made available to Iowa. Providing a modest incentive for proposers to exceed the minimum required local (non-federal funds) match (20 percent) will enable

leveraging implementation of more projects in more locations throughout the state. Providing equitable access to STBG Program funds for poorer communities is also a concern. Therefore, the maximum local (non-federal funds) share is capped at 50 percent. And the maximum points given to this prioritizing criterion are sufficiently low to fund projects that score well on the remaining prioritizing criteria.

5) Projects with components which have already been funded and/or implemented from other funding sources, especially projects for which proposed Surface Transportation Block Grants would complete a larger project, concept, or plan (Question 5) 5 points

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

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

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

7) Projects which demonstrate a regional impact including tourism and economic development (Question 7) 20 points

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

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

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

Right of way acquired? = 1

Environmental assessment completed/approved? = 1

Project design completed? = 1

9) Project Average Annual Daily Traffic and the projected Average Annual Daily Traffic (Question 10)

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

Local = 2.5

Collector	= 5.0
Minor Arterial	= 7.5
Major Arterial	= 10.0

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

Sufficiency Rating

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

Volume to Capacity Ratio

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

12) Project Crash Rate (Question 13) 8 points

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

POSSIBLE TOTAL POINTS: 100

4. **Transportation Technical Committee Recommendation.** The Transportation Technical Committee will review the recommendations from staff, may discuss significance of projects, and hear any input from Transportation Technical Committee members, organizations, agencies or the public. A funding recommendation from the Transportation Technical Committee will then be presented to the Policy Board. This process is typically done in March.
5. **Policy Board Action.** The Policy Board will receive projects scores along with recommendations from staff, the Transportation Technical Committee recommendation, any discussion on significance of projects, and any further input from members, organizations, agencies or the public. At that point, the Policy Board will make a final decision for the Iowa STBG funds. Projects will be selected within limitations of funding or “target amounts” that is calculated by the Iowa Department of Transportation.
6. **Transportation Improvement Program.** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the Iowa DOT for

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

NEBRASKA

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

SOUTH DAKOTA

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

regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

TRANSPORTATION ALTERNATIVES PROGRAM

As the legislation guiding this Transportation Improvement Program process, Fixing America's Surface Transportation (FAST) Act has grouped the Transportation Enhancement funds under a new program called Transportation Alternatives. Transportation enhancement activities no longer are required to be a part of the Surface Transportation Block Grant Program where 10 percent of the STBGP apportionment is required for transportation enhancement. The IIJA/BIL expanded emphasis for projects focused on alternative transportation projects with an increase in dedicated funding which is reflected in the allocations to projects beginning in the 2023 planning year. Through the FAST Act, the Transportation Alternatives Program is funded at a level equal to two percent of the FHWA funding. Each of the three states within the SIMPCO MPO have a different TAP process, they are outlined below:

I O W A

1. **Application.** Iowa members and organizations within the Metropolitan Planning Area will be informed when requests for Iowa's TAP applications are being requested and their deadline. Members will receive an application by mail or email format. Other agencies can request an application by contacting the SIMPCO office. Applications and other guidance will be available at all times on the Iowa DOT website: https://iowadot.gov/systems_planning/grant-programs/transportation-alternatives. The following is a checklist of things that must be included in a TAP application for it to be valid:
 - I. A completed application form. Form 240004 Application Form for Iowa's Transportation Alternatives Program (TAP) Funds is available on the Iowa DOT website.
 - II. A narrative assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification as described in the application form. The narrative also requires a discussion of topics like how the project will enhance connectivity, project readiness, and environmental conditions among others.
 - III. A detailed map identifying the location of the project.
 - IV. A sketch-plan of the project, including cross-section for bicycle or pedestrian facilities.
 - V. Digital photographs
 - VI. An itemized breakdown of the total project costs.
 - VII. A time schedule for the total project development.
 - VIII. An official endorsement of the project from the authority to be responsible for its maintenance and operation according to the requirements included in the application form. For infrastructure projects, this includes assurance that the facility will be adequately maintained in public use for a minimum of 20 years. For cities, counties, or other political subdivisions, this endorsement is required to be in the form of a fully executed resolution by the elected body or board as applicable.
 - IX. If applicable, a letter of support for the project from the scenic or historic byway board.
 - X. If applicable, information about the affected school(s) and student travel information for a SRTS project.
 - XI. A narrative discussing the public input process that was followed and public acceptance as well as a discussion of local and regional planning efforts, partnership, and stakeholder involvement.

- XII. If the project will include construction within Iowa DOT right-of-way, a letter of support from the Iowa DOT District Office is required
- XIII. Minority Impact Statement

While agencies or organizations may apply for TAP funds, they must be sponsored by an Iowa MPO member to be awarded funding. All applications must be received by the application deadline so that staff has an appropriate amount of time for project evaluation. Applications are typically sent out in mid-January and due back to staff in mid-February. Any application received past its deadline will be considered for the following year's application cycle.

2. **Eligibility requirements.** Once all applications have been received by SIMPCO staff, applications will be sent to the Iowa DOT for an eligibility check, see the application checklist for these requirements. The Iowa DOT will then return confirmation of eligibility and provide any comments on the application back to SIMPCO.
3. **Scoring.** SIMPCO staff these projects will be evaluated and scored according to the qualifying and priority criterion which is listed in the TIP and Iowa DOT comments. Once scored, staff will compile project information, scoring, and recommendation into a memo provided to both the Transportation Technical Committee and Policy Board for review. Although SIMPCO staff recommends projects based on the qualifying and priority criteria, the Transportation Technical Committee and Policy Board are not required to grant funds to the projects based on recommendation.
4. **Transportation Technical Committee Recommendation.** The Transportation Technical Committee will review the recommendations from staff, may discuss significance of projects, and hear any input from Transportation Technical Committee members, organizations, agencies or the public. A funding recommendation from the Transportation Technical Committee will then be presented to the Policy Board. This process is typically done in March.
5. **Policy Board Action.** The Policy Board will receive projects scores along with recommendations from staff, the Transportation Technical Committee recommendation, any discussion on significance of projects, and any further input from members, organizations, agencies or the public. At that point, the Policy Board will make a final decision for the Iowa TAP funds. Projects will be selected within limitations of funding or "target amounts" that is calculated by the Iowa Department of Transportation.
6. **Transportation Improvement Program.** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the Iowa DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Iowa DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

NEBRASKA

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

SOUTH DAKOTA

1. **STBG Resolution and TAP Application.** South Dakota members complete an application provided by the South Dakota DOT by September 30th of each year for TAP funds. SIMPCO requests a copy of the TAP application to have on file when sent to the South Dakota DOT. The TAP applications for South Dakota can be found on the South Dakota DOT website at: <http://www.sddot.com/services/transalt/>
2. **South Dakota Department of Transportation Approval.** Once the project has been approved by the South Dakota DOT, both SIMPCO and the South Dakota member will receive a project Control Number.
3. **Transportation Improvement Program.** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the South Dakota DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the South Dakota DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS – PRIORITY CRITERIA (IOWA)

Each of the following ten criteria explains its importance to the application and provides the applicant with the amount of weight given in the application review. Each priority is directly related to questions on the application. Please note that the FAST Act is referenced as it was the effective legislation during the development of the application process. Project implementation in scheduled funded years will be in full accordance of IIJA/BIL legislation and related guidance.

1. The degree to which the proposed project fulfills the intent of the FAST Act (and subsequent IIJA/BIL) 5 points

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

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

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

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

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

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

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

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

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

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

There are a number of processes in Iowa that have solicited, prioritized, and selected transportation alternatives type projects for a decade or more. There appears to be a number of very good projects that have gone through one or more of these processes but remain unfunded or underfunded because of limitations on the availability of funding in these programs.

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

Transportation alternatives funds are federal funds. The amount of funds is limited and is probably not sufficient to fund all projects submitted. For example, priority will be given to projects that benefit more than one neighborhood, community, or county, or are recognized as being of regional or interregional significance. It is suggested to the applicant agency(ies) that projects with statewide impact and benefit should apply directly to Iowa DOT for Statewide Recreational Trails Project Funding.

7. Status of Land Acquisition 5 points

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

8. Facility Category 25 points

All projects funded with transportation alternatives program funds will be assessed according to how the proposed facility fits into the community and region. Five different criteria will be evaluated:

- Connection – Does the project connect with an existing facility, proposed facility, or area of interest?
- Development – Is this a brand new development?
- Extension – Is this an extension of an existing facility?
- Upgrade – Is this project to upgrade an existing facility?
- Combination – Two or more of the above criteria?

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

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

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

COUNTY BRIDGE PROJECTS

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

WOODBURY COUNTY:

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

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

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

PLYMOUTH COUNTY:

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

PERFORMANCE BASED PLANNING

Performance based planning was introduced with the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill and continued through the FAST Act and current IIJA/BIL legislation as a requirement in state and MPO transportation planning practices. MPO TIPs are required to document compliance with each of the following performance-based planning categories.

- Safety (PM I)

Rather than setting its own safety targets, the SIMPCO MPO has chosen to support the Iowa DOT's, Nebraska DOT's and South Dakota DOT's safety targets as published in the Iowa Highway Safety Improvement Program (HSIP) Annual Report, the Nebraska HSIP Annual Report and the South Dakota HSIP Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT, Nebraska DOT or South Dakota DOT sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa, Nebraska and South Dakota Transportation Commissions. The Iowa, Nebraska and South Dakota DOTs conferred with numerous stakeholder groups, including SIMPCO, as part of its target setting process. Working in partnership with local agencies, Iowa and South Dakota DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa, Nebraska and South Dakota DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The Iowa, Nebraska and South Dakota DOTs continue to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

- Pavement and Bridge (PM II)

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

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

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

to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

- System and Freight Reliability (PM III)

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

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

- Transit Asset Management

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

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

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

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

SCTS adopts Transit State of Good Repair (SGR) targets annually. SIMPCO MPO acts in support of the SCTS SGR targets.

- Transit Safety

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

PUBLIC PARTICIPATION PROCESS

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

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

TABLE 3A IOWA PROJECTS BY FUNDING SOURCE (2023-2026)

MPO 29 / SIMPCO

HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39381	BRF-20()--38-97	TIP Approved	Total	\$5,000		\$8,525,000		\$8,530,000
Iowa Department of Transportation	US20: Abandoned RR 0.1 mi E of Co Rd D25 (Remove Bridge)		Federal Aid			\$6,820,000		\$6,820,000
	Right of Way		Regional Swap					
52542	BRF-20()--38-97	TIP Approved	Total	\$923,000				\$923,000
Iowa Department of Transportation	US20: Little Whisky Creek 3.4 mi W of Co Rd K42		Federal Aid	\$738,400				\$738,400
	Bridge Deck Overlay		Regional Swap					
52543	BRF-20()--38-97	TIP Approved	Total				\$2,090,000	\$2,090,000
Iowa Department of Transportation	US20: WB Ramp over IA 376 and RR		Federal Aid				\$1,672,000	\$1,672,000
	Bridge Deck Overlay		Regional Swap					

HSIP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52686	IHSIPX-29()--08-97	TIP Approved	Total	\$3,625,000				\$3,625,000
Iowa Department of Transportation	I29: IA 141 to Sergeant Bluff		Federal Aid	\$3,262,500				\$3,262,500
	Guardrail		Regional Swap					

PL

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
18694	RGPL-PA29()--PL-97	TIP Approved	Total	\$214,477	\$214,477	\$214,477	\$214,477	\$857,908
MPO 29 / SIMPCO	RGLPL: SIMPCO: MPO Planning		Federal Aid	\$171,582	\$171,582	\$171,582	\$171,582	\$686,328
	Trans Planning		Regional Swap					

NHPP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39380	NHSX-20()--3H-97	TIP Approved	Total	\$20,999,000				\$20,999,000
Iowa Department of Transportation	US 75/IA 12 Interchange in Sioux City to Little Whiskey Creek (EB/WB)		Federal Aid	\$16,799,200				\$16,799,200
	Traffic Signals, Traffic Signs		Regional Swap					
52564	IMX-129()--02-97	TIP Approved	Total		\$3,095,000			\$3,095,000
Iowa Department of Transportation	I129: Missouri River in Sioux City (State Share)		Federal Aid		\$2,785,500			\$2,785,500
	Bridge Rehabilitation		Regional Swap					
52545	IMX-29()--02-97	TIP Approved	Total		\$1,500,000			\$1,500,000
Iowa Department of Transportation	I29: Sergeant Bluff Rest Area 3.5 mi N of Co Rd D51 (NB) - Remove		Federal Aid		\$1,350,000			\$1,350,000
	Grading		Regional Swap					

PRF

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38048	BRFN-77()--39-97	TIP Approved	Total	\$36,000	\$36,000	\$36,000	\$36,000	\$144,000
Iowa Department of Transportation	US77: Missouri River in Sioux City (State Share)		Federal Aid					
			Regional Swap					
38148	IMN-129()--0E-97	TIP Approved	Total	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
Iowa Department of Transportation	I129: Missouri River in Sioux City (State Share)		Federal Aid					
			Regional Swap					
45302	BRFN-20()--39-97	TIP Approved	Total		\$571,000			\$571,000
Iowa Department of Transportation	US20: Proposed Rd 0.5 mi W of IA 12 (EB/WB)		Federal Aid					
	Bridge Deck Overlay		Regional Swap					

PRF continued on next page

PRF continued

45296	BRFN-20()--39-97	TIP Approved	Total		\$447,000			\$447,000
Iowa Department of Transportation	US20: Sergeant Rd 2.1 mi W of IA 12 (EB & WB)		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
52509	BRFN-376()--39-97	TIP Approved	Total				\$695,000	\$695,000
Iowa Department of Transportation	IA376: Tributary to Floyd River 0.1 mi N of Co Rd D12 in Sioux City (SB)		Federal Aid					
	Bridge New, Right of Way		Regional Swap					
52541	NHSN-20()--2R-97	TIP Approved	Total				\$980,000	\$980,000
Iowa Department of Transportation	US20: US 20 Ramp G over I-29		Federal Aid					
	Bridge Deck Overlay		Regional Swap					

STBG

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38311	STP-U-7057()--70-97	TIP Approved	Total		\$1,724,900			\$1,724,900
Sioux City	In the city of Sioux City, On South Cecelia St, from Dodge Ave to Morningside Ave	12/20/2022	Federal Aid		\$1,379,900			\$1,379,900
	Pavement Rehab		Regional Swap		\$1,379,900			\$1,379,900
47088	STP-S-C075(C-80)--5E-75	TIP Approved	Total			\$1,977,000		\$1,977,000
Plymouth County	On C80, from k22 E 3.5 miles to Hwy 75		Federal Aid			\$1,500,000		\$1,500,000
	PCC Pavement Widening/HMA Resurfacing		Regional Swap					
48367	STP-U-6890()--70-97	TIP Approved	Total			\$2,760,000		\$2,760,000
Sergeant Bluff	In the city of Sergeant Bluff, On First Street, from Fareway entrance to Old Lakeport Road		Federal Aid			\$1,794,000		\$1,794,000
	Pavement Rehab/Widen		Regional Swap					
52359	STP-U-7057()--70-97	TIP Approved	Total				\$5,824,000	\$5,824,000
Sioux City	In the city of Sioux City, On 11TH ST, Over FLOYD RIVER		Federal Aid				\$4,000,000	\$4,000,000
	PCC Pavement - Replace		Regional Swap				\$4,000,000	\$4,000,000

STBG-TAP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39148	TAP-R-6890()--8T-97	TIP Approved	Total	\$112,500		\$424,000		\$536,500
Sergeant Bluff	In the city of Sergeant Bluff, The Loess Hills Scenic Trail (Phase 1) from Barker Park to South Ridge Rd		Federal Aid	\$90,000		\$339,200		\$429,200
	Ped/Bike Grade & Pave		Regional Swap	\$90,000		\$339,200		\$429,200
52361	TAP-U-7057()--8I-97	TIP Approved	Total				\$654,600	\$654,600
Sioux City	In the city of Sioux City, On S RDG RD		Federal Aid				\$515,000	\$515,000
	Ped/Bike Grade & Pave		Regional Swap				\$515,000	\$515,000

SWAP-STBG

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37828	STBG-SWAP-7057()--SG-97	TIP Approved	Total	\$1,300,000				\$1,300,000
Sioux City	In the city of Sioux City, On Dodge Ave, from South Rustin St to South Cecelia St	12/20/2022	Federal Aid					
	Pavement Rehab		Regional Swap	\$1,040,000				\$1,040,000
				\$1,040,000				\$1,040,000
38874	STBG-SWAP-7057()--SG-97	TIP Approved	Total	\$1,539,000				\$1,539,000
Sioux City	In the city of Sioux City, On Rebecca Street, from West 16th Street to Villa Avenue	12/20/2022	Federal Aid					
	Pavement Rehab		Regional Swap	\$1,158,000				\$1,158,000
				\$1,158,000				\$1,158,000

Table 3A (above) identifies Iowa projects as entered into TPMS planned for FY2023-2027. Occasionally, projects are approved within the region but are not recognized in TPMS because funding is strictly local and not assessed for approval by the MPO. Woodbury County Project **L-ROW- -73-97** is scheduled for Federal FY 2026. This project, though not processed through the MPO, has been recognized and included as a regionally significant project within the MPO planning boundaries. The \$2,000,000 of locally committed funds (via TIF) are for ROW acquisition. Information as available is provided below for reference as a supplement to Table 3A.

Supplement to Table 3A – Woodbury County Illustrative TIF Project

Project ID	Project Number	Approval Level		2023	2024	2025	2026	TOTALS
Sponsor	Location							
STIP ID	Work Codes	Letting Date						
	L-ROW - - 733-97		Total				2,000,000	2,000,000
Woodbury Co	On I-29N, Over I-29, from Port Neal Road E 1.25 miles to Old Hwy 75	Illustrative Project Approved for TIP inclusion; no Federal Aid	Federal Aid					
			Regional					
	Right of Way		Swap					

TABLE 3B NEBRASKA PROJECTS (2023-2026)

Program	Sponsor Name	Control #	Project Description	Phase of Work	Programmed Amounts in \$1,000's				Year
		Proj #			Federal	State	Local	Total	
NH - National Highway System	NDOT	32150A	On Highway 35: SW of Hubbard-U-75/77 (Resurface, Bridge Repair)	ROW, Const/CE	7,879.0	1,990.0	-	9,869.0	2023
					-	-	-	-	2024
					-	-	-	-	2025
					-	-	-	-	2026
				Total Costs	7,879.0	1,990.0	0.0	9,869.0	
PL FHWA - Metropolitan Planning	SIMPCO		Planning	Planning	71.00	0.00	17.75	80.58	2023
					-	-	-	-	2024
					-	-	-	-	2025
					-	-	-	-	2026
				Total Costs	71.00	0.00	17.75	80.58	
FTA 5303d - Metropolitan Planning	SIMPCO		Planning	Planning	10.27	0.00	2.57	12.84	2023
					-	-	-	-	2024
					-	-	-	-	2025
					-	-	-	-	2026
				Total Costs	10.27	0.00	2.57	12.84	

TABLE 3C SOUTH DAKOTA PROJECTS (2023-2026, \$1000)

					Programmed Amounts in \$1,000's			
					FY 23			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	Proj Total	FA	State	Local
SDDOT	TBD	TBD	FHWA Planning	Planning	81.00	66.38	0.00	14.62
SDDOT	PH 0020(165)	05G8	Various locations on the State System in the Mitchell Region	Durable Pavement Marking	780.00	780.00	0.00	0.00
SDDOT	PH 0020(183)	05GJ	Mitchell Region	Corridor Signing, PE	1,561.00	1,561.00	0.00	0.00
SDDOT	PH 000S(403)	06U2	Various Location on the state and local systems in the Aberdeen, Pierre, and Mitchell Regions	High Friction Surface Treatment	1,561.00	1,405.00	156.00	0.00
SDDOT	PS 000S(426)	0836	Statewide	Various BNSF Crossing Locations	20.00	18.00	2.00	0.00
SDDOT	IM 000S(418)	080J	Statewide	Install Dynamic Message Boards	1,873.00	1,703.00	170.00	0.00
SDDOT	IM 0291(131)0	065L	Union	Polymer Chip Seal, Replace Abutments, Berm Repair, Replace Joints, Approach Slabs, Approach Pavement, Approach Guardrail, End Blocks	2,638.00	2,290.00	348.00	0.00
SDDOT	IM 0291(136)9	08PN	Union	Replace Joints, Bearings, Box Girder End Repair	716.00	651.00	65.00	0.00
SDDOT	IM 0291(138)0	08XY	Union	Mill, AC Resurfacing of Shoulders, Modify NB Off Ramp, lighting	422.00	384.00	38.00	0.00
SDDOT	P 00S(00)241	07DT	Regionwide	County Pavement Marking	936.00	0.00	223.00	528.00
SDDOT	P 0020(223)	08P5	Regionwide	2023 Bridge Deck Treatment	312.00	256.00	56.00	0.00
SDDOT	IT 000S(441)	08RP	Statewide	Active Traffic Management System	1,040.00	832.00	208.00	0.00
SDDOT	LR 2023(00)0	0935	Statewide	2023 NEVI Projects	5,454.00	4,363.00	1,091.00	0.00
SDDOT	LR 2023(00)0	093A	Statewide	2023 CRP Projects	10,000.00	9,001.00	999.00	0.00
SDDOT	LR 2023(00)1	093J	Statewide	2023 PROTECT Projects	10,000.00	9,001.00	999.00	0.00

Table 3C - South Dakota Projects continued on next page

Table 3C - South Dakota Projects continued

					Programmed Amounts in \$1,000's			
					FY 24			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	Proj Total	FA	State	Local
SDDOT	PS 000S(427)	0837	Statewide	Various BNSF Crossing Locations	20.00	18.00	2.00	0.00
SDDOT	PH 0020(211)	06UA	Various locations on the local system in the Mitchell Region		424.00	424.00	0.00	0.00
Union	P000S(00)	07DX	Regionwide	County Pavement Marking	955.00	955.00	223.00	528.00
SDDOT	TBD	TBD	FHWA Planning	Planning - estimated	81.00	66.38	0.00	14.62
SDDOT	P TAPU(35)	08W4	Union	North Sioux City - Fm the jct of Sordac Dr to River Dr to the Jct of Sioux Point Rd to Shay Rd PCC - Shared Use Path, CE	915.00	400.00	0.00	515.00
SDDOT	P TAPU(36)	08W5	Union	Dakota Dunes -Along Sioux Point Rd to Dakota Dunes Blvd - PCC Shared Use Path, CE	455.00	341.00	0.00	114.00
SDDOT	P 0020 (224)	08P7	Regionwide	Various Locations throughout the Mitchell Region - 2024 Bridge Deck Treatment	318.00	261.00	57.00	0.00
SDDOT	NH-P 0023(56)	06EV	Areawide	Various Locations throughout the Yankton Area - 2024 Areawide Pipe Work Projects	265.00	218.00	47.00	0.00
SDDOT	LR 2024(00)0	093C	Statewide	Various locations Statewide - 2024 NEVI Projects	5,454.00	4,363.00	1,091.00	0.00
SDDOT	LR 2024(00)0	093D	Statewide	Various locations Statewide - 2024 CRP Projects	10,000.00	9,000.00	1,000.00	0.00
SDDOT	LR 2024(00)0	093E	Statewide	Various locations Statewide - 2024 PROTECT Projects	10,000.00	9,000.00	1,000.00	0.00

Table 3C - South Dakota Projects continued on next page

Table 3C - South Dakota Projects continued

					Programmed Amounts in \$1,000's							
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	FY 25				FY 26			
Union	P 000S(00)	07E2	Regionwide		974.00	0.00	974.00	0.00				
SDDOT	PH 000S (436)	06U4	Regionwide	High Friction Surface Treatment	1,082.00	974.00	108.00	0.00				
SDDOT	PH 0020(185)	06AP	Regionwide	Durable Pavement Marking	812.00	812.00	0.00	0.00				
SDDOT	PS 000S(428)	0838	Statewide	Various Locations throught the Mitchell Region - 2025 Bridge Deck Treatment	20.00	18.00	2.00	0.00				
SDDOT	TBD	TBD	FHWA Planning	Planning - estimated	81.00	66.38	0.00	14.62				
SDDOT	P 0020(225)	08P8	Regionwide	Various BNSF Crossing Locations	325.00	266.00	59.00	0.00				
SDDOT	LR 2025(00)0	093F	Statewide	Various locations Statewide - 2025 NEVI Projects	5,454.00	4,363.00	1,091.00	0.00				
SDDOT	LR 2025(00)0	093G	Statewide	Various locations Statewide - 2025 CRP Projects	10,000.00	9,000.00	1,000.00	0.00				
SDDOT	LR 2025(00)0	093K	Statewide	Various locations Statewide - 2025 PROTECT Projects	10,000.00	9,000.00	1,000.00	0.00				
SDDOT	PS 000S(429)	0839	Statewide	Various BNSF Crossing Locations					20.00	18.00	2.00	0.00
Union	P 000S(00)253	07E6	Regionwide	County Pvmt Marking					994.00	0.00	223.00	771.00
SDDOT	PH 000S ()	06TH	Regionwide	Durable Pvmt marking					828.00	828.00	0.00	0.00
SDDOT	PH 000S ()	06UE	Regionwide	Rumble Strips					442.00	442.00	0.00	0.00
SDDOT	PH 000S ()	06UL	Regionwide	Modify Horizontal Curve					1,104.00	994.00	110.00	0.00
SDDOT	TBD	TBD	FHWA Planning	Planning - estimated					81.00	66.38	0.00	14.62
SDDOT	LR 2026(00)0	093L	Statewide	Various locations Statewide - 2026 NEVI Projects					5,454.00	4,363.00	1,091.00	0.00
SDDOT	LR 2026(00)0	093Q	Statewide	Various locations Statewide - 2026 CRP Projects					10,000.00	9,000.00	1,000.00	0.00
SDDOT	LR 2026(00)0	093T	Statewide	Various locations Statewide - 2026 PROTECT Projects					10,000.00	9,000.00	1,000.00	0.00

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

Siouxland Interstate Metropolitan Planning Council Fiscal Year 2023 - 2026 Transportation Improvement Program

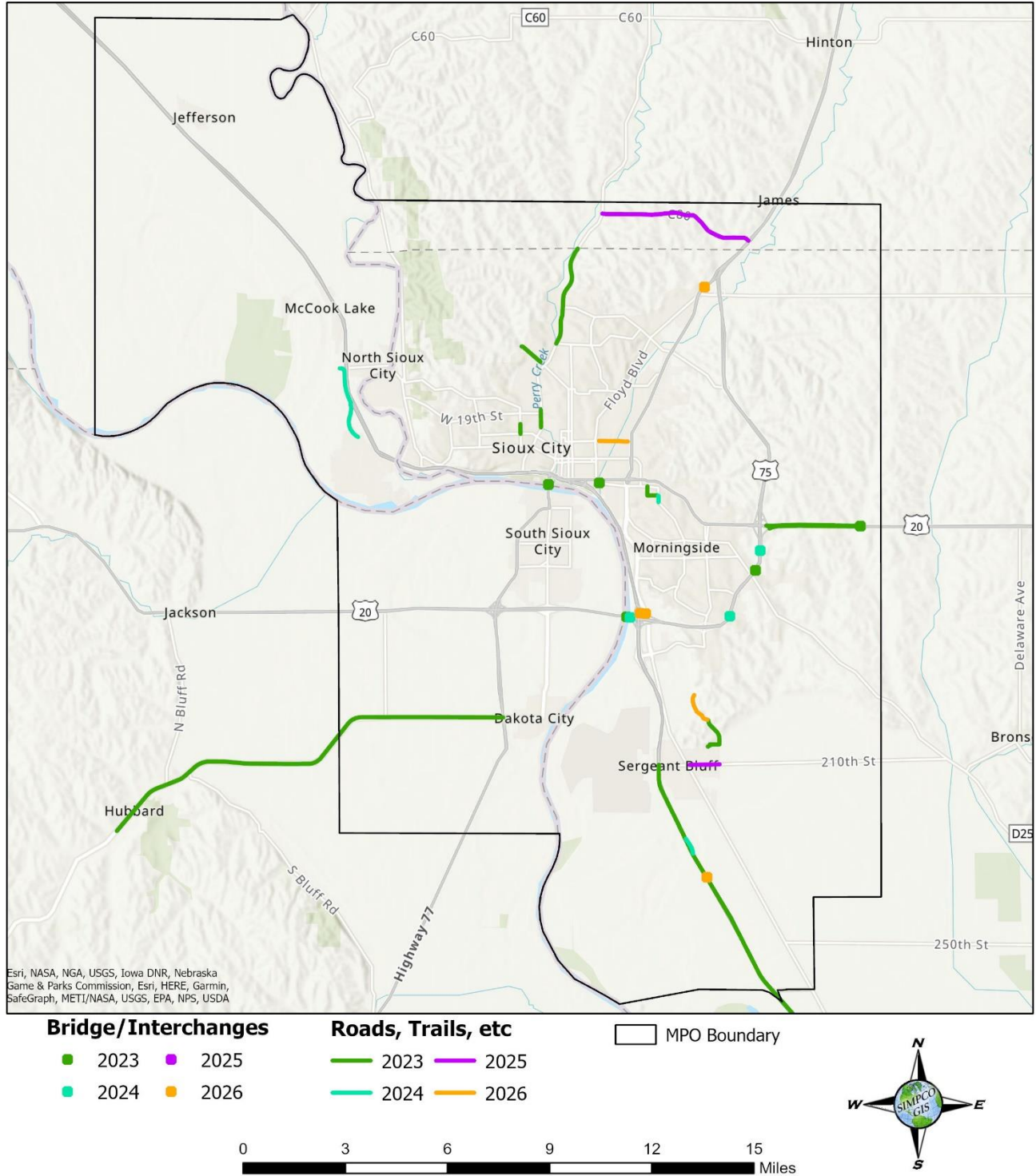


TABLE 4: FEDERAL TRANSIT ADMINISTRATION ELEMENT

MPO 29 / SIMPCO

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
1313 MPO 29 / SIMPCO	5311 TIP Approved	Planning	FTA Planning	Total	\$73,026				\$73,026
				FA	\$58,421				\$58,421
				DOT					
8931 Sioux City Transit System	5339 TIP Approved	Capital	Medium-duty Bus (29-32 ft.) Unit # 1324	Total	\$340,450				\$340,450
				FA	\$289,383				\$289,383
				DOT					
8948 Sioux City Transit System	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Unit # 1325	Total	\$340,450				\$340,450
				FA	\$289,383				\$289,383
				DOT					
8958 Sioux City Transit System	5339 TIP Approved	Capital	Medium Duty Bus (29-32 ft.) Unit # 1326	Total	\$340,450				\$340,450
				FA	\$289,383				\$289,383
				DOT					
8960 Sioux City Transit System	5339 TIP Approved	Capital	35' HD Low Floor Unit # 1332	Total	\$900,000				\$900,000
				FA	\$438,923				\$438,923
				DOT					
8967 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (35-39 ft.) Unit # 1338	Total	\$900,000				\$900,000
				FA	\$438,923				\$438,923
				DOT					
8969 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (35-39 ft.) Unit # 1339	Total	\$516,380				\$516,380
				FA	\$438,923				\$438,923
				DOT					

Federal Transit Administration Element continues on next page

Federal Transit Administration Element cont'd

8971 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (35-39 ft.) Unit # 1340	Total	\$516,380				\$516,380
				FA	\$438,923				\$438,923
				DOT					
8973 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (40-42 ft.) Unit # 1341	Total	\$543,480				\$543,480
				FA	\$461,958				\$461,958
				DOT					
8975 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus 40' Unit # 1352	Total	\$543,480				\$543,480
				FA	\$461,958				\$461,958
				DOT					
8977 Sioux City Transit System	5339 TIP Approved	Capital	Heavy-duty bus (40-42 ft.) Unit # 1353	Total	\$543,480				\$543,480
				FA	\$461,958				\$461,958
				DOT					
8978 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (40-42 ft.) Unit # 1354	Total	\$543,480				\$543,480
				FA	\$461,958				\$461,958
				DOT					
8980 Sioux City Transit System	5307,STA TIP Approved	Operations	Governor's apportionment for 5307 from IA, NE, & SD plus Iowa STA	Total	\$4,764,817				\$4,764,817
				FA	\$2,177,009				\$2,177,009
				DOT	\$410,799				\$410,799
8981 Sioux City Transit System	5339 TIP Approved	Capital	Light Duty Bus (176" wb) Unit # 1355	Total	\$154,760				\$154,760
				FA	\$131,546				\$131,546
				DOT					
8983 Sioux City Transit System	5339 TIP Approved	Capital	Light Duty Bus (176" wb) Unit # 1357	Total	\$154,760				\$154,760
				FA	\$131,546				\$131,546
				DOT					

Federal Transit Administration Element continues on next page

Federal Transit Administration Element cont'd

8984 Sioux City Transit System	5339 TIP Approved	Capital	Light Duty Bus (176" wb) Unit #1358	Total	\$154,760				\$154,760
				FA	\$131,546				\$131,546
				DOT					
8985 Sioux City Transit System	5339,PTIG TIP Approved	Capital	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING	Total	\$11,500,000				\$11,500,000
				FA	\$8,600,000				\$8,600,000
				DOT	\$600,000				\$600,000
8988 Sioux City Transit System	5339 TIP Approved	Capital	Install two electric vehicle charging stations in Transit Garage	Total	\$136,000				\$136,000
				FA	\$108,800				\$108,800
				DOT					
8989 Sioux City Transit System	5307 TIP Approved	Capital	Floor Scrubber for Vehicle Maintenance Building	Total	\$75,000				\$75,000
				FA	\$60,000				\$60,000
				DOT					
8991 Sioux City Transit System	5307 TIP Approved	Capital	Shop Maintenance Truck w/ Compressor and Snow Plow	Total	\$95,000				\$95,000
				FA	\$76,000				\$76,000
				DOT					
8993 Sioux City Transit System	5307 TIP Approved	Capital	Vehicle Maintenance Equipment (lift, tools, jacks)	Total	\$75,000				\$75,000
				FA	\$60,000				\$60,000
				DOT					
8994 Sioux City Transit System	STA TIP Approved	Capital	MLK structural rehabilitation, concrete sealing, and concrete repairs	Total	\$75,000				\$75,000
				FA					
				DOT	\$60,000				\$60,000
8995 Sioux City Transit System	PTIG TIP Approved	Capital	Replacement Bus Wash Equipment for Transit Garage	Total	\$300,000				\$300,000
				FA					
				DOT	\$240,000				\$240,000

Federal Transit Administration Element continues on next page

Federal Transit Administration Element cont'd

8996 Sioux City Transit System	5307 TIP Approved	Capital	MLK Heat Pump replacements - 16 units	Total	\$180,000				\$180,000
				FA	\$144,000				\$144,000
				DOT					
8997 Sioux City Transit System	PTIG TIP Approved	Capital	MLK Boiler and Chiller Equipment repairs and replacement	Total	\$162,000				\$162,000
				FA					
				DOT	\$129,600				\$129,600
9957 Sioux City Transit System	5339 TIP Approved	Capital	Light Duty Van - 176" wheelbase #1349 Unit # 1349	Total	\$154,760				\$154,760
				FA	\$107,445				\$107,445
				DOT					
9961 Sioux City Transit System	5310, ARPA, CRR, ARPA TIP Approved	Repairs	Capital projects & Services exceeding ADA requirements & Saturday SSC Rides	Total	\$40,197				\$40,197
				FA	\$40,197				\$40,197
				DOT					
9975 Sioux City Transit System	5310 TIP Approved	Capital	Light Duty Bus (176" WB) Unit # 1356	Total	\$154,760				\$154,760
				FA	\$131,546				\$131,546
				DOT					

FINANCING THE PROGRAM

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

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

TABLE 5: IOWA SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUND BALANCE

Project #	TPMS #	Sponsor	Project Description	2023	2024	2025	2026
STBG-SWAP-U-7057()--SG-97	37828	Sioux City	Dodge Avenue Reconstruction	\$ 1,040,000			
STBG-SWAP-7057()--SG-97	38874	Sioux City	Rebecca Street Reconstruction	\$ 1,157,700			
STP-U-7057()--70-97	38311	Sioux City	South Cecilia St Reconstruction		\$ 1,379,900		
STP-S-C075(C-80)--5E-75	36656	Sergeant Bluff	First Street Reconstruction			\$ 1,794,000	
STP-U-6890()--70-97	47088	Plymouth County	Plymouth County Road C-80 Repair			\$ 1,500,000	
STP-U-7057()--70-97	52359	Sioux City	11th St Reconstruction				\$ 4,000,000
Total Programmed				\$ 2,197,700	\$ 1,379,900	\$ 3,294,000	\$ 4,000,000
STBG Carryover from Previous Year				\$ 129,587	\$ 624,414	\$ 1,988,514	\$ 1,491,514
STBG Target				\$ 2,692,527	\$ 2,744,000	\$ 2,797,000	\$ 2,852,000
Balance				\$ 624,414	\$ 1,988,514	\$ 1,491,514	\$ 343,514

TABLE 6: IOWA TRANSPORTATION ALTERNATIVE PROGRAM BALANCE

Project #	TPMS #	Sponsor	Project Description	2023	2024	2025	2026
TAP-R-6890()--8T-97	39148	Sergeant Bluff	Loess Hills Scenic Trail - Phase 1	\$ 90,000		\$ 339,200	
TAP-U-7057()--8I-97	52361	Sioux City	Loess Hills Scenic Trail - Phase 2				\$ 515,000
Total Programmed				\$ 90,000	\$ -	\$ 339,200	\$ 515,000
TAP Carryover from Previous Year				\$ 49,675	\$ 215,075	\$ 476,075	\$ 403,875
TAP Target				\$ 255,400	\$ 261,000	\$ 267,000	\$ 272,000
Balance				\$ 215,075	\$ 476,075	\$ 403,875	\$ 160,875

TABLE 7A: IOWA SUMMARY OF TOTAL FUNDING BY PROGRAM (\$ x \$1,000)

All amounts in the \$1,000's														
Fiscal yr ->	FY 23				FY 24			FY 25			FY 26			Grand Total
Funding Source	FY TOTAL	FA	REG	SWAP	FY TOTAL	FA	REG	FY TOTAL	FA	REG	FY TOTAL	FA	REG	
HBP	928.00	738.40	-	-	-	-	-	8,525.00	6,820.00	-	2,090.00	1,672.00	-	11,543.00
HSIP	3,625.00	3,262.50	-	-	-	-	-	-	-	-	-	-	-	3,625.00
NHPP	20,999.00	16,799.20	-	-	4,595.00	4,135.50	-	-	-	-	-	-	-	25,594.00
PL	214.48	171.58	-	-	214.48	171.58	-	214.48	171.58	-	214.48	171.58	-	857.91
PRF	86.00	-	-	-	1,104.00	-	-	86.00	-	-	1,761.00	-	-	3,037.00
STBG	-	-	-	-	1,724.90	1,379.90	1,379.90	4,737.00	3,294.00	-	5,824.00	4,000.00	4,000.00	-
STBG-TAP	112.50	90.00	90.00	-	-	-	-	424.00	339.20	339.20	654.60	515.00	515.00	1,191.10
STBG-SWAP	2,839.00	-	2,198.00	2,198.00	-	-	-	-	-	-	-	-	-	2,839.00

TABLE 7B: IOWA TRANSIT SUMMARY OF TOTAL FEDERAL AID BY PROGRAM (\$1,000)

All amounts in the \$1,000's			
Funding Year ->	2023		
Funding Source	Total	Federal	DOT
5307	425.00	340.00	-
5310	154.76	131.55	-
5311 (Planning)	73.03	58.42	-
5339	6,783.07	5,082.56	-
PTIG	462.00	-	369.60
STA	75.00	-	60.00
ARPA, CRR, SAA, 5310	40.20	40.20	-
PTIG, 5339	11,500.00	8,600.00	600.00
STA, 5307	4,764.82	2,177.01	410.80

TABLE 8: NEBRASKA SUMMARY OF TOTAL FEDERAL AID BY PROGRAM (\$ x \$1,000)

	Programmed amounts in \$1,000's																
	2023				2024				2025				2026				
Funding Source	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Grand Total
HSIP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FHWA (Planning)	88.74	71.00	-	17.75	-	-	-	-	-	-	-	-	-	-	-	-	88.74
FTA , 5303d (Planning)	12.84	10.27	-	2.57	-	-	-	-	-	-	-	-	-	-	-	-	12.84
NHPP	9,869.00	7,879.00	1,990.00	-	-	-	-	-	-	-	-	-	-	-	-	-	9,869.00

TABLE 9: SOUTH DAKOTA SUMMARY OF TOTAL FEDERAL AID BY PROGRAM (\$ x \$1,000)

Funding Source	2023				2024				2025				2026				Grand Total
	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	
NHPP	5,649.00	5,028.00	621.00	-	265.00	218.00	47.00	-	-	-	-	-	-	-	-	-	5,293.00
HSIP	3,902.00	3,746.00	156.00	-	424.00	424.00	-	-	1,894.00	1,786.00	108.00	-	2,374.00	2,264.00	110.00	-	8,438.00
PL	81.00	66.38	-	14.62	81.00	66.38	-	14.62	81.00	66.38	-	14.62	81.00	66.38	-	14.62	309.36
STBG	1,248.00	256.00	279.00	528.00	1,273.00	1,216.00	280.00	528.00	1,299.00	266.00	1,033.00	-	994.00	-	223.00	771.00	3,822.00
PS	20.00	18.00	2.00	-	20.00	18.00	2.00	-	20.00	18.00	2.00	-	20.00	18.00	2.00	-	78.00
IT	1,040.00	832.00	208.00	-	-	-	-	-	-	-	-	-	-	-	-	-	832.00
LR	25,454.00	22,365.00	3,089.00	-	25,454.00	22,363.00	3,091.00	-	25,454.00	22,363.00	3,091.00	-	25,454.00	22,363.00	3,091.00	-	98,727.00
TAP	-	-	-	-	2,740.00	1,482.00	-	1,258.00	-	-	-	-	-	-	-	-	2,740.00

TABLE 10: CITY STREET FINANCE REPORT OPERATIONS AND MAINTENANCE EXPENDITURES 2021 - IOWA

City Name	Municipal Road Mileage			Total Maintenance	Total Operations	Estimated On System	
	On System	Off System	Total			Maintenance	Operations
Sergeant Bluff	8.22	19.24	27.46	\$ 128,105.00	\$ 495,725.00	\$ 38,340.07	\$ 148,363.69
Sioux City	113.57	322.38	435.95	\$ 5,676,398.00	\$ 12,399,541.00	\$ 1,478,737.75	\$ 3,230,159.25
Total						\$ 1,517,077.88	\$ 3,378,523.00

TABLE 11: CITY STREET FINANCE REPORT REVENUES 2021 – IOWA

City	City	County No.	RPA/MPO	Road Use	Other (LOST, Benefits, TIF, etc.)	Service Debt	Capital Projects	Total Non Federal Road Fund Receipts
Sioux City	7057	97	29	\$ 706,817.00	\$ -	\$ 296,065.00	\$ -	\$ 1,002,882.00
Sergeant Bluff	6890	97	29	\$ 12,374,673.00	\$ -	\$ 19,299,482.00	\$ 34,629,509.00	\$ 66,303,664.00
Total				\$ 13,081,490.00	\$ -	\$ 19,595,547.00	\$ 34,629,509.00	\$ 67,306,546.00

TABLE 12: OPERATIONS AND MAINTENANCE FISCAL CONSTRAINT SUMMARY – IOWA

MPO Forecasted Operations and Maintenance Expenditures on Federal-aid System						
	2021	2022	2023	2024	2025	2026
City Operations	\$ 9,516,743.00	\$ 9,897,412.72	\$ 10,293,309.23	\$ 10,705,041.60	\$ 11,133,243.26	\$ 11,578,572.99
City Maintenance	\$ 4,287,425.12	\$ 4,458,922.12	\$ 4,637,279.01	\$ 4,822,770.17	\$ 5,015,680.98	\$ 5,216,308.22
Iowa DOT Operations and Maintenance						
Total Operations and Maintenance	\$ 13,804,168.12	\$ 14,356,334.84	\$ 14,930,588.24	\$ 15,527,811.77	\$ 16,148,924.24	\$ 16,794,881.21

MPO Forecasted Non Federal-aid Revenues						
	2021	2022	2023	2024	2025	2026
City Street Fund	\$ 13,081,490.00	\$ 13,343,119.80	\$ 13,609,982.20	\$ 13,882,181.84	\$ 14,159,825.48	\$ 14,443,021.99
Total Non Federal-aid Revenues	\$ 67,306,546.00	\$ 69,998,807.84	\$ 72,798,760.15	\$ 75,710,710.56	\$ 78,739,138.98	\$ 81,888,704.54

TABLE 13: IOWA DOT OPERATION & MAINTENANCE COST BY MPO

Estimated DOT Operations & Maintenance Costs by MPO				
	2023	2024	2025	2026
SIMPCO	\$ 1,956,545	\$ 2,018,767	\$ 2,084,180	\$ 2,149,593

TABLE 14: IOWA DOT FIVE YEAR PROGRAM FUNDING

Iowa DOT Five Year Program Funding (\$ millions)				
Revenues	2023	2024	2025	2026
Primary Road Fund	\$ 747.30	\$ 753.10	\$ 758.00	\$ 764.90
TIME-21	\$ 135.00	\$ 135.00	\$ 135.00	\$ 135.00
Miscellaneous	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00
Federal Aid	\$ 487.80	\$ 496.10	\$ 504.70	\$ 513.40
Total	\$ 1,395.10	\$ 1,409.20	\$ 1,422.70	\$ 1,438.30
Statewide Allocations				
Operations & Maintenance	\$ 367.90	\$ 379.60	\$ 391.90	\$ 404.20
Miscellaneous Programs	\$ 46.30	\$ 47.10	\$ 47.80	\$ 48.30
Consultant Services	\$ 76.00	\$ 76.00	\$ 76.00	\$ 76.00
Statewide Operations	\$ 9.00	\$ 9.00	\$ 9.00	\$ 9.00
Contract Maintenance	\$ 36.40	\$ 36.90	\$ 37.40	\$ 37.90
Railroad Crossing Protection	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00
Total	\$ 540.60	\$ 553.60	\$ 567.10	\$ 580.40
Funds Available for ROW/Construction	\$ 854.50	\$ 855.60	\$ 855.60	\$ 857.90

TABLE 15: MAINTENANCE EXPENDITURES – NEBRASKA URBANIZED AREA

Maintenance Expenditures				
	2023	2024	2025	2026
NDOT Maintenance Costs	\$ 1,110,494	\$ 1,143,808	\$ 1,178,122	\$ 1,213,466

TABLE 16: MAINTENANCE EXPENDITURES – SOUTH DAKOTA URBANIZED AREA

Maintenance Expenditures				
	2023	2024	2025	2026
SD DOT Maintenance Costs	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00

AMENDMENTS AND REVISIONS

The *MPO 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 the Metropolitan Planning Area. The TIP will be reviewed at least once annually. The review and updating will ensure continual citizen involvement and the TIP's overall viability as the MPA's transportation improvement document. Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or "Amendment". The second is a minor revision or "Administrative Modification".

AMENDMENT

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

ADMINISTRATIVE MODIFICATION

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

AMENDMENT VS. ADMINISTRATIVE MODIFICATION

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

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

AMENDMENT / ADMINISTRATIVE MODIFICATION PROCEDURES

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

Major updates will be conducted as follows:

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

M P O R E S O L U T I O N 2 0 2 3 – 1
APPROVAL OF THE FY 2023–2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

NOW, THEREFORE, BE IT RESOLVED by the SIMPCO MPO that the Policy Board approve the *Federal Fiscal Year 2023-2026 Transportation Improvement Program* and submit the document to the Iowa Department of Transportation, Nebraska Department of Transportation, and the South Dakota Department of Transportation for inclusion in their *Statewide Transportation Improvement Programs*.

Approved by the MPO Policy Board and signed this 7th day of July, 2022.

Ken Beaulieu
MPO Policy Board Chairperson

David Carney
MPO Transportation Technical Committee Chairperson

ATTEST

Michelle Bostinelos
SIMPCO Executive Director

M P O R E S O L U T I O N 2 0 2 3 - 2
SELF-CERTIFICATION OF THE MPO TRANSPORTATION PLANNING PROCESS

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

- (1) 23 U.S.C 134, 49 U.S.C Section 5303; and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas. Section 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C 7504, 7506 (c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1 and 49 CFR part 21;
- (4) 49 U.S.C 5332, prohibit discrimination on the basis of race, color, creed, national origin, sex or age in employment of business opportunity;
- (5) IIJA/BIL specifications and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects as in effect during the determination of project eligibility;
- (6) 23 CFR part 230, regarding the implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provision of the American with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and USDOT implementing regulation;
- (8) Older American Act, as amended (42 U.S.C 6101);
- (9) 23 U.S.C 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

Approved by the MPO Policy Board and signed this 7th day of July, 2022.

Ken Beaulieu
MPO Policy Board Chairperson

David Carney
MPO Transportation Technical Committee Chairperson

ATTEST

Michelle Bostinelos
SIMPCO Executive Director

M P O R E S O L U T I O N 2 0 2 3 – 3
PROJECT DEVELOPMENT - SIOUX CITY TRANSIT SYSTEM

This document certifies that the City of Sioux City, as recipient of program assistance from the Federal Transit Administration (FTA), has fulfilled their planning obligation in the development of projects contained in the *MPO Transportation Improvement Program (TIP) FY 2023–2026*.

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

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

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

Approved by the MPO Policy Board and signed this 7th day of July, 2022.

Ken Beaulieu
MPO Policy Board Chairperson

David Carney
MPO Transportation Technical Committee Chairperson

ATTEST:

Michelle Bostinelos
SIMPCO Executive Director

M P O R E S O L U T I O N 2 0 2 3 – 4
CERTIFICATE OF COMPLIANCE
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

This is to certify that the *MPO Transportation Improvement Program FY 2023–2026* for the Sioux City Metropolitan Planning Area is prepared in accordance with the requirements of the Federal Transit Administration (FTA) Circular 7008.1 for financial capacity analysis. An assessment of financial capacity is conducted by the Sioux City Transit System, in concert with the planning process conducted by the Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO).

Approved by the MPO Policy Board and signed this 7th day of July, 2022.

Ken Beaulieu
MPO Policy Board Chairperson

David Carney
MPO Transportation Technical Committee Chairperson

ATTEST:

Michelle Bostinelos
SIMPCO Executive Director