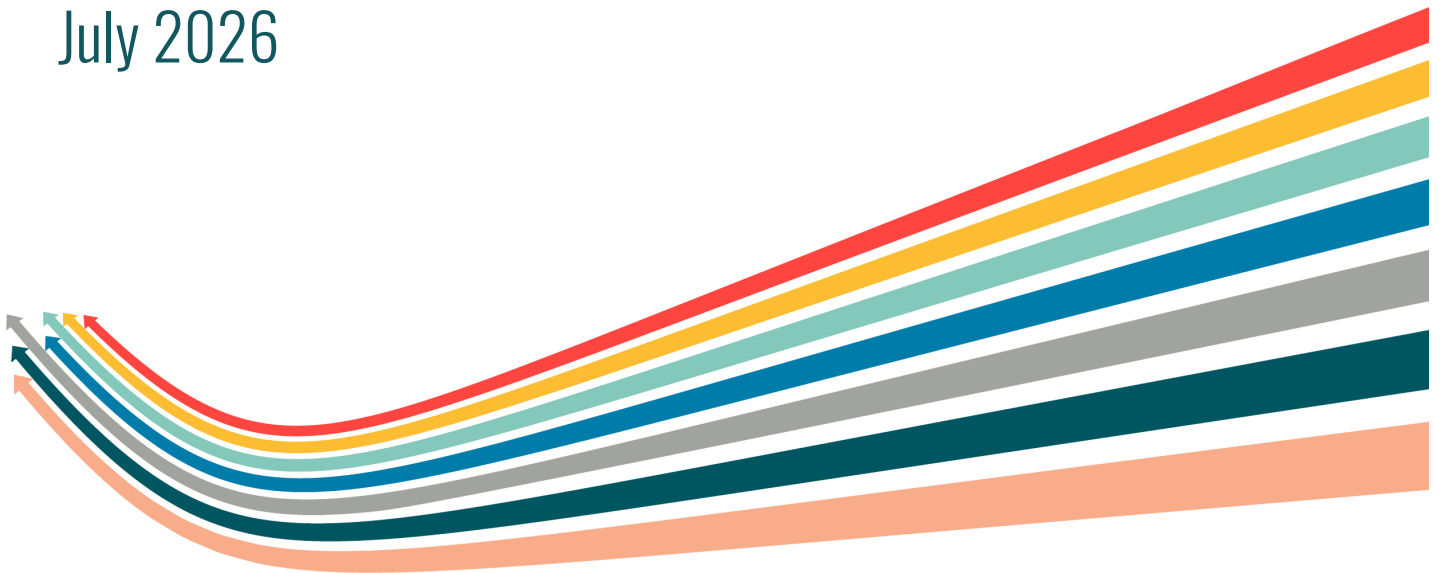




FY2027-2030

RPA-18 Transportation Improvement Program (TIP)

July 2026



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-Council Bluffs Metropolitan Area Planning Agency
Title VI Coordinator
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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 FY2027 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 region; 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 2027-2030 TIP, 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 2027-2030 Transportation Improvement Program, dated July 2026, and recommends said program be forwarded to the appropriate state and federal agencies; and be it

FURTHER RESOLVED that the FY 2027-2030 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 8th day of July, 2026.



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 multimodal plans and programs consistent with Iowa DOT guidance, the Infrastructure Investment and Jobs Act (IIJA), and applicable federal surface transportation legislation pending future reauthorization.

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 Harrison, Mills, Shelby, and the non-urbanized portion of Pottawattamie County, an area of approximately 2,541 square miles with a population base of approximately 55,960 (2010-2024 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 2027, 2028, 2029, and 2030.

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 2027 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

John Rasmussen
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

Andy Wicks
County Engineer
17501 Eastern Hills Dr
Council Bluffs, IA 51503-4589
(712) 328-4796

Shelby County

Chris Fredericksen
County Engineer
1411 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) 521-3976

City of Harlan

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

City of Missouri Valley

Roger Marshall
Mayor
223 E Erie St
Missouri Valley, IA 51555
(712) 592-3654

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 ext 222

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 FY 2017, 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 subsequent fiscal years. 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 Alternatives Set Aside Program (TA Set-Aside)

Iowa's Transportation Alternatives Set-Aside Program (TA Set-Aside) is the current 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). As the current federal authorization approaches expiration on September 30, 2026, Congress is considering successor surface transportation legislation that may further modify federal transportation programs and requirements during the timeframe covered by this report.

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 FY 2027 TIP ran from **May 20 through June 14, 2026**. 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.

Amendments

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 Modifications

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 2030 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 or subsequent federal surface transportation authorization legislation, as well as 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 2027 and beyond are calculated based on an inflation factor of 4 percent per year. Project sponsors are responsible for submitting project costs in the year 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 2027-2030 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 2027–2030 RPA-18 TIP meets fiscal constraint requirements.

Fiscal Constraint Tables

Table 1: FY2027-30 RPA-18 Surface Transportation Block Grant (STBG) Fiscal Constraint

(FY 2028-FY 2030 are Iowa DOT Projections)	RPA-18 Regional STBG (including SWAP-STBG)				
	FY2026	FY2027	FY2028	FY2029	FY2030
STBG Balance (Carryover)	\$2,871,186*	\$3,225,739	\$4,070,307	\$2,733,307	\$916,307
STBG Funding Target	\$1,877,553	\$1,908,157	\$1,908,000	\$1,908,000	\$1,908,000
Total Funds Available for Programming	\$4,748,739	\$5,133,896	\$5,978,307	\$4,641,307	\$2,824,307
Programmed STBG Funds	\$1,523,000	\$1,063,589	\$3,245,000	\$3,725,000	\$0
Balance of STBG Funds (Carryover)	\$3,225,739	\$4,070,307	\$2,733,307	\$916,307	\$2,824,307

*An additional \$2,074,000 was returned to the STBG balance for RPA-18 due to the relinquishment of three (3) previously awarded projects. These projects were originally programmed in FY25 (\$884,000), FY26 (\$640,000), and FY27 (\$550,000). STBG currently shows a surplus of \$914,000; however, the program remains fiscally constrained. Iowa DOT recommended reviewing historical project documentation after final TIP approval to identify the source of the variance, but cleared the tables for TIP-required fiscal constraint.

Table 2: FY2027-2030 RPA-18 Transportation Alternatives Set Aside Program (TASA) Fiscal Constraint

(FY 2028-FY 2030 are Iowa DOT Projections)	RPA-18 Federal TAP Funds				
	FY2026	FY2027	FY2028	FY2029	FY2030
TASA Balance (Carryover)	\$698,073*	\$566,299	\$45,482	\$224,482	\$403,482
TASA Target	\$201,431	\$179,183	\$179,000	\$179,000	\$179,000
Total Funds Available for Programming	\$899,504	\$745,482	\$224,482	\$403,482	\$582,482
Total TASA Funds Programmed	\$333,205	\$700,000	\$0	\$0	\$0
Balance of TASA Funds (Carryover)	\$566,299	\$45,482	\$224,482	\$403,482	\$582,482

*An additional \$385,000 was returned to the TASA balance for RPA-18 due to the relinquishment of three (3) previously awarded projects. These projects were originally programmed in FY26. TASA currently shows a deficit of \$29,599; however, the program remains fiscally constrained. Iowa DOT recommended reviewing historical project documentation after final TIP approval to identify the source of the variance, but cleared the tables for TIP-required fiscal constraint.

Table 3: FY2027-2030 Local Non-Federal-Aid Revenues

(Projections based on a 2.0% increase per year.)	RPA-18 Forecast Non Federal-Aid Revenues				
	FY2025	FY2027	FY2028	FY2029	FY2030
Farm to Market	\$6,615,269	\$6,882,526	\$7,020,176	\$7,160,580	\$7,303,792
Secondary Road Fund	\$39,635,301	\$41,236,567	\$42,061,298	\$42,902,524	\$43,760,575
City Street Fund	\$15,297,668	\$15,915,694	\$16,234,008	\$16,558,688	\$16,889,862
Total Non Federal-Aid Revenues		\$64,034,787	\$65,315,482	\$66,621,792	\$67,954,228

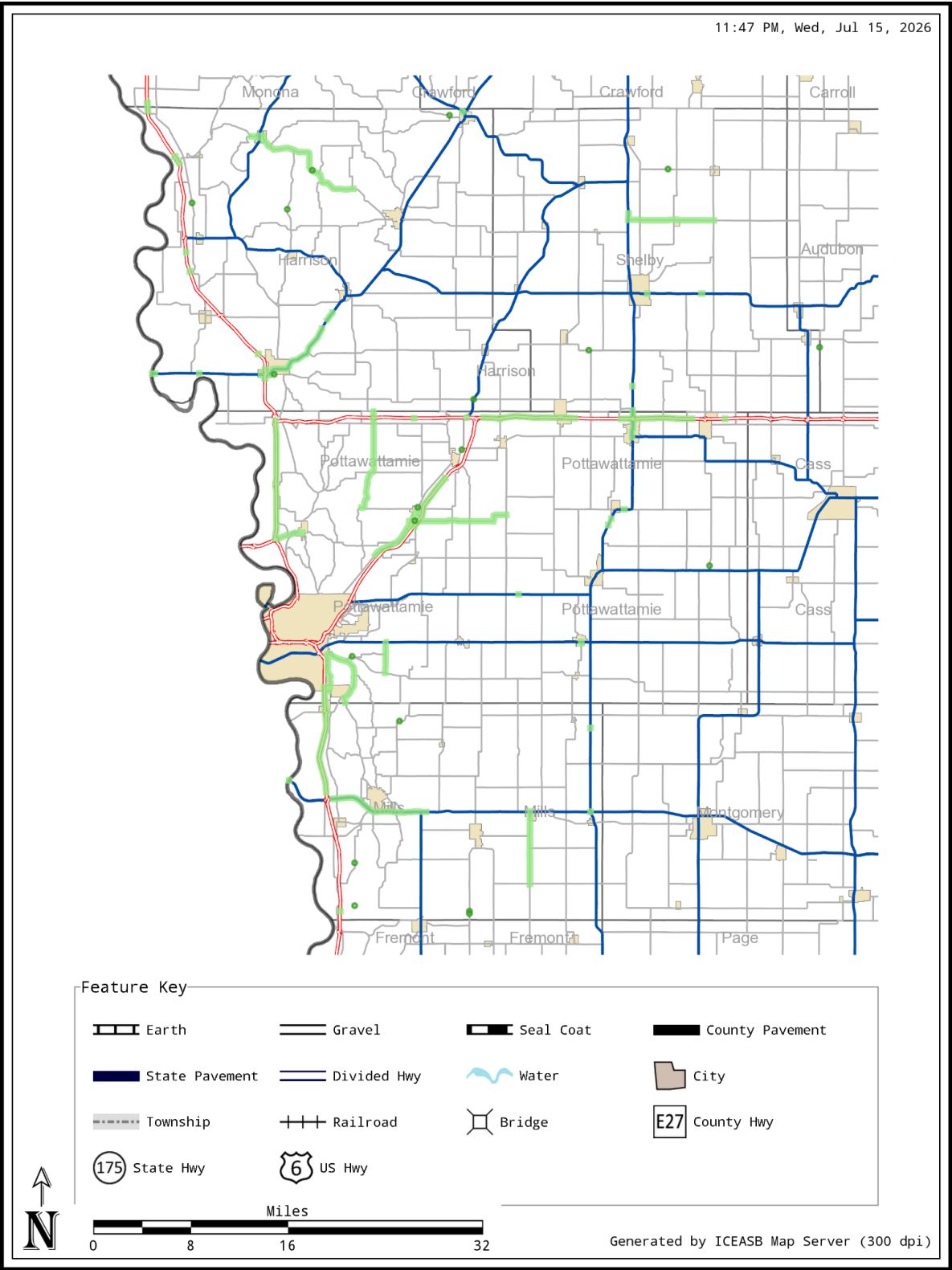
Table 4: FY2027-2030 Operations & Maintenance (O&M) Costs for Local Jurisdictions

(Projections based on a 2.30% increase per year.)	RPA-18 Forecast O&M Expenditures on Federal-Aid Routes				
	FY2025	FY2027	FY2028	FY2029	FY2030
County Operations	\$3,753,538	\$3,928,186	\$4,018,535	\$4,110,961	\$4,205,513
County Maintenance	\$9,929,162	\$10,391,156	\$10,630,153	\$10,874,646	\$11,124,763
City Operations	\$1,304,903	\$1,365,619	\$1,397,028	\$1,429,160	\$1,462,030
City Maintenance	\$256,206	\$268,127	\$274,294	\$280,603	\$287,057
Total Operations and Maintenance on Federal-Aid Routes		\$15,953,089	\$16,320,010	\$16,695,370	\$17,079,363

Table 5: FY2027-2030 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
CHBP - Competitive Highway Bridge Program	\$0	\$748,000	\$0	\$935,000	\$39,987	\$880,000	\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grant	\$0	\$4,400,000	\$0	\$6,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HBP - Highway Bridge Program	\$200,000	\$2,700,000	\$0	\$2,900,000	\$1,722,000	\$8,688,000	\$0	\$10,570,000	\$470,000	\$2,024,000	\$0	\$2,494,000	\$420,000	\$1,680,000	\$0	\$2,100,000
ILL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000	\$0	\$0	\$0	\$28,000,000
NHPP - National Highway Performance Program	\$0	\$99,445,700	\$0	\$131,774,000	\$0	\$6,728,700	\$0	\$7,913,000	\$0	\$1,249,200	\$0	\$1,388,000	\$0	\$19,998,900	\$0	\$22,276,000
PRF - Primary Road Fund	\$0	\$0	\$0	\$2,335,000	\$0	\$0	\$0	\$4,780,000	\$0	\$0	\$0	\$5,141,000	\$0	\$0	\$0	\$1,785,000
PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation	\$0	\$2,383,200	\$0	\$2,648,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG - Surface Transportation Block Grant	\$0	\$10,092,389	\$1,063,589	\$13,406,000	\$0	\$9,680,200	\$3,245,000	\$16,175,000	\$0	\$16,579,400	\$3,725,000	\$22,424,000	\$0	\$1,876,000	\$0	\$2,345,000
TAP - Transportation Alternatives Program (TA Set-Aside)	\$0	\$700,000	\$700,000	\$875,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Map of Projects



Project List

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
CHBP								
57233	BRS-CHBP-C083(91)--GB-83	TIP Approved	Total	\$935,000				\$935,000
Shelby County	On F 24, Over SMALL STREAM, S33 T81N R38W	6/15/2027	Federal Aid	\$748,000				\$748,000
	Culvert Replacement		FM	\$187,000				\$187,000
58067	BRS-CHBP-C078(216)--GB-78	TIP Approved	Total		\$1,100,000			\$1,100,000
Pottawattamie County	On M 47, Over LITTLE WALNUT CREEK, S4 T75N R38W	11/16/2027	Federal Aid		\$880,000			\$880,000
	Bridge New-CCS		FM		\$180,013			\$180,013
			Swap		\$39,987			\$39,987
Grant								
47266	HDP-C078(210)--6B-78	TIP Approved	Total	\$6,500,000				\$6,500,000
Pottawattamie County	On MAGNOLIA RD, Over Mosquito Creek, from 260TH E 1 mile	11/17/2026	Federal Aid	\$4,400,000				\$4,400,000
	Bridge Replacement, PCC Pavement - Replace		FM	\$1,600,000				\$1,600,000
			Other	\$500,000				\$500,000
HBP								
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		Swap	\$200,000				\$200,000
50891	BROS-C005()-8J-05	TIP Approved	Total	\$400,000				\$400,000
Shelby County	On ZINNIA RD, Over ELKHORN CREEK, S6 T78 R36		Federal Aid	\$400,000				\$400,000
	Bridge Replacement							
PA Note: Map shows project in Audubon County due to variance in County line against base map. Project location is correct; lineup w/ base map is misaligned.								
51100	BROS-C065(125)--5F-65	TIP Approved	Total	\$750,000				\$750,000
Mills County	On 215TH ST, Over CREEK, S10 T71 R43	10/20/2026	Federal Aid	\$750,000				\$750,000
	Bridge Replacement-CCS							

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
HBP								
51088	BROS-C065(126)--8J-65	TIP Approved	Total	\$750,000				\$750,000
Mills County	On PAINTER RD, Over DRAINAGE, S27 T71 R43	12/15/2026	Federal Aid	\$750,000				\$750,000
	Bridge Replacement-CCS							
32679	BROS-C043(100)--5F-43	TIP Approved	Total		\$1,800,000			\$1,800,000
Harrison County	On 335TH ST, Over MOSQUITO CREEK, S32 T78N R41W	1/20/2027	Federal Aid		\$1,800,000			\$1,800,000
	Bridge Replacement-PPCB							
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		Swap		\$80,000			\$80,000
58457	BRS-C043()--60-43	TIP Approved	Total		\$1,000,000			\$1,000,000
Harrison County	On EASTON TRL, Over Allen Creek, S34 T81N, R43W		Federal Aid		\$800,000			\$800,000
	Bridge Replacement		Swap		\$200,000			\$200,000
58664	BRS-C065()--60-65	TIP Approved	Total		\$1,750,000			\$1,750,000
Mills County	On L-63, Over Spring Valley Creek, S32, T71N, R41W		Federal Aid		\$1,272,000			\$1,272,000
	Bridge Replacement-CCS		Other		\$160,000			\$160,000
			Swap		\$318,000			\$318,000
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		Swap		\$200,000			\$200,000
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		Swap		\$780,000			\$780,000
52899	BRS-C083()--60-83	TIP Approved	Total		\$720,000			\$720,000
Shelby County	On F 58, Over SILVER CREEK		Federal Aid		\$576,000			\$576,000
	Bridge Replacement-CCS		Swap		\$144,000			\$144,000
52375	BROS-C043()--5F-43	TIP Approved	Total			\$144,000		\$144,000
Harrison County	On TABOR AVE, Over SMALL STREAM, S4 T81 R41		Federal Aid			\$144,000		\$144,000
	Bridge Replacement - Other							

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

HBP

58700	BRS-C065()--60-65	TIP Approved	Total			\$250,000		\$250,000
Mills County	On L- 63, Over Stream, S32, T71N, R41W		Federal Aid			\$200,000		\$200,000
	Bridge Replacement - Other		Swap			\$50,000		\$50,000
58701	BRS-C065()--60-65	TIP Approved	Total			\$2,100,000		\$2,100,000
Mills County	On L -45, Over Keg Creek, S8, T73N, R41W		Federal Aid			\$1,680,000		\$1,680,000
	Bridge Replacement		Swap			\$420,000		\$420,000
58487	BRS-C043()--60-43	TIP Approved	Total				\$2,100,000	\$2,100,000
Harrison County	On K 45, Over Soldier River, S12 T80N R45W		Federal Aid				\$1,680,000	\$1,680,000
	Bridge Replacement		Swap				\$420,000	\$420,000

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		FM			\$1,500,000		\$1,500,000
			Other			\$6,000,000		\$6,000,000
53326	ILL-C078()--92-78	TIP Approved	Total				\$5,000,000	\$5,000,000
Pottawattamie County	On G-37, from I29 E to OLD LINCOLN HIGHWAY (L20)		Federal Aid					
	PCC Pavement - Replace		FM				\$1,000,000	\$1,000,000
			Other				\$4,000,000	\$4,000,000
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		Local				\$400,000	\$400,000
			Other				\$9,600,000	\$9,600,000
56088	ILL-C078()--92-78	TIP Approved	Total				\$3,000,000	\$3,000,000
Pottawattamie County	On G 66, Over PONY CREEK, S15 T74N R43W		Federal Aid					
	Bridge Replacement		FM				\$600,000	\$600,000
			Other				\$2,400,000	\$2,400,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

ILL

57223	ILL-C078()--92-78	TIP Approved	Total				\$7,000,000	\$7,000,000
Pottawattamie County	On L-34, from Sycamore Road N 4.2 miles to Harrison County Line		Federal Aid					
	HMA Pavement - Replace		Other				\$7,000,000	\$7,000,000
57225	ILL-C078()--92-78	TIP Approved	Total				\$2,500,000	\$2,500,000
Pottawattamie County	On 240th Street, from Pioneer Trail N 2.6 miles to Highway 92		Federal Aid					
	HMA Pavement - New		Other				\$2,500,000	\$2,500,000
57230	ILL-C078()--92-78	TIP Approved	Total				\$500,000	\$500,000
Pottawattamie County	On 400th Street, from Lariviere Street N 0.1 miles to Highway 92		Federal Aid					
	HMA Pavement - New		Other				\$500,000	\$500,000

NHPP

54557	IMX-029()--02-43	TIP Approved	Total	\$7,438,000				\$7,438,000
Iowa Department of Transportation	I 29: Burcham Creek 2.7 mi S of IA 127 (NB/SB)		Federal Aid	\$6,694,200				\$6,694,200
	Bridge Replacement		DOT	\$743,800				\$743,800
54578	IMX-029()--02-43	TIP Approved	Total	\$1,680,000				\$1,680,000
Iowa Department of Transportation	I 29: Allen Creek 1.9 mi N of US 30 (NB/SB)		Federal Aid	\$1,512,000				\$1,512,000
	Bridge Rehabilitation		DOT	\$168,000				\$168,000
54577	IMX-029()--02-43	TIP Approved	Total	\$2,359,000				\$2,359,000
Iowa Department of Transportation	I 29: At the US 30 Interchange (SB)		Federal Aid	\$2,123,100				\$2,123,100
	Bridge Rehabilitation		DOT	\$235,900				\$235,900
59017	IMX-029()--02-65	TIP Approved	Total	\$8,000,000				\$8,000,000
Iowa Department of Transportation	I 29: US 34 to 1.9 mi N of Co Rd H10 (SB)		Federal Aid	\$7,200,000				\$7,200,000
	Pavement Rehab		DOT	\$800,000				\$800,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
NHPP								
48475	IMX-080()--02-78	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	\$1,671,300				\$1,671,300
	Pavement Rehab		DOT	\$185,700				\$185,700
54594	IMX-080()--02-78	TIP Approved	Total	\$1,301,000				\$1,301,000
Iowa Department of Transportation	I 80: Stream 1.6 mi E of Co Rd M47		Federal Aid	\$1,166,400				\$1,166,400
	Culvert Extension, Right of Way		DOT	\$134,600				\$134,600
54595	IMX-080()--02-78	TIP Approved	Total	\$611,000				\$611,000
Iowa Department of Transportation	I 80: Drainage Ditch 0.3 mi W of Co Rd M16		Federal Aid	\$545,400				\$545,400
	Culvert Extension, Right of Way		DOT	\$65,600				\$65,600
59018	IMX-080()--02-78	TIP Approved	Total	\$7,780,000				\$7,780,000
Iowa Department of Transportation	I 80: 0.45 mi SW of Co Rd G30 to 0.5 mi SW of 290th St (EB/WB)		Federal Aid	\$7,002,000				\$7,002,000
	Pavement Rehab		DOT	\$778,000				\$778,000
55618	IMX-080()--02-78	TIP Approved	Total	\$4,569,000				\$4,569,000
Iowa Department of Transportation	I 80: W Nishnabotna River to 0.7 mi E of Rest Area (EB)		Federal Aid	\$4,112,100				\$4,112,100
	Pavement Rehab		DOT	\$456,900				\$456,900
45244	NHSX-030()--3H-43	TIP Approved	Total	\$72,483,000				\$72,483,000
Iowa Department of Transportation	US 30: Missouri Valley Bypass		Federal Aid	\$48,462,400				\$48,462,400
	Bridge New, Grading, Pave		DOT	\$24,020,600				\$24,020,600
59021	NHSX-034()--3H-65	TIP Approved	Total	\$10,274,000				\$10,274,000
Iowa Department of Transportation	US 34: E of BNSF RR to 0.1 mi E of US 275		Federal Aid	\$8,219,200				\$8,219,200
	Pavement Rehab		DOT	\$2,054,800				\$2,054,800
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		DOT	\$2,684,400				\$2,684,400

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

NHPP

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		DOT		\$398,300			\$398,300
57939	NHSX-059()--3H-78	TIP Approved	Total		\$3,930,000			\$3,930,000
Iowa Department of Transportation	US 59: In Avoca, Lyon St to Pershing St		Federal Aid		\$3,144,000			\$3,144,000
	Grade and Pave		DOT		\$786,000			\$786,000
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		DOT			\$138,800		\$138,800
59019	IMX-080()--02-78	TIP Approved	Total				\$12,703,000	\$12,703,000
Iowa Department of Transportation	I 80: Co Rd L66 Interchange		Federal Aid				\$11,428,200	\$11,428,200
	Bridge New, Right of Way		DOT				\$1,274,800	\$1,274,800
52664	IMX-880()--02-78	TIP Approved	Total				\$9,573,000	\$9,573,000
Iowa Department of Transportation	I 880: Co Rd L34 Interchange		Federal Aid				\$8,570,700	\$8,570,700
	Bridge New, Wetland Mitigation		DOT				\$1,002,300	\$1,002,300

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		DOT	\$35,000	\$35,000	\$35,000	\$35,000	\$140,000
59004	IMN-029()--0E-65	TIP Approved	Total	\$2,300,000				\$2,300,000
Iowa Department of Transportation	I 29: Rist Ave 1.7 mi N of Co Rd L31		Federal Aid					
	Bridge Removal, Grading		DOT	\$2,300,000				\$2,300,000
52650	IMN-029()--0E-78	TIP Approved	Total		\$4,745,000			\$4,745,000
Iowa Department of Transportation	I 29: Co Rd L19 Interchange		Federal Aid					
	Bridge Replacement		DOT		\$4,745,000			\$4,745,000
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		DOT			\$910,000		\$910,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
PRF								
57951	BRFN-059()--39-65	TIP Approved	Total			\$211,000		\$211,000
Iowa Department of Transportation	US 59: Stream 1.1 mi S of Co Rd H12 (Side Ditch)		Federal Aid					
	Grading		DOT			\$211,000		\$211,000
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		DOT			\$600,000		\$600,000
59007	IMN-029()--0E-43	TIP Approved	Total			\$997,000		\$997,000
Iowa Department of Transportation	I 29: Burcham Creek 1.2 mi S of IA 127 (NB/SB)		Federal Aid					
	Bridge Deck Overlay		DOT			\$997,000		\$997,000
59008	IMN-029()--0E-43	TIP Approved	Total			\$1,141,000		\$1,141,000
Iowa Department of Transportation	I 29: Little Sioux River 0.4 mi N of Co Rd F20 (NB/SB)		Federal Aid					
	Bridge Rehabilitation		DOT			\$1,141,000		\$1,141,000
57940	IMN-880()--0E-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		DOT			\$1,247,000		\$1,247,000
59005	BRFN-034()--39-65	TIP Approved	Total				\$130,000	\$130,000
Iowa Department of Transportation	US 34: Missouri River N of Plattsmouth Nebraska		Federal Aid					
	Lighting		DOT				\$130,000	\$130,000
59003	IMN-029()--0E-43	TIP Approved	Total				\$623,000	\$623,000
Iowa Department of Transportation	I 29: 0.2 mi N of 106th Trail north 0.6 mile (NB/SB)		Federal Aid					
	Pavement Rehab		DOT				\$623,000	\$623,000
59006	IMN-029()--0E-43	TIP Approved	Total				\$997,000	\$997,000
Iowa Department of Transportation	I 29: Co Rd F20 Interchange - Ramps		Federal Aid					
	Pavement Rehab		DOT				\$997,000	\$997,000
PROTECT								
57945	IMX-029()--02-78	TIP Approved	Total	\$2,648,000				\$2,648,000
Iowa Department of Transportation	I 29: I-680 to I-880 - Various Locations		Federal Aid	\$2,383,200				\$2,383,200
	Grading		DOT	\$264,800				\$264,800

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
55694	BRF-037()--38-43	TIP Approved	Total	\$6,451,000				\$6,451,000
Iowa Department of Transportation	IA 37: Boyer River 0.1 mi W of US 30		Federal Aid	\$5,144,800				\$5,144,800
	Bridge Replacement, Right of Way		DOT	\$1,306,200				\$1,306,200
52531	BRF-059()--38-78	TIP Approved	Total	\$1,826,000				\$1,826,000
Iowa Department of Transportation	US 59: Stream 0.9 mi S of Co Rd G30		Federal Aid	\$1,460,800				\$1,460,800
	Bridge Replacement		DOT	\$365,200				\$365,200
52532	BRF-059()--38-78	TIP Approved	Total	\$2,181,000				\$2,181,000
Iowa Department of Transportation	US 59: Stream 1.5 mi S of Co Rd G30		Federal Aid	\$1,744,800				\$1,744,800
	Bridge Replacement		DOT	\$436,200				\$436,200
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		DOT	\$169,600				\$169,600
52893	STP-S-C083(93)--5E-83	TIP Approved	Total	\$2,100,000				\$2,100,000
Shelby County	On F-32, from Highway 59 E to M-47	3/16/2027	Federal Aid	\$1,063,589				\$1,063,589
	HMA Pavement - Replace		FM	\$1,036,411				\$1,036,411
			Regional	\$1,063,589				\$1,063,589
55697	BRF-059()--38-65	TIP Approved	Total		\$8,205,000			\$8,205,000
Iowa Department of Transportation	US 59: At the Jct US 34		Federal Aid		\$6,435,200			\$6,435,200
	Bridge Replacement, Right of Way		DOT		\$1,769,800			\$1,769,800
36974	STP-S-C065()--5E-65	TIP Approved	Total		\$2,300,000			\$2,300,000
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		FM		\$1,325,000			\$1,325,000
			Regional		\$975,000			\$975,000
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		FM		\$3,400,000			\$3,400,000
			Regional		\$2,270,000			\$2,270,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
57943	BRF-006()--38-78	TIP Approved	Total			\$4,489,000		\$4,489,000
Iowa Department of Transportation	US 6: Silver Creek 1.0 mi E of Co Rd L66		Federal Aid			\$3,582,400		\$3,582,400
	Bridge Replacement, Right of Way		DOT			\$906,600		\$906,600
57949	BRF-030()--38-43	TIP Approved	Total			\$3,039,000		\$3,039,000
Iowa Department of Transportation	US 30: Youngs Ditch 0.8 mi E of Co Rd K45		Federal Aid			\$2,423,200		\$2,423,200
	Bridge Replacement, Right of Way		DOT			\$615,800		\$615,800
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 Aid			\$1,560,000		\$1,560,000
	Bridge Deck Overlay		DOT			\$390,000		\$390,000
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		DOT			\$780,000		\$780,000
57950	BRF-059()--38-78	TIP Approved	Total			\$2,721,000		\$2,721,000
Iowa Department of Transportation	US 59: Stream 0.6 mi N of S Jct Co Rd G30		Federal Aid			\$2,168,800		\$2,168,800
	Bridge Replacement, Right of Way		DOT			\$552,200		\$552,200
39017	STP-S-C043(F20L)--5E-43	TIP Approved	Total			\$4,400,000		\$4,400,000
Harrison County	On EASTON TRL, from Ideal Avenue SE 11.3 miles to Willow Creek Bridge		Federal Aid			\$3,400,000		\$3,400,000
	HMA Resurfacing		FM			\$1,000,000		\$1,000,000
			Regional			\$3,400,000		\$3,400,000
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		FM			\$1,600,000		\$1,600,000
			Regional			\$325,000		\$325,000
59020	BRF-044()--38-83	TIP Approved	Total				\$2,345,000	\$2,345,000
Iowa Department of Transportation	IA 44: West Nishnabotna River 1.3 mi E of US 59		Federal Aid				\$1,876,000	\$1,876,000
	Bridge Deck Overlay		DOT				\$469,000	\$469,000

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
TAP								
59089	TAP-U-C078(214)--8I-78	TIP Approved	Total	\$875,000				\$875,000
Pottawattamie County Conservation Board	Trail connection in Pottawattamie Co from S of Weston at Idlewood Rd, N along Railroad Hwy to S of 4th St, approx 4.9 mi	12/15/2026	Federal Aid	\$700,000				\$700,000
			Local	\$175,000				\$175,000
			Regional	\$700,000				\$700,000
	Ped/Bike Grade & Pave, Ped/Bike ROW							

Project Status Report - FY2026

Project ID	Sponsor	Funding Program	Project Status
39439	Glenwood	TAP	Sponsor confirmed award relinquishment. Project is to be removed from FY26.
38389	Glenwood	TAP	Sponsor confirmed award relinquishment. Project is to be removed from FY26.
53519	Harlan	STBG	Authorized/Let. Pre-construction meeting is scheduled for April 16, 2026, with an anticipated construction end date of August 31, 2026.
47158	Harrison County	STBG	FY25 Project: Sponsor confirmed award relinquishment. Project is to be removed from FY25.
57952	Iowa Department of Transportation	HSIP	Authorized
52691	Iowa Department of Transportation	NHPP	Authorized
54558	Iowa Department of Transportation	NHPP	Authorized
55737	Iowa Department of Transportation	NHPP	Authorized in FY25. Project will not need to be rolled over into FY27.
45244	Iowa Department of Transportation	NHPP	Rolled over to FY27
37947	Iowa Department of Transportation	PRF	Let
52652	Iowa Department of Transportation	PRF	Let
52653	Iowa Department of Transportation	PRF	Let
55692	Iowa Department of Transportation	PRF	Let
52654	Iowa Department of Transportation	PRF	Let
48633	Iowa Department of Transportation	STBG	Authorized in FY25. Project will not need to be rolled over into FY27.

Project ID	Sponsor	Funding Program	Project Status
57946	Iowa Department of Transportation	STBG	Authorized
52530	Iowa Department of Transportation	STBG	Authorized
52651	Iowa Department of Transportation	STBG	Authorized
52540	Iowa Department of Transportation	STBG	Authorized
55569	Logan	TAP	Authorized/Let. Pre-construction meeting has yet to be scheduled. Construction is expected to start August 24, 2026, with an anticipated construction end date 50 days from start date (October 13, 2026). Project will not be rolled over into FY27.
35293	Mills County	STBG	Authorized/Let. Construction began March 30, 2026 and is anticipated to be completed mid-May 2026.
51100	Mills County	HBP	Project has not been let, and is scheduled for an August 2026 letting. Project will need to be rolled over into FY27.
13048	Pottawattamie County	HBP	Project has not been let. Delay is due to lack of communication with BNSF Railroad. The County is pursuing removal of the bridge and conversion to an at-grade crossing, but has not yet received BNSF approval. No firm start/completion dates yet, but is targeted to be let in FY28. Project will need to be rolled over into future TIPs accordingly.
47266	Pottawattamie County	Grant	Project has not been let. Targeted to be let in January 2027. Currently in ROW/easement acquisition which will guide final design. Construction expected to start July 2027 with anticipated completion in June 2028. Project will need to be rolled over into future TIPs accordingly.
26699	Pottawattamie County Conservation Board	TAP	Sponsor confirmed award relinquishment. Project is to be removed from FY26.

Project ID	Sponsor	Funding Program	Project Status
57233	Shelby County	Grant Application	Project has not been let. Grant funding was approved, but Iowa DOT has not yet received award confirmation. County is targeting FY28 programming. Project will need to be rolled over into future TIPs accordingly.
54896	U.S. Fish and Wildlife Service	MISC	Project is no longer included in the Eastern Federal Lands Highway Division TIP, and Iowa DOT has marked the project let. Project will not be rolled over into FY27.