

Final

SIoux CITY METROPOLITAN AREA
IOWA-NEBRASKA-SOUTH DAKOTA

**FINAL
TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)
FY 2024 - 2027**

SIouxLAND INTERSTATE METROPOLITAN
PLANNING COUNCIL
METROPOLITAN PLANNING ORGANIZATION

The SIMPCO MPO prepared this report with funding from U.S Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the MPO member governments. These contents are the funds of the SIMPCO MPO member governments. These contents are the responsibility of the MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The SIMPCO MPO approved this document on 6/29/2023. Please call 712-279-6286 to obtain permission of use.

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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, Dakota Dunes, and Jefferson, South Dakota; and the unincorporated portions of Woodbury, Plymouth, Dakota, and Union Counties. This TIP was put together under the direction of the Federal Highway Administration, Federal Transit Administration, Iowa Department of Transportation (Iowa DOT), Nebraska Department of Transportation (NDOT), and South Dakota Department of Transportation (SDDOT), as a requirement of the Bipartisan Infrastructure Law (BIL) which provides federal funding authorization for highway network, highway safety, alternative modes and mass transportation through Fiscal Year 2027

It is the purpose of the *MPO Transportation Improvement Program FY 2024-2027* 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 2024 through 2027. 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 2027. 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 2024-2027* to encourage and receive a diverse accounting of information and participation.

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PLANNING FACTORS

The BIL continues previous 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 IJJA/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.

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STATUS REPORT OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2023

TABLE 1A: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2023 PROJECT (IOWA)

PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	FY2023 - Amnts in \$1,000's					Development Status
						FM	FA	SWAP	Reg	Total	
PRF		Iowa Department of Transportation	38048	BRFN-77()-39-97	US77: Missouri River in Sioux City (State Share)					36000	Awarded
PRF		Iowa Department of Transportation	38148	IMN-129()-0E-97	I129: Missouri River in Sioux City (State Share)					50000	Awarded
NHPP		Iowa Department of Transportation	39380	NHSX-20()-3H-97	US 75/IA 12 Interchange in Sioux City to Little Whiskey Creek (EB/WB)		16799200			20999000	Under Construction
HBP		Iowa Department of Transportation	39381	BRF-20()--38-97	US20: Abandoned RR 0.1 mi E of Co Rd D25 (Remove Bridge)					5000	ROW only in 2025
HBP		Iowa Department of Transportation	52542	BRF-20()--38-97	US20: Little Whiskey Creek 3.4 mi W of Co Rd K42		738400			923000	Awarded
HSIP		Iowa Department of Transportation	52686	IHSIPX-29()--08-97	I29: IA 141 to Sergeant Bluff		3262500			3625000	Awarded
SWAP-STBG	Dodge Ave Reconstruction	Sioux City	37828	STBG-SWAP-7057()--SG-97	In the city of Sioux City, On Dodge Ave, from South Rustin St to South Cecelia St			1040000	1040000	1300000	will start in April
STBG	Hamilton Blvd Resurfacing	Sioux City	37829	STP-U-7057(706)-70-97	In the city of Sioux City, HMA mill & overlay on Hamilton Blvd from 36th St to city limits		1600000		1600000	2900000	will be bid out in September
SWAP-STBG	Rebecca Street Reconstruction	Sioux City	38874	STBG-SWAP-7057()--SG-97	In the city of Sioux City, On Rebecca Street, from West 16th Street to Villa Avenue			1158000	1158000	1539000	will start in June

TABLE 1B: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2023 PROJECT (NEBRASKA)

Program	Sponsor Name	Control Number	PN	Type of Work	Pgmd Amnts in \$1,000's				Dev't Status
					Federal	State	Local	Total	
NH - National Highway System	NDOT	32150A	NH-35-4(127)	On Highway 35: SW of Hubbard-U-75/77 (Resurface, Bridge Repair)				10,236	Project is in Design (PE) ROW to begin FFY23; letting planned for late FFY24 / construction the following Spring/Summer
	NDOT	32377	NH-HSIP-75-4(116)	Resurface roadway & shoulders, add rumble strips				2,546	Project is in Design (PE) FFY23; letting planned for Fall FFY24 / construction the following Spring/Summer

TABLE 1C: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2023 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 Planning	Planning	81.00	66.38	0.00	14.62	In progress
SDOT		05G8	Various locations on the State System in the Mitchell Region	Durable Pavement Marking	780.00	780.00	0.00	0.00	To be let
SDOT		05GJ	Mitchell Region	Corridor Signing, PE	1561.00	1561.00	0.00	0.00	To be let
SDOT		0836	Statewide	Various BNSF Crossing Locations	20.00	18.00	2.00	0.00	On-going as needed
SDDEOT		080J	Statewide	Install Dynamic Message Boards	1873.00	1703.00	170.00	0.00	Programmed
Union County		065L	Union	Polymer Chip Seal, Replace Abutments, Berm Repair, Replace Joints, Approach Slabs, Approach Pavement, Approach Guardrail, End Blocks	2638.00	2290.00	348.00	0.00	To be let
Union County		08PN	Union	Replace Joints, Bearings, Box Girder End Repair	716.00	651.00	65.00	0.00	To be let
Union County		08XY	Union	Mill, AC Resurfacing of Shoulders, Modify NB Off Ramp, lighting	772.00	663.00	109.00	0.00	To be let with 08Y1
Union County		07DT	Regionwide	County Pavement Marking	1248.00	0.00	223.00	828.00	To be let
SDDOT		08P5	Regionwide	2023 Bridge Deck Treatment	312.00	256.00	56.00	0.00	Letting date set 04/05/2023
SDDOT		08RP	Statewide	Active Traffic Management System	1040.00	832.00	208.00	0.00	Programmed
SDDOT		0935	Statewide	2023 NEVI Projects	5454.00	4363.00	1091.00	0.00	Programmed
SDDOT		093A	Statewide	2023 CRP Projects	10000.00	9001.00	999.00	0.00	Programmed
SDDOT		093J	Statewide	2023 PROTECT Projects	10000.00	9001.00	999.00	0.00	Programmed
SDDOT		09CG	Statewide	Purchase Retroreflectometers	468.00	421.00	47.00	0.00	Programmed

TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2023 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	2023	\$73,026		\$58,421	\$58,421	\$14,605	FTA Planning
8931	Sioux City Transit System	TIP Approved	5339	2023	\$159,597		\$135,658	\$135,658	\$23,939	Low Floor Light-Duty Bus (176" wb)
8948	Sioux City Transit System	TIP Approved	5339	2023	\$159,597		\$135,658	\$135,658	\$23,939	Low Floor Light-Duty Bus (176" wb)
8958	Sioux City Transit System	TIP Approved	5339	2023	\$184,748		\$157,036	\$157,036	\$27,712	Medium Duty Bus (29-32 ft.)
8960	Sioux City Transit System	TIP Approved	5339	2023	\$1,000,000		\$800,000	\$800,000	\$200,000	35' HD Low Floor-ZEB
8967	Sioux City Transit System	TIP Approved	5339	2023	\$1,000,000		\$800,000	\$800,000	\$200,000	Heavy Duty Bus (35-39 ft.)-ZEB
8969	Sioux City Transit System	FTA Approved	5339	2023	\$516,380		\$438,923	\$438,923	\$77,457	Heavy Duty Bus (35-39 ft.)
8971	Sioux City Transit System	FTA Approved	5339	2023	\$516,380		\$438,923	\$438,923	\$77,457	Heavy Duty Bus (35-39 ft.)
8973	Sioux City Transit System	FTA Approved	5339	2023	\$543,480		\$461,958	\$461,958	\$81,522	Heavy Duty Bus (40-42 ft.)
8975	Sioux City Transit System	FTA Approved	5339	2023	\$543,480		\$461,958	\$461,958	\$81,522	Heavy Duty Bus 40'
8977	Sioux City Transit System	FTA Approved	5339	2023	\$543,480		\$461,958	\$461,958	\$81,522	Heavy-duty bus (40-42 ft.)
8978	Sioux City Transit System	FTA Approved	5339	2023	\$543,480		\$461,958	\$461,958	\$81,522	Heavy Duty Bus (40-42 ft.)
8980	Sioux City Transit System	FTA Approved	5307,STA	2023	\$4,764,817	\$410,799	\$2,177,009	\$2,177,009	\$2,177,009	Governor's apportionment for 5307 from IA, NE, & SD plus Iowa STA
8981	Sioux City Transit System	TIP Approved	5339	2023	\$159,597		\$135,658	\$135,658	\$23,939	Light Duty Bus (176" wb)
8983	Sioux City Transit System	TIP Approved	5339	2023	\$159,597		\$135,658	\$135,658	\$23,939	Light Duty Bus (176" wb)
8984	Sioux City Transit System	TIP Approved	5339	2023	\$159,597		\$135,658	\$135,658	\$23,939	Light Duty Bus (176" wb)
8985	Sioux City Transit System	FTA Approved	5339,PTIG	2023	\$11,500,000	\$600,000	\$8,600,000	\$8,600,000	\$2,300,000	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING
8988	Sioux City Transit System	TIP Approved	5339	2023	\$162,250		\$129,800	\$129,800	\$32,450	Install (3) level two charging stations & related electrical upgrades in Transit Garage
8989	Sioux City Transit System	FTA Approved	5307	2023	\$75,000		\$60,000	\$60,000	\$15,000	Floor Scrubber for Vehicle Maintenance Building
8991	Sioux City Transit System	FTA Approved	5307	2023	\$95,000		\$76,000	\$76,000	\$19,000	Shop Maintenance Truck w/ Compressor and Snow Plow
8993	Sioux City Transit System	FTA Approved	5307	2023	\$75,000		\$60,000	\$60,000	\$15,000	Vehicle Maintenance Equipment (lift, tools, jacks)
8994	Sioux City Transit System	FTA Approved	STA	2023	\$75,000	\$60,000			\$15,000	MLK structural rehabilitation, concrete sealing, and concrete repairs
8995	Sioux City Transit System	FTA Approved	PTIG	2023	\$300,000	\$240,000			\$60,000	Replacement Bus Wash Equipment for Transit Garage
8996	Sioux City Transit System	TIP Approved	5307	2023	\$315,000		\$252,000	\$252,000	\$63,000	MLK Heat Pump replacements - 15 units
8997	Sioux City Transit System	TIP Approved	5307	2023	\$210,000		\$168,000	\$168,000	\$42,000	MLK Boiler and Chiller Equipment repairs and replacement
9957	Sioux City Transit System	TIP Approved	5339	2023	\$159,597		\$135,658	\$135,658	\$23,939	Light Duty Van - 176" wheelbase #1349
9961	Sioux City Transit System	FTA Approved	5310	2023	\$56,045		\$56,045	\$56,045		Capital projects & Services exceeding ADA requirements & Saturday SSC Rides
9975	Sioux City Transit System	TIP Approved	5310	2023	\$159,597		\$135,658	\$135,658	\$23,939	Light Duty Bus (176" WB)
10235	Sioux City Transit System	TIP Approved	5339	2023	\$159,597		\$135,658	\$135,658	\$23,939	Low Floor Light-Duty Bus (176" wb)-#1348
10236	Sioux City Transit System	TIP Approved	5339	2023	\$516,380		\$438,923	\$438,923	\$77,457	Heavy Duty Bus (35-39 ft.) #1331
10261	Sioux City Transit System	TIP Approved	5307	2023	\$100,000		\$80,000	\$80,000	\$20,000	Mobile Fare Collection

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 2024-2027* provides full consideration for the general health, safety, and well-being of the citizens of the Metropolitan Planning Area.

FY 2024 Sioux City Transit System has programmed \$22,739,478 with anticipated federal participation of \$18,468,923 in capital purchases.

The intent of the *MPO Transportation Improvement Program FY 2024-2027* 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 5% to 10% inflation rate and are calculated by the project sponsor.

SCHEDULE FOR SOLICITATION OF PROJECT APPLICATIONS AND EVALUATION

- November 2, 2022 - TTC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 6, 2023 – SIMPCO staff sends out Surface Transportation Block Grant Program (STBG) 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 10, 2023 - STBG and TAP Application Deadline
- February 10, 2023 - February 17, 2023 - Project evaluation by SIMPCO staff
- March 1, 2023- Project presentations by applicants. Project recommendation to Policy Board by TTC.
- March 2, 2023 – Project selection and approval by Policy Board
- May 3, 2023 & May 4, 2023 - Draft TIP Tables presented to TTC and Policy Board respectively
- May 26, 2023– Draft TIP to TTC and Policy Board and to Iowa DOT, Nebraska DOT, South Dakota DOT, FHWA and FTA
- May 26, 2023 - Draft TIP available at SIMPCO office and website and public comment period begins.
- June 13, 2023 – Public Input Meeting
- June 28, 2023 – Final DRAFT TIP with comments addressed to TTC for review and recommendation
- June 29, 2023 - Final TIP to Policy Board for approval
- July 15, 2023 – 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 6, 2023 – 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.

Iowa STBG Process

1. **Application.** Iowa members and organizations within the Metropolitan Planning Area will be informed when requests for STBG 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, they must be sponsored by an Iowa MPO member to be awarded funding. All applications must be received by the application deadline so that staff has an appropriate amount of time for project evaluation. Applications are typically sent out in January and due back to staff in February. Any application received past its deadline will be considered for the following year's application cycle.

2. **Qualifying Criteria. To be eligible as a Surface Transportation Block Grant activity, any project or area served by the project must fit one or more of the following categories:**
 - Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction
 - Replacement, rehabilitation, preservation, protection and application of environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges and tunnels on public roads of all functional classifications
 - Construction of a new bridge or tunnel at a new location on a Federal-aid highway.
 - Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors and inspection and evaluation of other highway assets.
 - Capital costs for transit projects including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service.
 - Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure
 - Bicycle transportation and pedestrian walkways
 - Highway and transit safety infrastructure improvements and programs
 - Highway and transit research and development and technology transfer programs

- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems
- Surface transportation planning programs
- Transportation alternatives
- Transportation control measures in the Clean Air Act
- Development and establishment of management systems.
- Environmental mitigation efforts
- Intersection projects that have safety and/or congestion problems
- Infrastructure-based intelligent transportation systems capital improvements.
- Environmental restoration and pollution abatement
- Control of noxious weeds and aquatic noxious weeds and establishment of native species
- Projects and strategies designed to support congestion pricing
- Recreational trails projects
- Construction of ferry boats and ferry terminal facilities
- Development and implementation of a State asset management plan for the National Highway System
- Construction and operational improvements for any minor collector if-
 - o the minor collector and the project to be carried out are in the same corridor and in proximity to a National Highway System route;
 - o the construction or improvements will enhance the level of service on the National Highway System route and improve regional traffic flow; and
 - o the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the National Highway System route.
- Workforce development, training, and education activities

The Bipartisan Infrastructure Law's (BIL) STBG Program continues all prior STBG eligibilities (see in particular 23 U.S.C. 133(b)(22), as amended, which carries forward all pre-FAST Act eligibilities). It also adds the following new eligibilities: [Except as noted, § 11109(a)(1)]

- Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system;
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions;

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

NOTE: This list is exclusive; a project must fit into one of the categories to be eligible for Surface Transportation Block Grant Program funds. For a full list of eligible items and criteria, please refer to:
<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>

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

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

The BIL continues the requirement of a non-federal match of at least 20 percent of project costs. Assurance of this required local match, addressed in the STBG Application, by the proposer indicates a necessary level of support by the project sponsor to immediately proceed with project development and implementation.

Projects must be submitted through/by counties or incorporated cities.

All BIL federal funds received by the State of Iowa will be received and disbursed by the Iowa Department of Transportation (Iowa DOT). Through BIL, projects within smaller cities and towns vary in their eligibility for federal aid. STBG 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. Applicants should refer to the Federal Functional Classification map available at the county engineer's office, the Siouxland Interstate Metropolitan Planning Council office, and the Iowa Department of Transportation Northwest Iowa Transportation Center in Sioux City to check eligibility.

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

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

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

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

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

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

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

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

Point distribution is as follows.

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

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

Final

Local = 2.5
Collector = 5.0

Minor Arterial = 7.5
Major Arterial = 10.0

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

Sufficiency Rating

100 - 86 = 1

85 - 71 = 2

70 - 56 = 3

55 & below = 4

Volume to Capacity Ratio

.10 - .39 = 3.5

.40 - .69 = 7.0

.70 - .99 = 10.5

1.0 = 14.0

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

.01 - .50 = 2

.51 - 1.00 = 4

1.01 - 2.00 = 6

2.01 + = 8

POSSIBLE TOTAL POINTS: 95

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.
7. **Iowa DOT Federal-Aid SWAP Policy** - All applicants are encouraged to review the Iowa DOT SWAP policy https://iowadot.gov/local_systems/IIJA-Information

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.

N E B R A S K A

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.

S O U T H D A K O T A

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

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 Highway Bridge Program 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 <https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/> . 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 <https://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>

TABLE 3A IOWA PROJECTS BY FUNDING SOURCE (2024-2027)

Grant Application

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
54787	DGA-7057()--XT-97	TIP Approved	Total	\$75,000				\$75,000
MPO 29 / SIMPCO	In the city of Sioux City, Install (2) level two EV charging stations at MLK Jr. parking ramp		Federal Aid					
	Transit Investments		Regional Swap					
			Grant App	\$60,000				\$60,000

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53079	BROS-7057(714)--8J-97	TIP Approved	Total	\$1,500,000				\$1,500,000
Sioux City	In the city of Sioux City, On W ST, Over DRAINAGE, S6 T89 R47	12/19/2023	Federal Aid	\$1,500,000				\$1,500,000
	Bridge Replacement		Regional Swap					

HSIP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39380	HSIPX-020()--3L-97	TIP Approved	Total	\$9,775,000				\$9,775,000
Iowa Department of Transportation	US 20: Nebraska to 0.4 mi E of Co Rd D22 (EB/WB)		Federal Aid	\$8,797,500				\$8,797,500
	Pavement Rehab		Regional Swap					

DOT Note: Project includes 3R and HSIP funds

ILL

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53080	ILL-7057(715)--93-97	TIP Approved	Total					
Sioux City	In the city of Sioux City, On 6TH ST, Over FLOYD RIVER, S27 T89 R47	3/19/2024	Federal Aid					
	Bridge Replacement		Regional Swap					
53081	ILL-7057(716)--93-97	TIP Approved	Total					
Sioux City	In the city of Sioux City, On 11TH ST, Over FLOYD RIVER, S27 T89 R47	3/19/2024	Federal Aid					
	Bridge Replacement		Regional Swap					

NHPP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
52545	IMX-029()--02-97	TIP Approved	Total	\$817,000				\$817,000
Iowa Department of Transportation	I 29: Sergeant Bluff Rest Area (NB) (Remove)		Federal Aid	\$735,300				\$735,300
	Grading		Regional Swap					
52564	IMX-129()--02-97	TIP Approved	Total	\$5,325,000				\$5,325,000
Iowa Department of Transportation	I 129: Missouri River in Sioux City (State Share)		Federal Aid	\$4,792,500				\$4,792,500
	Bridge Rehabilitation		Regional Swap					
54635	NHSX-012()--3H-97	TIP Approved	Total	\$1,216,000				\$1,216,000
Iowa Department of Transportation	IA 12: Military Rd in Sioux City to S Jct IA 3		Federal Aid	\$972,800				\$972,800
	Pavement Rehab		Regional Swap					

PL

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
18694	RGPL-PA29()--PL-97	TIP Approved	Total	\$173,643	\$173,643	\$173,643	\$173,643	\$694,572
MPO 29 / SIMPCO	RGLPL: SIMPCO: MPO Planning		Federal Aid	\$145,442	\$145,442	\$145,442	\$145,442	\$581,768
	Trans Planning		Regional Swap					

PRF

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45302	BRFN-020()--39-29	TIP Approved	Total	\$575,000				\$575,000
Iowa Department of Transportation	US 20: Proposed Rd 0.5 mi W of IA 12 (EB/WB) Bridge Deck Overlay		Federal Aid					
			Regional Swap					
45296	BRFN-020()--39-29	TIP Approved	Total	\$411,000				\$411,000
Iowa Department of Transportation	US 20: Sergeant Rd 2.1 mi W of IA 12 (EB/WB) Bridge Deck Overlay		Federal Aid					
			Regional Swap					
38048	BRFN-077()--39-97	TIP Approved	Total	\$36,000	\$36,000	\$36,000	\$36,000	\$144,000
Iowa Department of Transportation	US 77: Missouri River in Sioux City (State Share) Bridge Cleaning		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	I 129: Missouri River in Sioux City (State Share) Bridge Cleaning		Federal Aid					
			Regional Swap					
54563	IMN-029()--0E-97	TIP Approved	Total			\$100,000		\$100,000
Iowa Department of Transportation	I 29: Sergeant Bluff Rest Area (SB) (Remove Ramps) Grading		Federal Aid					
			Regional Swap					
52541	NHSN-020()--2R-97	TIP Approved	Total			\$1,265,000		\$1,265,000
Iowa Department of Transportation	US 20: US 20 Ramp G over I-29 Bridge Deck Overlay		Federal Aid					
			Regional Swap					
52509	NHSN-376()--2R-97	TIP Approved	Total			\$696,000		\$696,000
Iowa Department of Transportation	IA 376: Tributary to Floyd River 0.1 mi N of Co Rd D12 in Sioux City (SB) Bridge New, Right of Way		Federal Aid					
			Regional Swap					

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STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
54671	BRF-012()--38-97	TIP Approved	Total	\$2,202,000				\$2,202,000
Iowa Department of Transportation	IA 12: Gordon Dr Viaduct in Sioux City Bridge Rehabilitation		Federal Aid	\$1,761,600				\$1,761,600
			Regional Swap					
38311	STP-U-7057(711)--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 Pavement Rehab	12/19/2023	Federal Aid	\$1,379,900				\$1,379,900
			Regional Swap	\$1,379,900				\$1,379,900
39381	BRF-020()--38-97	TIP Approved	Total		\$8,070,000			\$8,070,000
Iowa Department of Transportation	US 20: Abandoned RR 0.1 mi E of Co Rd D25 (Remove Bridge) Grade and Pave		Federal Aid		\$6,456,000			\$6,456,000
			Regional Swap					
47088	STP-S-C075(C-80)--5E-75	TIP Approved	Total		\$1,977,000			\$1,977,000
Plymouth County	On C 80, from k22 E 3.5 miles to Hwy 75 HMA Pavement - Miscellaneous		Federal Aid		\$1,500,000			\$1,500,000
			Regional Swap		\$1,500,000			\$1,500,000
48367	STP-U-6890(611)--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 Pavement Rehab/Widen	1/17/2024	Federal Aid		\$1,794,000			\$1,794,000
			Regional Swap		\$1,794,000			\$1,794,000
52543	BRF-020()--38-97	TIP Approved	Total			\$2,583,000		\$2,583,000
Iowa Department of Transportation	US 20: WB Ramp over IA 376 and RR Bridge Deck Overlay		Federal Aid			\$2,066,400		\$2,066,400
			Regional Swap					
53393	STP-S-C097(IMN-029-6(170)139)--7N-97	TIP Approved	Total			\$28,030,000		\$28,030,000
Woodbury County	On 235th Street, Over I-29, from K25 E 1.4 miles to K45 Bridge and Approaches-Other		Federal Aid			\$2,030,000		\$2,030,000
			Regional Swap			\$2,030,000		\$2,030,000
54664	BRF-020()--38-97	TIP Approved	Total				\$1,570,000	\$1,570,000
Iowa Department of Transportation	US 20: Sunnybrook Dr 1.7 mi W of IA 12 in Sioux City (EB/WB) Bridge Deck Overlay		Federal Aid				\$1,256,000	\$1,256,000
			Regional Swap					

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
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
53051	STP-U-7057()--70-97	TIP Approved	Total				\$1,695,000	\$1,695,000
Sioux City	In the city of Sioux City, On HAMILTON BLVD, from 15th Street .4 miles to 20th Street		Federal Aid				\$1,356,000	\$1,356,000
	HMA Resurfacing		Regional Swap				\$1,356,000	\$1,356,000

TAP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39148	TAP-U-6890(611)--8I-97	TIP Approved	Total	\$536,500				\$536,500
Sergeant Bluff	In the city of Sergeant Bluff, The Loess Hills Scenic Trail (Phase 1) from Barker Park to South Ridge Rd	1/17/2024	Federal Aid	\$429,200				\$429,200
	Ped/Bike Grade & Pave		Regional Swap	\$429,200				\$429,200
52361	TAP-U-7057(717)--8I-97	TIP Approved	Total	\$654,600				\$654,600
Sioux City	In the city of Sioux City, The Loess Hills Scenic Trail (Phase 1) from South Ridge Rd to Green Valley Golf Course	1/17/2024	Federal Aid	\$515,000				\$515,000
	Ped/Bike Grade & Pave		Regional Swap	\$515,000				\$515,000

TABLE 3 B NEBRASKA PROJECTS (2024 - 2027)

Program	Sponsor Name	Control #	Project Description	Phase of Work	Programmed Amounts in \$1,000's				Year
		Proj #			Federal	State	Local	Total	
NH +A28:J58-National Highway System	NDOT	32150A	On Highway 35: SW of Hubbard-U-75/77 (Resurface, Bridge Repair)	Const/CE	7,879.00	1,970.00	-	9,869.00	2024
					-	-	-	-	2025
					-	-	-	-	2026
					-	-	-	-	2027
				Total Costs	7,879.00	1,990.00	0	9,869.00	
STP+HSIP-Surface Transportation Program+Highway Safety Improvement Program	NDOT	32355	On Highway 110: From N 35 to US 20 (Resurface, widen)	PE		1.00		1.00	2024
				Const/CE	1,302.00	288.00		1,590.00	2025
									2026
									2027
				Total Costs	1,302.00	289.00		1,591.00	
NH-National Highway System	NDOT	32356	On Highway 20: From Jackson to Highway 110 (Resurface)	PE		1.00		1.00	2024
				Const/CE	1,816.00	454.00		2,270.00	2025
									2026
									2027
				Total Costs	1,816.00	455.00			
NH+HSIP-National Highway System+Highway Safety Improvement Program	NDOT	32377	On Highway 75: From Homer North (Resurface roadway & shoulders, add rumble strips)	Const/CE	2,205.00	245.00		2,450.00	2024
								0.00	2025
									2026
									2027
				Total Costs	2,205.00	245.00		2,450.00	
NH-National Highway System	NDOT	32392	On Highway 75: South Sioux City South (Resurface)	PE		1.00		1.00	2024
				Const/CE	5,904.00	1,476.00		7,380.00	2025
									2026
									2027
				Total Costs	5,904.00	1,477.00		7,381.00	
	NDOT	32417		PE		1.00		1.00	2024

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STP-Surface Transportation Program			On Interstate 129: Replace existing high mast tower lighting	Const/CE	1,350.00	150.00		1,500.00	2025
									2026
									2027
				Total Costs	1,350.00	151.00		1,501.00	
PL FHWA - Metropolitan Planning	SIMPCO		Planning	Planning	70.352	0	13.882	84.234	2024
					-	-	-	-	2025
					-	-	-	-	2026
					-	-	-	-	2027
			Total Costs	70.352	0	13.882	84.234		
FTA 5303d - Metropolitan Planning	SIMPCO		Planning	Planning	13.176	0	2.635	12.84	2024
					-	-	-	-	2025
					-	-	-	-	2026
					-	-	-	-	2027
			Total Costs	13.176	0	2.635	15.811		

TABLE 3C SOUTH DAKOTA PROJECTS (2024-2027, \$1000)

					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	Rumble Strips & High Grade Polymer Pavement Markings	416.00	416.00	0.00	0.00
Union	P000S(00)245	07DX	Regionwide	County Pavement Marking	1,248.00	0.00	223.00	1,025.00
SDDOT	P TAPU(35)	08W4	North Sioux City (regional connection)	Shared Use Path Trail Project	915.00	400.00	0.00	515.00
SDDOT	P TAPU(36)	08W5	Dakota Dunes (Regional Connection)	Sioux Point Rd Pedestrian Trail Project	455.00	341.00	0.00	114.00
SDDOT	P TAPE(06)24	07UV	Statewide	2024 PE for Transportation Alternatives Projects	1,000.00	820.00	180.00	0.00
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	312.00	257.00	55.00	0.00
SDDOT	NH-P 0023(56)	06EV	Areawide	2024 Areawide Pipe Work Projects	260.00	213.00	47.00	0.00
	IM-NH-P 0023(69)	097F	Clay, Union	Pvmt Preservation	3,008.00	2,465.00	543.00	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	2024 CRP Projects	10,000.00	9,001.00	999.00	0.00
SDDOT	LR 2024(00)0	093E	Statewide	2024 PROTECT Projects	10,000.00	9,001.00	999.00	0.00
			North Sioux City	Reconstruction, 3,900-feet in length beginning at the intersection with North Derby Lane and running northwest to the intersection with Northshore Drive	4,285.22	3,428.18		857.04
SDDOT	PH 000S(460)	09GC	Statewide	Update to the Strategic Highway Safety Plan	424.00	382.00	42.00	

					Programmed Amounts in \$1,000's			
					FY 25			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	Proj Total	FA	State	Local
Union	P 000S(00)245	07E2	Regionwide	County Pvmt Marking	1,273.00	0.00	223.00	1,050.00
SDDOT	PH 000S(436)	06U4	Regionwide	High Friction Surface Treatment	1,327.00	1,194.00	133.00	0.00
SDDOT	PH 0020(185)	06AP	Regionwide	Durable Pavement Marking	796.00	796.00	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	318.00	261.00	57.00	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	IM 0291(04)	09E7	I-29 From N of Sioux City to Exit 26 SD50 Vermillion	Mill, AC Resurfacing of Shoulders & Ramps	7,695.00	7,000.00	695.00	0.00
	EM 8064(32)	097K	N Sioux City - Northshore Dr Realignment	PCC Surfacing, Grading, Storm Sewer, Curb & Gutter, Lighting, Water Main, Sanitary, ROW, PE	20,745.00	17,000.00	0.00	3,745.00
SDDOT	P TAPE(07)25	07UP	Statewide	2025 PE for Transportation Alternatives Projects	1,000.00	820.00	180.00	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

					Programmed Amounts in \$1,000's				Programmed Amounts in \$1,000's			
					FY 26				FY 27			
Sponsor	Project Number	PCN	Location of Project	Type of Improvement	Proj Total	FA	State	Local	Proj Total	FA	State	Local
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	1,299.00	0.00	223.00	1,076.00				
SDDOT	PH 000S ()	06TH	Regionwide	Durable Pvmt marking	812.00	812.00	0.00	0.00				
SDDOT	PH 000S ()	06UE	Regionwide	Rumble Strips & High Grade Polymer Pavement Markings	433.00	433.00	0.00	0.00				
		06UL	Deferred to 2027									
SDDOT	TBD	TBD	FHWA Planning	Planning - estimated	81.00	66.38	0.00	14.62				
SDDOT	LR 2026(00)0	093L	Statewide	2026 NEVI Projects	5,454.00	4,363.00	1,091.00	0.00				
SDDOT	LR 2026(00)0	093Q	Statewide	2026 CRP Projects	10,000.00	9,000.00	1,000.00	0.00				
SDDOT	LR 2026(00)0	093T	Statewide	2026 PROTECT Projects	10,000.00	9,000.00	1,000.00	0.00				
SDDOT	P TAPE(08)26	07UW	Statewide	2026 PE for Transportation Alternatives Projects	1,000.00	820.00	180.00	0.00				
SDDOT	PS 000S(430)	083A	Statewide	Various BNSF Crossing Locations					20.00	18.00	2.00	0.00
SDDOT	PH 0020(232)	06UL	Regionwide	Modify Horizontal Curve					1,104.00	994.00	110.00	0.00
SDDOT	PH 0020(234)	07AA	Regionwide	Durable Pvmt Marking					828.00	828.00	0.00	0.00
SDDOT	EV 2027(01)0	093U	Statewide	2027 NEVI Projects					5,454.00	4,363.00	1,091.00	0.00
SDDOT	LR 2027(00)0	093V	Statewide	2027 CRP Projects					10,000.00	9,000.00	1,000.00	0.00
SDDOT	LR 2027(00)1	093X	Statewide	2027 PROTECT Projects					10,000.00	9,000.00	1,000.00	0.00
SDDOT	P000S(00)256	07UD	Regionwide	County Pvmt Marking					1,325.00	0.00	223.00	1,102.00
SDDOT	P TAPE(09)27	07UX	Statewide	2026 PE for Transportation Alternatives Projects					1,000.00	820.00	180.00	0.00

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

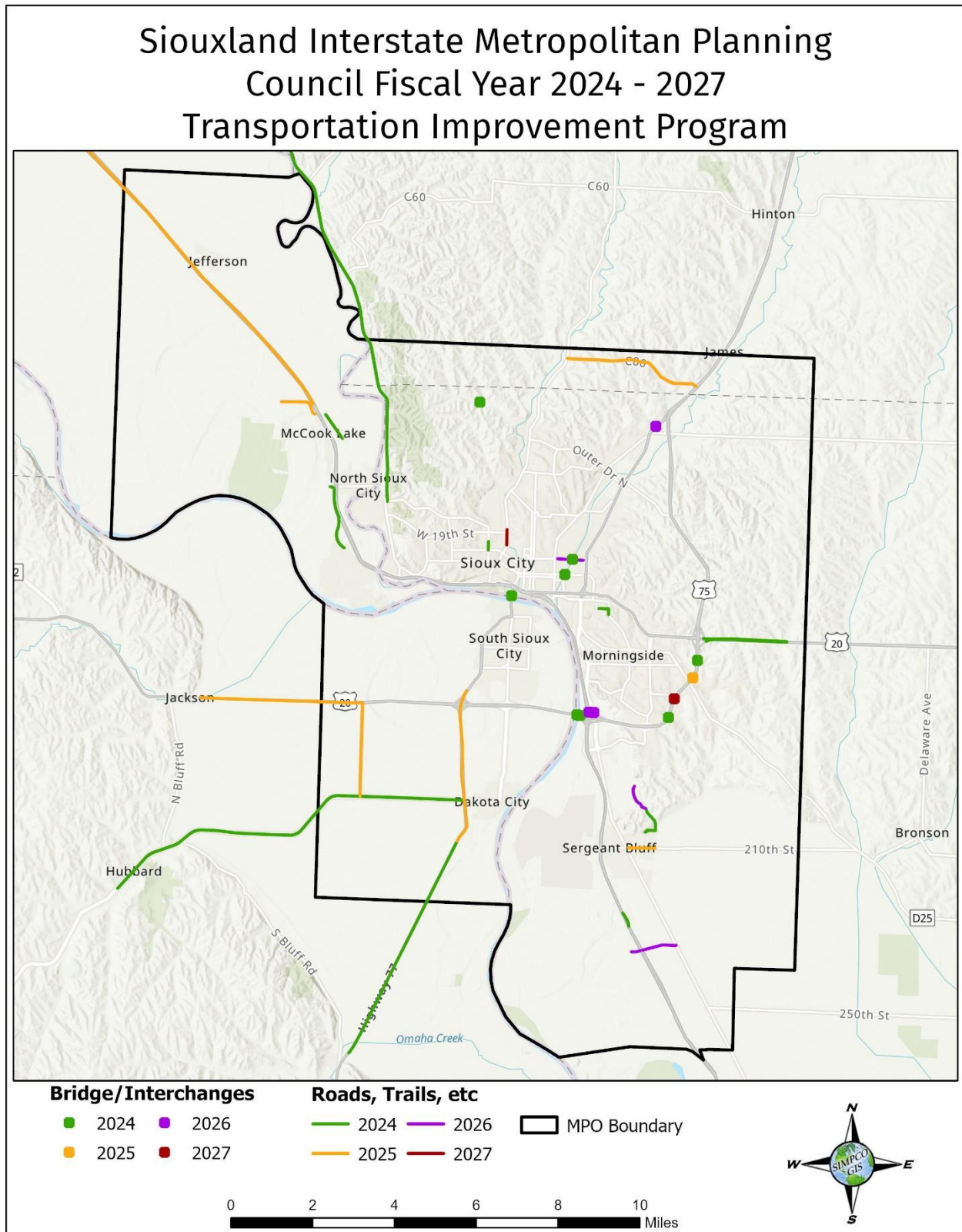


TABLE 4: FEDERAL TRANSIT ADMINISTRATION ELEMENT

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10280 Sioux City Transit System	5339 TIP Approved	Capital	Low Floor Light-Duty Bus (176" wb) Low Floor Unit # 1324	Total	\$174,503				\$174,503
				FA	\$148,327				\$148,327
				DOT					
10284 Sioux City Transit System	5339 TIP Approved	Capital	Low Floor Light-Duty Bus (176" wb) Low Floor Unit # 1325	Total	\$174,503				\$174,503
				FA	\$148,327				\$148,327
				DOT					
10288 Sioux City Transit System	5339 TIP Approved	Capital	Low Floor Light-Duty Bus (176" wb) Low Floor Unit # 1326	Total	\$174,503				\$174,503
				FA	\$148,327				\$148,327
				DOT					
10291 Sioux City Transit System	5339 TIP Approved	Capital	35' HD Low Floor-ZEB Unit # 1332	Total	\$1,000,000				\$1,000,000
				FA	\$800,000				\$800,000
				DOT					
10294 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (35-39 ft.)-ZEB Unit # 1338	Total	\$1,000,000				\$1,000,000
				FA	\$800,000				\$800,000
				DOT					
10295 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (35-39 ft.) Unit # 1339	Total	\$562,235				\$562,235
				FA	\$477,899				\$477,899
				DOT					
10296 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (35-39 ft.) Unit # 1340	Total	\$562,235				\$562,235
				FA	\$477,899				\$477,899
				DOT					
10298 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (40-42 ft.) Unit # 1341	Total	\$591,741				\$591,741
				FA	\$502,980				\$502,980
				DOT					
10300 Sioux City Transit System	5339 TIP Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1348	Total	\$174,503				\$174,503
				FA	\$148,327				\$148,327
				DOT					
10303 Sioux City Transit System	5339 TIP Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1349	Total	\$174,503				\$174,503
				FA	\$148,327				\$148,327
				DOT					

Federal Transit Administration Element continues on next page

Final

Federal Transit Administration Element cont'd

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10304 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus 40' Unit # 1352	Total	\$591,741				\$591,741
				FA	\$502,980				\$502,980
				DOT					
10305 Sioux City Transit System	5339 TIP Approved	Capital	Heavy-duty bus (40-42 ft.) Unit # 1353	Total	\$591,741				\$591,741
				FA	\$502,980				\$502,980
				DOT					
10307 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (40-42 ft.) Unit # 1354	Total	\$591,741				\$591,741
				FA	\$502,980				\$502,980
				DOT					
10310 Sioux City Transit System	5339 TIP Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1355	Total	\$174,503				\$174,503
				FA	\$148,327				\$148,327
				DOT					
10313 Sioux City Transit System	5310 TIP Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1356	Total	\$174,503				\$174,503
				FA	\$148,327				\$148,327
				DOT					
10316 Sioux City Transit System	5339 TIP Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1357	Total	\$174,503				\$174,503
				FA	\$148,327				\$148,327
				DOT					
10321 Sioux City Transit System	5339 TIP Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1358	Total	\$174,503				\$174,503
				FA	\$148,327				\$148,327
				DOT					
10322 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
10323 Sioux City Transit System	5339 TIP Approved	Capital	Replacement of Transit Maintenance & Storage Facility - NEW BUILDING	Total	\$12,650,000				\$12,650,000
				FA	\$10,120,000				\$10,120,000
				DOT					
10325 Sioux City Transit System	5339 TIP Approved	Capital	Install (3) level two charging stations & related electrical upgrades in Transit Garage	Total	\$162,250				\$162,250
				FA	\$129,800				\$129,800
				DOT					

Federal Transit Administration Element continues on next page

Final

Federal Transit Administration Element cont'd

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10326 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					
10327 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					
10328 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					
10329 Sioux City Transit System	PTIG TIP Approved	Capital	MLK heat pumps replacement (18 units) & associated piping	Total	\$775,000				\$775,000
				FA					
				DOT	\$581,250				\$581,250
10330 Sioux City Transit System	5339 TIP Approved	Capital	Heavy Duty Bus (35-39 ft.) #1331	Total	\$562,255				\$562,255
				FA	\$477,900				\$477,900
				DOT					
10331 Sioux City Transit System	5307 TIP Approved	Capital	MLK Boiler and Chiller Equipment repairs and replacement	Total	\$210,000				\$210,000
				FA	\$168,000				\$168,000
				DOT					
10332 Sioux City Transit System	5307 TIP Approved	Operations	Mobile Fare Collection	Total	\$100,000				\$100,000
				FA	\$80,000				\$80,000
				DOT					
10333 Sioux City Transit System	STA TIP Approved	Capital	MLK structural rehabilitation; concrete sealing and repairs	Total	\$75,000				\$75,000
				FA					
				DOT	\$60,000				\$60,000
10334 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
10337 Sioux City Transit System	5310 TIP Approved	Operations	Capital projects & Services exceeding ADA requirements & Saturday SSC Rides	Total	\$56,045				\$56,045
				FA	\$56,045				\$56,045
				DOT					

Federal Transit Administration Element continues on next page

Final

Federal Transit Administration Element cont'd

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10340 Sioux City Transit System	5310,5339 TIP Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1362	Total	\$174,503				\$174,503
				FA	\$148,328				\$148,328
				DOT					
10342 Sioux City Transit System	5310,5339 TIP Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1366	Total	\$174,503				\$174,503
				FA	\$148,328				\$148,328
				DOT					
10344 Sioux City Transit System	5310,5339 TIP Approved	Capital	Light Duty Bus (176" wb) Low Floor Unit # 1367	Total	\$174,503				\$174,503
				FA	\$148,328				\$148,328
				DOT					
10346 Sioux City Transit System	5310,5339 TIP Approved	Capital	Low Floor Light-duty bus (176" wb) Low Floor Unit # 1368	Total	\$174,503				\$174,503
				FA	\$148,328				\$148,328
				DOT					
10710 Sioux City Transit System	5307 TIP Approved	Capital	Install (2) level two EV charging stations at MLK Jr. parking ramp	Total	\$75,000				\$75,000
				FA	\$60,000				\$60,000
				DOT					
10528 MPO 29 / SIMPCO	5311 TIP Approved	Planning	FTA Planning	Total	\$19,495	\$19,495	\$19,495	\$19,495	\$77,980
				FA	\$16,246	\$16,246	\$16,246	\$16,246	\$64,984
				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. 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	2024	2025	2026	2027
STP-U-7057()--70-97	38311	Sioux City	South Cecilia St Reconstruction	\$1,379,900			
STP-S-C075(C-80)--5E-75	47088	Plymouth County	Plymouth County Road C-80 Repair		\$1,500,000		
STP-U-6890()--70-97	48367	Sergeant Bluff	First Street Reconstruction (S Lewis Blvd to Old Lakeport)		\$1,794,000		
STP-U-7057()--70-97	52359	Sioux City	11th St Reconstruction				\$4,000,000
STP-C097()--2C-97	53094	Woodbury County	Southbridge Interchange Approaches			\$2,030,000	
STP-U-7057()--70-97	53051	Sioux City	Hamilton Blvd				\$1,356,000
Total Programmed				\$1,379,900	\$3,294,000	\$2,030,000	\$5,356,000
STBG Carryover from Previous Year				\$223,200	\$1,719,018	\$1,356,018	\$2,312,018
STBG Target				\$2,875,718	\$2,931,000	\$2,986,000	\$3,044,000
Balance				\$1,719,018	\$1,356,018	\$2,312,018	\$18

TABLE 6: IOWA TRANSPORTATION ALTERNATIVE PROGRAM BALANCE

Project #	TPMS #	Sponsor	Project Description	2024	2025	2026	2027
TAP-R-6890()--8T-97	39148	Sgt Bluff	Loess Hills Scenic Trail - Phase 1	\$ 429,200			
TAP-U-7057()--8I-97	52361	Sioux City	Loess Hills Scenic Trail - Phase 2	\$ 515,000			
Total Programmed				\$ 944,200			
TAP Carryover from Previous Year				\$ 305,075	\$ 1,510,275	\$ 1,716,275	\$ 1,929,275
TAP Target				\$ 199,719	\$ 206,000	\$ 213,000	\$ 220,000
Balance				\$ 1,510,275	\$ 1,716,275	\$ 1,929,275	\$ 2,149,275

Final

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

All amounts in the \$1,000's																	
Fiscal yr ->	FY 24				FY 25				FY 26				FY 27				Grand Total
Funding Source	FY TOTAL	FA	REG	SWAP	FY TOTAL	FA	REG	SWAP	FY TOTAL	FA	REG	SWAP	FY TOTAL	FA	REG	SWAP	
HBP	1,500.00	1,500.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,500.00
HSIP	9,775.00	8,797.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,775.00
NHPP	7,358.00	6,500.60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,358.00
PL	173.64	145.44	-	-	173.64	145.44	-	-	173.64	145.44	-	-	173.64	145.44	-	-	694.57
PRF	1,072.00	-	-	-	86.00	-	-	-	2,047.00	-	-	-	86.00	-	-	-	3,291.00
STBG	1,724.90	1,379.90	1,379.90	-	12,807.00	9,750.00	3,294.00	-	30,613.00	4,096.40	2,030.00	-	9,089.00	6,612.00	5,356.00	-	54,233.90
STBG-TAP	1,191.10	944.20	944.20	-	-	-	-	-	-	-	-	-	-	-	-	-	1,191.10
Grant App	75.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.00

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

All amounts in the \$1,000's			
Funding Year ->	2024		
Funding Source	Total	Federal	DOT
5307	555.00	444.00	
5310	230.55	204.37	
5311 (Planning)	19.50	16.25	
5339	20,261.96	16,482.03	
PTIG	1,075.00		821.25
STA	75.00		60.00
53, 105, 339	698.01	593.31	
5307, STA	4,764.82	2,177.01	

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

Funding Source	Programmed amounts in \$1,000's																Grand Total
	2024				2025				2026				2027				
	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	
HSIP	2,547.00	2,205.00	342.00	-	1,591.00	1,302.00	289.00	-	-	-	-	-	-	-	-	-	4,138.00
FHWA (Planning)	84.23	70.35	-	13.88	84.23	70.35	-	13.88	84.23	70.35	-	13.88	84.23	70.35	-	13.88	336.92
FTA , 5303d (Planning)	15.81	13.18	-	2.64	15.81	13.18	-	2.64	15.81	13.18	-	2.64	15.81	13.18	-	2.64	63.24
NHPP	9,852.00	7,879.00	1,973.00	-	11,150.00	9,070.00	2,080.00	-	-	-	-	-	-	-	-	-	21,002.00

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

Funding Source	2024				2025				2026				2027				Grand Total
	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	
NHPP	3,268.00	2,678.00	590.00	-	7,695.00	7,000.00	695.00	-	-	-	-	-	-	-	-	-	10,963.00
HSIP	416.00	416.00	-	-	2,123.00	1,990.00	133.00	-	1,245.00	1,245.00	-	-	1,932.00	1,822.00	110.00	-	5,716.00
PL	82.654	68.376	-	14.619	82.654	68.376	-	14.619	82.654	68.376	-	14.619	82.654	68.376	-	14.619	5,716.00
STBG	1,560.00	257.00	278.00	1,025.00	1,591.00	261.00	280.00	1,050.00	1,299.00	-	223.00	1,076.00	1,325.00	-	223.00	1,102.00	5,775.00
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	-	80.00
IT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	20,000.00	18,000.00	2,000.00	-	96,362.00
TAP	3,740.00	2,302.00	180.00	1,258.00	21,745.00	17,820.00	180.00	3,745.00	1,000.00	820.00	180.00	-	6,454.00	5,183.00	1,271.00	-	32,939.00

TABLE 10: CITY STREET FINANCE REPORT OPERATIONS AND MAINTENANCE EXPENDITURES 2022 - 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	\$158,505.00	\$421,439.00	\$47,438.37	\$126,130.91
Sioux City	113.49	322.79	436.27	\$3,980,839.00	\$12,719,142.00	\$1,035,508.69	\$3,308,544.26
Total						\$1,082,947.06	\$3,434,675.18

TABLE 11: CITY STREET FINANCE REPORT REVENUES 2022 - 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	\$ 11,782,417.00	\$ -	\$ 15,297,530.00	\$ 33,902,122.00	\$ 60,982,069.00
Sergeant Bluff	6890	97	29	\$ 754,624.00	\$ -	\$ 625,000.00	\$ -	\$ 1,379,624.00
Total				\$ 12,537,041.00	\$ -	\$ 15,922,530.00	\$ 33,902,122.00	\$ 62,361,693.00

TABLE 12: OPERATIONS AND MAINTENANCE FISCAL CONSTRAINT SUMMARY – IOWA

MPO Forecasted Operations and Maintenance Expenditures on Federal-aid System						
	2022	2023	2024	2025	2026	2027
City Operations	\$ 9,705,905.82	\$ 10,385,319.23	\$ 11,112,291.57	\$ 11,890,151.98	\$ 12,722,462.62	\$ 13,613,035.01
City Maintenance	\$ 3,056,396.94	\$ 3,270,344.73	\$ 3,499,268.86	\$ 3,744,217.68	\$ 4,006,312.91	\$ 4,286,754.82
Iowa DOT Operations and Maintenance						
Total Operations and Maintenance	\$ 12,762,302.76	\$ 13,655,663.95	\$ 14,611,560.43	\$ 15,634,369.66	\$ 16,728,775.54	\$ 17,899,789.82

MPO Forecasted Non Federal-aid Revenues						
	2022	2023	2024	2025	2026	2027
City Street Fund	\$ 12,537,041.00	\$ 12,787,781.82	\$ 13,043,537.46	\$ 13,304,408.21	\$ 13,570,496.37	\$ 13,841,906.30
Total Non Federal-aid Revenues	\$ 62,361,693.00	\$ 64,856,160.72	\$ 67,450,407.15	\$ 70,148,423.43	\$ 72,954,360.37	\$ 75,872,534.79

TABLE 13: IOWA DOT OPERATION & MAINTENANCE COST BY MPO

Estimated DOT Operations & Maintenance Costs by MPO				
	2024	2025	2026	2027
SIMPCO	\$ 2,015,870	\$ 2,079,731	\$ 2,144,124	\$ 2,209,049

TABLE 14: IOWA DOT FIVE YEAR PROGRAM FUNDING

Iowa DOT Five Year Program Funding (\$ millions)				
Revenues	2024	2025	2026	2027
Primary Road Fund	\$ 768.90	\$ 774.80	\$ 781.00	\$ 787.10
TIME-21	\$ 135.00	\$ 135.00	\$ 135.00	\$ 135.00
Miscellaneous	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00
Federal Aid	\$ 497.00	\$ 505.10	\$ 513.30	\$ 513.30
Total	\$ 1,425.90	\$ 1,439.90	\$ 1,454.30	\$ 1,460.40
Statewide Allocations				
Operations & Maintenance Budget (PRF)	\$ 378.80	\$ 390.80	\$ 402.90	\$ 415.10
Back of Program Line Items and Rail Hwy	\$ 184.80	\$ 186.00	\$ 187.00	\$ 188.00
Total	\$ 563.60	\$ 576.80	\$ 589.90	\$ 603.10
Funds Available for ROW/Construction	\$ 862.30	\$ 863.10	\$ 864.40	\$ 857.30

TABLE 15: MAINTENANCE EXPENDITURES – NEBRASKA URBANIZED AREA

Maintenance Expenditures				
	2024	2025	2026	2027
NDOT Maintenance Costs	\$ 1,143,808	\$ 1,178,122	\$ 1,213,466	\$ 1,249,870

TABLE 16: MAINTENANCE EXPENDITURES – SOUTH DAKOTA URBANIZED AREA

Maintenance Expenditures				
	2024	2025	2026	2027
SD DOT Maintenance Costs	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	

AMENDMENTS AND REVISIONS

The *MPO Transportation Improvement Program FY 2024-2027* 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

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

When requesting an amendment or administrative modification to the TIP, member entities must complete an Amendment Form or an Administrative Modification Form. These must be filled out and returned to staff 10 days before the 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

Final

M P O R E S O L U T I O N 2 0 2 4 - 1
APPROVAL OF THE FY 2024–2027 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 2024-2027 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 29th day of June, 2023.



Ken Beaulieu
MPO Policy Board Chairperson



David Carney
MPO Transportation Technical Committee Chairperson

ATTEST



Michelle Bostinelos
SIMPCO Executive Director

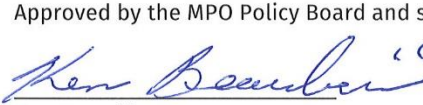
Final

M P O R E S O L U T I O N 2 0 2 4 - 2
SELF-CERTIFICATION OF THE MPO TRANSPORTATION PLANNING PROCESS

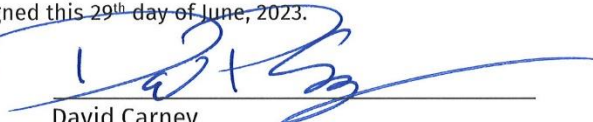
In accordance with 23 CFR 450.334, the Iowa Department of Transportation, the Nebraska Department of Transportation, the South Dakota Department of Transportation and the Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization for the Sioux City urbanized area hereby 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 29th day of June, 2023.




Ken Beaulieu
MPO Policy Board Chairperson



David Carney
MPO Transportation Technical Committee Chairperson

ATTEST



Michelle Bostinelos
SIMPCO Executive Director

Final

M P O R E S O L U T I O N 2 0 2 4 - 3
PROJECT DEVELOPMENT - SIOUX CITY TRANSIT SYSTEM

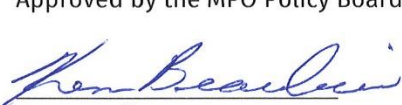
This document certifies that the City of Sioux City, as recipient of program assistance from the Federal Transit Administration (FTA), has fulfilled their planning obligation in the development of projects contained in the *MPO Transportation Improvement Program (TIP) FY 2024–2027*.

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.

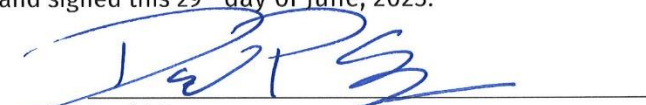
Additionally, the Sioux City Transit System will be awarding contracts for paratransit services to private sector providers.

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 29th day of June, 2023.



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 4 - 4
CERTIFICATE OF COMPLIANCE
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

This is to certify that the *MPO Transportation Improvement Program FY 2024–2027* 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 29th day of June, 2023.

 _____ Ken Beaulieu MPO Policy Board Chairperson	 _____ David Carney MPO Transportation Technical Committee Chairperson
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ATTEST:



Michelle Bostinelos
SIMPCO Executive Director