

FY 2024 - 2027
TRANSPORTATION IMPROVEMENT PROGRAM
OF THE
SIouxLAND REGIONAL TRANSPORTATION
PLANNING ASSOCIATION

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INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Siouxland Regional Transportation Planning Association (SRTPA), has developed a **Transportation Improvement Program (TIP)** for the Regional Planning Affiliation 4 (hereinafter referred to as the “SRTPA”) consisting of the cities of Le Mars and Cherokee, Iowa and the counties of Cherokee, Ida, Monona, Plymouth, and Woodbury, Iowa. This TIP was put together under the direction of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Iowa Department of Transportation (Iowa DOT), as a requirement of the Bipartisan Infrastructure Law (BIL). The BIL was signed by the President on November 15th, 2021. The BIL provides federal funding authorizations for surface transportation programs, including the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs through Fiscal Year 2027.

It is the purpose of the *SRTPA Transportation Improvement Program FY 2024-2027* to provide all citizens of SRTPA, the FHWA, FTA and Iowa DOT with the SRTPA 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, U.S. DOT, Iowa DOT, and other named sources. The SRTPA was responsible for the preparation of this TIP, with the guidance given by local and county officials, the SRTPA Technical Advisory Committee (TAC), Policy Board, and through citizen input. The purpose of a TIP is to serve as an organized structure of information on improvements addressing the future needs, goals, and objectives of SRTPA from a planning perspective. This TIP is a project-specific programming document.

The information contained in the following pages will provide a better understanding of SRTPA’s transportation network improvements and a vision of the transportation network in the year 2027. The “Vision” was developed utilizing current transportation network characteristics, current and projected social, physical, environmental, and economic characteristics, as well as local and county citizen participation, and local official involvement. Several local and regional meetings and a public hearing were held throughout the development of the *SRTPA Transportation Improvement Program FY 2024-2027* in order to encourage and receive a diversity of information and participation.

PLANNING FACTORS

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

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

STATUS OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2023 PROJECTS

TABLE 1: FEDERAL HIGHWAY ADMINISTRATION ELEMENT

PROGRAM	TYPE	SPONSOR	TPMS ID	PROJECT NUMBER	LOCATION	TYPE WORK	FM	FA	SWAP	LOCAL	TOTAL	STATUS
STBG-HBP	City	Cherokee	39551	BROS-1272(626)--8J-18	In the city of Cherokee, On East Willow Street Bridge over Railroad Creek.	Bridge Replacement	\$ -	\$ 650,000	\$ -	\$ -	\$ 650,000	Targeting a Fall letting
HBP	City	Cherokee	49722	BROS-1272(629)--8J-18	In the city of Cherokee, On Euclid Ave, over Railroad Creek, S27 T92 R40	Bridge Replacement	\$ -	\$ 802,975	\$ -	\$ -	\$ 802,975	Letting in June, 2023
STBG-TAP	City	Correctionville	37814	TAP-R-1595()-8T-97	In the city of Correctionville, interpretive display in Van Houten Park, at the southeast corner of Aspen St and Hwy 20	Historic Preservation	\$ -	\$ 34,720	\$ -	\$ 9,280	\$ 44,000	Finalizing design and procuring for installation. Anticipated installation in FY2023.
STBG	County	Ida County	39094	STP-S-C047()-5E-47	On D 50, from the intersection of Woodbury Ave and D50 E 2 miles to the intersection of D50 and L51	Concrete Overlay	\$ 226,000	\$ 904,000	\$ -	\$ -	\$ 1,130,000	Letting in June, 2023
PRF	State	Iowa DOT	37982	BRFN-175()-39-67	IA175: Missouri River E of Decatur Nebraska (State Share)		\$ -	\$ -	\$ -	\$ -	\$ 22,000	Awarded
PRF	State	Iowa DOT	37984	BRFN-175()-39-67	IA175: Missouri River E of Decatur Nebraska (State Share)	Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ 147,000	Awarded
NHPP	State	Iowa DOT	38246	NHSX-75()-3H-75	US75: N of Maple St in Hinton to S of 2nd St in Merrill	Culvert/Erosion control	\$ -	\$ 17,520,000	\$ -	\$ -	\$ 21,900,000	Awarded
HBP	State	Iowa DOT	39303	BRF-175()-38-67	IA175: McCandless Cleghorn Ditch 0.6 mi E of I-29 in Onawa	Bridge Replacement	\$ -	\$ 1,124,800	\$ -	\$ -	\$ 1,406,000	Awarded
HBP	State	Iowa DOT	39304	BRF-175()-38-67	IA175: Maple River 3.8 mi E of Co Rd L20	Bridge Deck Overlay	\$ -	\$ 840,000	\$ -	\$ -	\$ 1,050,000	To be let
HBP	State	Iowa DOT	39305	BRF-175()-38-67	IA175: Ditch 3.0 mi E of Co Rd L12	Bridge Deck Overlay	\$ -	\$ 652,800	\$ -	\$ -	\$ 816,000	To be let
HBP	State	Iowa DOT	39319	BRF-140()-38-75	IA140: W Fork Little Sioux River 1.5 mi N of Co Rd C66	Bridge Deck Overlay	\$ -	\$ 424,800	\$ -	\$ -	\$ 531,000	Awarded

TABLE 1 CONTINUED:

PROGRAM	TYPE	SPONSOR	TPMS ID	PROJECT NUMBER	LOCATION	TYPE WORK	FM	FA	SWAP	LOCAL	TOTAL	STATUS
HBP	State	Iowa DOT	39320	BRF-140()-38-75	IA140: Clear Creek 2.8 mi S of IA 3	Bridge Deck Overlay	\$ -	\$ 113,600	\$ -	\$ -	\$ 142,000	To be let
HBP	State	Iowa DOT	39321	BRF-140()-38-75	IA140: Rathburn Creek 3.3 mi S of Co Rd C38	Bridge Deck Overlay	\$ -	\$ 188,000	\$ -	\$ -	\$ 235,000	Awarded
PRF	State	Iowa DOT	45282	STPN-12()-2]-75	IA12: Near N Jct Co Rd K18		\$ -	\$ -	\$ -	\$ -	\$ 965,000	Complete
HSIP	State	Iowa DOT	48455	RRP-3()-48-75	IA3: NEAR 1ST AVE NE IN LE MARS	Pavement Rehab	\$ -	\$ 540,000	\$ -	\$ -	\$ 600,000	Awarded
STBG	State	Iowa DOT	52579	STP-003-1(099)--2C-75	IA3: South Dakota to S Jct IA 12	Pavement Rehab	\$ -	\$ 832,000	\$ -	\$ -	\$ 1,040,000	Awarded
PRF	State	Iowa DOT	52695	BRFN-20()-39-97	US20: Elliot Creek 6.0 mi W of IA 140 (EB)	Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ 100,000	Awarded
PRF	State	Iowa DOT	52696	BRFN-20()-39-97	US20: West Fork Little Sioux River 0.1 mi W of IA 140 (EB)	Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ 50,000	Awarded
SWAP-STBG	City	Le Mars	45226	STBG-SWAP-4257(635)--SG-75	In the city of Le Mars, on K49 from 18th Street SE south to 774 ft. south of 200th St.	PCC Pavement Resurfacing	\$ -	\$ -	\$ 625,600	\$ 156,400	\$ 782,000	Has been let
RTP	City	Le Mars	52727	NRT-4257(634)--9G-75	In the city of Le Mars, from County Road C38 and Key Avenue to just north of the Floyd River/ U.S. 75 intersection.	Recreational Trail	\$ -	\$ 300,000	\$ -	\$ 1,450,893	\$ 1,750,893	Letting in April, 2023
STBG	County	Monona County	37319	STP-S-C067(92)--5E-67	On E10, from Hampton East 5.5 Miles to Woodbury County Line	HMA Paving	\$ 496,000	\$ 1,160,000	\$ 700,000	\$ -	\$ 2,356,000	Awarded, Spring start
FM	County	Monona County	45983	FM-C067()-55-67	On 220TH ST, over Rock Creek, S35 T84 R42	Box Culvert Replacement	\$ 500,000	\$ -	\$ -	\$ 140,000	\$ 640,000	Project is no longer using federal funds

TABLE 1 CONTINUED:

PROGRAM	TYPE	SPONSOR	TPMS ID	PROJECT NUMBER	LOCATION	TYPE WORK	FM	FA	SWAP	LOCAL	TOTAL	STATUS
SWAP-HBP	County	Plymouth County	29289	BROS-SWAP-C075(158)--SE-75	On Diamond Ave, over Indian Creek, S10 T93 R48	Bridge Replacement	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000	Let and completed
HBP	County	Plymouth County	29291	BROS-C075(161)--5F-75	On K 42, over Carter Creek, S2 T90 R46	Bridge Replacement	\$ -	\$ 700,000	\$ -	\$ -	\$ 700,000	Letting in December 2023, increase funding to 800,000
HBP	County	Plymouth County	32716	BROS-C075(--8J-75	On Shamrock Ave, over Deep Creek, S15 T93 R43	Bridge Replacement	\$ -	\$ 720,000	\$ -	\$ -	\$ 720,000	Remove from 2024 TIP. Will no longer be funded with federal funds.
SWAP-STBG	County	Plymouth County	36249	STBG-SWAP-C075(166)--FG-75	On K 49, from C38 N 1 miles to 231 ft. north of 200th St.	PCC Paving	\$ 253,800	\$ -	\$ 990,200	\$ -	\$ 1,244,000	Let in November 2022, construction to be completed in 2023
STBG	Planning Agency	RPA 4	37804	RGTR-PA04(--ST-00	One (1) Light Duty Bus, ADA compliant	Transit Investment	\$ -	\$ 81,400	\$ -	\$ 21,000	\$ 102,400	Iowa DOT contract approved November, 2022. Agreement signed. Bus not yet ordered.
STBG-HBP	County	Woodbury County	18344	BRS-C097(--60-97	On D12, Over Pierson Creek, from Mason Ave E 0.8 miles to Michigan Ave S9 T89 R42	Bridge Replacement	\$ -	\$ 800,000	\$ 200,000	\$ -	\$ 1,000,000	Letting in March, 2023

TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2023 PROJECTS

FUND	SPONSOR	TRANSIT #	EXPENSE	PROJ. TYPE	OBJ. TYPE	UNIT #	DESCRIPTION	FY23_TTL	FY23_FA	FY23_SA	APPROVAL STATUS
5311	Siouxland Regional Transit System	10207	Operations				5311 Nebraska Funds to Iowa DOT	\$0	\$283,419		FTA Approved
5311	Siouxland Regional Transit System	6271	Operations				FTA operating 5310\5311 formula	\$1,224,256	\$612,128		FTA Approved
5311	RPA 4	2132	Planning				FTA Planning	\$39,265	\$31,412		FTA Approved
5339	Siouxland Regional Transit System	6760	Capital	Expansion	Other		Forklift for Maintenance Shop	\$60,000	\$48,000		PT Approved
5339	Siouxland Regional Transit System	6757	Capital	Expansion	Other		Shop Maintenance Truck w/ Compressor and Snow Plow	\$95,000	\$76,000		PT Approved
5339	Siouxland Regional Transit System	6741	Capital	Expansion	Other		Floor Scrubber for Vehicle Maintenance Building	\$75,000	\$60,000		PT Approved
5339	Siouxland Regional Transit System	6740	Capital	Expansion	Other		Vehicle Maintenance Equipment (Vehicle lift, tools, jacks)	\$75,000	\$60,000		PT Approved
5339	Siouxland Regional Transit System	6774	Capital	Replacement	Vehicle	7566A	2018 FORD Glaval E450, 7566A, 1FDFE4FS5JDC17366	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6773	Capital	Replacement	Vehicle	7565A	2018 FORD Glaval E450, 7565A, 1FDFE4FS3JDC17365	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6772	Capital	Replacement	Vehicle	7564	2018 FORD Glaval E450, 7564, 1FDFE4FS1JDC17364	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6771	Capital	Replacement	Vehicle	7563	2018 FORD Glaval E450, 7563, 1FDFE4FSXJDC17363	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6770	Capital	Replacement	Vehicle	7562	2017 FORD Glaval E450, 7562, 1FDFE4FS9HDC07403	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6769	Capital	Replacement	Vehicle	7561	2017 FORD Glaval E450, 7561, 1FDFE4FS7HDC07402	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6768	Capital	Replacement	Vehicle	7560A	2017 FORD Glaval E450, 7560A, 1FDFE4FS5HDC07401	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6767	Capital	Replacement	Vehicle	7559	2016 FORD Glaval E450, 7559, 1FDFE4FSXGDC43390	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6766	Capital	Replacement	Vehicle	7558	2016 FORD Glaval E450, 7558, 1FDFE4FS3GDC43389	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6754	Capital	Replacement	Vehicle	7557	2016 FORD Glaval E450, 7557, 1FDFE4FS1GDC43388	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6753	Capital	Replacement	Vehicle	7556	2016 FORD Glaval E450, 7556, 1FDFE4FS1GDC41141	\$134,637	\$114,441		PT Approved
5339	Siouxland Regional Transit System	6752	Capital	Replacement	Vehicle	7555A	2016 FORD Glaval E450, 7555, 1FDFE4FS7GDC33254	\$102,000	\$86,700		FTA Approved
5339	Siouxland Regional Transit System	6751	Capital	Replacement	Vehicle	7550A	2015 FORD WINNEBAGO #7550A, 1FDFE4FS4FDA08417	\$134,637	\$114,441		PT Approved
PTIG	Siouxland Regional Transit System	6273	Capital	Expansion	Other		New Bus Wash system for new SRTS building	\$600,000		\$480,000	PT Approved
STA	Siouxland Regional Transit System	6272	Operations				STA state operating	\$473,468		\$473,468	FTA Approved
STBG	Siouxland Regional Transit System	10255	Capital	Expansion	Vehicle		Light Duty Bus 176" wb - STBG	\$102,400	\$81,400		FTA Approved

TRANSPORTATION NETWORK IMPROVEMENTS

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

The network will be planned and programmed, given the financial constraints placed upon SRTPA, to meet the growing needs and demands of the citizens which will be utilizing the facilities and services, making up SRTPA's transportation network. The *SRTPA Transportation Improvement Program FY 2024-2027* provides for the general health, safety, and well-being of SRTPA's citizens.

FY 2024 Siouxland Regional Transit System capital purchases will total \$2,406,931 with \$1,773,013 of federal participation.

The intent of the *SRTPA Transportation Improvement Program FY 2024-2027* is to enable SRTPA to create a multimodal and intermodal network that provides for the distribution of people, goods, and services throughout SRTPA and to locations beyond the Sioux City Metropolitan Planning Area boundary. In doing so, the Regional Planning Area will meet international, national, state, and local transportation objectives. All projects are programmed using year of expenditure (YOE) dollars per the requirements of the BIL. Costs of future projects were determined using inflation rate ranging between 5% and 10% and are calculated by the project sponsor.

SCHEDULE FOR SOLICITATION OF PROJECT APPLICATIONS AND EVALUATION

- November 17, 2022 - TAC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 13, 2023 – SIMPCO staff sends out Surface Transportation Block Grant (STBG) to county engineers, member cities, and other interested parties via the public participation list. Applications are also available via email and on the SIMPCO website (<https://simpc.org/divisions/transportation-planning/transportation-improvement-programs/>)
- February 17, 2023 - STBG application deadline
- February 20, 2023 – March 8, 2023 - Project evaluation by SIMPCO staff
- March 15, 2023 - Project presentations by applicants. Project recommendation to Policy Board by TAC
- March 23, 2023 – Project selection and approval by Policy Board
- May 10, 2023 – Draft TIP presented to TAC
- May 25, 2023 – Draft TIP presented to Policy Board
- May 26, 2023 - Draft TIP available on SIMPCO website and office. Public comment period begins
- June 7, 2023 – Draft TIP to TAC and Policy Board and to Iowa DOT
- June 13, 2023 – Public Input Meeting
- June 14, 2023 – Final TIP to TAC for recommendation to Policy Board
- June 22, 2023 - Final TIP to Policy Board for approval
- July 15, 2023 – Final TIP sent to Iowa DOT
- October 2023 – Letters to the Offices of Program Management and Public Transit sent out

STBG APPLICATION PROCESS

The process to select and prioritize STBG projects within SRTPA is listed below. SRTPA is a participating member in Iowa's SWAP program. This program allows certain members that are awarded STBG funds to swap federal dollars for State dollars. For more information, see the links provided under number 8, "Iowa DOT Federal-Aid SWAP Policy," below. The Bipartisan Infrastructure Law (BIL) of 2021 will carry forward the eligibilities and requirements of the Fixing America's Surface Transportation (FAST) Act and make eligible additional project categories.

- 1. Application.** Members and organizations within the Siouxland Regional Transportation Planning Association (SRTPA) will be informed when requests for STBG applications are being requested and their deadline. Members will receive an application by mail or email format. Cities between 500 and 5,000 will also receive an STBG application because they may have eligible road projects within their community. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available on SIMPCO's website: www.simpco.org. Eligible entities are any public agencies with public road jurisdiction, public transit responsibilities, or transportation planning responsibilities.

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

2. Qualifying Criteria.

Location of Projects *(See 23 U.S.C. 133(c)).*

- STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except—
 - For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
 - For a project described in the shaded box in the eligibility section below*;
 - For transportation alternatives projects;
 - For a bridge for the replacement of a low water crossing.
- Applicants should refer to the Federal Functional Classification map available at the county engineer's office, the SIMPCO office, and the Iowa DOT Northwest Iowa Transportation Center in Sioux City to check roadway eligibility.

Eligibility: 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, as defined in 23 U.S.C. 101(a)(4) as amended by the BIL, of the following:
 - Highways, bridges, and tunnels
 - Ferry boats and terminal facilities
 - Transit capital projects
 - Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment
 - Truck parking facilities
 - Border infrastructure projects
 - Wildlife crossing structures.
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Environmental mitigation activities.
- Environmental restoration and pollution abatement activities.
- Control of noxious weeds and establishment of native species.
- Transportation pollution control measures in the Clean Air Act (42 U.S.C. 7408(f)(1)(A), excluding clause xvi).
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
- The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.
- 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 the resilience of a transportation facility otherwise eligible for assistance under STBG.
- Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats.
- Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for a STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.
- The creation and operation by a State of an office to assist in the design, implementation, and oversight including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive funding under title

23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

- Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted (i.e., in effect on December 3, 2015).
- Projects to enhance travel and tourism.
- Public transportation projects.
- Initiatives to halt the evasion of payment of motor fuel taxes.
- Workforce development, training, and education activities.

**Project activities included in the shaded box below are not subject to the Location of Project requirement described in the previous section:*

- Highway and transit safety infrastructure improvements and programs, including projects for the elimination of hazards of railway-highway crossings and installation of safety barriers and nets on bridges.
- Fringe and corridor parking facilities and programs and carpool projects.
- Recreational trails projects including maintenance and restoration of existing recreational trails, pedestrian and bicycle projects.
- Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.
- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education.
- Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

- Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance.
- The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure.
- Rural barge landing, dock, and waterfront infrastructure projects.

NOTE: For a full list of eligible items and criteria, please refer to the STBG Implementation Guidance from the Federal Highway Administration (FHWA) (updated June 1, 2022):

www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf

Additional information can be accessed at: www.fhwa.dot.gov/specialfunding/stp/

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 Bipartisan Infrastructure Law (BIL) requires a non-federal match of at least 20 percent of project costs. Assurance of this required local match by the proposer at the time of the application indicates a necessary level of support by the proposer to immediately proceed with the project development and implementation.

Projects must be submitted 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). STBG funds are available as a reimbursement program administered by the 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.

3. Discussion Considerations

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

- I. **Is this project currently in the Long Range Transportation Plan**
- II. **Projects with an assured local (non-federal funds) match in excess of 20 percent**

The demand for Surface Transportation Block Grant funds far exceeds the amount made available to Iowa. Providing a modest incentive for proposers to exceed the minimum required local (non-federal funds) match (20 percent) will enable leveraging implementation of more projects in more locations throughout the state.

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

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

IV. Projects which demonstrate a regional impact on economic development

Does this project benefit more than one neighborhood, community, or county, or are recognized as being of regional or interregional significance? Does this project demonstrate the improvements or enhancement of the movement of freight and services?

V. Project Average Annual Daily Traffic and the projected Average Annual Daily Traffic

VI. Project Federal Functional Classification

VII. Does this project request funds for alternative modes of transportation and/or will use funds for planning purposes?

4. **Transportation Advisory Committee (TAC) Recommendation.** The Transportation Advisory Committee will discuss the significance of projects, and hear any input from Transportation Advisory Committee members, organizations, agencies or the public. A funding recommendation from the Transportation Advisory Committee will then be presented to the Policy Board. This process is typically done in March.
5. **Policy Board Action.** The Policy Board will receive the Transportation Advisory Committee recommendation, any discussion on significance of projects, and any further input from members, organizations, agencies or the public. At that point, the Policy Board will make a final decision for the STBG funds. Projects will be selected within limitations of funding or “target amounts” that is calculated by the Iowa Department of Transportation.

6. **Transportation Improvement Program.** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of June and submitted to the Iowa DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Iowa DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.
7. **Unspent STBG Funds.** In the event that STBG funds are left unspent due to a savings on a project, any unspent funds will be returned to the general STBG balance of SRTPA. Members can then apply using the STBG application to utilize these funds towards a different project either in that same fiscal year or in a future year. If no applications are received, these funds will be included in the new fiscal year's balance and decided on in the March meeting.
8. **Iowa DOT Federal-Aid SWAP Policy.** All applicants are encouraged to review the Iowa DOT SWAP policy that was revised in July, 2022 to reflect the BIL:
 - https://iowadot.gov/local_systems/pdfs/Swap-Policy.pdf

IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM

1. **Application.** Members and organizations within the Regional Planning Area will be informed when requests for TAP applications are being requested and their deadline. Members will receive an application by mail or email format. TAP applications will be sent to every incorporated city within the SRTPA area. Other agencies can request an application by contacting the SIMPCO office. Applications will also 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

Eligible applicants and project sponsors include:

- Local governments

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

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

2. **Eligibility requirements.** Once all applications have been received by SIMPCO staff, applications will be sent to the Iowa DOT for an eligibility check. See the application checklist for these requirements. The Iowa DOT will then return confirmation of eligibility and provide any comments on the application back to SIMPCO.

3. **Scoring.** 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. These projects will be evaluated and scored by SIMPCO staff according to the following qualifying and priority criterion:
 - a. Fulfills the intent of the Bipartisan Infrastructure Law (5 points) https://iowadot.gov/systems_planning/grant-programs/transportation-alternatives
 - b. Fulfills multiple objectives of the Bipartisan Infrastructure Law (5 points)
 - c. Assured local match of 20% or higher (10 points)
 - d. Components already funded (5 points)
 - e. Past prioritized at the State, Regional or Local Level (5 points)
 - f. Regional impact including tourism and economic development (20 points)
 - g. Land acquisition status (5 points)
 - h. Facility category assessment – Connectivity, Development, Extension, Upgrade, Combination (25 points)
 - i. Currently in the LRTP (10 points)
 - j. Current development status (10 points)

Once scored, staff will compile project information, scoring, and recommendation into a memo provided to both the Transportation Advisory Committee and Policy Board for review. Although SIMPCO staff recommends projects based on the

qualifying and priority criteria, the Transportation Advisory Committee and Policy Board are not required to grant funds to the projects based on recommendation.

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

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. These projects will be evaluated and scored by SIMPCO staff according to the following qualifying and priority criterion. The Bipartisan Infrastructure Law (BIL) of 2021 will carry forward the eligibilities and requirements of the Fixing America’s Surface Transportation (FAST) Act and will make eligible additional project categories.

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

It is important to implement quality projects. Relative to the FAST Act, quality is defined by the declaration of policy included in the act: “The FAST Act creates a streamlined performance-based and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protection the environment, and reducing delays in project delivery.”

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

https://iowadot.gov/systems_planning/pdf/iowa-TAP-Guidance.pdf

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

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

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

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

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

There may be a number of larger projects that are missing a key or final element. Funding these missing elements with TAP funds would provide additional benefits to funded projects.
- 5. Projects that have already gone through a statewide, regional, and/or local priority setting process *5 points***

There are a number of processes in Iowa that have solicited, prioritized, and selected transportation alternatives type projects for a decade or more. There appears to be a number of very good projects that have gone through one or more of these processes but remain unfunded or underfunded because of limitations on the availability of funding in these programs.
- 6. Projects which demonstrate a regional impact including tourism and economic development *20 points***

Transportation alternatives funds are federal funds. The amount of funds is limited and is probably not sufficient to fund all projects submitted. For example, priority will be given to projects that benefit more than one neighborhood, community, or county, or are recognized as being of regional or interregional significance. It is suggested to the applicant agency(ies) that projects with statewide impact and benefit should apply directly to Iowa DOT for Statewide Recreational Trails Project Funding.
- 7. Status of Land Acquisition *5 points***

The status of land acquisition (if applicable) will be evaluated based on the progression of acquisition.
- 8. Facility Category *25 points***

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

 - Connection – Does the project connect with an existing facility, proposed facility, or area of interest?
 - Development – Is this a brand new development?
 - Extension – Is this an extension of an existing facility?
 - Upgrade – Is this project to upgrade an existing facility?
 - Combination – Two or more of the above criteria?
- 9. Is this project currently in the Long Range Transportation Plan? *10 points***

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

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

COUNTY BRIDGE PROJECTS

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

Woodbury County:

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

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

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

Monona County:

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

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

Plymouth County:

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

Ida County:

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

Cherokee County:

Cherokee County identifies bridge projects by using information provided by our bridge inspection consultant. The consultant provides bridge rating summaries that include an estimated remaining life for the structure. The County prioritizes bridge work based on the estimated remaining life (1st) and average daily traffic (2nd).

PUBLIC PARTICIPATION PROCESS

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

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

S R T P A F E D E R A L H I G H W A Y E L E M E N T
RPA – 4 2024 – 2027 Transportation Improvement Program

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
53170	BRM-1272(630)--8N-18	TIP Approved	Total	\$1,100,000				\$1,100,000
Cherokee	In the city of Cherokee, On UN ST, Over RAILROAD CREEK, S27 T92 R40		Federal Aid	\$880,000				\$880,000
			Regional Swap					
39551	BROS-1272(626)--8J-18	TIP Approved	Total	\$646,000				\$646,000
Cherokee	In the city of Cherokee, On East Willow Street Bridge over Railroad Creek.	11/21/2023	Federal Aid	\$517,000				\$517,000
	Bridge Replacement		Regional Swap					
36173	BROS-6012(602)--5F-97	TIP Approved	Total	\$1,000,000				\$1,000,000
Woodbury County	In the city of Pierson, On L25, Over STREAM, from 120th Street north approx. 0.5 Miles, on W LINE S7 T89N R42W		Federal Aid	\$1,000,000				\$1,000,000
	Grade and Pave, Bridge Replacement		Regional Swap					
47169	BROS-C018(93)--5F-18	TIP Approved	Total	\$900,000				\$900,000
Cherokee County	On 590th Street, over Maple River, S32 T91 R39	1/17/2024	Federal Aid	\$900,000				\$900,000
	Bridge Replacement		Regional Swap					
38760	BROS-C067(93)--5F-67	TIP Approved	Total	\$600,000				\$600,000
Monona County	On L37, Over NE Norway Creek, in SW S26 T83 R42		Federal Aid	\$600,000				\$600,000
	Bridge Replacement		Regional Swap					
29291	BROS-C075(161)--5F-75	TIP Approved	Total	\$800,000				\$800,000
Plymouth County	On K 42, Over CARTER CREEK, S2 T90 R46	6/18/2024	Federal Aid	\$800,000				\$800,000
	Bridge and Approaches-PPCB		Regional Swap					
35184	BROS-C075(240260)--8J-75	TIP Approved	Total	\$700,000				\$700,000
Plymouth County	On 160TH ST, Over DEEP CREEK, S2 T92 R44		Federal Aid	\$700,000				\$700,000
	Bridge Replacement		Regional Swap					
29450	BROS-C097(150)--8J-97	TIP Approved	Total	\$1,200,000				\$1,200,000
Woodbury County	On K 67, Over WOLF CREEK, from 280th Street S 0.7 miles in section 1 T86N R45W	12/19/2023	Federal Aid	\$1,200,000				\$1,200,000
	Bridge Replacement, Grading		Regional Swap					
53169	BRS-6012(602)--60-97	TIP Approved	Total	\$1,000,000				\$1,000,000
Pierson	In the city of Pierson, On L 25, Over STREAM, S7 T89 R42		Federal Aid	\$800,000				\$800,000
			Regional Swap					

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45203	BRS-C047)--60-47	TIP Approved	Total	\$825,000				\$825,000
Ida County	On D 15, Over UNNAMED CREEK, from Ida/Sac W .04 miles to Bridge S25 T89 R39		Federal Aid	\$660,000				\$660,000
	Bridge and Approaches-CCS		Regional Swap	\$165,000				\$165,000
44999	BRS-C097(D15)--60-97	TIP Approved	Total	\$1,000,000				\$1,000,000
Woodbury County	On County Route D12/110th St. over Muddy Creek, 0.8 miles east of Eastland Ave. in section 8 T89N R45W		Federal Aid	\$800,000				\$800,000
	Bridge Replacement		Regional Swap	\$200,000				\$200,000
52248	BROS-C067(94)--5F-67	TIP Approved	Total		\$1,600,000			\$1,600,000
Monona County	On LARPENTEUR MEMORIAL RD, Over LITTLE SIOUX RIVER, S18 T84 R44		Federal Aid		\$1,600,000			\$1,600,000
	Bridge Replacement		Regional Swap					
38977	BROS-C075(150403)--8J-75	TIP Approved	Total		\$875,000			\$875,000
Plymouth County	On LYNX AVE, Over plymouth creek, S4 T91N R45W		Federal Aid		\$875,000			\$875,000
	Bridge Replacement		Regional Swap					
38973	BROS-C075(270407)--8J-75	TIP Approved	Total		\$700,000			\$700,000
Plymouth County	On FIR AVE, Over broken kettle creek, S4 T92N R47W		Federal Aid		\$700,000			\$700,000
	Bridge Replacement		Regional Swap					
29298	BROS-C075(373407)--8J-75	TIP Approved	Total		\$700,000			\$700,000
Plymouth County	On Granite Ave, Over broken kettle creek, S34 T93 R47		Federal Aid		\$700,000			\$700,000
	Bridge Replacement		Regional Swap					
32653	BROS-C097(D42)--8J-97	TIP Approved	Total		\$750,000			\$750,000
Woodbury County	On 120TH ST, Over MUDDY CREEK, from Eastland Ave east 0.8 Miles on NLINE S17 T89 R45		Federal Aid		\$750,000			\$750,000
	Bridge Replacement, Grading, Guardrail		Regional Swap					
44822	BRS-C018)--60-18	TIP Approved	Total		\$760,000			\$760,000
Cherokee County	On M25, over Little Maple River, S25 T90 R39		Federal Aid		\$608,000			\$608,000
	Bridge Replacement		Regional Swap		\$152,000			\$152,000
45204	BRS-C047)--60-47	TIP Approved	Total		\$900,000			\$900,000
Ida County	On M 25, Over UNNAMED CREEK, from N city limits of Galva N 0.04 miles to Bridge site S23 T89 R39		Federal Aid		\$720,000			\$720,000
	Bridge and Approaches-CCS		Regional Swap		\$180,000			\$180,000

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45205	BRS-C047)--60-47	TIP Approved	Total		\$900,000			\$900,000
Ida County	On M 25, Over UNNAMED STREAM, from Cherokee/Ida County Line S .1 miles to Bridge S1 T89 R39		Federal Aid		\$720,000			\$720,000
	Bridge and Approaches-CCS		Regional Swap		\$180,000			\$180,000
44813	BROS-C018(79)--8J-18	TIP Approved	Total			\$540,000		\$540,000
Cherokee County	On Keeline Road, Over Badger Creek, S24 T92 R40	12/19/2023	Federal Aid			\$540,000		\$540,000
	Bridge Replacement		Regional Swap					
33857	BROS-C067(95)--5F-67	TIP Approved	Total			\$1,200,000		\$1,200,000
Monona County	On L37, Over East Soldier River, S35 T84 R42		Federal Aid			\$1,200,000		\$1,200,000
	Bridge Replacement		Regional Swap					
36245	BROS-C075(142870)--8J-75	TIP Approved	Total			\$600,000		\$600,000
Plymouth County	On 260TH ST, Over DRY BRANCH, S28 T91 R44		Federal Aid			\$600,000		\$600,000
	Bridge Replacement		Regional Swap					
36229	BROS-C075(331080)--8J-75	TIP Approved	Total			\$850,000		\$850,000
Plymouth County	On 110th St, Over deep creek, S3 T93 R43		Federal Aid			\$850,000		\$850,000
	Bridge Replacement		Regional Swap					
53453	BRS-C047)--60-47	TIP Approved	Total			\$900,000		\$900,000
Ida County	On M 31, Odebolt Creek, from Intersection of State 175 and M-31 S .2 miles to Bridge site		Federal Aid			\$720,000		\$720,000
	Bridge and Approaches-CCS		Regional Swap			\$180,000		\$180,000
47210	BRS-C097(P280)--60-97	TIP Approved	Total			\$1,800,000		\$1,800,000
Woodbury County	On K 64, Over WEST FORK LITTLE SIOUX, from D54 N 0.8 miles S16 T87 R45		Federal Aid			\$1,440,000		\$1,440,000
	Bridge Replacement		Regional Swap			\$360,000		\$360,000
47156	BROS-C018)--8J-18	TIP Approved	Total				\$540,000	\$540,000
Cherokee County	On 520th Street, Over Fiddle Creek, S29 T92 R42		Federal Aid				\$540,000	\$540,000
	Bridge Replacement		Regional Swap					
47166	BROS-C018)--8J-18	TIP Approved	Total				\$520,000	\$520,000
Cherokee County	On 470th Street, over Grey Creek, S34 T93 R40		Federal Aid				\$520,000	\$520,000
	Bridge Replacement		Regional Swap					

HBP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
44983	BRS-C067(96)--60-67	TIP Approved	Total				\$975,000	\$975,000
Monona County	On L 12, Over DD, S25 T84 R45		Federal Aid				\$780,000	\$780,000
	Bridge Replacement		Regional					
			Swap				\$195,000	\$195,000

NHPP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39379	IMX-029()--02-97	TIP Approved	Total	\$13,766,000	\$238,000			\$14,004,000
Iowa Department of Transportation	I 29: IA 141 Interchange Bridge Replacement, Lighting		Federal Aid	\$12,389,400	\$214,200			\$12,603,600
			Regional Swap					
48502	IMX-029()--02-67	TIP Approved	Total		\$3,823,000			\$3,823,000
Iowa Department of Transportation	I 29: N of IA 175 to Woodbury Co (NB) Pavement Rehab		Federal Aid		\$3,440,700			\$3,440,700
			Regional Swap					
48533	IMX-029()--02-67	TIP Approved	Total		\$3,613,000			\$3,613,000
Iowa Department of Transportation	I 29: 1.5 mi N of IA 175 to Woodbury Co (SB) Pavement Rehab		Federal Aid		\$3,251,700			\$3,251,700
			Regional Swap					
48609	NHSX-003()--3H-18	TIP Approved	Total		\$631,000	\$12,812,000		\$13,443,000
Iowa Department of Transportation	IA 3: 1.3 mi E of US 59 to 1.8 mi E of US 59, including Little Sioux River and Overflow Bridges Bridge New, Bridge Replacement		Federal Aid		\$504,800	\$10,249,600		\$10,754,400
			Regional Swap					
38246	NHSX-075()--3H-75	TIP Approved	Total		\$30,769,000	\$349,000		\$31,118,000
Iowa Department of Transportation	US 75: N of Maple St in Hinton to S of 2nd St in Merrill Culvert New, Erosion Control		Federal Aid		\$24,615,200	\$279,200		\$24,894,400
			Regional Swap					
52608	NHSX-075()--3H-75	TIP Approved	Total			\$4,174,000		\$4,174,000
Iowa Department of Transportation	US 75: S of W Grover St to N of Maple St in Hinton Bridge Replacement, Right of Way		Federal Aid			\$3,339,200		\$3,339,200
			Regional Swap					
54559	IMX-029()--02-67	TIP Approved	Total				\$3,290,000	\$3,290,000
Iowa Department of Transportation	I 29: Onawa Rest Area 2.6 mi S of IA 175 (SB) Lighting, Traffic Signs		Federal Aid				\$2,961,000	\$2,961,000
			Regional Swap					
54553	NHSX-012()--3H-29	TIP Approved	Total				\$26,400,000	\$26,400,000
Iowa Department of Transportation	IA 12: Gordon Dr Viaduct, Rustin St to Virginia St in Sioux City Right of Way		Federal Aid				\$21,120,000	\$21,120,000
			Regional Swap					

PRF

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45314	BRFN-031()--39-97	TIP Approved	Total	\$481,000				\$481,000
Iowa Department of Transportation	IA 31: Stream 1.9 mi N of Co Rd D30		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
45436	BRFN-031()--39-97	TIP Approved	Total	\$540,000				\$540,000
Iowa Department of Transportation	IA 31: Stream 3.2 mi S of Co Rd D22		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
37982	BRFN-175()--39-67	TIP Approved	Total	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000
Iowa Department of Transportation	IA 175: Missouri River E of Decatur Nebraska (State Share)		Federal Aid					
			Regional Swap					
37984	BRFN-175()--39-67	TIP Approved	Total	\$147,000	\$147,000	\$147,000	\$147,000	\$588,000
Iowa Department of Transportation	IA 175: Missouri River E of Decatur Nebraska (State Share)		Federal Aid					
	Bridge Rehabilitation		Regional Swap					
54605	NHSN-003()--2R-75	TIP Approved	Total	\$2,457,000				\$2,457,000
Iowa Department of Transportation	IA 3: In Le Mars, from Jct IA 404 to 14th Ave NE		Federal Aid					
	Pavement Rehab		Regional Swap					
54684	NHSN-060()--2R-75	TIP Approved	Total	\$2,550,000				\$2,550,000
Iowa Department of Transportation	IA 60: US 75 Interchange to Minnesota State Line		Federal Aid					
	Miscellaneous		Regional Swap					
54598	NHSN-075()--2R-75	TIP Approved	Total	\$500,000				\$500,000
Iowa Department of Transportation	US 75: N of Maple St in Hinton to 0.1 mi S of 2nd St in Merrill (SB)		Federal Aid					
	Patching		Regional Swap					
54685	NHSN-075()--2R-97	TIP Approved	Total	\$1,100,000				\$1,100,000
Iowa Department of Transportation	US 75: US 20 Interchange to N of Co Rd C80		Federal Aid					
	Miscellaneous		Regional Swap					
54592	STPN-020()--2J-97	TIP Approved	Total	\$170,000				\$170,000
Iowa Department of Transportation	US 20: Mitigation Projects for Woodbury - Ida - Sac Counties US 20 Sections 4, 5, and 6		Federal Aid					
	Wetland Mitigation		Regional Swap					

PRF

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2024	2025	2026	2027	Totals
54532 Iowa Department of Transportation	STPN-031()--2J-97 IA 31: Co Rd C66 in Washta to US 59 Culvert Extension, Right of Way	TIP Approved	Total Federal Aid Regional Swap	\$1,743,000				\$1,743,000
54602 Iowa Department of Transportation	STPN-037()--2J-67 IA 37: W of IA 183 in Soldier to US 30 in Dunlap Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap	\$541,000				\$541,000
54673 Iowa Department of Transportation	BRFN-175()--39-67 IA 175: Missouri River E of Decatur, Nebraska Bridge Rehabilitation	TIP Approved	Total Federal Aid Regional Swap		\$736,000			\$736,000
48448 Iowa Department of Transportation	IMN-029()--0E-67 I 29: Co Rd E24 Interchange Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap		\$949,000			\$949,000
52682 Iowa Department of Transportation	BRFN-175()--39-47 IA 175: Morehead Creek 2.6 mi W of W Jct Co Rd L51 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap			\$410,000		\$410,000
52703 Iowa Department of Transportation	IMN-029()--0E-67 I 29: Onawa Rest Area 2.6 mi S of IA 175 (SB) Rest Area Improvement	TIP Approved	Total Federal Aid Regional Swap			\$4,500,000		\$4,500,000
54563 Iowa Department of Transportation	IMN-029()--0E-97 I 29: Sergeant Bluff Rest Area (SB) (Remove Ramps) Grading	TIP Approved	Total Federal Aid Regional Swap			\$100,000		\$100,000
52629 Iowa Department of Transportation	IMN-029()--0E-97 I 29: SB Weigh Station 0.6 mi N of Co Rd K35 Pave	TIP Approved	Total Federal Aid Regional Swap			\$1,484,000		\$1,484,000
54658 Iowa Department of Transportation	IMN-029()--0E-97 I 29: New I-29 Interchange approx 2.5 mi S of the Co Rd D38 Interchange at Sergeant Bluff Right of Way	TIP Approved	Total Federal Aid Regional Swap			\$100,000		\$100,000

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		Federal Aid	\$1,761,600				\$1,761,600
	Bridge Rehabilitation		Regional Swap					
218	RGPL-PA04(RTP)--ST-00	TIP Approved	Total	\$56,000	\$56,000	\$56,000	\$56,000	\$224,000
RPA 4	SIMPCO - RPA 4: RPA 4 FHWA PLANNING		Federal Aid	\$46,800	\$46,800	\$46,800	\$46,800	\$187,200
	Trans Planning		Regional Swap	\$46,800	\$46,800	\$46,800	\$46,800	\$187,200
54601	STP-143()--2C-18	TIP Approved	Total	\$144,000				\$144,000
Iowa Department of Transportation	IA 143: E Section St to E Railroad St in Marcus		Federal Aid	\$115,200				\$115,200
	Pavement Rehab		Regional Swap					
52611	STP-175()--2C-67	TIP Approved	Total		\$23,000	\$22,107,000	\$200,000	\$22,330,000
Iowa Department of Transportation	IA 175: I-29 Interchange		Federal Aid		\$18,400	\$17,685,600	\$160,000	\$17,864,000
	Bridge New, Traffic Signs		Regional Swap					
47089	STP-S-C075(K-42)--5E-75	TIP Approved	Total		\$5,000,000			\$5,000,000
Plymouth County	On K 42, from Hwy 3 N 6.7 miles to C-12		Federal Aid		\$1,421,000			\$1,421,000
	PCC Pavement - Miscellaneous		Regional Swap		\$1,421,000			\$1,421,000
54756	STP-S-C097(K45)--5E-97	TIP Approved	Total		\$3,000,000			\$3,000,000
Woodbury County	On K 45, from County line NW 7 miles to north of D53 intersection		Federal Aid		\$1,603,000			\$1,603,000
	PCC Pavement Widening/PCC Resurfacing, PCC Overlay - Unbonded		Regional Swap					
48417	BRF-031()--38-18	TIP Approved	Total			\$1,983,000		\$1,983,000
Iowa Department of Transportation	IA 31: Silver Creek 1.0 mi W of US 59		Federal Aid			\$1,586,400		\$1,586,400
	Bridge New, Right of Way		Regional Swap					
52500	BRF-175()--38-67	TIP Approved	Total			\$3,041,000		\$3,041,000
Iowa Department of Transportation	IA 175: Little Sioux River 1.5 mi W of IA 37		Federal Aid			\$2,432,800		\$2,432,800
	Bridge New, Right of Way		Regional Swap					
51111	STP-S-C018()--5E-18	TIP Approved	Total			\$2,500,000		\$2,500,000
Cherokee County	On L51, from C38 to State Highway 3		Federal Aid			\$1,600,000		\$1,600,000
	PCC Pavement - Replace		Regional Swap			\$1,600,000		\$1,600,000

STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
54527	BRF-012()--38-75	TIP Approved	Total				\$623,000	\$623,000
Iowa Department of Transportation	IA 12: Beaver Creek 0.5 mi N of Co Rd C16		Federal Aid				\$498,400	\$498,400
	Bridge Deck Overlay		Regional Swap					
54544	BRF-012()--38-75	TIP Approved	Total				\$2,816,000	\$2,816,000
Iowa Department of Transportation	IA 12: Broken Kettle Creek 0.1 mi N of S Jct Co Rd K18		Federal Aid				\$2,252,800	\$2,252,800
	Bridge New, Right of Way		Regional Swap					
54711	BRF-037()--38-67	TIP Approved	Total				\$399,000	\$399,000
Iowa Department of Transportation	IA 37: Norway Creek 2.6 mi E of IA 183		Federal Aid				\$319,200	\$319,200
	Bridge Deck Overlay		Regional Swap					
54713	BRF-075()--38-75	TIP Approved	Total				\$935,000	\$935,000
Iowa Department of Transportation	US 75: W Fork Floyd River 2.4 mi N of Co Rd R38		Federal Aid				\$748,000	\$748,000
	Bridge Deck Overlay		Regional Swap					
48568	BRF-175()--38-97	TIP Approved	Total				\$1,729,000	\$1,729,000
Iowa Department of Transportation	IA 175: Reynolds Creek 1.6 mi W of Co Rd L37		Federal Aid				\$1,383,200	\$1,383,200
	Bridge New, Right of Way		Regional Swap					
47095	STP-S-C075(137)--5E-75	TIP Approved	Total				\$2,800,000	\$2,800,000
Plymouth County	On K 22, from Hwy 3 N 7.0 miles to County Line		Federal Aid				\$1,820,000	\$1,820,000
	HMA Resurfacing/Cold-in-Place Recycling		Regional Swap				\$1,820,000	\$1,820,000

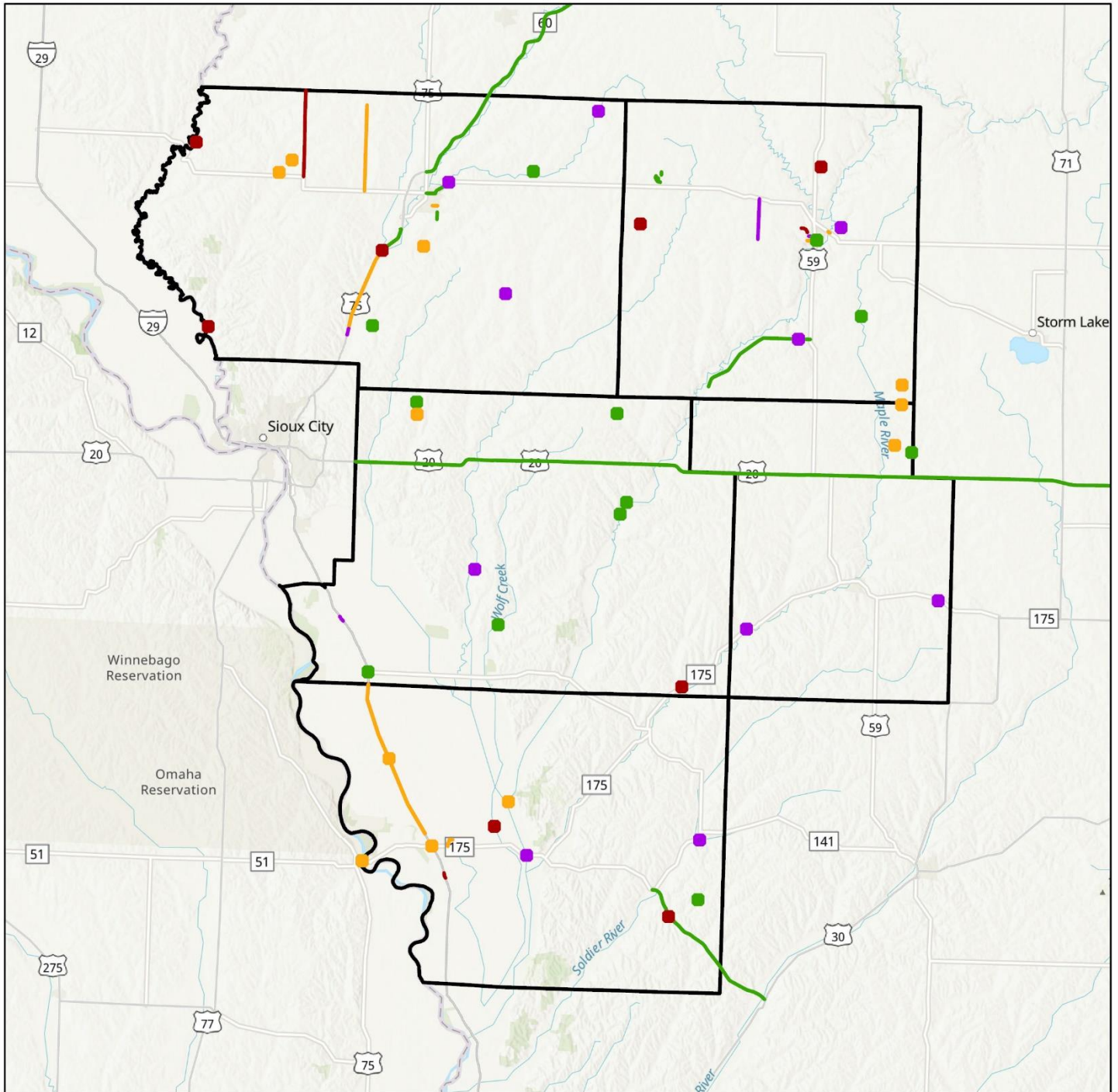
SWAP-STBG

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
47176	STBG-SWAP-1272()--SG-18	TIP Approved	Total		\$410,000			\$410,000
Cherokee	In the city of Cherokee, W Main Street from N. 11th Street to N. 6th Street resurfacing		Federal Aid					
	Pavement Rehab		Regional		\$328,000			\$328,000
			Swap		\$328,000			\$328,000
47178	STBG-SWAP-4257()--SG-75	TIP Approved	Total		\$540,750			\$540,750
Le Mars	In the city of Le Mars, 12th Street SE from 2nd Avenue SE to 7th Avenue SE (K49)		Federal Aid					
	Pavement Rehab		Regional		\$432,600			\$432,600
			Swap		\$432,600			\$432,600
51135	STBG-SWAP-1272()--SG-18	TIP Approved	Total			\$630,000		\$630,000
Cherokee	In the city of Cherokee, On W Bluff Street, from N 9th Street to the CN Railroad		Federal Aid					
	Pavement Rehab		Regional			\$504,000		\$504,000
			Swap			\$504,000		\$504,000
53212	STBG-SWAP-1272()--SG-18	TIP Approved	Total				\$1,092,000	\$1,092,000
Cherokee	In the city of Cherokee, On N 11TH ST from north of St. Andrews Dr to 1549 520th street		Federal Aid					
			Regional				\$873,600	\$873,600
			Swap				\$873,600	\$873,600

TAP

Project ID	Project Number	Approval Level		2024	2025	2026	2027	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37814	TAP-R-1595(601)--8T-97	TIP Approved	Total	\$44,000				\$44,000
Correctionville	In the city of Correctionville, interpretive display in Van Houten Park, at the southeast corner of Aspen St and Hwy 20	8/03/2021	Federal Aid	\$34,720				\$34,720
	Historic Preservation		Regional Swap	\$34,720				\$34,720
38952	TAP-R-4762(602)--8T-18	TIP Approved	Total	\$412,375				\$412,375
Marcus	In the city of Marcus, PCC rec trail from the City Park around the School, residential areas, golf course, & Holmes St	11/21/2023	Federal Aid	\$329,900				\$329,900
	Ped/Bike Grade & Pave		Regional Swap	\$329,900				\$329,900
51136	TAP-R-5700()-8T-67	TIP Approved	Total		\$289,151			\$289,151
Onawa	In the city of Onawa, On 13TH ST		Federal Aid		\$231,321			\$231,321
	Recreational Trail		Regional Swap		\$231,321			\$231,321
51137	TAP-U-4257()-8I-75	TIP Approved	Total			\$675,332		\$675,332
Le Mars	In the city of Le Mars, Replace wooden pedestrian bridge over Willow Creek		Federal Aid			\$287,575		\$287,575
	Ped/Bike Structures		Regional Swap			\$287,575		\$287,575

Siouxland Interstate Metropolitan Planning Council Fiscal Year 2024 - 2027 Transportation Improvement Program



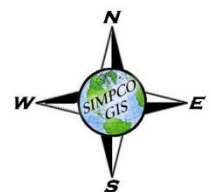
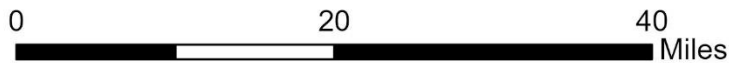
Bridges/Interchanges

- 2024
- 2025
- 2026
- 2027

Roads/Trails

- 2024
- 2025
- 2026
- 2027

SRTPA Counties



TRANSIT ELEMENT FY 2024 - 2027

RPA 4

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10349 Siouxland Regional Transit System	5339 TIP Approved	Capital	2018 FORD Glaval E450, 7566A, 1FD4E4FS5JDC17366 VSS Unit # 7566A	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10350 Siouxland Regional Transit System	5339 TIP Approved	Capital	2018 FORD Glaval E450, 7565A, 1FD4E4FS3JDC17365 VSS Unit # 7565A	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10351 Siouxland Regional Transit System	5339 TIP Approved	Capital	2018 FORD Glaval E450, 7564, 1FD4E4FS1JDC17364 VSS Unit # 7564	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10352 Siouxland Regional Transit System	5339 TIP Approved	Capital	2018 FORD Glaval E450, 7563, 1FD4E4FSXJDC17363 VSS Unit # 7563	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10353 Siouxland Regional Transit System	5339 TIP Approved	Capital	2017 FORD Glaval E450, 7562, 1FD4E4FS9HDC07403 VSS Unit # 7562	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10354 Siouxland Regional Transit System	5339 TIP Approved	Capital	2017 FORD Glaval E450, 7561, 1FD4E4FS7HDC07402 VSS Unit # 7561	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10355 Siouxland Regional Transit System	5339 TIP Approved	Capital	2017 FORD Glaval E450, 7560A, 1FD4E4FS5HDC07401 VSS Unit # 7560A	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10356 Siouxland Regional Transit System	5339 TIP Approved	Capital	2016 FORD Glaval E450, 7559, 1FD4E4FSXGDC43390 VSS Unit # 7559	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10357 Siouxland Regional Transit System	5339 TIP Approved	Capital	2016 FORD Glaval E450, 7558, 1FD4E4FS3GDC43389 VSS Unit # 7558	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10358 Siouxland Regional Transit System	5339 TIP Approved	Capital	2016 FORD Glaval E450, 7557, 1FD4E4FS1GDC43388 VSS Unit # 7557	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					

RPA 4 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
10359 Siouxland Regional Transit System	5339 TIP Approved	Capital	2016 FORD Glaval E450, 7556, 1FDFE4FS1GDC41141 VSS Unit # 7556	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10360 Siouxland Regional Transit System	5339 TIP Approved	Capital	2016 FORD Glaval E450, 7555, 1FDFE4FS7GDC33254 VSS Unit # 7555A	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10361 Siouxland Regional Transit System	5339 TIP Approved	Capital	2015 FORD WINNEBAGO #7550A, 1FDFE4FS4FDA08417 VSS Unit # 7550A	Total	\$134,637				\$134,637
				FA	\$114,441				\$114,441
				DOT					
10362 Siouxland Regional Transit System	STBG TIP Approved	Capital	Vehicle Maintenance Equipment (Vehicle lift, tools, jacks)	Total	\$87,750				\$87,750
				FA	\$70,200				\$70,200
				DOT					
10363 Siouxland Regional Transit System	STBG TIP Approved	Capital	Floor Scrubber for Vehicle Maintenance Building	Total	\$87,550				\$87,550
				FA	\$70,000				\$70,000
				DOT					
10364 Siouxland Regional Transit System	STBG TIP Approved	Capital	Shop Maintenance Truck w/ Compressor and Snow Plow	Total	\$111,150				\$111,150
				FA	\$88,920				\$88,920
				DOT					
10365 Siouxland Regional Transit System	STBG TIP Approved	Capital	Forklift for Maintenance Shop	Total	\$70,200				\$70,200
				FA	\$56,160				\$56,160
				DOT					
10366 Siouxland Regional Transit System	PTIG TIP Approved	Capital	New Bus Wash system for new SRTS building	Total	\$300,000				\$300,000
				FA					
				DOT	\$240,000				\$240,000
2132 RPA 4	5311 TIP Approved	Planning	FTA Planning	Total	\$37,854	\$37,854	\$37,854	\$37,854	\$151,416
				FA	\$29,045	\$29,045	\$29,045	\$29,045	\$116,180
				DOT					
6271 Siouxland Regional Transit System	5311 TIP Approved	Operations	FTA operating 5310\5311 formula	Total	\$1,246,574	\$1,246,574	\$1,246,574	\$1,246,574	\$4,986,296
				FA	\$623,287	\$623,287	\$623,287	\$623,287	\$2,493,148
				DOT					

RPA 4 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
6272 Siouxland Regional Transit System	STA TIP Approved	Operations	STA state operating	Total	\$442,487	\$442,487	\$442,487	\$442,487	\$1,769,948
				FA					
				DOT	\$442,487	\$442,487	\$442,487	\$442,487	\$1,769,948
10207 Siouxland Regional Transit System	5311 TIP Approved	Operations	5311 Nebraska Funds to Iowa DOT	Total	\$600,200	\$600,200	\$600,200	\$600,200	\$2,400,800
				FA	\$300,100	\$300,100	\$300,100	\$300,100	\$1,200,400
				DOT					
6777 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7567, 1FD4E4FS0KDC61342 VSS Unit # 7567	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6778 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7568, 1FD4E4FS5KDC61336 VSS Unit # 7568	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6779 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7569, 1FD4E4FS9KDC61338 Unit # 7569	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6780 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7570A, 1FD4E4FS0KDC61339 VSS Unit # 7570A	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6781 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7571, 1FD4E4FS7KDC61340 Unit # 7571	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6782 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7572, 1FD4E4FS0KDC61341 VSS Unit # 7572	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6783 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7573, 1FD4E4FS3KDC61335 VSS Unit # 7573	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6784 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7575A, 1FD4E4FS6KDC61345 VSS Unit # 7575A	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					

RPA 4 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
6785 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7574, 1FD4E4FS8KDC61346 VSS Unit # 7574	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6786 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7576, 1FD4E4FS7KDC61337 VSS Unit # 7576	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6787 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7577, 1FD4E4FSXKDC61347 VSS Unit # 7577	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6788 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7578, 1FD4E4FS4KDC61344 VSS Unit # 7578	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6789 Siouxland Regional Transit System	5339 TIP Approved	Capital	2019 FORD Glaval E450, 7579, 1FD4E4FS2KDC61343 VSS Unit # 7579	Total		\$142,000			\$142,000
				FA		\$120,700			\$120,700
				DOT					
6775 Siouxland Regional Transit System	5339 TIP Approved	Capital	2020 Dodge Caravan/Braun Entervan, 7580, 2C7WDGBG4KR803116 VSS Unit # 7580A	Total			\$90,000		\$90,000
				FA			\$76,500		\$76,500
				DOT					
6776 Siouxland Regional Transit System	5339 TIP Approved	Capital	2020 Dodge Caravan/Braun Entervan, 7581, 2C7WDGBG5KR801262 VSS Unit # 7581	Total			\$90,000		\$90,000
				FA			\$76,500		\$76,500
				DOT					
6790 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7582, 1FD4E4FN6MDC36345 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
6791 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7584, 1FD4E4FN1MDC36348 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
6792 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7585, 1FD4E4FNXMDC36350 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					

RPA 4 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2024	2025	2026	2027	Totals
6793 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7586, 1FDDE4FN4MDC36344 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
6794 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7588, 1FDDE4FN5MDC36353 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
6795 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7587, 1FDDE4FN3MDC36352 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
6796 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7589, 1FDDE4FN3MDC36349 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
6797 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7590, 1FDDE4FN9NDC11568 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
6798 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7591, 1FDDE4FN2MDC36343 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
6799 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7592, 1FDDE4FN1MDC37323 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
6800 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7593, 1FDDE4FN1MDC36351 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
6801 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7594, 1FDDE4FNXMDC36347 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					
8998 Siouxland Regional Transit System	5339 TIP Approved	Capital	2021 FORD Glaval E450, 7583, 1FDDE4FN8MDC36346 VSS	Total				\$150,000	\$150,000
				FA				\$127,500	\$127,500
				DOT					

FINANCING THE PROGRAM

TABLE 3: SURFACE TRANSPORTATION BLOCK GRANT FUND BALANCE

Project #	TPMS #	Sponsor	Project	2024	2025	2026	2027
RGPL-PA04(RTP)--ST-00	218	SIMPCO	SIMPCO	46,800	46,800	46,800	46,800
STBG-SWAP-1272()-SG-18	47176	Cherokee	W Main St		328,000		
STBG-SWAP-4257()-SG-75	47178	Le Mars	12th St S		432,600		
STBG-SWAP-C075(K-42)--FG-75	47089	Plymouth CRD	K-42 PCC Overlay FM-CO75(131)		1,421,100		
STBG-SWAP-1272()-SG-18	51135	Cherokee	W Bluff Street Resurfacing			504,000	
STP-S-C018()-5E-18	51111	Cherokee CRD	L-51 PCC Project			1,600,000	
STBG-SWAP-1272()-SG-18	53212	Cherokee	N 11th Street				873,600
STP-S-C075(137)--5E-75	47095	Plymouth CRD	K-22				1,820,000
STP-S-C097(K45)--5E-97	54756	Woodbury CRD	Old Hwy 75/ K45 PCC Overlay		1,603,000		
Total Programmed				46,800	3,831,500	2,150,800	2,740,400
STBG Carryover from Previous Year				-195,129	1,936,001	324,501	435,701
STBG Target				2,177,930	2,220,000	2,262,000	2,305,000
Balance				1,936,001	324,501	435,701	301

TABLE 4: IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM BALANCE

Project #	TPMS #	Sponsor	Project	2024	2025	2026	2027
TAP-R-1595(601)--8T-97	37814	Correctionville	Highway 20 Archaeological Interpretive Display	34,720			
TAP-R-4762)--8T-18	38952	Marcus	Marcus Trail - Phase 1	329,900			
TAP-R-5700)--8T-67	51136	Onawa	The Onawa Community Trail		231,321		
TAP-U-4257)--8I-75	51137	Le Mars	Le Mars Pedestrian Bridge Replacement Project			287,575	
Total Programmed				364,620	231,321	287,575	0
TAP Carryover from Previous Year				336,114	171,213	145,892	71,317
TAP Target				199,719	206,000	213,000	220,000
Balance				171,213	145,892	71,317	291,317

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

Program	FY 24						FY 25						FY 26						FY 27						Grand Total
	Total	FM	FA	SWAP	Loc	Spe	Total	FM	FA	SWAP	Loc	Spe	Total	FM	FA	SWAP	Loc	Spe	Total	FM	FA	SWAP	Loc	Spe	
HBP	9771	0	8857	365	549	0	7185	0	6673	512	0	0	5890	0	5350	540	0	0	2035	0	1840	195	0	0	24881
NHPP	13766	0	12604	0	0	0	39074	0	32026.6	0	0	0	17335	0	13868	0	0	0	29690	0	24081	0	0	0	99865
PRF	10251	0	0	0	0	0	1854	0	0	0	0	0	6763	0	0	0	0	0	169	0	0	0	0	0	19037
STBG	2402	0	1923.6	0	9.2	0	8079	4976	3089.2	0	9.2	0	29687	900	23351.6	0	9.2	0	10650	980	7228	0	9.2	0	50818
SWAP-STBG	0	0	0	0	0	0	950.8	0	0	761	190.2	0	630	0	0	504	126	0	1092	0	0	873.6	218	0	2672.75
TAP	456.38	0	364.62	0	91.755	0	289.2	0	231.321	0	57.83	0	675.33	0	287.575	0	387.8	0	0	0	0	0	0	0	1420.858

TABLE 6: 2022 CITY STREET FINANCE REPORT OPERATIONS AND MAINTENANCE EXPENDITURES

City Name	On System Mileage	Off System Mileage	Total Mileage	Total Maintenance	Total Operations	On System Maintenance	On System Operations
AKRON	0.48	12.87	13.35	\$139,492.00	\$197,192.00	\$5,004.62	\$7,074.75
ANTHON	0.76	5.94	6.7	\$10,414.00	\$35,592.00	\$1,188.53	\$4,062.04
ARTHUR	0	2.08	2.08	\$1,208.00	\$11,468.00	\$0.00	\$0.00
AURELIA	0.65	7.83	8.48	\$85,270.00	\$86,564.00	\$6,498.10	\$6,596.71
BATTLE CREEK	0.33	6.19	6.52	\$58,752.00	\$46,351.00	\$2,947.52	\$2,325.37
BLENCOE	0	2.88	2.88	\$20.00	\$12,871.00	\$0.00	\$0.00
BRONSON	0	2.62	2.62	\$4,482.00	\$13,966.00	\$0.00	\$0.00
BRUNSVILLE	0	1.67	1.67	\$510.00	\$3,839.00	\$0.00	\$0.00
CASTANA	0	4.45	4.45	\$0.00	\$10,283.00	\$0.00	\$0.00
CHEROKEE	10.57	29.74	40.3	\$108,695.00	\$677,681.00	\$28,501.32	\$177,697.26
CLEGHORN	0.58	1.87	2.45	\$6,628.00	\$9,841.00	\$1,567.80	\$2,327.81
CORRECTIONVILLE	0.79	7.99	8.77	\$47,130.00	\$63,938.00	\$4,223.48	\$5,729.71
CRAIG	0	1.06	1.06	\$7,046.00	\$1,050.00	\$0.00	\$0.00
CUSHING	0	2.04	2.04	\$5,192.00	\$22,704.00	\$0.00	\$0.00
DANBURY	0	3.03	3.03	\$1,488.00	\$10,747.00	\$0.00	\$0.00
GALVA	0	3.98	3.98	\$18,540.00	\$24,560.00	\$0.00	\$0.00
HINTON	0.5	4.77	5.26	\$633,527.00	\$110,489.00	\$59,562.37	\$10,387.85
HOLSTEIN	0	11.42	11.42	\$112,018.00	\$221,813.00	\$0.00	\$0.00
HORNICK	0	2.56	2.56	\$7,382.00	\$17,438.00	\$0.00	\$0.00
IDA GROVE	1.6	18.1	19.69	\$1,986,973.00	\$311,785.00	\$160,931.40	\$25,252.48
KINGSLEY	0.73	9.1	9.83	\$8,279.00	\$142,419.00	\$613.91	\$10,560.82
LARRABEE	0	1.53	1.53	\$54.00	\$9,245.00	\$0.00	\$0.00
LAWTON	0.58	4.72	5.31	\$65,055.00	\$118,476.00	\$7,147.96	\$13,017.62
LE MARS	17.26	53.72	70.97	\$1,029,885.00	\$822,539.00	\$250,429.81	\$200,010.96
MAPLETON	0.53	10.49	11.02	\$190,357.00	\$220,902.00	\$9,105.76	\$10,566.88
MARCUS	0	12.19	12.19	\$143,114.00	\$149,709.00	\$0.00	\$0.00
MERIDEN	0	2.49	2.49	\$29,482.00	\$9,152.00	\$0.00	\$0.00
MERRILL	1	5.18	6.19	\$23,887.00	\$87,094.00	\$3,876.91	\$14,135.53
MOORHEAD	0.19	3.12	3.31	\$2,060.00	\$10,976.00	\$120.04	\$639.60
MOVILLE	0	11.12	11.12	\$247,394.00	\$194,465.00	\$0.00	\$0.00

TABLE 6 CONTINUED

ONAWA	3.15	28.47	31.62	\$86,667.00	\$400,173.00	\$8,633.81	\$39,865.43
OTO	0	2.67	2.67	\$1,530.00	\$18,516.00	\$0.00	\$0.00
OYENS	0	1.13	1.13	\$5,881.00	\$2,824.00	\$0.00	\$0.00
PIERSON	0	4.47	4.47	\$1,849.00	\$33,123.00	\$0.00	\$0.00
QUIMBY	0	2.72	2.72	\$0.00	\$27,450.00	\$0.00	\$0.00
REMSEN	1.06	10.51	11.57	\$65,540.00	\$342,546.00	\$6,009.15	\$31,406.96
RODNEY	0	0.83	0.83	\$0.00	\$4,126.00	\$0.00	\$0.00
SALIX	0	4.2	4.2	\$14,305.00	\$32,404.00	\$0.00	\$0.00
SLOAN	0.65	7.54	8.2	\$120,147.00	\$52,452.00	\$9,585.96	\$4,184.90
SMITHLAND	0	2.65	2.65	\$41,171.00	\$11,827.00	\$0.00	\$0.00
SOLDIER	0	2.35	2.35	\$13,348.00	\$19,947.00	\$0.00	\$0.00
STRUBLE	0	1.06	1.06	\$5,112.00	\$3,970.00	\$0.00	\$0.00
TURIN	0	0.83	0.83	\$2,180.00	\$3,069.00	\$0.00	\$0.00
UTE	0	5.53	5.53	\$101,535.00	\$62,308.00	\$0.00	\$0.00
WASHTA	0	2.76	2.76	\$27,052.00	\$15,245.00	\$0.00	\$0.00
WESTFIELD	0	1.97	1.97	\$38.00	\$863.00	\$0.00	\$0.00
WHITING	2.19	7.36	9.55	\$29,533.00	\$45,458.00	\$6,769.65	\$10,420.04
TOTAL						\$572,718.11	\$576,262.73

TABLE 7: 2022 COUNTY FEDERAL AID SYSTEM MAINTENANCE AND OPERATIONS COST

	Secondary Road Mileage			Total Costs			Federal Aid System Costs		
	Fed. Aid System	Non Fed. Aid System	Total	Operations	Maintenance	Total	Operations	Maintenance	Total
Cherokee	308.438	688.801	997.239	2,271,592	3,820,553	6,092,145	702,585	1,181,666	1,884,251
Ida	225.721	490.408	716.129	1,107,412	2,007,462	3,114,874	349,052	632,744	981,796
Monona	350.42	699.12	1049.54	2,116,601	4,201,478	6,318,079	706,690	1,402,788	2,109,478
Plymouth	366.79	1047.142	1413.932	1,884,454	6,524,045	8,408,499	488,849	1,692,411	2,181,260
Woodbury	394.921	939.149	1334.07	3,546,882	6,245,693	9,792,575	1,049,974	1,848,895	2,898,869
Subtotal RPA	1646.290	3864.620	5510.910	10,926,941	22,799,232	33,726,173	3,297,149	6,758,505	10,055,654

TABLE 8: FINANCIAL CONSTRAINT SUMMARY

RPA 4 Forecasted Operations and Maintenance Expenditures on Federal-aid System				
	2024	2025	2026	2027
County Operations	3,566,197	3,708,844	3,857,198	4,011,486
County Maintenance	7,309,999	7,602,399	7,906,495	8,222,754
City Operations	11,270	11,721	12,190	12,678
City Maintenance	7,322	7,615	7,920	8,236
Total Operations and Maintenance	10,894,788	11,330,579	11,783,802	12,255,154

RPA 4 Forecasted Non Federal-aid Revenues				
	2024	2025	2026	2027
Farm to Market	7,292,795	7,584,507	7,887,887	8,203,403
Secondary Road Fund	43,177,370	44,904,465	46,700,643	48,568,669
City Street Fund	16,079,347	16,722,521	17,391,422	18,087,078
Total Non Federal-aid Revenues	66,549,512	69,211,492	71,979,952	74,859,150

TABLE 9: FARM TO MARKET RECEIPTS STATE FISCAL YEAR 2022

State Fiscal Year 2022 Actual Farm to Market Receipts						
County No.	County	Q1	Q2	Q3	Q4	Total
18	CHEROKEE	378,978	282,526	271,321	213,218	1,146,043
47	IDA	252,776	188,443	180,969	142,215	764,403
67	MONONA	411,971	307,122	294,941	231,780	1,245,814
75	PLYMOUTH	597,298	445,282	427,622	336,048	1,806,250
97	WOODBURY	588,647	438,833	421,428	331,181	1,780,090
Subtotal SRTPA		2,229,670	1,662,207	1,596,280	1,254,442	6,742,599

TABLE 10: FY 2022 COUNTY ENGINEERS' ANNUAL REPORT, RECEIPTS TO THE SECONDARY ROAD FUND

County	Revenue Categories and Funds										
	Property Tax	L.O.S.T.	RUTF	FM Extensions	Time-21 Funds	RISE Funds	Bridge Funds	FM Transfer	Tax Refunds/Credits	Miscellaneous Receipts	Total
CHEROKEE	1,786,351	392,436	3,822,077	17,049	475,700	0	0	0	0	10,405	6,504,018
IDA	1,151,547	0	2,609,609	19,344	325,684	0	0	0	0	0	4,106,185
MONONA	1,562,428	585,960	3,940,671	19,390	490,495	12690.56	0	0	0	4,627	6,616,260
PLYMOUTH	3,240,000	1,000,000	6,411,980	9,575	794,409	0	0	0	0	0	11,455,965
WOODBURY	1,610,000	2,777,066	6,026,628	60,775	757,161	0	0	0	0	5,849	11,237,478
Subtotal RPA 4	9,350,326	4,755,461	22,810,966	126,133	2,843,449	12,691	0	0	0	20,880	39,919,905

TABLE 11: CITY STREET FINANCE REPORT REVENUES 2022

City Name	General Fund (001)	Road Use (110)	Other (LOST, Benefits, TIF Etc)	Service Debt (200)	Capital Projects (300)	Utilities (600 & Up)	Total
Akron	\$136,678.00	\$213,573.00	\$0.00	\$0.00	\$70,876.00	\$0.00	\$421,127.00
Anthon	\$0.00	\$75,836.00	\$0.00	\$0.00	\$0.00	\$0.00	\$75,836.00
Arthur	\$0.00	\$27,487.00	\$0.00	\$0.00	\$0.00	\$0.00	\$27,487.00
Aurelia	\$37,201.00	\$141,186.00	\$0.00	\$0.00	\$0.00	\$0.00	\$178,387.00
Battle Creek	\$0.00	\$97,088.00	\$0.00	\$0.00	\$0.00	\$0.00	\$97,088.00
Blencoe	\$4,403.00	\$23,721.00	\$0.00	\$0.00	\$0.00	\$0.00	\$28,124.00
Bronson	\$3,829.00	\$32,268.00	\$0.00	\$0.00	\$0.00	\$0.00	\$36,097.00
Brunsville	\$0.00	\$19,859.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19,859.00
Castana	\$0.00	\$13,559.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,559.00
Cherokee	\$13,092.00	\$720,023.00	\$979,950.00	\$424,842.00	\$460,000.00	\$0.00	\$2,597,907.00
Cleghorn	\$0.00	\$32,102.00	\$743.00	\$0.00	\$0.00	\$0.00	\$32,845.00
Correctionville	\$1,404.00	\$107,258.00	\$0.00	\$0.00	\$0.00	\$0.00	\$108,662.00
Craig	\$0.00	\$8,096.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,096.00
Cushing	\$1,996.00	\$22,222.00	\$0.00	\$0.00	\$0.00	\$0.00	\$24,218.00
Danbury	\$6,988.00	\$32,446.00	\$24,987.00	\$5,652.00	\$0.00	\$0.00	\$70,073.00
Galva	\$6,730.00	\$43,725.00	\$1,269.00	\$0.00	\$0.00	\$0.00	\$51,724.00
Hinton	\$0.00	\$129,074.00	\$25,670.00	\$730,000.00	\$0.00	\$0.00	\$884,744.00
Holstein	\$20,000.00	\$596,311.00	\$0.00	\$153,847.00	\$290,000.00	\$0.00	\$1,060,158.00
Hornick	\$0.00	\$34,177.00	\$0.00	\$0.00	\$0.00	\$0.00	\$34,177.00
Ida Grove	\$59,325.00	\$285,786.00	\$34,515.00	\$154,583.00	\$2,126,299.00	\$0.00	\$2,660,508.00
Kingsley	\$15,204.00	\$193,348.00	\$233,487.00	\$0.00	\$0.00	\$0.00	\$442,039.00
Larrabee	\$0.00	\$16,196.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,196.00
Lawton	\$57,184.00	\$129,482.00	\$0.00	\$0.00	\$0.00	\$0.00	\$186,666.00
Le Mars	\$966,330.00	\$1,442,693.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,409,023.00
Mapleton	\$325,000.00	\$162,513.00	\$0.00	\$3,529.00	\$0.00	\$0.00	\$491,042.00
Marcus	\$33,512.00	\$150,204.00	\$33,873.00	\$7,100.00	\$0.00	\$0.00	\$224,689.00
Meriden	\$24,204.00	\$22,206.00	\$42.00	\$0.00	\$0.00	\$0.00	\$46,452.00
Merrill	\$0.00	\$103,225.00	\$0.00	\$0.00	\$0.00	\$0.00	\$103,225.00
Moorhead	\$13,383.00	\$25,759.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39,142.00
Moville	\$232,893.00	\$231,480.00	\$0.00	\$0.00	\$0.00	\$0.00	\$464,373.00

TABLE 11 CONTINUED

Onawa	\$30,138.00	\$405,396.00	\$115,199.00	\$0.00	\$0.00	\$0.00	\$550,733.00
Oto	\$11,871.00	\$10,252.00	\$0.00	\$0.00	\$0.00	\$0.00	\$22,123.00
Oyens	\$0.00	\$20,208.00	\$10,000.00	\$0.00	\$0.00	\$0.00	\$30,208.00
Pierson	\$0.00	\$37,700.00	\$8,429.00	\$29,916.00	\$0.00	\$0.00	\$76,045.00
Quimby	\$8,970.00	\$30,287.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39,257.00
Remsen	\$123,775.00	\$231,582.00	\$127,930.00	\$49,560.00	\$0.00	\$0.00	\$532,847.00
Rodney	\$0.00	\$3,260.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,260.00
Salix	\$16,129.00	\$34,944.00	\$0.00	\$5,031.00	\$0.00	\$0.00	\$56,104.00
Sloan	\$150,977.00	\$142,319.00	\$0.00	\$0.00	\$0.00	\$0.00	\$293,296.00
Smithland	\$117.00	\$21,789.00	\$0.00	\$10,041.00	\$0.00	\$0.00	\$31,947.00
Soldier	\$10,993.00	\$25,186.00	\$2,710.00	\$0.00	\$0.00	\$0.00	\$38,889.00
Struble	\$2,548.00	\$6,534.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,082.00
Turin	\$0.00	\$7,237.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,237.00
Ute	\$65,645.00	\$47,621.00	\$54,655.00	\$0.00	\$0.00	\$0.00	\$167,921.00
Washta	\$0.00	\$33,153.00	\$0.00	\$0.00	\$0.00	\$0.00	\$33,153.00
Westfield	\$0.00	\$17,227.00	\$0.00	\$0.00	\$0.00	\$0.00	\$17,227.00
Whiting	\$0.00	\$103,408.00	\$0.00	\$0.00	\$0.00	\$0.00	\$103,408.00
Total	\$2,380,519.00	\$6,311,006.00	\$1,653,459.00	\$1,574,101.00	\$2,947,175.00	\$0.00	\$14,866,260.00

AMENDMENTS AND REVISIONS

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

AMENDMENT

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

ADMINISTRATIVE MODIFICATION

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

AMENDMENT VS. ADMINISTRATIVE MODIFICATION

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

	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 SRTPA TAC meeting so that the information can be reviewed and verified by staff. This will also allow the revisions to be posted in the agenda before it is sent out to members and to follow public participation procedures of posting changes at least 24 hours in advance of the meeting. The second step of the process is the TAC review of the amendment or administrative modification proposal and recommendation to the Policy Board. A favorable vote from the Policy Board will allow the amendment to be added to the TIP. It is important to note that all TIP amendments/administrative modifications that require action by the Policy Board will be listed on the SRTPA Agenda prior to the meeting. This agenda will be posted 24 hours in advance of the meeting on SIMPCO's website: <https://simpco.org/about-us/agendas/>. Notice of the meeting will also be published in the Sioux City Journal and the agenda will be posted in the SIMPCO offices. All SRTPA meetings are open to the public and provide the public an opportunity to comment on TIP amendments/administrative modifications.

Major updates will be conducted as follows:

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

S RTPA RESOLUTION 2024-1
APPROVAL OF THE FY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

NOW, THEREFORE, BE IT RESOLVED by the Siouxland Regional Transportation Planning Association that the Policy Board approve the *Federal Fiscal Year 2024 – 2027 Transportation Improvement Program* and submit the document to the Iowa Department of Transportation for inclusion in the Iowa Department of Transportation's *Statewide Transportation Improvement Program*.

Approved by the S RTPA Policy Board and signed this 22nd day of June 2023.



Gary Horton
S RTPA Policy Board Chairperson

ATTEST:



Michelle M. Bostinelos
SIMPCO, Executive Director

S RTPA RESOLUTION 2024-2
CERTIFICATE OF COMPLIANCE
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

This is to certify that the *S RTPA Transportation Improvement Program FY 2024-2027* for the Siouxland Regional Transportation Planning Association Area is prepared in accordance with the requirements of the Federal Transit Administration Circular 7008.1A for financial capacity analysis. An assessment of financial capacity is conducted by the Siouxland Regional Transit System, in concert with the planning process conducted by the Siouxland Interstate Metropolitan Planning Council, as the Siouxland Regional Transportation Planning Association.

Approved by the S RTPA Policy Board and signed this 22nd day of June 2023.



Gary Horton
S RTPA Policy Board Chairperson

ATTEST:



Michelle M. Bostinelos
SIMPCO, Executive Director