

SIOUX CITY METROPOLITAN AREA
IOWA- NEBRASKA- SOUTH DAKOTA

DRAFT FY 2025

(JULY 1, 2024 - JUNE 30, 2025)

**TRANSPORTATION
PLANNING WORK PROGRAM**

SIouxLAND INTERSTATE METROPOLITAN PLANNING COUNCIL
METROPOLITAN PLANNING ORGANIZATION

THIS PROGRAM WAS PREPARED WITH FUNDS PROVIDED THROUGH THE
INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

THE PREPARATION OF THIS PROGRAM WAS FINANCED IN PART THROUGH FEDERAL FUNDS PROVIDED BY THE U.S. DEPARTMENT OF
TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, AND/OR FEDERAL TRANSIT ADMINISTRATION.

DRAFT MARCH 29, 2024

Acknowledgements

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Dan Moore	Council Member	City of Sioux City, IA
Vacant	Council Member	City of Sergeant Bluff, IA
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Kodi Benson	Council Member	City of North Sioux City, SD
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Ron Haase	Board Member	City of Dakota City, NE
Keith Radig	Supervisor	Woodbury County, IA
Julie Schoenherr	Council Member	City of Sioux City, IA
Carol Schuldt	Council Member	City of South Sioux City, NE

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Tom Rohe, Vice Chairperson	Engineer	Plymouth County, IA
Gordon Phair	City Engineer	City of Sioux City, IA
Lance Hedquist	City Administrator	City of South Sioux City, NE
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INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO), has developed a **Transportation Planning Work Program (TPWP)** for the Sioux City Metropolitan Planning Area (hereinafter referred to as the “Metropolitan Planning Area”) consisting of the cities of Sioux City and Sergeant Bluff, Iowa; Dakota City and South Sioux City, Nebraska; Dakota Dunes and North Sioux City, South Dakota; and the unincorporated portions of Woodbury, Plymouth, Dakota, and Union Counties that lie within the metropolitan planning area boundary. This TPWP was put together under the direction of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Iowa Department of Transportation (Iowa DOT), Nebraska Department of Transportation (NDOT), and South Dakota Department of Transportation (SDDOT), as a requirement of the Infrastructure Investment and Jobs Act (IIJA) of 2021. The IIJA Act was signed by the President on November 15, 2021. IIJA Act provides federal funding authorizations for the highway network, highway safety, alternative modes, and mass transportation through Fiscal Year 2026. The IIJA builds on the foundation set by the past transportation bills, the Intermodal Surface Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21), the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing American’s Surface Transportation Act (FAST).

It is the purpose of the *MPO Transportation Planning Work Program FY 2025* to provide all citizens of the Metropolitan Planning Area, the FHWA, FTA, Iowa DOT, NDOT, and SDDOT with the MPO multimodal and intermodal transportation planning work program, including the objectives and budget for fiscal year 2025 (July 1, 2024–June 30, 2025). Preparation of the TPWP consisted of compiling background information provided through the U.S. Census, U.S. DOT, Iowa DOT, NDOT, SDDOT, and other named sources. The MPO was responsible for the preparation of this TPWP, with guidance given by local and county officials, the MPO Transportation Technical Committee (TTC), Policy Board, and through citizen input. The information in this program represents a continuing planning process that will be reviewed and modified annually. The purpose of a TPWP is to serve as a guiding document of information addressing current and projected transportation needs and work products for the Metropolitan Planning Area from a planning perspective. This TPWP will be used as a means of identifying areas of need and developing a means of addressing such.

The information contained in the following pages will provide a better understanding of the MPO transportation planning work program proposed for FY 2025. Decisions made with this planning process utilize current transportation network characteristics, current and projected social, physical, environmental, and economic characteristics, as well as various local and county citizen participation, and local official involvement.

Transportation issues facing the region are identified in the 2045 Long Range Transportation Plan that was approved on January 7, 2021. The 2045 Long Range Transportation Plan divides transportation issues by mode; however, there may be instances that the issues overlap between modes. Below is a list of issues identified in the 2045 Long Range Transportation Plan.

Bicycle and Pedestrian Issues:

- Coordination between regional, local and DOT staff on bicycle and pedestrian transportation needs, issues, and concerns.
- Lack of, or gaps in, bicycle and pedestrian infrastructure, including shared roadway provisions.
- Lack of safety and education (public awareness programs) regarding bicycles and pedestrian safety.

The MPO will address these issues through the Bicycle and Pedestrian Roundtable. The group meets on a regular basis with the goal to connect city, county, stakeholders and the DOT staff on bicycle and pedestrian issues with the MPO region. Information, concerns, and ideas are shared at the roundtable which can lead to the overall improvement of the bicycle and pedestrian transportation system. In addition, an MPO staff member sits on the Active Transportation Advisory Committee (ATAC) for the City of Sioux City. The ATAC

provides recommendations to the City Council on infrastructure improvements and safety concerns related to bicycle and pedestrian issues.

Transit Issues:

- Lowering trend in bus ridership.
- Mobility issues relating to transit dependent populations.
- Limited funding to increase or expand transit services.
- Coordination between health/human service providers, private transportation providers and public transit.
- Trying to keep pace with emerging technology.

The MPO will address these issues by supporting Sioux City Transit System on grants, studies, data collection and analysis which will provide technical support and improve the overall operations of the transit system. In addition, the MPO hosts the Transportation Advisory Group (TAG) which aims to link health and human services providers with both public and private transportation providers to improve the overall mobility of the population.

Streets and Highway Issues:

- Geographic issues. A non-grid-like layout of the arterial street network caused by the Missouri River and Loess Hills topography. Major arterial roads often follow the valleys or may follow very steep hills, or there may be a gap in several places in the metro area.
- Lack of a west/east four-lane highway through the metro area, and more specifically improving NE 35 to four lanes.
- East-west connectivity on the north side of the planning area.
- At-grade railroad crossings with increased rail traffic.
- Lack of new interchanges and road alignments to facilitate economic development.
- Maintenance and reconstruction needs of roadways exceeds available funding.

The MPO will address these issues through the development of the 2050 Long Range Transportation Plan including identifying areas of concern and providing possible solutions/projects. The MPO will continue to work closely with MPO members in the development of transportation studies and plans. In addition, the MPO will provide technical services to members in the form of grant writing, data collection/analysis, and GIS services.

- Lack of diversity in flights and airlines coming in and out of airport for passengers.
- No dedicated cargo serving the airport.
- Low river levels impede barge traffic.
- Railroad crossing and operational safety as rail freight continues to grow in the metro area.
- Rail/Freight congestion within the central portion of the MPO.

The MPO will address these issues through participation in the committees such as the Siouxland Chamber Transportation Committee, the Missouri River Recovery Implementation Committee and the SIMPCO Water Resource Committee. Each of these committees provides valuable connections and insight by both public and private transportation providers. The MPO will reach out to these committees during the development of plans and studies for input and facilitate discussion amongst various groups to improve the overall transportation system for freight and intermodal.

PLANNING FACTORS

The Infrastructure Investment and Jobs Act (IIJA) continues previous planning requirements by specifying ten factors that must be considered in the IIJA, 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. The chart below shows which elements of this TPWP support these ten planning factors:

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.

TPWP Element	Planning Factor									
	1	2	3	4	5	6	7	8	9	10
Element A: TPWP										
Element B: TIP		x	x	x		x	x	x	x	
Element C: Public Participation										
Element D: Long Range Planning	x	x	x	x	X	x	x	x	x	x
Element E: Short Range Planning		x	x	x	X	x				x
Element F: Complete Streets		x	x	x	x	x				x
Element G: Administration										
Element H: Special Projects		x		x		x	x	x		x
Element I: SS4A		x	x	x						x

PLANNING EMPHASIS AREAS

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have jointly issued Planning Emphasis Areas. These topical areas are meant to provide emphasis to planning topics where FHWA and FTA want States and planning agencies to focus their planning efforts. The chart below shows which elements of this TPWP support these eight Planning Emphasis Areas:

1. Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future

The SIMPCO MPO Transportation Planning Work Program supports this emphasis area by incorporating short and long-term activities to reduce emissions and support a transition to clean energy alternatives. A few notable examples of such activities include supporting the exploration of automated bus service options by Sioux City Transit and the City of South Sioux, support to transition to electric bus services, EV charging infrastructure grant assistance for bus facilities, supporting active transportation initiatives by supporting the development of a bike facility plan, sitting on various bicycle and pedestrian committees, hosting a bicycle and pedestrian roundtable to facilitate discussion among city staffs and active transportation-minded organizations, and working with the State DOTs to develop Statewide Electric Vehicle Infrastructure Deployment studies.

2. Equity and Justice in Transportation Planning

The SIMPCO MPO Transportation Planning Work Program supports this emphasis area by developing and maintaining the Public Participation Plan and communicating SIMPCO documents, studies, activities, amendments, etc, to be inclusive in nature. A few notable

examples of various ways to support inclusion include maintaining a listserv that includes metro-wide service organizations that cater to underserved, underrepresented populations to ensure SIMPCO is reaching a full representation from MPO communities, making them aware of pertinent discussions, public input opportunities, and options to participate.

3. Complete Streets

The SIMPCO MPO Transportation Planning Work Program supports this emphasis area by supporting the adoption of complete streets policies by MPO cities, and by participating in various city committees to monitor and encourage the implementation of such policies. The MPO worked with the City of Sioux City to develop a downtown transportation plan to further explore options to implement complete streets downtown, prioritizing a transition to complete streets when infrastructure improvements occur.

4. Public Involvement

The SIMPCO MPO Transportation Planning Work Program supports this emphasis area by developing and maintaining the Public Participation Plan. Example activities to support public input include in-person and written communication, virtual/electronic public input options, and can include language interpretation assistance when requested. Due to safety concerns during the COVID-19 pandemic, SIMPCO moved all committee and board meetings to be held virtually and a hybrid virtual option is still readily available and offers greater accessibility to the public.

5. Strategic Highway Network/U.S. Department of Defense Coordination

N/A

6. Federal Land Management Agency Coordination

N/A

7. Planning and Environment Linkages

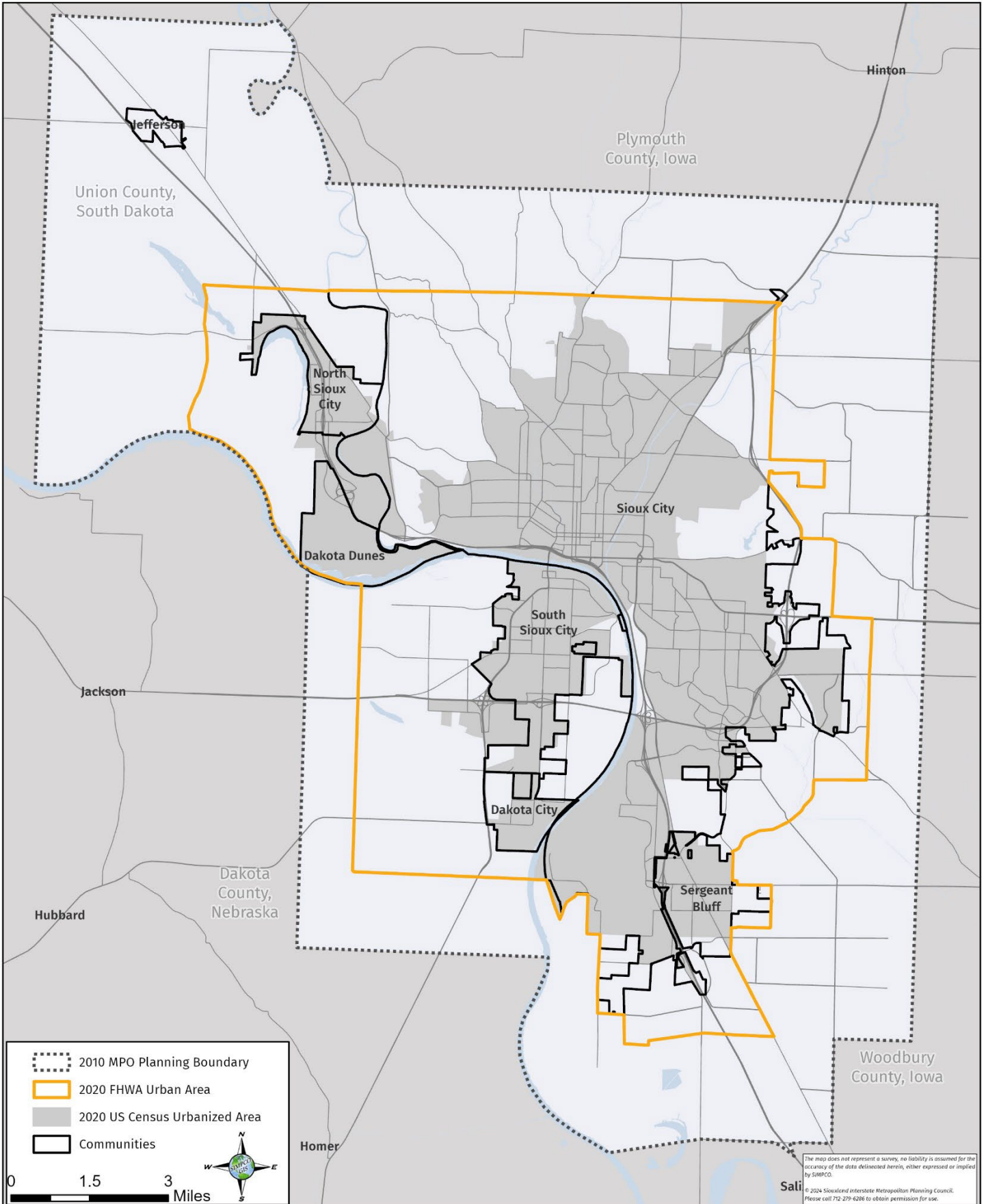
The SIMPCO MPO Transportation Planning Work Program supports this emphasis area by including an environmental chapter in the MPO Long Range Transportation Plan and working to support activities that accomplish those goals. Example activities to support planning and the environment include participating in the Missouri River Recovery Implementation Committee (MRRIC) to study the Missouri River as a natural resource, barge traffic, endangered and threatened species, and effects of the built environment on the natural river. Staff also sits on the Sioux City Environmental Advisory Board to offer expertise in implementing environmentally sound practices as part of city operations.

8. Data in Transportation Planning

The SIMPCO MPO Transportation Planning Work Program supports this emphasis area by maintaining a robust database of transportation network, economic, demographic, and geographic information system information. MPO staff participates in a wide range of geographic information system work groups and associations and takes full advantage of trainings held by several organizations to further learn and share new skills. Data, model forecasting, and analysis tools are available to MPO members.

SIMPCO MPO Transportation Planning Work Program FY 2025 - DRAFT

TPWP Element	Emphasis Areas							
	1	2	3	4	5	6	7	8
Element A: TPWP								
Element B: TIP		X	X	X				X
Element C: Public Participation		X		X				
Element D: Long Range Planning	X	X	X	X			X	X
Element E: Short Range Planning		X	X	X				X
Element F: Complete Streets	X		X	X				
Element G: Administration		X		X				
Element H: Special Projects	X	X	X	X				X
Element I: SS4A	X	X	X	X				X



ROLE OF THE SIMPCO MPO

Siouxland Interstate Metropolitan Planning Council

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) functions as the Metropolitan Planning Organization (MPO), responsible for the submission of transportation planning documents to the FHWA, FTA, Iowa DOT, Nebraska DOT (NDOT), South Dakota DOT (SDDOT), and public distribution. SIMPCO (staff) works with the MPO Policy Board and the Transportation Technical Committee. Meaningful public involvement will be encouraged and actively sought throughout the planning and development of the area's transportation plans and programs. Area citizens will be provided an opportunity and encouraged to comment on every aspect of the transportation planning process through planning meetings, public hearings, and individual correspondence. SIMPCO will facilitate the development of all planning elements for the Metropolitan Planning Area.

Staff

The SIMPCO professional staff is available to aid local officials and concerned citizens in implementing transportation and various community improvement programs in an overall effort to enhance the area. Staff members encourage and assist local leaders in several programs, with strong emphasis on the benefits of regional cooperation and coordination. The SIMPCO staff involved with transportation planning includes an Executive Director, Finance Director, Regional Planning Director and four regional planners.

Duties

The Executive Director, with assistance from the Regional Planning Director and four regional planners, is responsible for the development and management of transportation activities as outlined in the IJA Act. The Executive Director is the agency's Chief Administrative Officer and Chief Operating Officer and is responsible for the oversight of the agency's activities, acting as its decision-maker and policy coordinator. The Executive Director also coordinates activities of the entire staff and ensures a cohesive outline in order to develop a positive approach to the area transportation planning initiative.

Policy Board

The MPO Policy Board will be responsible for establishing and setting policy for the metropolitan planning area's transportation network objectives. The Policy Board will approve the Public Participation Plan (PPP), the Transportation Planning Work Program (TPWP), the Long-Range Transportation Plan (LRTP), the Metropolitan Planning Area Transportation Improvement Program (TIP), and the Passenger Transportation Plan (PTP) planning elements prior to submittal to the FHWA, FTA, Iowa DOT, NDOT, and SDDOT.

Transportation Technical Committee

The MPO Transportation Technical Committee (TTC) is responsible for the month-to-month administration of the transportation planning process, providing data and technical assistance necessary for the development, maintenance, and recommendation to the Policy Board of the Public Participation Plan (PPP), the Transportation Planning Work Program (TPWP), the Long-Range Transportation Plan (LRTP), the Metropolitan Planning Area Transportation Improvement Program (TIP) and the Passenger Transportation Plan (PTP).

MPO WORK ELEMENTS

The IJA Act emphasizes transportation planning activities at both the state and regional levels. There is a federal requirement for a statewide planning process in cooperation with Metropolitan Planning Organizations. Both state and Metropolitan Planning Organizations are required to prepare 20-year long-range transportation plans. The MPO Policy Board adopted the 2045 SIMPCO MPO Long Range Transportation Plan on January 7, 2021. The MPO developed long range planning objectives for the multimodal and intermodal transportation planning element within the Metropolitan Planning Area. The objectives were developed from citizen participation, city and county representation, the Iowa DOT, NDOT, SDDOT, FTA, FHWA, and from a list of transportation priorities developed by the Transportation Technical Committee. These MPO work elements were developed to provide a foundation of fully integrated, economically feasible, and efficient means of transportation planning within the Metropolitan Planning Area, and as it relates to the planning processes in Iowa, Nebraska, and South Dakota.

Element A: Transportation Planning Work Program (TPWP) 1%

- TPWP/Budget
- Progress Reports/Reimbursements

Objective:

Prepare, monitor, and maintain a Transportation Planning Work Program for the MPO.

FY 2024 Accomplishments:

- SIMPCO MPO Transportation Planning Work Program FY 2025 produced and approved May 2, 2024; and
- Prepared quarterly progress reports and associated reimbursement request to the Iowa DOT Nebraska DOT, and the South Dakota DOT.

FY 2025 Activities:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Maintaining and monitoring the FY 2025 Transportation Planning Work Program and budget, and amending the work program and budget as needed;
- Preparing quarterly progress reports that document activities accomplished and associated with the FY 2025 work elements;
- Preparing a Final Report to Iowa DOT, Nebraska DOT and South Dakota DOT; and
- Preparing a FY 2026 Transportation Planning Work Program and budget.

Anticipated FY 2025 Work Products:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Quarterly progress reports and reimbursement requests to the Iowa DOT, Nebraska DOT, and South Dakota DOT (ongoing);
- Final Report to Iowa DOT, Nebraska DOT and South Dakota DOT;
- SIMPCO MPO Transportation Planning Work Program FY 2026 to be produced, approved, and submitted by June 1, 2025.

Total Budget: \$4,240

Total Staff Hours: 55

Element B: Transportation Improvement Program (TIP) 20%

- Surface Transportation Block Grant Program (STBG)
- Federal-Aid Programs
- Transportation Alternatives Program (TAP)
- Carbon Reduction Program
- Transportation Improvement Program Document
- Amendments and revisions to the Transportation Improvement Program Document

Objective:

Keep the Transportation Improvement Program accurate and up to date. This implies getting the Policy Board and Transportation Technical Committee to continually allocate transportation funds for planned upcoming projects on a yearly basis and make adjustments as priorities and resource availability changes.

FY 2024 Accomplishments:

- Approval of the *SIMPCO MPO Transportation Improvement Program FY 2024–2027*;
- Amended and revised the *SIMPCO MPO Transportation Improvement Program FY 2024–2027*;
- Review of STBG/CRP/TAP Requests for Proposals applications to ensure compliance with IIJA Act/DOT guidance;
- Incorporated any new requirements and language into our documents and practice respective to the new IIJA Act implementation;
- Created an application process for the Carbon Reduction Program (CRP);
- Solicitation, project review, and project funding recommendations for the STBG, CRP, and TAP Request for Proposals for the *FY 2025–2028 Transportation Improvement Program*;
- Utilized the TPMS system to develop the *SIMPCO MPO Transportation Improvement Program for FY 2025–2028*; and
- Monitor and maintain the *FY 2024–2027 TIP and FY 2025–2028 TIP*.

FY 2025 Activities:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Continue to monitor the funds programmed in the TIP through project status reports and through communication with the Iowa DOT, Nebraska DOT, and the South Dakota DOT;
- Maintaining, revising, and amending the *SIMPCO MPO FY 2025–2028 TIP* as necessary;
- Re-evaluate scoring criteria for STBG/TAP project selection as necessary;
- Solicitation, project review, and project funding recommendations for Iowa members for the STBG, TAP, and Carbon Reduction Program Request for Proposals for the *SIMPCO MPO FY 2026–2029 TIP*;
- Prepare a *SIMPCO MPO FY 2026–2029 TIP*, coordinating and being consistent with the Iowa DOT's *Statewide Transportation Improvement Program (STIP)*, using the Transportation Program Management System (TPMS), and ensuring coordination and consistency with the South Dakota and Nebraska DOT's respective STIP's; and
- Continue to incorporate any new requirements and language into our documents and practice respective to the new IIJA Act implementation.

FY 2025 Work Products:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Evaluate status of FY 2025 transportation improvement projects (ongoing);
- Finalize and approve *MPO Transportation Improvement Program FY 2025–2028* (July 2024);
- Draft of the *MPO Transportation Improvement Program FY 2026–2029* (May 2025);
- Review *Statewide Transportation Improvement Programs FY 2025–2028 (IA, NE, SD)* and make comments);

- Amendments to and revisions of the *MPO Transportation Improvement Program FY 2025–2028* (ongoing);
- Administer Surface Transportation Block Grant Program (STBG), Transportation Alternative Program (TAP), and Carbon Reduction Program (CRP) candidates (January/February 2025);
- Incorporation of the FY 2029-funded STBG, TAP and Carbon Reduction projects in the draft *FY 2026– 2029 TIP* (May 2025)

Total Budget: \$84,809

Total Staff Hours: 1,087

Element C: Public Participation Process (PPP) 10%

- Public Involvement

Objective:

As per the requirements of IJIA Act; ensure that the public is kept duly informed and involved in metropolitan transportation planning.

FY 2024 Accomplishments:

- Updating and improving the SIMPCO website;
- Describe MPO activities through SIMPCO newsletter;
- Maintaining and updating the MPO list serve;
- Hosted virtual and in-person meetings;
- Posted notices in the news media regarding transportation planning activities;
- Encouraged comment via website, newsletters etc.;
- Conducted a 15-day comment period for the *SIMPCO MPO Transportation Planning Work Program FY 2025* (April–May 2024);
- Conducted a public input meeting and 15-day comment period for the *SIMPCO MPO Transportation Improvement Program FY 2025–2028* (June 2024);
- Conducted public input meeting and 30-day comment period for an amendment to the *SIMPCO MPO 2045 Long Range Transportation Plan* (June/July 2023);
- Conducted a 30-day comment period for the *SIMPCO Passenger Transportation Plan*; and
- Begin to update the SIMPCO website.

FY 2025 Activities:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Attend public information meetings for transportation improvement projects and/or studies (as needed);
- Conduct a 15-day comment period for *SIMPCO MPO Transportation Planning Work Program FY 2026* (March–May 2025);
- Conduct a public hearing and 15-day comment period for *SIMPCO MPO Transportation Improvement Program FY 2026–2029* (May–June 2025);
- Continue to develop and expand MPO database for public participation, particularly environmental justice areas, to assess the benefits and burdens of transportation improvements (continuous);
- Amend and revise the MPO Public Participation Plan, as needed;
- Describe MPO activities through the SIMPCO newsletter (continuous);
- Develop materials for posting on the SIMPCO web page to better dispense information (continuous);
- Explore options for displaying SIMPCO Geographical Information System (GIS) data on the web page (continuous);
- Update MPO Web Page to display TPWP, PPP, LRTP, TIP, MPO Policy Board and TTC meeting agendas and minutes, and various past and present plans and studies (continuous);

- Continue to utilize social media to enhance the Public Participation Process (continuous); and
- Complete update to the SIMPCO website.

Anticipated FY 2025 Work Products:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Continue to update SIMPCO website (ongoing);
- Continue to update SIMPCO social media (ongoing);
- SIMPCO newsletters (ongoing);
- Continue to update the MPO list serve (ongoing); and
- Updated SIMPCO website.

Total Budget: \$42,405

Total Staff Hours: 544

Element D: Long-Range Transportation Plan (LRTP) 39%

- Long Range Transportation Plan
- Travel Demand Modeling
- GIS Based Data
- Federal Functional Classification
- Socioeconomic and Demographic Data
- Performance Measures

Objective:

The *SIMPCO MPO 2045 Long Range Transportation Plan* was approved on January 7, 2021. The primary objectives of this element are to amend or revise the current long-range plan as necessary and continue to collect and analyze data in concurrence with the performance measures. In addition, data collection for the transportation model for the 2050 LRTP began in FY 2024.

FY 2024 Accomplishments:

- Completed an amendment to the *SIMPCO MPO 2045 Long Range Transportation Plan* on June 29, 2023;
- Continuous work on data collection and upkeep such as land use changes and socioeconomic changes within the MPO planning area;
- Assisted member communities with future developments in terms of land use and traffic modeling;
- Continuous work on data collection for performance measures that are listed in the *SIMPCO MPO 2045 Long Range Transportation Plan*;
- Approved Safety, Transit, Road and Bridge, and Freight Performance Measures for the MPO;
- Analyze volume to capacity ratios and levels of service changes – resulting in updated transportation analysis reports;
- Finalized the Urbanized Area Boundary and worked toward finalizing the MPO Boundary;
- Collected data as needed related to ongoing transportation model maintenance and other updates;
- Adjusted the Urbanized Boundary and MPO boundary;
- Completed modal scenarios, as requested, for various projects in the Sioux City metro;
- Began work on the transportation model in preparation for the 2050 LRTP including data collection and data input; and
- Submitted MPO street reclassifications for streets within the MPO Boundary to DOTs.

FY 2025 Activities:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element

- Analyze socio-economic changes and land use proposals since the LRTP's adoption (*ongoing*);

- Analyze traffic volumes as they are made available and incorporate the data into the SIMPCO Geographical Information System (GIS) – resulting in updated shapefiles for data analysis or requests (*ongoing*);
- Utilize Geographical Information System for map production, land use planning, socio-economic data analysis, and traffic model interfacing (*ongoing/as requested*);
- Continue to develop environmental database to be used in conjunction with *SIMPCO MPO 2045 Long Range Transportation Plan* objectives (*ongoing as data is available*);
- Coordinated and approval of IIA Act performance measures with the state DOTs (*ongoing*);
- Assist DOTs with statewide Long-Range Plans (*as requested*);
- Monitor and amend or revise the *SIMPCO MPO 2045 Long Range Transportation Plan* (*as necessary*);
- Work with the DOT(s) on data gathering and model scenarios; (*as requested*);
- Assist with Gordon Drive viaduct and conduit project (*as requested*);
- Work with the Iowa DOT staff on transportation model development including data collection, data input and running scenarios; and
- Begin researching and drafting the 2050 Long Range Transportation Plan document.

FY 2025 Work Products:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Update the various socio-economic data variables needed for long-range transportation planning (*ongoing*);
- Revise or amend the *SIMPCO MPO 2045 Long Range Transportation Plan* (*as necessary*);
- Regularly update GIS shapefiles and/or TransCAD files;
- Complete transportation analysis reports/mapping; and
- Approve Performance Measures (*based on due dates established by FHWA/FTA*).

Total Budget: \$165,378

Total Staff Hours: 2,120

Element E: Short-Range Planning 20%

- Passenger Transportation Plan
- Transit Planning
- Information Technology
- Air Quality
- Electric Vehicle Infrastructure Planning
- Geographic Information Systems (GIS)
- Traffic Counts
- Data Collection
- Incident Management Planning
- Special Projects
- Pavement Management

Objective: Carry out ongoing short range planning activities like mapping, ITS architecture implementation, transit planning and congestion mitigation, air quality planning, electric vehicle charging infrastructure planning, special projects, and updating the Passenger Transportation Plan.

FY 2024 Accomplishments:

- Updated the Sioux City transit route maps/brochures;
- Continuous updates of the MPO Metro-wide Trail Map and web app;
- Updating the 2025-2029 Passenger Transportation Plan;
- Data interpretation;

- Collected and analyzed trail count data for the metro area;
- Received a U.S. DOT Safe Streets and Roads for All Discretionary Grant to fund the development of a Comprehensive Safety Action Plan for the cities of Sergeant Bluff and Sioux City;
- GIS manipulation for various MPO entities;
- Continue update and development of datasets for SIMPCO Geographical Information System (GIS) including roads, traffic counts, transit routes, trails, trails emergency numeration, and parks;
- Continue to upgrade mapping services and update maps for the Sioux City Metropolitan Planning Area with Geographic Information Systems (GIS);
- Utilized Global Positioning Systems (GPS) data for map production, bicycle and pedestrian facility planning;
- Participated in the SDDOT I-29 Corridor Study steering committee, Sioux Gateway Airport Master Plan steering committee, and the Gordon Drive Viaduct Aesthetics committee;
- Provided technical assistance to the Tri-State Traffic Management Team updating the highway incident management planning;
- Assisted Siouxland District Health and Sergeant Bluff on Safe Routes to Schools projects;
- Worked with Downtown Partners on the Downtown Environmental Taskforce – tasks included wayfinding, improved lighting, tree inventory, street planter inventory, skywalk activity stations, and improving bike/pedestrian access/connectivity in the downtown area;
- Organized and hosted Bike-to-Work Day;
- Completed the Great Trail Exploration, an app-based competition to explore all trails in the MPO area;
- Submitted the Transportation Advisory Group (TAG) minutes to the Iowa DOT;
- Worked with DOT(s) on a Statewide Electric Vehicle Infrastructure Deployment Study;
- Worked with the DOT(s) to develop statewide carbon reduction strategies;
- Assisted Sioux City Transit System with data and mapping requests;
- Acquired 2 new pedestrian and bicycle counter units to collect user data on the MPO’s rapidly expanding trail system to assist city departments in their planning for future trails, trail connections, and infrastructure maintenance;
- Continue to assist the SD DOT Interstate 29 planning study from state line to Exit 9; and
- Worked with the Sioux City Active Transportation Advisory Board on site plan reviews, public education, updating/reviewing city codes to encourage safe bicycle/pedestrian activities and infrastructure improvements.

FY 2025 Activities:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Coordinate and assist with projects as developed by the Transportation Advisory Group (TAG), and the Passenger Transportation Plan (*bi-annually TAG meetings*);
- Submit the 2025-2029 Passenger Transportation Plan;
- Assist Sioux City Transit System with mapping transit routes for Sioux City (*ongoing/as requested*);
- Continue update and development of datasets for SIMPCO Geographical Information System (GIS) including roads, traffic counts, transit routes, trails, trails emergency numeration, and parks (*ongoing/as requested*);
- Continue to upgrade mapping services and update maps for the Sioux City Metropolitan Planning Area with Geographic Information Systems (GIS) (*ongoing/as requested*);
- Continue Utilizing Global Positioning Systems (GPS) data for map production, bicycle and pedestrian facility planning (*ongoing/as requested*);
- Participate and lend expertise in the Metropolitan Area ITS Projects including transit and roadway projects (*as requested*);
- Participate in the SDDOT I-29 Corridor Study steering committee, Sioux Gateway Airport Master Plan steering committee, and Gordon Drive Viaduct Aesthetics Committee;

- Participate in statewide trails planning and facilities update process and share SIMPCO Geographical Information System (GIS) data *(as requested)*;
- Assist Sioux City Transit System with job access activities and involvement with human service agencies *(ongoing/as requested)*;
- Assist in transit marketing and ridership performance *(as requested)*;
- Provide general advice to Sioux City Transit System *(as requested)*;
- Work with Sioux City Transit and South Sioux City to explore automated transit services *(as requested)*;
- Compile state and local traffic data and produce traffic flow map *(as requested)*;
- Monitor and conduct traffic counts, turning movement counts, analyses, scenarios, and forecasts for various MPO entities *(as requested)*;
- Traffic analysis and studies, along with supplemental Census and state traffic counts, may be performed *(as requested)*;
- Information Sharing: Conduct ongoing Policy Board and TTC intergovernmental discussion / coordination of transportation projects while staff conducts ongoing review of issues and data, attends informational meetings and training sessions as needed, and maintains highway facility inventory *(as requested)*;
- Assist member communities with statewide applications for funds such as RISE, Federal Rec Trails Program, CMAQ/ICAAP, U.S. DOT Discretionary Grants and Statewide TAP program *(ongoing/as requested)*;
- Continue to assist the Tri-State Incident Management Group on mapping and technical assistance related to the Incident Management Plan *(ongoing/as requested)*;
- Provide project management assistance to South Lakeport Corridor Study in the MPO;
- Collect data and analyze data on the pavement condition index in the MPO and develop a pavement management report/study *(ongoing)*;
- Assist Siouxland Regional Transit System in new building facility construction *(complete)*;
- Worked with DOTs on a Statewide Electric Vehicle Infrastructure Deployment Studies;
- Work to complete a Safe Streets for All (SS4A) Safety Action Plan utilizing funds from the U.S. DOT SS4A Discretionary Grant;
- Continue to assist the SD DOT Interstate 29 corridor planning study from state line to Exit 9; and
- Provide assistance to Iowa DOT as requested for improvements along U.S. Highway 20 within the MPO *(as requested)*.

Anticipated FY 2025 Work Products:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Current and relevant short range multimodal plans *(ongoing)*;
- Timely technical assistance to MPO entities that require such assistance *(ongoing)*; and
- Pavement Management Analysis *(ongoing)*.

Total Budget: \$84,809

Total Staff Hours: 1,087

Element F: Complete Streets Set Aside

- Regional bicycle and pedestrian planning
- Support of Complete Street policies
- Support Complete Streets prioritization plans
- Bicycle and pedestrian mapping/GIS
- Improve bicycle and pedestrian safety

Objective: To increase safe and accessible options for multiple travel modes for people of all ages and abilities

FY 2024 Accomplishments

- Continuous updates to metro-wide trail map (*ongoing*);
- Provided technical assistance to the MPO Bicycle and Pedestrian Roundtable (*ongoing/quarterly meetings*);
- Coordinated and assisted with bicycle and pedestrian projects developed by the Bicycle/Pedestrian Roundtable (*ongoing/as requested*);
- Worked with Downtown Partners Environmental Task Force on downtown transportation issues such as wayfinding and bike/pedestrian infrastructure (*ongoing/as requested*);
- Worked with Siouxland District Health on projects related to walkability/bikeability and Safe Routes to School (*ongoing*);
- Worked with the Sioux City, Sergeant Bluff, South Sioux City, North Sioux City, and Dakota Dunes on the development of regional trails in the metro area (*ongoing/as requested*);
- Continued to deploy automated pedestrian and bicycle counting and encourage non-motorized monitoring efforts (*ongoing/as requested*);
- Sat on the City of Sioux City's Active Transportation Advisory Board (*ongoing*);
- Assisted with grant applications to improve bicycle and pedestrian safety and accessibility;
- Updated metro area bicycle/pedestrian web app to include transit stops and routes; and
- Reviewed transit stops and offer recommendations and technical assistance to improve accessibility and access.

FY 2025 Activities

- Provide technical assistance to the MPO Bicycle and Pedestrian Roundtable (*ongoing/quarterly meetings*);
- Coordinate and assist with bicycle and pedestrian projects developed by the Bicycle/Pedestrian Roundtable (*ongoing/as requested*);
- Continue to work with Downtown Partners Environmental Task Force on downtown transportation issues such as wayfinding and bike/pedestrian infrastructure (*ongoing/as requested*);
- Continue with Siouxland District Health on projects related to walkability/bikeability and Safe Routes to School (*ongoing*);
- Work with the Sioux City, Sergeant Bluff, South Sioux City, North Sioux City, and Dakota Dunes on the development of regional trails in the metro area (*ongoing/as requested*);
- Continue to deploy automated pedestrian and bicycle counting and encourage non-motorized monitoring efforts (*ongoing/as requested*);
- Sit on the City of Sioux City's Active Transportation Advisory Board (*ongoing*);
- Continue to update metro trail map (*ongoing*);
- Assist with grant applications to improve bicycle and pedestrian safety and accessibility;
- Update metro area bicycle/pedestrian map to include transit stops and routes (*June 2024*); and
- Review transit stops and offer recommendations and technical assistance to improve accessibility and access (*June 2024*).

Anticipated FY 2025 Work Products:

- Current and relevant short range multimodal plans (*ongoing*); and
- Timely technical assistance to MPO entities that require such assistance (*ongoing*).

Total Budget: \$6,662

Total Staff Hours: 85

Element G: Administration/Systems Management 10%

- Interagency Coordination
- Committee Support
- Administration
- Travel and Training

Objective: Carry out the Administrative duties of the MPO. Activities include organizing meetings, producing agenda, minutes, committee support, coordination of agencies, and the general administration of the MPO. In addition, attend various meetings, conferences, workshops and training.

FY 2024 Accomplishments:

- Held six MPO Transportation Technical Committee meetings and Policy Board meetings; including preparing agendas, minutes and supporting documents;
- Held two Transportation Advisory Group (TAG) meetings, including preparing agendas and supporting documents;
- Attended MPO Directors/Coordination meetings with Iowa DOT and Nebraska DOT;
- Attended Midwest Travel Modelers Users Group (MTMUG) meetings;
- Attended Iowa Geographic Information Council meetings and trainings;
- Attended various training workshops including pavement management training, ArcPro GIS training, etc.
- Attended and gave updates at Siouxland Chamber Transportation Committee meetings;
- Attended and gave updates at Siouxland Chamber Community Enhancement Committee meetings;
- Attended and gave updates at Siouxland District Health Live Healthy Siouxland meetings;
- Attended Tri-State Incident Management Team meetings;
- Held Bicycle and Pedestrian Roundtable meetings;
- Attended Siouxland District Health Wellness Committee meetings;
- Attended ESRI virtual training workshops/classes;
- Attended the Iowa Pavement Management Training meeting;
- Attended Downtown Partners Environmental Taskforce meeting;
- Attended Nebraska MPO Coordination Meeting;
- Attended South Dakota DOT 1-29 Corridor Study Steering Committee meetings;
- Attended Gordon Drive Viaduct Aesthetics Committee meetings;
- Attended Sioux Gateway Airport Master Plan Steering Committee meetings;
- Attended and presented at the Iowa DOT Commission meeting;
- Attended the Iowa Association of Councils of Governments (ICOG) participated in sessions relating to transportation;
- Attended several meetings related to the Missouri River including Missouri River Recovery Implementation Committee (MRRIC); and
- Attended DOT meetings including Carbon Reduction Sessions, Nebraska MPO Coordination meetings, FHWA NEPA workshop, South Dakota DOT I-29 Corridor Stakeholder meetings and Iowa DOT Commission meetings.

FY 2025 Activities:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Conduct Policy Board and Transportation Technical Committee meetings, providing materials, recording minutes, advocating public participation, and otherwise support;
- Conduct Transportation Advisory Group meetings and prepare agendas and supporting documentation as needed;
- Conduct Bicycle/Pedestrian Roundtable meetings and prepare agendas and supporting documentation as needed;

- Attend Siouxland Chamber of Commerce Transportation Committee and Community Enhancement Committee meetings;
- Attend Tri-State Traffic Management Team meetings;
- Attend MTMUG meetings;
- Attend MPO Directors' meetings in Ames, Iowa;
- Attend MPO Directors' meetings in Lincoln, Nebraska;
- Attend MPO Directors' meetings in Pierre, South Dakota;
- Attend Downtown Environmental Taskforce meetings;
- Continue to participate in Siouxland District Health Wellness Committee and Live Healthy Siouxland meetings;
- Participate in meetings related to Safe Routes to Schools;
- Attend the Iowa DOT Bicycle Summit and/or Safe Routes to Schools Conference;
- Attend the Iowa and/or the Upper Midwest APA, Iowa Association of Councils of Governments (ICOG), Nebraska Regional Officials Council (NROC), Iowa DOT, Nebraska DOT, and South Dakota DOT conferences and trainings;
- Attend APA Iowa Planning 2024 Conference (Sioux City) planning meetings;
- Attend various, classes, training, conferences, and workshops;
- Attend regional trail meetings; and
- Attended meetings related to the Missouri River.

Anticipated FY 2025 Work Products:

Unless otherwise noted, SIMPCO performs the work on the listed tasks of each work element.

- Will administer MPO Transportation Technical Committee (TTC) and Policy Board meetings (*ongoing*);
and
- Agendas and/or minutes for TTC, Policy Board, Transportation Advisory Group, Tri-State Traffic Management Team, Bicycle/Pedestrian Roundtable, Transportation Advisory Committee (*ongoing*).

Total Budget: \$42,405

Total Staff Hours: 544

Element H: Special Projects

- Consultant-contracted projects from procurement to project closeout

South Lakeport Corridor Study Phase I

Objective: This study examines South Lakeport Street between Morningside Avenue and Singing Hills Boulevard and Sergeant Road from Southern Hills Drive to Sunnybrook Drive in Sioux City. The SIMPCO MPO 2045 Long Range Transportation Plan identifies the study location as a future congested segment starting in 2025. The project is regional in nature due to the large traffic generators including several large regional shopping centers within the corridor. 2019 Annual Average Daily Traffic (AADT) counts on South Lakeport north and south of the U.S. Highway 75 and 20 interchange are around 20,000 vehicles per day. AADT counts on South Lakeport near Lincoln Way are over 10,000 vehicles per day. The study will address access control, land use, bicycle and pedestrian access, transportation safety and traffic signalization. The goal is to improve the level of service through the corridor, to include all modes of transportation and to improve the overall safety of the corridor.

The scope of the project includes:

- Land use planning including identifying current and future land uses;
- Transportation analysis including evaluation transportation impacts due to land use development, traffic signal warrants, traffic signal timing, evaluating access points, evaluating pedestrian and bicycle transportation routes along the corridor;

- Corridor aesthetics including land use design and landscape elements; and
- Public participation including solicitation of comments along the corridor and throughout the MPO planning area.

FY 2024 Accomplishments:

Unless otherwise noted, the consultant performs the work on the listed tasks of each work element.

- Staff worked with the consultant to finalize the scope of work and the contracts;
- Develop steering committee agendas and meeting summaries (*ongoing*);
- Collect traffic data, model information and other pertinent data (*ongoing*);
- Conduct activities to gather public input, including activities such as public meetings, virtual meetings, and surveys (*as needed*); and
- Submit monthly invoices.

FY 2025 Activities:

Unless otherwise noted, the consultant performs the work on the listed tasks of each work element.

- Collect traffic data, model information and other pertinent data (*ongoing*);
- Develop steering committee agendas and meeting summaries (*ongoing*);
- Provide drafts of study elements to SIMPCO prior to disseminating to the Steering Committee and the public (*as available*);
- Conduct Stakeholder Group meetings (*as requested*);
- Conduct steering committee and SIMPCO check-in meetings to gather input and direction, and to report study progress and findings (*as requested*);
- Conduct activities to gather public input, including activities such as public meetings, virtual meetings, and surveys (*as needed*);
- Present study findings to the MPO and Sioux City Council (*upon plan conclusion*);
- Monitor progress of the study development to remain on-schedule (*ongoing*);
- Submit monthly invoices; and
- Project closeout

Anticipated FY 2025 Work Products:

Unless otherwise noted, the consultant performs the work on the listed tasks of each work element.

- Drafts of the South Lakeport Corridor Study for Stakeholder and public comment (*Consultant*); and
- Final Draft of the South Lakeport Corridor Study Phase 1 presented to the MPO and Sioux City Council for their consideration and adoption (*Consultant and SIMPCO Staff*).

Total Federal: \$88,967

Total Local: \$82,393

Total Budget: \$171,360

Total Staff Hours: 0

All special projects are conducted through contractual services

South Lakeport Corridor Study Phase 2

Objective: This study examines South Lakeport Street between Morningside Avenue and Singing Hills Boulevard and Sergeant Road from Southern Hills Drive to Sunnybrook Drive in Sioux City. The SIMPCO MPO 2045 Long Range Transportation Plan identifies the study location as a future congested segment starting in 2025. The project is regional in nature due to the large traffic generators including several large regional shopping centers within the corridor. 2019 Annual Average Daily Traffic (AADT) counts on South Lakeport north and south of the U.S. Highway 75 and 20 interchange are around 20,000 vehicles per day. AADT counts

on South Lakeport near Lincoln Way are over 10,000 vehicles per day. The study will address access control, land use, bicycle and pedestrian access, transportation safety and traffic signalization. The goal is to improve the level of service through the corridor, to include all modes of transportation and to improve the overall safety of the corridor.

The scope of the project includes:

- Land use planning including identifying current and future land uses;
- Transportation analysis including evaluation transportation impacts due to land use development, traffic signal warrants, traffic signal timing, evaluating access points, and evaluating pedestrian and bicycle transportation routes along the corridor;
- Corridor aesthetics including land use design and landscape elements; and
- Public participation including solicitation of comments along the corridor and throughout the MPO planning area.

FY 2025 Activities:

Unless otherwise noted, the consultant performs the work on the listed tasks of each work element.

- Collect traffic data, model information and other pertinent data (*ongoing*);
- Hold steering committee agendas and meeting summaries (*ongoing*);
- Provide drafts of study elements to SIMPCO prior to disseminating to the Steering Committee and the public (*as available*);
- Conduct Stakeholder Group meetings (*as requested*);
- Conduct steering committee and SIMPCO check-in meetings to gather input and direction, and to report study progress and findings (*as requested*);
- Conduct activities to gather public input, including activities such as public meetings, virtual meetings, and surveys (*as needed*);
- Present study findings to the MPO and Sioux City Council (*upon plan conclusion*);
- Monitor progress of the study development to remain on-schedule (*ongoing*);
- Submit monthly invoices; and
- Project closeout.

Anticipated FY 2025 Work Products:

Unless otherwise noted, the consultant performs the work on the listed tasks of each work element.

- Drafts of the South Lakeport Corridor Study for Stakeholder and public comment (*Consultant*); and
- Final Draft of the South Lakeport Corridor Study presented to the MPO and Sioux City Council for their consideration and adoption (*Consultant and SIMPCO Staff*).

Total Federal: \$200,000

Total Local: \$50,000

Total Budget: \$250,000

Total Staff Hours: 0

All special projects are conducted through contractual services

Element I: Safe Streets and Roads for All (SS4A)

Objective: The infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill, established the new Safe Streets and Roads for All (SS4A) discretionary program with \$1 billion in appropriated funds to be awarded each year over 5 years. The SS4A discretionary grant program funds are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including

pedestrians, bicyclist, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

On February 1, 2023, the SIMPCO MPO received a Safe Streets and Roads for All (SS4A) Action Plan grant award to complete a comprehensive safety action plan for the cities of Sioux City and Sergeant Bluff. The estimated cost to complete a comprehensive safety plan is \$50,000 and a local match of no less than 20 percent of the total project cost is required. The Iowa Department of Transportation is not an eligible applicant but has committed to providing \$10,000 in HSIP-Swap funding as a local match. The SIMPCO MPO will use in-house staff to complete the comprehensive safety action plan.

Following completion and adoption of the comprehensive safety action plan, this plan will provide an opportunity for the SIMPCO MPO members to seek SS4A Implementation funding to implement strategies or projects that will improve and enhance safety.

FY 2024 Accomplishments:

- Assembled a steering committee comprised of community leaders representing public health, emergency services, transit, bicycle/pedestrian advocacy, disability advocacy, school districts, parks and recreation, and public safety;
- Created a public survey to capture data about unsafe aspects of the transportation system in Sioux City and Sergeant Bluff;
- Began disseminating the survey to the public;
- Attended several community meetings to advertise the public input opportunity; and
- Held first steering committee meeting to discuss outreach strategies and the planning process.

FY 2025 Activities:

- Conduct a safety analysis of the roadway network;
- Create a map of high-risk locations using historical crash data and public input;
- Identify appropriate safety interventions for high-risk road features;
- Collaborate with Sioux City and Sergeant Bluff leadership to identify priority safety projects;
- Hold steering committee meetings and provide meeting summaries (*ongoing*);
- Draft plan components and present draft materials to the steering committee for feedback;
- Present plan information to the Sioux City and Sergeant Bluff city councils; and
- Present complete draft plan to the Sioux City and Sergeant Bluff city councils for adoption.

Anticipated FY 2025 Work Products:

- Draft Action Plan for public review; and
- Final Action Plan adopted by Sioux City and Sergeant Bluff city councils, including a resolution committing to zero roadway fatalities by a target year.

Total Federal: \$40,000

Total Local: \$10,000

Total Budget: \$50,000

FINANCING THE PROGRAM (IOWA)

Iowa Employee Hours							
Activity/Work Element	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL New	Federal Total	Local Match	Total (Federal Total + Local Match)
TPWP	7	1	8	7	22	6	28
TIP	142	13	158	134	448	112	560
PPP	71	6	79	67	224	56	280
L RTP	278	25	309	262	873	218	1,092
Short Range Planning	142	13	158	134	448	112	560
Administration/Systems Management	71	6	79	67	224	56	280
Complete Streets	0	0	0	57	57	0	57
SS4A							
Special Projects	0	0	0	0	0		0
Totals	712	64	792	728	2,297	560	2,857
Iowa Expenditures							
Federal Funds							
Activity/Work Element	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL New	Federal Total	Local Match	Total (Federal Total + Local Match)
TPWP	\$555	\$50	\$618	\$524	\$1,747	\$437	\$2,184
TIP	\$11,103	\$1,000	\$12,362	\$10,474	\$34,939	\$8,735	\$43,674
PPP	\$5,552	\$500	\$6,181	\$5,237	\$17,470	\$4,367	\$21,837
L RTP	\$21,652	\$1,950	\$24,106	\$20,424	\$68,131	\$17,033	\$85,164
Short Range Planning	\$11,103	\$1,000	\$12,362	\$10,474	\$34,939	\$8,735	\$43,674
Administration/Systems Management	\$5,552	\$500	\$6,181	\$5,237	\$17,470	\$4,367	\$21,837
Complete Streets	\$0	\$0	\$0	\$4,476	\$4,476	\$0	\$4,476
SS4A						\$10,000	
Special Projects	\$115,587	\$0	\$173,380	\$0	\$288,967	\$132,393	\$421,360
Totals	\$171,104	\$5,000	\$235,191	\$56,844	\$468,139	\$186,067	\$654,206

FINANCING THE PROGRAM (NEBRASKA)

Nebraska Employee Hours							
Activity/Work Element	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL New	Federal Total	Local Match	Total (Federal Total + Local Match)
TPWP	0	2	10	0	12	4	16
TIP	0	34	205	0	239	60	299
PPP	0	17	103	0	119	30	149
LRTP	0	66	400	0	466	116	582
Short Range Planning	0	34	205	0	239	60	299
Administration/Systems Management	0	17	103	0	119	30	149
Complete Streets	0	0		28	28	0	28
Special Projects	0	0	0	0	0	0	0
Totals	0	169	1026	28	1223	300	1522
Nebraska Expenditures							
Federal Funds							
Activity/Work Element	FTA 5305d Carryover	FTA 5303 New	FHWA PL Carryover	FHWA PL New	Federal Total	Local Match	Total (Federal Total + Local Match)
TPWP	\$0	\$132	\$800	\$0	\$932	\$233	\$1,165
TIP	\$0	\$2,635	\$16,000	\$0	\$18,635	\$4,659	\$23,294
PPP	\$0	\$1,318	\$8,000	\$0	\$9,318	\$2,329	\$11,647
LRTP	\$0	\$5,139	\$31,200	\$0	\$36,339	\$9,085	\$45,423
Short Range Planning	\$0	\$2,635	\$16,000	\$0	\$18,635	\$4,659	\$23,294
Administration/Systems Management	\$0	\$1,318	\$8,000	\$0	\$9,318	\$2,329	\$11,647
Complete Streets	\$0	\$0	\$0	\$2,186	\$2,186	\$0	\$2,186
Special Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$13,176	\$80,000	\$2,186	\$95,362	\$23,294	\$118,656

FINANCING THE PROGRAM (SOUTH DAKOTA)

South Dakota Employee Hours							
Activity/Work Element	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL New	Federal Total	Local Match	Total (Federal Total + Local Match)
TPWP	0	0	0	9	9	2	11
TIP	0	0	0	187	187	41	229
PPP	0	0	0	94	94	21	114
L RTP	0	0	0	366	366	81	446
Short Range Planning	0	0	0	187	187	41	229
Administration/Systems Management	0	0	0	94	94	21	114
Complete Streets	0	0	0	0	0	0	0
Special Projects	0	0	0	0	0	0	0
Totals	0	0	0	937	937	206	1144
South Dakota Expenditures							
Federal Funds							
Activity/Work Element	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL New	Federal Total	Local Match	Total (Federal Total + Local Match)
TPWP	\$0	\$0	\$0	\$731	\$731	\$161	\$892
TIP	\$0	\$0	\$0	\$14,621	\$14,621	\$3,220	\$17,841
PPP	\$0	\$0	\$0	\$7,310	\$7,310	\$1,610	\$8,921
L RTP	\$0	\$0	\$0	\$28,511	\$28,511	\$6,280	\$34,790
Short Range Planning	\$0	\$0	\$0	\$14,621	\$14,621	\$3,220	\$17,841
Administration/Systems Management	\$0	\$0	\$0	\$7,310	\$7,310	\$1,610	\$8,921
Complete Street	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$73,104	\$73,104	\$16,101	\$89,205

FINANCING THE PROGRAM (GRAND TOTALS)

Total Employee Hours							
Activity/Work Element	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL New	Federal Total	Local Match	Total (Federal Total + Local Match)
TPWP	7	2	18	16	44	12	55
TIP	142	47	364	322	874	213	1,087
PPP	71	23	182	161	437	106	544
L RTP	278	91	709	627	1,705	415	2,120
Short Range Planning	142	47	364	322	874	213	1,087
Administration/Systems Management	71	23	182	161	437	106	544
Complete Street	0	0	0	85	85	0	85
SS4A	0	0	0	0	0	0	0
Special Projects	0	0	0	0	0	0	0
Totals	712	233	1,818	1,694	4,457	1,066	5,523
Total Expenditures							
Federal Funds							
Activity/Work Element	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL New	Federal Total	Local Match	Total (Federal Total + Local Match)
TPWP	\$555	\$182	\$1,418	\$1,255	\$3,410	\$831	\$4,240
TIP	\$11,103	\$3,635	\$28,362	\$25,094	\$68,195	\$16,614	\$84,809
PPP	\$5,552	\$1,818	\$14,181	\$12,547	\$34,098	\$8,307	\$42,405
L RTP	\$21,652	\$7,089	\$55,306	\$48,934	\$132,981	\$32,397	\$165,378
Short Range Planning	\$11,103	\$3,635	\$28,362	\$25,094	\$68,195	\$16,614	\$84,809
Administration/Systems Management	\$5,552	\$1,818	\$14,181	\$12,547	\$34,098	\$8,307	\$42,405
Complete Street				\$6,662	\$6,662	\$0	\$6,662
SS4A						\$10,000	\$10,000
Special Projects	\$115,587	\$0	\$173,380	\$0	\$288,967	\$132,393	\$421,360
Totals	\$171,104	\$18,176	\$315,191	\$132,134	\$636,605	\$225,462	\$862,067
Grand Totals							
Grand Total - Hours	FTA 5305d Carryover	FTA 5305d New	FHWA PL Carryover	FHWA PL New	Federal Total	Local Match	Total (Federal Total + Local Match)
Grand Total - Hours	712	233	1,818	1,694	4,457	1,066	5,523
Grand Total - Funds	\$171,104	\$18,176	\$315,191	\$132,134	\$636,605	\$225,462	\$862,067

Notes: FHWA funds received by SIMPCO through the Iowa DOT and NDOT require a 20% local match. FHWA funds received through the SDDOT require an 18.05% local match. Overhead costs, estimated at 61.51% of salaries & fringe benefits, are applied consistently to each element and funding source. The average hourly cost of \$78.00 includes wages, benefits, expenses and overhead. Local match is provided through membership dues to SIMPCO. FHWA Metropolitan Planning (PL) program funding is transferred to FTA 5305d program funding in a consolidated planning agreement. (IA)

SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL (SIMPCO) INDIRECT COST ALLOCATION PLAN

SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL (SIMPCO) As of 03/05/24 FY 25 INDIRECT COST ALLOCATION PLAN

	<u>% of Time</u>		<u>FY 25 Salary & Fringe</u>	
INDIRECT LABOR				
Executive Director	20%		42,776	agency & financial management
Finance Director	100%		127,777	purchasing, computer, accounting, hr
Staff Accountant II	100%		86,046	A/P, A/R & general ledger
Senior Accountant	100%		88,925	A/P, A/R & general ledger
Administrative Assistant	100%		86,289	Payroll, Exec Assistant
Administrative Assistant	100%		65,102	Marketing, Exec Assistant
Receptionist / Secretary	100%		53,337	phone, mail, word processing
Total Indirect Labor	6.20	FTE	550,250	(a)
 INDIRECT NON-LABOR				
Board Meetings			10,000	monthly board meeting costs
Building Lease			7,000	quarter of the land lease payment for new building
Building Rent			33,000	% of utilities, lawn/snow, custodian, facility manager
Travel & Training			10,500	travel/training for admin staff
Professional Services			18,000	annual audit & consultant fees
Postage			500	postage machine / fees & mail
Telephone			13,000	phone lines, long dist, & internet
Printing			10,000	copy machine & printers
Office Supplies			13,000	office & computer supplies
Insurance			23,000	liab, fire, auto, errors/omiss insurance
Dues & Subscriptions			8,500	prof. memberships & literature
Purchased Services			55,000	computer software fees / licenses / consult
Advertising			4,000	notices & ads for admin staff
Total Indirect Non-labor			205,500	(b)
 TOTAL INDIRECT LABOR & NON-LABOR (a & b)			755,750	
 Less: Amount Paid by Other Agencies (SRTS & IWCI)			336,300	
 Total Indirect Labor & Non-Labor			419,450	(c)
 FY 23 Excess Indirect Expense (per FY 23 audit) - Carry Forward			-	(d)
 Total Salaries & Benefits (All)			681,880	(e)
 FY 25 Calculated Indirect Cost rate =(c+d) / e)			61.51%	

Indirect costs are allocated to projects, grants, and contracts based on a percentage of salaries and fringe benefits. The total FY 2025 budgeted indirect costs are \$755,750. The amount used for this calculation is the total indirect costs less the amount paid by other agencies or \$419,450. The salaries and fringe benefits are \$681,650. This calculation doesn't include carryforward costs from the FY23 audit conducted by King, Reinsch, Prosser & Co. L.L.P. even though a carryforward balance was identified.

As shown above, the amount needed to cover both the indirect labor and indirect non-labor amounts to \$419,450 which when allocated over the total salaries and benefits equates to an indirect rate for FY 25 of 61.51%. This is a decrease from the indirect of 66.33% approved for FY 24.

PERFORMANCE MANAGEMENT AGREEMENT BETWEEN SIMPCO AND IOWA DOT

The Iowa DOT and SIMPCO agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the metropolitan and regional planning coordinator in the Systems Planning Bureau.

Transportation performance data

- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
- b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.

Selection of performance targets

- a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.

Reporting of performance targets

- a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
- b. MPO performance targets will be reported to the Iowa DOT.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
- c. The Iowa DOT will include information outlined in [23 CFR § 450.216 \(f\)](#) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR § 450.218 \(g\)](#) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- d. MPOs will include information outlined in [23 CFR § 450.324 \(f\) \(3-4\)](#) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR § 450.326 \(d\)](#) in any transportation improvement program amended or adopted after May 27, 2018.
- e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to [23 CFR § 490](#), [49 CFR § 625](#), and [49 CFR § 673](#).

Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.

The collection of data for the State asset management plans for the NHS

- a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

PERFORMANCE MANAGEMENT AGREEMENT BETWEEN SIMPCO AND NEBRASKA DOT

The SIMPCO MPO agrees to consult with Nebraska Department of Transportation in the establishment of specific written provisions for developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward obtainment of critical outcomes for the region of the MPO, and the collection of data for NDOT asset management plans, pursuant to 23 C.F.R. 450.314(h).

The SIMPCO MPO and NDOT agree that the technical provisions for Performance Measures will be cooperatively developed and specified in the NDOT MPO Operating Manual.

Transportation performance data

- a. NDOT will provide MPOs with the statewide performance data used in developing statewide targets, and will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
- b. If MPO's choose to develop their own target for any measure, they will provide the NDOT with any supplemental data they utilize in the target-setting process.

Selection of performance targets

- a. NDOT will develop draft statewide performance targets in coordination with MPO's. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets before final statewide targets are adopted.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with NDOT. Coordination methods will be at the discretion of the MPO, and should include NDOT an opportunity to provide comments on draft MPO performance targets prior to final approval.

Reporting of performance targets

- a. NDOT performance targets will be reported to FHWA and FTA, as applicable. MPO's will be notified by email when NDOT has reported final statewide targets.
- b. MPO performance targets will be reported to the NDOT and FHWA by email. For each target, the MPO will provide the following information no later than 180 days after the date the NDOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
 - i. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Nebraska DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 - ii. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - iii. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
- c. NDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- d. MPOs will include information outlined in 23 CFR 450.324 (g) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.

- e. Reporting of targets and performance by the NDOT and MPOs shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

- a. NDOT will provide MPO's with the statewide performance data used in developing statewide targets, and will also provide MPO's with subsets of the statewide data, based on their planning area boundaries. Updates of this data will include prior performance data.

The collection of data for the State asset management plans for the NHS

- a. The NDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

PERFORMANCE MANAGEMENT AGREEMENT BETWEEN SIMPCO AND SOUTH DAKOTA DOT

South Dakota Department of Transportation (SDDOT) and Metropolitan Planning Organizations (MPO) Performance Measure Procedures Agreement

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances: When one MPO serves an UZA, when more than one MPO serves an UZA, and when an MPA includes an UZA that has been designated as a TMA as well as a UZA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section, or documented it in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

Performance measures require coordination with the MPOs to set performance targets, collect performance measure data and report performance measure data to FHWA and/or FTA. This document will identify the responsibilities for carrying out performance based planning and programming in the metropolitan planning area (23 CFR 450.314(h)). The agreement will include provisions for cooperatively developing and sharing information related to transportation performance data, selecting performance targets, reporting performance targets, performance used in tracking progress toward attainment of critical outcomes for the region of the MPO, and collecting data for the State asset management plan for the NHS.

National goals and performance management measures are identified in 23 U.S.C §150 and Federal Transit performance measures for capital assets are identified in 49 CFR §625.43 and safety in 49 CFR Part 673. The laws are as follows:

23 U.S.C §150 National goals and performance management measures

- (a) Declaration of Policy.-Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.

(b) National Goals.-It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

- (1) Safety.-To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- (2) Infrastructure condition.-To maintain the highway infrastructure asset system in a state of good repair.
- (3) Congestion reduction.-To achieve a significant reduction in congestion on the National Highway System.
- (4) System reliability.-To improve the efficiency of the surface transportation system.
- (5) Freight movement and economic vitality.-To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (6) Environmental sustainability.-To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- (7) Reduced project delivery delays.-To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

(c) Establishment of Performance Measures.-

- (1) In general.-Not later than 18 months after the date of enactment of the MAP-21, the Secretary, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders, shall promulgate a rulemaking that establishes performance measures and standards.
- (2) Administration.-In carrying out paragraph (1), the Secretary shall-
 - (A) provide States, metropolitan planning organizations, and other stakeholders not less than 90 days to comment on any regulation proposed by the Secretary under that paragraph;
 - (B) take into consideration any comments relating to a proposed regulation received during that comment period; and

(C) limit performance measures only to those described in this subsection.

(3) National highway performance program.-

(A) In general.-Subject to subparagraph (B), for the purpose of carrying out section 119, the Secretary shall establish-

- i. minimum standards for States to use in developing and operating bridge and pavement management systems;
- ii. measures for States to use to assess-
 - I. the condition of pavements on the Interstate system;
 - II. the condition of pavements on the National Highway System (excluding the Interstate);
 - III. the condition of bridges on the National Highway System;
 - IV. the performance of the Interstate System; and
 - V. the performance of the National Highway System (excluding the Interstate System);
- iii. minimum levels for the condition of pavement on the Interstate System, only for the purposes of carrying out section 119(f)(1); and
- iv. the data elements that are necessary to collect and maintain standardized data to carry out a performance-based approach.

(B) Regions.-In establishing minimum condition levels under subparagraph (A)(iii), if the Secretary determines that various geographic regions of the United States experience disparate factors contributing to the condition of pavement on the Interstate System in those regions, the Secretary may establish different minimum levels for each region.

- (4) Highway safety improvement program.-For the purpose of carrying out section 148, the Secretary shall establish measures for States to use to assess-
 - (A) serious injuries and fatalities per vehicle mile traveled; and
 - (B) the number of serious injuries and fatalities.
 - (5) Congestion mitigation and air quality program.-For the purpose of carrying out section 149, the Secretary shall establish measures for States to use to assess-
 - (A) traffic congestion; and
 - (B) on-road mobile source emissions.
 - (6) National freight movement.-The Secretary shall establish measures for States to use to assess freight movement on the Interstate System.
- (d) Establishment of Performance Targets.-
- (1) In general.-Not later than 1 year after the Secretary has promulgated the final rulemaking under subsection (c), each State shall set performance targets that reflect the measures identified in paragraphs (3), (4), (5), and (6) of subsection (c).
 - (2) Different approaches for urban and rural areas.-In the development and implementation of any performance target, a State may, as appropriate, provide for different performance targets for urbanized and rural areas.
- (e) Reporting on Performance Targets.-Not later than 4 years after the date of enactment of the MAP-21 and biennially thereafter, a State shall submit to the Secretary a report that describes-
- (1) the condition and performance of the National Highway System in the State;
 - (2) the effectiveness of the investment strategy document in the State asset management plan for the National Highway System;
 - (3) progress in achieving performance targets identified under subsection (d); and
 - (4) the ways in which the State is addressing congestion at freight bottlenecks, including those identified in the national freight strategic plan, within the State.

23 CFR §490.207 National Performance Measures for the Highway Safety Program

- (a) There are five performance measures for the purpose of carrying out the HSIP. They are:
 - (1) Number of fatalities;
 - (2) Rate of fatalities
 - (3) Number of serious injuries;
 - (4) Rate of serious injuries; and,
 - (5) Number of non-motorized fatalities and non-motorized serious injuries.

23 CFR §490.307 National performance management measures for assessing pavement condition

- (a) To carry out the NHPP, the performance measures for State DOTs to assess pavement condition are:
 - (1) Percentage of pavements of the Interstate System in Good condition;
 - (2) Percentage of pavements of the Interstate System in Poor condition;
 - (3) Percentage of pavements of the non-Interstate NHS in Good condition; and
 - (4) Percentage of pavements of the non-Interstate NHS in Poor condition.
- (b) State DOTs will collect data using the methods described in §490.309 and will process this data to calculate individual pavement metrics for each section of pavement that will be reported to FHWA as described in §490.311. State DOTs and FHWA will use the reported pavement metrics to compute an overall performance of Good, Fair, or Poor, for each section of pavement as described in §490.313.

23 CFR §490.407 National performance management measures for assessing bridge condition

- (a) There are three classifications for the purpose of assessing bridge condition. They are:
 - 1) Percentage of NHS bridges classified as in Good condition;
 - 2) Percentage of NHS bridges classified as in Fair condition; and
 - 3) Percentage of NHS bridges classified as in Poor condition.
- (b) [Reserved]
- (c) To carry out the NHPP, two of the three classifications are performance measures for State DOTs to use to assess bridge condition on the NHS. They are:
 - 1) Percentage of NHS bridges classified as in Good condition; and
 - 2) Percentage of NHS bridges classified as in Poor condition.
- (d) Determination of Good and Poor conditions are described in §490.409.

23 CFR §490.507 National performance management measures for system performance

There are three performance measures to assess the performance of the Interstate System and the performance of the non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (referred to collectively as the NHS Performance measures).

- (a) Two measures are used to assess reliability (referred to collectively as the Travel Time Reliability measures). They are:
 - 1) Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure); and
 - 2) Percent of person-miles traveled on the non-Interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure).
- (b) One measure is used to assess GHG emissions, which is the percent change in tailpipe CO₂ emissions on the NHS compared to the calendar year 2017 level (referred to as the GHG measure).

49 CFR §625.43 SGR Performance Measures for Capital Assets

- (a) Equipment: (non-revenue) service vehicles. The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.
- (b) Rolling stock. The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.
- (c) Infrastructure: rail fixed-guideway, track, signals, and systems. The performance measure for rail fixed-guideway, track, signals, and systems is the percentage of track segments with performance restrictions. (Not Applicable in South Dakota)
- (d) Facilities. The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.

49 CFR §630.4 Requirements

- (a) National Transit Database Reporting System. Each applicant for and beneficiary of Federal financial assistance under 49 U.S.C. chapter 53 must comply with the applicable requirements of 49 U.S.C. 5335, as set forth in the reference documents.

49 CFR Part 673 Public Transportation Agency Safety Plans (Proposed)

§ 673.11 General requirements.

- (a) A transit agency must within one calendar year after publication of the final rule, establish a Public Transportation Agency Safety Plan that meets the requirements of this part and, at a minimum, consists of the following elements:
 - (1) The Public Transportation Agency Safety Plan, and subsequent updates, must be signed by the Accountable Executive and approved by the agency's Board of Directors, or an entity equivalent to a Board of Directors.
 - (2) The Public Transportation Agency Safety Plan must document the processes and activities related to Safety Management System (SMS) implementation, as required under Subpart C of this Part.
 - (3) The Public Transportation Agency Safety Plan must include performance targets based on the safety performance criteria established under the National Public Transportation Safety Plan, and the state of good repair standards established in the regulations that implement the National Transit Asset Management System and are included in the National Public Transportation Safety Plan.

- (4) The Public Transportation Agency Safety Plan must address all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan. Compliance with the minimum safety performance standards authorized under 49 U.S.C. 5329(b)(2)(C) is not required until standards have been established through the rulemaking process.
- (5) Each transit agency must establish a process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.
- (6) A rail transit agency also must include in its Public Transportation Agency Safety Plan an emergency preparedness and response plan or procedures that addresses, at a minimum, the assignment of employee responsibilities during an emergency; and coordination with Federal, State, regional, and local officials with roles and responsibilities for emergency preparedness and response in the transit agency's service area. (Not Applicable in South Dakota)
- (b) A transit agency may develop one Public Transportation Agency Safety Plan for all modes of service, or may develop a Public Transportation Agency Safety Plan for each mode of service not subject to safety regulation by another Federal entity.
- (c) A transit agency must maintain its Public Transportation Agency Safety Plan in accordance with the recordkeeping requirements in subpart D of this part.
- (d) A State must draft and certify a Public Transportation Agency Safety Plan on behalf of any transit agency that receives Federal financial assistance under 49 U.S.C. 5310, 49 U.S.C. 5311, and any small public transportation provider located in that State. A State is not required to draft a Public Transportation Agency Safety Plan for a particular transit agency that receives Federal financial assistance under 49 U.S.C. 5310, 49 U.S.C. 5311, or a small public transportation provider, if that agency notifies the State that it will draft its own plan. In each instance, the transit agency must carry out the plan. If a State drafts and certifies a Public Transportation Agency Safety Plan on behalf of a transit agency, and the transit agency later opts to draft and certify its own Public Transportation Agency Safety Plan, then the transit agency must notify the State. The transit agency has one year from the date of the notification to draft and certify a Public Transportation Agency Safety Plan that is compliant with this part.
- (e) Any rail fixed guideway public transportation system that had a System Safety Program Plan compliant with 49 CFR part 659 as of October 1, 2012, may

keep that plan in effect until [one year after the effective date of the final rule].
(Not Applicable in South Dakota)

- (f) Agencies that operate passenger ferries regulated by the United States Coast Guard (USCG) or commuter rail service regulated by the Federal Railroad Administration (FRA) are not required to develop agency safety plans for those modes of service. (Not Applicable in South Dakota)

§ 673.13 Certification of compliance.

- (a) Each transit agency, or State as authorized in § 673.11(d), must certify that it has established a Public Transportation Agency Safety Plan meeting the requirements of this part by [one year after the effective date of the final rule]. A State Safety Oversight Agency must review and approve a Public Transportation Agency Safety Plan developed by rail fixed guideway system, as authorized in 49 U.S.C. 5329(e) and its implementing regulations at 49 CFR part 674.
- (b) On an annual basis, a transit agency or State must certify its compliance with this part.

§ 673.15 Coordination with metropolitan, statewide, and non-metropolitan planning processes.

- (a) A State or transit agency must make its safety performance targets available to States and Metropolitan Planning Organizations to aid in the planning process.
- (b) To the maximum extent practicable, a State or transit agency must coordinate with States and Metropolitan Planning Organizations in the selection of State and MPO safety performance targets.

This document will identify responsibilities for the performance measure data collection and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) reporting.

Safety Performance Measures

23 CFR 490 Subpart B

SDDOT Agrees:

- Work with South Dakota Department of Public Safety (DPS) to establish performance measure targets for:
 - 1) Number of Fatalities;
 - 2) Rate of Fatalities;
 - 3) Number of Serious Injuries;
 - 4) Rate of Serious Injuries;
 - 5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries
- Coordinate with MPO on establishing safety targets on or before August 31 of every year
- Report targets in HSIP Annual report that is due on or before August 31 of each year according to 23 CFR 490.209

MPO Agrees:

- Notify SDDOT in writing of which option will be selected by February 27 of each year

Support State targets

- Coordinate with State in the development of safety targets
- Plan and program projects so they contribute towards the accomplishment of the State safety targets
- Include a description of the performance measures and targets in the Metropolitan Transportation Plan in accordance with 23 CFR 450.324
- Include in the TIP how a description of the anticipated effect of the TIP toward achieving performance targets according to 23 CFR 450.326

Develop Targets:

- Establish safety targets for all public roads within the MPO area on or before August 31 of every year
- Estimated VMT for all public roads within the MPO area for rate targets
- Inform SDDOT MPO targets by February 27 of each year
- Submit progress reports to SDDOT by July 1 of each year
- Include a description of the performance measures and targets in the Metropolitan Transportation Plan in accordance with 23 CFR

	<p>450.324</p> <ul style="list-style-type: none">• Include in the TIP how a description of the anticipated effect of the TIP toward achieving performance targets according to 23 CFR 450.326
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Pavement and Bridge Condition Performance Measures

23 CFR 490 Subpart A (General Information); C (Pavement Condition Assessment);
D (Bridge Condition Assessment)

SDDOT Agrees:

- SDDOT will collect pavement condition data on all Interstate and Non-Interstate NHS roadways per 23 CFR 490.309
- SDDOT will set State pavement condition targets on all Interstate and Non-Interstate NHS rural and urban roadways per 23 CFR 490.309
- SDDOT will collect bridge condition data NHS bridges per 23 CFR 490.409
- SDDOT will set State bridge condition targets on NHS bridges per 23 CFR 490.409
- SDDOT will coordinate with MPO on establishing pavement and bridge performance targets by November 16, 2018 and April 1, 2023 and every 4 years thereafter
- SDDOT will submit report for Pavement Condition and Bridge Condition to FHWA according to 23 CFR 490.105

MPO Agrees:

- Notify SDDOT in writing of which option will be selected by November 16, 2018 and April 1, 2023 and every 4 years thereafter

Support State Targets:

- Coordinate with State in the development of State pavement and bridge condition targets
- Include a description of the performance measures and targets in the Metropolitan Transportation Plan in accordance with 23 CFR 450.324
- Include in the TIP how a description of the anticipated effect of the TIP toward achieving performance targets according to 23 CFR 450.326

Develop Targets:

- MPO develops MPO targets, analyzes data, informs State of MPO targets and submits progress report to State according to 23 CFR 490
- Include a description of the performance measures and targets in the Metropolitan Transportation Plan in accordance with 23 CFR 450.324
- Include in the TIP how a description of the anticipated effect of the TIP toward achieving performance targets according to 23 CFR 450.326

Travel Time Reliability and Freight Movement

23 CFR 490.509; 23 CFR 490.609

SDDOT Agrees:

- SDDOT will analyze Travel Time Reliability using a tool that analyzes NPMRDS data and set performance measure targets for:
 - 1) Performance of the Interstate;
 - 2) Performance of the Non-Interstate NHS;
 - 3) Freight Movement on the Interstate System;
- SDDOT will coordinate with MPO on establishing travel time reliability performance targets
- SDDOT will submit travel time reliability report to FHWA

(Note: The National Performance Management for assessing the congestion mitigation and air quality – traffic congestion doesn't apply at this time to South Dakota)

MPO Agrees:

- Notify SDDOT in writing of which option will be selected by November 16, 2018 and April 1 every 4 years thereafter

Support State Targets:

- Coordinate with State in the development of State targets and performance measures
- Include a description of the performance measures and targets in the Metropolitan Transportation Plan in accordance with 23 CFR 450.324
- Include in the TIP how a description of the anticipated effect of the TIP toward achieving performance targets according to 23 CFR 450.326

Develop Targets:

- MPO develops MPO targets, analyzes data, informs State of MPO targets and submits progress report to State on or before June 15 of every year according to 23 CFR 490
- Include a description of the performance measures and targets in the Metropolitan Transportation Plan in accordance with 23 CFR 450.324
- Include in the TIP how a description of the anticipated effect of the TIP toward achieving performance targets according to 23 CFR 450.326

Collection of Data for South Dakota Asset Management Plan

23 CFR 450.314 (h)(1)

SDDOT Agrees to:

- Collect data on the NHS required for the asset management plan
- Coordinate with MPO on data collection needs when necessary
- SDDOT will develop state asset plan

MPO Agrees to:

- Work with state on data collection when necessary

Transit Asset Management Performance Measures

49 CFR 625 Subpart D and E; 49 CFR 630.4

SDDOT Agrees to:

- SDDOT will work with the MPO to set performance measure targets for:
 - 1) Rolling Stock: The percentage of revenue vehicles that exceed the useful life benchmark (ULB);
 - 2) Equipment: The percentage of non-revenue service vehicles that exceed ULB;
 - 3) Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale;
 - 4) Infrastructure: The percentage of track segments that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile
- SDDOT will submit progress reports to FTA annually using the National Transit Database Reporting System

MPO Agrees to:

- Notify SDDOT in writing of which option will be selected by July 1 of each year

Support State targets:




- Coordinate with State in the development of State targets and performance measures
- Include a description of the performance measures and targets in the Metropolitan Transportation Plan in accordance with 23 CFR 450.324
- Include in the TIP how a description of the anticipated effect of the TIP toward achieving performance targets according to 23 CFR 450.326
- MPO or Transit agency will submit progress reports to FTA or State annually using the National Transit Database Reporting System

Develop Targets:

- Transit Agency develops MPO targets, analyzes data, informs State of targets and submits progress report to State or FTA annually using the National Transit Database Reporting System
- MPO adopts targets

Transit Safety Plan
49 CFR Part 673 (Proposed)

<p>SDDOT Agrees to:</p> <ul style="list-style-type: none"> • Develop a Transit Safety Plan and identify Safety targets • Coordinate with MPO and transit agencies during the development of the State Transit Safety Plan and in the development of the Safety Performance targets • SDDOT will submit progress reports to FTA 	<p>MPO Agrees to:</p> <ul style="list-style-type: none"> • Notify SDDOT in writing of which option will be selected by July 1 of each year <p>Support State Targets</p> <ul style="list-style-type: none"> • Coordinate with State in the development of State Safety Plan and Safety performance measures • Include a description of the performance measures and targets in the Metropolitan Transportation Plan in accordance with 23 CFR 450.324 • Include in the TIP how a description of the anticipated effect of the TIP toward achieving performance targets according to 23 CFR 450.326 • MPO or Transit agency will submit progress reports to FTA or State annually <p>Develop Targets</p> <ul style="list-style-type: none"> • Transit Agency develops Safety targets, analyzes data, informs State of targets and submits progress report to State or FTA annually • MPO adopts targets
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	3-4-18
South Dakota Department of Transportation	Date
	3-1-2018
Metropolitan Planning Organization	Date
	3-1-18
Transit Representative	Date

AMENDMENTS AND REVIEWS

The *MPO Transportation Planning Work Program FY 2025* is a working document and will be updated and revised as various local, regional, state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around the Metropolitan Planning Area. The TPWP will be reviewed at least once annually. The review and updating will ensure continual citizen involvement and the TPWP's overall viability as the Metropolitan Planning Area's transportation planning work programming document.

This work program for the transportation planning in IJA Act requirements of the MPO shall be subject to public review for no less than 15 days, announced in the regional newspapers via public notice, and available in every courthouse and city hall in the Sioux City Metropolitan Planning Area. This process shall be approved by both the MPO Transportation Technical Committee and the Policy Board. Amendments to this process shall be made in a similar fashion.

OVERVIEW

2 CFR 200 describes the uniform administrative rules for Federal grants and cooperative agreements and subawards to State, local and Indian tribal governments. These requirements apply to metropolitan planning (PL) and State Planning and Research (SPR) grants. FTA has similar requirements and procedures documented in FTA Circular 5010.1E, which apply to all applicable FTA program grants. Iowa uses a Consolidated Planning Grant (CPG) where FHWA and FTA planning funds are combined into a single grant managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs. FTA is the lead agency administering the CPG.

WAIVER OF APPROVALS

All work program changes require prior written Federal approval, unless waived by the awarding agency. [2 CFR § 200.308](#) outlines different types of revisions for budget and program plans, and this [FHWA memo on prior approvals](#) summarizes revisions that require prior Federal approval, as well as other miscellaneous actions and allowable costs that require prior Federal approval.

Types of TPWP revisions that require Federal approval include, but are not limited to, the following:

- Request for additional Federal funding.
- Transfers of funds between categories, projects, functions, or activities which exceed 10% of the total work program budget when the Federal share of the budget exceeds \$150,000.
- Revision of the scope or objectives of activities.
- Transferring substantive programmatic work to a third party (consultant).
- Capital expenditures, including the purchasing of equipment.
- Transfer of funds allotted for training allowances.

Types of revisions that require Iowa DOT approval include:

- Transfers of funds between categories, projects, functions, or activities which do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than \$150,000.

Types of revisions that require MPO/RPA approval include:

- Revisions related to work that does not involve federal funding.

REVISION AND APPROVAL PROCEDURES

- All revision requests from MPOs and RPAs should be submitted electronically to the Iowa DOT Systems Planning Bureau and the agency's Iowa DOT District Planner. If all necessary information is provided, the request will then be forwarded to the FHWA and FTA for review and any necessary approvals.
 - Revision requests shall, at a minimum, include:
 - A letter detailing the work program revision(s)
 - A resolution or meeting minutes showing the revision's approval.
 - Budget summary table with changes highlighted.
 - Amended work program with any modified section(s) highlighted.
- Revisions where **FHWA/FTA** is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the **Iowa DOT Systems Planning Bureau** is the designated approving agency shall require written approval by the Iowa DOT Systems Planning Bureau prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the **MPO or RPA** is the approving agency shall be approved by the Policy Board.
- Notification by the approving agency will be in writing.

SUMMARY

The MPO has developed this *MPO Transportation Planning Work Program FY 2025* utilizing cooperative involvement of various local, regional, state, and national transportation interests. The TPWP expresses the MPO objectives for achieving efficient transportation planning in the Metropolitan Planning Area. The document is multimodal and intermodal in its composition and will enable the transportation interests in the Metropolitan Planning Area to utilize it as a guide for future transportation planning and programming.

The Transportation Planning Work Program is a working document and will continually be updated on an annual basis or as the need arises in order to serve as a guiding document of information addressing current and projected transportation needs for the Metropolitan Planning Area from a planning perspective. This TPWP will be used as a means of identifying areas of need and developing a means of addressing such. It is also the intent of the document to allow and account for citizen participation and the needs of the various transportation interests of the Metropolitan Planning Area.

CERTIFICATE OF INDIRECT COST PROPOSAL / INDIRECT COSTS

This is to certify that I have reviewed the indirect cost proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal May 2, 2024 to establish a:

- Cost Allocation Plan
- Indirect Cost Rate

for July 1, 2024 – June 20, 2025 are allowable in accordance with the requirements of the Federal awards to which they apply and with Subpart E—Cost Principles of Part 200 as they apply to my:

- Governmental Organization
- Non-Profit Organization

(2) This proposal does not include any costs which are unallowable under Subpart E—Cost Principles of Part 200 such as (without limitation): public relations costs, contributions and donations, entertainment costs, fines and penalties, lobbying costs, and defense of fraud proceedings; and

(3) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seq.), and the Department of Labor's implementing regulations, (29 CFR Part 22), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

 (Signature)

Michelle Bostinelos

 (Please Print Name)

Executive Director

 (Title)

SIMPCO

 (Name of Organization)

May 2, 2024

 (Date Signed)

(Signed by the official having the authority to negotiate indirect cost rates for the organization or by a higher level official.)



MPO/RPA SELF-CERTIFICATION OF PROCUREMENT AND CONSULTANT SELECTION PROCEDURES

This is to certify that I have reviewed the Iowa DOT Purchasing Rules (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds \$5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Systems Planning Bureau, through email or hard copy, invoices documenting the expenditure(s) and proof of payment at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

(Signature)

Michelle Bostinelos

(Please Print Name)

Executive Director

(Title)

SIMPCO

(Name of Organization)

May 2, 2024

(Date Signed)

(Signed by the official having the authority to initiate procurements or consultant selection for the organization or by a higher level official.)

ASSURANCE OF LOCAL MATCH AVAILABILITY

I hereby certify that the local match of \$83,069 for the *MPO Transportation Planning Work Program FY 2025* has been committed by the Siouxland Interstate Metropolitan Planning Council (SIMPCO), and will be available on July 1, 2024.

Signed this 2nd day of May, 2024

Michelle Bostinelos
Executive Director

COST ALLOCATION PLAN

The primary state assistance agency has received a current copy of the SIMPCO cost allocation plan. This plan is used to distribute direct and indirect costs stated in the *MPO Transportation Planning Work Program FY 2025* and has been approved by the SIMPCO Board of Directors.

Signed this 2nd day of May, 2024

Michelle Bostinelos
Executive Director

MPO RESOLUTION 2024 –
APPROVAL OF THE FY 2025 TRANSPORTATION PLANNING WORK PROGRAM

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

WHEREAS, The MPO, as required Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a transportation planning work program (TPWP), or simplified statement of work in accordance with the provisions of this section and 23 CFR part 450 and must annually prepare a document that provides an overview of all purposed major work activities, funding levels and funding sources, and

WHEREAS, The Transportation Planning Work Program for fiscal year 2025, covering the period of July 1, 2024 to June 30, 2025 has been prepared, submitted to the Iowa Department of Transportation, Nebraska Department of Transportation and South Dakota Department of Transportation, made available for public comment for a fifteen (15) day period and has been reviewed and recommended for adoption by the Technical Advisory Committee of the MPO, and now requires official approval from the Policy Board of the MPO

NOW, THEREFORE, BE IT RESOLVED that the Siouxland Interstate Metropolitan Planning Council Metropolitan Planning Organization Policy Board approves the *Transportation Planning Work Program for Fiscal Year 2025*.

BE IT FURTHER RESOLVED, that the SIMPCO Board Chairman and the SIMPCO Executive Director are hereby authorized and directed to execute such agreements with Iowa Department of Transportation, South Dakota Department of Transportation, and Nebraska Department of Transportation on behalf of the SIMPCO MPO.

Approved by the MPO Policy Board and signed this 2nd day of May, 2024.

Ken Beaulieu
MPO Policy Board Chairperson

ATTEST

Michelle Bostinelos
SIMPCO Executive Director