

DRAFT FY2024 - 2027

RPA-18 Regional Transportation Improvement Program (RTIP)

May 2023

Prepared by:

Metropolitan Area Planning Agency

In cooperation:

The Iowa Department of Transportation
Local Supporting Agencies

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Introduction

Transportation Planning Summary

This report describes improvements programmed over the next four years as a result of the continuing transportation planning process in the MAPA Regional Transportation Planning area. Planning for transportation facilities and services has been in response to the development of **Regional Planning Affiliations (RPA)** by the Iowa Department of Transportation. Such agencies shall offer a continuing, cooperative, and comprehensive transportation planning process resulting in multi modal plans and programs consistent with the comprehensive plan and the Infrastructure Investment and Jobs Act (IIJA).

Metropolitan Area Planning Agency (MAPA)

The **Metropolitan Area Planning Agency (MAPA)** is a voluntary association of local governments in the Omaha - Council Bluffs metropolitan area chartered in 1967. **MAPA** serves as a forum for decision-making on regional problems and issues in the area. Such problems and issues are those that cross jurisdictional boundaries such as the **Regional Transportation Improvement Program (RTIP)**.

Regional Planning Affiliations

The Iowa DOT has divided the state into 18 **Regional Planning Affiliations**. Harrison, Mills, Pottawattamie, and Shelby counties have been joined together to form the **Regional Planning Affiliation - Region 18 (RPA-18)**. **MAPA** has been contracted by the governing boards of Harrison, Mills, Pottawattamie, and Shelby counties in Iowa to provide transportation and transit planning services and technical support for the **RPA 18**.

Regional Planning Agency (RPA) 18 Study Area

The **RPA-18 Regional Planning Agency planning area** covers an area of approximately 2,541 square miles with a population base of approximately 71,781 (2020 Census). This area includes the Iowa counties of Harrison, Mills, Pottawattamie, and Shelby and the local jurisdiction therein, excluding the City of Council Bluffs, which is accounted for in the Metropolitan Planning Organization.

Transportation Improvement Program (TIP) Purpose

The **TIP** provides an organizational structure to address the major transportation issues facing the **RPA-18** area. The **RTIP** is produced annually as a staged capital improvement document. It is composed of four elements representing a program of projects and services for fiscal years 2024, 2025, 2026 and 2027.

A priority ranking of projects has been established by **RPA-18** jurisdictions and state transportation agencies through their placement of projects into the three elements of the **RTIP**. Projects receiving the greatest priority are scheduled in the fiscal year 2023 element. Projects scheduled in the second, third, fourth-year elements are similarly prioritized with those projects of lesser priority scheduled in the out-year element.

Information

The **RTIP**, based on information submitted by local and state governments, accomplish the following objectives:

1. Identifies the transportation improvements for advancement from the long range element during the program period;
2. Indicates the region's priorities;
3. Groups improvements of similar urgency and anticipated staging to the same time period;
4. Includes realistic estimates of total costs for the program period;
5. Provides a status report of projects programmed in the previous year's annual element;
6. Serves as chief coordination mechanism for implementing projects recommended in the **Regional Planning Affiliation - Region 18 Long Range Transportation Plan**;
7. Complies with provisions under the 1990 Americans with Disabilities Act (ADA).

In addition, each project in the annual element of the **RTIP** includes the following information:

1. Location of the project;
2. Type of Improvement the project entails;
3. Length of the project to the nearest tenth of a mile;
4. Functional Classification, if any, for the facility involved;
5. Proposed sources and availability of federal, state, and local funds;
6. Estimated total expenditures for each jurisdiction involved;
7. Projects programmed in this document represent only those projects receiving federal funding.

This **RTIP** is not to be construed as a complete list of improvement projects within **RPA-18**. For further details on any individual project, consult the jurisdictional representatives cited on page ii.

Jurisdictional Information

COUNTY ENGINEERING DEPARTMENTS

Harrison County

Steven Struble, P.E.
Harrison County Engineer
301 North 6th Avenue
Logan, IA 51546-1141
(712) 644-2302

Mills County

Jacob Ferro, P.E.
Mills County Engineer
403 Railroad Avenue
Glenwood, IA 51534-1967
(712) 527-4873

Pottawattamie County

John Rasmussen, P.E.
Pottawattamie County Engineer
223 S 6th St # 2
Council Bluffs, IA 51501-4245
(712) 328-5608

Shelby County

Brandon Burmeister, P.E.
Shelby County Engineer
1313 Industrial Parkway
Harlan, IA 51537-2335
(712) 755-5954

CITY GOVERNMENT & PUBLIC WORKS DEPARTMENTS

City of Glenwood

Ron Kohn
Mayor
107 S Locust Street
Glenwood, Iowa 51534
(712) 527 -4717

Jamey Clark
Public Works Director
107 S Locust Street
Glenwood, Iowa 51534
(712) 527-4598

City of Harlan

Gene Gettys
City Administrator
711 Durant Street
Harlan, Iowa 51537
(712) 755-5137

STATE OFFICIALS

Iowa DOT District Four

Scott Suhr
Transportation Planner
Iowa DOT, PO Box 406
Atlantic, Iowa 50022
(712) 243-3355

REGIONAL PLANNING ORGANIZATIONS

Metropolitan Area Planning Agency / RPA-18

Carlos Morales
Transportation and Data Manager
2222 Cuming Street
Omaha, Nebraska 68102
(402) 444-6866 ext 3220

Travis Halm
Associate Planner
2222 Cuming Street
Omaha, Nebraska 68102
(402) 444-6866 ext 3229

Southwest Iowa Transit Agency

John McCurdy
Executive Director
1501 Southwest 7th Street
P.O. Box 348
Atlantic, Iowa 50022
(712) 243-4196

FEDERAL OFFICIALS

Federal Highway Administration

Darla Hugaboom
Community Planner
Federal Highway Administration
105 6th Street
Ames, Iowa 50010
(515) 233-7305

Federal Transit Administration

Daniel Nguyen
Transportation Planner
FTA Region VII
901 Locust Street, Suite 404
Kansas City, Missouri 64106
(816) 329-3937

Project Selection & Prioritization

All projects submitted to the RPA-18 for inclusion in the RTIP are reviewed by MAPA staff and the RPA-18 Technical and Policy Committees. Projects are submitted via the RPA-18 STBG application process through an annual call for projects. Projects are programmed in the RTIP based upon the recommendation of the RPA-18 Technical Committee, MAPA staff, and the approval of the RPA-18 Policy Committee. Projects are then placed in one of the four RTIP elements based on the identified priority and financial availability. Projects with the highest priority are programmed in the first element year of the RTIP. Those projects with lesser priority are programmed in the remaining two fiscal year elements and the projects with the least priority are programmed in the final element year.

Bridge program projects are prioritized by each individual county based upon the following factors: current serviceability rating, traffic flow, available funding, and total system needs. These factors are used to determine the best possible application of Federal Aid for bridges in RPA-18.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

In FY2017, the RPA-18 Policy & Technical Committees reviewed and updated their project selection process for Regional-STBG funds. Further refinement of this process has taken place in each subsequent fiscal year. The Policy & Technical Committees developed selection criteria and ranges to prioritize projects submitted to RPA-18 by the individual jurisdictions. These criteria are summarized below:

- **Functional Classification:** Projects proposed on roads with higher Functional Classifications score higher due to regional significance
- **Annual Average Daily Traffic (AADT):** Projects with higher AADT counts received more points
- **Pavement Condition & Age:** Projects were evaluated based on the pavement condition in Good, Fair or Poor ranges (Poor pavements receiving more points). Pavement condition was determined based on INTRANS data as well as qualitative description of other factors
- **Bridge Factors:** Projects involving Structurally Deficient or Functionally Obsolete bridges received additional points. Bridge projects with a sufficiency rating below 50 also received points to prioritize bridges in poor condition.
- **Crash History:** Three (3) years of crash data were evaluated to determine the total number of crashes along a project corridor. Points were awarded for each crash and additional points were awarded to projects with five (5) or more crashes during the analysis period.
- **Regional Significance:** Points awarded to project based on a narrative description of the project's impact. Factors include a description of any economic development, connectivity, environmental or bridge-related factors that make the project significant to the RPA-18 region.
- **Local Match:** Projects providing more than 30% local match received points as they allow the region to fund more projects.
- **Multi-Jurisdictional:** Projects demonstrating cooperation or coordination between RPA-18 jurisdictions receive additional points.

In January 2020, considerations were made toward expediting the STBG selection and award process to prevent delay in project delivery. The new process allows more flexibility in scheduling while still enabling local communities and jurisdictions to be engaged in the process. Counties will engage cities in the project selection process prior to application, however cities are still able to submit projects independently of their counties. Cities within the RPA-18 region are permitted and encouraged to submit applications for projects independently to the RPA Board for consideration, per Iowa Department of Transportation requirements. All applications received by the RPA board will be considered in discussions and ultimate decisions on regional funding. MAPA Staff reviews the Draft TIP after approval of County Five Year Plan (CFYP) documents in May, notifies the RPA Board and the member jurisdiction of any balance and application requirement deficiencies; and recommends the RPA Board remove these projects from the Draft TIP at the May meeting.

TRANSPORTATION ALTERNATIVE PROGRAM - IOWA (STBG-TAP)

Iowa's Transportation Alternatives Program (TAP) is a new iteration of the former Transportation Enhancements (later Transportation Alternatives) program that has been in existence since 1991. The most recent transportation authorization act, the Infrastructure Investment and Jobs Act (IIJA), was enacted in 2022. Implementation of the IIJA placed further restrictions on the selection of projects for funding under the federal TAP program structure which has led Iowa to implement a modified version of the federal program. Iowa's TAP program can be accessed in two ways. Statewide and multi-regional projects should apply directly to the Iowa DOT by October 1 annually for consideration in the Statewide TAP program. RPA-18 administers funding for smaller, local projects through its regional program. Applications for Transportation Alternatives funding must consist of at least one eligible activity under one or more of the following categories of projects: (1) Trails and Bicycles; (2) Scenic and Historic; (3) Safe Routes to School (SRTS); or (4) Environmental.

RPA-18's evaluation criteria for STBG-TAP projects include the following:

- **IIJA Intent:** Projects were scored on the degree to which the proposed project fulfills the intent of the IIJA
- **Continuity and Continuation of Projects:** Projects that continue or complement existing projects or projects that have been funded and /or implemented from other funding sources, especially projects for which the proposed alternatives funded would complete a larger project, concept or plan were rated and assessed a point total.
- **Versatility:** Projects which qualify in two or more of the ten eligible activities of transportation alternatives identified in the IIJA will be given additional consideration. One point will be applied toward each of the project activities applicable to the project.
- **Project Priority:** Projects will be assessed a point total contingent on relative importance and contribution to a regional project priority as stated in the RPA 18 Long Range Transportation Plan, Iowa Statewide Long Range Transportation Plan, local master plans, or other local or regionally significant enhancement plans.
- **Matching Funds:** Projects that can secure a local match above the 20 percent mark would garner additional consideration based on the premise that funding in excess of 20 percent would have a smaller impact on the total funding available for all projects.

Applications for Iowa's Transportation Alternatives Program (TAP) were not solicited for the upcoming FY2024 RTIP.

STBG-TAP funding for FY2024 includes: **26699:** Pottawattamie County Trail (\$200,000); **39439:** East Sharp Trail along Sharp Street in Glenwood (\$113,000); **38389:** East Sharp Trail in Glenwood City Park (\$72,000)

Program Revisions

The RTIP may be revised through two procedures. Amendments are revisions that involve major changes to a project included in the RTIP or the addition of a new project. The thresholds for a revision of an included project to require a RTIP Amendment are listed below:

- **Project Cost:** Projects in which the recalculated project costs increase federal-aid by more than 30 percent or increase total federal-aid by more than \$2 million from the original amount.
- **Schedule Changes:** Projects added or deleted from the RTIP.
- **Funding Sources:** Projects receiving additional federal funding sources to a project.
- **Fiscal Constraint:** Changes that result in the TIP no longer being fiscally constrained.
- **Scope Changes:** Changing the project termini, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening the roadway.

Only major changes to the RTIP require approval by the RPA-18 Technical and Policy committees prior to their inclusion in the approved RTIP. A change that does not meet any of the above thresholds will be performed via administrative modification. Administrative modification does not require action from either committee; however, these changes will be included in the agenda of the next committee meeting as an “Information Item” and will be posted for public comment.

RPA-18 will incorporate the amendment or amendments into the RTIP and have available the proposed amendment to the RTIP for public comment. The amended RTIP will be finalized with any significant comments and the disposition of those comments included. The amended RTIP will be reviewed by the RPA-18 Policy and Technical Committees for final approval. The amended RTIP will be forwarded to the Iowa DOT for inclusion in the Iowa State-wide Transportation Improvement Programs and will include any additional significant comments received at the Policy Committee meeting and the disposition of those comments.

Public Participation

The Regional Transportation Improvement Program (RTIP) describes transportation improvements in the RPA-18 study area over a four-year time frame. The RTIP is produced annually as a staged capital improvement document.

The draft RTIP is reviewed by the RPA-18 Policy and Technical Committees and is made available for public review and comment for thirty (30) days if possible. After review, the draft RTIP is finalized and includes a summary of the significant comments and the disposition of those comments. Any additional significant comments and the disposition of those comments will be included in the RTIP before final review by the RPA-18 Policy and Technical Committee.

RPA-18 Public Transit

Public Transit service is provided via the Southwest Iowa Planning Council (SWIPCO) and the Southwest Iowa Transit Agency (SWITA). Data pertaining to Federal Transit Authority funding, and available service is available via SWIPCO/SWITA and maintained in the RPA-13 Transportation Improvement Program. For further information please visit <http://www.swipco.org>

Financial Constraint

The Infrastructure Investment and Jobs Act (IIJA) passed in 2022 requires that the Iowa State Transportation Improvement Programs (STIP) be financially constrained. The RPA-18 RTIP is contained verbatim in the Iowa Statewide TIP, and therefore must also be financially constrained. Costs to be assumed in the FY 2024 through FY 2027 elements of the RPA-18 RTIP must reflect inflation to provide an estimate of cost incurred in the actual year of construction. All fiscal years identified in the Iowa Statewide TIP and the RPA-18 RTIP must also include estimated operating and maintenance costs.

This document presents projects funded with federal funds provided under the authority of the IIJA and other federal funding sources, as well as locally-funded projects that are deemed regionally-significant. The financially constrained portion of this RTIP applies only to the jurisdictions in the RPA-18 Transportation Study area. This area includes Harrison, Mills and Shelby counties, as well as the non-MPO portion of Pottawattamie County in Iowa.

Financial constraint, as applicable to this RTIP, will apply to the following federal funding sources under IIJA and local funding efforts

- Regional Surface Transportation Block Grant (STBG).
- Vehicle Use Tax, Farm - to - Market program, Secondary Road Fund, city street programs and uniquely local sources (bond issues, tax increment financing, local property tax, and other local funding sources).

All other federal funding categories identified in IIJA, and state transportation funds originating from the Iowa Department of Transportation are assumed to be constrained as part of the Iowa Statewide Transportation Improvement Program. Funding originating from local jurisdictions is identified and assumed to be in amounts adequate to meet the local match for federal funds that are obligated for local projects and to fund non-federal local projects, as well as operation and maintenance costs incurred for the local systems.

Year of Expenditure Reporting

Per regulations contained in the IIJA, project costs must be identified in the year in which they are to be expended. Costs identified in fiscal years FY2025 and beyond are calculated based on an inflation factor of 4 percent per year. Project sponsors are responsible for submitting project costs in years of expenditure dollars. In the case of cities over 5,000 in population, RPA-18 staff calculates YO&E.

Operations and Maintenance Costs

The IIJA states that fiscal constraint encompasses operation and maintenance of the system, in addition to capital projects. The financial plans that support the planning processes must assess capital investment and other measures necessary to ensure the preservation of the existing transportation system, including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities. To support this assessment, the Iowa DOT expects that the RPA will provide credible cost estimates. The RPA-18 will adjust the operation and maintenance from year to year, based on community desires and requirements established through an open transportation planning process. Line items containing Operations and maintenance costs are included in the RTIP under RPA-18 O&M.

Illustrative Projects

Projects may be identified in the RTIP as illustrative. Illustrative projects maintain a placeholder position in the RTIP, showing its overall need within the region, but have no funding available at this time. Illustrative projects will be accomplished if and when federal, state and/or local funds become available. Since no funding is guaranteed for illustrative projects, they are not included in the financial constraint assessment.

Conclusion

Given the existing methodology, this FY 2024– FY 2027 Regional Transportation Improvement Program meets fiscal constraint requirements.

Financial Constraint Tables

Table 1: FY2024-27 RPA-18 Surface Transportation Block Grant (STBG) Fiscal Constraint

(FY 2025-FY 2027 are Iowa DOT Projections)	RPA-18 Regional STBG (including SWAP-STBG)				
	FY2023	FY2024	FY2025	FY2026	FY2027
STBG Balance (Carryover)	\$1,698,702	\$1,916,338	\$2,561,186	\$1,530,186	\$1,602,186
STBG Funding Target	\$1,917,636	\$1,889,587	\$1,926,000	\$1,962,000	\$2,000,000
Total Funds Available for Programming	\$3,616,338	\$3,805,925	\$4,487,186	\$3,492,186	\$3,602,186
Programmed STBG Funds	\$1,700,000	\$1,244,739	\$2,957,000	\$1,890,000	\$2,533,589
Balance of STBG Funds (Carryover)	\$1,916,338	\$2,561,186	\$1,530,186	\$1,602,186	\$1,068,597

Table 2: FY2023-26 RPA-18 Iowa Transportation Alternatives Program (TAP) Fiscal Constraint

(FY 2025-FY 2027 are Iowa DOT Projections)	RPA-18 Federal TAP Funds				
	FY2023	FY2024	FY2025	FY2026	FY2027
TAP Balance (Carryover)	\$232.050	\$413.323	\$204.928	\$386.928	\$574.928
TAP Target	\$181.273	\$176.605	\$182.000	\$188.000	\$195.000
Total Funds Available for Programming	\$413.323	\$589.928	\$386.928	\$574.928	\$769.928
Total TAP Funds Programmed	\$0	\$385.00	\$0	\$0	\$0
Balance of TAP Funds (Carryover)	\$413.323	\$204.928	\$386.928	\$574.928	\$769.928

Table 3: FY2024-27 Local Non-Federal-Aid Revenues

(Projections based on 2.0% increase per year.)	RPA-18 Forecast Non Federal-Aid Revenues				
	FY2022	FY2024	FY2025	FY2026	FY2027
Farm to Market	\$5,939,492	\$6,179,447	\$6,303,036	\$6,429,097	\$6,557,679
Secondary Road Fund	\$38,653,818	\$40,215,432	\$41,019,741	\$41,840,135	\$42,676,938
City Street Fund	\$11,597,377	\$12,065,911	\$12,307,229	\$12,553,374	\$12,804,441
Total Non Federal-Aid Revenues		\$58,460,790	\$59,630,006	\$60,822,606	\$62,039,058

Table 4: FY2024-27 Operations & Maintenance (O&M) Costs for Local Jurisdictions

(Projections based on 2.30% increase per year.)	RPA-18 Forecast O&M Expenditures on Federal-Aid Routes				
	FY2022	FY2024	FY2025	FY2026	FY2027
County Operations	\$3,406,090	\$3,564,572	\$3,646,557	\$3,730,428	\$3,816,228
County Maintenance	\$9,128,237	\$9,552,965	\$9,772,683	\$9,997,455	\$10,227,396
City Operations	\$942,184	\$986,023	\$1,008,702	\$1,031,902	\$1,055,636
City Maintenance	\$209,135	\$218,866	\$223,900	\$229,050	\$234,318
Total Operations and Maintenance on Federal-Aid Routes		\$14,322,426	\$14,651,842	\$14,988,834	\$15,333,577

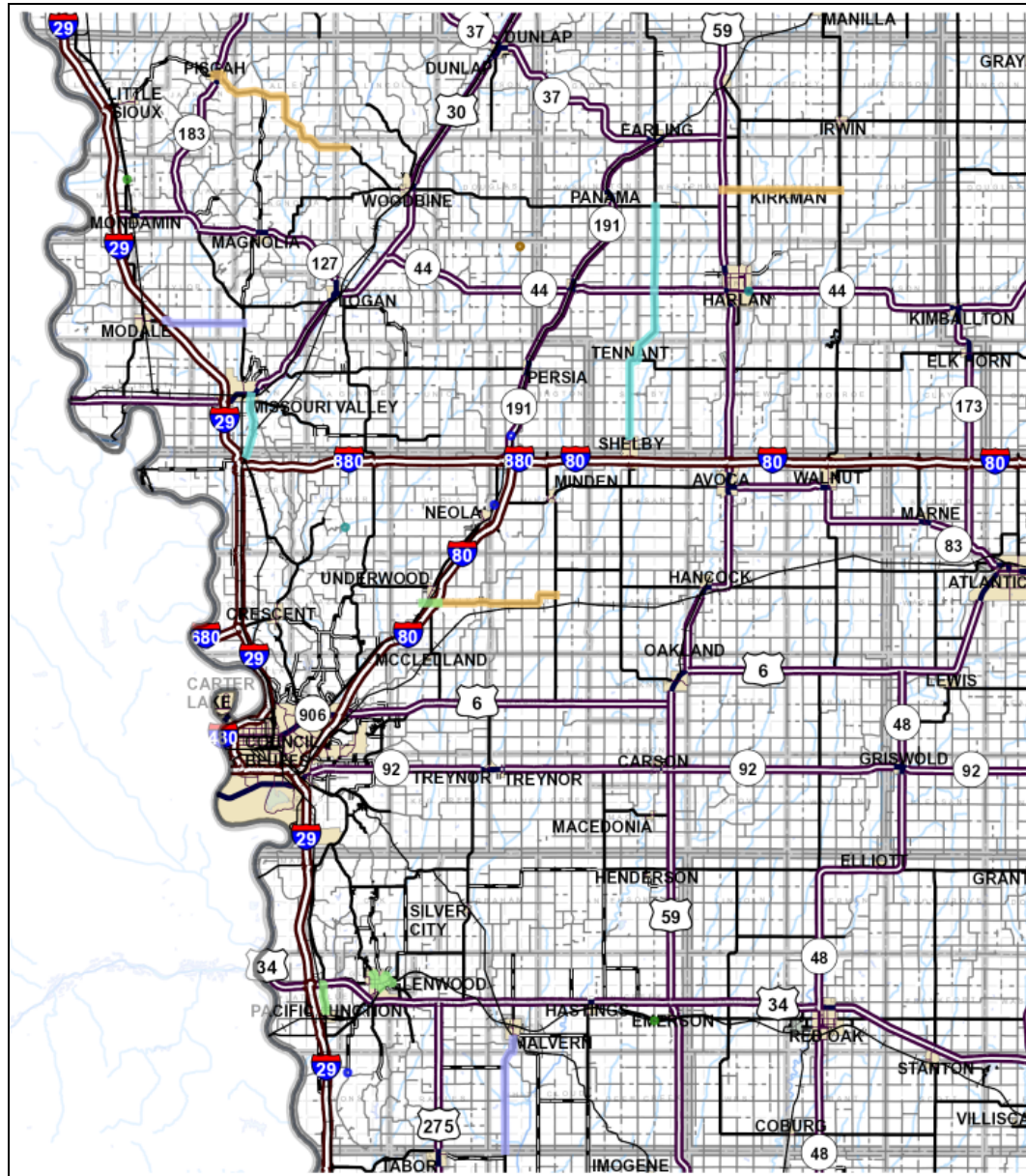
Table 5: RPA-18 Federal Funding by Program by Year, FY2024-25

FY2024	Total Project Cost by Funding Category			
	Federal Aid	Regional Share	SWAP	Total Cost
HBP - Highway Bridge Program	\$2,514,000	\$0	\$66,000	\$6,580,000
HSIP - Highway Safety Improvement Program	\$2,646,000	\$0	\$0	\$2,940,000
PRF - Primary Road Fund	\$0	\$0	\$0	\$1,363,000
STBG - Surface Transportation Block Grant	\$9,736,000	\$320,000	\$0	\$12,240,000
STBG-SWAP - Surface Transportation Block Grant	\$0	\$924,739	\$924,739	\$1,155,924
STBG-TAP - Iowa Transportation Alternatives Program	\$385,000	\$385,000	\$0	\$2,332,000
FY2025	Total Project Cost by Funding Category			
	Federal Aid	Regional Share	SWAP	Total Cost
HBP - Highway Bridge Program	\$1,800,000	\$0	\$0	\$1,800,000
NHPP	\$6,554,700	\$0	\$0	\$7,283,000
PRF - Primary Road Fund	\$0	\$0	\$0	\$6,562,000
STBG - Surface Transportation Block Grant	\$4,629,800	\$2,684,000	\$0	\$5,791,000
STBG-TAP - Iowa Transportation Alternatives Program	\$0	\$0	\$0	\$0

Table 6: RPA-18 Federal Funding by Program by Year, FY2026-27

FY2026	Total Project Cost by Funding Category			
	Federal Aid	Regional Share	SWAP	Total Cost
HBP - Highway Bridge Program	\$4,150,000	\$0	\$400,000	\$4,550,000
NHPP - National Highway Performance Program	\$17,685,700	\$0	\$0	\$20,754,000
PRF - Primary Road Fund	\$0	\$0	\$0	\$3,020,000
STBG - Surface Transportation Block Grant	\$15,650,000	\$1,890,000	\$0	\$21,340,000
FY2027	Total Project Cost by Funding Category			
	Federal Aid	Regional Share	SWAP	Total Cost
HBP - Highway Bridge Program	\$580,000	\$0	\$0	\$580,000
NHPP - National Highway Performance Program	\$90,180,100	\$0	\$0	\$111,672,000
PRF - Primary Road Fund	\$0	\$0	\$0	\$60,000
STBG - Surface Transportation Block Grant	\$2,852,789	\$2,533,589	\$0	\$6,569,000

Map of Projects



-  Earth
-  Gravel
-  Seal Coat
-  County Pavement
-  State Pavement
-  Divided Hwy
-  Water
-  City
-  Township
-  Railroad
-  Bridge
-  E27 County Hwy
-  175 State Hwy
-  6 US Hwy

Project List

ID	Name	Project Number	Sponsor	Sponsor Type	Approval Level	Funding Program	FM	FA	SWAP	Local	Special
2024 (16)											
26699		TAP-R-C078 (184)--8T-78	Pottawattamie Conservation	County Conserv Board	Submitted	TAP		\$200,000		\$736,000	
39439		TAP-U-2955 (608)--8I-65	Glenwood	City	Submitted	TAP		\$113,000		\$28,000	
38389		TAP-U-2955 (609)--8I-65	Glenwood	City	Submitted	TAP		\$72,000		\$1,183,000	
52829	North Locust Street Pavement Reconstruction and Overlay	STBG-SWA P-2955(611) --SG-65	Glenwood	City	Submitted	SWAP- STBG			\$924,739	\$231,185	
35291	L-31 HMA Overlay	STP-S-C065 ()--5E-65	Mills County	County	Submitted	STBG	\$150,000	\$320,000			
35284	400th Street Bridge (245730) S. of Jamison Rd. over Indian Creek	BROS-C065 (118)--8J-65	Mills County	County	Submitted	HBP		\$750,000			
45577	Morgan #3 Bridge Replace with CRP	BRS-C043(9 8)--60-43	Harrison County	County	Submitted	HBP		\$264,000	\$66,000		
45293		BRFN-092() --39-78	Iowa DOT	State	Submitted	PRF					

54565		IHSIPX-080() --08-78	Iowa DOT	State	Submitted	HSIP		\$1,476,000			
54568		IHSIPX-029() --08-65	Iowa DOT	State	Submitted	HSIP		\$1,170,000			
54580		IMN-680() 0E-78	Iowa DOT	State	Submitted	PRF					
37979		BRFN-034() --39-65	Iowa DOT	State	Submitted	PRF					
37947		BRFN-030() --39-43	Iowa DOT	State	Submitted	PRF					
54622		STP-092() 2C-78	Iowa DOT	State	Submitted	STBG		\$9,416,000			
54623		STPN-037() -2J-43	Iowa DOT	State	Submitted	PRF					
47266	Norwalk 15 Bridge / G30 Reconstruction	BRS-C078() --60-78	Pottawattamie County	County	Submitted	HBP	\$300,000	\$1,500,000		\$200,000	\$3,500,000
							Total \$450,000	Total \$15,281,000	Total \$990,739	Total \$2,378,185	Total \$3,500,000

2025 (12)											
38726	M-16 Resurfacing	STP-S-C083 ()--5E-83	Shelby County	County	Submitted	STBG	\$450,000	\$1,800,000			
45729	L-20 HMA S. MoValley	STP-S-C043 (L20s)--5E-43	Harrison County	County	Submitted	STBG	\$221,000	\$884,000			
53519	West Nishnabotna Hwy 44 River Access	STP-3275(-) -2C-83	Harlan	City	Submitted	STBG		\$273,000		\$72,000	
48617		BRF-030(-) 38-43	Iowa DOT	State	Submitted	STBG		\$790,400			
48636		IMX-029(-) 2-43	Iowa DOT	State	Submitted	NHPP		\$1,396,800			
48633		BRF-059(-) 38-78	Iowa DOT	State	Submitted	STBG		\$4,517,600			
48428		STPN-092(-) -2J-78	Iowa DOT	State	Submitted	PRF					
39339		IMX-080(-) 2-78	Iowa DOT	State	Submitted	NHPP		\$4,576,500			
48577		IMN-080(-) 0E-78	Iowa DOT	State	Submitted	PRF					
52544		IMX-029(-) 2-43	Iowa DOT	State	Submitted	NHPP		\$581,400			
48536		STPN-034(-) -2J-65	Iowa DOT	State	Submitted	PRF					
18229	Boomer 19 Bridge Replacement	BROS-C078 (177)--8J-78	Pottawattamie County	County	Submitted	HBP		\$1,800,000			
							Total \$671,000	Total \$16,619,700	Total	Total \$72,000	Total

2026 (10)											
35293	L-63 HMA Overlay and Widening	STP-S-C065() --5E-65	Mills County	County	Submitted	STBG	\$1,250,000	\$1,250,000			
51100	215th Street Bridge Replacement (245360) N. of Norris Ave.	BROS-C065() --5F-65	Mills County	County	Submitted	HBP		\$750,000			
47158	F-50 HMA Resurfacing - I-29 to Loess Hills Trl	STP-S-C043 (F50)--5E-43	Harrison County	County	Submitted	STBG	\$1,000,000	\$640,000			
32679	Washington #19	BROS-C043 (Wash19)--5F-43	Harrison County	County	Submitted	HBP		\$1,800,000			
52530		BRF-030() --38-43	Iowa DOT	State	Submitted	STBG		\$1,244,000			
52532		BRF-059() --38-78	Iowa DOT	State	Submitted	STBG		\$1,384,000			
52531		BRF-059() --38-78	Iowa DOT	State	Submitted	STBG		\$1,613,600			
52653		BRFN-037() --39-83	Iowa DOT	State	Submitted	PRF					
52654		BRFN-059() --39-78	Iowa DOT	State	Submitted	PRF					
52652		BRFN-030() --39-43	Iowa DOT	State	Submitted	PRF					
54558		IMX-880() --02-78	Iowa DOT	State	Submitted	NHPP		\$1,816,200			
52691		IMX-880() --02-78	Iowa DOT	State	Submitted	NHPP		\$3,170,700			

52664		IMX-880()--0 2-78	Iowa DOT	State	Submitted	NHPP		\$1,599,300				
48475		IMN-080()-- 0E-78	Iowa DOT	State	Submitted	PRF						
52540		BRF-034()-- 38-65	Iowa DOT	State	Submitted	STBG		\$5,112,000				
52651		BRF-059()-- 38-83	Iowa DOT	State	Submitted	STBG		\$771,200				
52624		IMX-029()--0 2-65	Iowa DOT	State	Submitted	NHPP		\$3,156,300				
45244		NHSX-030() --3H-43	Iowa DOT	State	Submitted	NHPP		\$90,540,800				
13048	Tamarack Road Overpass	BRS-C078() --60-78	Pottawattamie County	County	Submitted	HBP		\$1,600,000	\$400,000			
							Total	\$2,250,000	Total	\$116,448,100	Total	Total

2027 (10)											
52893	F-32 Resurfacing	STP-S-C083 ()--5E-83	Shelby County	County	Submitted	STBG	\$1,036,411	\$1,063,589			
39017	Easton Trail HMA O.L. Pisgah to Willow	STP-S-C043 (F20L)--5E- 43	Harrison County	County	Submitted	STBG	\$1,000,000	\$1,145,000			
32693	Cass #2 bridge on Vienna	BROS-C043 (Cass2)--8J- 43	Harrison County	County	Submitted	HBP		\$580,000			
54557		IMX-029)--0 2-43	Iowa DOT	State	Submitted	NHPP		\$987,300			
54577		IMX-029)--0 2-43	Iowa DOT	State	Submitted	NHPP		\$2,804,400			
54578		IMX-029)--0 2-43	Iowa DOT	State	Submitted	NHPP		\$2,377,800			
54594		IMX-080)--0 2-78	Iowa DOT	State	Submitted	NHPP		\$706,500			
54595		IMX-080)--0 2-78	Iowa DOT	State	Submitted	NHPP		\$706,500			
54668		BRF-059)-- 38-83	Iowa DOT	State	Submitted	STBG		\$319,200			
32566	G30 Resurfacing	STP-S-C078 ()--5E-78	Pottawattamie County	County	Submitted	STBG	\$1,600,000	\$325,000			
							Total \$3,636,411	Total \$11,015,289	Total	Total	Total

Project Updates - FY 2023 TIP

ID	Name	Sponsor	Funding Program	Project Status
39439	East Sharp Trail	Glenwood	STBG-TAP	Likely moving to 2024
38389	Glenwood City Trail	Glenwood	STBG-TAP	Likely moving to 2024
37436	L-16 Bitum.Surfacing North	Harrison County	STBG	Letting Date - 3/21/23
37119	Jefferson #1 Brg - Bailey	Harrison County	SWAP-HBP	Project under construction (Mar 2023)
35289	H-20 HMA Overlay	Mills County	STBG	Letting Date - 3/21/23
35296	L-55 HMA Overlay	Mills County	SWAP-STBG	Construction beginning Summer 2023
26699	Pottawattamie County Trail	Pottawattamie Co	STBG-TAP	Likely moving to 2024
51026	Nishna Bend River Access	Shelby County	RTP	Construction beginning March 2023
37949		Iowa DOT	HBP	
39338		Iowa DOT	HBP	
37948		Iowa DOT	PRF	
52598		Iowa DOT	NHPP	
45424		Iowa DOT	PRF	
37979		Iowa DOT	PRF	
39355		Iowa DOT	HBP	
39249		Iowa DOT	HBP	
39340		Iowa DOT	HBP	
52659		Iowa DOT	STBG	
37947		Iowa DOT	PRF	
52684		Iowa DOT	HSIP	
39248		Iowa DOT	PRF	
39341		Iowa DOT	NHPP	
52600		Iowa DOT	NHPP	
52573		Iowa DOT	NHPP	