

SIOUX CITY METROPOLITAN AREA
IOWA- NEBRASKA- SOUTH DAKOTA

TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP) FY 2017 - 2020

SIOUXLAND INTERSTATE METROPOLITAN
PLANNING COUNCIL
METROPOLITAN PLANNING ORGANIZATION

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I N T R O D U C T I O N

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO), has developed a **Transportation Improvement Program (TIP)** for the Sioux City Metropolitan Planning Area (herein after referred to as the “Metropolitan Planning Area”) consisting of the cities of Sioux City and Sergeant Bluff, Iowa; Dakota City and South Sioux City, Nebraska; and North Sioux City, South Dakota; and the unincorporated portions of Woodbury, Plymouth, Dakota, and Union Counties. This TIP was put together under the direction of the Federal Highway Administration, Federal Transit Administration, Iowa Department of Transportation (Iowa DOT), Nebraska Department of Roads (NDOR), and South Dakota Department of Transportation (SDDOT), as a requirement of the Fixing America’s Surface Transportation Act (FAST Act) which provides federal funding authorizations for highway network, highway safety, alternative modes and mass transportation through Fiscal Year 2020.

It is the purpose of the *MPO Transportation Improvement Program FY 2017-2020* to provide all citizens of the Metropolitan Planning Area, the FHWA, FTA, Iowa DOT, NDOR, and SDDOT with the Metropolitan Planning Area’s multimodal and intermodal transportation improvements for the fiscal years 2017 through 2020. Preparation of the TIP consisted of compiling background information provided through the U.S. Census, U.S. DOT, Iowa DOT, NDOR, SDDOT and other named sources. The MPO was responsible for the preparation of this TIP, with guidance given by local and county officials, the MPO Transportation Technical Committee (TTC), Policy Board, through the input of environmental, cultural, other interested parties, and through citizen input. The purpose of a TIP is to serve as an organized structure of information on improvements to be made in the Metropolitan Planning Area to transportation and related systems, addressing the future needs, goals, and objectives of the Metropolitan Planning Area. This TIP is project specific and a programming document.

The information contained in the following pages will provide the Metropolitan Planning Area’s transportation network improvements and a vision of the transportation network in the year 2020. The “Vision” was developed utilizing current transportation network characteristics, current and projected social, physical, environmental, and economical characteristics, as well as various local and county citizen participation, and local official involvement. Several local and regional meetings and a public input meeting were held throughout the development of *MPO Transportation Improvement Program FY 2017-2020* in order to encourage and receive a diversity of information and participation.

P L A N N I N G F A C T O R S

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

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

MPO Transportation Improvement Program FY 2017–2020

STATUS REPORT OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2016

TABLE 1A: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2016 PROJECT (IOWA)

PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY2016				DEV STATUS
							TOTAL	FA	Rgnl	Grand Total	
STP-HBP	DOT-Pgm	DOT-D03-MPO29	20831	BRF--376()--38-97	IA 376: RR & TAFT ST 0.1 MI S OF CO RDD12 IN SIOUX CITY (NB)	Bridge Replacement	3852	3082	0	0	Let 06/2016
NHPP	DOT-Pgm	DOT-D03-MPO29	8310	IM--29()--13-97	I-29: RECONSTRUCTION IN SIOUX CITY	Grade and Pave,Bridge New,Bridge Replacement	70436	63123	2340	139884	Under Construction
PRF	DOT-Pgm	DOT-D03-MPO29	34105	BRFN--129()--39-97	I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	Bridge Cleaning	28	0	0	28	Let 04/2016
PRF	DOT-Pgm	DOT-D03-MPO29	34106	BRFN--077()--39-97	US77: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	Bridge Cleaning	24	0	0	24	Let 04/2016
STP	City	Sioux City	21891	STP-U-7057()--70-97	In the City of Sioux City, I-29: Transportation Infrastructure Around the proposed interchange at mile marker 138	Grade and Pave	0	0	0	0	Cancelled
STP	City	Sioux City	29674	STP-E-7057()--8V-97	On Perry Creek Greenway Trail , from Stone Park Blvd North to Outer Drive. Will follow creek 2 miles	Ped/Bike Grade & Pave	0	0	0	0	Cancelled
STP	City	Sioux City	34824	STP-A-7057(696)--86-97	In the city of Sioux City, A Transit Study of the Bridgeport Industrial Area	Planning Study	25	20	0	25	Consultant selection underway.
STP	City	Sioux City	26714	EDP-7057(688)--7Y-97	Floyd River Trail, from Outer Drive north to UPRR and connection to Lewis Blvd along Floyd River	Ped/Bike Grade & Pave	656	603	0	656	In design. Tentative letting date of October 18, 2016
	City	Sioux City	18703	STP-U-7057(683)--70-97	Regional Rail Study: Sioux City Regional Rail Study	Planning Study	600	210	210	600	Contract approved by FHWA, IDOT, and City Council; awaiting final execution of contracts. Kickoff meetings in May 2016.
STP	City	Sioux City	22119	STP-U-7057(681)--70-97	In the City of Sioux City, 225th and Port Neal Rd: From 225th St to Port Neal Road	Pave	2409	1427	1427	2409	Letting date of May 17, 2016.
STP	City	Sioux City	22120	STP-U-7057()--70-97	In the City of Sioux City, Port Neal: 225th St S 1 MI to proposed interchange	Pavement Rehab	1877	1325	1325	1877	Rolled to FY 2017
STP-HBP	City	Sioux City	25378	BROS-7057(682)--8J-97	In the City of Sioux City, 38th Street: Perry Creek	Bridge Replacement	1330	1000	0	1330	Letting date of May 17, 2016.
STP-HBP	City	Sioux City	29675	BHM-7057()--8K-97	In the city of Sioux City, On Military Rd, Over Big Sioux River	Bridge Replacement	2823	1000	0	2823	RFP for design consultant selection in progress.
STP-HBP	City	Sioux City	22344	BROS-7057(680)--8J-97	In the City of Sioux City, Dearborn Blvd: Perry Creek	Bridge Replacement	1265	1000	0	1265	Letting date of May 17, 2016.
STP-HBP	City	Sioux City	29806	BHM-7057(687)--8K-97	In the city of Sioux City, On 18th Street Bridge, Over Floyd River	Bridge Deck Overlay	2232	1000	0	2232	Bid letting on February 16, 2016. Awaiting execution of contracts.
TAP	City	Sioux City	32621	STP-ES-7057(693)--8I-97	In the city of Sioux City, AT Milwaukee Railroad Shops: Roundhouse Building Enhancements	Historic Preservation	454	310	0	454	Concept statement submitted, waiting on approval to start architect selection process
TAP	City	Sioux City	19720	STP-ES-7057(672)--8I-97	In the city of Sioux City, Milwaukee Railroad Shops Historic District railroad and museum trail improvements	Historic Preservation,Ped/Bike Grade & Pave	1421	750	0	1421	Trail improvements will happen in FY 2018, awaiting DOT approval for Earmark funds
TAP	City	Sioux City	25146	TAP-U-7057(686)--8I-97	Riverfront Trail Connection: connecting the existing Lewis and Clark Trails along Missouri River from just south of RR bridge under east side Bacon Creek Channel Bridge and Pedestrian bridge over Bacon Creek Channel Bridge to Lafayette Street, Pedestrian Bridge over Floyd Channel and under west side of Floyd Channel Bridge connecting to existing trail at Chris Larson Park	Ped/Bike Grade & Pave,Ped/Bike Structures	158	158	158	1851	RFQ's, reviewing proposals, will make selection soon, will continue to work with DOT on selection process
Demo/TIGER	City	Sioux City			In the City of Sioux City, On 18th St Viaduct, Over railroad tracks, from Floyd Blvd to east of Steuben Street	Bridge New	1769	1300			Rolled to FY 2017

MPO Transportation Improvement Program FY 2017–2020

TABLE 1 B: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2016 PROJECT (NEBRASKA)

Sponsor Name	Control Number	PN	Type of Work	Pgmd Amnts in \$1,000's				Comments
				2016 Federal	2016 State	2016 Local	2016 Total	
South Sioux City			Placeholder for future safety projects that will be identified in the future. They may include, traffic monitoring, crash analysis, traffic calming, minor intersection improvements funds will be requests were applicable	\$30.0 \$30.0	\$0.0 \$0.0	\$7.5 \$7.5	\$37.5 \$37.5	
SIMPCO			Planning-FHWA	\$62.4	\$0.0	\$12.48	\$74.9	In Progress
SIMPCO			Planning-FTA	\$7.0	\$0.0	\$1.41	\$8.4	In Progress
South Sioux City	CN 32169		Connecting Schools Trail: AL Begston Trail to Covington and E.N. Sweet Schools	\$271.1	\$0.0	\$2.0	\$273.1	ROW in 2016, Construction in 2017, 100% Federal SRTS funding
South Sioux City	CN 32251	SRTS-22(34)	Atokad Trail	\$111.0	\$0.0	\$0.0	\$111.0	Construction in 2017, funding 80/20 split
South Sioux City	22(35) CN 32253		Electric Fueling Station	\$10.0	\$0.0	\$2.5	\$12.5	Bid in March 2016, Con/CE approx \$48 K
South Sioux City	CN 32074 URB - 5314		E 17th St: Autumn Olive Ln- Riverview Construction	\$540.0	\$0.0	\$135.0	\$675.0	Let in 2015, Construction Pending

MPO Transportation Improvement Program FY 2017–2020

TABLE 1C: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2016 PROJECT (SOUTH DAKOTA)

Sponsor	FY 2016 Projects		Pgm'd Amounts in \$1,000's	Status
SD DOT	IM 0291(126)1 I29, Dakota Dunes Interchange - Exit Signal	Project Total Federal Aid State Local	\$296 \$135 \$161	Awarded 11/04/2015
SD DOT	IM 0291 (122)0 N. Sioux City Interchange Over River Street. Over Big Sioux River @ Iowa Board. I29P over I29, 1.9 N or N Sioux City Interchange; SD 50 over I29: Over I29, 6.0 N SD46 Interchange: Deck Overlay, approach slabs and approach guardrail epoxy ship seal, abutment and column repair and joint modification	Project Total Federal Aid State Local	\$2,279 \$2,073 \$206	Scheduled for a 09/06/2016 Letting
SD DOT	IM-P 0023(44) I29N, I29S, SD19, SD50, SD52 Various Routes in the Yankton Area Joint and Spall Repair	Project Total Federal Aid State Local	\$1,897 \$1,554 \$343	Awarded 04/06/2016
SD DOT	PH 8064 (29) Various Counties, City and Township Roads in Union county Signing and Delineation	Project Total Federal Aid State Local	\$1,089 \$1,089 \$0 \$0	Deferred from 2016 to 2017
SD DOT	PH 0020 (128) Various locations on the State System in the Mitchell Region Durable Pavement Marking	Project Total Federal Aid State Local	\$561 \$561 \$0 \$0	Scheduled for a 05/18/2016
SD DOT	PH 0020 (141) Mitchell Region Corridor Signing, PE	Project Total Federal Aid State Local	\$1,020 \$1,020 \$0 \$0	Scheduled for a 09/07/2016
SIMPCO	FHWA Transportation Programs Planning	Project Total Federal Aid State Local	\$60.2 \$49.3 \$12.3	Obligated

MPO Transportation Improvement Program FY 2017–2020

TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2016 PROJECTS

PA	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	FY16_Ttl	FY16_FA	FY16_SA	Approval Status
MPO-29	5310	Sioux City	1143	Operations	Misc	Other		Purchase of contracted services (paratransit)	97,719	78,175	0	FTA Post Approved
MPO-29	5311	MPO-29	1313	Planning	Misc	Other		FTA Planning	49,010	39,208	0	FTA Post Approved
MPO-29	5339, 5307	Sioux City	3213	Capital	Replacement	Vehicle	Unit#: 1334	Heavy Duty Bus (40-42 ft.)	439,900	373,150	0	FTA Pre-Approved
MPO-29	5339, 5307	Sioux City	3214	Capital	Replacement	Vehicle	Unit#: 1335	Heavy Duty Bus (40-42 ft.)	439,900	373,150	0	FTA Pre-Approved
MPO-29	5339, 5307	Sioux City	3215	Capital	Replacement	Vehicle	Unit#: 1336	Heavy Duty Bus (40-42 ft.)	439,900	373,150	0	FTA Pre-Approved
MPO-29	5339, 5307	Sioux City	3216	Capital	Replacement	Vehicle	Unit#: 1337	Heavy Duty Bus (40-42 ft.)	439,000	373,150	0	FTA Pre-Approved
MPO-29	5339, 5307	Sioux City	3217	Capital	Replacement	Vehicle	Unit#: 1079	Heavy Duty Bus (26-29 ft.)	445,000	353,600	0	FTA Pre-Approved
MPO-29	5339, 5307	Sioux City	3219	Capital	Expansion	Vehicle		Heavy Duty Bus (35-39 ft.)	419,000	356,150	0	FTA Pre-Approved
MPO-29	STA, STA, 5307	Sioux City	1848	Operations	Other	Other		Governor's apportioned Operating Grant: Iowa, Nebraska, & South Dakota	3,766,388	1,733,471	299,446	FTA Post Approved
MPO-29	STA, PTIG, 5307	Sioux City	3542	Capital	Rehabilitation	Other		Addition of two new bus shelters for campus of Western Iowa Technical College	16,000	0	12,800	FTA Pre-Approved
MPO-29	PTIG, STA, 5307	Sioux City	3543	Capital	Expansion	Other		Add new interior & exterior security camera system for ten paratransit buses	23,100	0	18,480	FTA Pre-Approved
MPO-29	PTIG, STA, 5307	Sioux City	3545	Capital	Rehabilitation	Other		Rehabilitation of 35 bus shelters along ten fixed routes	122,500	0	98,000	FTA Pre-Approved

TRANSPORTATION NETWORK IMPROVEMENTS

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

The Metropolitan Planning Area's population will likely increase by the year 2040, maintaining urban demographic characteristics. The Metropolitan Planning Area has seen population increases prior to 2000. The network will be planned and programmed, given the financial constraints placed upon the Metropolitan Planning Area, to meet the growing needs and demands of the citizens which will be utilizing the facilities and services, making up the Metropolitan Planning Area transportation network. The *MPO Transportation Improvement Program FY 2017-2020* provides for the general health, safety, and well-being of the citizens of the Metropolitan Planning Area.

FY 2017 Sioux City Transit System capital purchases will total \$2,784,300 with \$2,202,350 of federal participation.

The intent of the *MPO Transportation Improvement Program FY 2017-2020* is to enable the Metropolitan Planning Area to create a multimodal and intermodal network that encourages and provides the distribution of people, goods, and services throughout the Metropolitan Planning Area and to points beyond the Sioux City Metropolitan Planning Area boundaries. In doing so, the Metropolitan Planning Area will meet international, national, state, and local transportation objectives. All projects are programmed using year of expenditure (YOE) dollars per the requirements of the FAST Act. Costs of future projects were determined using a 4% to 5% inflation rate and are calculated by the project sponsor.

SCHEDULE FOR SOLICITATION OF PROJECT APPLICATIONS AND EVALUATION

- January 6, 2016 - TTC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 15, 2016 – SIMPCO staff sends out Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) applications to county/city engineers and other interested parties via the public participation list. Applications are also available via email and on the SIMPCO website (www.simpco.org)
- February 12, 2016 - STBGP and TAP Application Deadline
- February 15, 2016 - March 1, 2016 - Project evaluation by SIMPCO staff
- March 2, 2016- Project presentations by applicants. Project recommendation to Policy Board by TTC.
- March 3, 2016 – Project selection and approval by Policy Board
- May 4, 2016 - Draft TIP Tables presented to TTC and Policy Board
- May 13, 2016 - Draft TIP available at SIMPCO office and website and public comment period begins.
- May 23, 2016 – Draft TIP to TTC and Policy Board and to Iowa DOT, Nebraska DOR, South Dakota DOT, FHWA and FTA
- June 21, 2016 – Public Input Meeting
- July 6, 2016 - Final TIP to TTC for review and recommendation
- July 7, 2016 - Final TIP to Policy Board for approval
- July 15, 2016 – Final TIP sent to Iowa Department of Transportation, Nebraska Department of Roads and South Dakota Department of Transportation for inclusion in the Statewide Transportation Improvement Programs (STIP)
- September 2016 - Letter addressing the spending of TAP Flex Funds submitted to the office of program management
- October 2016 – Letters to the Offices of Program Management and Public Transit sent out. Requesting that the STBGP funds programmed for transit be transferred to FTA.

STBG/TAP APPLICATION PROCESS

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

I O W A

1. **Application:** Iowa members and organizations within the Metropolitan Planning Area will be informed when requests for STBGP and TAP applications are being requested and their deadline. Members will receive an application by mail or email format. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available on SIMPCO's website: www.simpco.org. While agencies or organizations may apply for STBG and TAP funds, they must be sponsored by an Iowa MPO member to be awarded funding. All applications must be received by the application deadline so that staff has an appropriate amount of time for project evaluation. Applications are typically sent out in mid-January and due back to staff in mid-February. Any application received past its deadline will be considered for the following year's application cycle.
2. **Scoring:** Once projects have been submitted to staff, these projects will be evaluated and scored according to the qualifying and priority criterion which is listed in the TIP. Once scored, staff will compile project information, scoring, and recommendation into a memo provided to both the Transportation Technical Committee and Policy Board for review. Although SIMPCO staff recommends projects based on the qualifying and priority criteria, the Transportation Technical Committee and Policy Board are not required to grant funds to the projects based on recommendation.
3. **Transportation Technical Committee Recommendation:** The Transportation Technical Committee will review the recommendations from staff, may discuss significance of projects, and hear any input from Transportation Technical Committee members, organizations, agencies or the public. A funding recommendation from the Transportation Technical Committee will then be presented to the Policy Board. This process is typically done in March.
4. **Policy Board Action:** The Policy Board will receive projects scores along with recommendations from staff, the Transportation Technical Committee recommendation, any discussion on significance of projects, and any further input from members, organizations, agencies or the public. At that point, the Policy Board will make a final decision for the Iowa STBG and TAP funds. Projects will be selected within limitations of funding or "target amounts" that is calculated by the Iowa Department of Transportation.
5. **Transportation Improvement Program:** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the Iowa DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Iowa DOT to ensure all Federal regulations are being met regarding project

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

N E B R A S K A

1. **Application:** Nebraska members and organizations within the Metropolitan Planning Area will complete a copy of the DR Form 530 for STBGP funds and a TE Intent to Apply Form, TAP Draft Application Form, and a TAP Final Application Form. The Transportation Enhancement applications can be found on the Nebraska DOR website at: <http://www.transportation.nebraska.gov/trans-enhance/apply.htm>
2. **SIMPCO approval:** Once the DR Form 530 or TAP Final Application Form is completed by a member, it must be submitted to the MPO Transportation Planning Director for an approval signature. The MPO approval will be based on the status of the STBGP quarterly report that the Nebraska Department of Roads shall send to the MPO that reports the Urban STBGP funds available for Nebraska members to utilize.
3. **Nebraska Department of Roads Approval:** After SIMPCO approval, the application will be sent for the Nebraska Department of Roads to review. Once the project has been approved by the Nebraska Department of Roads, both SIMPCO and the Nebraska member will receive a project Control Number.
4. **Transportation Improvement Program:** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the Nebraska DOR for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the Nebraska DOR to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

S O U T H D A K O T A

1. **Bridge Improvement Grant (BIG) and Transportation Alternatives Program (TAP) Applications:** South Dakota members submit an application to the South Dakota Department of Transportation (DOT) to request BIG funds by January 2nd of each year. SIMPCO requests a copy of the BIG application to have on file when sent to the South Dakota DOT. The BIG applications can be found at <http://www.sddot.com/business/local/big/2016bridge-fund-application.pdf> . South Dakota members submit a Transportation Alternatives Program letter of intent to the South Dakota DOT explaining their project by July 15 of each year. SDDOT will schedule a site visit before September 15 and applications will be due by September 30 of each year. SIMPCO requests a copy of the TAP letter of intent and application to have on file when sent to the South Dakota DOT. The TAP letter of intent and application for South Dakota can be found on the South Dakota DOT website at: <http://www.sddot.com/services/transalt/>

2. **South Dakota Department of Transportation Approval:** Once the project has been approved by the South Dakota DOT, both SIMPCO and the South Dakota member will receive a project Control Number.
3. **Transportation Improvement Program:** Selected projects are then included in the Transportation Improvement Program (TIP). The draft TIP is reviewed by the Policy Board in the spring and the final TIP is approved during the month of July and submitted to the South Dakota DOT for approval, after which it is submitted to FHWA as part of the Statewide Transportation Improvement Program (STIP) for federal approval. After the project has federal authorization, approved project applicants must work with the South Dakota DOT to ensure all Federal regulations are being met regarding project design and construction. If a project requires a TIP amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

SURFACE TRANSPORTATION BLOCK GRANT PROJECTS – QUALIFYING CRITERIA (I O W A)

The following Qualifying Criteria is used for projects submitted to the SIMPCO MPO by the State of Iowa only, Nebraska, and South Dakota have separate criteria that are determined by state SD DOT and NE DOR

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

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

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

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

The Fixing America's Surface Transportation (FAST) Act requires a non-federal match of at least 20 percent of project costs. Assurance of this required local match by the proposer at the time of the application indicates a necessary level of support by the proposer to immediately proceed with the project development and implementation.

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

All Fixing America's Surface Transportation (FAST) Act federal funds received by the State of Iowa will be received and disbursed by the Iowa Department of Transportation (Iowa DOT). With FAST Act, projects within smaller cities and towns may now be eligible for federal aid. Surface Transportation Block Grant Program funds are available as a reimbursement program administered by the Federal Highway Administration (FHWA). Reimbursement will be received from federal highway funds for the federal portion (up to 80 percent of total expenditures) of those expenditures for the project.

4. Projects must be proposed on eligible roads.

The STBGP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. Applicants should refer to the Federal Functional Classification map available at the county engineer’s office, the Siouxland Interstate Metropolitan Planning Council office, and the Iowa Department of Transportation District 3 Office in Sioux City to check eligibility.

SURFACE TRANSPORTATION BLOCK GRANT PROJECTS – PRIORITY CRITERIA (I O W A)

Each of the following eleven criteria explains its importance to the application and provides the applicant with the amount of weight given in the application review. Each priority is directly related to questions on the application.

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

2. Comprehensive Design 6 points

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

3. The degree to which the proposed project fulfills the intent of the Fixing America’s Surface Transportation (FAST) Act 5 points

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

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

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

4. Projects with an assured local (non-federal funds) match in excess of 20 percent (Question 2) 10 points

The demand for Surface Transportation Block Grant Program funds far exceeds the amount made available to Iowa. Providing a modest incentive for proposers to exceed the minimum required local (non-federal funds) match (20 percent) will enable leveraging implementation of more projects in more locations throughout the state. Providing equitable access to Surface Transportation Block Grant Program funds for poorer communities is also a concern. Therefore, the maximum local (non-federal funds) share is capped at 50 percent. And the maximum points given to this prioritizing criterion are sufficiently low to fund projects that score well on the remaining prioritizing criteria.

5. Projects with components which have already been funded and/or implemented from other funding sources, especially projects for which proposed surface transportation projects would complete a larger project, concept, or plan (Question 3) 5 points

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

6. Projects that have already gone through a statewide, regional, and/or local priority setting process (Question 4) 5 points

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

7. Projects which demonstrate a regional impact including tourism and economic development (Question 5) 20 points

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

8. Project development status, at time of application, with regards to the federal and other processing requirements appropriate to the proposed project (Question 6) 3 points

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

- Right of way acquired? = 1
- Environmental assessment completed/approved? = 1
- Project design completed? = 1

9. Project Average Annual Daily Traffic and the projected Average Annual Daily Traffic (Question 8)

10. Project Federal Functional Classification (Question 9) 10 points

- Local = 2.5
- Collector = 5.0
- Minor Arterial = 7.5
- Major Arterial = 10.0

11. Project Iowa Department of Transportation Sufficiency Rating(s) and Volume to Capacity Ratio(s) (Question 10) 18 points

Sufficiency Rating	Volume to Capacity Ratio
100 – 86 = 1	.10 - .39 = 3.5
85 – 71 = 2	.40 - .69 = 7.0
70 – 56 = 3	.70 - .99 = 10.5
55 & below = 4	1.00 + = 14.0

12. Project Accident Rate (Question 11) 8 points

- 0.01 - 0.50 = 2
- 0.51 - 1.00 = 4
- 1.01 - 2.00 = 6
- 2.01 + = 8

TRANSPORTATION ALTERNATIVES PROGRAM – QUALIFYING CRITERIA (IOWA)

Fixing America’s Surface Transportation (FAST) Act has grouped the Transportation Enhancement funds under a new program called Transportation Alternatives. Transportation enhancement activities no longer are required to be a part of the Surface Transportation Block Grant Program where 10 percent of the STBGP apportionment is required for transportation enhancement. The Transportation Alternatives Program is funded at a level equal to 2 percent of the FHWA funding.

1. Eligibility activities under 23 U.S.C.213(b) eligible activities under the TAP program consist of:

- A. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (FAST Act 1103):
 - i. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - ii. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - iii. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
 - iv. Construction of turnouts, overlooks, and viewing areas.
 - v. Community improvement activities, including-
 - a. inventory, control, or removal of outdoor advertising;
 - b. historic preservation and rehabilitation of historic transportation facilities;
 - c. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - d. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
 - vi. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
 - a. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - b. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- B. The recreational trails program under section 206 of title 23.

- C. The safe routes to school program under section 1404 of the SAFETEA-LU.
 - i. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - ii. Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
 - iii. Safe Routes to School coordinator.
- D. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Ineligible Activities: Section 1103 of the FAST Act eliminated the definition of transportation enhancement activities in section 104 of title 23 and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:

- A. Safety and educational activities for pedestrians and bicycles.
 - Exception:** Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding).
 - Note:** Some of these activities may be eligible under HSIP. Nonconstruction projects for bicycle safety remain broadly eligible for STBG funds.
 - B. Acquisition of scenic easements and scenic or historic sites.
 - C. Scenic or historic highway programs (including visitor and welcome centers).
 - i. Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under section 101(a)(29)(D) of title 23.
 - D. Historic preservation as an independent activity unrelated to historic transportation facilities. Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see section 101(a)(29)(E).
 - E. Operation of historic transportation facilities.
 - F. Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
 - G. Transportation museums.
- 2. Projects must have an assured match (non-FHWA funds) of at least 20 percent of the estimated total cost of the proposed project.**
The FAST Act requires a match of a least 20 percent of project costs. Assurance of this required match by the applicant agency(ies) at the time of the application indicates a necessary level of support by the applicant agency(ies) to immediately proceed with the project development and implementation. Applicant agency(ies) may apply funds from other federal agencies and the value of other contributions may be credited to the

non-FHWA share of the costs of the project to carry out a transportation enhancement activity. Up to 100% of an individual project may be financed with federal funds. Use of qualified youth conservation or service corps to perform appropriate transportation enhancement activities is encouraged.

3. Eligibility of project sponsors.

Under the FAST Act, federal funds received by the State of Iowa will be received and disbursed by the Iowa Department of Transportation (Iowa DOT). With the FAST Act, eligible entities to receive TAP funds have expanded to include: local governments; regional transportation authorities; transit agencies; natural resource or public land agencies; school districts, local education agencies, or schools; tribal governments; and any other local or regional government entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible.

Under TAP, nonprofits are not eligible as direct grant recipients of the funds. Nonprofits are eligible to partner with any eligible entity on an eligible TAP project, if State or local requirements permit.

4. Applicant agency(ies) must provide written assurance that a governmental entity will adequately maintain the completed project and not change the right-of-way use.

The Iowa Department of Transportation requires that a governmental entity agrees to operate and maintain facilities funded with federal transportation enhancement funds for twenty (20) years and not change the use of any right-of-way acquired without prior approval of from the Iowa DOT and the FHWA.

5. Projects must demonstrate a relationship to transportation.

The FAST Act requires that transportation enhancement projects be related to transportation. The FHWA fact sheet providing guidance states: “The Transportation Alternatives Program (TAP) authorized under Section 1122 of the FAST Act (23 U.S.C. 213(b), 101(a)(29) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways”

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS – PRIORITY CRITERIA (I O W A)

Each of the following ten criteria explains its importance to the application and provides the applicant with the amount of weight given in the application review. Each priority is directly related to questions on the application.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7. Status of Land Acquisition 5 points

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

8. Facility Category 25 points

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

Connection – Does the project connect with an existing facility, proposed facility, or area of interest?

Development – Is this a brand new development?

Extension – Is this an extension of an existing facility?

Upgrade – Is this project to upgrade an existing facility?

Combination – Two or more of the above criteria?

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

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

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

COUNTY BRIDGE PROJECTS

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

WOODBURY COUNTY:

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

The County Engineer also looks for accelerated deterioration compared to prior inspection reports. Bridges may move forward in the construction program if their rate of deterioration appears to be increasing or if the bridge suffered damage in the course of the year. Bridges may be selected and prioritized ahead of others already in the five year construction program if a collision, flood or other natural disaster causes the loss of a bridge or a severe reduction in capacity. This re-prioritization usually results in the delay of one of more already programmed bridges due to lack of funds. The County Engineer is accessible every day to local residents to discuss individual concerns about bridge replacement and repair priorities. Local livestock and grain producers currently supply frequent input concerning bridges near their operations. Bridge recommendations made by the County Engineer are reviewed annually and approved by the Board of Supervisors.

PLYMOUTH COUNTY:

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

PUBLIC PARTICIPATION PROCESS

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

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

TABLE 3A: IOWA PROJECTS

MPO-29 / SIMPCO
2017 - 2020 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:ER		Pgm'd Amounts in 1000's				Total	STIP#
				FY17	FY18	FY19	FY20		
STBG - Surface Transportation Block Grant Program									
Woodbury - 97									
22120	STP-U-7057()--70-97	1.743 MI	Project Total	1,877	0	0	0	1,877	TA
Sioux City	In the City of Sioux City, Port Neal: 225th St S 1 MI to proposed interchange	--	Federal Aid	1,325	0	0	0	1,325	
Final TIP Approved	Pavement Rehab	--	Regional FA	1,325	0	0	0	1,325	--
25145	STP-U-7057()--70-97	0	Project Total	2,200	0	0	0	2,200	TA
Sioux City	In the City of Sioux City, Morningside Ave: From South Lakeport Street to South Nicolette Street	--	Federal Aid	1,760	0	0	0	1,760	
Final TIP Approved	Pavement Rehab	--	Regional FA	1,760	0	0	0	1,760	--
29673	STP-U-7057()--70-97	0	Project Total	0	2,875	0	0	2,875	TA
Sioux City	In the city of Sioux City, On Glenn Ave Phase II, from South Cecelia Street to South Rustin Street	--	Federal Aid	0	2,229	0	0	2,229	
Final TIP Approved	Grade and Pave	--	Regional FA	0	2,229	0	0	2,229	--
33889	STP-U-7057()--70-97	1 MI	Project Total	0	0	2,800	0	2,800	TA
Sioux City	In the city of Sioux City, On Myrtle Street, from West 23rd Street North 1 Miles to West Clifton Street	--	Federal Aid	0	0	2,240	0	2,240	
Final TIP Approved	Pavement Rehab	--	Regional FA	0	0	2,240	0	2,240	--
35398	STP-U-7057()--70-97	0.3 MI	Project Total	0	0	0	2,756	2,756	TA
Sioux City	In the city of Sioux City, On South Fairmount Street, from Transit Avenue to Vine Avenue	--	Federal Aid	0	0	0	1,824	1,824	
Final TIP Approved	Pavement Rehab	--	Regional FA	0	0	0	1,824	1,824	--
32763	STP-S-C097(K25)--5E-97	1.08	Project Total	0	0	0	1,000	1,000	TA
Woodbury CRD	On K25, from 235th Street South 1.0 Miles to Gelita Plant, S17 T87 R47	--	Federal Aid	0	0	0	800	800	
Final TIP Approved	Pavement Widening,Shoulder Grading,Granular Shoulders	17:87:47	Regional FA	0	0	0	800	800	--
STBG-HBP - Surface Transportation Block Grant Program - Bridge Program									
Woodbury - 97									
29675	BHM-7057()--8K-97	0	Project Total	2,823	0	0	0	2,823	TA
Sioux City	In the city of Sioux City, On Military Rd, Over Big Sioux River	--	Federal Aid	1,000	0	0	0	1,000	
Final TIP Approved	Bridge Replacement	--	Regional FA	0	0	0	0	0	--

MPO Transportation Improvement Program FY 2017–2020

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY17	FY18	FY19	FY20		
Woodbury - 97 (continued)									
29805 Sioux City	BHM-7057()-8K-97 In the city of Sioux City, On 11th Street, Over Floyd River	0 --	Project Total Federal Aid	0 0	1,992 1,000	0 0	0 0	1,992 1,000	TA
Final TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	0	--
NHPP - National Highway Performance Program									
Woodbury - 97									
8310 (NBIS: 053741) DOT-D03-MPO29 Final TIP Approved	IM-29()-13-97 I-29: RECONSTRUCTION IN SIOUX CITY Grade and Pave,Bridge New,Bridge Replacement	12 MI 053741 --	Project Total Federal Aid Regional FA	1,327 562 562	52,029 46,826 0	20,440 18,396 0	1,372 0 0	75,168 65,784 562	TA --
TAP - Transportation Alternatives									
Woodbury - 97									
25146 Sioux City	TAP-U-7057(686)--81-97 DOT Letting: 04/18/2017 Riverfront Trail Connection: connecting the existing Lewis and Clark Trails along Missouri River from just south of RR bridge under east side Bacon Creek Channel Bridge and Pedestrian bridge over Bacon Creek Channel Bridge to Lafayette Street, Pedestrian Bridge over Floyd Channel and under west side of Floyd Channel Bridge connecting to existing trail at Chris Larson Park	0 --	Project Total Federal Aid	1,693 1,116	0 0	0 0	0 0	1,693 1,116	TA
Final TIP Approved	Ped/Bike Grade & Pave,Ped/Bike Structures	--	Regional FA	1,116	0	0	0	1,116	--
PA NOTE: MPO requested to use the Advance Construction provision for this project. TAP funds were awarded to the project in future years.									
19720 Sioux City	STP-ES-7057(672)--81-97 DOT Letting: 10/16/2018 In the city of Sioux City, Milwaukee Railroad Shops Historic District railroad and museum trail improvements	0 MI --	Project Total Federal Aid	1,421 750	0 0	0 0	0 0	1,421 750	TA
Final TIP Approved	Historic Preservation,Ped/Bike Grade & Pave	--	Regional FA	0	0	0	0	0	--
32621 Sioux City	STP-ES-7057(693)--81-97 Local Letting: 05/04/2017 In the city of Sioux City, AT Milwaukee Railroad Shops; Roundhouse Building Enhancements	0 --	Project Total Federal Aid	454 310	0 0	0 0	0 0	454 310	TA
Final TIP Approved	Historic Preservation	--	Regional FA	0	0	0	0	0	--
PL - Metropolitan Planning									
Woodbury - 97									
18694 MPO-29 / SIMPCO Final TIP Approved	RGPL-PA29(RTP)--PL-97 RGLPL: SIMPCO: MPO Planning Trans Planning	0 MI -- --	Project Total Federal Aid Regional FA	211 169 0	211 169 0	211 169 0	211 169 0	844 676 0	TA --

MPO Transportation Improvement Program FY 2017–2020

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:TR		Pgm'd Amounts in 1000's				Total	STIP#
				FY17	FY18	FY19	FY20		
DEMO - Federal Demonstration (earmark) Funds									
Woodbury - 97									
26713 Sioux City	HDP-7057(685)--71-97 DOT Letting: 01/17/2018 In the city of Sioux City, On 18TH ST Viaduct, Over railroad tracks, from Floyd Blvd to east of Steuben Street	0 --	Project Total Federal Aid	1,469 1,000	0 0	0 0	0 0	1,469 1,000	TA
Final TIP Approved	Bridge New	0:0:00	Regional FA	0	0	0	0	0	--
26714 Sioux City	EDP-7057(688)--7Y-97 DOT Letting: 06/20/2017 Floyd Blvd Trail, from Outer Drive north to UPRR and connecting to existing Floyd Levee Trail	0 --	Project Total Federal Aid	656 487	0 0	0 0	0 0	656 487	TA
Final TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	0	0	0	0	0	--
DOT NOTE: DEMO ID 1A087									
PRF - Primary Road Funds									
Woodbury - 97									
35604 DOT-D03-MPO29	BRFN--29()--39-97 I-29: BIG SIOUX RIVER IN SIOUX CITY (STATE SHARE)	0 MI --	Project Total Federal Aid	413 0	0 0	0 0	0 0	413 0	TA
Final TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	0	--
35607 DOT-D03-MPO29	BRFN--77()--39-97 US 77: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	0 MI --	Project Total Federal Aid	36 0	36 0	36 0	36 0	144 0	TA
Final TIP Approved	Bridge Cleaning	--	Regional FA	0	0	0	0	0	--
35608 DOT-D03-MPO29	BRFN--129()--39-97 I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)	0 MI --	Project Total Federal Aid	28 0	28 0	28 0	28 0	112 0	TA
Final TIP Approved	Bridge Deck Overlay,Bridge Cleaning	--	Regional FA	0	0	0	0	0	--
35605 DOT-D03-MPO29	BRFN--29()--39-97 I-29: BIG SIOUX RIVER IN SIOUX CITY (STATE SHARE)	0 MI --	Project Total Federal Aid	0 0	0 0	0 0	144 0	144 0	TA
Final TIP Approved	Bridge Painting	--	Regional FA	0	0	0	0	0	--
35509 DOT-D03-MPO29	BRFN--20()--39-97 US 20: MORNINGSIDE AVE IN SIOUX CITY	0 MI --	Project Total Federal Aid	0 0	0 0	0 0	400 0	400 0	TA
Final TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	0	--

MPO Transportation Improvement Program FY 2017–2020

TABLE 3 B NEBRASKA PROJECTS (2 0 1 7 - 2 0 2 0)

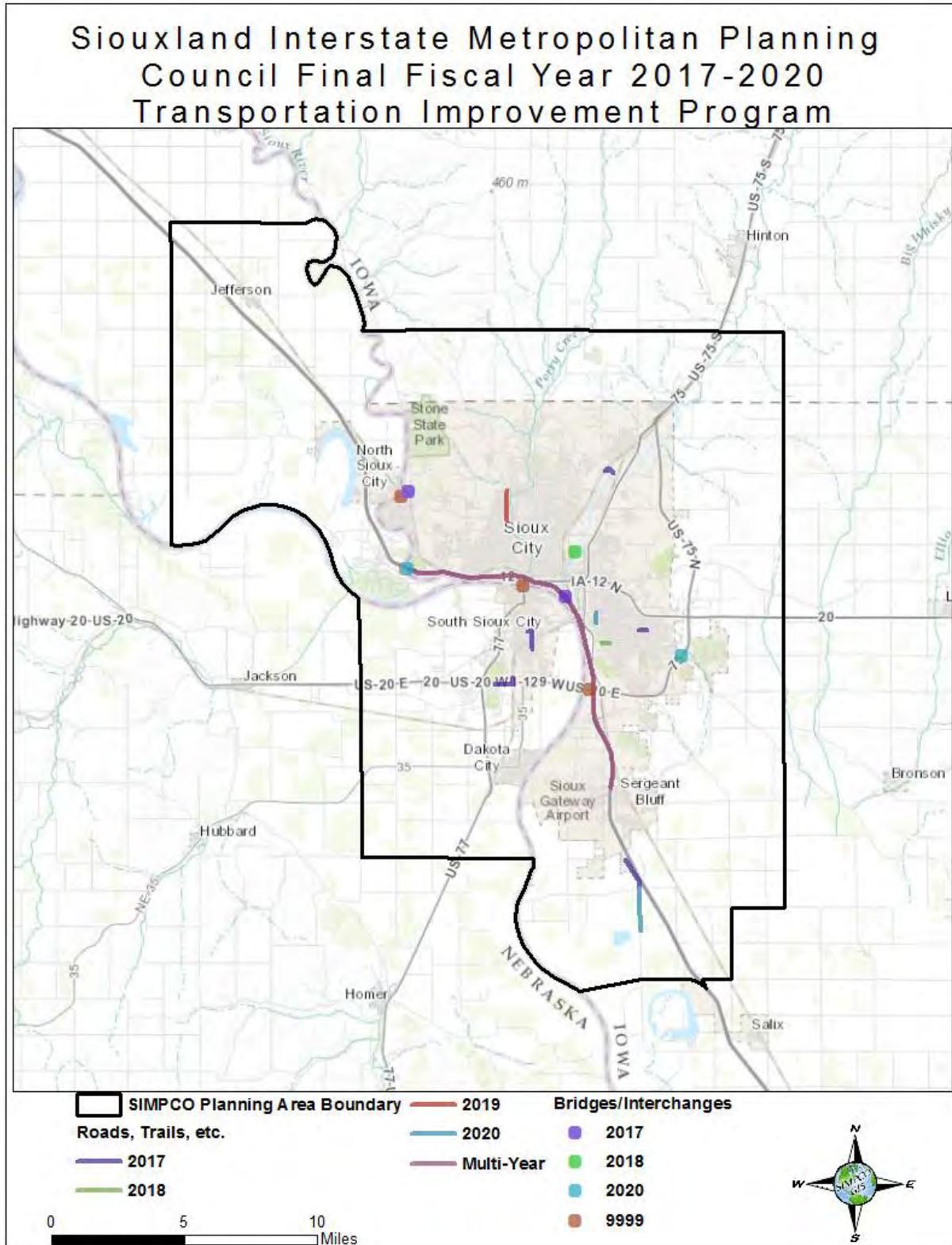
Sponsor Name	Program	Control Number	Project Description	Phase of Work	Pgm Amnts in \$1,000's				Year	Comments
					Federal	State	Local	Total		
South Sioux City	HSIP - Highway Safety Improvement Program		Placeholder for future safety projects that will be identified in the future. They may include, traffic monitoring, crash analysis, traffic calming, minor intersection improvements funds will be requests were applicable	Const/CE	\$30.0		\$7.5	\$37.5	2017	
					\$30.0		\$7.5	\$37.5	2018	
					\$30.0		\$7.5	\$37.5	2019	
					\$30.0		\$7.5	\$37.5	2020	
				Total Costs	\$120.0		\$30.0	\$150.0		
South Sioux City	NH- National Highway System	CN 32275	NH-129-1(30) South Sioux City Bridges- 5 bridges on I-129 at three locations	PE	\$0.0	\$50.0	\$0.0	\$0.0	2018	
				Const/CE	\$3,800.0		\$0.0	\$0.0	2019	
				Const/CE	\$0.0	\$420.0	\$0.0	\$0.0	2019	
				Total Costs	\$3,800.0	\$470.0	\$0.0	\$0.0		
SIMPCO	PL - Metropolitan Planning		Planning	Planning	\$62.4		\$12.48	\$74.9	2017	
					\$62.4		\$12.48	\$74.9	2018	
					\$62.4		\$12.48	\$74.9	2019	
					\$62.4		\$12.48	\$74.9	2020	
				Total Costs	\$249.6		\$49.9	\$299.5		
SIMPCO	FTA 5303 - Metropolitan Planning		Planning	Planning	\$7.0		\$1.41	\$8.4	2017	
					\$7.0		\$1.41	\$8.4	2018	
					\$7.0		\$1.41	\$8.4	2019	
					\$7.0		\$1.41	\$8.4	2020	
				Total Costs	\$28.2		\$5.6	\$33.8		
South Sioux City	SRTS - SAFE Routes To School	CN 32169	Connecting Schools Trail: AL Begston Trail to Covington and E.N. Sweet Schools Trail Construction	PE	\$56.8		\$14.2	\$71.0		
				Const	\$177.5		\$44.4	\$221.9	2017	
				CE	\$36.8		\$9.2	\$46.0	2017	
				Total Costs	\$271.1	\$0.0	\$67.8	\$338.9		
South Sioux City	TAP - Transportation Alternatives Program	CN32251	Atokad Trail 10' wide pedestrian/bicycle trail, pdestrian crossing and lighting for .75 mile trail along Atokad Drive	PE	\$111.0	\$0.0	\$27.8	\$138.75		
				Const/CE	\$453.0	\$0.0	\$113.3	\$566.25	2017	
				Total Costs	\$564.0	\$0.0	\$141.0	\$705.0		

MPO Transportation Improvement Program FY 2017–2020

TABLE 3 C SOUTH DAKOTA PROJECTS

Sponsor	Project Number	PCN	Location of Project	Type of Improvement		Pgmd Amnts in \$1,000's			
						FY17	FY 18	FY 19	FY 20
Union	PH 8064(29)	02UL	Various County, City, & Township Roads in Union County	Signing & Delineation, PE	Project Total	\$1,098,000			
					Federal Aid	\$1,098,000			
					State	\$0			
Regionwide	P0020(00)17	04UR	Regionwide	Mitchell Region Bridge Rehabilitation	Project Total	\$306,000			
					Federal Aid	\$0			
					State	\$306,000			
Regionwide	PH 0020(131)	03UT	Various locations on the State System in the Mitchell Region	Durable Pavement Marking	Project Total	\$561,000			
					Federal Aid	\$561,000			
					State	\$0			
Regionwide	P 0020(00)18	04UW	Regionwide	Mitchell Region Bridge Rehabilitation	Project Total		\$208,000		
					Federal Aid		\$0		
					State		\$208,000		
Union	IM 0291(129)0	05HF	129- Strs Over the Big Sioux River at the Iowa/South Dakota State Line	Bridge Zone Painting	Project Total				\$362,000
					Federal Aid				\$329,000
					State				\$33,000
SIMPCO			FHWA Transportation Programs Planning		Project Total	\$60.2	\$60.2	\$60.2	\$60.2
					Federal Aid	\$49.3	\$49.3	\$49.3	\$49.3
					Local	\$12.3	\$12.3	\$12.3	\$12.3

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



MPO Transportation Improvement Program FY 2017–2020

TABLE 4: FEDERAL TRANSIT ADMINISTRATION ELEMENT

MPO-29 / SIMPCO (14 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY17	FY18	FY19	FY20
5311	MPO-29	1313 Planning Misc	FTA Planning	Total	49,010	49,010	49,010	49,010
				FA	39,208	39,208	39,208	39,208
				SA				
5307, 5339	Sioux City	3868 Capital Replacement	New Project Diesel, VSS, Low Floor, BioDiesel Unit #: 1335	Total	460,000			
				FA	391,000			
				SA				
5307, 5339	Sioux City	3881 Capital Replacement	New Project Diesel, VSS, Low Floor, BioDiesel Unit #: 1079	Total	430,000			
				FA	365,500			
				SA				
5307, 5339	Sioux City	3882 Capital Expansion	New Project Diesel, VSS, Low Floor, BioDiesel	Total	438,000			
				FA	372,300			
				SA				
5307, 5339	Sioux City	3884 Capital Replacement	New Project VSS Unit #: 1311	Total	86,000			
				FA	73,100			
				SA				
5307, 5339	Sioux City	3888 Capital Replacement	New Project VSS Unit #: 1321	Total	86,000			
				FA	73,100			
				SA				
5307, 5339	Sioux City	3892 Capital Replacement	New Project VSS Unit #: 1322	Total	86,000			
				FA	73,100			
				SA				
PTIG, 5339, 5307	Sioux City	3900 Capital Rehabilitation	Concrete Paving replacement at Transit Garage	Total	70,000			
				FA	56,000			
				SA				
PTIG, STA, 5307	Sioux City	3901 Capital Other	Install new interior & exterior surveillance camera system to para transit vans	Total	25,000			
				FA				
				SA	20,000			
5307, 5339	Sioux City	3913 Capital Replacement	New Project Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 1343	Total	460,000			
				FA	391,000			
				SA				
5307, 5339	Sioux City	3914 Capital Replacement	New Project Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 1342	Total	460,000			
				FA	391,000			
				SA				
PTIG, 5307	Sioux City	3994 Capital Rehabilitation	MLK Structural reahilitation and repairs	Total	75,000			
				FA	30,000			
				SA	30,000			
5310	Sioux City	1143 Operations Misc	Purchase of contracted services (paratransit)	Total	98,635	98,635		
				FA	79,091	79,091		
				SA				
STA, STA, 5307	Sioux City	1848 Operations Other	Governor's apportioned Operating Grant: Iowa, Nebraska, & South Dakota	Total	3,843,133	3,843,133		
				FA	1,753,120	1,753,120		
				SA	336,893	336,893		

FINANCING THE PROGRAM

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

Project #	Sponsor	Project Description	2017	2018	2019	2020
IM--29()--13-97	DOT	I29 Reconstruction	\$562,000			
STP-U-7057()--70-97	Sioux City	Morningside Ave	\$1,760,000			
STP-U-7057()--70-97	Sioux City	225th Street and Port Neal S 1 Mi to proposed interchange	\$1,325,000			
STP-U-7057()--70-97	Sioux City	Glenn Ave		\$2,229,000		
STP-U-7057()--70-97	Sioux City	Myrtle St			\$2,240,000	
STP-U-7075()--70-97	Sioux City	S. Fairmount Reconstruction				\$1,824,000
STP-S-C097(K25)--5E-97	Woodbury County	Port Neal Rd.				\$800,000
Total Programmed			\$3,647,000	\$2,229,000	\$2,240,000	\$2,624,000
STP Carryover from Previous Year			\$1,325,000	\$99,200	\$195,400	\$280,600
STP Target			\$2,325,200	\$2,325,200	\$2,325,200	\$2,325,200
TAP Flex			\$96,000	\$0	\$0	\$19,000
Balance			\$99,200	\$195,400	\$280,600	\$800

TABLE 6: IOWA TRANSPORTATION ALTERNATIVE PROGRAM FUND BALANCE

Project #	Sponsor	Project	2017	2018	2019	2020	2021	2022
TAP-U-7075(686)--8I-97	Sioux City	Riverfront Trail Connection	\$1,116,000					
Total Programmed			\$1,116,000	\$0	\$0	\$0	\$0	\$0
TAP Carryover from Previous Year			\$76,200	-\$910,000	-\$684,000	-\$458,000	-\$247,000	-\$117,000
TAP Target			\$129,800	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000
TAP Flex			\$0	\$96,000	\$96,000	\$81,000	\$0	\$0
Balance			-\$910,000	-\$684,000	-\$458,000	-\$247,000	-\$117,000	\$13,000

*Note: MPO requested to use the Advanced Construction provision for this project, TAP funds were awarded to this project in future years.

MPO Transportation Improvement Program FY 2017–2020

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

Funding Source	FY 17			FY 18			FY 19			FY 20			Grand Total
	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	
STBG	4077	3085	3085	2875	2229	2229	2800	2240	2240	3756	2624	2624	33864
STBG-HBP	2823	1000	0	1992	1000	0	0	0	0	0	0	0	6815
NHPP	1327	562	562	52029	46826	0	20440	18396	0	1372	0	0	141514
TAP	3568	2176	1116	0	0	0	0	0	0	0	0	0	6860
PL	211	169	0	211	169	0	211	169	0	211	169	0	1520
DEMO	2125	1487	0	0	0	0	0	0	0	0	0	0	3612
PRF	477	0	0	64	0	0	64	0	0	608	0	0	1213

TABLE 7B: IOWA TRANSIT SUMMARY OF TOTAL FEDERAL AID BY PROGRAM

Funding Source	2017			2018			2019			2020		
	Total	Federal	State	Total	Federal	State	Total	Federal	State	Total	Federal	State
5339, 5307	2,506,000	2,130,100	0	0	0	0	0	0	0	0	0	0
5310	98,635	79,091	0	98,635	79,091	0	0	0	0	0	0	0
5311	49,010	39,208	0	49,010	39,208	0	49,010	39,208	0	49,010	39,208	0
PTIG, 5307	75,000	30,000	30,000	0	0	0	0	0	0	0	0	0
PTIG, 5339, 5307	70,000	56,000	0	0	0	0	0	0	0	0	0	0
PTIG, STA, 5307	25,000	0	20,000	0	0	0	0	0	0	0	0	0
STA, STA, 5307	3,843,133	1,753,120	336,893	3,843,133	1,753,120	336,893	0	0	0	0	0	0

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

Funding Source	2017			2018			2019			2020			Grand Total
	Total	Federal	Rgnl	Total	Federal	Rgnl	Total	Federal	Rgnl	Total	Federal	Rgnl	
HSIP	37.5	30.0	7.5	37.5	30.0	7.5	37.5	30.0	7.5	37.5	30.0	7.5	300.0
SRTS	267.9	214.3	53.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	535.7
PL	74.9	62.4	12.5	74.9	62.4	12.5	74.9	62.4	12.5	74.9	62.4	12.5	599.1
FTA 5303	8.4	7.0	1.4	8.4	7.0	1.4	8.4	7.0	1.4	8.4	7.0	1.4	67.2
NH	0.0	0.0	0.0	0.0	0.0	50.0	0.0	3,800.0	420.0	0.0	0.0	0.0	4270.0
TAP	566.3	453.0	113.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1132.5

MPO Transportation Improvement Program FY 2017–2020

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

Funding Source	2017			2018			2019			2020			Grand Total
	Total	Federal	State	Total	Federal	State	Total	Federal	State	Total	Federal	State	
IM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	362.0	329.0	33.0	724.0
Bridge Projects	306.0	0.0	306.0	208.0	0.0	208.0	0.0	0.0	0.0	0.0	0.0	0.0	1028.0
Roadway Safety	1650.0	1650.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3300.0
PL	60.2	49.3	12.3	60.2	49.3	12.3	60.2	49.3	12.3	60.2	49.3	12.3	487.2

TABLE 10: CITY STREET FINANCE REPORT OPERATIONS AND MAINTENANCE EXPENDITURES 2014 - IOWA

City Name	City Number	On System Miles	Off System Miles	Total Miles	Per On System	Per Off System	Total Roadway Maintenance	Total Operations	Maintenance on Fed-Aid Routes	Operations on Fed-Aid Routes
Sergeant Bluff	6890	5.64	18.43	24.07	0.2343	0.7657	\$380,374	\$132,504	\$89,122	\$31,046
Sioux City	7057	113.3	319.09	432.39	0.262	0.738	\$6,955,838	\$1,044,881	\$1,822,430	\$273,759
Total							\$7,336,212	\$1,177,385	\$1,911,552	\$304,805

TABLE 11: CITY STREET FINANCE REPORT REVENUES 2015 - IOWA

City	City County No.	RPA/MPO	Total RUTF Receipts	Total Other Road Monies Receipts	Total Receipts Service Debt	Total Non Federal Road Fund Receipts
Sioux City	7057 97	29	\$8,597,689	\$32,001,332	\$9,535,038	\$50,134,059
Sergeant Bluff	6890 97	29	\$439,534	\$1,872,255	\$1,397,224	\$3,709,013
Total			\$9,037,223	\$33,873,587	\$10,932,262	\$53,843,072

TABLE 12: OPERATIONS AND MAINTENANCE FISCAL CONSTRAINT SUMMARY – IOWA

MPO Forecasted Operations and Maintenance Expenditures on Federal-aid System				
	2017	2018	2019	2020
City Operations	\$329,677	\$342,864	\$356,579	\$370,842
City Maintenance	\$2,067,535	\$2,150,236	\$2,236,245	\$2,325,695
Total Operations and Maintenance	\$2,397,212	\$2,493,100	\$2,592,824	\$2,696,537

MPO Forecasted Non Federal-aid Revenues				
	2017	2018	2019	2020
City Street Fund	\$9,402,327	\$9,590,373	\$9,782,181	\$9,977,824
Total Non Federal-aid Revenues	\$58,236,667	\$60,566,133	\$62,988,779	\$65,508,330

TABLE 13: MAINTENANCE EXPENDITURES – NEBRASKA URBANIZED AREA

Maintenance Expenditures				
	2017	2018	2019	2020
NDOR Maintenance Costs	\$1,016,259	\$1,046,747	\$1,078,149	\$1,110,493

TABLE 14: MAINTENANCE EXPENDITURES – SOUTH DAKOTA URBANIZED AREA

Maintenance Expenditures				
	2017	2018	2019	2020
SD DOT Maintenance Costs	\$20,000	\$20,000	\$20,000	\$20,000

A M E N D M E N T S A N D R E V I S I O N S

The *MPO Transportation Improvement Program FY 2017-2020* is a programming document and will be updated and revised as various local, regional, and state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around the Metropolitan Planning Area. The TIP will be reviewed at least once annually. The review and updating will ensure continual citizen involvement and the TIP’s overall viability as the Metropolitan Planning Area’s transportation improvement document. Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or “Amendment”. The second is a minor revision or “Administrative Modification”.

A M E N D M E N T

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

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

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

A M E N D M E N T V S . A D M I N I S T R A T I V E M O D I F I C A T I O N

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

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

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

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

Major updates will be conducted as follows:

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

MPO RESOLUTION 2017-1
APPROVAL OF THE FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

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

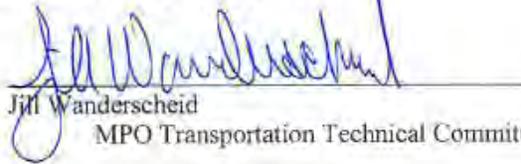
WHEREAS, the Policy Board in cooperation with the states is conducting a continuing, cooperative, and comprehensive (3-C) transportation planning process pursuant to 23 CFR 450.114 (c);

NOW, THEREFORE, BE IT RESOLVED by the SIMPCO MPO that the Policy Board approve the *Federal Fiscal Year 2017-2020 Transportation Improvement Program* and submit the document to the Iowa Department of Transportation, Nebraska Department of Roads, and the South Dakota Department of Transportation for inclusion in their *Statewide Transportation Improvement Programs*.

Approved by the MPO Policy Board and signed this 7th day of July, 2016.



Ken Beaulieu
MPO Policy Board Vice Chairperson



Jill Wanderscheid
MPO Transportation Technical Committee Chairperson

ATTEST



Michelle Bostinelos
SIMPCO Executive Director

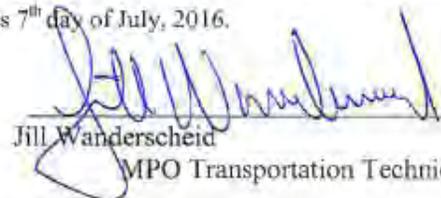
MPO RESOLUTION 2017-2
SELF-CERTIFICATION OF THE MPO TRANSPORTATION PLANNING PROCESS

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

- (1) 23 U.S.C 134, 49 U.S.C Section 5303; and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Section 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1 and 49 CFR part 21);
- (4) 49 U.S.C 5332, prohibit discrimination on the basis of race, color, creed, national origin, sex or age in employment of business opportunity;
- (5) Section 1101 (b) of the THE FAST ACT (Pub. L. 112-114) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provision of the American with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat.327, as amended) and USDOT implementing regulation;
- (8) Older American Act, as amended (42 U.S.C 6101);
- (9) 23 U.S.C 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

Approved by the MPO Policy Board and signed this 7th day of July, 2016.


Ken Beaulieu
MPO Policy Board Vice Chairperson


Jill Wanderscheid
MPO Transportation Technical Committee Chairperson

ATTEST

Michelle Bostinelos
SIMPCO Executive Director

MPO RESOLUTION 2017–3
PROJECT DEVELOPMENT - SIOUX CITY TRANSIT SYSTEM

This document certifies that the City of Sioux City, as recipient of program assistance from the Federal Transit Administration (FTA), has fulfilled their planning obligation in the development of projects contained in the *MPO Transportation Improvement Program (TIP) FY 2017–2020*.

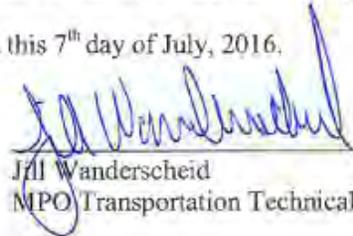
The private sector has been involved in public hearings conducted, in part, for the Section 5339 grant application process. The private sector's primary concern is the continuation of the disabled services contract currently administered by the Sioux City Transit System. Local planning procedures also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

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

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

Approved by the MPO Policy Board and signed this 7th day of July, 2016.


Ken Beaulieu
MPO Policy Board Vice Chairperson


Jill Wanderscheid
MPO Transportation Technical Committee Chairperson

ATTEST:

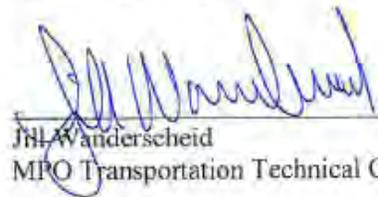

Michelle Bostinelos
SIMPCO Executive Director

MPO RESOLUTION 2017-4
CERTIFICATE OF COMPLIANCE
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

This is to certify that the *MPO Transportation Improvement Program FY 2017–2020* for the Sioux City Metropolitan Planning Area is prepared in accordance with the requirements of the Federal Transit Administration (FTA) Circular 7008.1 for financial capacity analysis. An assessment of financial capacity is conducted by the Sioux City Transit System, in concert with the planning process conducted by the Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO).

Approved by the MPO Policy Board and signed this 7th day of July, 2016.


Ken Beaulieu
MPO Policy Board Vice Chairperson


JHL Wanderscheid
MPO Transportation Technical Committee Chairperson

ATTEST:


Michelle Bostinelos
SIMPCO Executive Director

July 13, 2016

Brad Remmich
MPO Coordinator
South Dakota Department of Transportation
Becker-Hansen Building
700 E. Broadway
Pierre, South Dakota 57501

Subject: *Approved MPO Transportation Improvement Program (TIP) FY 2017-2020*

Dear Brad:

On July 7, 2016 the Siouxland Interstate Metropolitan Planning Council, Metropolitan Planning Organization (SIMPCO MPO) made a motion to approve the *FY 2017 – 2020 Transportation Improvement Program*. Please find enclosed one (1) copy of the final document. If you need any additional copies please let me know.

Sincerely,



Michelle Bostinelos
Executive Director