



FY 2026 - 2029

RPA-18 Transportation Improvement Program (TIP)

July 2025



Prepared by:

Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA)

In cooperation:

Iowa Department of Transportation (Iowa DOT)

Local Supporting Agencies

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Omaha, NE 68102
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**OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
REGIONAL PLANNING AFFILIATION 18**

Adoption of the FY2026 Transportation Improvement Program (TIP)

WHEREAS, Regional Planning Affiliation (RPA) 18 is chartered by the Iowa Department of Transportation for the purposes of regional transportation planning for Harrison, Mills, Pottawattamie, and Shelby counties, and the cities therein; and,

WHEREAS, the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) has been designated by the members of RPA-18 to act as the official representative agency in planning matters of mutual concern; and

WHEREAS, a fiscally constrained and prioritized Transportation Improvement Program (TIP) for intermodal planning is required by the Iowa Department of Transportation (Iowa DOT) and was developed by MAPA for the RPA-18 area; and,

WHEREAS, within RPAs, all projects, except National Highway System, Interstate Maintenance, and Bridge projects are to be selected by the RPA in accordance with the priorities in the Transportation Improvement Program; and,

WHEREAS, the Fiscal Year 2026-2029 TIP, dated July 2025, which defines the capital improvements for streets, highways, transit and airports for the local jurisdictions in the RPA-18 region for a four-year period, having been submitted for public review according to MAPA's public participation plan and approved by the RPA-18 Technical Committee, has been given due consideration by the RPA-18 Policy Board; therefore be it

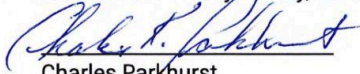
RESOLVED, that the RPA-18 Policy Board approves the FY 2026-2029 Transportation Improvement Program, dated July 2025, and recommends said program be forwarded to the appropriate state and federal agencies; and be it

FURTHER RESOLVED that the FY 2026-29 TIP Program serve as the vehicle for project selection; and be it

FURTHER RESOLVED, that MAPA certifies that the transportation planning process complies with applicable federal laws and regulations.



PASSED this 9th day of July, 2025.



Charles Parkhurst,
Chair RPA-18 Policy Board



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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 (RPAs)

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 consists of Mills, Harrison, Shelby, and the non-urbanized portions of Pottawattamie Counties, an area of approximately 2,541 square miles with a population base of approximately 59,341 (2020 Census). This area excludes the Cities of Council Bluffs, Carter Lake, Crescent, and McClelland which are accounted for under the Metropolitan Planning Organization (MPO).

RPA-18 Policy Board and Technical Committee

RPA-18 is governed by both a Policy Board and a Technical Committee. 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, including the Transportation Improvement Program (TIP). More information on the Policy Board and Technical Committee 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 long range transportation plan (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 2026, 2027, 2028, and 2029.

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 2026 element. Projects scheduled in the second-, third-, and fourth-year elements are similarly prioritized, with 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 below.

Jurisdictional Information

County Engineering Departments

Harrison County

Dave Sims
County Engineer
301 N 6th Ave
Logan, IA 51546-1141
(712) 644-3140

Mills County

Jacob Ferro
County Engineer
305 Railroad Ave
Glenwood, IA 51534-1938
(712) 527-4873

Pottawattamie County

Brandon Burmeister
Interim County Engineer
17501 Eastern Hills Dr
Council Bluffs, IA 51503-4589
(712) 328-4796

Shelby County

Chris Fredericksen
County Engineer
1313 Industrial Pkwy
Harlan, IA 51537-2335
(712) 755-5954

City Government & Public Works Departments

City of Glenwood

Angie Winquist
Mayor
5 N Vine St
Glenwood, IA 51534-1707
(712) 527-4717

Jamey Clark
Public Works Director
502 Nuckolls St
Glenwood, IA 51534-1923
(712) 527-4598

City of Harlan

Dr. Jay Christensen
Mayor
711 Durant St
Harlan, IA 51537-1622
(712) 755-5137

City of Missouri Valley

Shawn Kelly
Mayor
223 E Erie St
Missouri Valley, IA 51555
(712) 642-3502

State Officials

Iowa DOT District Four

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

Regional Planning Organizations

Metropolitan Area Planning Agency / RPA-18

Carlos Morales
Transportation & Data
Manager
2222 Cuming St
Omaha, NE 68102-4392
(402) 444-6866 ext 3220

Rachel Goettsch
Transportation Planner
2222 Cuming St
Omaha, NE 68102-4392
(402) 444-6866 ext 3225

Southwest Iowa Transit Agency

John McCurdy
Executive Director
1501 SW 7th St
PO Box 348
Atlantic, IA 50022-2206
(712) 243-4196

Federal Officials

Federal Highway Administration

Sean Litteral
Planning and Development Team Leader
FHWA Iowa Division
105 6th St
Ames, IA 50010-6337
(515) 233-7321

Federal Transit Administration

Gerri Doyle
Community Planner
FTA Region VII
901 Locust St, Ste 404
Kansas City, MO 64106-2328
(816) 329-3920

Project Selection & Prioritization

RPA-18 opens a call for projects on an annual basis unless otherwise determined by the RPA-18 board based on funding availability. 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 Policy Board and Technical Committee, 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 Policy Board and Technical Committee 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 Policy Board and Technical Committee 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 Policy Board and Technical Committee 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 Board and Technical Committee 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 receive 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 federal transportation authorization act, the Infrastructure Investment and Jobs Act (IIJA), was enacted in 2021. Implementation of IIJA introduced additional requirements for project eligibility and selection, which led Iowa DOT to modify its statewide program structure, and which also formally allowed for the suballocation of funds to Iowa's Metropolitan Planning Organizations (MPOs) and Regional Planning Affiliations (RPAs).

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.

Eligible project activities include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, Safe Routes to School (SRTS) projects, and community improvements such as historic preservation, vegetation management, and some environmental mitigation related to storm water and habitat connectivity.

RPA-18's criteria for Regional TA Set-Aside projects include the following components from the [State Program Application](#):

- Project Sponsor Information
- Project Information
- Project Costs, Funding Gap, and Matching Funds
- Project Development Milestones
- Safe Routes to School Project Information (if applicable)
- Narrative Questions
- [Application Checklist](#)
- [Form 105101 Minority Impact Statement](#)

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 Other Funding Sources
- Need for the Proposed Project
- Addresses High-Need Areas
- Improve Accessibility
- Long-Term Maintenance Plan
- Project Readiness

As of 2024, Iowa DOT implemented several clarifications and updates to align the TA Set-Aside program with federal requirements as well as to improve project delivery. These include:

- Projects that are part of larger federal-aid highway projects must incorporate TA-eligible elements into the overall project scope rather than applying separately for standalone TA Set-Aside funding.
- Applicants must provide documentation confirming that matching funds are secured at the time of application. Acceptable forms of documentation include award letters, adopted Capital Improvement Plans (CIPs), or other written commitments.
- Projects located in or serving high-need areas—such as low-income, rural, or transit-dependent populations—are prioritized in project scoring.
- Significant changes to a project's scope or termini after award may require resubmission in a future funding cycle.

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-18 Policy Board and Technical Committee 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 Policy Board and Technical Committee.

Following project selection, the draft TIP is reviewed by the RPA-18 Policy Board and Technical Committee 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.

The public comment period for the draft FY26 TIP ran from May 21 through June 20, 2025. The draft document was hosted on MAPA's website and distributed via public notice, social media, and email. No public comments were received.

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 (TIP). For more 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 be

approved by the RPA-18 Policy Board. RPA-18 must also redemonstrate 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:** An increase in federal aid by more than 30 percent or more than \$2 million over the originally programmed federal amount.
- **Schedule changes:** Addition or deletion of a federally funded project from the TIP
- **Funding source:** Adding additional or otherwise changing the federal funding source program
- **Scope changes:** A change in the project termini, project alignment, number of through traffic lanes, type of work, or the increase of roadway capacity

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, and will be reviewed by the RPA-18 Policy Board for final approval, after which it, alongside any additional significant comments received at the Policy Board meeting and the disposition of those comments, will be forwarded to Iowa DOT for inclusion in the Statewide Transportation Improvement Program (STIP).

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:** An increase in federal aid of less than 30 percent and not 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 source:** Changes between federal and non-federal funds or within federal sources where the funding program remains the same
- **Advancement:** Projects programmed in years 2–4 of the TIP may be advanced to year 1, subject to funding availability and RPA-18 requirements.

RPA-18 maintains internal documentation of all TIP revisions and will provide records upon request to Iowa DOT, FHWA, or FTA.

Fiscal Constraint

The Infrastructure Investment and Jobs Act (IIJA) passed in 2021 requires that the Iowa Statewide Transportation Improvement Program (STIP) be fiscally constrained. The RPA-18 TIP is contained verbatim in the Iowa STIP, and therefore must also be fiscally constrained. Costs to be assumed in the FY 2027 through FY 2029 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 STIP 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 planning 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 Iowa DOT are assumed to be constrained as part of the STIP. 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 FY 2026 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 FY 2026-FY 2029 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 2026–FY 2029 RPA-18 TIP meets fiscal constraint requirements.

Fiscal Constraint Tables

Table 1: FY2026-29 RPA-18 Surface Transportation Block Grant (STBG) Fiscal Constraint

(FY 2027-FY 2029 are Iowa DOT Projections)	RPA-18 Regional STBG (including SWAP-STBG)				
	FY2025	FY2026	FY2027	FY2028	FY2029
STBG Balance (Carryover)	\$2,557,668	\$1,987,186	\$1,661,090	\$1,593,501	\$1,344,501
STBG Funding Target	\$2,032,739	\$1,836,904	\$1,871,000	\$1,871,000	\$1,871,000
Total Funds Available for Programming	\$4,590,407	\$3,824,090	\$3,532,090	\$3,464,501	\$3,215,501
Programmed STBG Funds	\$2,684,000	\$2,163,000	\$1,938,589	\$2,120,000	\$2,270,000
Balance of STBG Funds (Carryover)	\$1,987,186*	\$1,661,090	\$1,593,501	\$1,344,501	\$945,501

*An additional \$80,779 was returned to the STBG balance for RPA-18 due to a funding surplus from a previously awarded project that was formally closed out in FY25 (STP-S-CO43(95)–5E-43). These additional funds are reflected in the end of FY25 Balance and start of FY26 carryover.

Table 2: FY2026-2029 RPA-18 Transportation Alternatives Set Aside Program (TASA) Fiscal Constraint

(FY 2027-FY 2029 are Iowa DOT Projections)	RPA-18 Federal TAP Funds				
	FY2025	FY2026	FY2027	FY2028	FY2029
TASA Balance (Carryover)	\$751,326	\$698,073	\$148,753	\$322,753	\$496,753
TASA Target	\$194,441	\$168,885	\$174,000	\$174,000	\$174,000
Total Funds Available for Programming	\$945,767	\$866,958	\$322,753	\$496,753	\$670,753
Total TASA Funds Programmed	\$247,694	\$718,205	\$0	\$0	\$0
Balance of TASA Funds (Carryover)	\$698,073	\$148,753	\$322,753	\$496,753	\$670,753

Table 3: FY2026-2029 Local Non-Federal-Aid Revenues

(Projections based on a 2.0% increase per year.)	RPA-18 Forecast Non Federal-Aid Revenues				
	FY2024	FY2026	FY2027	FY2028	FY2029
Farm to Market	\$6,440,468	\$6,700,663	\$6,834,676	\$6,971,370	\$7,110,797
Secondary Road Fund	\$40,979,631	\$42,635,208	\$43,487,913	\$44,357,671	\$45,244,824
City Street Fund	\$13,990,381	\$14,555,592	\$14,846,704	\$15,143,638	\$15,446,511
Total Non Federal-Aid Revenues		\$63,891,464	\$65,169,293	\$66,472,679	\$67,802,132

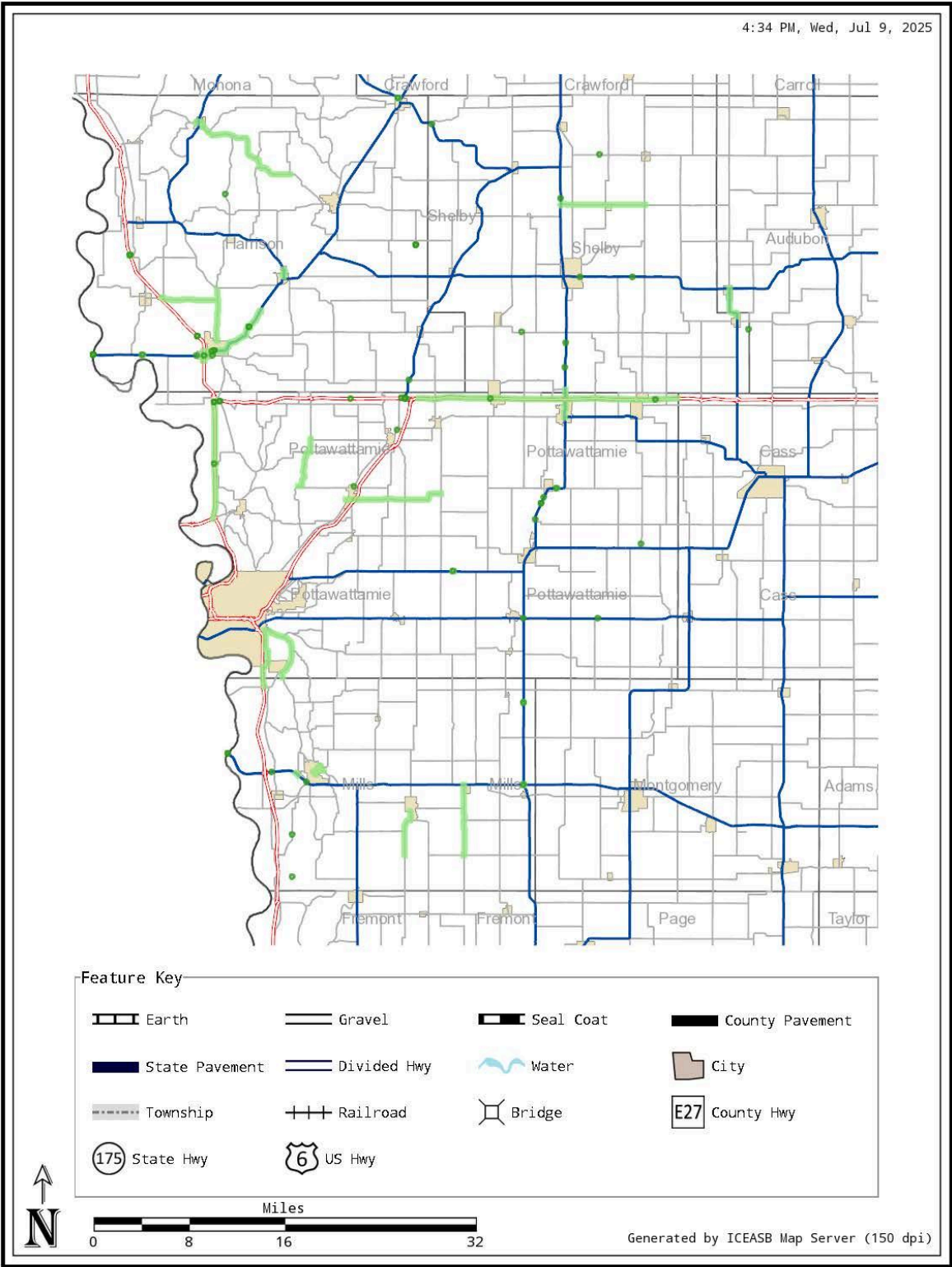
Table 4: FY2026-2029 Operations & Maintenance (O&M) Costs for Local Jurisdictions

(Projections based on a 2.30% increase per year.)	RPA-18 Forecast O&M Expenditures on Federal-Aid Routes				
	FY2024	FY2026	FY2027	FY2028	FY2029
County Operations	\$3,699,674	\$3,871,816	\$3,960,868	\$4,051,968	\$4,145,163
County Maintenance	\$9,551,371	\$9,995,787	\$10,225,690	\$10,460,881	\$10,701,481
City Operations	\$858,655	\$898,607	\$919,275	\$940,419	\$962,048
City Maintenance	\$222,646	\$233,005	\$238,364	\$243,847	\$249,455
Total Operations and Maintenance on Federal-Aid Routes		\$14,999,215	\$15,344,197	\$15,697,114	\$16,058,147

Table 5: FY2026-2029 RPA-18 Federal Funding by Program by Year

	Total Project Cost by Funding Category															
	FY2026				FY2027				FY2028				FY2029			
	SWAP	Federal Aid	Regional Share	Total Cost	SWAP	Federal Aid	Regional Share	Total Cost	SWAP	Federal Aid	Regional Share	Total Cost	SWAP	Federal Aid	Regional Share	Total Cost
Grant	\$0	\$4,400,000	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grant Application	\$0	\$0	\$0	\$850,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0
HBP - Highway Bridge Program	\$780,000	\$3,870,000	\$0	\$4,650,000	\$200,000	\$3,350,000	\$0	\$3,550,000	\$400,000	\$1,900,000	\$0	\$2,300,000	\$0	\$580,000	\$0	\$580,000
HSIP - Highway Safety Improvement Program	\$0	\$432,000	\$0	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ILL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,500,000
MISC	\$0	\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP - National Highway Performance Program	\$0	\$13,072,500	\$0	\$24,454,000	\$0	\$70,489,700	\$0	\$87,702,000	\$0	\$11,301,600	\$0	\$12,994,000	\$0	\$25,097,200	\$0	\$31,198,000
PRF - Primary Road Fund	\$0	\$0	\$0	\$3,161,000	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$5,191,000	\$0	\$0	\$0	\$3,777,000
STBG - Surface Transportation Block Grant	\$500,000	\$14,541,400	\$2,163,000	\$20,206,000	\$0	\$5,890,589	\$1,938,589	\$10,296,000	\$0	\$9,708,800	\$2,120,000	\$14,367,000	\$0	\$14,230,000	\$2,270,000	\$20,650,000
TAP - Transportation Alternatives Program (TA Set-Aside)	\$0	\$1,370,417	\$718,205	\$3,564,021	\$0	\$0	\$0.00	\$0	\$0	\$0	\$0.00	\$0	\$0	\$0	\$0	\$0

Map of Projects



Project List

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2026	2027	2028	2029	Totals
Grant								
47266	HDP-C078(210)--6B-78	TIP Approved	Total	\$5,500,000				\$5,500,000
Pottawattamie County	On MAGNOLIA RD, Over Mosquito Creek, from 260TH E 1 mile	4/21/2026	Federal Aid	\$4,400,000				\$4,400,000
	PCC Pavement - Replace, Bridge Replacement		Regional Swap					
Grant Application								
57233	DGA-C083(47910)--XT-83	TIP Approved	Total	\$850,000				\$850,000
Shelby County	On F 24, Over SMALL STREAM, S33 T81N R38W		Federal Aid					
	Culvert Replacement		Regional Swap	\$680,000				\$680,000
			Grant App					
58067	DGA-C078()-XT-78	TIP Approved	Total			\$1,000,000		\$1,000,000
Pottawattamie County	On M 47, Over LITTLE WALNUT CREEK, S4 T75N R38W		Federal Aid					
	Bridge New-CCS		Regional Swap			\$800,000		\$800,000
			Grant App					
HBP								
51100	BROS-C065(125)--5F-65	TIP Approved	Total	\$750,000				\$750,000
Mills County	On 215TH ST, Over CREEK, S10 T71 R43	5/19/2026	Federal Aid	\$750,000				\$750,000
	Bridge Replacement		Regional Swap					
13048	BRS-C078()-60-78	TIP Approved	Total	\$3,900,000				\$3,900,000
Pottawattamie County	On G 18, Over BNSF RR, S19 T77 R41		Federal Aid	\$3,120,000				\$3,120,000
	Bridge Removal		Regional Swap	\$780,000				\$780,000
54802	BHM-5130()-8K-43	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		2026	2027	2028	2029	Totals
Sponsor	Location							
STIP ID	Work Codes	Letting Date						
HBP								
32679	BROS-C043(100)--5F-43	TIP Approved	Total		\$1,800,000			\$1,800,000
Harrison County	On F 66, Over MOSQUITO CREEK, on N. Line of 32-78-41	4/21/2026	Federal Aid		\$1,800,000			\$1,800,000
	Bridge Replacement-PPCB		Regional Swap					
51088	BROS-C065()-8J-65	TIP Approved	Total		\$750,000			\$750,000
Mills County	On PAINTER RD, Over DRAINAGE, S27 T71 R43		Federal Aid		\$750,000			\$750,000
	Bridge Replacement-CCS		Regional Swap					
50891	BROS-C005()-8J-05	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					
53468	BRS-C043()-60-43	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
56086	BRS-C078()-60-78	TIP Approved	Total			\$1,000,000		\$1,000,000
Pottawattamie County	On G 8L, Over STREAM, S9 T76N R42W		Federal Aid			\$800,000		\$800,000
	Bridge Replacement		Regional Swap			\$200,000		\$200,000
52899	BRS-C083()-60-83	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

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
HBP								
32693	BROS-C043()--8J-43	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					
HSIP								
57952	HSIPX-034()--3L-65	TIP Approved	Total	\$480,000				\$480,000
Iowa Department of Transportation	US 34: Hillman Rd Intersection 1.0 mi W of 221st St		Federal Aid	\$432,000				\$432,000
	Grade and Pave		Regional Swap					
ILL								
53327	ILL-C078()--92-78	TIP Approved	Total				\$7,500,000	\$7,500,000
Pottawattamie County	On L 35, from Mills County N to Council Bluffs Corporate Limits		Federal Aid					
	HMA Pavement - Replace		Regional Swap					
53330	ILL-C078()--92-78	TIP Approved	Total				\$10,000,000	\$10,000,000
Pottawattamie County	On L 31, from Bunge Avenue (H10) N approximately 5 miles to East South Omaha Bridge Road		Federal Aid					
	PCC Pavement - Grade and New		Regional Swap					
MISC								
54896	MISC-USFWD1R11()--XX-	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								
55737	IMX-029()--02-78	TIP Approved	Total	\$6,500,000				\$6,500,000
Iowa Department of Transportation	I 29: 0.9 mi S of Co Rd L19 to S of I-880 (SB) Pavement Rehab		Federal Aid	\$5,850,000				\$5,850,000
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
NHPP								
52691	IMX-880()--02-78	TIP Approved	Total	\$3,523,000				\$3,523,000
Iowa Department of Transportation	I 880: BNSF RR 0.3 mi E of IA 191		Federal Aid	\$3,170,700				\$3,170,700
	Bridge Rehabilitation		Regional Swap					
54558	IMX-880()--02-78	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)		Federal Aid	\$1,753,200				\$1,753,200
	Bridge Deck Overlay		Regional Swap					
55615	IMX-880()--02-78	TIP Approved	Total	\$2,554,000				\$2,554,000
Iowa Department of Transportation	I 880: UP RR and Co Rd L20 0.5 mi E of I-29 (EB/WB)		Federal Aid	\$2,298,600				\$2,298,600
	Bridge Deck Overlay		Regional Swap					
45244	NHSX-030()--3H-43	TIP Approved	Total	\$9,929,000	\$59,709,000		\$29,810,000	\$99,448,000
Iowa Department of Transportation	US 30: Missouri Valley Bypass		Federal Aid		\$46,647,200		\$23,848,000	\$70,495,200
	Pave, Bridge New, Grading		Regional Swap					
54577	IMX-029()--02-43	TIP Approved	Total		\$2,960,000			\$2,960,000
Iowa Department of Transportation	I 29: At the US 30 Interchange (SB)		Federal Aid		\$2,664,000			\$2,664,000
	Bridge Rehabilitation		Regional Swap					
54557	IMX-029()--02-43	TIP Approved	Total		\$4,791,000			\$4,791,000
Iowa Department of Transportation	I 29: Burcham Creek 2.7 mi S of IA 127 (NB/SB)		Federal Aid		\$4,311,900			\$4,311,900
	Bridge Replacement		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
NHPP								
54578	IMX-029()-02-43	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)		Federal Aid		\$2,357,100			\$2,357,100
	Bridge Rehabilitation		Regional Swap					
57945	IMX-029()-02-78	TIP Approved	Total		\$2,500,000			\$2,500,000
Iowa Department of Transportation	I 29: I-680 to I-880 - Various Locations		Federal Aid		\$2,250,000			\$2,250,000
	Grading		Regional Swap					
54594	IMX-080()-02-78	TIP Approved	Total		\$1,125,000			\$1,125,000
Iowa Department of Transportation	I 80: Stream 1.6 mi E of Co Rd M47		Federal Aid		\$1,008,000			\$1,008,000
	Culvert Extension, Right of Way		Regional Swap					
54595	IMX-080()-02-78	TIP Approved	Total		\$576,000			\$576,000
Iowa Department of Transportation	I 80: Drainage Ditch 0.3 mi W of Co Rd M16		Federal Aid		\$513,900			\$513,900
	Culvert Extension, Right of Way		Regional Swap					
55693	NHSX-059()-3H-78	TIP Approved	Total		\$13,422,000			\$13,422,000
Iowa Department of Transportation	US 59: In Avoca, Pershing St to S of Co Rd F66		Federal Aid		\$10,737,600			\$10,737,600
	Grade and Pave		Regional Swap					
55619	IMX-029()-02-78	TIP Approved	Total			\$3,983,000		\$3,983,000
Iowa Department of Transportation	I 29: At the I-880 Interchange (NB/SB)		Federal Aid			\$3,584,700		\$3,584,700
	Bridge Rehabilitation		Regional Swap					
55618	IMX-080()-02-78	TIP Approved	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)		Federal			\$4,572,900		\$4,572,900
	Pavement Rehab		Aid					
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
NHPP								
57939	NHSX-059()--3H-78	TIP Approved	Total			\$3,930,000		\$3,930,000
Iowa Department of Transportation	US 59: In Avoca, High St to Pershing St		Federal Aid			\$3,144,000		\$3,144,000
	Grade and Pave		Regional Swap					
55616	IMX-880()--02-78	TIP Approved	Total				\$1,388,000	\$1,388,000
Iowa Department of Transportation	I 880: At the IA 191 Interchange (WB)		Federal Aid				\$1,249,200	\$1,249,200
	Bridge Deck Overlay		Regional Swap					
PRF								
37947	BRFN-030()--39-43	TIP Approved	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)		Federal Aid					
	Bridge Cleaning		Regional Swap					
52652	BRFN-030()--39-43	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	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	TIP Approved	Total	\$276,000				\$276,000
Iowa Department of Transportation	US 59: Drainage Ditch 2.4 mi N of N Jct US 6		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
55692	IMN-080()--0E-78	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					
	Patching		Regional Swap					
			Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
PRF								
52650	IMN-029()--OE-78	TIP Approved	Total			\$3,299,000		\$3,299,000
Iowa Department of Transportation	I 29: Co Rd L19 Interchange		Federal Aid					
	Bridge Replacement, Right of Way		Regional Swap					
48475	IMN-080()--OE-78	TIP Approved	Total			\$1,857,000		\$1,857,000
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					
57941	BRFN-044()--39-83	TIP Approved	Total				\$910,000	\$910,000
Iowa Department of Transportation	IA 44: West Nishnabotna River 5.8 mi E of US 59		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57947	BRFN-059()--39-83	TIP Approved	Total				\$600,000	\$600,000
Iowa Department of Transportation	US 59: Lyon Creek 2.6 mi S of IA 37		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57944	BRFN-092()--39-78	TIP Approved	Total				\$520,000	\$520,000
Iowa Department of Transportation	IA 92: Farm Creek 6.3 mi E of US 59		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57940	IMN-880()--OE-78	TIP Approved	Total				\$1,247,000	\$1,247,000
Iowa Department of Transportation	I 880: Pigeon Creek 4.2 mi W of IA 191 (EB/WB)		Federal Aid					
	Bridge Deck Overlay		Regional Swap					
57951	NHSN-059()--2R-65	TIP Approved	Total				\$465,000	\$465,000
Iowa Department of Transportation	US 59: Stream 1.1 mi S of Co Rd H12 (Side Ditch)		Federal					
	Bridge New, Right of Way		Aid					
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
52530	BRF-030()--38-43	TIP Approved	Total	\$2,627,000				\$2,627,000
Iowa Department of Transportation	US 30: Stream 0.8 mi E of Co Rd F58		Federal Aid	\$1,872,000				\$1,872,000
	Culvert Replacement, Wetland Mitigation, Miscellaneous		Regional Swap					
52540	BRF-034()--38-65	TIP Approved	Total	\$6,400,000				\$6,400,000
Iowa Department of Transportation	US 34: Missouri River N of Plattsmouth, Nebraska (State Share)		Federal Aid	\$5,120,000				\$5,120,000
	Bridge Deck Overlay		Regional Swap					
48633	BRF-059()--38-78	TIP Approved	Total	\$4,116,000				\$4,116,000
Iowa Department of Transportation	US 59: At Jct IA 92		Federal Aid	\$3,292,800				\$3,292,800
	Bridge Replacement		Regional Swap					
52651	BRF-059()--38-83	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					
57946	STP-173()--2C-83	TIP Approved	Total	\$1,656,000				\$1,656,000
Iowa Department of Transportation	IA 173: S of High St in Elk Horn to IA 44		Federal Aid	\$1,324,800				\$1,324,800
	Pavement Rehab		Regional Swap					
47158	STP-S-C043(102)--5E-43	TIP Approved	Total	\$1,440,000				\$1,440,000
Harrison County	On F-50, from I-29 E 4.8 miles to Loess Hills Trail	1/21/2026	Federal Aid	\$640,000				\$640,000
	HMA Pavement - Replace		Regional Swap	\$640,000				\$640,000
35293	STP-S-C065(124)--5E-65	TIP Approved	Total	\$2,500,000				\$2,500,000
Mills County	On L 63, from Malvern city limits south approximately 4 miles to Paddock Ave	10/20/2026	Federal	\$1,250,000				\$1,250,000
	HMA Resurfacing		Aid	\$1,250,000				\$1,250,000
			Regional Swap	\$500,000				\$500,000

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
53519	TAP-R-3275(606)--8T-83	TIP Approved	Total	\$506,000				\$506,000
Harlan	In the city of Harlan, water trail improvements on the West Nishnabotna River at Maple Road.	10/21/2025	Federal Aid	\$273,000				\$273,000
			Regional Swap	\$273,000				\$273,000
52531	BRF-059()--38-78	TIP Approved	Total		\$2,260,000			\$2,260,000
Iowa Department of Transportation	US 59: Stream 0.9 mi S of Co Rd G30		Federal Aid		\$1,808,000			\$1,808,000
	Bridge Replacement		Regional Swap					
52532	BRF-059()--38-78	TIP Approved	Total		\$1,963,000			\$1,963,000
Iowa Department of Transportation	US 59: Stream 1.5 mi S of Co Rd G30		Federal Aid		\$1,465,600			\$1,465,600
	Bridge Replacement, Wetland Mitigation		Regional Swap					
54668	BRF-059()--38-83	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
	Bridge Deck Overlay		Regional Swap					
32117	STP-S-C043()--5E-43	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	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	TIP Approved	Total		\$2,100,000			\$2,100,000
Shelby County	On F-32, from Highway 59 E to M-47		Federal		\$1,063,589			\$1,063,589
	HMA Pavement - Replace		Aid		\$1,063,589			\$1,063,589
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
55694	BRF-037()--38-43	TIP Approved	Total			\$5,369,000		\$5,369,000
Iowa Department of Transportation	IA 37: Boyer River 0.1 mi W of US 30		Federal Aid			\$4,295,200		\$4,295,200
	Bridge Replacement		Regional Swap					
55697	BRF-059()--38-65	TIP Approved	Total			\$4,278,000		\$4,278,000
Iowa Department of Transportation	US 59: At the Jct US 34		Federal Aid			\$3,293,600		\$3,293,600
	Bridge New, Right of Way		Regional Swap					
39017	STP-S-C043()--5E-43	TIP Approved	Total			\$2,145,000		\$2,145,000
Harrison County	On F 20, from Soldier River bridge in Pisgah SE 11 miles to Willow Creek Bridge		Federal Aid			\$1,145,000		\$1,145,000
	HMA Resurfacing		Regional Swap			\$1,145,000		\$1,145,000
36974	STP-S-C065()--5E-65	TIP Approved	Total			\$2,575,000		\$2,575,000
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 Swap			\$975,000		\$975,000
57943	BRF-006()--38-78	TIP Approved	Total				\$3,910,000	\$3,910,000
Iowa Department of Transportation	US 6: Silver Creek 1.0 mi E of Co Rd L66		Federal Aid				\$3,120,000	\$3,120,000
	Bridge New, Right of Way		Regional Swap					
57949	BRF-030()--38-43	TIP Approved	Total				\$3,260,000	\$3,260,000
Iowa Department of Transportation	US 30: Youngs Ditch 0.8 mi E of Co Rd K45		Federal Aid				\$2,600,000	\$2,600,000
	Bridge New, Right of Way		Regional Swap					
57942	BRF-034()--38-65	TIP Approved	Total				\$1,950,000	\$1,950,000
Iowa Department of Transportation	US 34: At Co Rd L35 Interchange (NB/SB)		Federal				\$1,560,000	\$1,560,000
	Bridge Deck Overlay		Aid					
			Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
57948	BRF-034()--38-65	TIP Approved	Total				\$3,900,000	\$3,900,000
Iowa Department of Transportation	US 34: BNSF RR 0.5 mi E of I-29 (EB/WB)		Federal Aid				\$3,120,000	\$3,120,000
	Bridge Deck Overlay		Regional Swap					
57950	BRF-059()--38-78	TIP Approved	Total				\$1,960,000	\$1,960,000
Iowa Department of Transportation	US 59: Stream 0.6 mi N of S Jct Co Rd G30		Federal Aid				\$1,560,000	\$1,560,000
	Bridge New, Right of Way		Regional Swap					
53380	STP-S-C078()--5E-78	TIP Approved	Total				\$5,670,000	\$5,670,000
Pottawattamie County	On L-34, from approximately 750' South of G30 N to Potato Creek Bridge		Federal Aid				\$2,270,000	\$2,270,000
	HMA Pavement - Replace		Regional Swap				\$2,270,000	\$2,270,000
TAP								
55569	TAP-R-4482()--8T-43	TIP Approved	Total	\$1,231,771				\$1,231,771
Logan	In the city of Logan, trail from Lo-Ma CSD S to E 4th St; W on Glen Ave to Milliman park; S on N 3rd Ave to E 1st St	1/21/2026	Federal Aid	\$985,417				\$985,417
	PCC Sidewalk/Trail		Regional Swap	\$333,205				\$333,205
PA Note: Statewide TA Set Aside \$652,212 Trail from Lo-Ma CSD S to E 4th St - S on east side of IA 127 and crossing to the west side at Glen Rd. S along Glen Rd and alley to E 4th St. and then E to IA 127. Glen Rd. B/T Glen Ave. and W. 3 rd St. 5' pedestrian only.								
26699	TAP-R-C078(184)--8T-78	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 Swap	\$200,000				\$200,000
DOT Note: Project eligible for FHWA TAP funding.								
39439	TAP-U-2955(608)--8I-65	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	9/15/2026	Federal Aid	\$113,000				\$113,000
				\$113,000				\$113,000
	Ped/Bike Paving		Regional Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
TAP								
38389	TAP-U-2955(609)--8I-65	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	9/15/2026	Federal Aid	\$72,000				\$72,000
	Ped/Bike Grade & Pave, Ped/Bike Structures, Ped/Bike Development		Regional Swap	\$72,000				\$72,000

Project Status Report - FY2025

Project ID	Sponsor	Project Description	Funding Program	Project Status
39439	Glenwood	In the city of Glenwood, On East Sharp Street walking/bike trail, from Vine Street to Lake Drive	TAP	All programmed Glenwood TAP projects are to be consolidated and pushed back to FY2026, with construction expected in Summer 2026. The City is currently working with the School District to get an easement for portions of the rescaled project that will be on school owned property, as well as redetermine final project scope and termini. Project will need to be rolled over into FY2026.
38389	Glenwood	In the city of Glenwood, On Pedestrian trail south of E Sharp Street in Glenwood Lake Park for 2.5 Miles	TAP	All programmed Glenwood TAP projects are to be consolidated and pushed back to FY2026, with construction expected in Summer 2026. The City is currently working with the School District to get an easement for portions of the rescaled project that will be on school owned property, as well as redetermine final project scope and termini. Project will need to be rolled over into FY2026.
53519	Harlan	In the city of Harlan, water trail improvements on the West Nishnabotna River at Maple Road.	STBG	Project letting date has been moved back to 10/21/2025. Project has been rolled over into FY2026 accordingly.
45729	Harrison County	On Loess Hills Trail, Under CCP RR, from Pott Co. Line N 3.4 miles to North of 1st Ave	STBG	Project has not been let. The plans for this project are complete and were slated for letting in Spring of 2025. When the County Engineer retired, Iowa DOT placed a letting moratorium on Harrison County which removed this project from its spring letting plan. A new County Engineer was hired in June 2025. If it is not let by October, it will be amended into the FY26 TIP.
48617	Iowa Department of Transportation	US 30: Stream 3.4 mi E of IA 44	STBG	Project has been let. Construction is expected to start June 2025 with an anticipated construction end date of October 2025.
55620	Iowa Department of Transportation	I 29: Mitigation - Old Soldier River Ditch RCB Culvert	PRF	Project has been let but currently suspended until additional items are worked out.
48577	Iowa Department of Transportation	I 80: Abandoned RR 3.0 mi E of I-880 (Bridge Removal) (EB/WB)	PRF	Project has been let and is under construction.
55696	Iowa Department of Transportation	US 30: Mitigation - Stream 3.4 mi E of IA 44 Culvert	PRF	Authorized/Let
37947	Iowa Department of Transportation	US 30: Missouri River E of Blair Nebraska (State Share)	PRF	Authorized/Let
37979	Iowa Department of Transportation	US 34: Missouri River N of Plattsmouth Nebraska (State Share)	PRF	Authorized/Let

48428	Iowa Department of Transportation	IA 92: Indian Creek 0.7 mi W of Co Rd M47	PRF	Authorized/Let
55695	Iowa Department of Transportation	IA 92: Mitigation - Indian Creek RCB Culvert	PRF	Authorized/Let
48536	Iowa Department of Transportation	US 34: Missouri River N of Plattsmouth Nebraska	PRF	Authorized/Let
55617	Iowa Department of Transportation	I 29: Fremont Co Line to 0.7 mi S of US 34 (SB)	NHPP	Authorized/Let
39339	Iowa Department of Transportation	I 80: Keg Creek 0.8 mi E of Co Rd L66 (EB/WB)	NHPP	Authorized/Let
55615	Iowa Department of Transportation	I 880: UP RR and Co Rd L20 0.5 mi E of I-29 (EB/WB)	NHPP	Authorized/Let
48633	Iowa Department of Transportation	US 59: At Jct IA 92	STBG	Project has not been let. Construction is expected to take place April 2026 with an anticipated construction end date of October 2026. Project will need to be rolled over into FY2026.
55569	Logan	In the city of Logan, trail connection from 4th St N along IA 127 to Logan-Magnolia School	TAP	Project has not been let. Construction is expected to take place March 2026 with an anticipated construction end date of August 2026. Project will need to be rolled over into FY2026.
18229	Pottawattamie County	On 210TH ST, Over PIGEON CREEK, S27 T77 R43	HBP	Authorized/Let
47266	Pottawattamie County	On MAGNOLIA RD, Over Mosquito Creek, from 260TH E 1 mile	Grant	Rolled over into FY2026
26699	Pottawattamie County Conservation Board	On Railroad Highway, from Council Bluffs N 27 Miles to Neola and Crescent	TAP	This segment of the Railroad Highway Trail has not been let. Construction is not expected for this portion until 2028 with an anticipated construction end date of 2030. Project will need to be rolled over into future TIPs accordingly.
38726	Shelby County	On M-16, from City Limits of Shelby, Iowa North to County Road F-32	STBG	Project has been let. Construction is expected to start August 2025 with an anticipated construction end date of November 2025.
55911	Shelby County Board of Supervisors	In Shelby County, trail connection from 1380th St N along IA 191 to F32	TAP	Project has not been let, and has been moved back at Iowa DOT request from February to June 2025. Construction is expected to begin Fall 2025, with no firm timeline on an end date due to uncertainties about the construction period.
54896	U.S. Fish and Wildlife Service	DeSoto NWR: Rehabilitate Southgate Rec Area and Gravel Improvement to Boat Ramp Parking	MISC	Rolled over to FY2026