

SIOUX CITY METROPOLITAN AREA
IOWA- NEBRASKA- SOUTH DAKOTA

TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)
FY 2019 - 2022

SIOUXLAND INTERSTATE METROPOLITAN
PLANNING COUNCIL
METROPOLITAN PLANNING ORGANIZATION

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INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO), has developed a **Transportation Improvement Program** (TIP) for the Sioux City Metropolitan Planning Area (herein after referred to as the “Metropolitan Planning Area”) consisting of the cities of Sioux City and Sergeant Bluff, Iowa; Dakota City and South Sioux City, Nebraska; and North Sioux City, South Dakota; and the unincorporated portions of Woodbury, Plymouth, Dakota, and Union Counties. This TIP was put together under the direction of the Federal Highway Administration, Federal Transit Administration, Iowa Department of Transportation (Iowa DOT), Nebraska Department of Transportation (NDOT), and South Dakota Department of Transportation (SDDOT), 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 2021.

It is the purpose of the *MPO Transportation Improvement Program FY 2019-2022* to provide all citizens of the Metropolitan Planning Area, the FHWA, FTA, Iowa DOT, NDOT, and SDDOT with the Metropolitan Planning Area’s multimodal and intermodal transportation improvements for the fiscal years 2019 through 2022. Preparation of the TIP 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 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 2022. 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 2019-2022* in order to encourage and receive a diversity of information and participation.

PLANNING FACTORS

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 2019–2022

STATUS REPORT OF PREVIOUSLY PROGRAMMED TRANSPORTATION IMPROVEMENTS FY 2018

TABLE 1A: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2018 PROJECT (IOWA)

PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 2018				DEV STATUS
							TOTAL	FA	Rgnl	Grand Total	
NHPP	DOT-Pgm	DOT-D03-MPO29	36719	IM-NHS--29()--03-97	I-29: RECONSTRUCTION IN SIOUX CITY	Grade and Pav, Bridge Replacement, Traffic Signs	54598	49139	0	80860	Under construction
PL	PA	MPO-29 / SIMPCO	18694	RGPL-PA29(RTP)--PL-97	RGPL: SIMPCO: MPO Planning	Trans Planning	211	169	0	844	Ongoing
PRF	DOT-Pgm	DOT-D03-MPO29	36846	IMN--29()--0E-67	I-29: CO RD E60 TO CO RD D38 (VAR LOC)	Pavement Rehab	1020	0	0	1020	Awarded
PRF	DOT-Pgm	DOT-D03-MPO29	36899	STPN--0()--2J-97	Various Locations in Sioux City	Traffic Signs	90	0	0	90	Awarded
PRF	DOT-Pgm	DOT-D03-MPO29	36901	IMN--29()--0E-97	I-29: CO RD K25 (SALIX) INTERCHANGE 6.4 MI N OF IA 141	Erosion Control	200	0	0	200	To be let 07/18
PRF	DOT-Pgm	DOT-D03-MPO29	36904	IMN--129()--0E-97	I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE)		28	0	0	112	To be let 05/18
STBG	City	Sioux City	36654	STP-U-7057(701)--70-97	In the city of Sioux City, On Military Road, from Riverside Blvd to Big Sioux River Bridge	Pavement Rehab	5800	1325	1325	5800	Combined with Military Bridge Project - On hold for ACOE Permit, anticipate bid letting in Fall 2018 with Spring 2019 start
STBG	City	Sioux City	25145	STP-U-7057(698)--70-97	In the City of Sioux City, Morningside Ave: From South Lakeport Street to South Nicolette Street	Pavement Rehab	2200	1760	1760	2200	Signed contracts with IDOT to execute. Anticipate pre-con after IDOT signs in early may & construction to start in mid-late May.
STBG	City	Sioux City	29673	STP-U-7057(702)--70-97	In the city of Sioux City, On Glenn Ave Phase II, from South Cecelia Street to South Rustin Street	Grade and Pav	2875	2229	2229	2875	Design contract with McClure Engineering going to City Council for approval on May 7th. Anticipate early 2019 bid letting.
STBG-HBP	City	Sioux City	29675	BHM-7057(692)--8K-97	In the city of Sioux City, On Military Rd, Over Big Sioux River	Bridge Replacement	1412	1000	0	1412	On hold for ACOE Permit, anticipate bid letting in Fall 2018 with Spring 2019 start
STBG-HBP	City	Sioux City	29805	BHM-7057()--8K-97	In the city of Sioux City, On 11th Street, Over Floyd River	Bridge Deck Overlay	1992	1000	0	1992	The City has it programmed in our CIP for FY22 (July 2021) for our match funding if federal bridge money was awarded. Remove from TIP
STBG-HBP	City	Sioux City	35735	BROS-7057(697)--8J-97	In the city of Sioux City, On Bluff Rd, Over Old Floyd Canal	Bridge Replacement	1130	904	0	1130	Roll to 2019
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	Final plans are done and submitted to both City Inspection Services and IDOT for approval.
TAP	City	Sioux City	25146	TAP-U-7057(686)--8I-97	Riverfront Trail Connection, connecting existing Lewis & Clark Trails to existing trail at Chris Larsen Park	Ped/Bike Grade & Pav, Ped/Bike Structures	1693	1116	1116	1693	Project is awaiting a 408 permit from ACOE to start bidding process. Roll to 2019
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 & Pav	563	450	0	563	Roll to 2019
TAP	City	Sioux City	36933	TAP-U-7057(700)--8I-97	In the city of Sioux City, On Big Sioux/Highway 12 Trail, from Big Sioux River to Highway 12	Ped/Bike Grade & Pav	600	300	0	600	Roll to 2019

MPO Transportation Improvement Program FY 2019–2022

TABLE 1B: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2018 PROJECT (NEBRASKA)

Sponsor Name	Control Number	PN	Type of Work	Pgmd Amnts in \$1,000's				Comments
				2018 Federal	2017 State	2017 Local	2018 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	\$0.0	\$7.5	\$37.5	ongoing
SIMPCO			Planning-FHWA	\$62.4	\$0.0	\$12.48	\$74.9	ongoing
SIMPCO			Planning-FTA	\$7.0	\$0.0	\$1.41	\$8.4	ongoing
South Sioux City	CN 32275	NH-129-1(30)	South Sioux City Bridges- 5 bridges on I-129 at three locations	\$0.0	\$50.0	\$0.0	\$50.0	ongoing
South Sioux City	CN 32251		Atokad Trail	\$546.0	\$0.0	\$141.0	\$705.0	Bid in May, Construction in 2018
South Sioux City	CN 32169		Connecting Schools Trail: AL Begston Trail to Covington and E.N. Sweet Schools	\$135.8	\$0.0	\$35.2	\$171.0	Construction in 2019

TABLE 1C: FEDERAL HIGHWAY ADMINISTRATION ELEMENT FY 2018 PROJECT (SOUTH DAKOTA)

Sponsor	Project Number	PCN	Location of Project	Type of Improvement	Pgmd Amnts in \$1,000's		Status
						FY 18	
Regionwide	P 0020(00)18	04UW	Regionwide	Mitchell Region Bridge Rehabilitation	Project Total	\$208,000	ongoing
					Federal Aid	\$0	
					State	\$208,000	
North Sioux City*			Military Road Bridge: Over Big Sioux River	Bridge Reconstruction	Project Total	\$1,412,000	On hold for ACOE Permit, anticipate bid letting in Fall 2018 with Spring 2019 start
					Federal Aid	\$0	
					State	\$1,412,000	
North Sioux City			Trail project	Trail reconstruction	Project Total	\$1,412,000	Awaiting LRTP Amendment
					Federal Aid	\$0	
					State	\$1,412,000	
SIMPCO			FHWA Transportation Programs Planning		Project Total	\$60.2	obligated
					Federal Aid	\$49.3	
					Local	\$12.3	

MPO Transportation Improvement Program FY 2019–2022

TABLE 2: FEDERAL TRANSIT ADMINISTRATION ELEMENT FY 2018 PROJECTS

PA	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	FY18_Ttl	FY18_FA	FY18_SA	Approval Status
MPO-29	5310	Sioux City	4399	Operations	Other	Other		Elderly & Disabled projects and services that exceed ADA Requirements	17,886	8,943	0	Submitted
MPO-29	5310	Sioux City	4754	Capital	Replacement	Vehicle	Unit#: 1346	Light Duty Bus (176" wb)	87,700	74,545	0	Submitted
MPO-29	5311	MPO-29	1313	Planning	Misc	Other		FTA Planning	49,010	39,208	0	FTA Post Approved
MPO-29	5316	Sioux City	4402	Operations	Other	Other		JARC FUNDING - Convergys / Sgt. Bluff Route #6 Extension	22,166	7,883	0	FTA Post Approved
MPO-29	CMAQ, 5339	Sioux City	4750	Capital	Replacement	Vehicle	Unit#: 1323	Light Duty Bus (176" wb)	87,700	74,545	0	Submitted
MPO-29	CMAQ, 5339, 5307	Sioux City	4751	Capital	Replacement	Vehicle	Unit#: 1334	Heavy Duty Bus (40-42 ft.)	469,200	398,820	0	Submitted
MPO-29	CMAQ, 5339, 5307	Sioux City	4752	Capital	Replacement	Vehicle	Unit#: 1336	Heavy Duty Bus (40-42 ft.)	469,200	398,820	0	Submitted
MPO-29	5339	Sioux City	4753	Capital	Replacement	Vehicle	Unit#: 1337	Heavy Duty Bus (40-42 ft.)	469,200	398,820	0	Submitted
MPO-29	5339	Sioux City	4756	Capital	Replacement	Vehicle	Unit#: 1348	Light Duty Bus (176" wb)	87,700	74,545	0	Submitted
MPO-29	5339	Sioux City	5001	Capital	Replacement	Vehicle	Unit#: 1097	Heavy Duty Bus (35-39 ft.)	445,750	378,888	0	Submitted
MPO-29	5339	Sioux City	5038	Capital	Replacement	Vehicle	Unit#: 1345	Heavy Duty Bus (40-42 ft.)	469,200	398,820	0	Submitted
MPO-29	5339, 5307	Sioux City	4384	Capital	Replacement	Vehicle	Unit#: 1335	Heavy Duty Bus (40-42 ft.)	469,200	398,820	0	Submitted
MPO-29	5339, 5307	Sioux City	4394	Capital	Replacement	Vehicle	Unit#: 1342	Heavy Duty Bus (40-42 ft.)	469,200	398,820	0	FTA Post Approved
MPO-29	5339, 5307	Sioux City	4395	Capital	Replacement	Vehicle	Unit#: 1322	Light Duty Bus (176" wb)	87,700	74,545	0	Submitted
MPO-29	5339, 5307	Sioux City	4397	Capital	Replacement	Vehicle	Unit#: 1343	Heavy Duty Bus (40-42 ft.)	469,200	398,820	0	FTA Post Approved
MPO-29	5317	Sioux City	4401	Operations	Other	Other		New Freedom NIGHTS & WEEKENDS VOUCHER PROGRAM	8,750	4,375	0	FTA Post Approved
MPO-29	STA, STA, 5307	Sioux City	1848	Operations	Other	Other		Governor's apportioned Operating Grant: Iowa, Nebraska, & South Dakota	3,843,133	1,753,120	336,893	FTA Post Approved
MPO-29	PTIG, STA, 5307	Sioux City	4396	Capital	Replacement	Other		Security Camera System replacement for Transit Maintenance & Storage Facility	25,000	0	20,000	FTA Post Approved
MPO-29	5307	Sioux City	4755	Capital	Replacement	Other		Upgrade and replacement of transit garage tools and equipment	150,000	120,000	0	FTA Post Approved
MPO-29	PTIG, 5307	Sioux City	4398	Capital	Rehabilitation	Other		MLK Structural rehabilitation and repairs	0	0	0	FTA Post 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 2019-2022* provides for the general health, safety, and well-being of the citizens of the Metropolitan Planning Area.

FY 2018 Sioux City Transit System capital purchases will total \$4,168,250 with \$3,514,263 of federal participation.

The intent of the *MPO Transportation Improvement Program FY 2019-2022* 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

- November 1, 2017 - TTC makes recommendation to Policy Board for application deadlines. Policy Board sets dates accordingly
- January 5, 2018 – 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 9, 2018 - STBG and TAP Application Deadline
- February 12, 2018 - February 27, 2018 - Project evaluation by SIMPCO staff
- February 28, 2018- Project presentations by applicants. Project recommendation to Policy Board by TTC.
- March 1, 2018 – Project selection and approval by Policy Board
- May 2, 2018 – May 3, 2018 - Draft TIP Tables presented to TTC and Policy Board
- May 7, 2018 - Draft TIP available at SIMPCO office and website and public comment period begins.
- May 11, 2018 – Draft TIP to TTC and Policy Board and to Iowa DOT, Nebraska DOT, South Dakota DOT, FHWA and FTA
- June 14, 2018 – Public Input Meeting
- June 27, 2018 - Final TIP to TTC for review and recommendation
- July 12, 2018 - Final TIP to Policy Board for approval
- July 13, 2018 – Final TIP sent to Iowa Department of Transportation, Nebraska Department of Transportation and South Dakota Department of Transportation for inclusion in the Statewide Transportation Improvement Programs (STIP)
- October 2018 – Letters to the Offices of Program Management and Public Transit sent out. Requesting that the STBG funds programmed for transit be transferred to FTA.

STBG APPLICATION PROCESS

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

I O W A

1. **Application.** Iowa members and organizations within the Metropolitan Planning Area will be informed when requests for STBG/SWAP applications are being requested and their deadline. Members will receive an application by mail or email format. Other agencies can request an application by contacting the SIMPCO office. Applications will also be available on SIMPCO's website: www.simpco.org. While agencies or organizations may apply for STBG/SWAP, they must be sponsored by an Iowa MPO member to be awarded funding. All applications must be received by the application deadline so that staff has an appropriate amount of time for project evaluation. Applications are typically sent out in mid-January and due back to staff in mid-February. Any application received past its deadline will be considered for the following year's application cycle.

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

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

NOTE: This list is exclusive; 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/map21/guidance/guideSTBG.cfm>

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

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.

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

All 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. STBG Program funds are available as a

reimbursement program administered by the Federal Highway Administration (FHWA). Reimbursement will be received from federal highway funds for the federal portion (up to 80 percent of total expenditures) of those expenditures for the project.

Projects must be proposed on eligible roads.

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

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

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

2. **Comprehensive Design 6 points**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sufficiency Rating	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	1.0 = 14.0

12. Project Accident Rate (Question 13) 8 points

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

POSSIBLE TOTAL POINTS: 100

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

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

amendment or administrative modification, the applicant must follow the process as outlined in the Public Participation Plan and TIP.

S O U T H D A K O T A

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

TRANSPORTATION ALTERNATIVES PROGRAM

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. Each of the three states within the SIMPCO MPO have a different TAP process, they are outlined below:

I O W A

1. Application. Iowa members and organizations within the Metropolitan Planning Area will be informed when requests for Iowa’s TAP applications are being requested and their deadline. Members will receive an application by mail or email format. Other agencies can request an application by contacting the SIMPCO office. Applications and other guidance will be available at all times on the Iowa DOT website: https://iowadot.gov/systems_planning/grant-programs/transportation-alternatives. The following is a checklist of things that must be included in a TAP application for it to be valid:

- i. A completed application form. Form 240004 Application Form for Iowa’s Transportation Alternatives Program (TAP) Funds is available on the Iowa DOT website.
- ii. A narrative assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification as described in the application form. The narrative also requires a discussion of topics like how the project will enhance connectivity, project readiness, and environmental conditions among others.
- iii. A detailed map identifying the location of the project.
- iv. A sketch-plan of the project, including cross-section for bicycle or pedestrian facilities.
- v. Digital photographs
- vi. An itemized breakdown of the total project costs.
- vii. A time schedule for the total project development.
- viii. An official endorsement of the project from the authority to be responsible for its maintenance and operation according to the requirements included in the application form. For infrastructure projects, this includes assurance that the facility will be adequately maintained in public use for a minimum of 20 years. For cities, counties, or other political subdivisions, this endorsement is required to be in the form of a fully executed resolution by the elected body or board as applicable.
- ix. If applicable, a letter of support for the project from the scenic or historic byway board.
- x. If applicable, information about the affected school(s) and student travel information for a SRTS project.
- xi. A narrative discussing the public input process that was followed and public acceptance as well as a discussion of local and regional planning efforts, partnership, and stakeholder involvement.
- xii. If the project will include construction within Iowa DOT right-of-way, a letter of support from the Iowa DOT District Office is required

xiii. Minority Impact Statement

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

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

N E B R A S K A

1. **Application.** Nebraska members and organizations within the Metropolitan Planning Area will complete TAP Intent to Apply Form, TAP Draft Application Form, and a TAP Final Application Form. The Transportation Alternatives applications can be found on the Nebraska DOT website at: <http://dot.nebraska.gov/business-center/lpa/projects/programs/tap/>

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

S O U T H D A K O T A

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

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS – PRIORITY CRITERIA (IOWA)

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

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 SWAP Highway Bridge Program (SWAP HBP) funding. Projects are selected at the local level based on need and available funding. Counties prioritize projects by sufficiency ratings, condition of bridge, types of use, traffic counts, load rating, bridge life, and cost to replace/maintain. Projects are then submitted to the Iowa DOT Office of Local Systems to 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 replaced to the exclusion of bridges on the lower level system.

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

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

PLYMOUTH COUNTY:

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

PERFORMANCE BASED PLANNING

With the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, and continuing in the FAST Act, states and MPO's are required to use performance based transportation planning practices. MPO TIPs will be required to document compliance with each of the performance based planning categories those categories include:

- Safety (PM I)-

Rather than setting its own 2014-2018 safety targets, the SIMPCO MPO has chosen to support the Iowa DOT's, Nebraska DOT's and South Dakota DOT's safety targets as published in the Iowa Highway Safety Improvement Program (HSIP) 2017 Annual Report, the Nebraska HSIP 2017 Annual Report and the South Dakota HSIP 2017 Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program. Any Iowa DOT, Nebraska DOT or South Dakota DOT sponsored HSIP projects within the MPO area were selected based on safety performance measures and were approved by the Iowa, Nebraska and South Dakota Transportation Commissions. The Iowa, Nebraska and South Dakota DOTs conferred with numerous stakeholder groups, including the SIMPCO MPO, as part of its target setting process. Working in partnership with local agencies, Iowa and South Dakota DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. Iowa, Nebraska and South Dakota DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The Iowa, Nebraska and South Dakota DOTs continue to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

- Pavement and Bridge (PM II) – Compliance with the PM II performance based planning requirements begins on May 20th, 2019 for MPOs.

- System Performance and Freight (PM III) – Compliance with the PM III performance based planning requirements begins on May 20th, 2019 for MPOs.

- Transit-

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

PUBLIC PARTICIPATION PROCESS

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

- During the draft development phase, the SIMPCO MPO staff develops a document with the input from interested state and local parties. Some of these organizations include but are not restricted to, concerned citizens, natural resources agencies, cultural/historic agencies, the media, and numerous others.
- Once a draft is developed, SIMPCO MPO staff posts it on the SIMPCO website at <http://www.simpco.org/Transportation/TransportationImprovementPlan.aspx>. 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.simpco.org/Transportation/TransportationImprovementPlan.aspx> and hard copies can be found at the SIMPCO office, local city halls and county courthouses.

TABLE 3A IOWA PROJECTS (2019 - 2022)

MPO-29 / SIMPCO
2019 - 2022 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
STBG - Surface Transportation Block Grant Program									
Woodbury - 97									
36654 Sioux City Draft TIP Approved	STP-U-7057(701)–70-97 DOT Letting: 09/18/2018 In the city of Sioux City, On Military Road, from Riverside Blvd to Big Sioux River Bridge Pavement Rehab	0.3 MI -- --	Project Total Federal Aid Regional FA SWAP	5,800 1,325 1,325 0	0 0 0 0	0 0 0 0	0 0 0 0	5,800 1,325 1,325 0	--
29673 Sioux City Draft TIP Approved	STP-U-7057(702)–70-97 DOT Letting: 02/19/2019 In the city of Sioux City, On Glenn Ave Phase II, from South Cecelia Street to South Rustin Street Grade and Pave	0 -- --	Project Total Federal Aid Regional FA SWAP	2,875 2,229 2,229 0	0 0 0 0	0 0 0 0	0 0 0 0	2,875 2,229 2,229 0	--
STBG-HBP - Surface Transportation Block Grant Program - Bridge Program									
Woodbury - 97									
29675 Sioux City Draft TIP Approved	BHM-7057(692)–8K-97 DOT Letting: 11/20/2018 In the city of Sioux City, On Military Rd, Over Big Sioux River Bridge Replacement	0 -- --	Project Total Federal Aid Regional FA SWAP	1,412 1,000 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1,412 1,000 0 0	--
PA NOTE: Total cost of this project is 50% funded by North Sioux City, in the amount of \$1,412,000									
35735 Sioux City Draft TIP Approved	BROS-7057(697)–8J-97 DOT Letting: 12/18/2018 In the city of Sioux City, On Bluff Rd, Over Old Floyd Canal Bridge Replacement	0 -- --	Project Total Federal Aid Regional FA SWAP	1,130 904 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1,130 904 0 0	--
SWAP-STBG - SWAP - STBG equivalent									
Woodbury - 97									
33889 Sioux City Draft TIP Approved	STBG-SWAP-7057()–SG-97 In the city of Sioux City, On Myrtle Street, from West 23rd Street North 1 Miles to West Clifton Street Pavement Rehab	1 MI -- --	Project Total Federal Aid Regional FA SWAP	2,800 0 2,240 2,240	0 0 0 0	0 0 0 0	0 0 0 0	2,800 0 2,240 2,240	--
35398 Sioux City Draft TIP Approved	STBG-SWAP-7057()–SG-97 In the city of Sioux City, On South Fairmount Street, from Transit Avenue to Vine Avenue Pavement Rehab	0.3 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	2,756 0 1,824 1,824	0 0 0 0	0 0 0 0	2,756 0 1,824 1,824	--

MPO Transportation Improvement Program FY 2019–2022

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
Woodbury - 97 (continued)									
36656 Sergeant Bluff Draft TIP Approved	STBG-SWAP-6890()--SG-97 In the city of Sergeant Bluff, On First Street, from Port Neal Road to C Street Pavement Rehab	0.4 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	2,000 0 1,400 1,400	0 0 0 0	2,000 0 1,400 1,400	--
36655 Sioux City Draft TIP Approved	STBG-SWAP-7057()--SG-97 In the city of Sioux City, On Stone Park Blvd, from West Clifton St to Idlewood Avenue Pavement Rehab	0.2 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	1,610 0 1,288 1,288	0 0 0 0	1,610 0 1,288 1,288	--
37828 Sioux City Draft TIP Approved	STBG-SWAP-7057()--SG-97 In the city of Sioux City, On Dodge Ave, from South Rustin St to South Cecelia St Pavement Rehab	0.2 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	1,300 0 1,040 1,040	1,300 0 1,040 1,040	--
37829 Sioux City Draft TIP Approved	STBG-SWAP-7057()--SG-97 In the city of Sioux City, On Hamilton Blvd, from Buckwalter Drive to Sioux City city limits Pavement Rehab	0.5 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	1,215 0 972 972	1,215 0 972 972	--
38311 Sioux City Draft TIP Approved	STBG-SWAP-7057()--SG-97 In the city of Sioux City, On South Cecelia St, from Dodge Ave to Morningside Ave Pavement Rehab	0.1 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	850 0 117 117	850 0 117 117	--
32763 Woodbury CRD Draft TIP Approved	STBG-SWAP-C097(K25)--FG-97 On K25, from Relocated Port Neal Road South 1.8 Miles to Gelita Plant Entrance, Sec 7 and 18 T87 R47 Pavement Widening,Shoulder Grading,Granular Shoulders	1.8 MI -- 17:87:47	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	2,887 0 2,125 2,125	2,887 0 2,125 2,125	--
NHPP - National Highway Performance Program									
Plymouth - 75									
38245 DOT-D03-MPO29 Draft TIP Approved	NHSX--75()--3H-75 US 75: WOODBURY CO TO S OF W GROVER ST IN HINTON (NB) Grade and Pave,Bridge Replacement,Culvert Replacement	0 MI -- --	Project Total Federal Aid Regional FA SWAP	9,557 7,646 0 0	0 0 0 0	0 0 0 0	0 0 0 0	9,557 7,646 0 0	--

MPO Transportation Improvement Program FY 2019–2022

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
Woodbury - 97									
38157 DOT-D03-MPO29 Draft TIP Approved	IM-NHS--29(0)--03-97 I-29: RECONSTRUCTION IN SIOUX CITY Grade and Pave,Bridge Replacement,Traffic Signs	0 MI -- --	Project Total Federal Aid Regional FA SWAP	21,243 19,119 0 0	2,944 2,650 0 0	0 0 0 0	0 0 0 0	24,187 21,769 0 0	--
LIFETIME FUNDING NOTE: Sum of funding from this program plus any spending prior to 2019 plus any anticipated future amounts after 2022: \$353,674,000									
TAP - Transportation Alternatives									
Woodbury - 97									
19720 Sioux City Draft TIP Approved	STP-ES-7057(672)--8I-97 DOT Letting: 12/18/2018 In the city of Sioux City, Milwaukee Railroad Shops Historic District railroad and museum trail improvements Historic Preservation,Ped/Bike Grade & Pave	0 MI -- --	Project Total Federal Aid Regional FA SWAP	563 450 0 0	0 0 0 0	0 0 0 0	0 0 0 0	563 450 0 0	--
DOT NOTE: Project eligible for FHWA TAP funding									
25146 Sioux City Draft TIP Approved	TAP-U-7057(686)--8I-97 DOT Letting: 10/16/2018 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	0 -- --	Project Total Federal Aid Regional FA SWAP	1,693 1,116 1,116 0	0 0 0 0	0 0 0 0	0 0 0 0	1,693 1,116 1,116 0	--
PA NOTE: MPO requested to use the Advance Construction provision for this project. TAP funds were awarded to the project in future years.									
DOT NOTE: Project eligible for FHWA TAP funding. Project includes MPO STBG and TAP funds.									
36933 Sioux City Draft TIP Approved	TAP-U-7057(700)--8I-97 DOT Letting: 11/20/2018 In the city of Sioux City, On Big Sioux/Highway 12 Trail, from Big Sioux River to Highway 12 Ped/Bike Grade & Pave	1.2 MI -- --	Project Total Federal Aid Regional FA SWAP	600 300 0 0	0 0 0 0	0 0 0 0	0 0 0 0	600 300 0 0	--
DOT NOTE: Project eligible for FHWA TAP funding									
PL - Metropolitan Planning									
Woodbury - 97									
18694 MPO-29 / SIMPCO Draft TIP Approved	RGPL-PA29(RTP)--PL-97 RGLPL: SIMPCO: MPO Planning Trans Planning	0 MI -- --	Project Total Federal Aid Regional FA SWAP	211 169 0 0	211 169 0 0	211 169 0 0	211 169 0 0	844 676 0 0	--

MPO Transportation Improvement Program FY 2019–2022

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY19	FY20	FY21	FY22		
PRF - Primary Road Funds									
Woodbury - 97									
38048 [NBIS: 52811] DOT-D03-MPO29 Draft TIP Approved	BRFN--77()--39-97 US 77: MISSOURI RIVER IN SIOUX CITY (STATE SHARE) Miscellaneous	0 52811 0:0:00	Project Total Federal Aid Regional FA SWAP	36 0 0 0	36 0 0 0	36 0 0 0	36 0 0 0	144 0 0 0	--
38148 DOT-D03-MPO29 Draft TIP Approved	IMN--129()--0E-97 I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE) Miscellaneous	0 MI -- --	Project Total Federal Aid Regional FA SWAP	50 0 0 0	50 0 0 0	0 0 0 0	50 0 0 0	150 0 0 0	--
38046 DOT-D03-MPO29 Draft TIP Approved	BRFN--20()--39-97 US 20: MORNINGSIDE AVE IN SIOUX CITY Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	492 0 0 0	0 0 0 0	0 0 0 0	492 0 0 0	--
38144 DOT-D03-MPO29 Draft TIP Approved	IMN--29()--0E-97 I-29: BIG SIOUX RIVER IN SIOUX CITY (STATE SHARE) Bridge Painting,Revetment	0 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	144 0 0 0	150 0 0 0	0 0 0 0	294 0 0 0	--
38149 DOT-D03-MPO29 Draft TIP Approved	IMN--129()--0E-97 I-129: MISSOURI RIVER IN SIOUX CITY (STATE SHARE) Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	4,970 0 0 0	0 0 0 0	4,970 0 0 0	--
38147 DOT-D03-MPO29 Draft TIP Approved	IMN--29()--0E-97 I-29: CO RD K25 4.7 MI S OF US 20 Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional FA SWAP	0 0 0 0	0 0 0 0	0 0 0 0	360 0 0 0	360 0 0 0	--

MPO Transportation Improvement Program FY 2019–2022

TABLE 3B NEBRASKA PROJECTS (2019-2022)

				Inclusion in this DOES NOT guarantee Federal Aid Eligibility						
Sponsor Name	Program	Control Number	Project Description	Phase of Work	Pgmd 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	2019	
					\$30.0		\$7.5	\$37.5	2020	
					\$30.0		\$7.5	\$37.5	2021	
					\$30.0		\$7.5	\$37.5	2022	
				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		
				Const/CE	\$7,448.0	\$830.0	\$0.0	\$0.0	2019	
				Total Costs	\$3,800.0	\$470.0	\$0.0	\$0.0		
SIMPCO	PL - Metropolitan Planning			Planning	\$62.4		\$12.48	\$74.9	2019	
					\$62.4		\$12.48	\$74.9	2020	
					\$62.4		\$12.48	\$74.9	2021	
					\$62.4		\$12.48	\$74.9	2022	
				Total Costs	\$249.6		\$49.9	\$299.5		
SIMPCO	FTA 5303 - Metropolitan Planning		Planning	Planning	\$7.0		\$1.41	\$8.4	2019	
					\$7.0		\$1.41	\$8.4	2020	
					\$7.0		\$1.41	\$8.4	2021	
					\$7.0		\$1.41	\$8.4	2022	
				Total Costs	\$28.2		\$5.6	\$33.8		
South Sioux City	TAP - Transportation Alternatives Program	CN 32169	Connecting Schools Trail: AL Begston Trail to Covington and E.N. Sweet Schools Trail Construction	PE	\$56.8		\$14.2	\$71.0		
				ROW	\$79.0		\$21.0	\$100.0		
				Const	\$177.5		\$44.4	\$221.9	2019	
				CE	\$36.8		\$9.2	\$46.0	2019	
				Total Costs	\$350.1	\$0.0	\$88.8	\$438.9		Amended 3.1.18

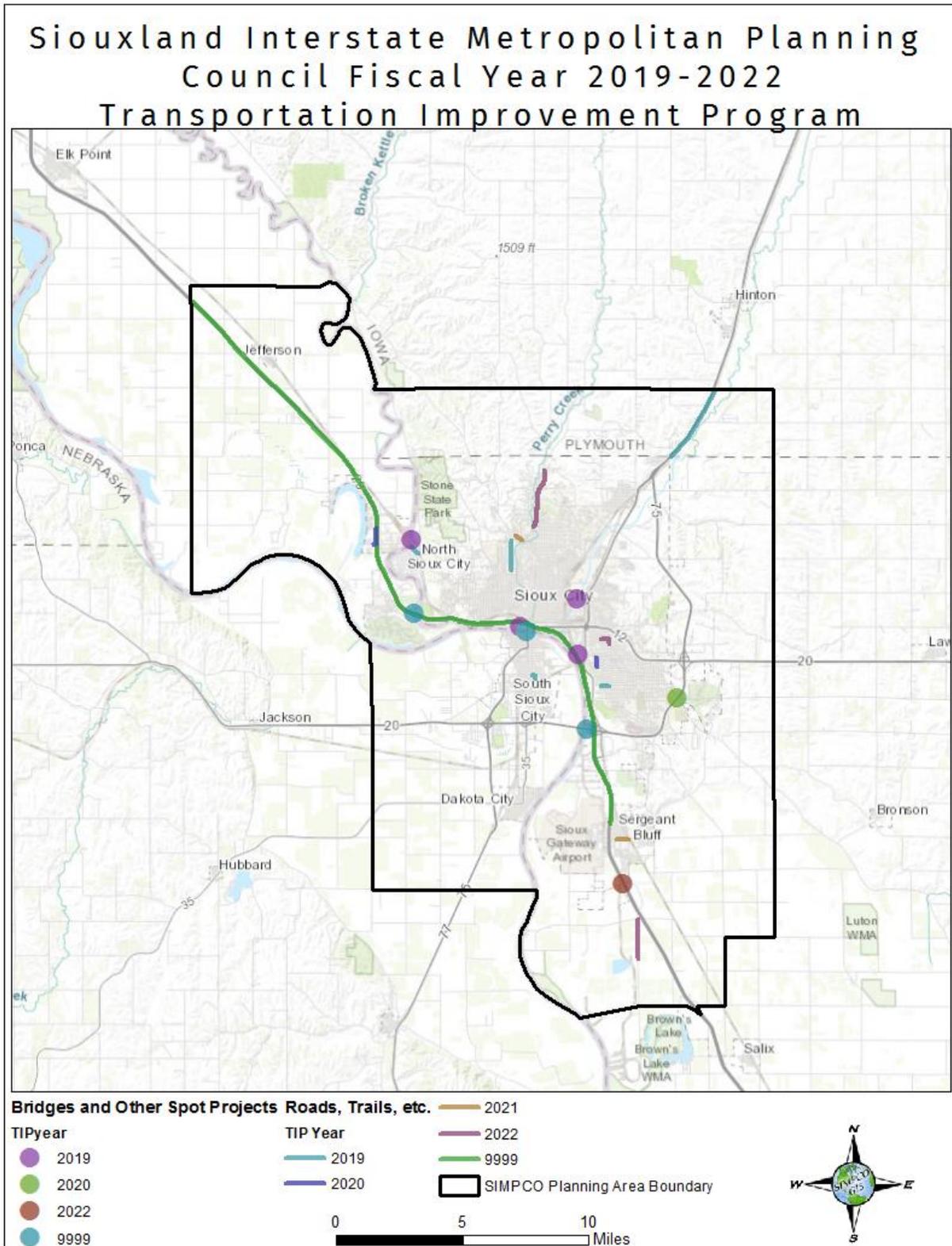
MPO Transportation Improvement Program FY 2019–2022

TABLE 3 C SOUTH DAKOTA PROJECTS (2019 - 2022)

Sponsor	Project Number	PCN	Location of Project	Type of Improvement		Pgmd Amnts in \$1,000's			
						FY 19	FY 20	FY 21	FY 22
North Sioux City*			Military Road Bridge: Over Big Sioux River	Bridge Reconstruction	Project Total	\$1,412,000			
					Federal Aid	\$0			
					State	\$1,412,000			
North Sioux City	P TAPU(21)	06N6	North Sioux City along Streeter Drive between River Drive and Bruneau Drive	CE and Construction of shared use path	Project Total		\$292,000		
					Federal Aid		\$219,000		
					Local		\$73,000		
Regionwide	P0020(00)17	04UR	Regionwide	Mitchell Region Bridge Rehabilitation	Project Total		\$312,000		
					Federal Aid				
					State		\$312,000		
Union	IM 0291(129)0	05HF	I29- Strs Over the Big Sioux River at the Iowa/South Dakota State Line	Bridge Zone Painting	Project Total		\$619,000		
					Federal Aid		\$562,000		
					State		\$57,000		
Union	IM 0291(127)0, IM 0905(104)251	04NL, 04NK	I-90- Mitchell Region; I-29 - Mitchell Region	Crossroad Improvements	Project Total			\$2,008,000	
					Federal Aid			984,000	
					State			\$1,024,000	
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

* North Sioux City is funding 50% of the total cost of this project, the remaining 50% is funded by Sioux City, in can be found in Iowa's TIP under TPMS #29675

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



MPO Transportation Improvement Program FY 2019–2022

TABLE 4: FEDERAL TRANSIT ADMINISTRATION ELEMENT

MPO-29 / SIMPCO (19 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY19	FY20	FY21	FY22
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				
PTIG, 5307	Sioux City	4398 Capital Rehabilitation	MLK Structural rehabilitation and repairs	Total	75,000			
				FA				
				SA	60,000			
STA, 5307	Sioux City	4784 Operations Other	Governor's Apportioned 5307 Operating Grant from IA, NE, & SD	Total	3,843,133			
				FA	1,753,120			
				SA	336,893			
5339, 5307	Sioux City	4785 Capital Replacement	New Project Unit #: 1303	Total	34,500			
				FA	29,325			
				SA				
5339, 5307	Sioux City	4786 Capital Replacement	New Project Unit #: 1304	Total	51,500			
				FA	43,775			
				SA				
5339, 5307	Sioux City	4787 Capital Replacement	Heavy Duty Bus (35-39 ft.) Diesel, UFRC, VSS, Low Floor Unit #: 1300	Total	459,200			
				FA	390,320			
				SA				
5339, 5307	Sioux City	4788 Capital Replacement	Heavy Duty Bus (35-39 ft.) Diesel, UFRC, VSS, Low Floor Unit #: 1301	Total	459,200			
				FA	390,320			
				SA				
5339	Sioux City	4789 Capital Replacement	Heavy Duty Bus (35-39 ft.) Diesel, UFRC, VSS, Low Floor Unit #: 1302	Total	459,200			
				FA	390,320			
				SA				
5339	Sioux City	4790 Capital Replacement	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor Unit #: 1343	Total	483,300			
				FA	410,805			
				SA				
5310	Sioux City	4791 Capital Replacement	Light Duty Bus (176" wb) UFRC, VSS Unit #: 1346	Total	87,700			
				FA	74,545			
				SA				
5310	Sioux City	4792 Operations Other	Projects & services exceeding ADA Requirements - Saturday Rides in SSC	Total	14,226			
				FA	7,113			
				SA				
PTIG, 5307	Sioux City	4793 Operations Other	MLK Parking Ramp structural rehabilitation & repairs	Total	75,000			
				FA	60,000			
				SA				
5307	Sioux City	4794 Operations Other	Upgrade and replacement of transit garage tools & equipment	Total	150,000			
				FA	120,000			
				SA				
PTIG, 5307	Sioux City	4795 Operations Other	Transit Garage upgrade & replace of exterior Security Cameras & Lighting - LED	Total	50,000			
				FA	40,000			
				SA				
PTIG, 5307	Sioux City	4796 Operations	Automated Fare Collection System - 28 vehicles in the fixed route bus fleet	Total	50,000			
				FA	40,000			

MPO Transportation Improvement Program FY 2019–2022

MPO-29 / SIMPCO (19 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY19	FY20	FY21	FY22
PTIG, 5307	Sioux City	4797 Operations Other	Above Ground Fuel System & Automated Fueling Station & Equipment	Total	243,830			
				FA				
				SA	195,064			
PTIG, 5307	Sioux City	4820 Operations Other	MLK Heat Pump Unit replacement - five (5) replacement HP Units	Total	17,000			
				FA	13,600			
				SA				
5307	Sioux City	4821 Operations Other	Repairs & concrete replacement at Transit Garage	Total	170,000			
				FA	136,000			
				SA				
5339	Sioux City	5086 Capital Replacement	Light Duty Bus (176" wb) UFRC, VSS Unit #: 1347	Total	87,700			
				FA	74,545			
				SA				

FINANCING THE PROGRAM

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

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

MPO Transportation Improvement Program FY 2019–2022

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

Project #	TPMS #	Sponsor	Project Description	2019	2020	2021	2022
STP-U-7057(701)--70-97	36654	Sioux City	Military Road Reconstuction	\$1,325,000			
STP-U-7057(702)--70-97	29673	Sioux City	Glenn Ave	\$2,229,000			
STBG-SWAP-U-7057()-SA-97	33889	Sioux City	Myrtle St	\$2,240,000			
STBG-SWAP-U-7057()-SG-97	35398	Sioux City	S. Fairmount Reconstruction		\$1,824,200		
STBG-SWAP-U-7057()-SG-97	36655	Sioux City	Stone Park Blvd Reconstruction			\$1,288,000	
STBG-SWAP-U-7057()-SG-97	36656	Sergeant Bluff	First Street Reconstruction			\$1,400,000	
STBG-SWAP-CO97(K25)--FG-97	32763	Woodbury County	Port Neal Rd.				\$2,125,000
STBG-SWAP-U-7057()-SG-97	37828	Sioux City	Dodge Avenue				\$1,040,000
STBG-SWAP-U-7057()-SG-97	37829	Sioux City	Hamilton Blvd				\$972,000
STBG-SWAP-U-7057()-SG-97	38311	Sioux City	South Cecilia St				\$116,900
Total Programmed				\$5,794,000	\$1,824,200	\$2,688,000	\$4,253,900
STBG Carryover from Previous Year				\$4,352,100	\$1,092,100	\$1,733,900	\$1,649,900
STBG Target				\$2,534,000	\$2,447,000	\$2,505,000	\$2,505,000
STBG TAP Flex				\$0	\$19,000	\$99,000	\$99,000
Balance				\$1,092,100	\$1,733,900	\$1,649,900	\$0

TABLE 6: IOWA TRANSPORTATION ALTERNATIVE PROGRAM BALANCE

Project #	TPMS #	Sponsor	Project Description	2019	2020	2021	2022
TAP-U-7057(686)--81-97	25146	Sioux City	Riverfront Trail Connection*	\$1,116,000	\$0	\$0	\$0
Total Programmed				\$1,116,000	\$0	\$0	\$0
TAP Carryover from Previous Year				\$481,400	-\$409,600	-\$200,600	-\$71,600
TAP Target				\$129,000	\$129,000	\$129,000	\$129,000
STBG TAP Flex Target				\$96,000	\$80,000	\$0	\$0
Balance				-\$409,600	-\$200,600	-\$71,600	\$57,400

*Riverfront Trail Connection uses all STBG TAP Flex funds in FY 2018 and FY 2019, in FY 2020 it uses \$81,000.

MPO Transportation Improvement Program FY 2019–2022

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

Funding Source	FY 19				FY 20				FY 21				FY 22				Grand Total
	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	TOTAL	FA	RGNL	SWAP	
NHPP	30800	26765	0	0	2944	2650	0	0	0	0	0	0	0	0	0	0	33744
PL	211	169	0	0	211	169	0	0	211	169	0	0	211	169	0	0	844
PRF	86	0	0	0	722	0	0	0	5156	0	0	0	446	0	0	0	6410
STBG	8675	3554	3554	0	0	0	0	0	0	0	0	0	0	0	0	0	8675
STBG-HBP	4534	1904	0	1000	0	0	0	0	0	0	0	0	0	0	0	0	4534
SWAP-HBP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SWAP-STBG	2800	0	2240	2240	2756	0	1824	1824	3610	0	2688	2688	6252	0	4254	4254	15418
TAP	3310	2176	1116	0	0	0	0	0	0	0	0	0	0	0	0	0	3310

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

Funding Source	2019			2020			2021			2022		
	Total	Federal	State	Total	Federal	State	Total	Federal	State	Total	Federal	State
5307	320,000	256,000	0	0	0	0	0	0	0	0	0	0
5310	101,926	81,658	0	0	0	0	0	0	0	0	0	0
5311	49,010	39,208	0	49,010	39,208	0	0	0	0	0	0	0
5339	1,030,200	875,670	0	0	0	0	0	0	0	0	0	0
53395307	1,004,400	1,858,140	853,740	0	0	0	0	0	0	0	0	0
PTIG,5307	510,830	153,600	255,064	0	0	0	0	0	0	0	0	0
STA,5307	3,843,133	1,753,120	336,893	0	0	0	0	0	0	0	0	0

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

Funding Source	2019			2020			2021			2022			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	150.0
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	299.6
5303-PL	8.4	7.0	1.4	8.4	7.0	1.4	8.4	7.0	1.4	8.4	7.0	1.4	33.8
NH	8,278.0	7,448.0	830.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8278.0
TAP	267.9	214.3	53.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	267.9

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

Funding Source	2019			2020			2021			2022			Grand Total
	Total	Federal	State	Total	Federal	State	Total	Federal	State	Total	Federal	State	
IM	0.0	0.0	0.0	619.0	562.0	57.0	2008.0	948.0	1060.0	0.0	0.0	0.0	2627.0
Bridge Projects	1412.0	0.0	1412.0	292.0	219.0	73.0	0.0	0.0	0.0	0.0	0.0	0.0	1704.0
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	240.8
TAP	0.0	0.0	0.0	292.0	219.0	73.0	0.0	0.0	0.0	0.0	0.0	0.0	292.0

MPO Transportation Improvement Program FY 2019–2022

TABLE 10: CITY STREET FINANCE REPORT OPERATIONS AND MAINTENANCE EXPENDITURES 2017 – 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	6.603	19.254	25.857	0.255366	0.744633	\$487,180	\$154,991	\$124,409	\$39,579
Sioux City	7057	112.939	320.82	433.759	0.260372	0.739627	\$8,813,532	\$1,475,562	\$2,294,797	\$384,195
Total							\$9,300,712	\$1,630,553	\$2,419,206	\$423,774

TABLE 11: CITY STREET FINANCE REPORT REVENUES 2017 – 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	\$10,264,696	\$3,641,070	\$11,935,019	\$58,609,785
Sergeant Bluff	6890	97	29	\$525,091	\$2,332,786	\$412,972	\$3,270,849
Total				\$10,789,787	\$5,973,856	\$12,347,991	\$61,880,634

TABLE 12: OPERATIONS AND MAINTENANCE FISCAL CONSTRAINT SUMMARY – IOWA

MPO Forecasted Operations and Maintenance Expenditures on Federal-aid System				
	2019	2020	2021	2022
City Operations	\$458,354	\$476,688	\$495,756	\$515,586
City Maintenance	\$2,616,613	\$2,721,278	\$2,830,129	\$2,943,334
Total Operations and Maintenance	\$3,074,967	\$3,197,966	\$3,325,884	\$3,458,920

MPO Forecasted Non Federal-aid Revenues				
	2019	2020	2021	2022
City Street Fund	\$11,225,694	\$11,450,208	\$11,679,212	\$11,912,797
Total Non Federal-aid Revenues	\$66,930,094	\$69,607,297	\$72,391,589	\$75,287,253

TABLE 13: IOWA DOT OPERATION & MAINTENANCE COST BY MPO

Estimated DOT Operations & Maintenance Costs by MPO				
MPO	2019	2020	2021	2022
AAMPO	\$ 692,713	\$ 724,933	\$ 748,995	\$ 773,262
Bi State MPO	\$ 3,748,498	\$ 3,922,847	\$ 4,053,057	\$ 4,184,370
Corridor MPO	\$ 2,969,133	\$ 3,107,232	\$ 3,210,370	\$ 3,314,381
DMAMPO	\$ 7,209,269	\$ 7,544,584	\$ 7,795,009	\$ 8,047,556
DMATS	\$ 824,300	\$ 862,639	\$ 891,272	\$ 920,148
INRCOG	\$ 2,507,452	\$ 2,624,077	\$ 2,711,178	\$ 2,799,016
MAPA	\$ 1,318,619	\$ 1,379,950	\$ 1,425,754	\$ 1,471,946
MPOJC	\$ 1,736,093	\$ 1,816,842	\$ 1,877,148	\$ 1,937,965
SIMPCO	\$ 1,798,075	\$ 1,881,706	\$ 1,944,165	\$ 200,153

TABLE 14: IOWA DOT FIVE YEAR PROGRAM FUNDING

Iowa DOT Five Year Program Funding (\$ millions)				
Revenues	2019	2020	2021	2022
Primary Road Fund	\$ 671.50	\$ 665.30	\$ 671.00	\$ 673.40
TIME-21	\$ 132.70	\$ 135.00	\$ 135.00	\$ 135.00
Miscellaneous	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00
Federal Aid	\$ 357.20	\$ 365.70	\$ 365.70	\$ 365.70
Total	\$1,186.40	\$1,191.00	\$1,196.00	\$1,199.10
Statewide Allocations				
Operations & Maintenance	\$ 339.70	\$ 355.50	\$ 367.30	\$ 379.20
Consultant Services	\$ 80.00	\$ 80.00	\$ 80.00	\$ 80.00
Contract Maintenance	\$ 31.40	\$ 31.40	\$ 31.40	\$ 31.40
Railroad Crossing Protection	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00
Miscellaneous Programs	\$ 34.80	\$ 34.80	\$ 34.80	\$ 34.80
Total	\$ 490.90	\$ 506.70	\$ 518.50	\$ 530.70
Funds Available for ROW/Construction	\$ 695.50	\$ 684.30	\$ 678.20	\$ 668.70

TABLE 15: MAINTENANCE EXPENDITURES - NEBRASKA URBANIZED AREA

Maintenance Expenditures				
	2019	2020	2021	2022
NDOR Maintenance Costs	\$1,046,747	\$1,078,149	\$1,110,494	\$1,143,808

TABLE 16: MAINTENANCE EXPENDITURES - SOUTH DAKOTA URBANIZED AREA

Maintenance Expenditures				
	2019	2020	2021	2022
SD DOT Maintenance Costs	\$20,000	\$20,000	\$20,000	\$20,000

AMENDMENTS AND REVISIONS

The *MPO Transportation Improvement Program FY 2019-2022* 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".

AMENDMENT

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

ADMINISTRATIVE MODIFICATION

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

AMENDMENT VS. ADMINISTRATIVE MODIFICATION

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

MPO Transportation Improvement Program FY 2019–2022

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

AMENDMENT / ADMINISTRATIVE MODIFICATION PROCEDURES

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

Major updates will be conducted as follows:

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

MPO RESOLUTION 2019-1
APPROVAL OF THE FY 2019–2022 TRANSPORTATION IMPROVEMENT PROGRAM

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

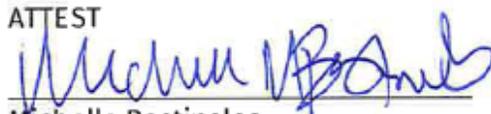
WHEREAS, the Policy Board in cooperation with the states is conducting a continuing, cooperative, and comprehensive (3-C) transportation planning process pursuant to 23 CFR 450.114 (c);

NOW, THEREFORE, BE IT RESOLVED by the SIMPCO MPO that the Policy Board approve the *Federal Fiscal Year 2019-2022 Transportation Improvement Program* and submit the document to the Iowa Department of Transportation, Nebraska Department of Transportation, and the South Dakota Department of Transportation for inclusion in their *Statewide Transportation Improvement Programs*.

Approved by the MPO Policy Board and signed this 12th day of July, 2018.


Ken Beaulieu
MPO Policy Board Chairperson


Aaron Lincoln
MPO Transportation Technical Committee Chairperson

ATTEST

Michelle Bostinelos
SIMPCO Executive Director

MPO Transportation Improvement Program FY 2019–2022
MPO RESOLUTION 2019 - 2
SELF-CERTIFICATION OF THE MPO TRANSPORTATION PLANNING PROCESS

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

- (1) 23 U.S.C 134, 49 U.S.C Section 5303; and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas. Section 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1 and 49 CFR part 21;
- (4) 49 U.S.C 5332, prohibit discrimination on the basis of race, color, creed, national origin, sex or age in employment of business opportunity;
- (5) 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 12th day of July, 2018.


Ken Beaulieu
MPO Policy Board Chairperson


Aaron Lincoln
MPO Transportation Technical Committee Chairperson

ATTEST

Michelle Bostinelos
SIMPCO Executive Director

MPO Transportation Improvement Program FY 2019–2022
MPO RESOLUTION 2019–3
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 2019–2022*.

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 12th day of July, 2018.

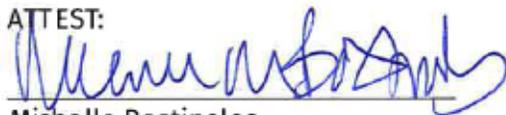


Ken Beaulieu
MPO Policy Board Chairperson



Aaron Lincoln
MPO Transportation Technical Committee Chairperson

ATTEST:



Michelle Bostinelos
SIMPCO Executive Director

MPO RESOLUTION 2019-4

CERTIFICATE OF COMPLIANCE
STATEMENT OF FINANCIAL CAPACITY ANALYSIS

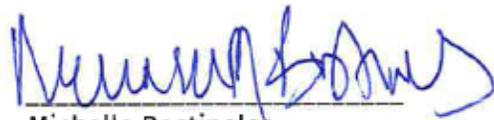
This is to certify that the *MPO Transportation Improvement Program FY 2019–2022* for the Sioux City Metropolitan Planning Area is prepared in accordance with the requirements of the Federal Transit Administration (FTA) Circular 7008.1 for financial capacity analysis. An assessment of financial capacity 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 12th day of July, 2018.


Ken Beaulieu
MPO Policy Board Chairperson


Aaron Lincoln
MPO Transportation Technical Committee Chairperson

ATTEST:


Michelle Bostinelos
SIMPCO Executive Director