

RPA18

FY 2025 - 2028

RPA-18 Transportation Improvement Program (TIP)

July 2024



Prepared by:

Metropolitan Area Planning Agency

In cooperation:

The Iowa Department of Transportation

Local Supporting Agencies

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Edits made from 2024.05.22 Draft

- Incorporate all received comments (no comments received)
- Add language to note fiscal constraint for TASA only has to be over the full 4 years, everything else needs to be year over year
- Move up the City of Logan's project from FY26 to FY25 given the above
- Update table 2 given the above change
- Update table 5 to bring into alignment with the most recent TPMS output
- Update map per TPMS output
- Update all projects in TPMS as "TIP Approved" and reprint project list tables
- Add signed Board resolution
- Remove this checklist - Generate pdf - Submit to Iowa DOT

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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 (DOT). Such agencies shall offer a continuing, cooperative, and comprehensive transportation planning process resulting in multi modal plans and programs consistent with Iowa DOT guidance 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 discussion and decision-making concerning work products and challenges that cross jurisdictional boundaries.

Regional Planning Affiliations (RPA)

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 **RPA-18**.

RPA-18 Planning Area

The **RPA-18** planning area covers an area of approximately 2,541 square miles with a population base of approximately 59,341 (2020 Census). This area includes the Iowa counties of Harrison, Mills, Pottawattamie, and Shelby, and the local jurisdictions therein, excluding the City of Council Bluffs, which is accounted for under the Metropolitan Planning Organization (MPO).

RPA-18 Policy Board and Technical Committee

RPA-18 is governed by both a Technical Committee and a Policy Board. The Technical Committee is directly responsible to the Policy Board for the initiation, review, and recommendations of transportation related activities of RPA-18. The Policy Board guides and sets policy of the local transportation planning affiliation on matters necessary to comply with state and federal legislation. This includes the Transportation Improvement Program (TIP). More information on the Policy Board and Technical Committee, along with a current list of voting and non-voting members can be found on MAPA's website at <https://mapacog.org/projects/rpa-18/>.

Transportation Improvement Program (TIP) Purpose

The primary purpose of the **Transportation Improvement Program (TIP)** is to make available a listing of capital and noncapital projects within the boundaries of the RPA proposed for federal-aid and Swap funding. This involves establishing project priorities within the limits of available funds to accomplish the goals of the region's LRTP while taking into consideration when the project is needed and when funds for the project will be available.

The TIP also provides an organizational structure to address the major transportation issues facing the **RPA-18** area. The TIP 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 2025, 2026, 2027 and 2028.

A priority ranking of projects has been established by **RPA-18** jurisdictions and state transportation agencies through their placement of projects into the four elements of the **TIP**. Projects receiving the greatest priority are scheduled in the fiscal year 2025 element. Projects scheduled in the second-, third-, and fourth-year elements are similarly prioritized, with those projects of lesser priority scheduled in the out-year element.

Information

The TIP, based on information submitted by local and state governments, accomplishes 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 TIP 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;

Projects programmed in this document represent only those projects receiving federal funding. This TIP 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 listed on page 4.

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

City Government & Public Works Departments

City of Glenwood
Angie Winquist
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 Cumming Street
Omaha, Nebraska 68102
402-444-6866 ext 3220

Lindsey Button
Transportation Planner
2222 Cumming 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
Sean Litteral
Planning and Development Team Leader
Federal Highway Administration
105 6th Street
Ames, Iowa 50010
515-233-7321

Federal Transit Administration
Daniel Nguyen
Community Planner
FTA Region VII
901 Locust Street, Suite 404
Kansas City, Missouri 64106
816-329-3920

Project Selection & Prioritization

RPA-18 opens a call for projects on an annual basis. During this call for projects, applications are submitted via the RPA-18 Surface Transportation Block Grant (STBG) and Transportation Alternatives Set-Aside (TA Set-Aside) Program application processes. Upon close of the call for projects, submissions are summarized, presented to the Technical Committee and Policy Board, and made available for public review and input.

Following the public review period, MAPA staff rank projects based on criteria outlined below, and present the rankings, along with public input, to the RPA-18 Technical Committee and Policy Board in February of each year. This information, along with project eligibility for federal aid, ability to obligate within the specified year, compatibility with the LRTP and funding availability, is used to propose which projects to include in the TIP. The RPA-18 Policy Board is responsible for final approval of project inclusion in the TIP.

Projects are then placed in one of the four TIP elements based on identified priority and funding availability. Projects with the highest priority are programmed in the first element year of the TIP. Those projects with lesser priority are programmed in the remaining two fiscal year elements, and projects with the least priority are programmed in the final element year.

Following final project selection, as well as approval of County Five Year Plan (CFYP) documents in May of each year, MAPA staff prepare the Draft TIP and notify the RPA Policy Board and member jurisdictions of any balance or other application deficiencies. The Draft TIP is presented to the Technical Committee and Policy Board for review and approval, after which it is made available to the public for comment and Iowa DOT for review.

Surface Transportation Block Grant (STBG)

In FY2017, the RPA-18 Technical Committee and Policy Board 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 Technical Committee and Policy Board developed selection criteria to assist in the prioritization of projects submitted to RPA-18 for funding. These criteria and the prioritization factors within each, are summarized below:

- **Functional Classification:** Projects proposed on roads with higher Functional Classifications are given a higher rank under this criterion due to regional significance.
- **Annual Average Daily Traffic (AADT):** Projects with higher AADT counts received a higher rank .
- **Pavement Condition & Age:** Pavement condition is determined based on INTRANS data as well as qualitative description of other factors. Based on these results, pavement condition is classified as Good, Fair or Poor. Pavements falling in the Poor category receive the highest rank.

- **Bridge Factors:** Projects involving structurally deficient or functionally obsolete bridges receive higher rank. Bridge projects with a sufficiency rating below 50 also receive higher priority to ensure prioritization of bridges in poor condition.
- **Crash History:** Three (3) years of crash data are evaluated to determine the total number of crashes along a project corridor. Higher rank is given to projects on corridors that experience a higher number of crashes.
- **Regional Significance:** Evaluation of the narrative includes the consideration of economic development, connectivity, environmental or bridge-related factors that make the project significant to the RPA-18 region. Projects determined to have higher regional impact are given a higher rank.
- **Local Match:** Projects providing more than 30% local match are given a higher rank, as they allow the region to fund more projects.
- **Multi-Jurisdictional:** Projects demonstrating cooperation or coordination between RPA-18 jurisdictions receive a higher rank.

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 Policy Board for consideration, per Iowa Department of Transportation requirements. All applications received by the RPA Policy Board will be considered in discussions and ultimate decisions on regional funding.

Transportation Alternative Set Aside Program (TA Set-Aside)

Iowa's Transportation Alternatives Set-Aside Program (TA Set-Aside) 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 TA Set-Aside program can be accessed in two ways. Statewide and multi-regional projects should apply directly to the Iowa DOT in November for consideration in the Statewide TA Set-Aside program. RPA-18 administers funding for smaller, local projects through the Regional TA Set-Aside program.

Applications for TA Set-Aside 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 criteria for Regional TA Set-Aside projects include the following components from the [State TAP Application](#):

- Project Sponsor Information
- Project Information

- Project Costs and Matching Funds
- Project Development Milestones
- Safe Routes to School
- Narrative Questions
- Application Checklist ([Link](#))
- Form 105101 Minority Impact Statement ([Link](#))

Narrative Questions will be reviewed upon the following objectives laid out in the Iowa State TAP [Guidance](#):

- Statewide or Multi-Regional Impact
- Connectivity and Completion of Trail Linkages
- Alignment with Local, Regional, or Statewide Planning Documents
- Federal-aid Highway Project Development Process, Understanding and Capacity
- Contribution Toward Safety for All Transportation Modes
- Enhancement of Statewide Tourism Benefits
- Leverage of Non-Federal Funding Sources
- Need for the Proposed Project
- Addresses High-Need Areas
- Improve Accessibility
- Long-Term Maintenance Plan
- Project Readiness

Local Bridge Program

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. Other metrics, including National Bridge Inspection Standard (NBIS) inspection reports, along with lowest load posting, lowest sufficiency rating, and lower structural ratings contribute to the bridge prioritization process. These factors are used to determine the best possible application of Federal Aid for bridges in RPA-18.

Public Participation

The public is provided with several opportunities to provide comments on the project selection process and TIP development. During the application period, potential applicants are invited to attend an RPA Technical Committee and Policy Board meeting in which they are provided with additional information and instruction on how to apply for project funding. Following receipt of applications, potential projects are presented in summarized format to the public to solicit input. These comments are then incorporated into the discussion during project selection by the Technical Committee and Policy Board.

Following project selection, the draft TIP is reviewed by the RPA-18 Technical Committee and Policy Board and is made available for public review and comment for a minimum period of twenty-five (25) days. After review, the TIP is finalized by MAPA staff to include a summary of significant comments and the disposition of those comments, before final review by the RPA-18 Technical Committee, and review and approval by the RPA-18 Policy Board.

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>

Program Revisions

Under federal law, planning agencies may revise their TIPs at any time under policies and procedures agreed to with all cooperating parties. These revisions are any changes to projects utilizing federal funding that occur outside of the annual updating process.

Revisions to the TIP are documented via two procedures; amendments, and administrative modifications. The method used depends on monetary thresholds and other criteria agreed upon by RPAs, MPOs, transit agencies, and Iowa DOT, along with FHWA and FTA.

Amendment

Amendments are revisions to the TIP that involve a major change to a federally funded project included in the TIP or the creation of a new federal aid project. Amendments must be released for a minimum 7 day public comment period (per MAPA's Public Participation Plan) and approved by the RPA-18 Policy Board. RPA-18 must redemonstrate TIP fiscal constraint for all TIP amendments.

Amendments to federal aid projects include the addition or deletion of a project or a major change in design concept or scope. Changes that meet any of the following criteria are considered amendments.

- **Project cost:** Increase federal aid by more than 30 percent or increase total federal aid by more than \$2 million from the original amount.
- **Schedule changes:** Federal aid projects added or deleted from the TIP.
- **Funding sources:** Adding an additional federal funding source.
- **Scope changes:** Changing the project termini, project alignment, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

RPA-18 will incorporate the amendment or amendments into the TIP and have available the proposed amendment to the TIP for public comment. The amended TIP will be finalized with any significant comments and the disposition of those comments included. The amended TIP will be reviewed by the RPA-18 Policy Board for final approval. The amended TIP 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 Board meeting and the disposition of those comments.

Administrative Modification

Administrative modifications are revisions making a minor change to a federal aid project in the TIP. They do not require public review and comment, or board approval. However, in most instances administrative modifications are also subject to redemonstration of fiscal constraint of the TIP.

An administrative modification can include minor changes to project costs and project/project phase initiation dates. Any proposed changes that meet any of the following criteria are considered administrative modifications;

- **Project cost:** Projects in which the recalculated federal aid increases by less than 30 percent or do not increase total federal aid by more than \$2 million from the original amount
- **Schedule changes:** Changes in schedules to federal aid projects included in the first four years of the TIP.
- **Funding sources:** Changing funding from one source to another.
- **Scope changes:** All changes increasing a federal aid project's scope (project termini) require an amendment and cannot be done through administrative modification.

Projects in any of the first four years of the TIP may be advanced to the first year of the TIP, subject to available funding and the RPA requirements, through the administrative modification process.

Fiscal Constraint

The Infrastructure Investment and Jobs Act (IIJA) passed in 2022 requires that the Iowa State Transportation Improvement Programs (STIP) be fiscally constrained. The RPA-18 TIP is contained verbatim in the Iowa Statewide TIP, and therefore must also be fiscally constrained. Costs to be assumed in the FY 2026 through FY 2028 elements of the RPA-18 TIP 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 TIP 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 fiscally constrained portion of this TIP 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. For each program fiscal year, total programmed STBG funding shall not exceed the level of funding available to the RPA. TA Set-Aside funding is required to be constrained over the four-year TIP period but individual annual balances can show negative values.

Fiscal constraint, as applicable to this TIP, will apply to the following federal funding sources under IIJA and local funding efforts:

- 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 (YOE) 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 FY2026 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.

Estimated 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.

Estimated operations and maintenance cost information is provided annually to the RPA by Iowa DOT Program Management. The cost information provided is an estimate of the funding required to operate and maintain each jurisdiction's federal aid roadway system. These costs cannot be determined with available information; therefore, they are estimated by comparing total system mileage with federal-aid mileage. This information is retained and utilized by RPA-18 to develop inflation rates for forecasting future year operation and maintenance costs. RPA-18 used an inflation rate of 2.3% per year to forecast operation and maintenance costs for FY2025-FY2028 as presented in Table 4 of this TIP document.

Illustrative Projects

Projects may be identified in the TIP as illustrative. Illustrative projects maintain a placeholder position in the TIP, 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 2025– FY 2028 RPA-18 TIP meets fiscal constraint requirements.

Fiscal Constraint Tables

Table 1: FY2025-2028 RPA-18 Surface Transportation Block Grant (STBG) Fiscal Constraint

(FY 2026-FY 2028 are Iowa DOT Projections)	RPA-18 Regional STBG (including SWAP-STBG)				
	FY2024	FY2025	FY2026	FY2027	FY2028
STBG Balance (Carryover)	\$2,448,785	\$3,090,115	\$2,109,539	\$2,233,539	\$2,346,950
STBG Funding Target	\$1,886,069	\$1,976,424	\$2,014,000	\$2,052,000	\$2,052,000
Total Funds Available for Programming	\$4,334,854	\$5,066,539	\$4,123,539	\$4,285,539	\$4,398,950
Programmed STBG Funds	\$1,244,739	\$2,957,000	\$1,890,000	\$1,938,589	\$4,390,000
Balance of STBG Funds (Carryover)	\$3,090,115	\$2,109,539	\$2,233,539	\$2,346,950	\$8,950

Table 2: FY2025-2028 RPA-18 Transportation Alternatives Set Aside Program (TASA) Fiscal Constraint

(FY 2026-FY 2028 are Iowa DOT Projections)	RPA-18 Federal TAP Funds				
	FY2024	FY2025	FY2026	FY2027	FY2028
TASA Balance (Carryover)	\$581,388	\$751,326.00	-\$18,730	\$183,270	\$392,270
TASA Target	\$169,938	\$195,843	\$202,000	\$209,000	\$209,000
Total Funds Available for Programming	\$751,326	\$947,169	\$183,270	\$392,270	\$601,270
Total TASA Funds Programmed	\$0	\$965,899	\$0	\$0	\$0
Balance of TASA Funds (Carryover)	\$751,326	-\$18,730	\$183,270	\$392,270	\$601,270

Table 3: FY2025-2028 Local Non-Federal-Aid Revenues.

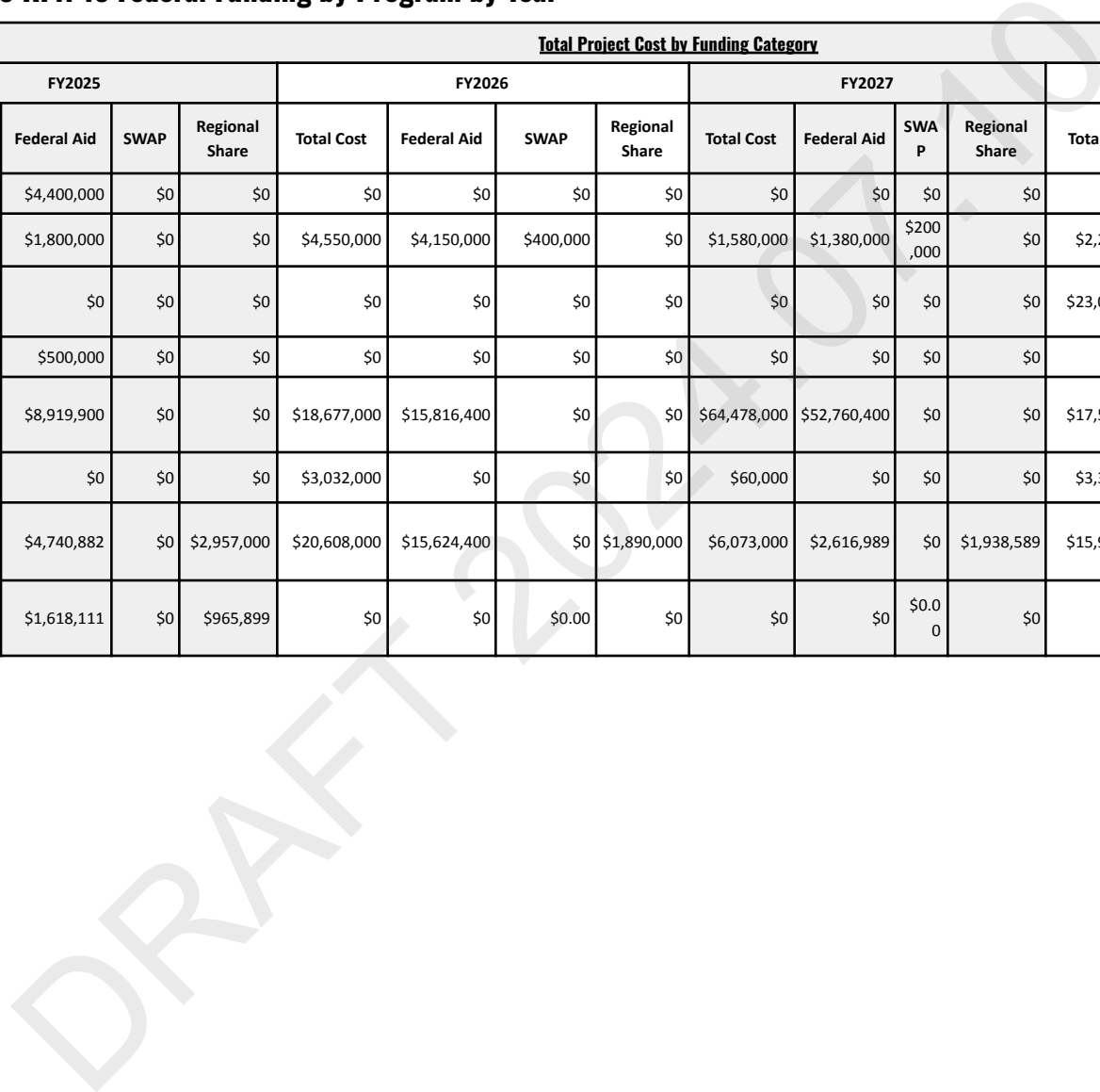
(Projections based on a 2.0% increase per year.)	RPA-18 Forecast Non Federal-Aid Revenues				
	FY2023	FY2025	FY2026	FY2027	FY2028
Farm to Market	\$6,382,640	\$6,640,499	\$6,773,309	\$6,908,775	\$7,046,950
Secondary Road Fund	\$38,616,588	\$40,176,698	\$40,980,232	\$41,799,837	\$42,635,833
City Street Fund	\$12,804,079	\$13,321,364	\$13,587,791	\$13,859,547	\$14,136,738
Total Non Federal-Aid Revenues		\$60,138,560	\$61,341,332	\$62,568,158	\$63,819,521

Table 4: FY2025-2028 Operations & Maintenance (O&M) Costs for Local Jurisdictions

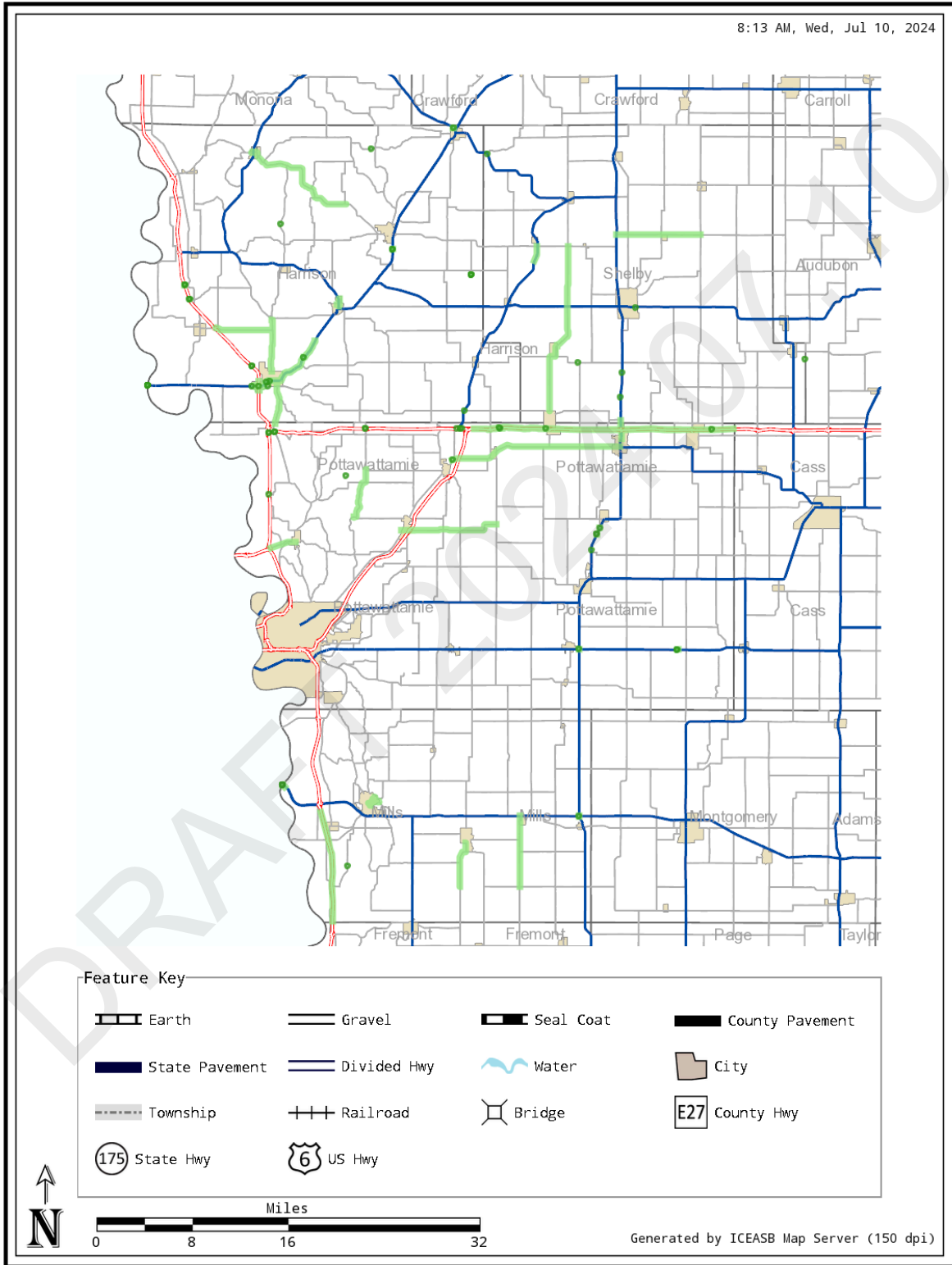
(Projections based on a 2.30% increase per year.)	RPA-18 Forecast O&M Expenditures on Federal-Aid Routes				
	FY2023	FY2025	FY2026	FY2027	FY2028
County Operations	\$3,801,533	\$3,978,415	\$4,069,918	\$4,163,526	\$4,259,287
County Maintenance	\$9,704,764	\$10,156,317	\$10,389,912	\$10,628,880	\$10,873,344
City Operations	\$1,082,885	\$1,133,270	\$1,159,336	\$1,186,000	\$1,213,278
City Maintenance	\$230,431	\$241,153	\$246,699	\$252,373	\$258,178
Total Operations and Maintenance on Federal-Aid Routes		\$15,509,155	\$15,865,865	\$16,230,780	\$16,604,088

Table 5: FY2025-2028 RPA-18 Federal Funding by Program by Year

	Total Project Cost by Funding Category															
	FY2025				FY2026				FY2027				FY2028			
	Total Cost	Federal Aid	SWAP	Regional Share	Total Cost	Federal Aid	SWAP	Regional Share	Total Cost	Federal Aid	SWAP	Regional Share	Total Cost	Federal Aid	SWAP	Regional Share
Grant	\$5,500,000	\$4,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HBP - Highway Bridge Program	\$1,800,000	\$1,800,000	\$0	\$0	\$4,550,000	\$4,150,000	\$400,000	\$0	\$1,580,000	\$1,380,000	\$200,000	\$0	\$2,250,000	\$2,050,000	\$200,000	\$0
ILL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000,000	\$0	\$0	\$0
MISC	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP - National Highway Performance Program	\$9,911,000	\$8,919,900	\$0	\$0	\$18,677,000	\$15,816,400	\$0	\$0	\$64,478,000	\$52,760,400	\$0	\$0	\$17,538,000	\$15,132,500	\$0	\$0
PRF - Primary Road Fund	\$5,842,000	\$0	\$0	\$0	\$3,032,000	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$3,336,000	\$0	\$0	\$0
STBG - Surface Transportation Block Grant	\$6,090,852	\$4,740,882	\$0	\$2,957,000	\$20,608,000	\$15,624,400	\$0	\$1,890,000	\$6,073,000	\$2,616,989	\$0	\$1,938,589	\$15,915,000	\$11,290,000	\$0	\$4,390,000
TAP - Transportation Alternatives Program (TA Set-Aside)	\$4,529,628	\$1,618,111	\$0	\$965,899	\$0	\$0	\$0.00	\$0	\$0	\$0	\$0.00	\$0	\$0	\$0	\$0	\$0



Map of Projects



Project List

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
Grant								
47266	HDP-C078(210)--6B-78	Submitted	Total	\$5,500,000				\$5,500,000
Pottawattamie County	On MAGNOLIA RD, Over Mosquito Creek, from 260TH E 1 mile	3/18/2025	Federal Aid	\$4,400,000				\$4,400,000
	PCC Pavement - Replace, Bridge Replacement		Regional Swap					
HBP								
18229	BROS-C078(177)--8J-78	Draft TIP Approved	Total	\$1,800,000				\$1,800,000
Pottawattamie County	On 210TH ST, Over PIGEON CREEK, S27 T77 R43	4/15/2025	Federal Aid	\$1,800,000				\$1,800,000
	Bridge Replacement		Regional Swap					
32679	BROS-C043(100)--5F-43	Draft TIP Approved	Total		\$1,800,000			\$1,800,000
Harrison County	On F 66, Over MOSQUITO CREEK, on N. Line of 32-78-41	11/18/2025	Federal Aid		\$1,800,000			\$1,800,000
	Bridge Replacement-PPCB		Regional Swap					
51100	BROS-C065()--5F-65	Draft TIP Approved	Total		\$750,000			\$750,000
Mills County	On 215TH ST, Over CREEK, S10 T71 R43		Federal Aid		\$750,000			\$750,000
	Bridge Replacement		Regional Swap					
13048	BRS-C078()--60-78	Draft TIP Approved	Total		\$2,000,000			\$2,000,000
Pottawattamie County	On G 18, Over BNSF RR, S19 T77 R41		Federal Aid		\$1,600,000			\$1,600,000
	Bridge Removal		Regional Swap		\$400,000			\$400,000
54802	BHM-5130()--8K-43	Draft TIP Approved	Total			\$1,000,000		\$1,000,000
Missouri Valley	In the city of Missouri Valley, On 335TH ST, Over WILLOW RIVER, S16 T78 R44		Federal Aid			\$800,000		\$800,000
	Bridge New		Regional Swap			\$200,000		\$200,000

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
HBP								
32693	BROS-C043(Cass2)--8J-43	Draft TIP Approved	Total			\$580,000		\$580,000
Harrison County	On VIENNA AVE, Over PIGEON CREEK, from 220th St. S 0.3 miles		Federal Aid			\$580,000		\$580,000
	Bridge Replacement		Regional Swap					
50891	BROS-C005()-8J-05	Draft TIP Approved	Total				\$300,000	\$300,000
Shelby County	On ZINNIA RD, Over ELKHORN CREEK, S6 T78 R36		Federal Aid				\$300,000	\$300,000
	Bridge Replacement		Regional Swap					
52338	BROS-C043(Lcn4)--5F-43	Draft TIP Approved	Total				\$950,000	\$950,000
Harrison County	On F14 (110th Street), Over WILLOW RIVER, 0.25 mi. W. Quay Ave.		Federal Aid				\$950,000	\$950,000
	Bridge Replacement-PPCB		Regional Swap					
53468	BRS-C043(Mag9)--60-43	Draft TIP Approved	Total				\$400,000	\$400,000
Harrison County	On L 23, Over ALLEN CREEK, S17 T80 R43		Federal Aid				\$320,000	\$320,000
	Bridge Replacement		Regional Swap				\$80,000	\$80,000
52899	BRS-C083()-60-83	Draft TIP Approved	Total				\$600,000	\$600,000
Shelby County	On F 58, Over SILVER CREEK		Federal Aid				\$480,000	\$480,000
	Bridge Replacement-CCS		Regional Swap				\$120,000	\$120,000
ILL								
53326	ILL-C078()-92-78	Draft TIP Approved	Total				\$3,000,000	\$3,000,000
Pottawattamie County	On OLD MORMON BRG RD (G37), from I29 E to OLD LINCOLN HIGHWAY (L20)		Federal Aid					
	PCC Pavement - Replace		Regional Swap					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
ILL								
53336	ILL-C078()-92-78	Draft TIP Approved	Total				\$20,000,000	\$20,000,000
Pottawattamie County	On Tamarack Road (G18), from Railroad Highway (G8L) E to Highway 59		Federal Aid					
	HMA Pavement - Replace		Regional					
			Swap					
MISC								
54896	MISC-USFWD1R11()-XX-	Draft TIP Approved	Total	\$500,000				\$500,000
U.S. Fish and Wildlife Service	DeSoto NWR: Rehabilitate Southgate Rec Area and Gravel Improvement to Boat Ramp Parking		Federal Aid	\$500,000				\$500,000
	Miscellaneous		Regional					
			Swap					
NHPP								
55617	IMX-029()-02-65	Draft TIP Approved	Total	\$6,093,000				\$6,093,000
Iowa Department of Transportation	I 29: Fremont Co Line to 0.7 mi S of US 34 (SB)		Federal Aid	\$5,483,700				\$5,483,700
	Pave		Regional					
			Swap					
39339	IMX-080()-02-78	Draft TIP Approved	Total	\$3,818,000				\$3,818,000
Iowa Department of Transportation	I 80: Keg Creek 0.8 mi E of Co Rd L66 (EBWB)		Federal Aid	\$3,436,200				\$3,436,200
	Bridge Widening, Right of Way		Regional					
			Swap					
55692	IMX-080()-02-78	Draft TIP Approved	Total		\$1,500,000			\$1,500,000
Iowa Department of Transportation	I 80: 0.4 mi NE of Rest Area to Cass Co Line - Various Locations		Federal Aid		\$1,350,000			\$1,350,000
	Pave		Regional					
			Swap					
52664	IMX-880()-02-78	Draft TIP Approved	Total		\$1,777,000			\$1,777,000
Iowa Department of Transportation	I 880: Co Rd L34 Interchange		Federal Aid		\$1,599,300			\$1,599,300
	Bridge Deck Overlay		Regional					
			Swap					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
NHPP								
54558	IMX-880()-02-78	Draft TIP Approved	Total		\$1,948,000			\$1,948,000
Iowa Department of Transportation	I 880: Mosquito Creek 0.5 mi E of IA 191 (EB) Pave		Federal Aid		\$1,753,200			\$1,753,200
			Regional Swap					
52691	IMX-880()-02-78	Draft TIP Approved	Total		\$3,523,000			\$3,523,000
Iowa Department of Transportation	I 880: BNSF RR 0.3 mi E of IA 191 Bridge Rehabilitation		Federal Aid		\$3,170,700			\$3,170,700
			Regional Swap					
45244	NHSX-030()-3H-43	Draft TIP Approved	Total		\$9,929,000	\$52,698,000		\$62,627,000
Iowa Department of Transportation	US 30: Missouri Valley Bypass Pave, Bridge New, Grading		Federal Aid		\$7,943,200	\$42,158,400		\$50,101,600
			Regional Swap					
54577	IMX-029()-02-43	Draft TIP Approved	Total			\$2,960,000		\$2,960,000
Iowa Department of Transportation	I 29: At the US 30 Interchange (SB) Bridge Rehabilitation		Federal Aid			\$2,664,000		\$2,664,000
			Regional Swap					
54578	IMX-029()-02-43	Draft TIP Approved	Total			\$2,619,000		\$2,619,000
Iowa Department of Transportation	I 29: Allen Creek 1.9 mi N of US 30 (NB/SB) Bridge Rehabilitation		Federal Aid			\$2,357,100		\$2,357,100
			Regional Swap					
54557	IMX-029()-02-43	Draft TIP Approved	Total			\$4,500,000		\$4,500,000
Iowa Department of Transportation	I 29: Burcham Creek 2.7 mi S of IA 127 (NB/SB) Bridge Replacement		Federal Aid			\$4,050,000		\$4,050,000
			Regional Swap					
54594	IMX-080()-02-78	Draft TIP Approved	Total			\$1,125,000		\$1,125,000
Iowa Department of Transportation	I 80: Stream 1.6 mi E of Co Rd M47 Pave		Federal Aid			\$1,012,500		\$1,012,500
			Regional Swap					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
NHPP								
54595	IMX-080)--02-78	Draft TIP	Total			\$576,000		\$576,000
Iowa Department of Transportation	I 80: Drainage Ditch 0.3 mi W of Co Rd M16	Approved	Federal Aid			\$518,400		\$518,400
	Pave		Regional					
			Swap					
55619	IMX-029)--02-78	Draft TIP	Total				\$2,690,000	\$2,690,000
Iowa Department of Transportation	I 29: At the I-880 Interchange (NB/SB)	Approved	Federal Aid				\$2,421,000	\$2,421,000
	Pave		Regional					
			Swap					
55618	IMX-080)--02-78	Draft TIP	Total				\$5,081,000	\$5,081,000
Iowa Department of Transportation	I 80: W Nishnabotna River to 0.7 mi E of Rest Area (EB)	Approved	Federal Aid				\$4,572,900	\$4,572,900
	Pave		Regional					
			Swap					
55616	IMX-880)--02-78	Draft TIP	Total				\$750,000	\$750,000
Iowa Department of Transportation	I 880: At the IA 191 Interchange (WB)	Approved	Federal Aid				\$675,000	\$675,000
	Pave		Regional					
			Swap					
55615	IMX-880)--02-78	Draft TIP	Total				\$2,500,000	\$2,500,000
Iowa Department of Transportation	I 880: UP RR and Co Rd L20 0.5 mi E of I-29 (EB/WB)	Approved	Federal Aid				\$2,250,000	\$2,250,000
	Pave		Regional					
			Swap					
55693	NHSX-059)--3H-78	Draft TIP	Total				\$6,517,000	\$6,517,000
Iowa Department of Transportation	US 59: In Avoca, Pershing St to S of Co Rd F66	Approved	Federal Aid				\$5,213,600	\$5,213,600
	Pave		Regional					
			Swap					
PRF								
37947	BRFN-030)--39-43	Draft TIP	Total	\$35,000	\$35,000	\$35,000	\$35,000	\$140,000
Iowa Department of Transportation	US 30: Missouri River E of Blair Nebraska (State Share)	Approved	Federal Aid					
	Bridge Cleaning		Regional					
			Swap					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
PRF								
37979	BRFN-034()-39-65	Draft TIP Approved	Total	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Iowa Department of Transportation	US 34: Missouri River N of Plattsmouth Nebraska (State Share)		Federal Aid					
	Bridge Cleaning		Regional					
			Swap					
55620	IMN-029()-0E-43	Draft TIP Approved	Total	\$235,000				\$235,000
Iowa Department of Transportation	I 29: Mitigation - Old Soldier River Ditch RCB Culvert		Federal Aid					
	Wetland Mitigation		Regional					
			Swap					
48577	IMN-080()-0E-78	Draft TIP Approved	Total	\$3,323,000				\$3,323,000
Iowa Department of Transportation	I 80: Abandoned RR 3.0 mi E of I-880 (Bridge Removal) (EB/WB)		Federal Aid					
	Grading, Right of Way		Regional					
			Swap					
55696	NHSN-030()-2R-43	Draft TIP Approved	Total	\$128,000				\$128,000
Iowa Department of Transportation	US 30: Mitigation - Stream 3.4 mi E of IA 44 Culvert		Federal Aid					
	Wetland Mitigation		Regional					
			Swap					
48536	STPN-034()-2J-65	Draft TIP Approved	Total	\$512,000				\$512,000
Iowa Department of Transportation	US 34: Missouri River N of Plattsmouth Nebraska		Federal Aid					
	Traffic Signs		Regional					
			Swap					
48428	STPN-092()-2J-78	Draft TIP Approved	Total	\$1,406,000				\$1,406,000
Iowa Department of Transportation	IA 92: Indian Creek 0.7 mi W of Co Rd M47		Federal Aid					
	Culvert Replacement, Right of Way		Regional					
			Swap					
55695	STPN-092()-2J-78	Draft TIP Approved	Total	\$178,000				\$178,000
Iowa Department of Transportation	IA 92: Mitigation - Indian Creek RCB Culvert		Federal Aid					
	Wetland Mitigation		Regional					
			Swap					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
PRF								
52652	BRFN-030()-39-43	Draft TIP Approved	Total		\$441,000			\$441,000
Iowa Department of Transportation	US 30: Allen Creek 0.9 mi W of I-29		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
52653	BRFN-037()-39-83	Draft TIP Approved	Total		\$909,000			\$909,000
Iowa Department of Transportation	IA 37: Mill Creek 3.7 mi E of US 30		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
52654	BRFN-059()-39-78	Draft TIP Approved	Total		\$245,000			\$245,000
Iowa Department of Transportation	US 59: Drainage Ditch 2.4 mi N of N Jct US 6		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
48475	IMN-080()-0E-78	Draft TIP Approved	Total		\$1,377,000			\$1,377,000
Iowa Department of Transportation	I 80: 0.4 mi E of I-880 to 0.1 mi W of Silver Creek Bridge (WB)		Federal Aid					
	Pavement Rehab		Regional Swap					
52650	IMN-029()-0E-78	Draft TIP Approved	Total				\$3,276,000	\$3,276,000
Iowa Department of Transportation	I 29: Co Rd L19 Interchange		Federal Aid					
	Bridge New		Regional Swap					
STBG								
48617	BRF-030()-38-43	Draft TIP Approved	Total	\$1,126,852				\$1,126,852
Iowa Department of Transportation	US 30: Stream 3.4 mi E of IA 44		Federal Aid	\$901,482				\$901,482
	RCB Culvert Replacement - Twin Box, Right of Way		Regional Swap					
48633	BRF-059()-38-78	Draft TIP Approved	Total	\$1,103,000	\$4,116,000			\$5,219,000
Iowa Department of Transportation	US 59: At Jct IA 92		Federal Aid	\$882,400	\$3,292,800			\$4,175,200
	Bridge Replacement, Right of Way		Regional Swap					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
45729	STP-S-C043(99)--5E-43	Draft TIP Approved	Total	\$1,105,000				\$1,105,000
Harrison County	On Loess Hills Trail, Under CCP RR, from Pott Co. Line N 3.4 miles to North of 1st Ave	4/15/2025	Federal Aid	\$884,000				\$884,000
	HMA Resurfacing		Regional Swap	\$884,000				\$884,000
38726	STP-S-C083(88)--5E-83	Draft TIP Approved	Total	\$2,250,000				\$2,250,000
Shelby County	On M-16, from City Limits of Shelby, Iowa North to County Road F-32	12/17/2024	Federal Aid	\$1,800,000				\$1,800,000
	Pavement Rehab		Regional Swap	\$1,800,000				\$1,800,000
53519	TAP-R-3275(606)--8T-83	Draft TIP Approved	Total	\$506,000				\$506,000
Harlan	In the city of Harlan, water trail improvements on the West Nishnabotna River at Maple Road.	12/17/2024	Federal Aid	\$273,000				\$273,000
			Regional Swap	\$273,000				\$273,000
52530	BRF-030()-38-43	Draft TIP Approved	Total		\$1,800,000			\$1,800,000
Iowa Department of Transportation	US 30: Stream 0.8 mi E of Co Rd F58		Federal Aid		\$1,440,000			\$1,440,000
	Bridge New, Right of Way		Regional Swap					
52540	BRF-034()-38-65	Draft TIP Approved	Total		\$6,390,000			\$6,390,000
Iowa Department of Transportation	US 34: Missouri River N of Plattsmouth, Nebraska (State Share)		Federal Aid		\$5,112,000			\$5,112,000
	Bridge Deck Overlay		Regional Swap					
52532	BRF-059()-38-78	Draft TIP Approved	Total		\$1,884,000			\$1,884,000
Iowa Department of Transportation	US 59: Stream 1.5 mi S of Co Rd G30		Federal Aid		\$1,507,200			\$1,507,200
	Bridge New, Wetland Mitigation, Right of Way		Regional Swap					
52531	BRF-059()-38-78	Draft TIP Approved	Total		\$2,017,000			\$2,017,000
Iowa Department of Transportation	US 59: Stream 0.9 mi S of Co Rd G30		Federal Aid		\$1,613,600			\$1,613,600
	Bridge New, Right of Way		Regional Swap					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
52651	BRF-059)--38-83	Draft TIP Approved	Total		\$961,000			\$961,000
Iowa Department of Transportation	US 59: West Nishnabotna River 0.8 mi S of Co Rd F58		Federal Aid		\$768,800			\$768,800
	Bridge Deck Overlay		Regional Swap					
47158	STP-S-C043(F50)--5E-43	Draft TIP Approved	Total		\$1,440,000			\$1,440,000
Harrison County	On F-50 (270th St.), from I-29 E 4.7 miles to Loess Hills Trail		Federal Aid		\$640,000			\$640,000
	HMA Pavement - Replace		Regional Swap		\$640,000			\$640,000
35293	STP-S-C065)--5E-65	Draft TIP Approved	Total		\$2,000,000			\$2,000,000
Mills County	On L 63, from Malvern city limits south approximately 4 miles to Paddock Ave		Federal Aid		\$1,250,000			\$1,250,000
	HMA Resurfacing		Regional Swap		\$1,250,000			\$1,250,000
54668	BRF-059)--38-83	Draft TIP Approved	Total			\$848,000		\$848,000
Iowa Department of Transportation	US 59: Drainage Ditch 2.6 mi N of I-80		Federal Aid			\$678,400		\$678,400
	Pave		Regional Swap					
32117	STP-S-C043(LHTrl2)--5E-43	Draft TIP Approved	Total			\$1,200,000		\$1,200,000
Harrison County	On L 20, from Missouri Valley N 4.3 miles to L23		Federal Aid			\$550,000		\$550,000
	HMA Resurfacing, HMA Paved Shoulder - New		Regional Swap			\$550,000		\$550,000
32566	STP-S-C078)--5E-78	Draft TIP Approved	Total			\$1,925,000		\$1,925,000
Pottawattamie County	On MAGNOLIA RD (G30), from 265th Street (L52) E 8 miles to 340th Street (L66)		Federal Aid			\$325,000		\$325,000
	HMA Pavement - Replace, Patching, Pavement Planing		Regional Swap			\$325,000		\$325,000
52893	STP-S-C083)--5E-83	Draft TIP Approved	Total			\$2,100,000		\$2,100,000
Shelby County	On F-32, from Highway 59 E to M-47		Federal Aid			\$1,063,589		\$1,063,589
	HMA Pavement - Replace		Regional Swap			\$1,063,589		\$1,063,589

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
55694	BRF-037()--38-43	Draft TIP Approved	Total				\$4,875,000	\$4,875,000
Iowa Department of Transportation	IA 37: Boyer River 0.1 mi W of US 30 Bridge New, Right of Way		Federal Aid				\$3,900,000	\$3,900,000
			Regional					
			Swap					
55697	BRF-059()--38-65	Draft TIP Approved	Total				\$3,750,000	\$3,750,000
Iowa Department of Transportation	US 59: At the Jct US 34 Pave		Federal Aid				\$3,000,000	\$3,000,000
			Regional					
			Swap					
39017	STP-S-C043(F20L)--5E-43	Draft TIP Approved	Total				\$2,145,000	\$2,145,000
Harrison County	On F20-F20L, from Soldier River bridge in Pisgah SE 11 miles to Willow Creek Bridge		Federal Aid				\$1,145,000	\$1,145,000
	HMA Resurfacing		Regional				\$1,145,000	\$1,145,000
			Swap					
36974	STP-S-C065()--5E-65	Draft TIP Approved	Total				\$1,975,000	\$1,975,000
Mills County	M16 (360th St.) from US HWY 34 south 6 miles through the city of Hastings to Paddock Ave		Federal Aid				\$975,000	\$975,000
	Pavement Rehab/Widen		Regional				\$975,000	\$975,000
			Swap					
53380	STP-S-C078()--5E-78	Draft TIP Approved	Total				\$3,170,000	\$3,170,000
Pottawattamie County	On L 34, from 750' South of G30 N to Potato Creek Bridge		Federal Aid				\$2,270,000	\$2,270,000
	HMA Pavement - Replace		Regional				\$2,270,000	\$2,270,000
			Swap					
TAP								
26699	TAP-R-C078(184)--8T-78	Draft TIP Approved	Total	\$936,000				\$936,000
Pottawattamie County Conservation Board	On Railroad Highway, from Council Bluffs N 27 Miles to Neola and Crescent	1/21/2026	Federal Aid	\$200,000				\$200,000
	Ped/Bike Miscellaneous, Ped/Bike Development		Regional	\$200,000				\$200,000
			Swap					
DOT Note: Project eligible for FHWA TAP funding.								
55788	TAP-R-C083()--8T-83	Draft TIP Approved	Total	\$965,607				\$965,607
Shelby County Trails Board	In Shelby County, trail connection from 1380th St N along IA 191 to F32		Federal Aid	\$247,694				\$247,694
	PCC Sidewalk/Trail		Regional	\$247,694				\$247,694
			Swap					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
TAP								
39439	TAP-U-2955(608)--8I-65	Draft TIP Approved	Total	\$141,250				\$141,250
Glenwood	In the city of Glenwood, On East Sharp Street walking/bike trail, from Vine Street to Lake Drive	4/15/2025	Federal Aid	\$113,000				\$113,000
	Ped/Bike Paving		Regional Swap	\$113,000				\$113,000
38389	TAP-U-2955(609)--8I-65	Draft TIP Approved	Total	\$1,255,000				\$1,255,000
Glenwood	In the city of Glenwood, On Pedestrian trail south of E Sharp Street in Glenwood Lake Park for 2.5 Miles	4/15/2025	Federal Aid	\$72,000				\$72,000
	Ped/Bike Grade & Pave, Ped/Bike Structures, Ped/Bike Development		Regional Swap	\$72,000				\$72,000
55569	TAP-R-4482)--8T-43	Draft TIP Approved	Total		\$1,231,771			\$1,231,771
Logan	In the city of Logan, trail connection from 4th St N along IA 127 to Logan-Magnolia School		Federal Aid		\$985,417			\$985,417
	PCC Sidewalk/Trail		Regional Swap		\$333,205			\$333,205
PA Note: Statewide TA Set Aside \$652,212								

DRAFT 2024-2030

Project Status Report - FY2024

Project ID	Sponsor	Desc.	Funding Source	Project Status
52829	Glenwood	In the City of Glenwood, On Locust Street, from Sharp Street N .6 miles to Hazel Street	SWAP-STBG	Let in November 2023, preconstruction meeting was April 30, 2024. Anticipated construction immediately following preconstruction meeting and anticipated completion in Fall 2024
38389	Glenwood	In the City of Glenwood, On Pedestrian trail south of E Sharp Street in Glenwood Lake Park for 2.5 Miles Ped/Bike Grade & Pave, Ped/Bike Structures, Ped/Bike Development	TAP	Project has not been let. The Trails Board wanted to get the pedestrian bridges set before moving forward with the trails portion. The plan is to have this project & Project 39439 let at the same time. We are working on scheduling a meeting with the City Council and Trails Board to discuss next steps. The bridge placements costs more than anticipated and the Trails Board is reevaluating their budget and may need to do some additional fundraising for this project. There currently is no timeline for this project. Project will need to be rolled over into FY2025
39439	Glenwood	In the city of Glenwood, On East Sharp Street walking/bike trail, from Vine Street to Lake Drive Ped/Bike Paving	TAP	Plan is to have this project & project 38389 let at the same time. See status update for project 38389. Project will need to be rolled over into FY2025
45577	Harrison County	On K 45 (Austin Ave.), Over STREAM, from Eden Ave N 0.1 miles S13 T80 R45 Bridge Replacement	HBP	Authorized/Let
54565	Iowa DOT	I 80: US 6 to Cass Co Line Pavement Markings	HSIP	Authorized/Let
54568	Iowa DOT	I 29: US34 to E I-80 Interchange and W I-80 Interchange to I-8800 Pavement Markings	HSIP	Authorized/Let
37947	Iowa DOT	US 30: Missouri River E of Blair Nebraska (State Share) Bridge Cleaning	PRF	Authorized/Let
37979	Iowa DOT	US 34: Missouri River N of Plattsmouth Nebraska (State Share) Bridge Cleaning	PRF	Authorized/Let
45293	Iowa DOT	IA 92: Silver Creek 2.8 mi E of Treynor Bridge Deck Overlay	PRF	Authorized/Let
54580	Iowa DOT	I 680: Missouri River 3.1 mi W of I-29 (EB) Bridge Rehabilitation	PRF	On track for letting prior to October 1, 2024
54623	Iowa DOT	IA 37: In the City of Dunlap Pavement Rehab	PRF	Authorized/Let
54622	Iowa DOT	IA 92: Carson to Cass Co Line Pavement Rehab	STBG	Authorized/Let
35284	Mills County	On 400th Street, Over Indian Creek, on ELINE S27 T72 R40 Bridge Replacement	HBP	Project has been let. Construction expected to take place summer/fall 2024 with anticipated construction end date of late winter 2024 / early spring 2025.
35291	Mills County	On L-31, from Jenkins Ave. N 1.5 miles to HWY U.S.34 HMA Resurfacing	STBG	Project has been let. Construction will take place spring/summer of 2024 with anticipated construction end date of spring/summer 2024
26699	Pottawattamie County Conservation Board	On Railroad Highway, from Council Bluffs N 27 Miles to Neola and Crescent Ped/Bike Miscellaneous, Ped/Bike Development	TAP	Letting projected to be late 2024 with construction beginning in 2025 through 2026. Project will need to be rolled over into FY2025

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