Northwest Iowa Planning and Development Commission

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REGION 3 LONG RANGE TRANSPORTATION PLAN 2050

Developed By NWIPDC Staff

March 2023

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Introduction

The Regional Planning Affiliation 3 (RPA 3)/ Northwest Iowa Planning and Development Commission (NWIPDC) Long Range Transportation Plan (LRTP) is the basis for future regional investment and funding for a twenty year plus period ending in 2050. The LRTP analyzes existing transportation and geographical demographics to determine future transportation needs for the region. The document draws upon data to suggest future implications to the transportation system and how to adequately invest funding to address future regional issues.

RPA 3 staff consults with local residents, Iowa DOT, the Transportation Technical Advisory Committee, and the NWIPDC Policy Council to update and maintain the LRTP to ensure all federal requirements set forth in the FAST Act are met by this document. The federal requirements for this document are outlined in the FAST Act (Fixing America's Surface Transportation). The FAST Act is the predecessor to the recent infrastructure bill, the Infrastructure Investment and Jobs Act or IIJA. The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law by President Joesph R. Biden on November 15, 2021. The law authorizes $1.2 trillion for transportation and infrastructure spending with $550 billion of that figure going toward "new" investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the innovative programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level.

About RPA 3/Northwest Iowa Planning and Development Commission (NWIPDC)

The Northwest Iowa Planning and Development Commission (NWIPDC) is a regional governmental organization whose mission is to provide community, economic development, and job training services for a nine-county area in northwest Iowa. NWIPDC was formed in 1974 through provisions granted in Chapter 28E of the Code of Iowa. The agency staff assists the member counties and municipalities in the areas of community planning and zoning, federal and state grant preparation and administration, economic development planning activities, general governmental technical assistance and implementing the Workforce Investment and Opportunities Act. In effect, the NWIPDC staff functions as an extension of member governments' staffs, providing specialized services and technical assistance that would not be financially feasible for each governmental entity to provide on its own.

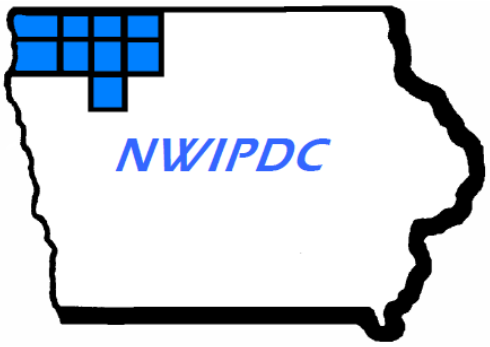
The region served by NWIPDC includes the counties of Buena Vista, Clay, Dickinson, Emmet, Lyon, O'Brien, Osceola, Palo Alto, and Sioux. Four of the regions' counties border Minnesota to the North and two border South Dakota to the West. Membership is voluntary and currently includes all nine counties and seventy-eight municipalities. The NWIPDC's policy council is made up of one city, one county, and one private member representation from each county. This representative is designed to help keep the agency aware and responsive to its members' needs and concerns.

Northwest Iowa Planning & Development Commission serves as the regional planning affiliate for the Iowa Department of Transportation. This designation means agency staff assists area governments with the complexities of regional transportation planning.

Northwest Iowa Regional Overview

9 Counties

78 Municipalities



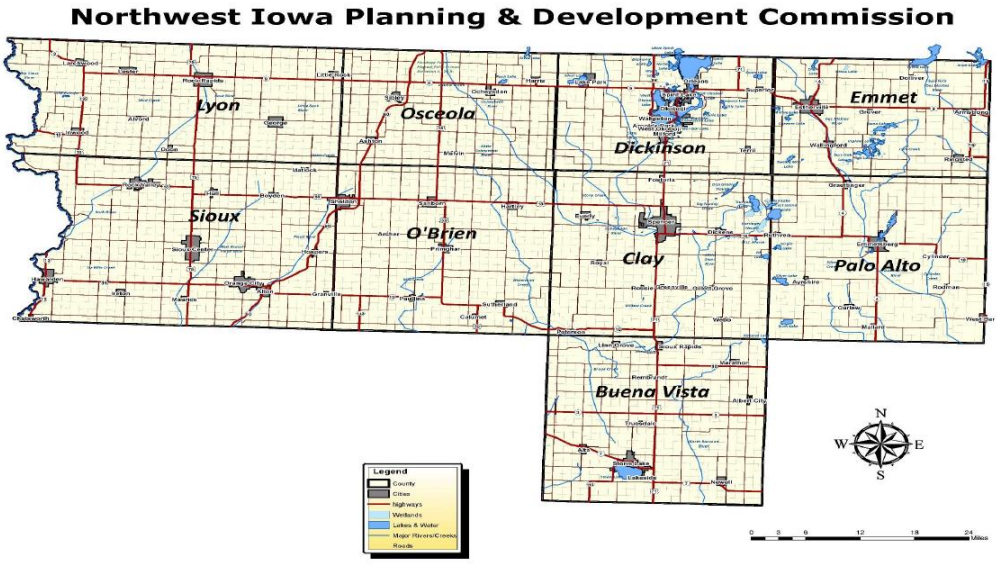
141,474 Population of 9 Counties

Regional Median Household Income: $62,704

Region 3 Median Age: 40.5

Established Employers: 4,838

Regional Employment Rate: 64.8%



Chapter 1 – Region 3 Planning Process and Stakeholders

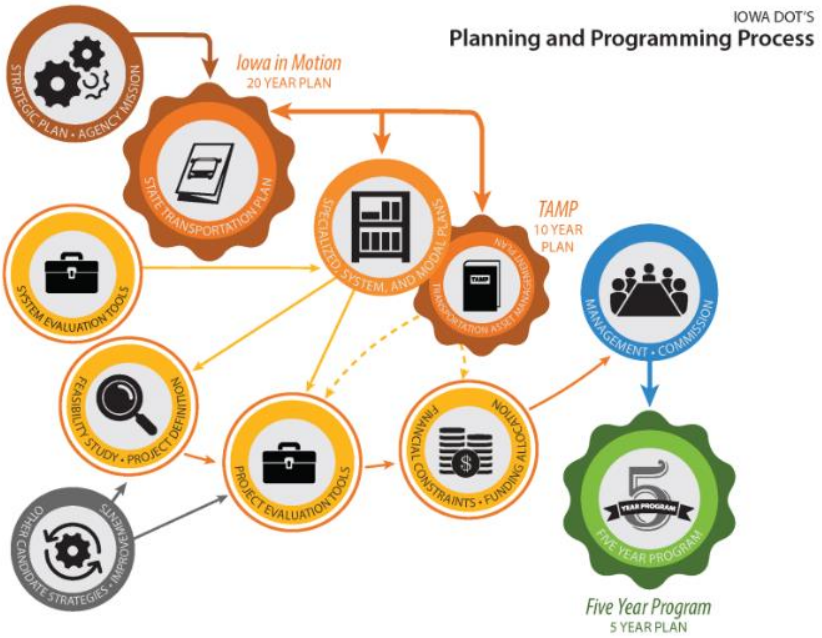
Section 1.1 Overview

The 2050 Region 3 Regional Transportation Planning Affiliation Long Range Plan is a planning guide for, at minimum, the twenty-year horizon ending in 2050. This document is a revised and updated version of the previous Long Range Transportation Plans, developed and adopted in 2016 and 2012. The Long Range Transportation Plan works as a guide to be applied in Region 3 for developing future transportation projects and making safe and efficient transportation improvements in the region through 2050. This plan will address all modes of transportation used in the region, such as highways, rail, trails, air, and public transit. This document addresses the issues of existing transportation systems in Region 3, identifies future projects and demands on the system, and distinguishes ways to implement those projects. This plan is created in accordance with the guidelines set forth in the Fixing America's Surface Transportation Act (FAST Act), which was signed into law in December 2015.

In November of 2021, President Joseph R. Biden signed H.R. 3684, the Infrastructure Investment and Jobs Act (IIJA) into law. Often referred to as the Bipartisan Infrastructure Law (BIL), IIJA authorizes $1.2 trillion over five federal fiscal years (FY 2022-2026) for surface transportation projects and programs, as well as water, wastewater, energy transmission, resilience, and broadband. IIJA reauthorizes the Fixing America's Surface Transportation Act (FAST Act) while expanding existing grant programs and adding new grants.

U.S. Department of Transportation (USDOT) priorities—reducing inequities across transportation systems, making the transportation system safer, and designing for the future—are reflected in the new transportation grants. IIJA offers $550 billion in new investments above baseline spending levels. USDOT is providing funding through the act along with the Departments of Agriculture, Commerce, Energy, Homeland Security, Health and Human Services, Interior, and the Environmental Protection Agency. Most of the funding in the bill will flow directly to state transportation departments with a sizable portion reserved for new, USDOT administered discretionary grant programs.

Section 1.2 Region 3 Long Range Transportation Plan Resources



State Transportation Plans:

- ***Iowa in Motion 2050 State Transportation Plan***
  The State Long Range Transportation Plan looks out to 2050 and provides the long-range vision, policies, and decision-making framework that will guide investments in Iowa's transportation system over the coming years. The plan covers all modes of transportation in the state, for both people and goods.

- ***Iowa DOT 2019-2028 Transportation Asset Management Plan***
  Iowa Department of Transportation (DOT) is implementing Transportation Asset Management (TAM) across its business practices and processes. Previously, Iowa DOT had used a combination of preventive maintenance and worst-first approaches to manage its bridges and roads. In a worst-first approach, agencies rank their assets from worst to best condition and then work down the list repairing assets until they exhaust available funds. Asset management provides an alternative approach in which agencies strike a balance between reconstructing poor assets and preserving good assets so that they do not become poor. Over the past decade, transportation agencies throughout the United States have found that this balanced approach extends the useful lives of their assets and is more cost-effective overall.

- ***Iowa Strategic Highway Safety Plan 2019 – 2023***
  Iowa's SHSP is a comprehensive transportation safety plan that identifies strategies and goals for the entire state, including all public roads. This plan will guide Iowa's traffic and safety efforts. To develop the most effective strategies and goals for the state, an understanding of the unique characteristics of Iowa's transportation system, its users, and the crashes that occur on its roadways is essential.

- ***Bicycle & Pedestrian Long-Range Plan***
  Walking and biking are proven ways to improve the quality of life for all of us, providing healthy alternatives for people to get where they need to go. Many Iowans have embraced bicycling and walking for both recreation and daily transportation. Iowa's extensive trails system continues to evolve and recreational events such as Iowa's RAGBRAI event each July continues to grow in popularity. The Iowa DOT and the Iowa Transportation Commission have made a commitment to develop a Bicycle and Pedestrian Long-Range Plan to expand opportunities and further improve conditions for bicycling and walking across the state. This plan builds upon the State Transportation Plan, Iowa in Motion 2045, which identifies comprehensive transportation objectives as well as specific needs and recommendations for non-motorized transportation.

- ***Iowa State Freight Plan 2022***
  The State Freight Plan weaves together Iowa DOT's freight planning activities to help achieve the goal of optimal freight transportation in the state. Additionally, the plan guides Iowa DOT's investment decisions to maintain and improve the freight transportation system.

- ***Iowa Aviation System Plan***
  The Iowa Aviation System Plan provides a detailed overview of the Iowa aviation system. It evaluates existing conditions and makes recommendations for future development of the air transportation system to meet the needs of users over the next 20 years. Federal, state, and local decision makers use the plan as a guide for future investment and activity decisions to maintain and develop, as necessary, airports in the state of Iowa.

- ***2021 State Rail Plan***
  The 2021 Iowa State Rail Plan is intended to guide the Iowa Department of Transportation in its activities of promoting access to rail transportation, helping to improve the freight railroad transportation system, expanding passenger rail service, and promoting improved safety both on the rail system and where the rail system interacts with people and other transportation modes.

- ***Iowa Public Transit 2050 Long Range Plan***
  Iowans use our robust public transit system to get them where they need to go. Whether shuttling commuters to and from work to reduce congestion, getting people to their medical appointments on time, or transporting folks to shopping or entertainment venues, public transit strives to easily connect everyone in the most practical, efficient, and safe means possible. The Iowa Department of Transportation (DOT) works with transit agency partners and stakeholders to develop this Public Transit Long Range Plan.

Other Resources:

- ***County Five-Year Plans***
  County Five-Year Plans are required by the State of Iowa and maintain plan construction projects within the county during a future window of five years.

- ***RPA 3 Transportation Improvement Program***
  The Transportation Improvement Program (TIP) is a comprehensive four-year regional spending plan for near-term transportation projects, programs, and investment priorities. The TIP lists projects or programs that have a federal interest — meaning projects or programs for which federal funds or actions by federal agencies are anticipated — along with locally and state-funded projects that are regionally significant.

- ***Comprehensive Economic Development Strategy (CEDS)***
  The Comprehensive Economic Development Strategy (CEDS) contributes to effective economic development in America's communities and regions through a place-based, regionally driven economic development planning process. Economic development planning – as implemented through the CEDS – is not only a cornerstone of the U.S. Economic Development Administration's (EDA) programs, but successfully serves as a means to engage community leaders, leverage the involvement of the private sector, and establish a strategic blueprint for regional collaboration. The CEDS provides the capacity-building foundation by which the public sector, working in conjunction with other economic actors (individuals, firms, industries), creates the environment for regional economic prosperity.

- ***United States Census Bureau***
  The Census Bureau's mission is to serve as the nation's leading provider of quality data about its people and economy. Planning agencies use data provided by the United States Census Bureau in order to build demographic profiles of cities, counties, regions, and states.

- ***United States Bureau of Labor Statistics***
  The Bureau of Labor Statistics (BLS) is an agency of the United States Department of Labor. It is the principal fact-finding agency in the broad field of labor economics and statistics and serves as part of the U.S. Federal Statistical System. BLS collects, calculates, analyzes, and publishes data essential to the public, employers, researchers, and government organizations. The Bureau of Labor Statistics measures labor market activity, working conditions, price changes, and productivity in the U.S. economy to support public and private decision making.

- ***US Environmental Protection Agency***
  The mission of EPA is to protect human health and the environment.

  EPA works to ensure that:

  - Americans have clean air, land and water;
  - *National efforts to reduce environmental risks are based on the best available scientific information;*
  - *Federal laws protecting human health and the environment are administered and enforced fairly, effectively and as Congress intended;*
  - *Environmental stewardship is integral to U.S. policies concerning natural resources, human health, economic growth, energy, transportation, agriculture, industry, and international trade, and these factors are similarly considered in establishing environmental policy;*
  - *All parts of society--communities, individuals, businesses, and state, local and tribal governments--have access to accurate information sufficient to effectively participate in managing human health and environmental risks;*
  - *Contaminated lands and toxic sites are cleaned up by potentially responsible parties and revitalized; and*
  - *Chemicals in the marketplace are reviewed for safety.*

- ***US Fish & Wildlife***
  The mission of the U.S. Fish and Wildlife Service is working with others to conserve, protect, and enhance fish, wildlife, plants, and their habitats for the continuing benefit of the American people.

- ***National Pipeline Mapping System***
  The National Pipeline Mapping System (NPMS) is a dataset containing locations of and information about gas transmission and hazardous liquid pipelines and Liquefied Natural Gas (LNG) plants which are under the jurisdiction of the Pipeline and Hazardous Materials Safety Administration (PHMSA). The NPMS also contains voluntarily submitted breakout tank data. The data is used by PHMSA for emergency response, pipeline inspections, regulatory management and compliance, and analysis purposes. It is used by government officials, pipeline operators, and the general public for a variety of tasks including emergency response, smart growth planning, critical infrastructure protection, and environmental protection.

- ***Iowa Workforce Development***
  Iowa Workforce Development (IWD) is a state agency committed to providing employment services for individual job seekers and to serving employers by helping them find the skilled workforce they need. Job seekers can find a variety of career counseling and workshop services by visiting IowaWorks.gov or one of the IowaWORKS centers located around the state. IWD supports employers through its Business Engagement Division and provides a variety of resources and one-on-one support. This includes helping employers to post jobs, recruit veterans, apply for qualifying federal tax credits, and connect with workforce training programs available through several state programs.

- ***Iowa Community Indicators Program***
  The Iowa Community Indicators Program (ICIP) provides resources for understanding regional economic and demographic change. Our data and analysis services help inform local decision-making, policy development, and strategic planning processes. ICIP continues Iowa State University's long history of socio-economic data service provision.

- ***Iowa Crash Analysis Tool***
  Produces tables, charts, and a map that summarize the event, crash, and driver characteristics of the selected crashes.

- ***Woods & Poole Data***
  Woods & Poole Economics is an independent firm specializing in long-term economic and demographic projections for the United States by region, Combined Statistical Area (CSAs), Metropolitan Divisions (MDIVS), states, and counties. Detailed demographic projections are provided by gender, single year of age, and by race.

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Environmental Protection
Agency

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SERVICE

Section 1.3 Region 3 Transportation Planning Affiliation

Region 3 Regional Transportation Planning Affiliation (Region 3 RPA) is comprised of nine counties in the far northwest portion of Iowa. The counties in Region 3 are Buena Vista, Clay, Dickinson, Emmet, Lyon, O'Brien, Osceola, and Sioux. The Northwest Iowa Planning and Development Commission (NWIPDC) is responsible for developing all transportation planning documents and programming projects in Region 3. Specifically, NWIPDC is responsible for submitting transportation planning documents to the Iowa Department of Transportation (Iowa DOT), Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

NWIPDC is directed by a twenty-seven (27) member Policy Council. All members of the Policy Council have voting privileges, except for one non-voting representative from the Iowa DOT. The Policy Council consists of one member from the Board of Supervisors from each county in the region, one member from a city in each county in the region and one at-large representative, typically an economic development representative, from each county in the region and an ex-officio member from the Iowa DOT. The Policy Council is responsible for establishing regional policy regarding the region's transportation network. All documents come before the Policy Council for their approval before they are submitted to the Iowa Department of Transportation. The Policy Council meets monthly on the third Thursday and is responsible for general oversight of the agency. The Policy Council primarily bases action upon staff and technical committee recommendations. The Transportation Policy Committee (TPC) has final regional approval of all FAST ACT activities, procedures, and documents. RPA planning staff has secretarial and advisory duties to this committee. The staff is charged with the formation of all pertinent committee and FAST ACT documents. This committee will typically meet monthly, but not less than four times per year.

In addition to the Policy Council, NWIPDC is advised by a Transportation Technical Committee. There are twenty (20) members of the committee, including two ex-officio members. All members, except for ex-officio members, have voting privileges. Voting members include a county engineer from each of the nine counties in the region, one staff member from a City in each of the nine counties in the region, along with the Executive Director of the Regional Transit Authority. Ex-Officio/Non-Voting members include a representative from the Iowa DOT and FHWA. The Technical Committee also meets to help provide feedback and data that is necessary for planners to develop required Iowa Department of Transportation Documents. Those documents are the Transportation Planning Work Program (TPWP), the Transportation Improvement Program (TIP), the Long Range Transportation Plan (LRTP), Public Participation Plan (PPP) and the Passenger Transportation Plan (PTP). The Technical Committee is the project review and TIP development committee. The RPA planning staff has secretarial and advisory duties to this committee. This committee typically meets two times per year or as needed.

Section 1.4 Long Range Transportation Plan and Planning Process

The Long Range Transportation Plan is vital to outline the existing status and future needs of Region 3's transportation system. It facilitates the direction of planning efforts and programming investments for RPA 3. The development process for the LRTP enables NWIPDC to evaluate demographic, economic, passenger, and freight forecasts for the area to understand how anticipated growth or decline will interact with projected land use to impact the demands on the transportation system. The LRTP planning process and document also serve as a setting for documenting existing or potential shifts in travel patterns or funding priorities. Stakeholder involvement and public input is critical during LRTP development, as it helps guide the priorities and projects that will be submitted for federal funding in Region 3.

The 2050 Region 3 Regional Transportation Planning Affiliation Long Range Plan is an update to the Long Range Transportation Plan initially developed and adopted in 1995 and updated in 2012 and 2016. This plan will be a new plan but does take components of the previous plan into consideration during development. This plan will encompass all modes of transportation in the region. The goal of this plan is to identify long range projects and needs in all modes of transportation that once implemented will help to develop a more safe and efficient transportation system for all of Region 3. LRTP updates will occur every five years as the Iowa DOT recommends, and any changes to the system will be addressed at that time. This plan is intended to change and evolve, subsequently being updated, and revised as needed. Updating the plan as needed is crucial to ensure the Long Range Transportation Plan is viable for the region.

NWIPDC staff are available as a resource to local officials with implementing transportation goals and projects. Staff assists local officials with several programs to implement transportation projects that benefit the region and encourage cooperation and coordination between the region's cities and counties.

NWIPDC follows a process to develop the Long Range Transportation Plan (LRTP). The planning staff evaluated tasks and chapters and established a schedule for completion. RPA 3 consulted with county engineers, local trails groups, and Iowa DOT transportation planners during the development of this document. The Region 3 LRTP was submitted to the Iowa DOT.

Section 1.5 Planning Factors

A long-range transportation plan (LRTP) is a federally required element for Metropolitan Planning Organizations (MPOs) as part of the transportation planning process. The Iowa Department of Transportation (DOT) has also extended this requirement to apply to Regional Planning Affiliations (RPAs). The federal requirements for MPO LRTPs are outlined in 23 CFR § 450.324.

23 U.S.C 135 (d)(1) In general. - Each State shall carry out a statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will:

Figure 1.1: 10 Planning Factors

450.206 Scope of the statewide and nonmetropolitan transportation planning process.

(a) Each State shall carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:

(1) Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;

(2) Increase the safety of the transportation system for motorized and non-motorized users;

(3) Increase the security of the transportation system for motorized and non-motorized users;

(4) Increase accessibility and mobility of people and freight;

(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

(6) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;

(7) Promote efficient system management and operation;

(8) Emphasize the preservation of the existing transportation system;

(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

(10) Enhance travel and tourism.

(b) Consideration of the planning factors in paragraph (a) of this section shall be reflected, as appropriate, in the statewide transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation systems development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.

Section 1.6 Region 3 Stakeholders

While developing the Long Range Transportation Plan, NWIPDC staff identified pertinent stakeholders to the transportation planning process.

Primary Stakeholders:

- RPA 3 Residents
- County Engineers
- County Supervisors
- County Trails Councils
- City Public Works Staff
- City Administrators & Economic Development Staff
- RIDES - Regional Transit Authority
- Iowa Department of Transportation Planning Staff

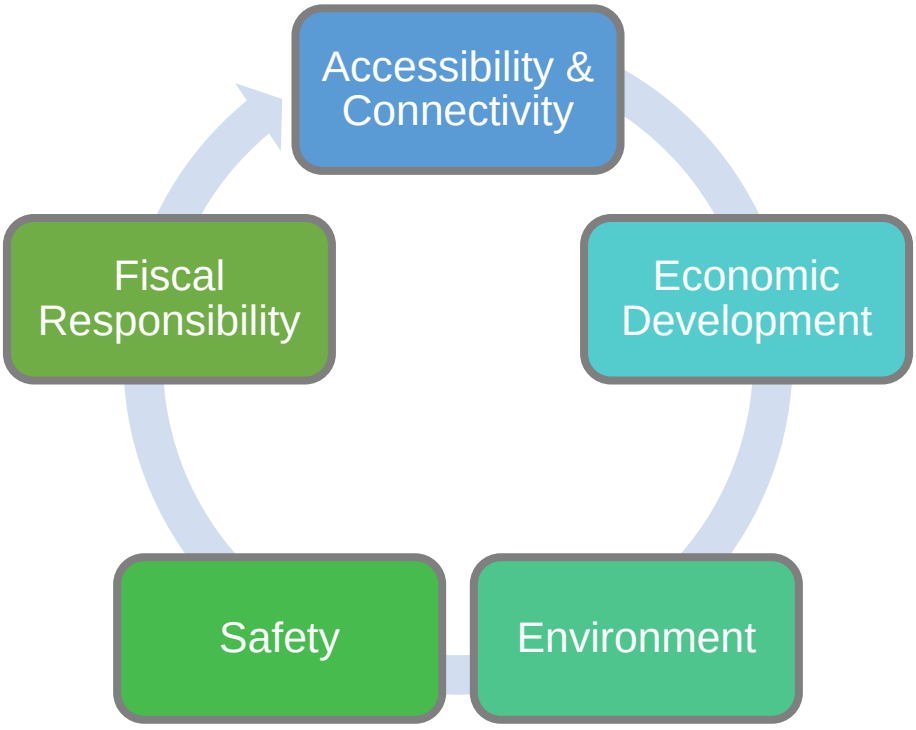
Utilizing the Technical Committee as a base group of stakeholders was the best choice to gain meaningful input for the entire Region 3 area because all parties involved have a vested concern for transportation throughout the region. Other stakeholders in the Region such as the public, human service agencies, environmental and conservation organizations and other interested parties were identified in the initial phases of the planning process. NWIPDC staff held meetings with county engineers to learn more about their long term transportation goals for their counties. Input was also sought from local and regional trails councils in order to establish a regional vision.

Chapter 2 – Region 3 Long Range Transportation Goals and Objectives

Section 2.1 Overview

With the update of the Long Range Transportation Plan for RPA 3, the Technical Committee decided that the goals and objectives identified in the previous 2016 LRTP are still applicable, and the Technical Committee wished to keep them the same with this document. In the 2045 RPA 3 Long Range Transportation Plan, there were five goals developed to help the region develop and grow while keeping in mind the environment, users, financials, economic development, and safety. This chapter identifies these goals and how to implement them and make them more attainable.

Figure 2.1: Region 3 Long Range Transportation Goals



Section 2.2 Region 3 Long Range Goals

Accessibility and Connectivity

Develop a transportation network that allows for easy access and connections to the region's various amenities. This not only includes the roads network, but also includes all modes of transportation that promote different opportunities to regional users.

Objectives

- Review all modes of regional transportation to determine if they meet the user's needs of access and connectivity.
- Increase communication between users, government, and interested parties to ensure the system is meeting user needs.
- Encourage development of intermodal freight facilities.

Implementation

- Install proper sidewalks to offer opportunities to meet all users' physical needs.
- Monitor traffic data to improve roads that have increased traffic volumes.
- Work with neighboring counties to ensure connectivity between intra-county road systems.
- Hold region wide meetings with local politicians and citizens to voice comments on the accessibility and connectivity of the transportation networks.

Goal - Economic Development

Develop the transportation networks to promote economic growth in Region 3, through efficient road systems that are cost efficient, environmentally conscientious, and safe.

Objectives

- Develop roadways that reflect the land-use patterns that are in local community and county comprehensive plans.
- Look at the current tax structure and adjust as needed.
- Work with current and future businesses to develop a network that works well with the industries that are being attracted to the region.
- Prioritize large projects that have the potential to help grow industry.

Implementation

- Work with county economic development directors to provide adequate and proper roads and access for new developments.
- Inform local politicians of the need for strong funding for the transportation networks.
- Review local and county plans prior to long range planning and development.
- Review tax structure for road maintenance for wind farms and transmission lines.

Goal – Environment

Preserve and add to what is presently available to the region's natural environments. The quality of air, earth, and water should be monitored and safeguarded from disruption during development of any transportation or infrastructure projects.

Objectives

- Promote a clean and healthy environment through education and programs.
- Minimize negative environmental effects that can be associated with transportation projects.
- Reduce, reuse, and recycle discarded materials whenever possible.

Implementation

- Following the rules and regulations set out by the Iowa DNR and EPA to avoid any harm to the environment.
- Continue with informational programs and expand educational efforts within the Region.
- New development or reconstructions should be designed to prevent runoff, soil erosion, and promote adequate drainage.
- Promoting alternate modes of transportation that lowers the environmental footprint (i.e., park and rides, carpooling, rail, trails).

Goal - Safety

Develop and implement the necessary safety improvements to transportation networks in Region 3 to prevent the loss of life or property.

Objectives

- Develop a transportation network to aid in the prevention of crashes and minimize the loss of life and property.
- Build to the current safety design standards.

Implementation

- Review accident data and coordinate with law enforcement to identify and correct dangerous aspects of the transportation network.
- Maintain current transportation networks to limit injuries or accidents due to areas of disrepair.
- Provide proper crossings when more than one mode of transportation meets another.
- Provide adequate lighting and/or signage at points of concern or high-risk areas to alert users.

Goal - Fiscal Responsibility

Utilize resources which are currently available to maintain the transportation system and user needs. Also, research future funding resources or consider changing budget methods to remain financially stable.

Objectives

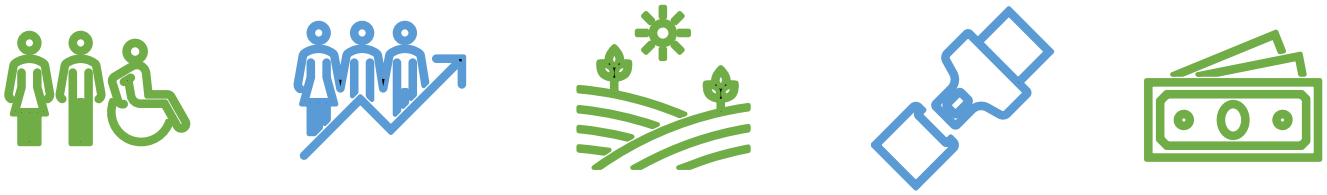
- Forecast to help develop conservative balanced budgets.
- Continue to pursue all funding options to fund transportation projects.
- Establish a connection with users and political officials to help provide a better chance of increased funding.

Implementation

- Look for lower cost alternatives to consider with the region, such as joint purchasing and cost sharing programs.
- Identify stable sources of funding while looking for other funding possibilities from new sources.
- Look to the state and federal governments for guidance on future budgeting.
- Hold regional meetings with local politicians and citizens to voice concerns or comments needed for various transportation modes.

Section 2.3 Summary

The goals of the Long Range Transportation Plan will continue to be reviewed and considered if they still apply and meet the concerns of the transportation network in RPA 3. These goals should also be considered in each project developed in the region that concerns a mode of transportation. The Technical Committee keeps these goals in mind when nominating projects and determining which projects receive regional funding. These goals are vital in determining if a project should receive a higher priority for funding, as there is seldom enough funding for all projects that are requested from the Technical Committee. Each goal determined by the Technical Committee is significant, with accessibility and connectivity and fiscal responsibility being the highest priorities. When a project is presented to the Technical Committee, the condition of the road and the amount of maintenance is reviewed. Maintenance and state of good repair for roads is not an identified goal of the LRTP but does influence how much priority a project receives and what makes a project have regional significance or impact.

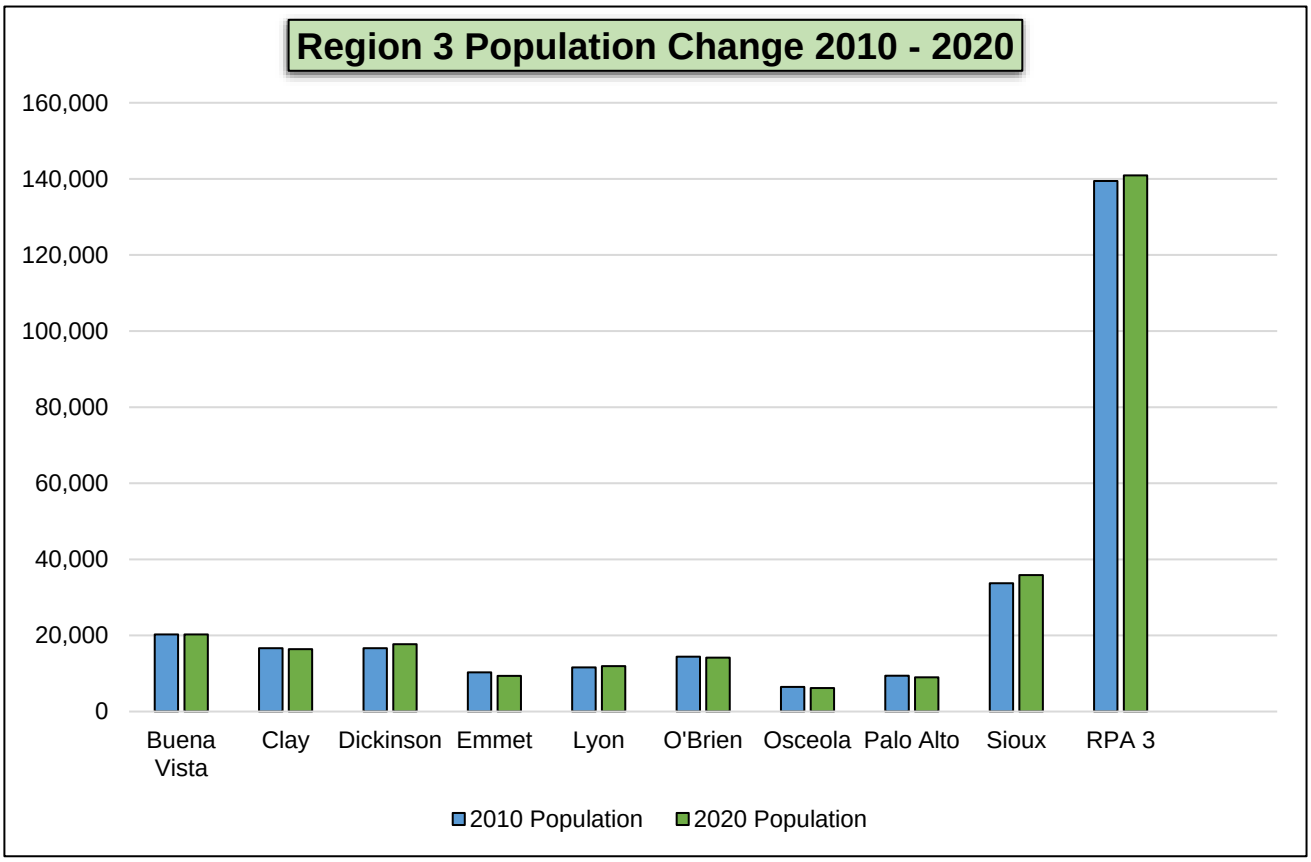


Chapter 3 – Region 3 Population and Trends

Section 3.1 Region 3 Population Overview

NWIPDC serves as the Regional Planning Affiliation (RPA) for the Northwest Iowa region (Region 3). Region 3 is an expansive rural Midwest area over 4,800 square miles in size with approximately 140,934 people as of the 2020 census estimate. RPA 3 is predominately rural and contains seventy-nine municipalities. Seven of the regional municipalities have more than 5,000 residents. Most of the landscape is agricultural with combinations of natural lakes, rivers, marshes, timber, rural homes, and municipalities. Agriculture is a sizable portion of the local economy, contributing to demand for transportation services. There are multiple considerations that impact transportation services. Population demographics are a vital portion of the data used when envisioning transportation projects and have an influence on the types of services considered necessary. The following information will explore the region's population and forecasted trends:

Figure 3.1: Region 3 Population Change, 2010 - 2020



Source: United States Census Bureau

Section 3.2 Region 3 Current Population

Table 3.1: Region 3 Population Change, 2010 – 2020

RPA 3 Population 2010: 139,462 **RPA 3 Population 2020: 140,934** **1,472 Gain or 1.5% Increase**

County	Pop. 2010	**Pop. 2020**	Change '10 - '20	%Change '10 - '20
Buena Vista	20,260	**20,283**	23	2.78%
Albert City	699	**677**	-22	-3.15%
Alta	1,883	**2,087**	204	10.83%
Lakeside	596	**700**	104	17.45%
Linn Grove	154	**163**	9	5.84%
Marathon	237	**230**	-7	-2.95%
Newell	876	**906**	30	3.42%
Rembrandt	203	**209**	6	2.96%
Sioux Rapids	775	**748**	-27	-3.48%
Storm Lake	10,600	**11,269**	669	6.31%
Truesdale	81	**69**	-12	-14.81%
Clay	16,667	**16,384**	-283	-1.70%
Dickens	185	**146**	-39	-21.08%
Everly	603	**575**	-28	-4.64%
Fostoria	231	**230**	-1	-0.43%
Gillett Grove	49	**30**	-19	-38.78%
Greenville	75	**71**	-4	-5.33%
Peterson	334	**322**	-12	-3.59%
Rossie	70	**49**	-21	-30.00%
Royal	446	**379**	-67	-15.02%
Spencer	11,233	**11,325**	92	0.82%
Webb	141	**138**	-3	-2.13%
Dickinson	16,667	**17,703**	1,036	6.22%
Arnolds Park	1,126	**1,110**	-16	-1.42%
Lake Park	1,105	**1,167**	62	5.61%
Milford	2,898	**3,321**	423	14.60%
Okoboji	807	**768**	-39	-4.83%
Orleans	608	**521**	-87	-14.31%
Spirit Lake	4,840	**5,439**	599	12.38%
Superior	130	**132**	2	1.54%
Terril	367	**334**	-33	-8.99%
Wahpeton	341	**345**	4	1.17%
West Okoboji	289	**308**	19	6.57%
Emmet	10,302	**9,388**	-914	-8.87%
Armstrong	926	**875**	-51	-5.51%
Dolliver	66	**65**	-1	-1.52%
Estherville	6,360	**5,904**	-456	-7.17%
Gruver	94	**63**	-31	-32.98%
Ringsted	422	**365**	-57	-13.51%
Wallingford	197	**165**	-32	-16.24%
Lyon	11,581	**11,934**	353	3.05%
Alvord	196	**206**	10	5.10%
Doon	577	**619**	42	7.28%
George	1,080	**1,077**	-3	-0.28%
Inwood	814	**928**	114	14.00%

County	Pop. 2010	**Pop. 2020**	Change '10 - '20	%Change '10 - '20
O'Brien	14,398	**14,182**	-216	-1.50%
Archer	131	**117**	-14	-10.69%
Calumet	170	**146**	-24	-14.12%
Hartley	1,672	**1,605**	-67	-4.01%
Paullina	1,056	**982**	-71	-7.01%
Primghar	909	**896**	-13	-1.43%
Sanborn	1,404	**1,392**	-12	-0.85%
Sheldon	5,188	**5,512**	324	6.25%
Sutherland	649	**629**	-20	-3.08%
Osceola	6,462	**6,192**	-270	-4.18%
Ashton	458	**436**	-22	-4.80%
Harris	170	**151**	-19	-11.18%
Melvin	214	**199**	-15	-7.01%
Ocheyedan	490	**439**	-51	-10.41%
Sibley	2,798	**2,860**	62	2.22%
Palo Alto	9,421	**8,996**	-425	-4.51%
Ayrshire	143	**133**	-10	-6.99%
Curlew	58	**37**	-21	-36.21%
Cylinder	88	**87**	-1	-1.14%
Emmetsburg	3,904	**3,706**	-198	-5.07%
Graettinger	844	**832**	-12	-1.63%
Mallard	274	**257**	-17	-6.20%
Rodman	45	**31**	-14	-31.11%
Ruthven	737	**725**	-12	-1.63%
West Bend	785	**791**	6	0.76%
Sioux	33,704	**35,872**	2,168	6.43%
Alton	1,216	**1,248**	32	2.63%
Boyden	707	**701**	-6	-0.85%
Chatsworth	79	**75**	-4	-5.06%
Granville	312	**310**	-2	-0.64%
Hawarden	2,546	**2,700**	154	6.05%
Hospers	698	**718**	20	2.87%
Hull	2,175	**2,384**	209	9.61%
Ireton	609	**590**	-19	-3.12%
Matlock	87	**74**	-13	-14.94%
Maurice	275	**265**	-10	-3.64%
Orange City	6,004	6,267	263	4.38%
Rock Valley	3,354	**4,059**	705	21.02%
Sioux Center	7,048	**8,229**	1,181	16.76%
Larchwood	866	**926**	60	6.93%
Lester	294	**296**	2	0.68%
Little Rock	459	**439**	-20	-4.36%
Rock Rapids	2,546	**2,611**	62	2.43%

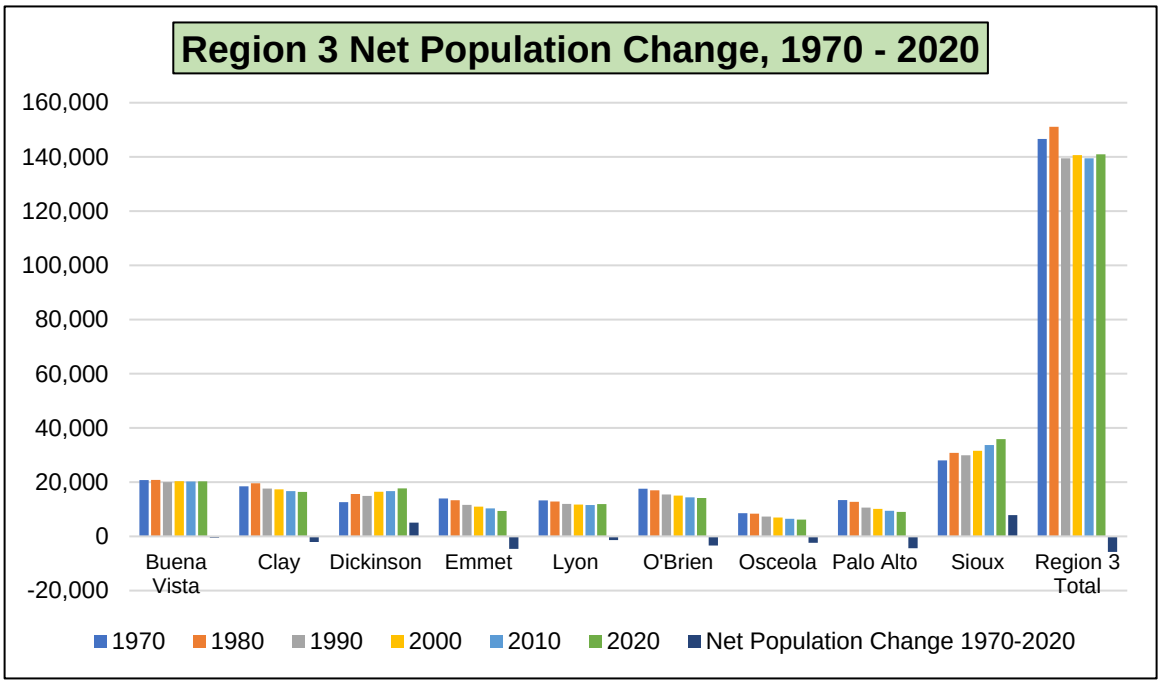
Source: United States Census Bureau 2020 American Community Survey

Table 3.2: Region 3 Net Population Change 1970 - 2020

	1970	1980	1990	2000	2010	2020	Net Population Change 1970-2020
Buena Vista	20,762	20,816	19,992	20,354	20,260	20,283	-479
Clay	18,475	19,562	17,654	17,370	16,667	16,384	-2,091
Dickinson	12,626	15,627	14,935	16,461	16,667	17,703	5,077
Emmet	13,992	13,339	11,592	10,990	10,302	9,388	-4,604
Lyon	13,282	12,884	11,978	11,743	11,581	11,934	-1,348
O'Brien	17,583	16,989	15,451	15,067	14,398	14,182	-3,401
Osceola	8,542	8,354	7,285	6,982	6,462	6,192	-2,350
Palo Alto	13,361	12,723	10,642	10,136	9,421	8,996	-4,365
Sioux	28,028	30,815	29,927	31,561	33,704	35,872	7,844
Region 3 Total	146,651	151,109	139,456	140,664	139,462	140,934	-5,717

Source: United States Census Bureau

Figure 3.2: Region 3 Net Population Change 1970 - 2020



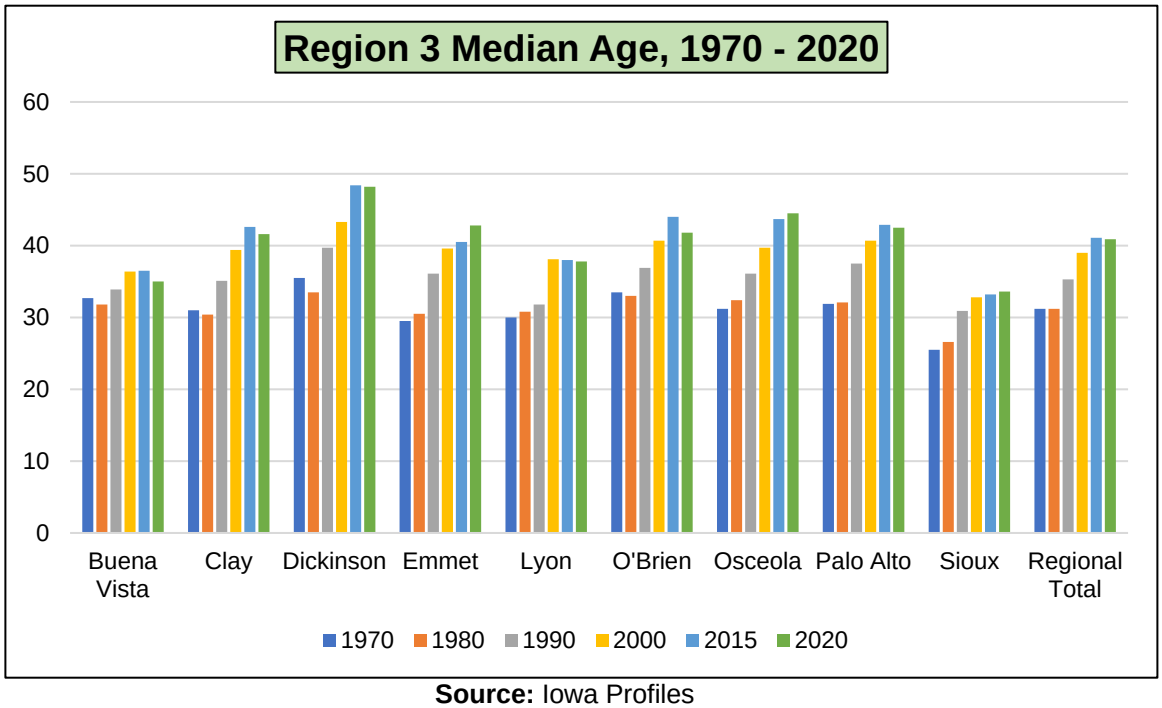
Source: United States Census Bureau

Table 3.3: Region 3 Median Age by County, 1970 - 2020

County	1970	1980	1990	2000	2015	2020
Buena Vista	32.7	31.8	33.9	36.4	36.5	35
Clay	31.0	30.4	35.1	39.4	42.6	41.6
Dickinson	35.5	33.5	39.7	43.3	48.4	48.2
Emmet	29.5	30.5	36.1	39.6	40.5	42.8
Lyon	30.0	30.8	31.8	38.1	38.0	37.8
O'Brien	33.5	33.0	36.9	40.7	44.0	41.8
Osceola	31.2	32.4	36.1	39.7	43.7	44.5
Palo Alto	31.9	32.1	37.5	40.7	42.9	42.5
Sioux	25.5	26.6	30.9	32.8	33.2	33.6
Regional Total	**31.2**	**31.2**	**35.3**	**39.0**	**41.1**	**40.9**

Source: Iowa Profiles

Figure 3.3: Region 3 Median Age by County, 1970 - 2020



Source: Iowa Profiles

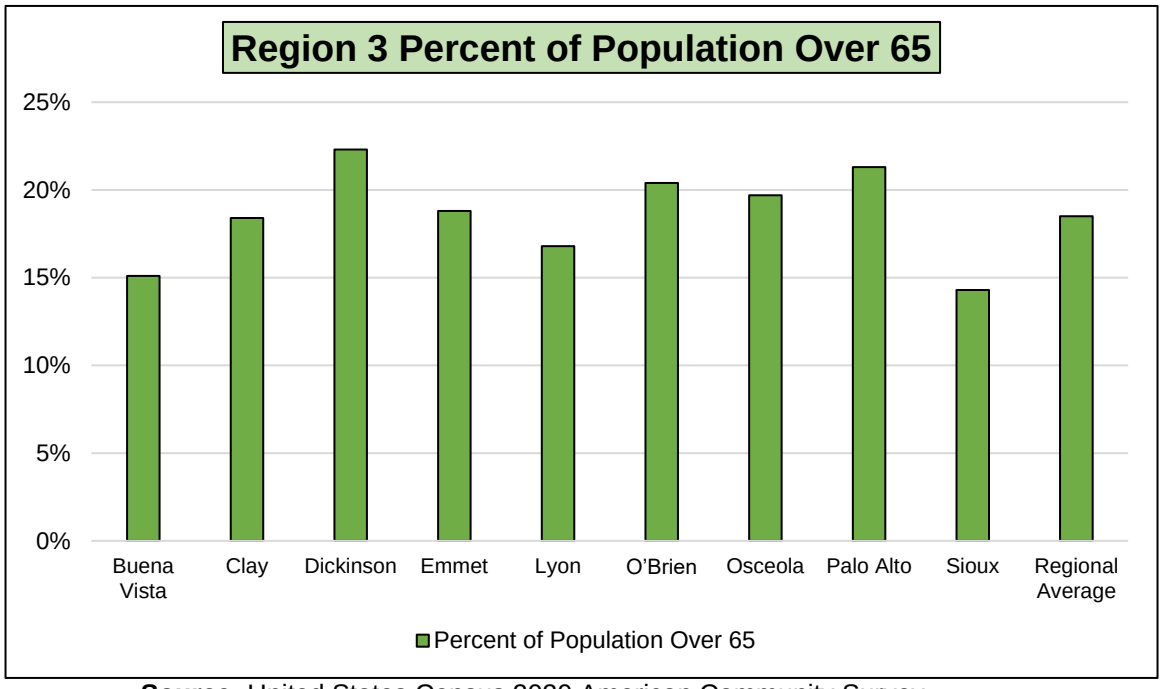
Table 3.4 shows that on average 18.5% of the total population is over 65 years of age. This is not isolated just to RPA 3 in northwest Iowa. The State of Iowa has 15.6% of its population over the age of sixty-five. As the younger groups age, this number as well as the median age will continue to steadily rise.

Table 3.4: Region 3 Percentage of Population over Age 65

County	% Population Over 65
Buena Vista	15.1%
Clay	18.4%
Dickinson	22.3%
Emmet	18.8%
Lyon	16.8%
O'Brien	20.4%
Osceola	19.7%
Palo Alto	21.3%
Sioux	14.3%
Regional Average	18.5%

Source: United States Census 2020 American Community Survey

Figure 3.4: Region 3 Percentage of Population over Age 65



Source: United States Census 2020 American Community Survey

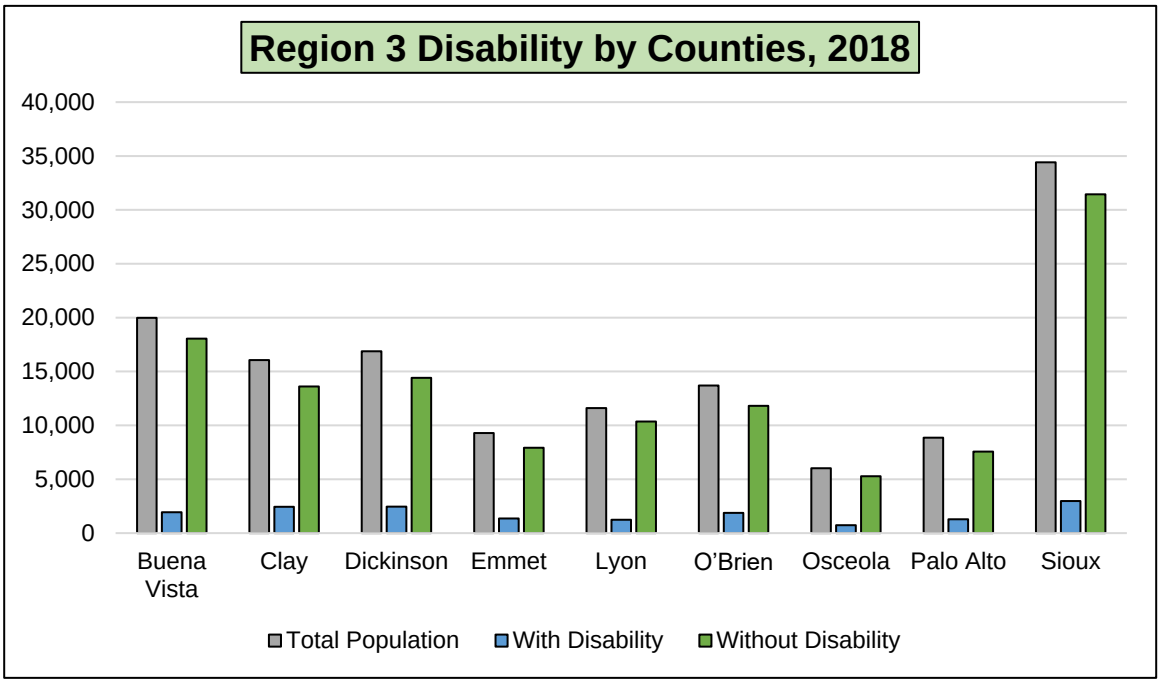
The table below provides a breakdown by county of the civilized noninstitutionalized population that has a disability.

Table 3.5: Region 3 Disability by Counties, 2018

County	Total Population	With Disability	Percent Disability	Without Disability	Percent Without
Buena Vista	19,987	1,933	9.7%	18,054	90.3%
Clay	16,065	2,449	15.2%	13,616	84.8%
Dickinson	16,877	2,465	14.6%	14,412	85.4%
Emmet	9,283	1,364	14.7%	7,919	85.3%
Lyon	11,601	1,240	10.7%	10,361	89.3%
O'Brien	13,699	1,883	13.7%	11,816	86.3%
Osceola	6,027	740	12.3%	5,287	87.7%
Palo Alto	8,852	1,281	14.5%	7,571	85.5%
Sioux	34,417	2,978	8.7%	31,439	91.3%

Source: United States Census Bureau 2014 - 2018 American Community Survey

Figure 3.5: Region 3 Disability by Counties, 2018



Source: United States Census Bureau 2014 - 2018 American Community Survey

Current Population Summary

Between 2010 and 2020 the regional population in the NWIPDC service area had just a slight bit of growth with an increase of 1.5% equaling approximately 1,500 residents gained. The counties with the highest growth are **Sioux (6.43%)** and **Dickinson (6.225)** with **Lyon (3.05%)** and **Buena Vista (2.78%)** seeing some level of growth as well. The population of Clay and O'Brien counties declined slightly but at rates less than two percent and is viewed as stable. The counties with the greatest concerns over population are **Emmet (-8.87%)**, **Osceola (-4.18%)**, and **Palo Alto (-4.51%)**. Over a fifty year period (1970-2020), only two counties have seen positive cumulative growth, **Dickinson (5,077 residents)** and **Sioux (7,844 residents)**. The median age has also risen significantly over the same fifty year period, with the regional average being 31.2 in 1970 and has risen almost 10 years to 40.9. An aging population should be a consideration from the perspective of transportation, as people age they tend to be involved in more crashes and they need to rely more on public transit. The regional age increase should continue to be monitored so that proper actions can be taken to keep our senior citizens safe and healthy. RPA 3 should continue to engage with stakeholders to ensure that vulnerable populations transportation needs are met.

Section 3.3 Region 3 Future Population Projections

Accurate estimates of population are crucial factors in determining future need for a myriad of services. Analysis of these population projections can provide some insight into the type and quantity of future development and allows local officials to set policies to guide expected development and/or service needs. Woods & Poole Economics, Inc. has developed population and demographic projections at the county level. Unfortunately, none of these entities generate projections for small cities.

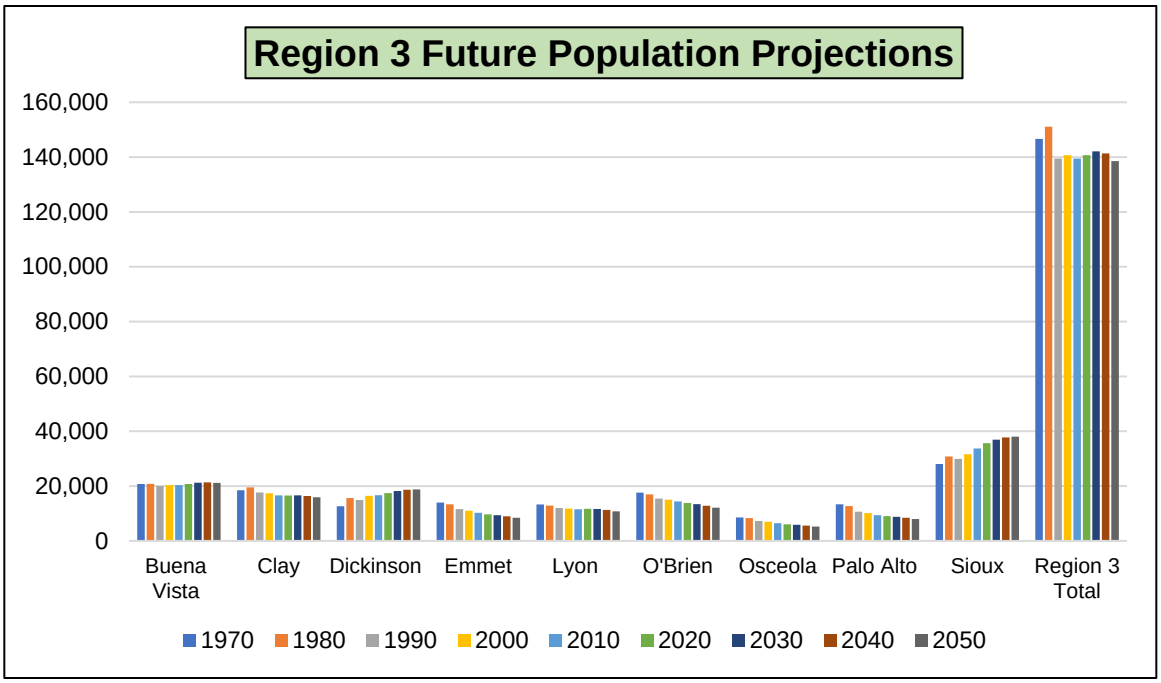
One method used to determine future population is to explore and analyze the data presented in Woods and Poole Economics, Inc. population projections. Woods and Poole Economics, Inc. is an independent corporation located in Washington D.C. that specializes in long term county economic and demographic projections. Woods and Poole, Inc. maintains a database for every county in the U.S. that contains projections through the year 2050. Using Woods & Poole Economics, Inc. data is perceived to be more accurate than other sources or methods of calculating population projections. Their data accounts for in-migration and out-migration, as well as economic factors. Other projection models such as the cohort-survival method base its numbers strictly on births and deaths within a given population. Woods & Poole, Inc. population projections are limited to the county and state level.

Table 3.6: Region 3 County Population Future Projections, 1970 - 2050

	1970	1980	1990	2000	2010	2020	2030	2040	2050
Buena Vista	20,762	20,816	19,992	20,361	20,324	20,759	21,232	21,361	21,151
Clay	18,475	19,562	17,654	17,360	16,633	16,563	16,621	16,407	15,940
Dickinson	12,626	15,627	14,935	16,460	16,668	17,448	18,209	18,650	18,799
Emmet	13,992	13,339	11,592	10,995	10,282	9,651	9,358	8,986	8,464
Lyon	13,282	12,884	11,978	11,748	11,567	11,739	11,648	11,316	10,769
O'Brien	17,583	16,989	15,451	15,067	14,397	13,800	13,413	12,847	12,131
Osceola	8,542	8,354	7,285	6,985	6,451	6,059	5,862	5,588	5,252
Palo Alto	13,361	12,723	10,642	10,135	9,393	9,031	8,802	8,438	7,962
Sioux	28,028	30,815	29,927	31,609	33,732	35,618	36,949	37,769	38,063
Region 3 Total	146,651	151,109	139,456	140,720	139,447	140,668	142,094	141,362	138,531

Source: Woods and Poole

Figure 3.6: Region 3 Future Population Projections, 1970 - 2050



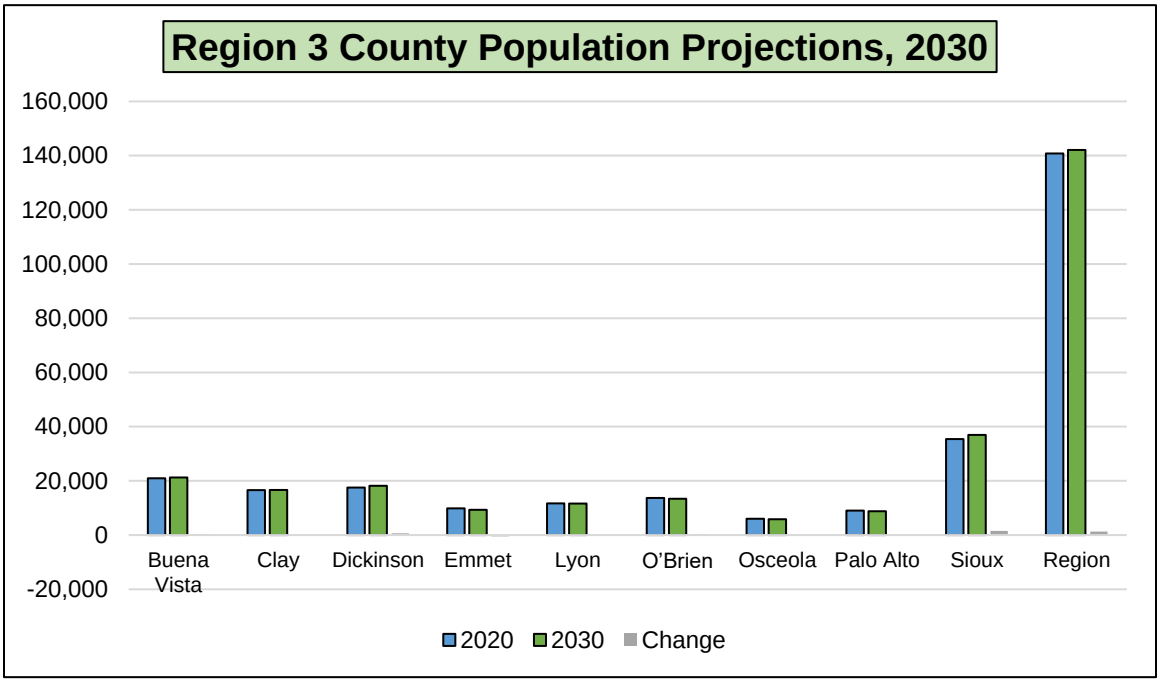
Source: Woods & Poole

Table 3.7: Region 3 County Population Projections, 2030

County	2020	2030	Change
Buena Vista	20,959	21,232	273
Clay	16,600	16,621	21
Dickinson	17,531	18,209	678
Emmet	9,841	9,358	-483
Lyon	11,688	11,648	-40
O'Brien	13,727	13,413	314
Osceola	6,049	5,862	-187
Palo Alto	9,012	8,802	-210
Sioux	35,408	36,949	1,541
Region	140,815	142,094	1,279

Source: Woods and Poole

Figure 3.3: Region 3 Future Population Projections, 2030



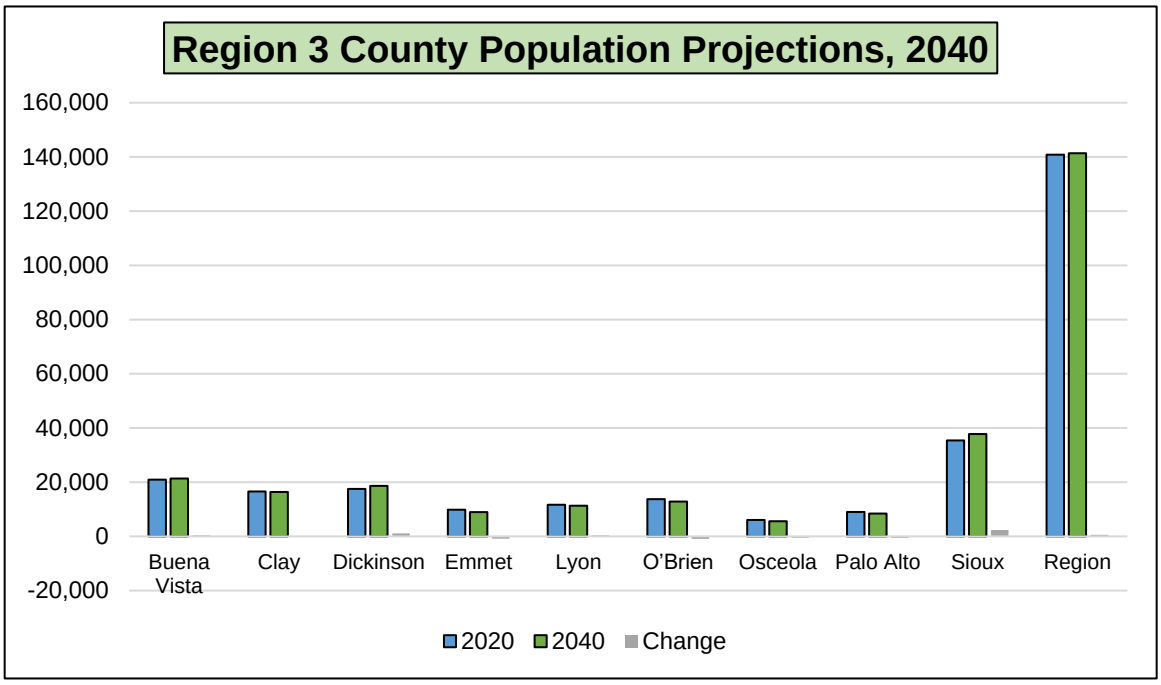
Source: Woods & Poole

Table 3.8: Region 3 County Population Projections, 2040

County	2020	2040	Change
Buena Vista	20,959	21,361	402
Clay	16,600	16,407	-193
Dickinson	17,531	18,650	1,119
Emmet	9,841	8,986	-855
Lyon	11,688	11,316	372
O'Brien	13,727	12,847	-880
Osceola	6,049	5,588	-461
Palo Alto	9,012	8,438	-574
Sioux	35,408	37,769	2,361
Region	140,815	141,362	547

Source: Woods and Poole

Figure 3.4: Region 3 Future Population Projections, 2040



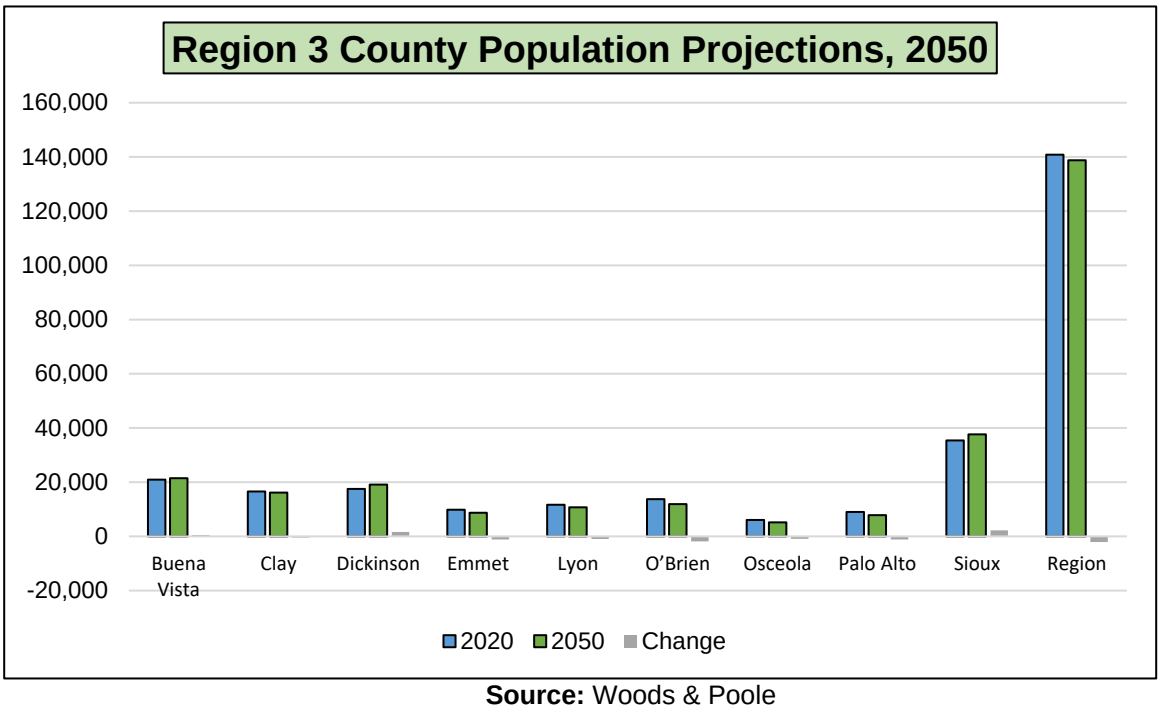
Source: Woods & Poole

Table 3.9: Region 3 County Population Projections, 2050

County	2020	2050	Change
Buena Vista	20,959	21,497	538
Clay	16,600	16,154	-446
Dickinson	17,531	19,139	1,608
Emmet	9,841	8,706	-1,135
Lyon	11,688	10,720	-968
O'Brien	13,727	11,901	-1,826
Osceola	6,049	5,163	-886
Palo Alto	9,012	7,859	-1,153
Sioux	35,408	37,622	2,214
Region	140,815	138,761	-2,054

Source: Woods and Poole

Figure 3.5: Region 3 Future Population Projections, 2050



Source: Woods & Poole

As indicated, the population of the region slightly increased between the years 1970 - 1980 and then slowly decreased through 2010. A very slight increase is expected to occur from 2020 - 2030, then the population is projected to decline once again through 2050. The projections also show that the region will also remain stable. Table 3.6 establishes the regional population trends in the nine counties over an 80 year period. Throughout the region there is little fluctuation aside from the growth experienced and projected to continue in Sioux and Dickinson Counties. Osceola County is still projected to be the smallest county in the region and Sioux County is projected to be the largest. The counties projected to be larger in population than they were in 1970 are Buena Vista, Dickinson, and Sioux. These three counties will continue to see population growth as the rest of the region could see slow and steady population decline.

Table 3.10 maintains this trend and provides the historic, current, and future median ages for the region as compared to Iowa. As shown, the median age for the region and State has been increasing since 1970. The median age is 40.9 years for the region in 2020, higher than the State's average of 38.32. The regional age increase is stabilizing as it increased to 41.1 in 2013 but is slowly decreasing.

Table 3.10: Region 3 Median Age, Past, Present, Future

Median Age by County in Years	1970	1980	1990	2000	2010	2020	2030	2040
Buena Vista	32.5	31.79	33.97	36.4	40.05	38.87	39.04	38.42
Clay	30.73	30.47	35.2	39.39	43.01	43.29	45.88	46.51
Dickinson	35.3	33.63	39.82	43.39	45.64	47.41	50.07	54.19
Emmet	29.4	30.59	36.25	39.51	41.26	39.86	42.47	42.12
Lyon	29.9	30.92	34.88	38.13	40.27	41.58	45.45	46.21
O'Brien	33.48	33.14	37.02	40.82	44.56	44.42	47.23	49.59
Osceola	33.1	33.48	35.82	39.76	41.9	39.06	40.08	39.47
Palo Alto	31.88	32.19	37.32	40.61	43.21	41.24	45.53	48.11
Sioux	25.4	26.63	30.98	32.84	33.21	37.21	40.87	42.31
Average of Region	31.29	31.43	35.70	38.98	41.46	41.44	44.07	45.21
Iowa	28.7	30.05	34.08	36.7	38.32	38.8	39.94	39.53
Difference	+2.60	+1.38	+1.62	+2.28	+3.14	+2.64	+4.13	+5.68

Source: Woods and Poole

Table 3.10 reveals that the median age continues to grow in all counties throughout the region. This trend indicates the population is sliding towards the upper age groups and will have a large effect upon transportation needs and specific services. Specifically, this trend will affect public transportation services having an increased need as it will become increasingly unsafe to have older drivers using the transportation system. Population increases across the region are in the upper age cohorts of 55 to 79 years of age. This upper age group of people will require different programs and services than younger adults or teens.

Region 3 has historically had low minority populations, but this trend is slowly changing. The region has seen an increase in non-white populations in recent years and this pattern is predicted to continue as shown in the table below. Tables 3.11 through 3.14 display county population data by race in 2020 and 2010.

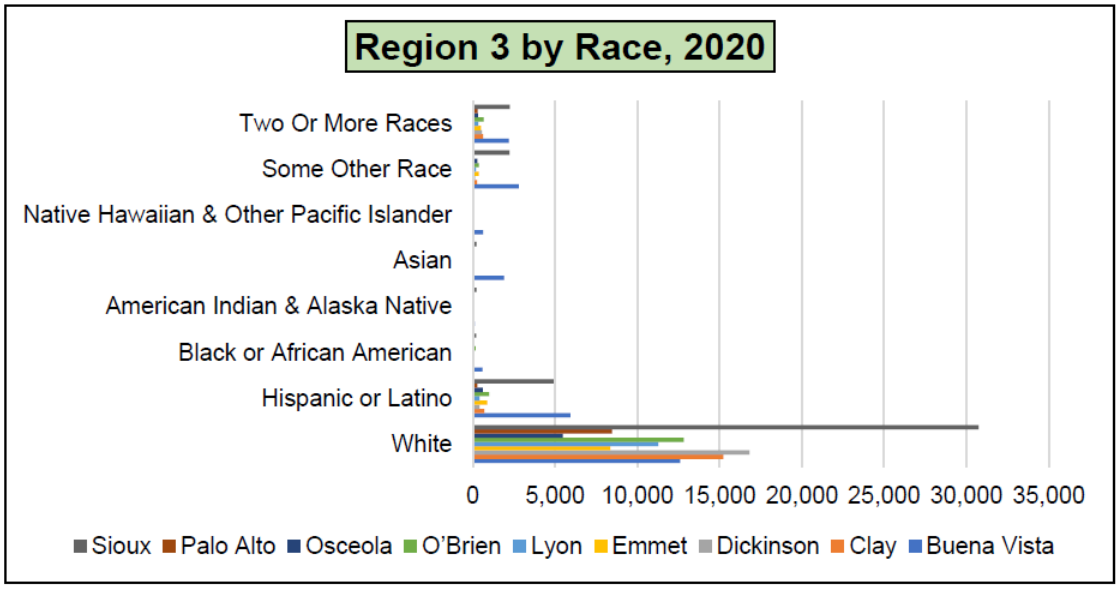
Section 3.4 Region 3 Race & Culture

Table 3.11: Region 3 by Race – 2020

Race	Buena Vista	Clay	Dickinson	Emmet	Lyon	O'Brien	Osceola	Palo Alto	Sioux
White	12,597	15,230	16,819	8,356	11,270	12,825	5,485	8,465	30,745
Hispanic or Latino	5,925	704	406	887	407	985	603	274	4,914
Black or African American	591	100	79	92	41	161	30	52	195
American Indian & Alaska Native	124	56	21	54	32	80	32	23	218
Asian	1,907	105	82	32	24	80	21	39	224
Native Hawaiian & Other Pacific Islander	620	6	1	3	46	11	36	6	5
Some Other Race	2,786	265	142	367	186	376	275	104	2,241
Two Or More Races	2,198	622	559	484	335	649	313	307	2,244

Source: United States Census Bureau 2020 American Community Survey

Figure 3.11: Region 3 by Race – 2020



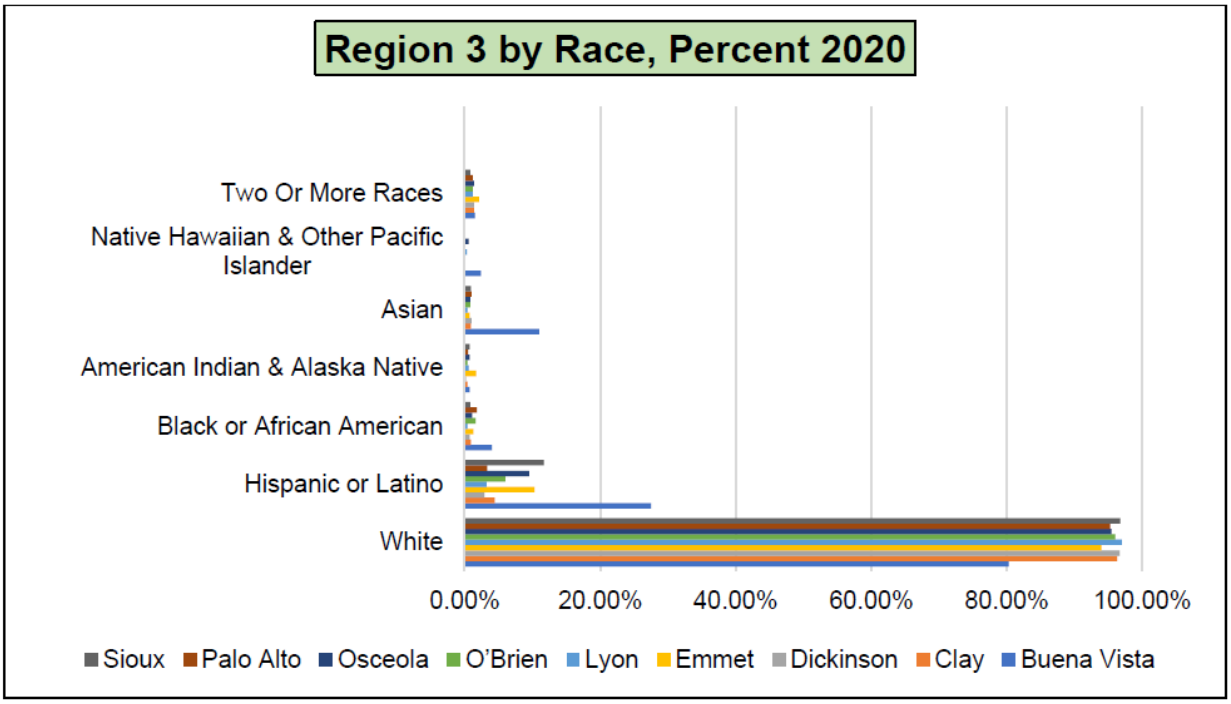
Source: United States Census Bureau 2020 American Community Survey

Table 3.12: Region 3 by Race, Percent - 2020

Race	Buena Vista	Clay	Dickinson	Emmet	Lyon	O'Brien	Osceola	Palo Alto	Sioux
White	80.3%	96.3%	96.7%	94.0%	97.0%	96.0%	95.5%	95.3%	96.8%
Hispanic or Latino	27.5%	4.4%	2.9%	10.3%	3.2%	6.0%	9.5%	3.3%	11.7%
Black or African American	4.0%	0.9%	0.7%	1.3%	0.4%	1.6%	1.1%	1.8%	0.8%
American Indian & Alaska Native	0.7%	0.4%	0.2%	1.7%	0.6%	0.4%	0.7%	0.5%	0.7%
Asian	11.0%	0.9%	1.0%	0.7%	0.4%	0.8%	0.8%	1.0%	0.9%
Native Hawaiian & Other Pacific Islander	2.4%	0%	0%	0.1%	0.3%	0.1%	0.6%	0.1%	0.1%
Two Or More Races	1.5%	1.4%	1.4%	2.1%	1.2%	1.2%	1.4%	1.2%	0.8%

Source: United States Census Bureau 2020 American Community Survey

Figure 3.12: Region 3 by Race, Percent - 2020



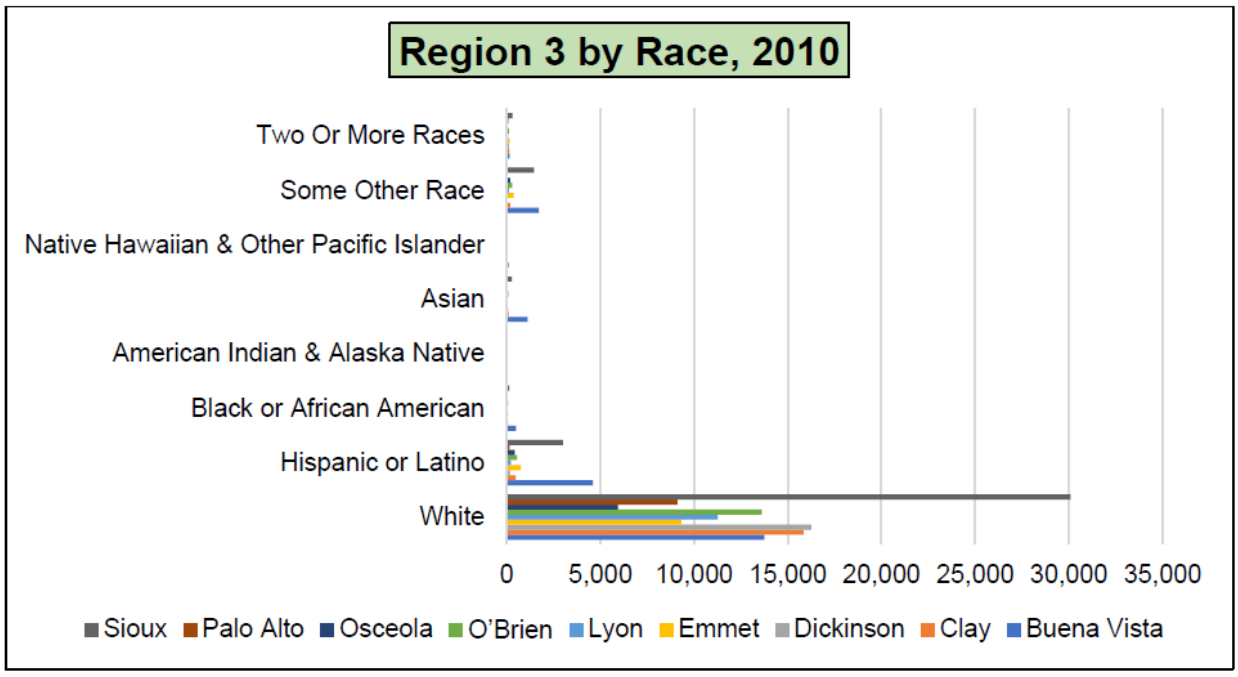
Source: United States Census Bureau 2020 American Community Survey

Table 3.13: Region 3 by Race – 2010

Race	Buena Vista	Clay	Dickinson	Emmet	Lyon	O'Brien	Osceola	Palo Alto	Sioux
White	13,756	15,843	16,255	9,319	11,267	13,605	5,937	9,108	30,090
Hispanic or Latino	4,608	477	178	763	212	545	430	152	3,001
Black or African American	497	68	29	65	10	67	18	44	129
American Indian & Alaska Native	18	36	12	35	9	18	21	21	48
Asian	1,119	98	72	44	25	82	19	31	272
Native Hawaiian & Other Pacific Islander	95	0	5	1	0	1	5	6	4
Some Other Race	1,728	196	37	374	127	287	200	29	1,448
Two Or More Races	157	144	125	158	70	114	50	79	314

Source: United States Census Bureau 2010 American Community Survey

Figure 3.13: Region 3 by Race – 2010



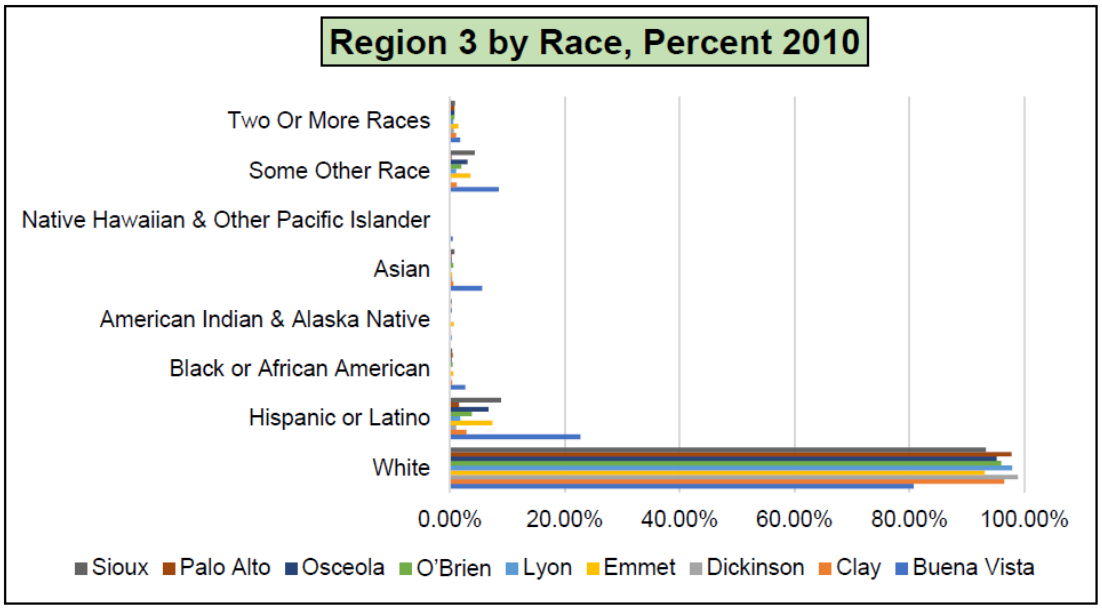
Source: United States Census Bureau 2010 American Community Survey

Table 3.14: Region 3 by Race, Percent – 2010

Race	Buena Vista	Clay	Dickinson	Emmet	Lyon	O'Brien	Osceola	Palo Alto	Sioux
White	80.7%	96.5%	98.9%	93.1%	97.9%	96.0%	95.2%	97.8%	93.3%
Hispanic or Latino	22.7%	2.9%	1.1%	7.4%	1.8%	3.8%	6.7%	1.6%	8.9%
Black or African American	2.7%	0.4%	0.2%	0.6%	0.1%	0.5%	0.3%	0.5%	0.4%
American Indian & Alaska Native	0.3%	0.2%	0.1%	0.7%	0.1%	0.1%	0.3%	0.2%	0.3%
Asian	5.6%	0.6%	0.4%	0.4%	0.2%	0.6%	0.3%	0.3%	0.8%
Native Hawaiian & Other Pacific Islander	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%
Some Other Race	8.5%	1.2%	0.2%	3.6%	1.1%	2.0%	3.1%	0.3%	4.3%
Two Or More Races	1.8%	1.1%	0.7%	1.5%	0.6%	0.8%	0.8%	0.8%	0.9%

Source: United States Census Bureau 2010 American Community Survey

Figure 3.14: Region 3 by Race, Percent – 2010



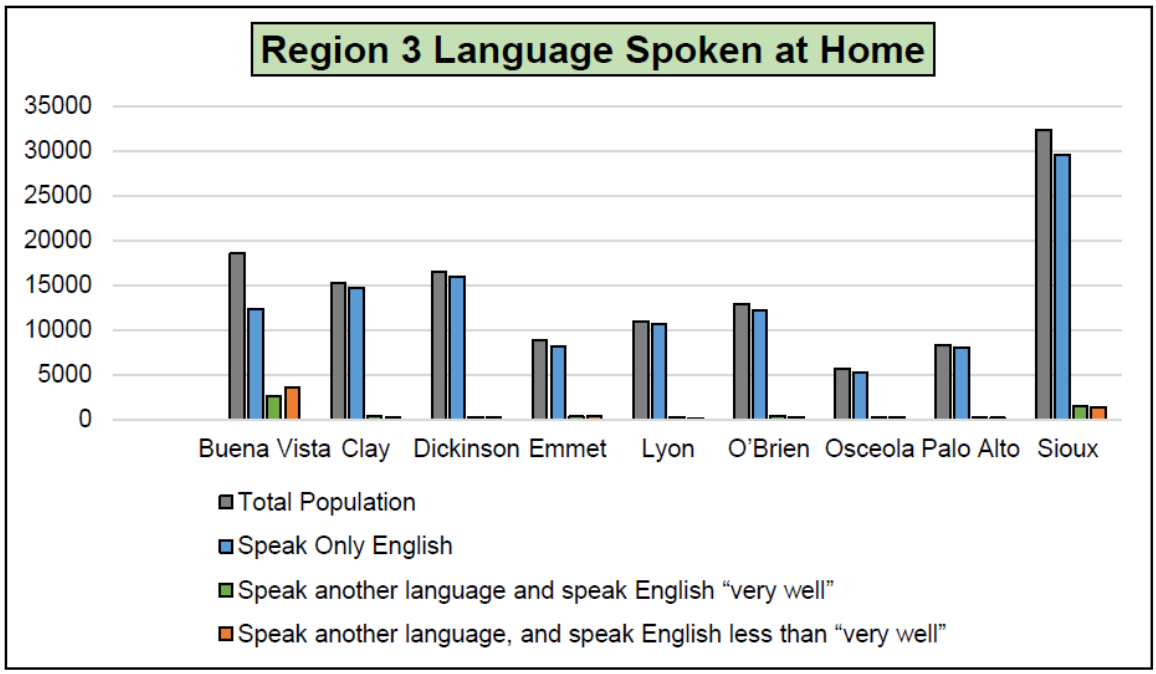
Source: United States Census Bureau 2010 American Community Survey

Table 3.15: Region 3 Language Spoken at Home

County	Total Population (5 years and Over)	Speak Only English	Speak another language and speak English "very well"	Speak another language, and speak English less than "very well"
Buena Vista	18,507	12,378	2,556	3,573
Clay	15,174	14,681	323	170
Dickinson	16,492	15,966	260	266
Emmet	8,809	8,179	312	318
Lyon	10,923	10,600	208	115
O'Brien	12,916	12,228	402	286
Osceola	5,669	5,180	277	212
Palo Alto	8,325	8,009	156	160
Sioux	32,342	29,589	1,415	1,338
Total	**129,157**	**116,810**	**5,909**	**6,438**

Source: United States Census Bureau 2020 American Community Survey

Figure 3.15: Region 3 Language Spoken at Home



Source: United States Census Bureau 2020 American Community Survey

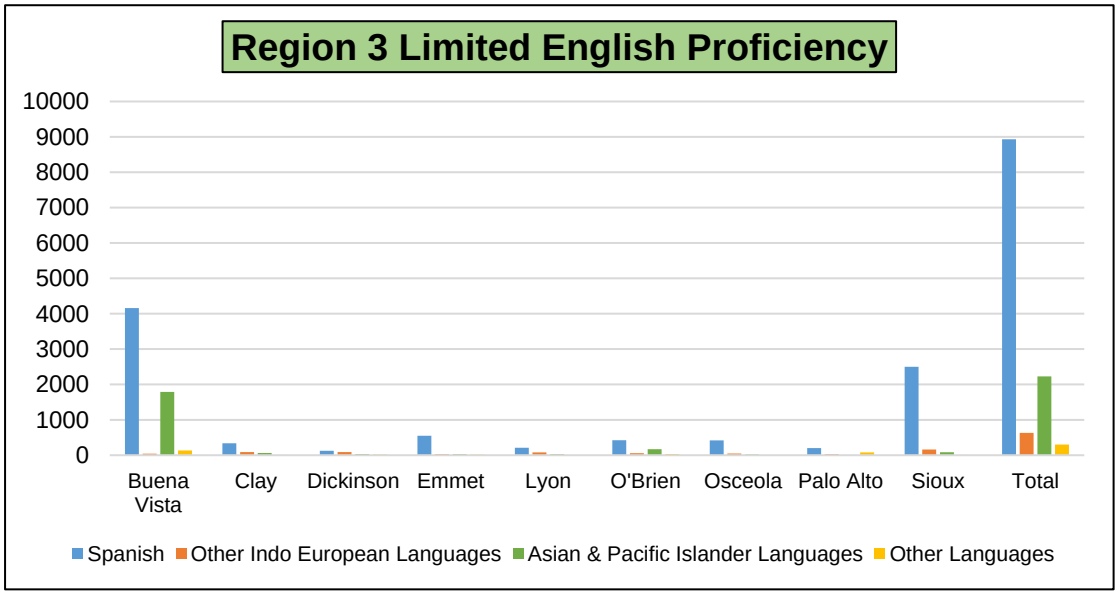
Table 3.16: Region 3 Limited English Proficiency

County	Spanish	Other Indo-European Languages	Asian and Pacific Islander Languages	Other Languages
Buena Vista	4,161	43	1,790	135
Clay	337	87	62	7
Dickinson	127	91	35	20
Emmet	551	31	31	17
Lyon	213	82	28	0
O'Brien	423	59	171	35
Osceola	419	49	21	0
Palo Alto	200	30	6	80
Sioux	2,501	160	83	9
Total	**8,932**	**632**	**2,227**	**303**

Source: United States Census Bureau 2020 American Community Survey

The percentage of LEP (Limited English Proficiency) varies broadly throughout the region. The highest concentration of LEP persons is in Buena Vista County with the lowest concentration in Dickinson County.

Table 3.16: Region 3 Limited English Proficiency



Source: United States Census Bureau 2020 American Community Survey

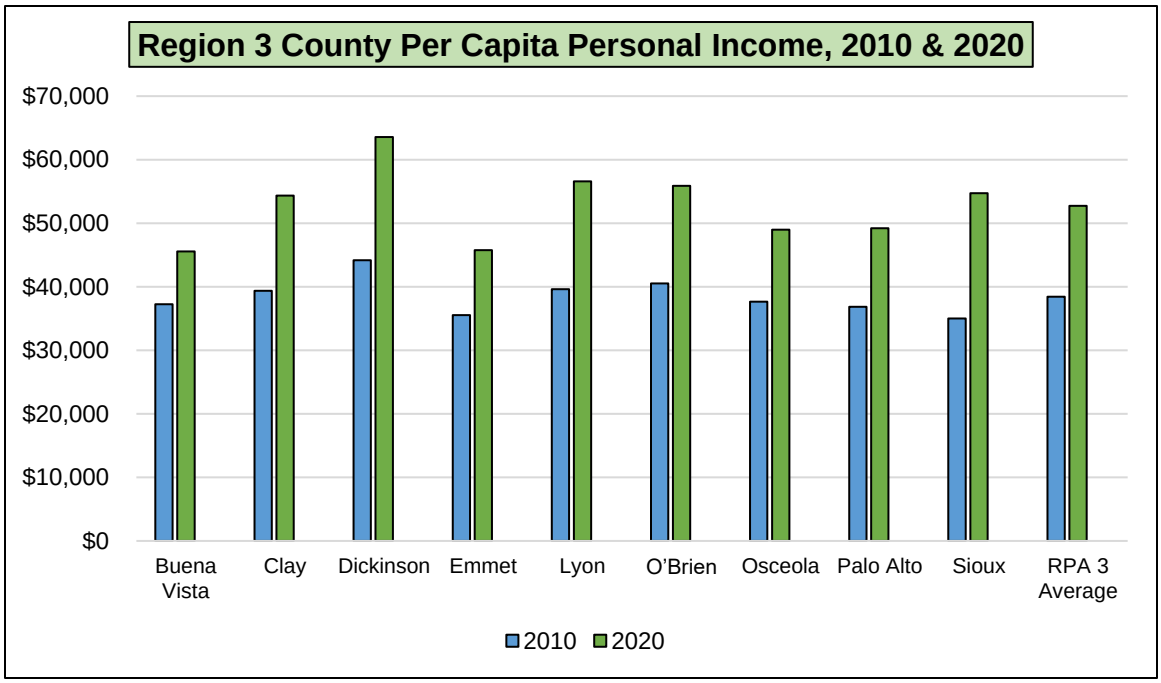
Section 3.5 Region 3 Income

Table 3.17: Region 3 Per Capita Personal Income by County, 2010 & 2020

County	2010	2020
Buena Vista	$37,242	$45,550
Clay	$39,377	$54,344
Dickinson	$44,185	$63,560
Emmet	$35,534	$45,761
Lyon	$39,627	$56,596
O'Brien	$40,525	$55,875
Osceola	$37,656	$48,976
Palo Alto	$36,838	$49,216
Sioux	$35,007	$54,716
RPA 3 Average	$38,443	$52,732

Source: Iowa.gov

Figure 3.17: Region 3 Per Capita Personal Income by County, 2010 & 2020



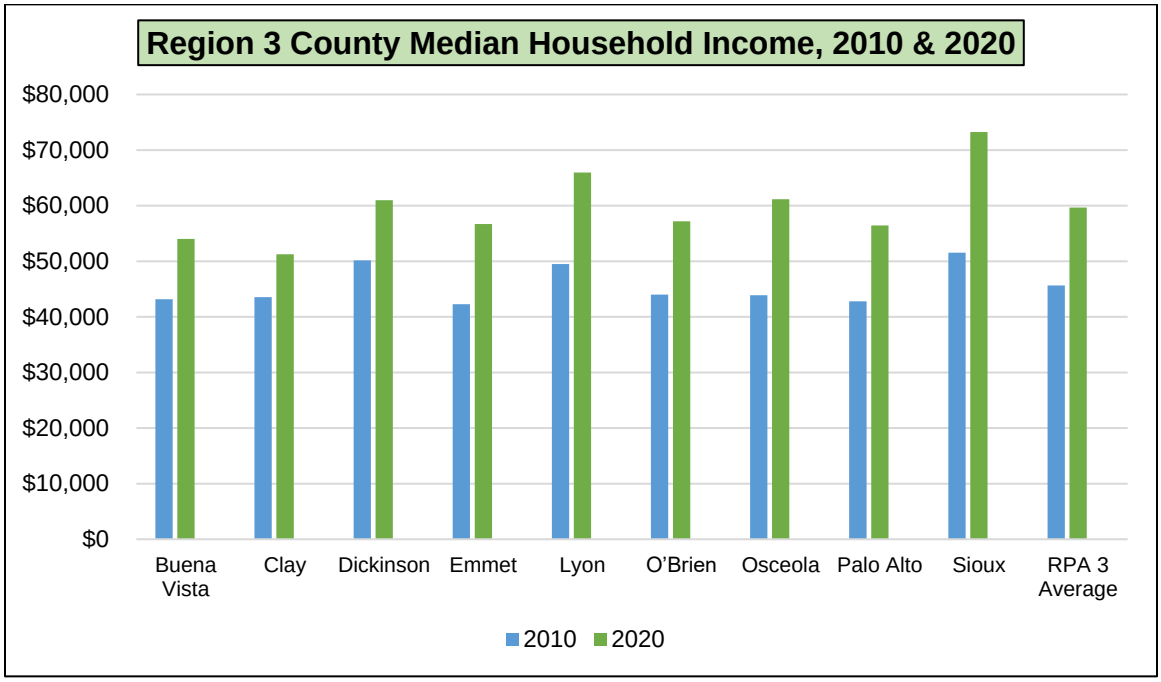
Source: Iowa.gov

Table 3.18 – Region 3 Median Household Income by County, 2010 & 2020

County	2010	2020
Buena Vista	$43,182	$54,014
Clay	$43,542	$51,259
Dickinson	$50,174	$60,975
Emmet	$42,286	$56,708
Lyon	$49,506	$65,959
O'Brien	$44,018	$57,200
Osceola	$43,889	$61,167
Palo Alto	$42,800	$56,437
Sioux	$51,557	$73,260
RPA 3 Average	$45,661	$59,664

Source: United States Census Bureau 2010 & 2020 American Community Survey

Figure 3.18 – Region 3 Median Household Income by County, 2010 & 2020

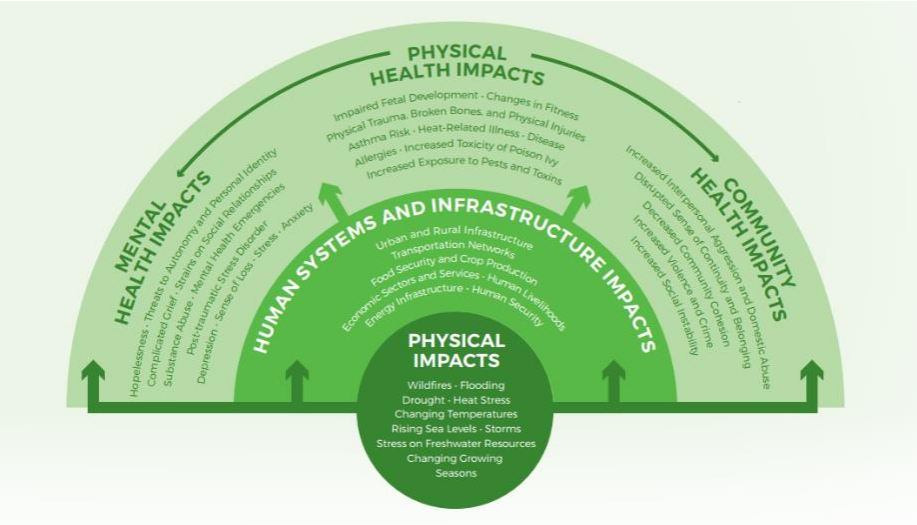


Source: United States Census Bureau 2010 & 2020 American Community Survey

The per capita income in Region 3 is also shown to be continually increasing. The per capita income increased over the period of 2000-2020. Sioux County has the highest income of all nine counties in the region in every income level. Changing economic trends are also indicated above by the lack of income levels over $100,000 per year. It is anticipated that because of the rural nature of the Region, median incomes will continue to trail the national average. Growth in industries like renewable energy may have a positive impact on income levels in the region.

Section 3.6 Region 3 Environmental Justice

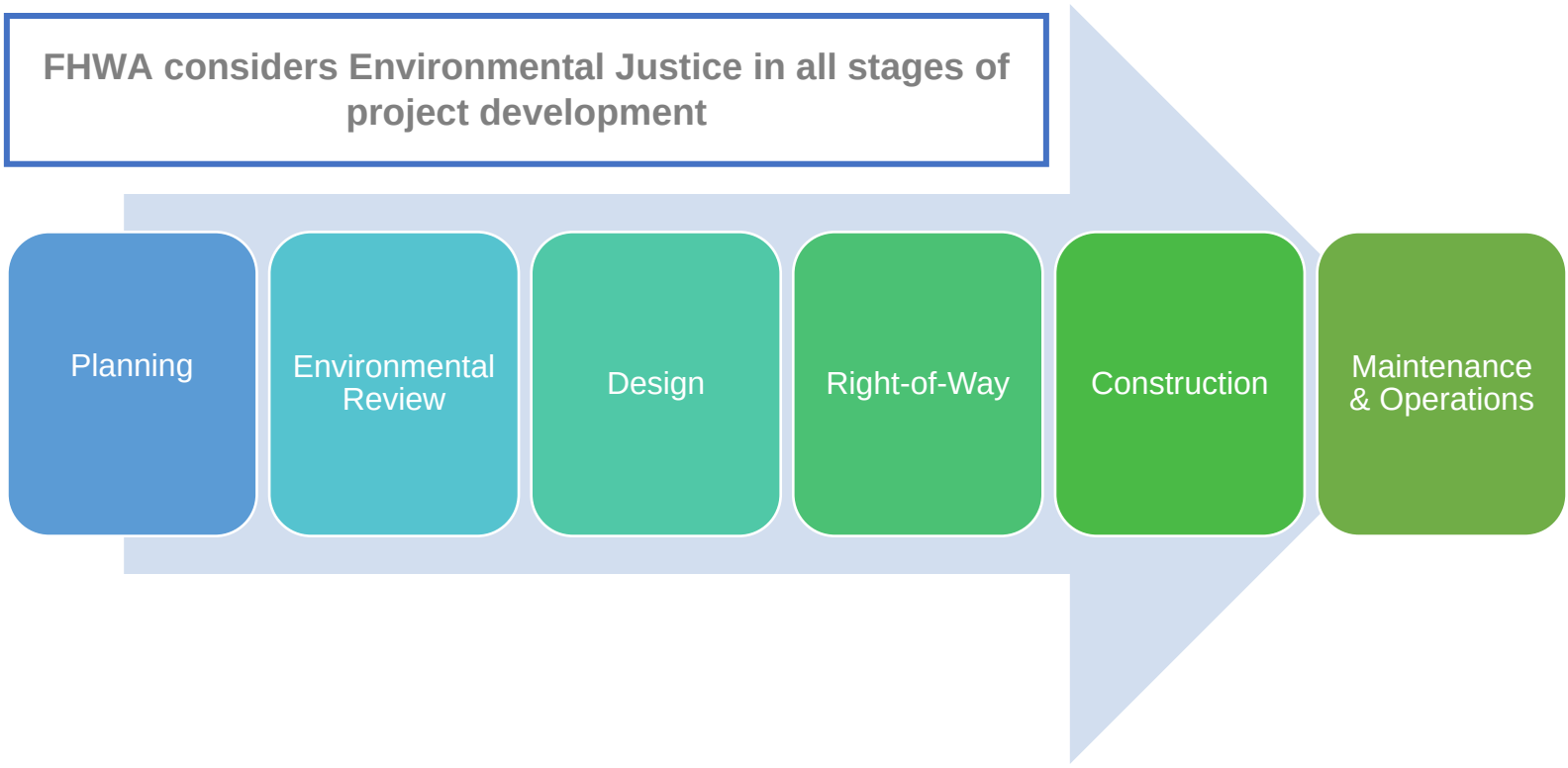
Executive Order #12898 of 1994 directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. 23 CFR 450.316(a)(1) (vii) requires that the needs of those "traditionally underserved" by existing transportation systems, such as low-income and/or minority households, be sought out and considered.



Environmental Justice (EJ) at the Federal Highway Administration (FHWA) means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

In the context of transportation, effective and equitable decision-making depends on understanding and properly addressing the unique needs of different socio-economic groups. The *USDOT Order 5610.2(a)* requires the Department to consider EJ principles in all USDOT programs, policies, and activities. The USDOT EJ Strategy identifies three fundamental principles of EJ that guide USDOT actions:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.



Definitions

Adverse Effect:

The FHWA and USDOT EJ Orders state that “adverse effects” means the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community; and, the denial of, reduction in, or significant delay in the receipt of benefits of FHWA/DOT programs, policies, or activities.

Disproportionately High and Adverse:

The FHWA and USDOT EJ Orders state that “disproportionately high and adverse” refers to a adverse effect that (1) is predominately borne by a minority population and/or a low-income population; or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population. When considering whether an effect is “disproportionately high and adverse,” practitioners should include the community that may be affected in that discussion.

Low-income:

The FHWA and USDOT EJ Orders define a "low-income" individual as a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. This differs from CEQ guidance on EJ, which suggests the use of U.S. Census Bureau poverty thresholds. The HHS website outlines key differences between HHS guidelines and Census guidelines.

Minority:

The FHWA and USDOT EJ Orders define a "minority" individual as a person who is: (1) Black: a person having origins in any of the black racial groups of Africa; (2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race; (3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent; (4) American Indian and Alaskan Native: a person having 11 origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through Tribal affiliation or community recognition; or (5) Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Populations:

For the terms "minority" and "low-income," the FHWA and USDOT EJ Orders define a "population" as any readily identifiable group of minority and/or low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons of those groups (such as migrant workers, homeless persons, or Native Americans) who will be similarly affected by a proposed FHWA/DOT program, policy, or activity.

Practitioner:

In this document, the term "practitioner" refers to the agency staff directly conducting an activity or project, which in most cases will be FHWA funding recipients, such as State departments of transportation and metropolitan planning organizations. FHWA primarily serves in an oversight and advisory role.

Underserved Population:

In this document, the term "underserved population" or "traditionally underserved population" refers to a broad category that includes minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and reaping equitable benefits, such as children, the elderly, and the disabled.

Section 3.7 Region 3 Employment

Iowa continues to grow the long tradition of agricultural and manufacturing excellence in the state. These sectors have served as a foundation for continued industry development in a distinct range of areas. At present, Iowa remains a leader in advanced manufacturing, value-added agriculture & food production; and the innovation of renewable energy & fuels; information & communications technology; and distribution & warehousing. The state of Iowa is the number one producer of corn, eggs, pork, ethanol, and biodiesel. The state ranks second in soybeans, fifth in alfalfa hay, ninth in cheese, and tenth in wool production. The state also is considered a top turkey producer in the U.S. with 11.7 million birds raised in 2021 and is among the top ten states raising beef with four million head of cattle in 2022.

Agriculture is a substantial part of the economy in Region 3 with rich soil incredibly suitable for various products. Agriculture and adjacent manufacturing activities are continually the leading economic drivers in Northwest Iowa. Tyson Foods is expanding operations at the existing facilities in Storm Lake, adding a feed mill that will support operations by providing feed made from locally sourced corn and soybeans. The feed mill addition brings Tyson's employment in Storm Lake to upwards of 3,000 people among the turkey and pork operations.

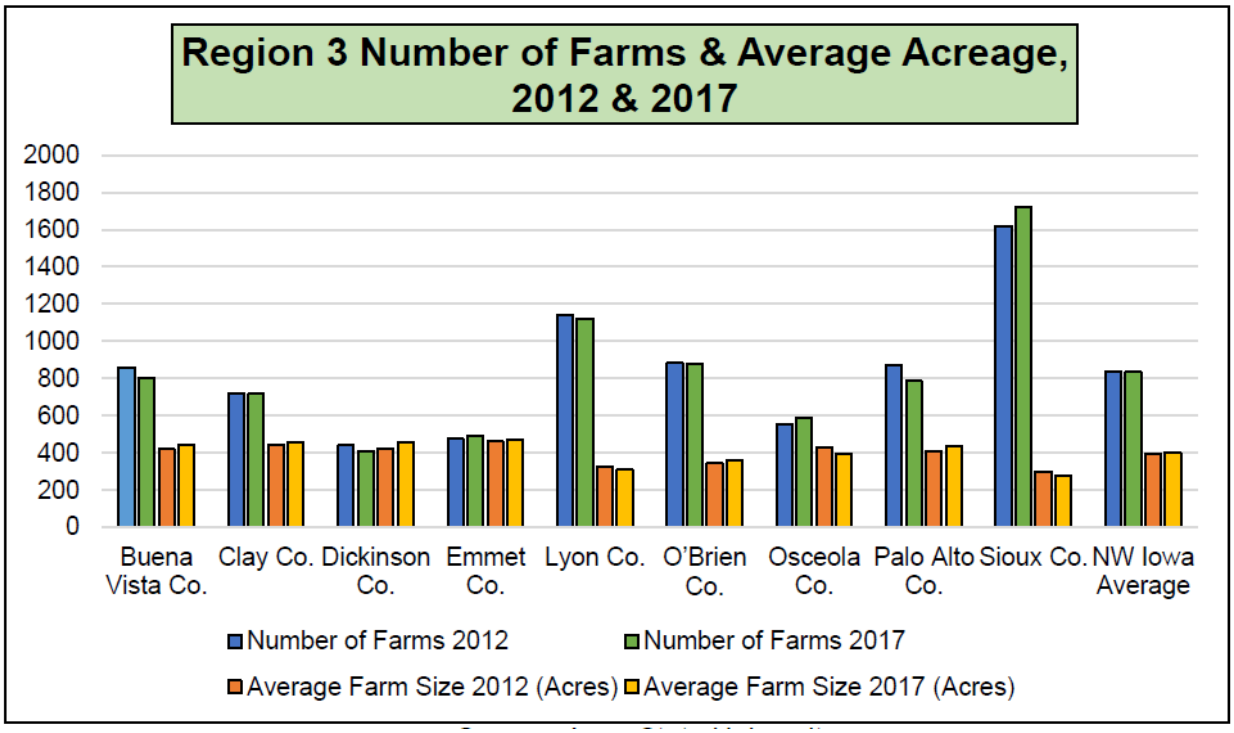
Table 3.19: Region 3 Number of Farms & Average Acreage, 2012 & 2017

Area	No. of farms 2012	No. of farms 2017	Avg. farm size 2012 (acres)	Avg. farm size 2017 (acres)
Buena Vista Co.	858	802	421	445
Clay Co.	720	716	443	460
Dickinson Co.	441	411	425	456
Emmet Co.	475	488	461	471
Lyon Co.	1,139	1,122	325	309
O'Brien Co.	884	876	344	359
Osceola Co.	555	591	429	397
Palo Alto Co.	874	785	410	436
Sioux Co.	1,618	1,724	299	280
NW Iowa Average	840	835	395	401
Iowa	88,637	86,104	345	355

Source: Iowa State University

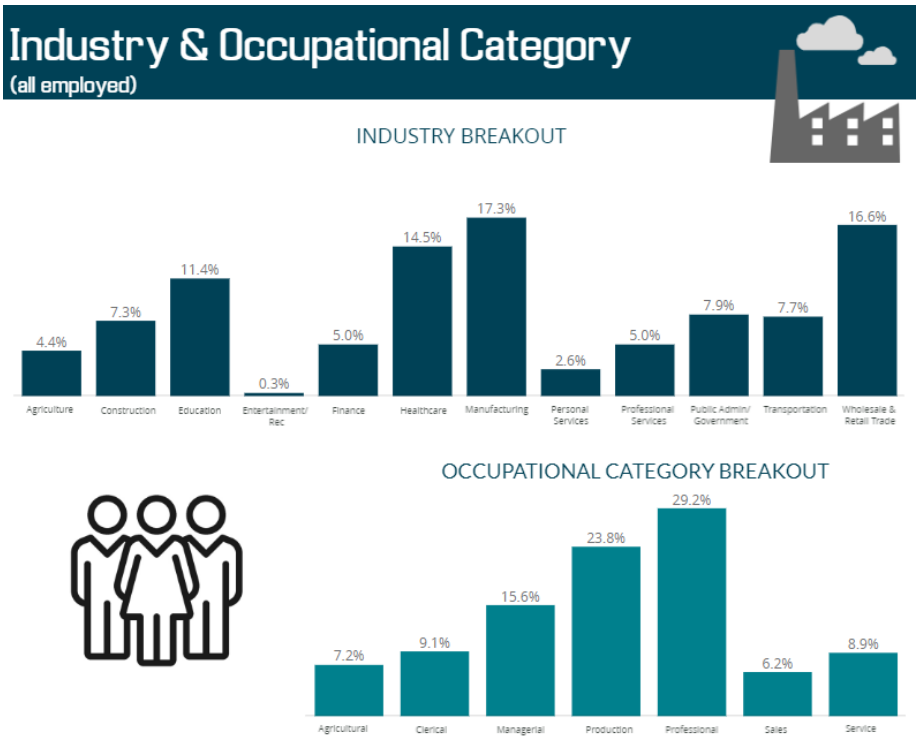
Trends show a decrease in the number of agriculture jobs, a decrease in the number of farms, but an increase in the average farm size. This can be attributed to fewer small farms that are not in operation and an increase in larger cooperation's with fewer people working larger farm operations.

Figure 3.19: Region 3 Number of Farms & Average Acreage, 2012 & 2017



Source: Iowa State University

Figure 3.20: Region 3 Employment by Industry



Source: Iowa Workforce Development

The graph above shows that the largest employed industry in RPA 3 is manufacturing. Other industries with high percentages of the workforce are wholesale & retail trade, healthcare, and education. It is anticipated that the manufacturing sector will remain robust due to the willingness of state and local governments to invest in retaining current manufacturers and attracting new business as well. Most of the region is isolated from larger metropolitan centers and residents feel strongly about having local retail opportunities to boost the local economy and reduce the need to travel for shopping.

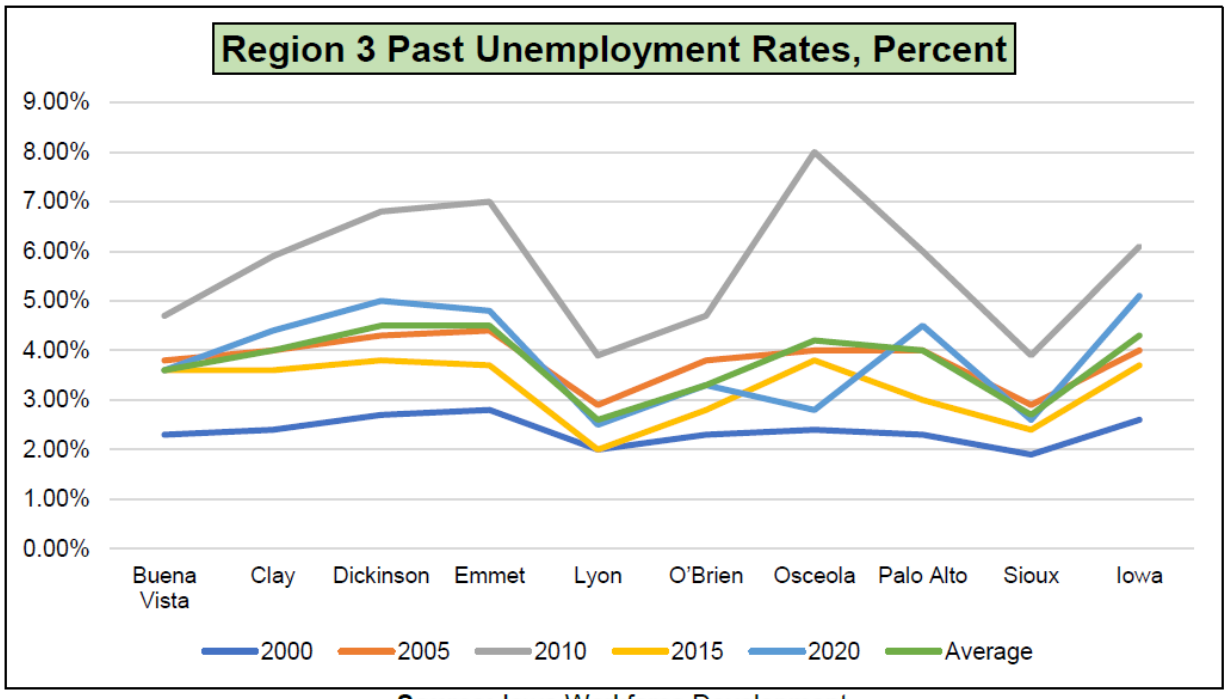
Region 3 has steadily low unemployment rates. Table 3.14 below shows the unemployment rates of the nine counties and the state of Iowa. Lyon and Sioux counties consistently have the lowest unemployment in the region. Higher unemployment rates are observed in 2010 and 2020, these rates are due in part to the economic recession in 2008 & 2009, and the pandemic in 2020. The current average unemployment rate for RPA3 is 2.5 percent as of December 2022. In January 2023, the national unemployment rate dropped to 3.4 percent which is the lowest level since May of 1969. Several counties in Region 3 have unemployment rates below 3 percent and suggests the workforce will remain strong and viable in the coming decades.

Table 3.20 – Region 3 Past Unemployment Rates

County	2000	2005	2010	2015	2020	Average
Buena Vista	2.3%	3.8%	4.7%	3.6%	3.6%	3.6%
Clay	2.4%	4.0%	5.9%	3.6%	4.4%	4.0%
Dickinson	2.7%	4.3%	6.8%	3.8%	5.0%	4.5%
Emmet	2.8%	4.4%	7.0%	3.7%	4.8%	4.5%
Lyon	2.0%	2.9%	3.9%	2.0%	2.5%	2.6%
O'Brien	2.3%	3.8%	4.7%	2.8%	3.3%	3.3%
Osceola	2.4%	4.0%	8.0%	3.8%	2.8%	4.2%
Palo Alto	2.3%	4.0%	6.0%	3.0%	4.5%	4.0%
Sioux	1.9%	2.9%	3.9%	2.4%	2.6%	2.7%
Iowa	2.6%	4.0%	6.1%	3.7%	5.1%	4.3%

Source: Iowa Workforce Development

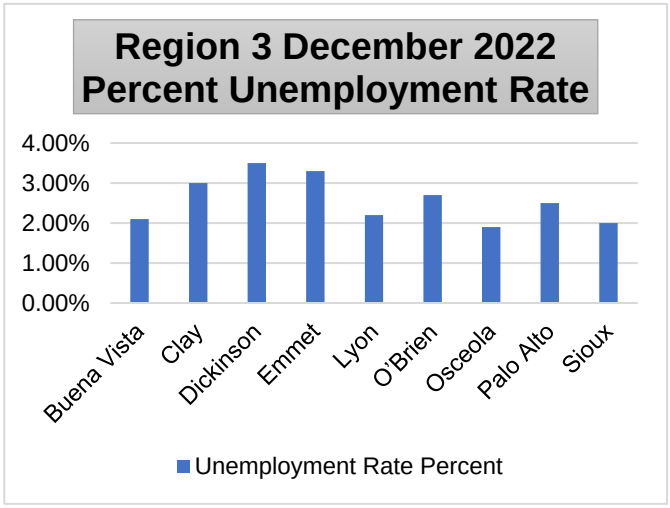
Figure 3.21: Region 3 Past Unemployment Rates, Percent



Source: Iowa Workforce Development

Table 3.21: Region 3 Current Unemployment Rates

County	Unemployment Rate % (December 2022)
Buena Vista	2.1%
Clay	3.0%
Dickinson	3.5%
Emmet	3.3%
Lyon	2.2%
O'Brien	2.7%
Osceola	1.9%
Palo Alto	2.5%
Sioux	2.0%
Regional Average	2.5%



Source: Iowa Workforce Development

Table 3.16 depicts the projections for growth occupations broken out by different occupation types and what sector they were in. Iowa's top ten occupations expected to have the largest percentage of employment growth for 2018 - 2028 are primarily in the Construction; Installation/Maintenance/Repair; Personal; Computer/Mathematical; Community/Social; and Healthcare major occupational groups with Solar Photovoltaic Installers leading the way. In conjunction with robust growth, occupational employment levels are to be reviewed in determining the largest number of job openings. Renewable energy occupations hold a

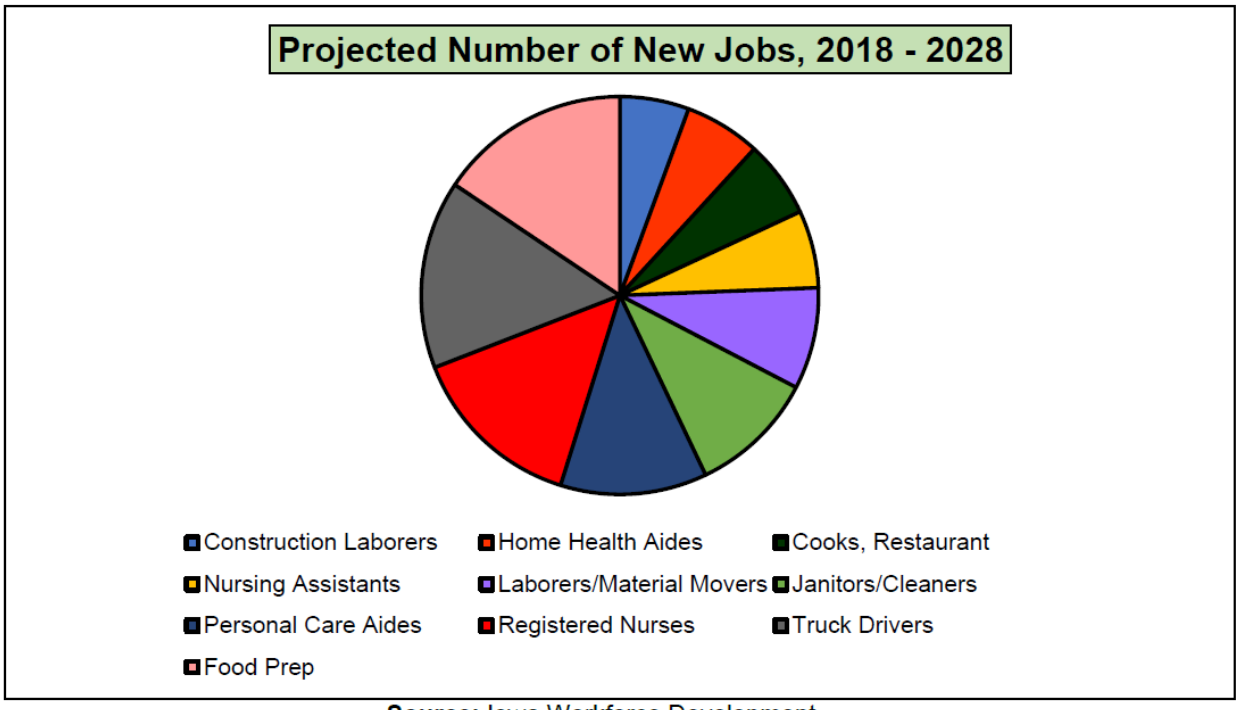
prominent place in the workforce of the state of Iowa. Occupations within the medical field and the information technology & security sectors are also expected to see moderate growth. Some jobs with an anticipated decrease in employees are tellers, typists, secretaries, agricultural workers, farmers, & other agricultural related occupations. The advancement of technology continues to change the workforce dynamics across the region and state.

Table 3.22: Iowa Occupation Growth Projection, 2018 - 2028

Occupation	Projected Number of New Jobs
Construction Laborers	**2,045**
Home Health Aides	**2,250**
Cooks, Restaurant	**2,275**
Nursing Assistants	**2,290**
Laborers/Material Movers	**3,005**
Janitors/Cleaners	**3,725**
Personal Care Aides	**4,335**
Registered Nurses	**5,185**
Truck Drivers	**5,560**
Food Prep	**5,665**

Source: Iowa Workforce Development

Figure 3.22: Iowa Occupation Growth Projection, 2018 - 2028



Source: Iowa Workforce Development

Table 3.23: Iowa Occupation Decline Projection, 2018 - 2028

Occupation	Projected Number of Jobs Lost
Assemblers & Fabricators	**-2,290**
Executive Secretaries & Admin Assistants	**-1,685**
Secretaries & Admin Assistants, Legal/Medical/Executive	**-1,425**
Inspectors, Testers, Sorters, Samplers, & Weighers	**-830**
Tellers	**-740**
Farmers, Ranchers, & Other Agriculture Managers	**-630**
Cooks, Fast Food	**-590**
Bookkeeping, Accounting, & Auditing Clerks	**-565**
Agriculture Workers, All Other	**-470**
Telemarketers	**-450**

Source: Iowa Workforce Development

Figure 3.23: Iowa Occupation Decline Projection, 2018 - 2028

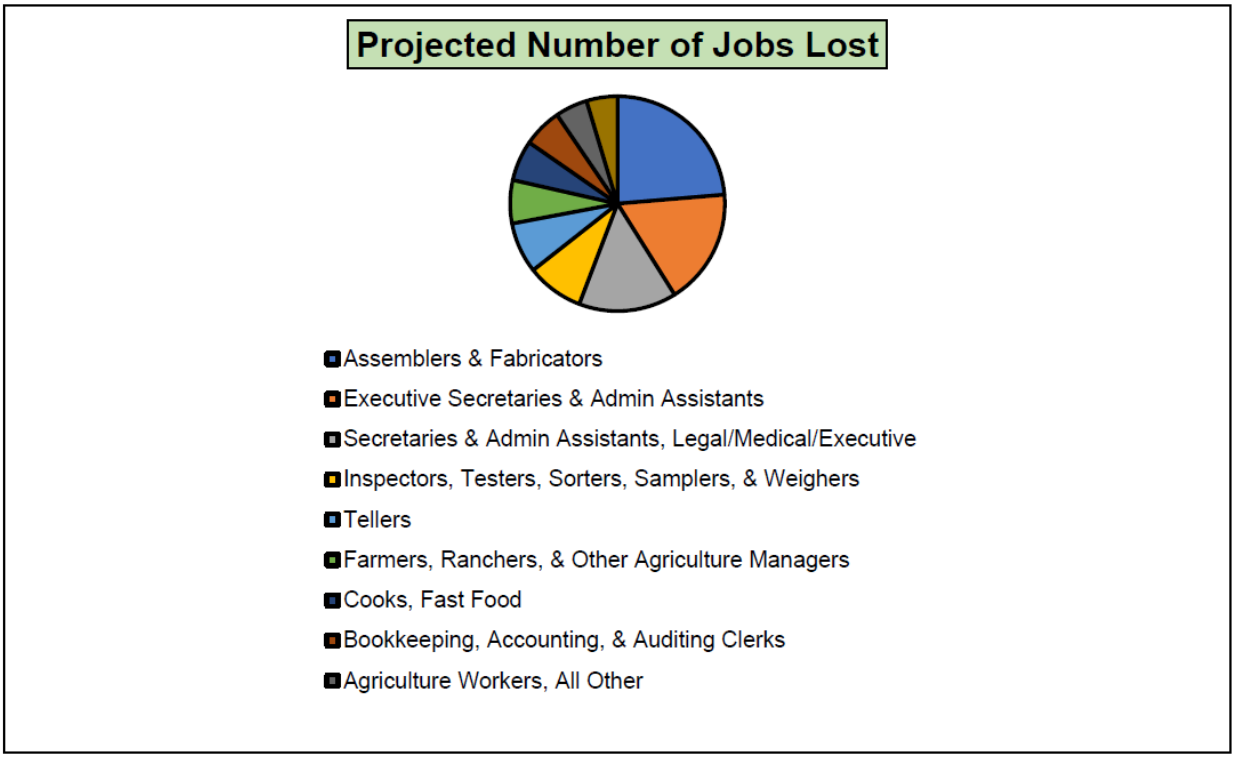
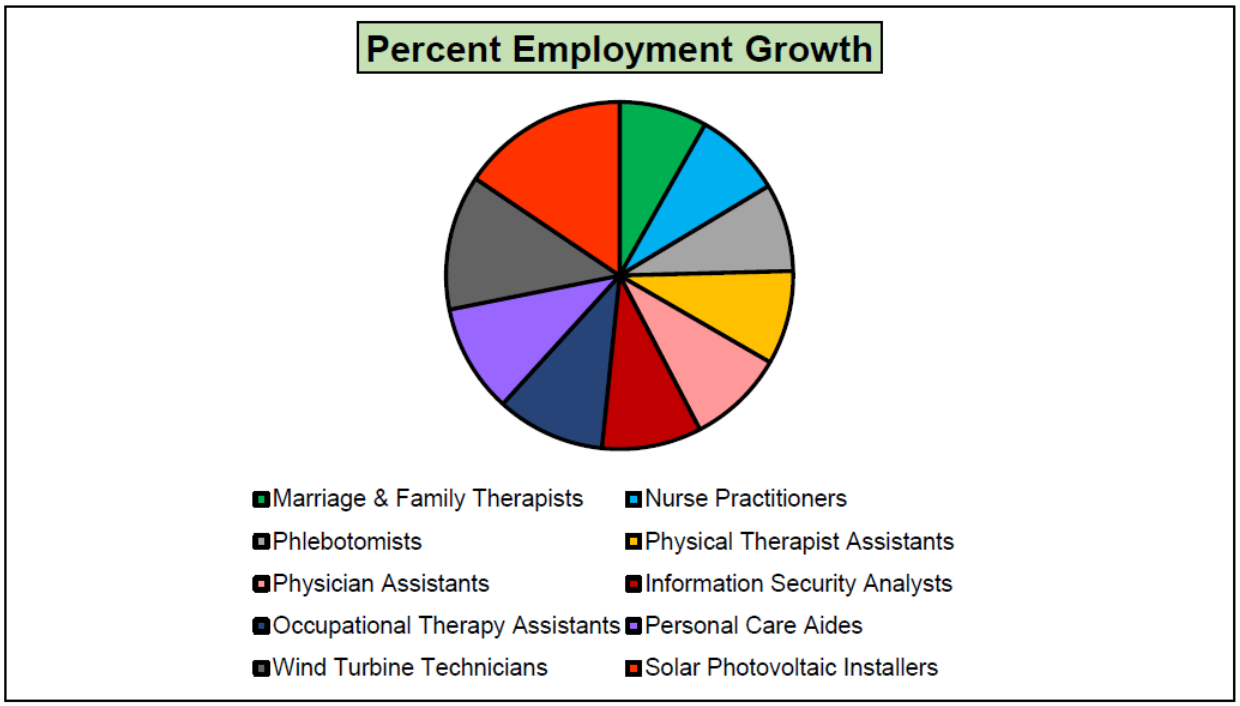


Table 3.24: Iowa Quick Growth Occupation Projection, 2018 - 2028

Occupation	Percent Employment Growth
Marriage & Family Therapists	**3.0%**
Nurse Practitioners	**3.0%**
Phlebotomists	**3.0%**
Physical Therapist Assistants	**3.2%**
Physician Assistants	**3.3%**
Information Security Analysts	**3.4%**
Occupational Therapy Assistants	**3.7%**
Personal Care Aides	**3.7%**
Wind Turbine Technicians	**4.6%**
Solar Photovoltaic Installers	**5.7%**

Source: Iowa Workforce Development

Figure 3.24: Iowa Quick Growth Occupation Projection, 2018 - 2028



Source: Iowa Workforce Development

Section 3.8 Regional Commuting Patterns

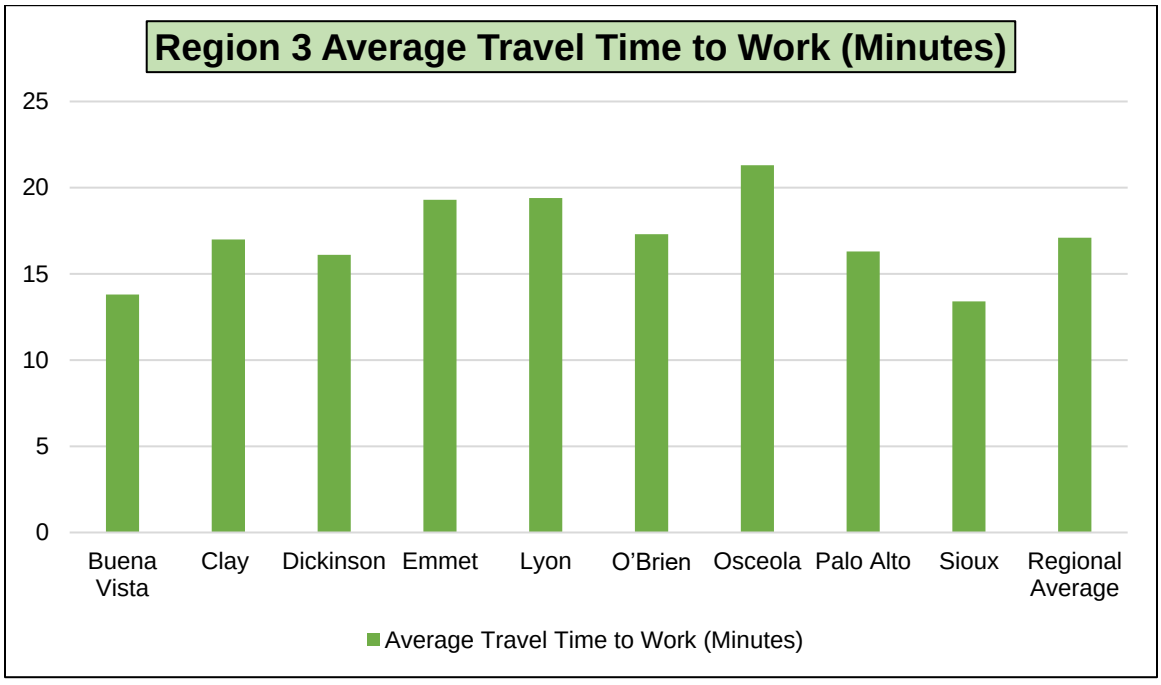
Many drivers in the region drive to work alone, and trips average between 13 and 22 minutes. Some residents of rural Iowa carpool, with the highest percentage in Buena Vista and Palo Alto counties. Walking to work has the highest rates in Osceola and Buena Vista counties. Across the region an exceedingly small number of residents use public transportation to commute to work. Working from home has become more common during the current digital era and rates of people working from home may continue to increase over the next two decades.

Table 3.25: Region 3 Average Travel Time to Work

County	Average Travel Time to Work (Minutes)
Buena Vista	13.8
Clay	17.0
Dickinson	16.1
Emmet	19.3
Lyon	19.4
O'Brien	17.3
Osceola	21.3
Palo Alto	16.3
Sioux	13.4
Regional Average	17.1

Source: United States Census Bureau 2020 American Community Survey

Figure 3.25: Region 3 Average Travel Time to Work



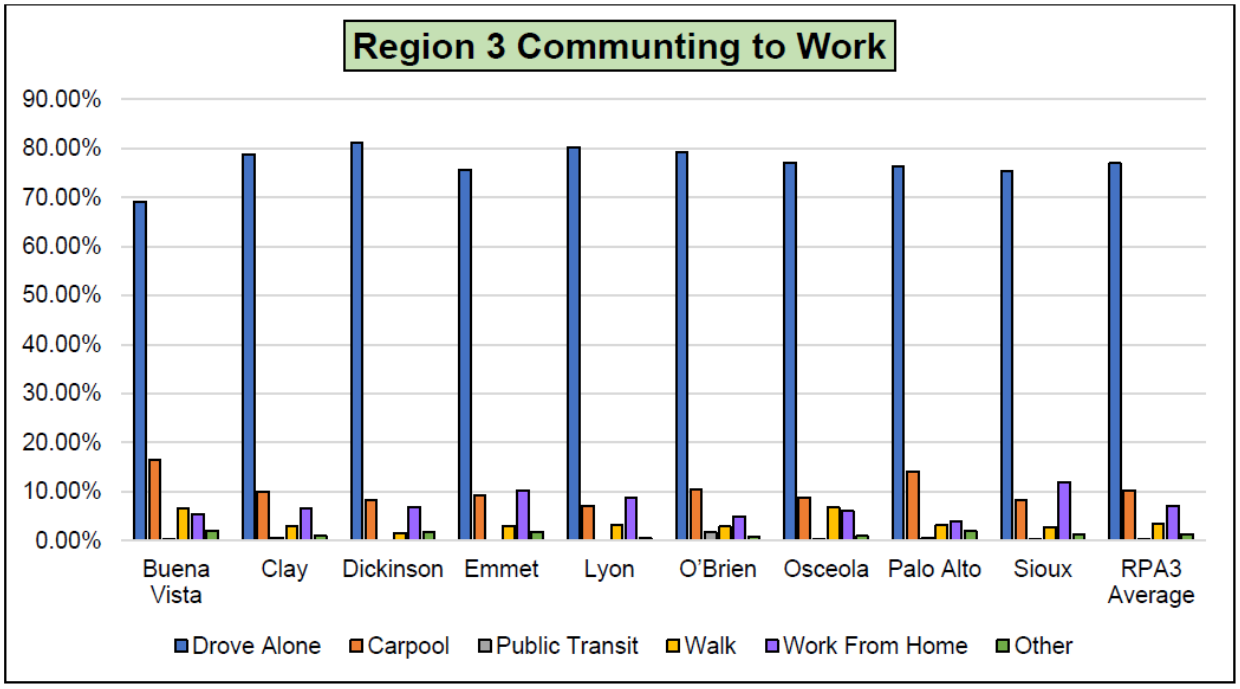
Source: United States Census Bureau 2020 American Community Survey

Table 3.26: Region 3 Commuting to Work (Workers 16 & Over)

County	Drove Alone	Carpool	Public Transit	Walk	Work From Home	Other
Buena Vista	69.1%	16.5%	0.3%	6.6%	5.4%	2.1%
Clay	78.7%	10.0%	0.6%	3.1%	6.6%	1.0%
Dickinson	81.2%	8.4%	0.2%	1.5%	6.9%	1.8%
Emmet	75.6%	9.3%	0.0%	3.1%	10.2%	1.9%
Lyon	80.2%	7.1%	0.1%	3.3%	8.7%	0.5%
O'Brien	79.2%	10.4%	1.7%	2.9%	5.0%	0.8%
Osceola	77.0%	8.9%	0.3%	6.8%	6.1%	1.0%
Palo Alto	76.2%	14.2%	0.5%	3.2%	3.9%	2.0%
Sioux	75.3%	8.3%	0.3%	2.7%	12.0%	1.4%
RPA3 Average	76.9%	10.3%	0.4%	3.6%	7.2%	1.3%

Source: United States Census 2020 American Community Survey

Figure 3.26: Region 3 Commuting to Work (Workers 16 & Over)



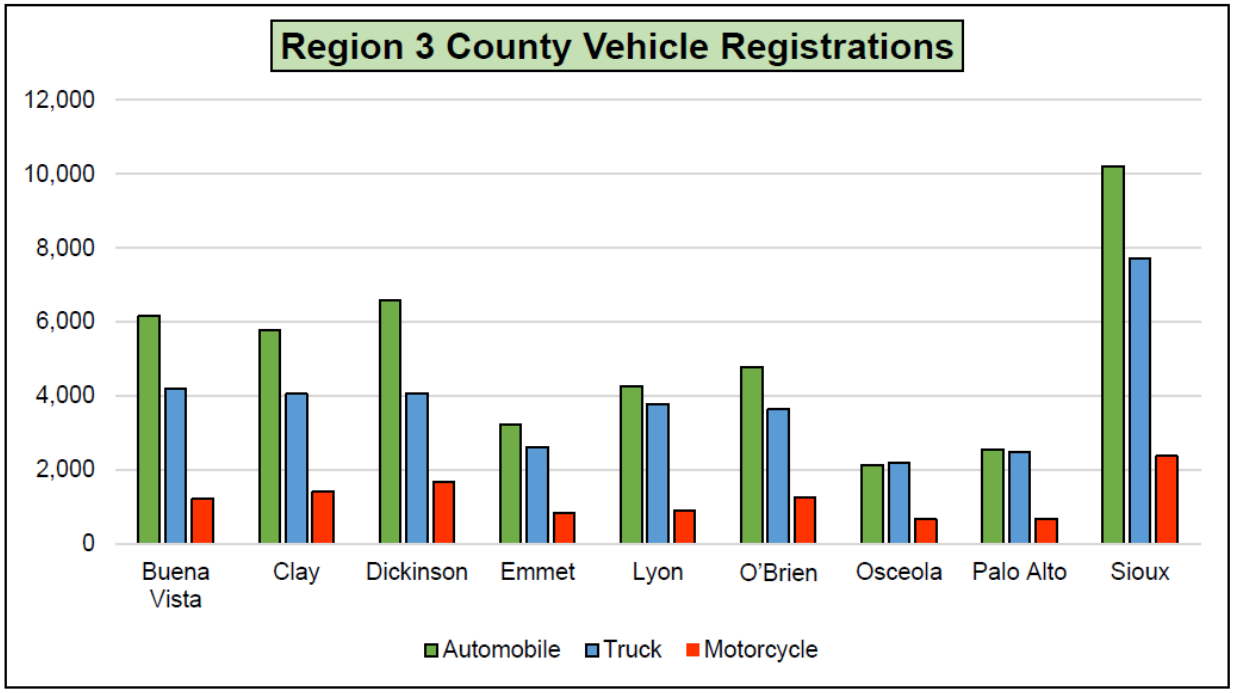
Source: United States Census 2020 American Community Survey

Table 3.27: Region 3 County Vehicle Registrations, 2022

County	Automobile	Truck	Motorcycle
Buena Vista	6,164	4,207	1,214
Clay	5,764	4,048	1,410
Dickinson	6,599	4,080	1,666
Emmet	3,226	2,618	837
Lyon	4,271	3,778	917
O'Brien	4,779	3,637	1,265
Osceola	2,131	2,201	662
Palo Alto	2,555	2,467	672
Sioux	10,213	7,721	2,373

Source: Iowa Department of Transportation

Figure 3.27: Region 3 County Vehicle Registrations, 2022



Source: Iowa Department of Transportation

Section 3.9 Recent Developments

The challenge in RPA 3, as seen in several other rural areas of the state, is how to keep people and businesses in northwest Iowa. Rural Iowa has problems keeping residents, and with the closures of major businesses the challenges could be increased. The largest employment sector witnessing job loss in the region is in the manufacturing and production sectors. Although other job losses have occurred, there are increases in sectors such as professional and business services. It is encouraging that the region continues to attract business and industry due to numerous factors, namely lower cost of living and a trained workforce.

The two largest manufacturers in the region are Polaris Industries Inc in Spirit Lake (Dickinson) and Tyson Foods Inc in Storm Lake (Buena Vista) with employment numbers falling in the 500-999 range. There are five regional manufacturers falling in the 250-499 employee range. They are Den Hartog Industries Inc located in Hospers (Sioux), GKN Armstrong Wheels Inc located in Armstrong (Emmet), Rembrandt Enterprises in Rembrandt (Buena Vista), Rosenboom Machine & Tool Inc in Spirit Lake (Dickinson), and Smithfield Foods in Sioux Center (Sioux).

Over the last several decades, the non-traditional use of corn and soybeans has become more prominent in the state of Iowa. Ethanol production and processing has become a significant source for fuel and other products, creating new jobs in the region. There are seven ethanol biorefineries throughout the region with a combined annual capacity of 534 million gallons of ethanol. Iowa leads the nation in ethanol production, creating nearly 30 percent of all U.S. ethanol. Iowa's ethanol industry can produce more than 4.1 billion gallons annually, using more than 1.3 billion bushels of corn. This comes from the forty-two corn ethanol plants and two cellulosic plants operating across the state.

Buena Vista County Soy Crushing Facility:

Platinum Crush, a new soybean crushing facility is being constructed in Alta, Iowa and will drive value-added agriculture forward in the communities of Northwest Iowa. Platinum Crush will help meet the expanding global demand for protein and oils in the feed, food, and fuel markets, including animal nutrition, human nutrition, and renewable fuels. Crushing 110,000 bushels daily will require building a team of 55 to 65 colleagues, offering high-quality career opportunities extracting all the value possible from locally grown soybeans. With strong logistics and proximity to some of the largest feed mills in Iowa, the soy crush facility will position Buena Vista County and surrounding areas into the center of the global food and fuel supply chain.

Platinum Crush will be capable of producing 847,000 tons of soybean meal per year (2,420 tons per day), 450 million pounds of crude soybean oil per year (615 tons per day), and 77,000 tons of pelleted soybean hulls per year (220 tons per day). The soybean meal and soy hulls (which contain highly digestible fiber) will be used in animal nutrition while the soybean oil can be used for a variety of applications, including the human nutrition and the rapidly expanding, renewable diesel bioenergy segment.

Section 3.10 Summary

Based on demographic data the area is continuing to age, becoming more rural, and continues to see a steady economy with lower unemployment. Regional demographics and trends aid in forecasting future transportation needs. Tracking these shifts ensures that vital resources are distributed effectively, which benefits RPA3. Population trends also provide local and regional leaders with a sense of the types of services that need to be supplied to maintain a viable workforce and attract future businesses to the region. Continuing preservation of the current transportation system is essential to keep local economies successful. In the rural environment, residents are willing to travel farther distances for services and employment. Retaining established employment opportunities and service providers in the area improves the entire region.

Chapter 4 - Existing Regional Transportation Networks

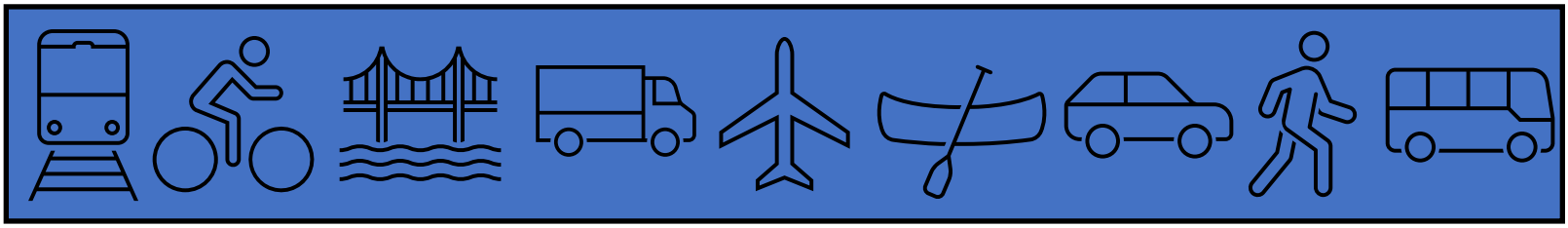
Section 4.1 Region 3 Transportation Network Overview

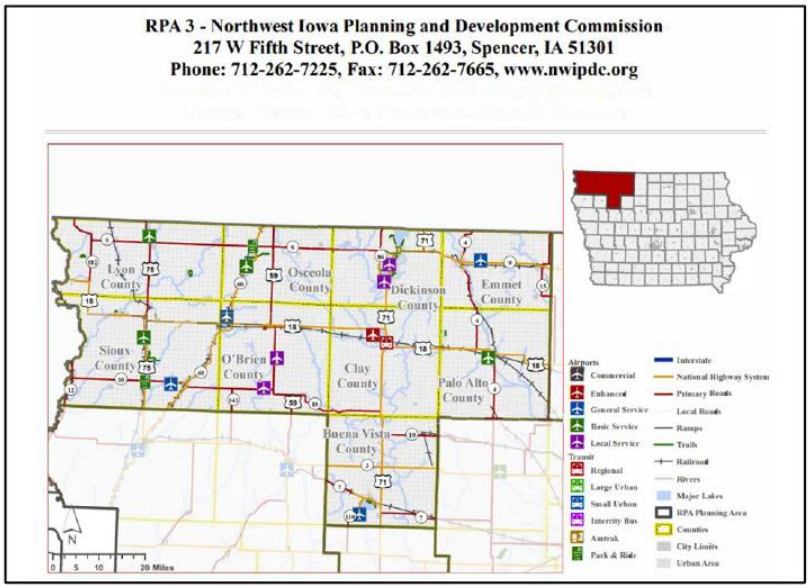
Region 3 is filled by numerous transportation networks of Northwest Iowa which include public transportation, highways, railroads, airports, trails, and pipelines. The term network refers to the framework of routes within a system of locations, identified as nodes. A route is a single link between two nodes that are portions of a larger network that can refer to tangible routes such as roads and rails, or less tangible routes such as air and water corridors.

The transportation network within Region 3 is one of the most significant factors affecting economic growth. Adequate transportation routes allow commodities to be shipped in or out of communities within the region. This section contains an inventory of the current transportation systems within Region 3. Roads, bridges, transit, rail, airports, trails, pipelines, and intermodal facilities make up the region's transit system. This inventory creates a target for today and will assist with future decision making in the transportation planning process.

The regional highway system connects Region 3 and supports the movement of goods throughout the region. Three highways in the region are included in the National Highway System (NHS) including US 71, US 18, and IA 60. The railroad lines located in Region 3 also provide national freight movement services to the region.

There is notable public dedication to improvement of the various land and water trail systems within RPA 3.





Section 4.2 Region 3 Roads, Highways, & Bridge Network

The predominant transportation systems throughout the region are highways and roads. The movement of people and goods requires an efficient roadway network from point A to point B. All modes of transportation, including air, rail, trails, and transit systems require the use of highways and local roads. Within Region 3, the primary system of highways consists of three highways in the National Highway System, two US highways, and seven IA highways. The two US highways in the National Highway System are US 71 and US 18. The National Highway System also includes portions of IA highways 3, 7, 9, 10, 60, 86 and 110.The other highways are U.S. 75 and 59. The IA highways not in the National Highway System are 4, 143, 404, 15 and 12. Included in this plan are the highway systems in northwest Iowa.

IA 60 runs northeast to southwest in Region 3 and enters from the north from Minnesota into western Osceola County. The highway passes through two of the larger cities in the region, Sibley, and Sheldon, as well as many smaller communities. It exits Region 3 in southeast Sioux County and continues south to Sioux City. The total number of miles of IA 60 has in Region 3 is estimated at slightly more than fifty miles.

US 71 also runs north-south throughout the region. It enters from Minnesota through eastern Dickinson County and exits through central Buena Vista County. US 71 connects the three county seats and industrial areas of Spirit Lake, Spencer, and Storm Lake. It also connects two of the largest cities in the region, Spencer, and Storm Lake. The total number of miles US 71 has in Region 3 is estimated at 90 miles.

US 18 runs east-west through the region, although portions of the system in the western side of the region are not designated on the National Highways System. It enters the Region on the east from Kossuth County into Palo Alto County and exits into South Dakota from Lyon County. The system connects the larger cities of Rock Valley, Sheldon, Spencer and Emmetsburg and many other smaller communities. The total number of miles US 18 has in Region 3 is estimated at 105 miles.

US 75 and 59 are both in the west part of Region 3. US 75 runs north- south through the region. It enters the region from the north from Minnesota and exits the region to the south through Sioux County and extends south to Sioux City. It connects Sioux Center to Rock Rapids. US 59 runs north-south through the Region. It enters the region from the north from Minnesota into Osceola County and exits in the south into Cherokee County from southern O'Brien County. It connects several smaller communities together. The estimates of mileage are between 45 and 50 miles, respectively.

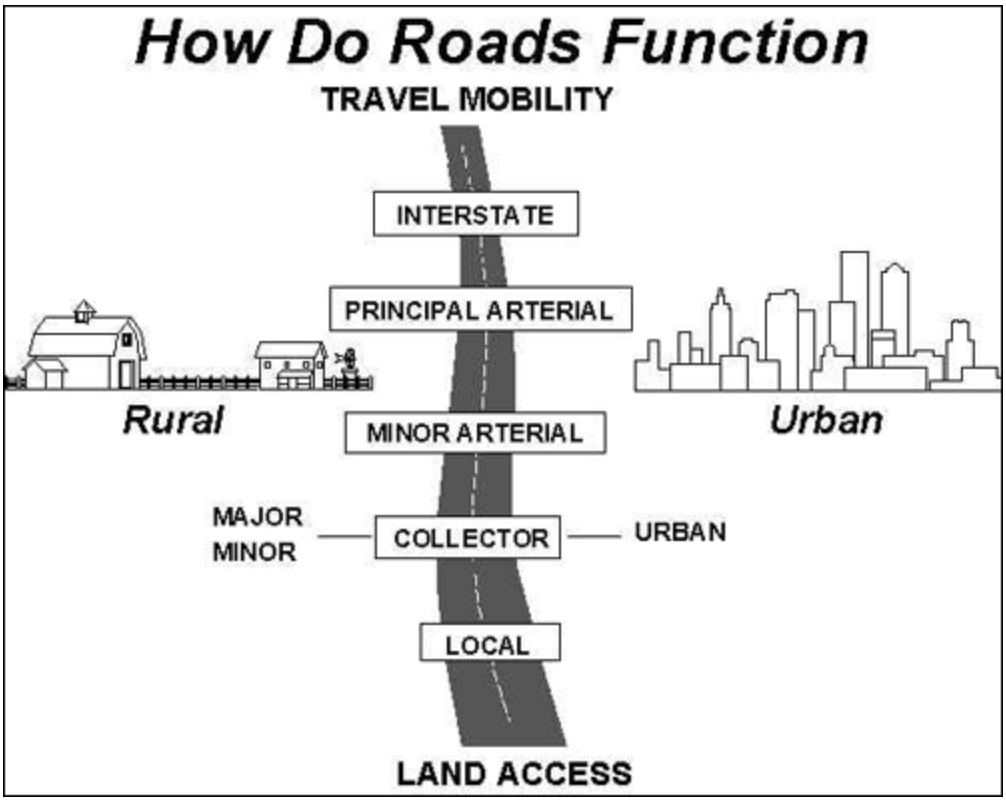
Other highways in the region are IA 3, IA 4, IA 7, IA 9, IA 10, IA 12, IA 15, IA 86, IA 110, IA 143, and IA 182. IA 3 runs east- west through the region. IA 3 enters the region from the east into Buena Vista County. It does not go through any cities in Region 3 but connects the cities of Pocahontas and Cherokee. IA 4 runs north-south through the region. It enters the region from the north of Minnesota through Emmet County. It connects Estherville, Emmetsburg, and many other smaller communities. IA 7 runs east-west through the region. It enters the region from the east into Buena Vista County. IA 7 runs through Storm Lake and continues east toward Alta and into Cherokee County. IA 9 runs east-west through the region. IA 9 enters the region from the east into Emmet County. It connects cities such as Rock Rapids, Sibley, Spirit Lake and Estherville and many other smaller communities.

IA 10 runs east-west through the region. It enters the region from the east into Buena Vista County. It connects Sioux Rapids, Paullina, Orange City, Hawarden, and many other smaller communities. IA 12 runs north-south through the region. It enters the region from the north into Sioux County. IA 12 goes through Hawarden and continues south to Sioux City. IA 15 runs north-south through the region. It enters from the north into Emmet County. The only City in the region IA 15 runs through is West Bend in Palo Alto County and Armstrong in Emmet County and continues south. IA 86 runs north-south through the region. It enters from the north of Minnesota and terminates in Milford in Dickinson County. IA 86 connects Hwy 71 and the Iowa Great Lakes cities in Dickinson County to Interstate 90 in Southern Minnesota. IA 110 runs north-south through the region. It enters the region from the south into Buena Vista County. The only City in the region IA 110 runs through is Storm Lake. IA 143 runs north-south through the region. It enters the region from the south into O'Brien County. It does not pass through any cities in the region but connects east/ west highways IA 3 and IA 10. IA 182 is only in a small part of Lyon County. It runs north south and connects IA 9 and US 18 and runs through the City of Inwood.

Federal Functional Classification

Federal Functional Classification (FFC) is the process by which streets and highways are grouped into classes by what type of service they provide. Roadways provide two basic service types: land access and mobility. The key to planning efficient roadway systems is finding the appropriate balance between accessibility and mobility. Urban and rural areas have fundamentally distinctive characteristics in density and types of land use, density of street and highway networks, nature of travel patterns, and the way which all these elements are related. The different roads in each type of system are evaluated and classified according to different criteria due to the distinct characteristics. Roads can be classified as principal arterial, minor arterial (urban), collector (urban) minor arterial (rural), major collector (rural), minor collector (rural), and local roads.

As mentioned before, roadways are classified according to the services they provide. The principal arterial is the highest functionally classified road type. Principal arterial roads are broken further down into three categories (interstate, expressway/freeway, and other principal arterial) within urban areas and two categories (interstate and other principal arterial) within rural areas. The primary purpose of principal arterials is to move people and goods rapidly over long distances. These roads are high capacity, highspeed roads with restricted access.



Minor arterials interconnect with principal arterials. These roads within urban areas are utilized for intercommunity trips of moderate length. The primary use of minor arterial roads is mobility, like principal arterial roads, but can provide more access points and more land access than the principal arterial roads can.

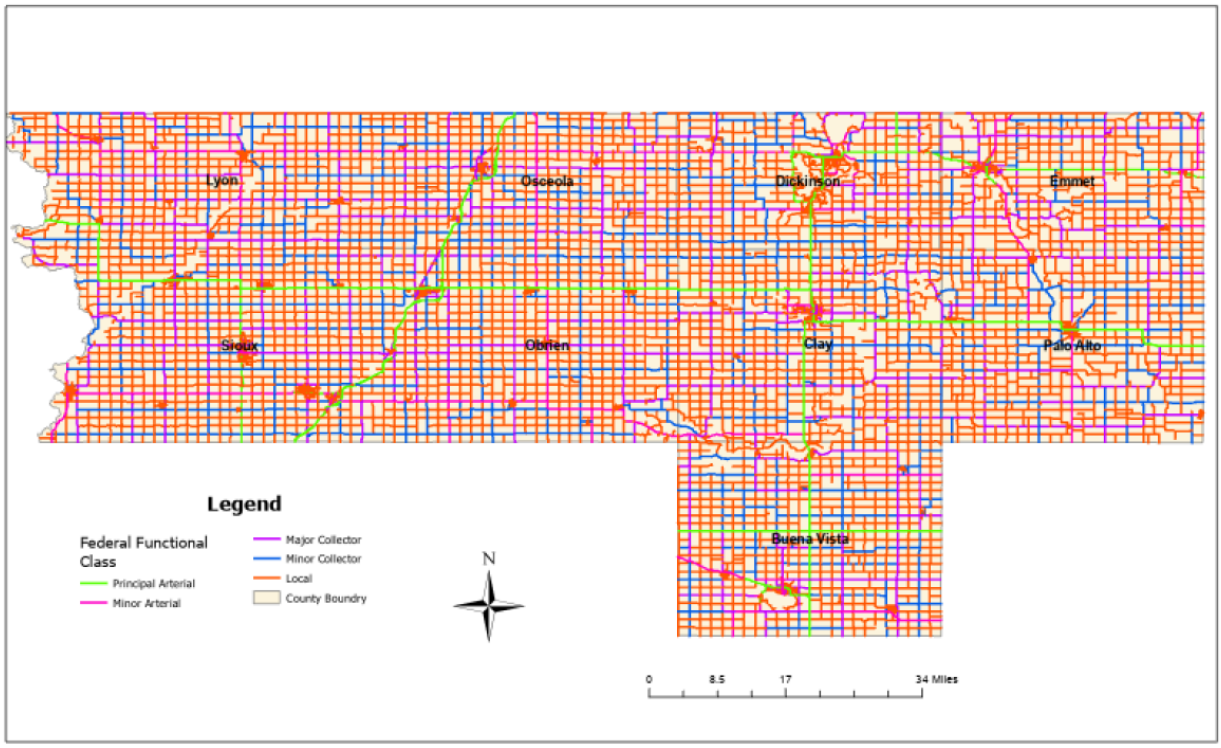
Collectors channel trips between local street systems and arterials. Collectors serve as a balance between mobility and land access, between arterials and local roads. Parking and direct driveway access to the street is typically allowed on collectors. These roads are usually wider, have higher capacity, and permit higher speeds than the local street network.

Local roads primarily provide local land access with the shortest distances and the least amount of traffic. A local road provides access to abutting land with little or no through movement. Local roads provide direct access to individual homes and farms.

Federal Functional Classification (FFC) is important for determining a roadway's eligibility for federal funds to be used for construction and maintenance. The lowest FFC classification is a collector, and in urban areas, roadways classified as collector or greater are eligible for federal funds. In rural areas, roadways must be classified as a major collector or greater to be eligible for federal funds. Local roads in urban and rural locations are not eligible for federal funds.

Map 4.1 shows the federal functional classification for roadways within Region 3.

Map 4.1: Region 3 Functional Classification



Source: Iowa DOT

Rural Network

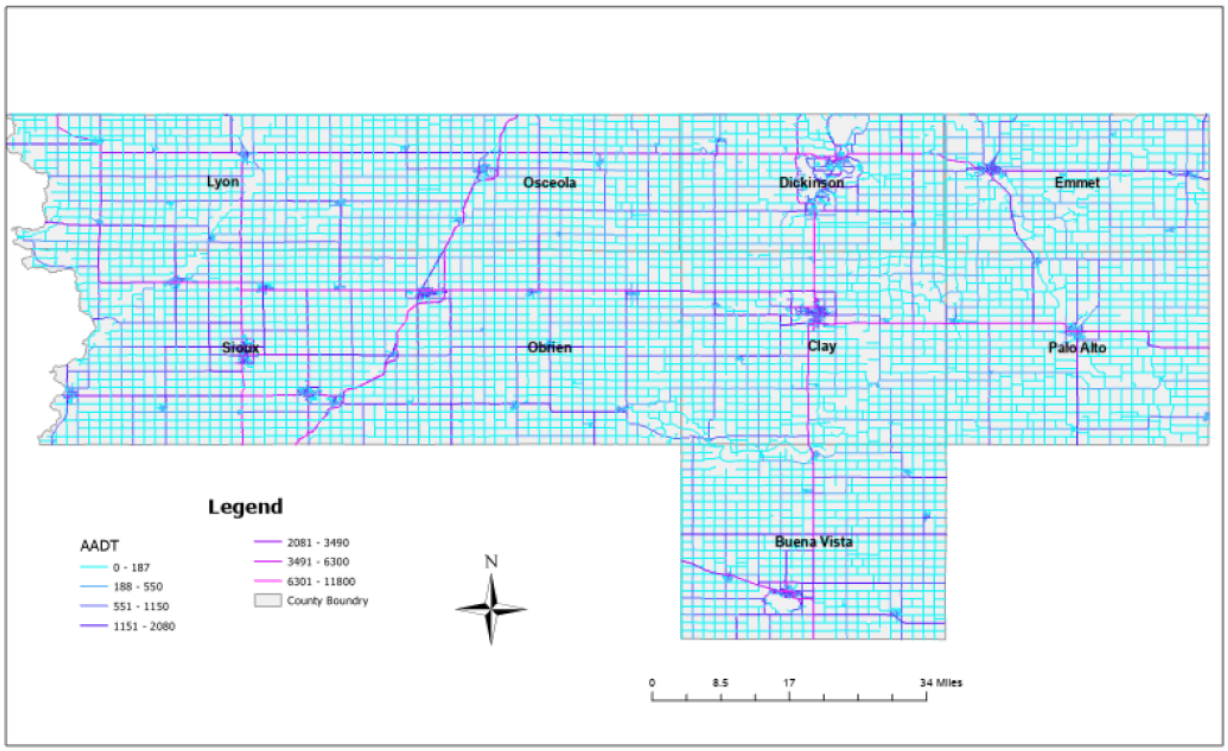
Rural road networks are made up of principal arterials, minor arterials, collectors, and local roads. Rural principal arterials provide statewide and interstate travel with high travel speeds and limited access. Minor arterials link cities, larger towns, and other major traffic generators to provide inter-state and inter-county travel. At the rural level, collectors are broken into major collectors and minor collectors. Major collectors provide service to any county seat not on an arterial route, to the larger towns, and other traffic generators of county importance not directly served by the higher systems. Minor collectors provide service to the remaining smaller communities and take some traffic off the local roads. Local roads primarily provide access to adjacent land over relatively short distances.

Average Annual Daily Traffic

Traffic volume is measured as Average Annual Daily Traffic or AADT. AADT is measured by the average number of vehicles per day on any given road segment over a one-year period. This is useful because it gives engineers and planners a picture of what traffic utilizes a particular road. A higher AADT means that many vehicles utilize the road daily. This information is used to determine areas that experience more wear and need improvement to maintain a level of service that the existing/projected traffic requires. AADT can be used in conjunction with crash information to determine segments and intersections that may have safety issues.

The Iowa Department of Transportation measures the AADT of one quarter of the state's roads per year. The DOT's measurements are available at the state, regional, and local levels for planning and implementing transportation improvements. An important aspect of a road's AADT is what type of vehicles are making the trips. A highway located near a shipping facility will have a higher amount of truck trips than a county highway connecting two rural cities. Heavier vehicles take a toll on roadways faster than cars do. Knowing which roads have high truck traffic is beneficial when planning maintenance work. A service the Iowa Department of Transportation provides is separating out heavy truck traffic trips. The heavy truck traffic includes the trips that trucks with 6-tire and 3 axle singe unit trucks, buses, and all multiple unit trucks.

Map 4.2: Region 3 Average Annual Daily Traffic (AADT)



Source: Iowa DOT

The highest traffic volumes are on IA 71 and IA 18. The lowest traffic volumes are on highways IA 10, IA 143, and IA 59. MAP-21, FAST ACT and the RPA 3 Technical Committee have put emphasis on the preservation of existing transportation systems. This also ties back to the goals of fiscal responsibility and accessibility and connectivity. Being able to finance and improve roads with funds that are available is becoming more challenging with many roadways and bridges in need of maintenance work and repairs.

Pavement Conditions

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) required that a pavement management system be used for all highways, streets, and roads eligible for federal funds. Since that time through new manifestations of federal law, the State of Iowa worked towards developing a statewide Pavement Management System (PMS) and in 1999, the Iowa Pavement Management Program (IPMP) was implemented. The IPMP covers roads operated under three levels of government (state, county, and city). The IPMP collects data over a two-year cycle. The program aims to support the management, planning, and programming needs of transportation agencies, to provide pavement management information, tools and training for project and network-level activities, and to develop and maintain a Geographic Information System (GIS) pavement management database to support local governmental agencies and the Iowa Department of Transportation pavement management efforts. IPMP promotes optimal, cost effective decisions on highway maintenance, rehabilitation, and reconstruction, using accurate past and projected pavement conditions. IPMP focuses on local transportation agencies and provides these agencies with:

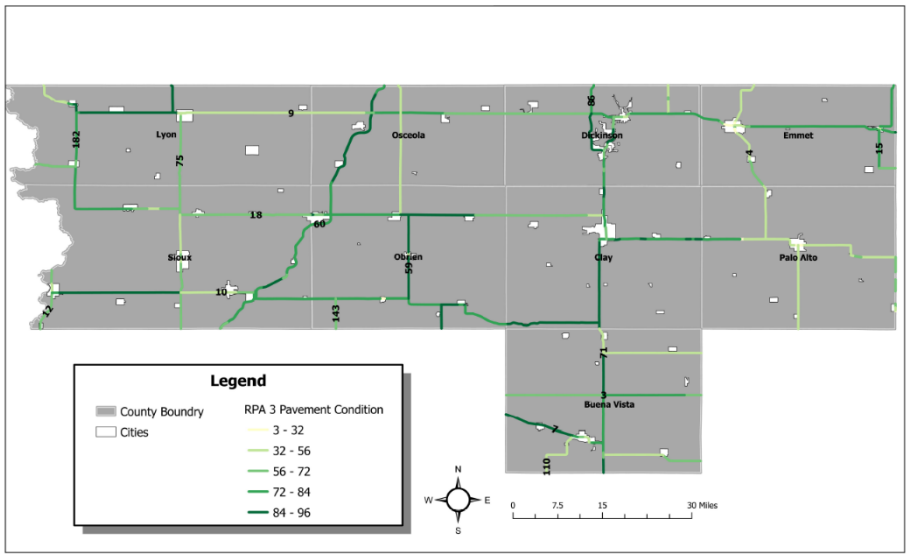
- An objective and consistent planning tool to support development of regional and statewide transportation improvement plans
- Information on pavement conditions for individual pavement sections
- Raw pavement distress data from the automated distress collection equipment
- Inventory and history information on roadways
- Training on pavement management software and principles
- Video logging of roadways

The IPMP information is available to local governments and engineers apply the data to determine road maintenance and reconstruction priorities. Table 4.1 shows the Pavement Management Condition Index (PCI) value and its respective category.

Table 4.1: Pavement Management Condition Index

PCI Value	Descriptive Category
1-27	Very Poor
28-45	Poor
46-62	Fair
63-78	Good
79-100	Excellent

RPA 3 Pavement Conditions



Bridges

The Iowa Department of Transportation defines a bridge as a structure that has a span of over twenty feet. Bridges are a critical part of the transportation infrastructure of the region, as well as of the state and national transportation system. These structures allow the spanning of depressions, lakes, rivers, streams, and valleys, and provide for grade-separated crossings of roads and rail lines. Bridges may also be built for a specific transportation mode, such as bicycles and pedestrians, rail, or vehicles to cross an obstacle. Smaller spans over obstacles are typically accomplished using culverts. The condition of Iowa bridges is swiftly deteriorating with current conditions ranking the state among the worst in the country.

The Iowa DOT maintains bridges on the primary roads. Each city or county is responsible for the bridges within their district and are not located on primary roads. All bridges are inspected on a one- or two-year cycle. These inspections are used to determine the bridge's sufficiency rating, which reflects its ability to remain in service and continue to perform its role. Bridges with a sufficiency rating below 50 are considered to be in poor condition and are monitored more closely for further deterioration. This does not necessarily mean that the bridge needs to be replaced, but rather it needs to be monitored and evaluated further to determine if the bridge needs to be rehabilitated or replaced, or if it can be stabilized through abutment repairs or load postings. Rail bridges will not be included in this section, as they are privately owned and operated by the rail companies.

The structural condition of bridges is evaluated based on a statewide system called the Bridge Sufficiency Rating System. This rating system provides for a standard evaluation of a highway bridge's condition based on several categories. Each county in Iowa is responsible for evaluating their bridge structures and updating the sufficiency ratings every two years. This knowledge is then used to help prioritize structures for future funding and improvements.

The Bridge Sufficiency Rating System includes four categories of criteria that are used to evaluate a bridge's condition:

- Structural Adequacy & Safety
- Serviceability & Functional Obsolescence
- Essentiality for Public Use
- Special Reductions

The sufficiency rating is determined by compiling a score based on each of the four categories listed above. The score is then converted into a percentage based upon the value within the range allowable for that category. The sufficiency rating represents the ability of a bridge to remain in service and continue to perform its role. The sufficiency rating is on a scale of 0 to 100 with zero being a completely insufficient bridge and 100 being a completely sufficient bridge. Bridges with a rating of 81 or higher can be considered in "good" condition, those with a rating between 51 and 80 in "fair" condition, and those with a rating of 50 or below in "poor" condition. Bridges in "poor" condition should be monitored more closely for further deterioration and given a high priority for repair or rehabilitation if they are on high traffic or other significant routes. Bridges on low traffic and non-priority routes that are in "poor" condition may be maintained using other methods, such as abutment stabilization or load posting.

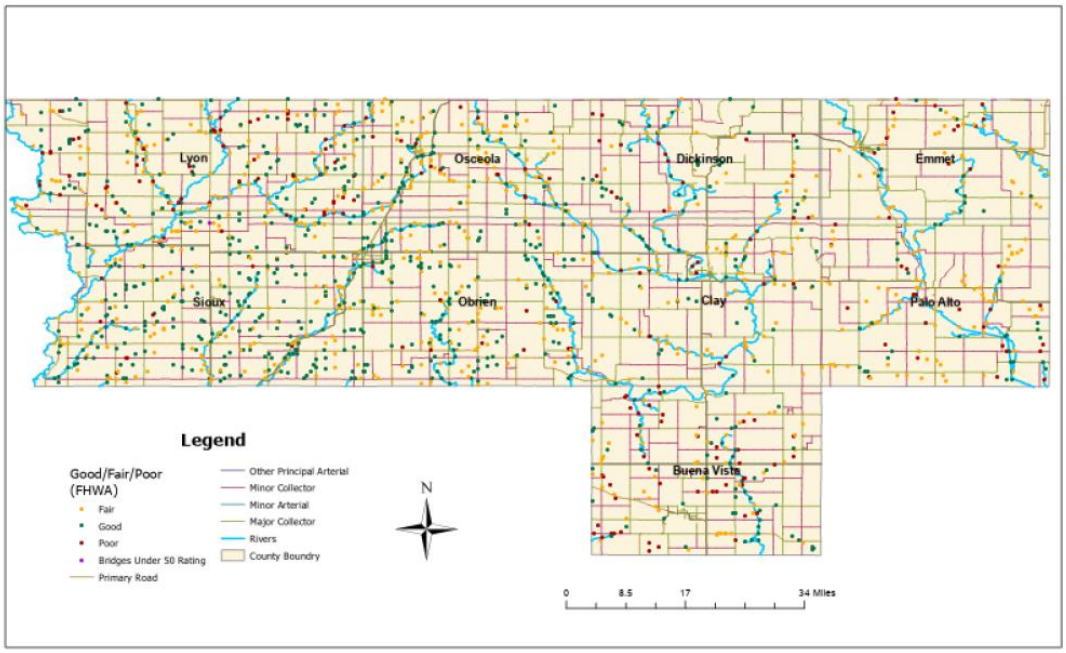
Table 4.2: Region 3 Bridge Condition by County

County	Total Number of Structures	Number of Structures in Good Condition	Number of Structures in Fair Condition	Number of Structures in Poor Condition	Number of Deficient Structures	Number of Closed Structures
Buena Vista	133	48	39	46	46	1
Clay	133	46	72	15	15	2
Dickinson	71	24	27	20	20	3
Emmet	78	18	48	12	12	2
Lyon	275	107	109	59	59	14
O'Brien	257	161	87	9	9	1
Osceola	185	80	91	14	14	2
Palo Alto	135	31	82	22	22	1
Sioux	448	280	153	15	15	1

Source: Iowa DOT

Not only counties are responsible for bridges, but cities also hold accountability. Funding for city bridges is different from county funding. While the AADT requirements and federal eligibility rules still apply, the funding pot is less and is determined on a statewide level. This is known as the City Bridge fund. While most city bridges are repaired or replaced through the City Bridge Funding Program, cities over 5,000 population have used STBG funding for bridge projects within their corporate limits in the past.

Map 4.2: Bridge Condition



Source: Iowa DOT

Section 4.3 Region 3 Traffic Safety

Safety and security are worthy concerns for the transportation system. The movement of people and goods can become dangerous in areas if there are safety issues. Security concerns, whether real or perceived, can interfere with the efficient movement of people and goods using any mode of transportation. A safety or security incident may disrupt the transportation system on a large scale and have other negative effects. Transportation agencies should work with other agencies and with policymakers on how to improve the safety and security of the transportation system.

The Iowa Department of Transportation performs a significant portion of the state level safety planning on the transportation system in Iowa. A large part of this is focused on the road system and reducing the number of crashes. The Iowa DOT provides crash information in several formats on its website as well as information about safety plans and programs to reduce crashes. Some of the DOT's safety programs not only seek to reduce crashes on the primary road system but on county and city road systems as well.

Due to the rural classification of the counties in RPA 3, safety is a concern primarily related to rural highway segments. The two safety concerns in Region 3 include roadway signage at/prior to intersections and road maintenance. It has been noted that in general, crashes on rural high speed two lane road segments tend to be more serious than those incidents with lower severity and a higher frequency in and around cities in the region. Road crash fatalities have been on the rise at the state and national level for the past several years. In 2020, the initial closures of commerce caused less people to be on most of the road systems. This amount of lesser traffic may have been a catalyst for increased rates of speed as well as prevalence of distracted driving.

The State of Iowa recognizes the trend of increasing traffic fatalities and has recently launched a campaign to assist with the education of motorists. The "What Drives You" campaign was developed to provide information to the public and was designed in a way to direct motorists to consider "what drives them" to make safer choices when using Iowa roads.

Source: Iowa DOT

Source: USDOT

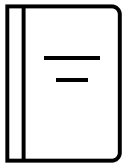
Iowa Strategic Highway Safety Plan (SHSP)

The Iowa Strategic Highway Safety Plan 2019-2023 identifies “effective safety strategies to address areas of greatest need to make roadways safer”. The prioritization of safety measures was supported by an analysis of crash data and an extensive statewide input process. This resulted in eight safety emphasis areas of lane departures/roadside collisions, speed-related accidents, unprotected persons, young drivers, intersections, impairment driving, older drivers, and distracted/inattentive drivers. Implementation of the priority safety emphasis areas and strategies will be carried out by the SHSP Implementation Team and broadly supported by traffic safety professionals from around the state. The implementation and progress of the plan will be evaluated on an annual basis for the five-year planning period ending December 2023. The goal of this plan is Zero Fatalities, however, interim annual goals aligning with the Highway Safety Improvement Program performance measures will be developed during the plan period. Although the Implementation Team is fully committed to reducing the number of fatalities and serious injuries on Iowa’s roadways, it recognizes that commitment pales in comparison to the cumulative impact every driver (fifth “E”) can have on the safety of Iowa’s roadways. Although Zero Fatalities is Iowa’s long-term vision, the state also recognizes the need to establish short term goals in pursuit of this vision.

The purpose of the SHSP is to identify effective safety strategies to address areas of greatest need to make our roadways safer." Iowa's SHSP was developed with individuals representing the E's of safety (education, emergency medical services, enforcement, and engineering, everyone).

The E's of Safety:

- **Education**

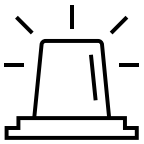


Education plays a key role in helping the public determine what they should and should not do when driving. Effective educational efforts lead to a change in driving habits and a decline in fatalities and serious injuries on our roadways. Campaigns such as "Click It or Ticket" are directed toward all age groups and numerous safety issues.

- **Emergency Medical Services**

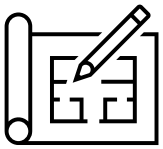
Swift response from emergency personnel can save lives of those involved in a traffic crash. While emergency medical personnel assist anyone injured in a crash, other emergency responders can also clear roadways and therefore reduce the risk of secondary crashes.

- **Enforcement**



Enforcement is needed to remind people of the laws associated with the use of our transportation system. Even with driver education and carefully designed roadways, the role of enforcement remains vital in ensuring drivers adhere to the rules of the road. State, county, and municipal law enforcement agencies work alongside highway safety partner agencies to enforce traffic laws during regular patrols, as well as during specialized mobilization efforts.

- **Engineering**



The focus on safety within engineering begins with designing and building our roadways. Transportation engineers use design principles that are reliable and reduce the risk of crashes. National standards are used for signs and traffic markings to provide consistency for the traveling public. In addition to using proven design methods, engineers continue to research new ways to make transportation safer.

- **Everyone**

No matter how hard we try to educate drivers to be safe; no matter how quickly we respond to a crash; no matter how many enforcement officers we send out on our roadways; no matter how many engineering innovations we implement; the ultimate responsibility rests on everyone who gets in a vehicle. We all need to work together toward increased traffic safety. Everyone is the most important E.

Source: Iowa DOT

Table 4.3: Iowa Strategic Highway Safety Plan Strategies

Strategy	Area	Emphasis
• Evaluate high lane departure crash corridors • Evaluate high-friction surface treatments • Place centerline and/or shoulder rumble strips on rural 2 lane highways • Continue cable median barrier installations • Focus on the road, don't over-correct or veer into objects or animals	Enforcement Engineering Engineering Engineering Everyone	**Lane Departures**
• Educate drivers on controlling and managing vehicle speed • Identify corridors with high frequency of speed related crashes • Evaluate and implement signing and geometric design to moderate speed • Implement speed feedback signs at targeted locations • Give yourself enough time to reach your destination	Education Enforcement Engineering Engineering Everyone	**Speed Related**
• Conduct public awareness on risks of unprotected persons • Include medical personnel in education efforts • Conduct highly publicized enforcement focused on restrained use • Buckle up everyone everytime	Education Emergency Enforcement Everyone	**Unprotected Persons**
• Improve content and delivery of driver education • Continue educating young drivers, including impaired driving • Support a coalition to address age based transportation needs • Support young drivers to avoid distractions and impairment	Education Education Education Everyone	**Young Drivers**
• Develop education resources to inform the public to intersection types • Conduct enforcement related to bike/ped at intersections • Use systemic approaches to improve visibility of intersections • Implement alternative intersection design to reduce conflict • Develop an intersection evaluation tool in selecting intersection types • Approach intersections with caution and get familiar with new designs	Education Enforcement Engineering Engineering Engineering Everyone	**Intersections**
• Educate drivers on impairment and effects on driving • Employ screening and interventions in healthcare settings • Support training for new drug recognition and enforcement officers • Develop and implement a standard approach to identify impaired drivers • Expand 24/7 program, place of last drink, and ignition interlock • Enhance detection through special OWI patrols • Implement countermeasures to reduce wrong way driving • Designate a driver, call a ride	Education Emergency Enforcement Enforcement Enforcement Enforcement Enforcement Everyone	**Impairment Involved**
• Support a coalition to address age based transportation needs • Provide education for older drivers that address age related concerns • Update publications and resources for older drivers and their families • Update procedures for assessing medical fitness to drive • Know when to put keys down	Education Education Education Emergency Everyone	**Older Drivers**
• Develop targeted interventions for high-risk populations • Support high-visibility enforcement for hands-free cell phone law • Put the cell phone down, avoid distractions, be alert, focus on the road	Education Enforcement Everyone	**Distracted Drivers**

Source: Iowa DOT Strategic Highway Safety Plan

Figure 4.1 – 4.6: Region 3 Crash Analysis

IOWA DOT

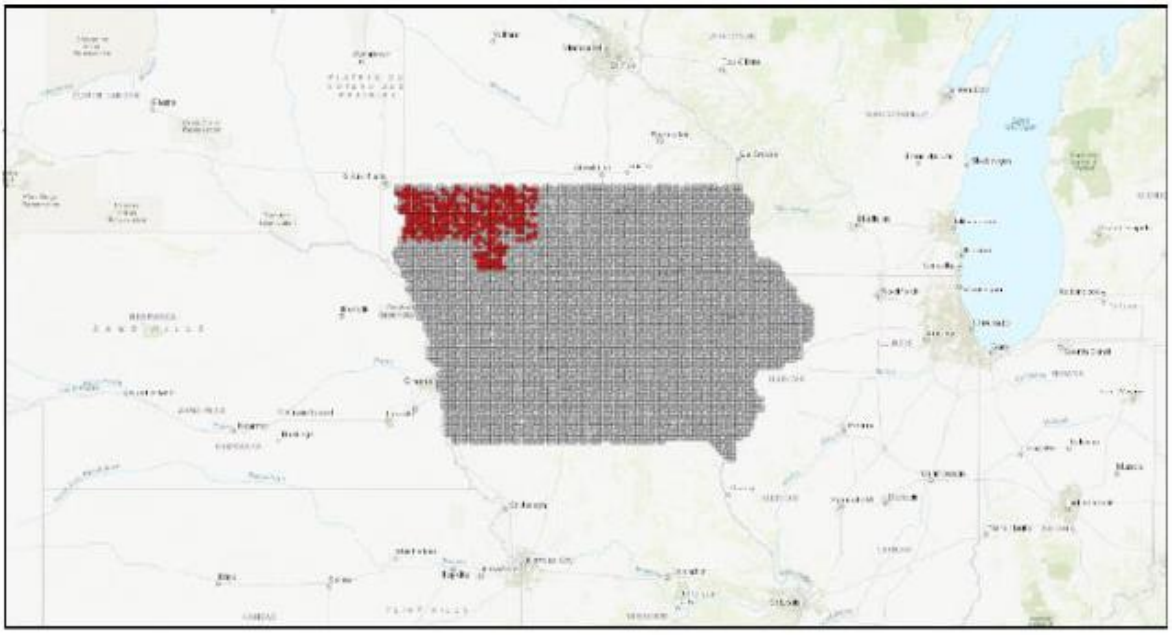
Iowa Crash Analysis Tool
Quick Report
2018-2022

Crash Severity	1,558
Fatal Crash	81
Suspected Serious Injury Crash	258
Suspected Minor Injury Crash	1,219
Possible/Unknown Injury Crash	0
Property Damage Only	0

Injury Status Summary	2,244
Fatalities	89
Suspected serious/incapacitating	319
Suspected minor/non-incapacitating	1,570
Possible (complaint of pain/injury)	262
Unknown	4

Property/Vehicles/Occupants	
Property Damage Total (dollars):	25,506,426.00
Average (per crash dollars):	16,371.26
Total Vehicles	2,422.00
Average (per crash):	1.55
Total Occupants:	3,450.00
Average (per crash):	2.21

Average Severity	
Fatalities/Fatal Crash:	1.10
Fatalities/Crash:	0.06
Injuries/Crash:	1.38
Major Injuries/Crash:	0.20
Minor Injuries/Crash:	1.01
Possible/Unknown Injuries/Crash:	0.17



Source: Iowa DOT

IOWA DOT

Iowa Crash Analysis Tool
Quick Report
2018-2022

Major Cause			1,558
Animal	45	Ran traffic signal	20
Ran stop sign	94	Failed to yield to emergency vehicle	2
FTYROW: At uncontrolled intersection	48	FTYROW: Making right turn on red signal	0
FTYROW: From stop sign	149	FTYROW: From yield sign	14
FTYROW: Making left turn	71	FTYROW: From driveway	10
FTYROW: From parked position	4	FTYROW: To pedestrian	16
FTYROW: Other	15	Drove around RR grade crossing gates	0
Disregarded RR Signal	1	Crossed centerline (undivided)	27
Crossed median (divided)	3	Traveling wrong way or on wrong side of road	7
Aggressive driving/road rage	5	Driving too fast for conditions	148
Exceeded authorized speed	40	Improper or erratic lane changing	0
Operating vehicle in an reckless, erratic, ca...	51	Followed too close	97
Passing: On wrong side	2	Passing: Where prohibited by signs/markings	5
Passing: With insufficient distance/inadequa...	2	Passing: Through/around barrier	0
Passing: Other passing	9	Made improper turn	13
Driver Distraction: Manual operation of an e...	6	Driver Distraction: Talking on a hand-held d...	2
Driver Distraction: Talking on a hands free ...	2	Driver Distraction: Adjusting devices (radio...	10
Driver Distraction: Other electronic device ...	5	Driver Distraction: Passenger	8
Driver Distraction: Unrestrained animal	4	Driver Distraction: Reaching for object(s)/f...	10
Driver Distraction: Inattentive/lost in thou...	21	Driver Distraction: Other interior distracti...	43
Driver Distraction: Exterior distraction	17	Ran off road - right	175
Ran off road - straight	14	Ran off road - left	111
Lost control	94	Swerving/Evasive Action	13
Over correcting/over steering	4	Failed to keep in proper lane	8
Failure to signal intentions	1	Traveling on prohibited traffic way	0
Vehicle stopped on railroad tracks	0	Other: Vision obstructed	5
Other: Improper operation	3	Other: Disregarded warning sign	0
Other: Disregarded signs/road markings	1	Other: Illegal off-road driving	0
Downhill runaway	0	Separation of units	0
Towing improperly	0	Cargo/equipment loss or shift	2
Equipment failure	2	Oversized load/vehicle	1
Other: Getting off/out of vehicle	1	Failure to dim lights/have lights on	0
Improper backing	5	Improper starting	0
Illegally parked/unattended	0	Driving less than the posted speed limit	0
Operator inexperience	6	Other	41
Unknown	18	Not reported	0
Other: No improper action	27		

Source: Iowa DOT

Iowa Crash Analysis Tool
Quick Report
2018-2022

Time of Day/Day of Week														
Day of Week	12 AM to 2 AM	2 AM to 4 AM	4 AM to 6 AM	6 AM to 8 AM	8 AM to 10 AM	10 AM to Noon	Noon to 2 PM	2 PM to 4 PM	4 PM to 6 PM	6 PM to 8 PM	8 PM to 10 PM	10 PM to 12 AM	Not reported	Total
Sunday	20	10	8	9	14	15	21	20	22	15	22	10	0	186
Monday	3	7	5	21	29	22	19	43	38	25	10	5	0	227
Tuesday	3	6	4	18	20	19	20	36	31	18	18	13	0	206
Wednesday	7	6	13	14	20	25	26	36	31	20	17	12	0	227
Thursday	5	7	7	22	21	14	16	21	48	28	24	10	0	223
Friday	8	4	11	28	17	24	27	36	41	25	14	17	0	252
Saturday	13	15	9	13	21	35	24	27	23	18	21	18	0	237
Total	59	55	57	125	142	154	153	219	234	149	126	85	0	1,558

Manner of Crash Collision	1,558
Non-collision (single vehicle)	777
Head-on (front to front)	66
Rear-end (front to rear)	198
Angle, oncoming left turn	49
Broadside (front to side)	354
Sideswipe, same direction	35
Sideswipe, opposite direction	33
Rear to rear	1
Rear to side	7
Not reported	0
Other	37
Unknown	1

Surface Conditions	1,558
Dry	1,093
Wet	121
Ice/frost	122
Snow	81
Slush	15
Mud, dirt	8
Water (standing or moving)	1
Sand	1
Oil	1
Gravel	105
Not reported	0
Other	7
Unknown	3

Fixed Object Struck			2,423
Bridge overhead structure	1	Bridge pier or support	0
Bridge/bridge rail parapet	15	Curb/island/raised median	11
Ditch	321	Embankment	38
Ground	14	Culvert/pipe opening	15
Guardrail - face	1	Guardrail - end	4
Concrete traffic barrier (median or right sid...	0	Other traffic barrier	0
Cable barrier	1	Impact attenuator/crash cushion	0
Utility pole/light support	32	Traffic sign support	13
Traffic signal support	0	Other post/pole/support	11
Fire hydrant	2	Mailbox	4
Tree	32	Landscape/shrubbery	2
Snow bank	2	Fence	6
Wall	1	Building	10
Other fixed object	9	None (no fixed object struck)	1,878

Source: Iowa DOT

Iowa Crash Analysis Tool
Quick Report
2018-2022

Driver Age/Driver Gender					
Driver Age - 5 year Bins	Female	Male	Not reported	Unknown	Total
< 14	0	0	0	0	0
= 14	12	22	0	0	34
= 15	20	39	0	0	59
= 16	31	30	0	0	61
= 17	41	49	2	0	92
= 18	32	51	2	0	85
= 19	26	51	0	0	77
= 20	28	40	0	0	68
>= 21 and <= 24	80	137	2	2	221
>= 25 and <= 29	76	143	5	0	224
>= 30 and <= 34	64	114	3	0	181
>= 35 and <= 39	60	93	3	0	156
>= 40 and <= 44	63	101	7	0	171
>= 45 and <= 49	37	93	3	0	133
>= 50 and <= 54	42	81	2	0	125
>= 55 and <= 59	54	98	2	1	155
>= 60 and <= 64	45	120	1	0	166
>= 65 and <= 69	39	84	1	0	124
>= 70 and <= 74	32	50	2	0	84
>= 75 and <= 79	14	38	0	0	52
>= 80 and <= 84	17	29	1	0	47
>= 85 and <= 89	6	15	1	0	22
>= 90 and <= 94	4	2	0	0	6
>= 95	2	0	0	0	2
Not reported	0	0	0	0	0
Unknown	0	1	76	0	77
Total	825	1,481	113	3	2,422

Alcohol Test Given	2,422
None	2,080
Blood	114
Urine	13
Breath	106
Vitreous	3
Refused	22
Not reported	84

Drug Test Given	2,422
None	2,243
Blood	63
Urine	24
Breath	0
Vitreous	0
Refused	9
Not reported	83

Drug Test Result	2,422
Negative	0
Cannabis	0
Central Nervous System depressants	0
Central Nervous System stimulants	0
Hallucinogens	0
Inhalants	0
Narcotic Analgesics	0
Dissociative Anesthetic (PCP)	0
Prescription Drug	0
Not reported	2,422
Other	0

Drug/Alcohol Related	1,558
Drug	20
Alcohol (< Statutory)	11
Alcohol (Statutory)	101
Drug and Alcohol (< Statutory)	0
Drug and Alcohol (Statutory)	8
Refused	24
Under Influence of Alcohol/Drugs/Medications	51
None Indicated	1,343

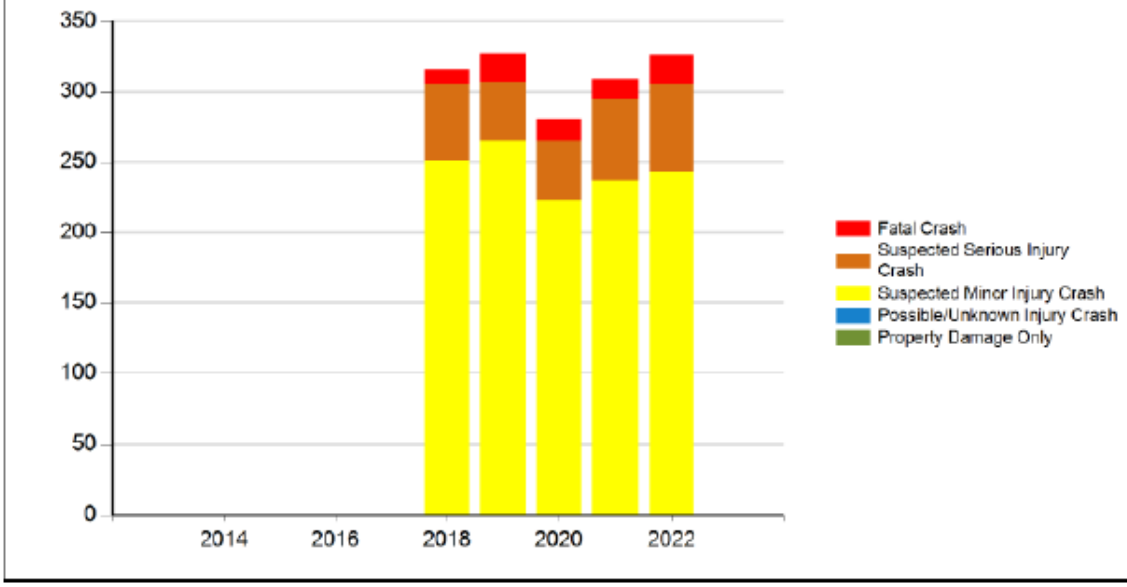
Source: Iowa DOT

Iowa Crash Analysis Tool
Quick Report
2018-2022

Crash Severity - Annual

Crash Year	Fatal Crash	Suspected Serious Injury Crash	Suspected Minor Injury Crash	Possible/Unknown Injury Crash	Property Damage Only	Total
2013	0	0	0	0	0	0
2014	0	0	0	0	0	0
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	11	54	251	0	0	316
2019	20	42	265	0	0	327
2020	15	42	223	0	0	280
2021	14	58	237	0	0	309
2022	21	62	243	0	0	326
2023	0	0	0	0	0	0
Total	81	258	1,219	0	0	1,558

Severity/Year



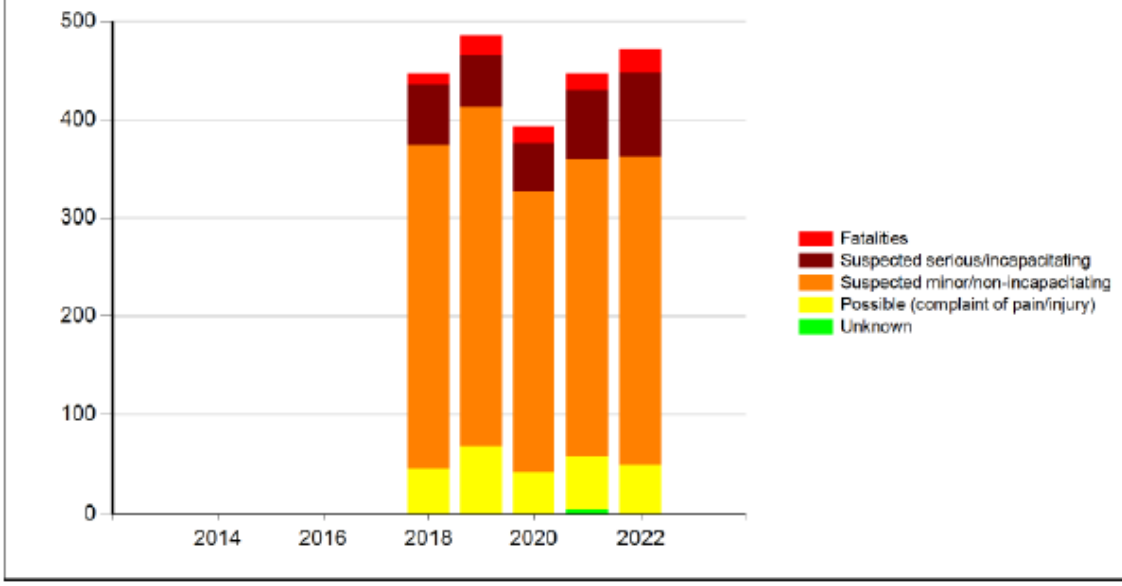
Source: Iowa DOT

Iowa Crash Analysis Tool
Quick Report
2018-2022

Injury Status - Annual

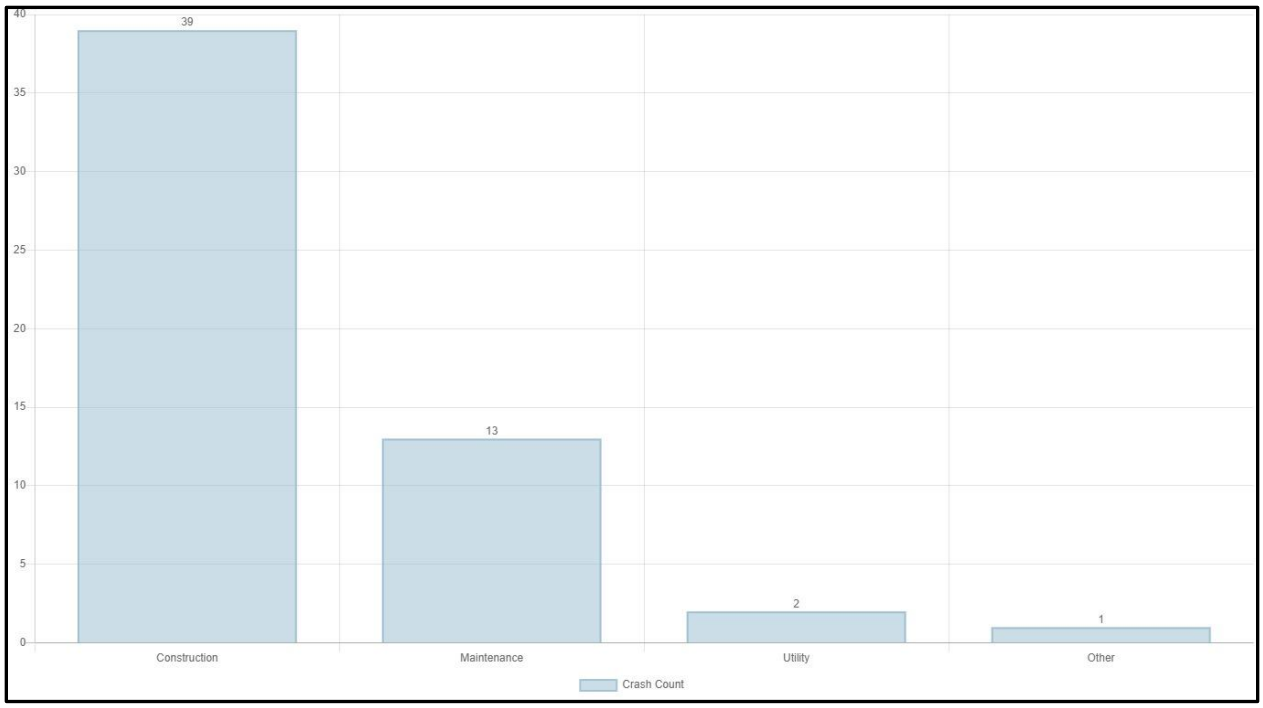
Crash Year	Fatalities	Suspected serious/incapacitating	Suspected minor/non-incapacitating	Possible (complaint of pain/injury)	Unknown	Total
2013	0	0	0	0	0	0
2014	0	0	0	0	0	0
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	11	62	328	46	0	447
2019	21	52	344	69	0	486
2020	17	49	284	43	0	393
2021	17	70	302	54	4	447
2022	23	86	312	50	0	471
2023	0	0	0	0	0	0
Total	89	319	1,570	262	4	2,244

Injury Status/Year

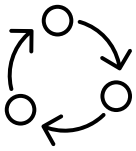


Source: Iowa DOT

RPA 3 Road Maintenance Related Crashes, 2018 - 2023



Section 4.4 Region 3 Mobility & Connectivity



America's rural heartland is the primary source of many of the goods and products that support our nation's economy and way of life. It also is home to a substantial segment of the nation's population and many of its natural resources and popular tourist destinations. The strength of the nation's rural economy is heavily reliant on the quality of its transportation system, particularly the roads and highways that link rural America with the rest of the U.S. and to markets around the globe. As the backbone of the nation's energy, food and fiber supply chain, the importance of America's rural transportation system was heightened during the response to the COVID-19 pandemic.

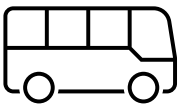
America's rural transportation network provides the first and last link in the supply chain from farm to market. The quality and connectivity of America's rural transportation system supports the economy of the entire nation and quality of life for the approximately 60 million Americans living in rural areas. Safe, reliable transportation is essential in rural areas, where household vehicle travel is approximately 50 percent higher than in urban communities, to provide access to jobs, to facilitate the movement of goods and people, to access opportunities for health care and education, and to provide links to social services.

Roads, highways, rails, and bridges in the nation's heartland face several significant challenges: they lack adequate capacity; they fail to provide needed levels of connectivity to many communities; and they cannot adequately support growing freight travel in many corridors. Rural roads and bridges have significant deficiencies and deterioration, they lack many desirable safety features, and they experience fatal traffic crashes at a rate far higher than all other roads and highways. This report looks at the condition, use and safety of the nation's rural transportation system, particularly its roads, highways, and bridges, and identifies needed improvements.

Region 3 does not have any significant concerns considering residents and mobility. There are not any recognized areas with low levels of service that would preclude mobility, and various projects have been completed to enhance mobility in the region. In general, travel times to work throughout Region 3 are low. On average, most trips take less than twenty minutes. Sioux County consistently has higher travel to work times than other counties in the region. This is because are several employment hubs in Sioux City and Sioux Falls, SD, which attract many residents who commute from Sioux County. There are also many residents from smaller abutting counties which have residents commuting into Sioux County.

This plan is intended to guide transportation investments and policy in the nine-county region in support of a transportation system that is safe for all transportation modes and system users, and that facilitates the efficient movement of people and goods .Great importance has been placed on the relevance of community and stakeholder feedback in the planning process, both to ensure the plan reflects the unique values and characteristics of Northwest Iowa and the Iowa Lakes Region, and to promote a sense of connectedness and ownership among residents and visitors of this special portion of the State of Iowa.

Section 4.5 Region 3 Public Transit



The Regional Transit Authority (RIDES) is the main public transportation provider within Region 3. RIDES provide fixed routes and demand responsive service programs to individuals. The type of transit service offered by the RTA is a demand-response or subscription service, meaning that rides must be scheduled by contacting the company in advance of the needed ride. RIDES, like all other demand responsive services, offer door to door services and are flexible with scheduling to meet the needs of its riders. RIDES provides services to anyone in the public, including senior citizens, persons with disabilities, and any other person or group who needs a “ride” across the entire nine-county region. RIDES is funded in part by the Iowa Department of Transportation, Federal Transit Administration (FTA), local governments, Area Agency on Aging, contracts, and fares.

RIDES is a private non-profit agency established in 1976 and is governed by a Board of Directors. The Board of Directors consists of a County Supervisor from each of the counties that RIDES serves, as well as a member from Northwest Iowa Planning and Development. The hours of operation for each community vary. RIDES provides demand response and subscription services within Region 3 of the State of Iowa. The RIDES main administrative, dispatch and maintenance offices are in Spencer, Iowa. In 1987 RIDES (RTA) was the first Iowa Regional transit system to construct its own maintenance and office facility, which was expanded in 1995 to allow for further growth.

RIDES (RTA) provide many of its services directly. In several instances RIDES (RTA) does contract for some services by leasing vehicles to cities or agencies for general transportation within their communities. These services are strictly contractual, with each of the providers supplying drivers and paying operating and maintenance expenses. RIDES (RTA) retain policy control over use of leased vehicles.

Fare Structure

The Regional Transit Authority has a varied fare structure dependent upon the passenger's location. The following is a breakdown of the fares by County.

Table 4.3: RIDES Fare Information

Area	Days of Operation	Hours of Service	Fare
Buena Vista County			
Storm Lake	Mon, Wed, Fri	8:00am – 5:00pm	$4.00
Alta	Mon, Wed, Fri	8:00am – 5:00pm	$5.50/one way
Lakeside	Mon, Wed, Fri	8:00am – 5:00pm	$5.50/one way
Clay County			
Spencer	Mon - Fri	8:00am – 5:00pm	$4.00
Dickinson County			
Arnolds Park	Mon - Fri	8:00am – 5:00pm	$2.50
Lakes Area	Mon - Fri	8:00am – 5:00pm	$2.50
Milford	Mon - Fri	8:00am – 5:00pm	$2.50
Okoboji	Mon - Fri	8:00am – 5:00pm	$2.50
Spirit Lake	Mon - Fri	8:00am – 5:00pm	$2.50
Extended Lakes Area	Mon - Fri	8:00am – 5:00pm	$5.00
Lake Park	Mon - Fri	8:00am – 5:00pm	$20/round trip
Emmet County			
Estherville	Mon, Wed, Fri	8:00am – 4:00pm	$2.50
Lyon County			
Rock Rapids	Mon - Fri	9:00am – 2:00pm	$3.00
O'Brien County			
Sheldon	Mon - Fri	8:00am – 5:00pm	$3.00
Palo Alto County			
Emmetsburg	Mon	8:30am – 2:00pm	$2.50
Emmetsburg	Wed, Fri	9:00am – 2:00pm	$2.50
Sioux County			
Orange City	Mon - Fri	8:00am – 4:00pm	$1.00
Sioux Center	Mon - Fri	8:00am – 5:00pm	$3.00
Airport	Mon - Fri	8:00am – 5:00pm	$5.00/one way

Source: RIDES

Regional Transit Authority (RTA) service shall be designated around the needs of older Iowans, age 60 and older who are in need of transportation services to help maintain a higher quality of life to obtain food and nutrition and medical needs. The greatest emphasis will be on those with the greatest economic and social needs such as the disabled, minority and the frail with income at or below the poverty level.

Access to the service shall be obtained in advance, (24 hours). Passengers would call 1-800-358-5037 to schedule door-to-door trips during the hours of 8:00 a.m. to 4:30 p.m. Monday through Friday. It is during this time that relevant information will be taken to identify the Elderbridge/Aging client and properly fill out all rosters and intake forms for the grant at that time. Many of our passengers are repeat clients of Elderbridge and are quite fluent with the process. The services we provide are in the cities of Emmetsburg, Estherville, Arnolds Park, Okoboji, Milford, Spirit Lake, Storm Lake, Spencer, Rock Rapids, Sheldon, & Sioux Center. This includes the counties in these communities.

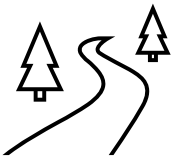
RTA has had an ongoing relationship with Elderbridge for over 38 years and have had a contractual relationship for over 20 years operating under similar circumstances.

RTA provides regular on-going public transportation not only to the aging population but the general population as well. RTA provided total rides of 12,802 and currently have 443 individuals under Elderbridge in our system. RTA's fleet consists of 70 vehicles; this includes contingency buses and vans that may be used as backup vehicles if we experience any mechanical issues with any revenue vehicles. All drivers go through extensive background and MVR checks and are subject to random drug and alcohol tests and upon hiring all drivers go through an orientation and training process that includes defensive driving, emergency response.

RTA partners with many agencies that provide a wide variety of services across many disciplines. The agency works with nursing homes, hospitals, VA groups, dialysis facilities and mental health providers all which coordinate services to some degree with the aging population. RTA is a support service that links people to agencies like Elderbridge.

RTA provides public transportation to anyone who desires our services. Our service is open to the public. RTA provides transportation to many individuals, such as low-income minorities and others, some have severe disabilities and maybe at risk for institutional placement. RTA did provide transportation services to include over 20,000 OWPT for seniors across our region. Some of these individuals may or may not have service through Elderbridge. RTA partners with many agencies that provide some level of aging services across a wide spectrum. We work with nursing homes, hospitals, VA groups and mental health providers that coordinate to some degree with the aging population. The agency strongly encourages that passengers with Alzheimer's or related disorders be accompanied by an attendant or family member to travel with them to ensure their safety once they reach their destination.

Section 4.6 Region 3 Trail Networks



Region 3 is privileged to have a wide variety of multi-use recreational trails. Within RPA 3, there are approximately 80 miles of dedicated trails. Some parts of the region have made it a priority to develop trail amenities and have utilized a wide array of funding opportunities and resources. Over the past several decades, walking and bicycling as a means of transportation and recreation have increased in popularity. This has led to a rise in the construction of trails and on-road accommodations for these modes of travel. There are urban areas with trails consisting of shared roadways, a separated bike lane, off road trail facilities and linkages that are not designated as trails but provide a vital connection between two trail facilities. In the rural areas, there are many roadways that do not see heavy vehicular traffic that are utilized by bicycle riders. This section provides a background of planning at the national, state, and local levels, and then focuses very heavily on the existing inventory of facilities within Region 3 as well as providing insight into the future development of bicycle and pedestrian facilities.

Planning and providing bicycle/pedestrian facilities and transportation enhancements was strongly supported in ISTEA, and has been continued in every transportation program since, and including the FAST Act. In addition to providing funding opportunities, the U.S. Department of Transportation (DOT) has taken a proactive approach in encouraging non-motorized transportation as an efficient and environmentally sound alternative for commuter travel.

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations:

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to move people and goods safely and efficiently. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum

standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate future demand for bicycling and walking facilities and not preclude the provision of future improvements.

- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data is lacking for many communities. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data can track trends and prioritize investments to ensure the success of new facilities. These data points are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have established levels of service on various routes, especially as related to snow and ice events.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

Within Region 3, there is a vast trail system located within the cities and counties. They connect counties/cities to state parks or natural resource areas. The regional trails are primarily intended for recreational uses. The most developed trail system in Region 3 is the Iowa Great Lakes Trail in Dickinson County. It connects the cities of Milford, Arnolds Park, Okoboji, Spirit Lake, Orleans, Wahpeton, West Okoboji, and Lake Park. The trail system is twenty five miles long with an additional sixty miles of connecting trails and signed biking routes that are often located along existing roads and loop to different attractions in the county. This trail system continues to draw cyclists to the area and has a large following statewide. The Dickinson County Trails group also hosts several rides throughout the year for fundraising and to gain support. Those are the University of Okoboji Campus Ride, BRASIL ride, Octoberfest Ride, and many other fund raisers. The trail segment they are aiming to complete at the time of the LRTP is the Rail Trail. They have identified both east and west of the Lakes area, but the first phase is completing the trail from Orleans east to Superior on an abandoned railroad line which the Dickinson County Trails maintains ownership. This is estimated to be 3.5 miles in length.

Another developed trail system in Region 3 is the Storm Lake Trail in Buena Vista County. This trail system connects Lakeside to the east end of Storm Lake. It is a hiking and bicycle trail network that links trails to existing sidewalks and low-traffic streets. Much of the trail runs along the shoreline of Storm Lake and has connections to the existing park system in Storm Lake. Buena Vista County has also designated a drive trail throughout the county, which is a signed route that users can bike on or ride on connecting attractions throughout the county. Buena Vista County has designated bike routes throughout the county that are signed and will be future routes for designated off road biking throughout the county. The drive trail and the bike trail routes throughout Buena Vista County are both signed and gaining popularity among users in the county and in the region.

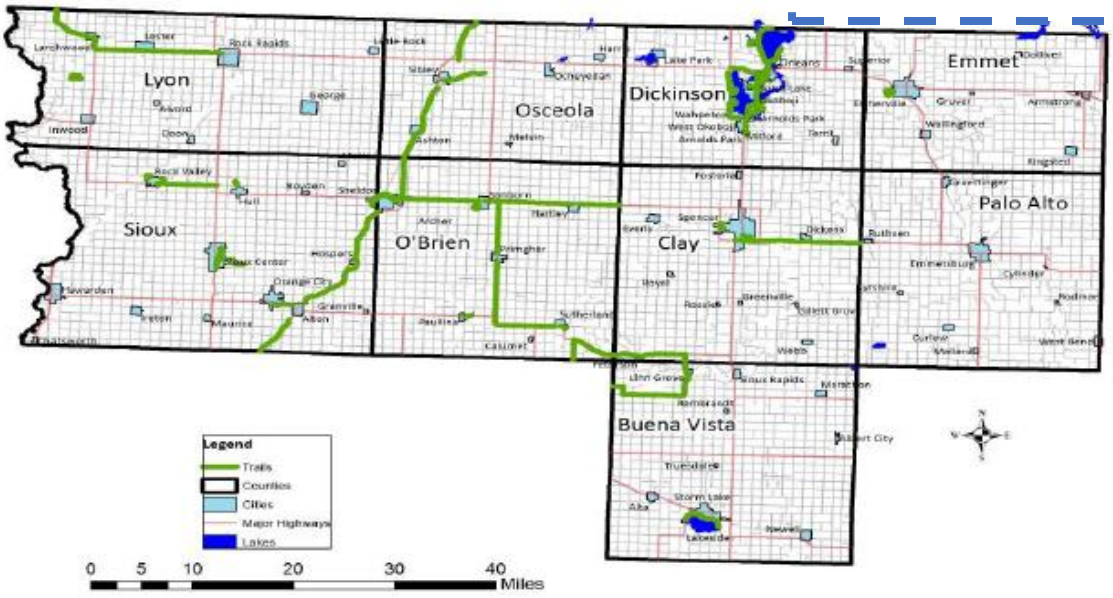
Sioux County has formed a trail committee and is focused on completing trails within their county, connecting cities together and connecting other trail systems. Currently, there is a trail project in development to connect Sandy Hallow County Park, which is located one mile east of Sioux Center, to the trail system within the City of Sioux Center. O'Brien County has started the process of establishing a trails committee for their region. O'Brien County Conservation has also designated an interactive QR Trail at Mill Creek Park. This type of trail gives users an opportunity to learn about and interact with the area surrounding the trail.

Several towns within the region have trail systems in their community and continue to expand with goals to connect to other areas. Rock Rapids currently has two miles of trails completed with prospects to add twelve miles to the system, with significant portions being constructed in the growing western side. Rock Valley has an estimated 3 miles of paved and gravel trails. Estherville has a mile of trail completed and additional segments under consideration currently being designed by engineers. Sheldon will soon have seven miles completed throughout the city with continuous work on expansion of the network. The City of Spencer currently has eighteen miles of trails completed throughout the city. It is the most developed City trail system within the region and is exceedingly popular with trail users locally and regionally. Spencer continues to pursue funds to complete all their planned routes in the City and continues to expand into Clay County and connect to other trail systems. Sibley has several miles of existing paved trails and additional miles planned for future projects. Rock Valley also has a city trail system and Orange City to Alton is connected by a trail route.

Bike trail popularity is growing throughout the region. The City of Spencer's trail system is continuing to expand and has secured funding to connect Fostoria to the north. The plan is to continue this regional inter-county connection with the Iowa Great Lakes Trail in Dickinson County to the north. The Iowa Great Lakes Connection Trail, as it is being called locally, is a grassroots effort to connect Buena Vista County to Clay County to Dickinson County. This trail is identified as a trail of statewide significance and local trails groups continue to raise funds locally, garner support from both cities and counties that the trail passes through and pursue the funding to complete the trail. The Iowa Great Lakes Trail also connects to Minnesota in Jackson County. RPA 3 participating in a process through the Iowa Parks Foundation called Iowa Great Lakes Green Ribbon Committee. This group has focused its efforts in six of the nine counties in RPA 3 of connecting parks and trails system through the region. The map below provides information about the trails located in Region 3.

REGION 3 HAS APPROXIMATELY 80 MILES OF DEDICATED TRAILS

RPA 3 Trails



Source: Iowa Department of Natural Resources GIS Library

One of the most efficient ways to build physical activity into a daily routine is to make the process of getting from Point A to Point B an active one, rather than passive. That means creating access to routes that are safe and convenient for walking, biking, jogging and more.

FACTS ABOUT ACTIVE TRANSPORTATION:

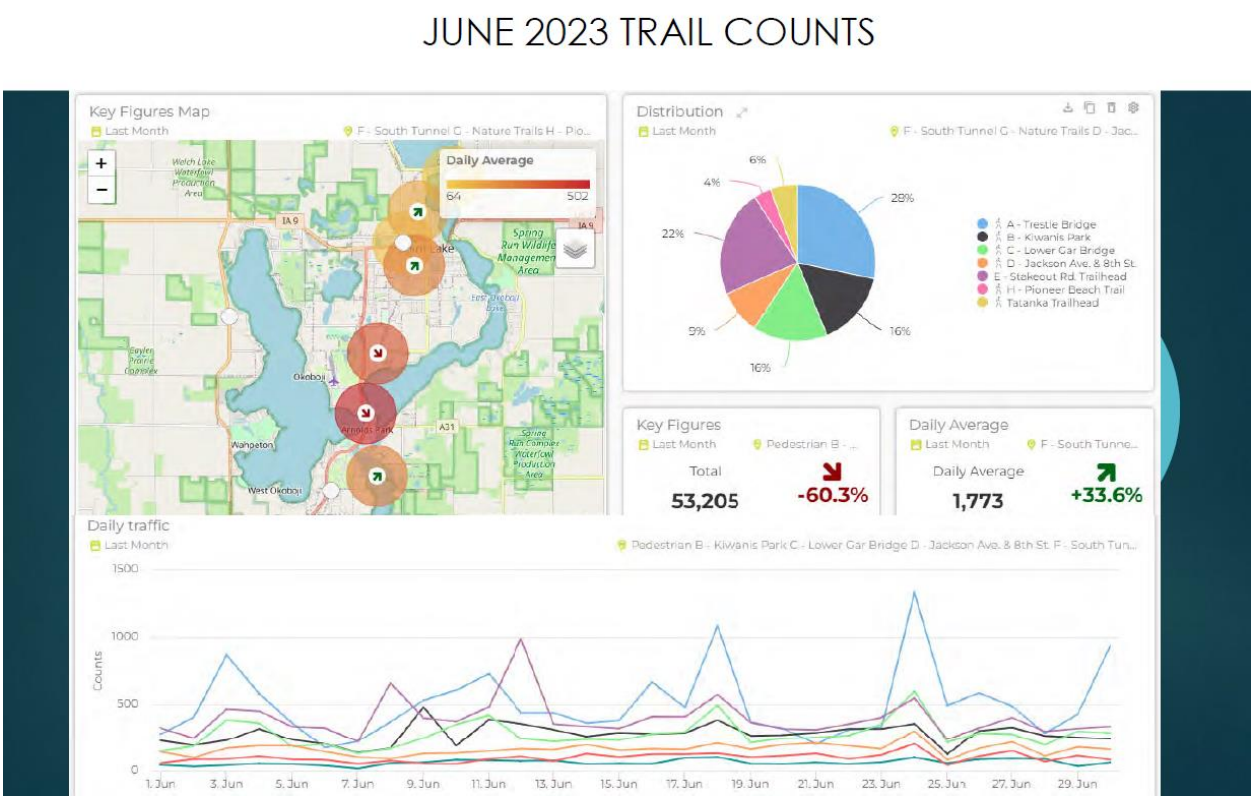
- In most communities, active transportation and parks are inherently linked with one another. That's because maintaining or expanding active transportation systems often relies on recreation and park agencies for initial infrastructure development, maintenance, promotional programs, and marketing. As such, recreation and park programs are helping to create a culture shift toward increased active transportation.
- The American Lung Association found that increased active transportation can significantly reduce premature deaths, heart attacks, asthma attacks, chronic and acute bronchitis cases, respiratory-related emergency room visits, and lost workdays, due to reduced pollution and physical activity benefits of smart growth development.
- People who live near trails are 50 percent more likely to get enough physical activity to help them stay healthy. People who live in walkable neighborhoods are twice as likely to get enough physical activity as people who don't.
- A 2005 study found that in Lincoln, Nebraska every $1 spent on trails saved almost $3 in direct medical costs over time.
- Residents living in areas with more active transportation had lower obesity rates than areas without a local culture or infrastructure that supports active transportation.

Source: National Recreation and Park Association

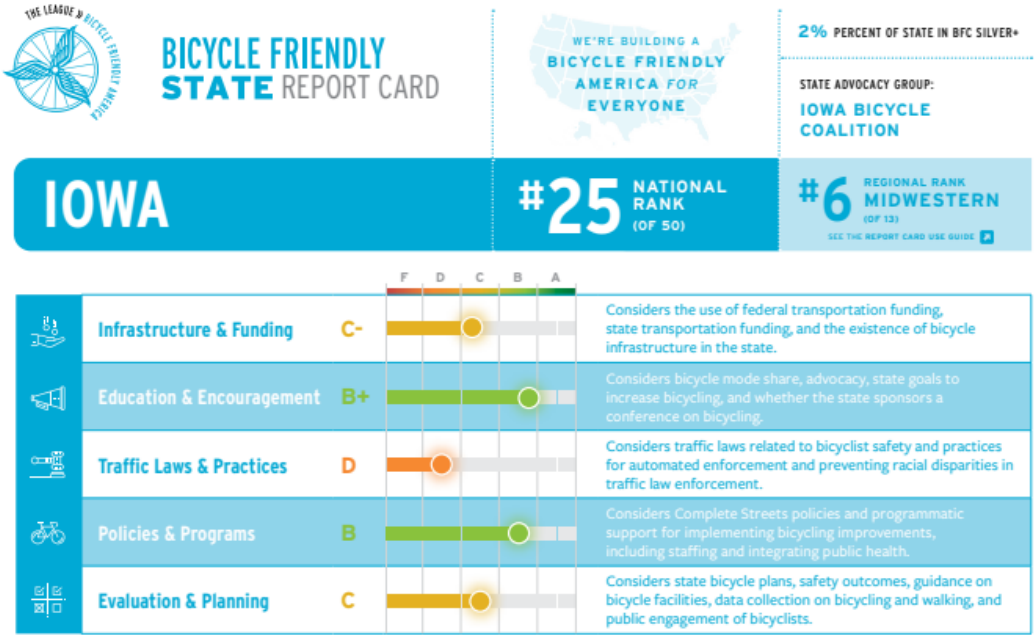
Local Trail Usage

Dickinson County has been taking counts on their trails in order to maintain a clearer picture of usership. The Dickinson County Trail Board (DCTB) tracked nearly 300,000 users through six counters across the trails system in 2022. The average daily count between Memorial Day and Labor Day was 1,895 per day. The DCTB tracked over 335,500 user counts through seven counters across the trails system in 2021. The average daily count between Memorial Day and Labor Day was 1,972 per day.

Dickinson County Trail Count Dashboard



Source: Dickinson County Trails Board



Based on the information we obtained for Iowa, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Iowa.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. Over the last two decades most states have adopted a safe passing law to protect people biking. Iowa is one of 11 states that has not.

Spend at least 2% of federal transportation funds on biking and walking improvements.

Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely. Iowa is one of only eight states that has not adopted this type of law to reduce "dooring."

Iowa has a recently adopted Complete Streets policy, which ensures that improvements for bicyclists are made during resurfacing, restoration and rehabilitation projects. This is often the most cost-effective time to make improvements.

In 2020 the Adventure Cycling Association found that Iowa was one of 18 states that failed to meet minimum rumble strip standards. The League is excited to congratulate the Iowa DOT for adopting rumble strip standards and creating a prioritization process for rumble strips and shoulders in its Complete Streets process. This is a great improvement and we hope other states learn from it as well.

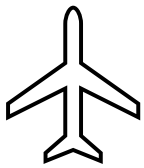
Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes-New/Updated
Safe Passing Law (3ft+)	No
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	No
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking		Rank
Ridership	**0.41%** of commuters biking to work	23/50
Safety	**5.8** fatalities per 10K bike commuters	17/50
Spending	**$3.47** per capita FHWA spending on biking and walking	17/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

Source: The League of American Bicyclists

Section 4.7 Region 3 Airports



The Iowa Department of Transportation's Office of Aviation has set the following vision for the state and its airports: "to have safe, quality facilities and services that support transportation demands while meeting economic and quality of life needs in Iowa."

To meet this goal, the following objectives are set:

• Aircraft approaches should be clear of obstructions.

• All airports should have an emergency response plan.

• All airports should have an airport security plan.

• Airports meet, or work toward meeting, facility and at least 75% of service targets.

• All airports maintain pavements to have pavement condition index seventy or greater.

• All based aircraft are stored in covered hangers.

• Most Iowans are within a 30-minute drive time to an airport with weather reporting capabilities.

• Most Iowans are within a 30-minute drive time to an airport with instrument approaches.

• Airports should establish regular communication programs.

• Commercial Service, Enhanced Service and General Service Airports should have rental aircraft and regular flight instruction at the airport.

• Airports host pilot safety programs

• Airports should have a current master plan or airport layout plan.

• Airports should protect air space and viability of airports with local height zoning ordinances and compatible land use.

Iowa airports are an important part of the state's transportation network and economy. They are part of a multimodal transportation network that helps the state remain competitive in the national and global economy by supporting agricultural, commercial, and industrial ventures. Airports also contribute $834 million a year to the state's economy and provide approximately 10,000 jobs.

The Iowa DOT divides airports into five categories: Local Service, Basic Service, General Service, Enhanced Service and Commercial Service:

Local Service Airport – These airports support local aviation activity with little or no airport service.

1. Spirit Lake Municipal Airport
2. Milford Municipal Airport
3. Larchwood Airpark

Basic Service Airport – These airports have runways 3,000 feet or greater in length with facilities and services customized to meet local aviation demands.

1. Rock Rapids Municipal Airport

2. Sibley Municipal Airport

3. Emmetsburg Municipal Airport

General Service Airport – These airports have runways 4,000 feet or greater in length with facilities and services customized to support most general aviation activity, including small to mid-sized business jets. These airports serve as a community asset.

1. Estherville Municipal Airport

2. Sheldon Municipal Airport

3. Storm Lake Municipal Airport

Enhanced Service Airports – These airports have runways 5,000 feet or greater in length with facilities and services to accommodate most general aviation activity, including small to most business jets. These airports serve business aviation and are regional transportation centers and economic centers.

1. Spencer Municipal Airport

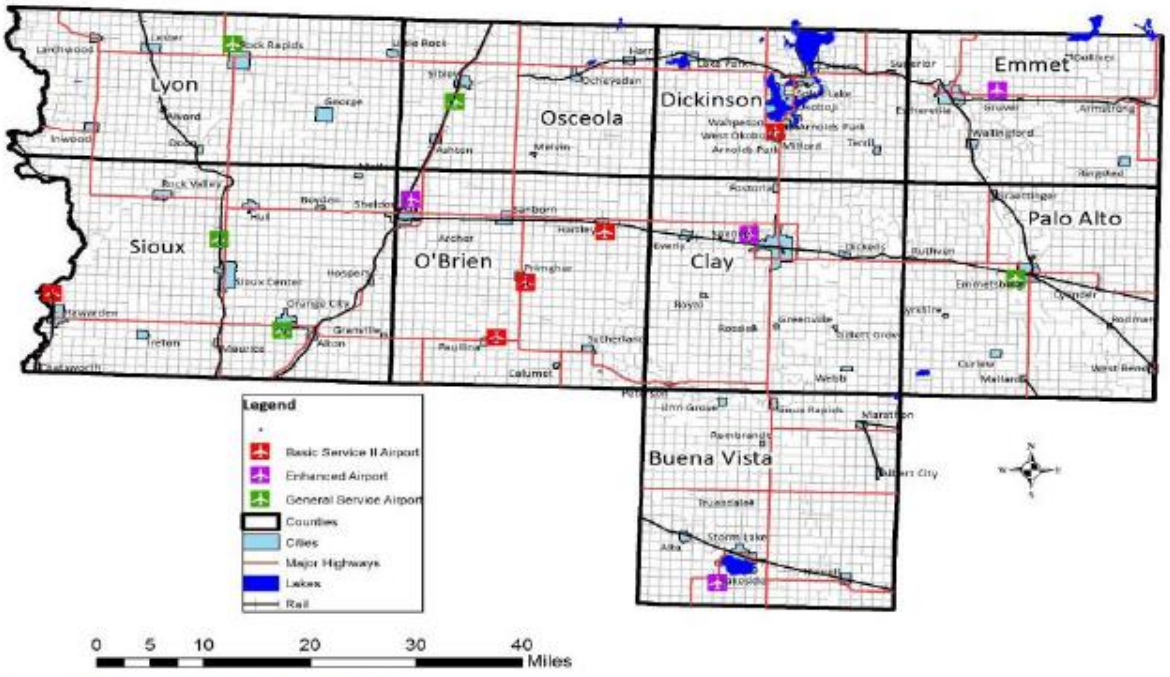
Commercial Service Airports – These airports support some level of scheduled commercial airline service and have the infrastructure and services available to support a full range of general aviation activity. These facilities meet most needs of the aviation system and serve as essential transportation and economic centers of the state.

1. Region 3 does not contain any Commercial Service Airports within its boundary.

but does have fifteen general aviation airports. Commercial Service Airports are classified as those that support at least a minimal scheduled air service and the full range of general aviation aircraft and their corresponding destinations including international flights. The region is served by fourteen general aviation airports.

The new Sioux County Airport opened in 2018, replacing the Orange City and Sioux Center Airports. It is a general aviation airport with space to accommodate larger corporate jets traveling into and based out of Sioux County. The airport is located near the insertion of IA 10 and US 75 near the City of Maurice. While RPA 3 does not have a commercial service airport, residents typically travel to airports located in Sioux City, Iowa and in Sioux Falls, South Dakota to access commercial air service. These commercial airports are the nearest options and have several airlines operating.

RPA 3 Airports



Source: Iowa Department of Natural Resources GIS Library

Section 4.8 Region 3 Freight Network

The term “freight” can be defined as ‘the transport of goods from one place to another.’ The State of Iowa has a large and diverse economy that demands the efficient transport of freight. There is a growing need to move freight safely, securely, and efficiently. Iowa’s transportation system of highways, railroads, waterways, and airports play a significant role in supporting the state’s economy. An efficient multi-modal system for moving freight to, from and within the state is critical to Iowa’s economic competitiveness and directly affects our quality of life.

A wide variety of fright is moved throughout the RPA 3 every day, much of which arrives without incident. However, accidents involving freight can occur and must be planned for accordingly. A significant concern is the transportation of hazardous materials. This does include manmade and natural disasters that could occur in communities and affect the transportation systems. In the event of a crash, spill, or derailment involving hazardous materials, it is imperative that local jurisdictions be prepared to respond in an expeditious manner.

Most of the freight is transferred throughout RPA 3 on either the highway system or rail system. The freight that is transported in RPA 3 revolves around the agricultural nature of the economy. There are several ethanol plants that transfer processed ethanol products that are used as fuel out of the region by truck and rail. Grain elevators are also prevalent in most communities and those materials are shipped out by trucks on the highway system.

The ***"Iowa in Motion-State Freight Plan"*** outlines the overall freight improvement plan. These strategies and improvements align with strategic goals in the document.

RPA 3 acknowledges and supports efforts pertaining to our region:

1. Maximize the advantages inherent to Iowa's geographic proximity.
2. Explore/create other funding sources to increase investment in the freight transportation system.
3. Target investment to address mobility issues that impact freight movements.
4. Emphasize the Multimodal Freight Network and utilize designs that are compatible with significant freight movements.
5. Target investment in the interstate system to a level that reflects the importance of this system for moving freight.
6. Right-size the highway system and apply cost effective solutions to locations with existing and anticipated issues.
7. Advance a 21st century Farm-to-Market System that moves products seamlessly across road, rail, and water to global marketplaces.
8. Implement asset management tools and practices and promote their use at the local level.
9. Optimize the freight transportation network to minimize cost and travel time and to improve supply chain efficiency.
10. Optimize the availability and use of freight shipping containers.
11. Explore opportunities for increasing value-added production within the state.
12. Provide real-time information on system conditions to support the movement of freight.
13. Leverage real-time information from users of the system to support advanced decision making and incident avoidance.
14. Provide measured, clear, nontechnical performance results for the freight system.
15. Streamline and align freight-related regulations and minimize unintended consequences.
16. Act as a point of contact and educator for freight transportation options.
17. Explore new truck docking operations to enable greater opportunities to consolidate truck freight for Iowa shippers.
18. Explore a new rail intermodal facility to enable access to lower cost rail services for Iowa businesses.
19. Explore additional transload facilities to provide Iowa businesses with more access to lower cost railroad freight services.
20. Explore opportunities to leverage a barge and rail multimodal solution to provide a cost-effective freight transportation alternative.
21. Collaborate with the railroads to provide Iowa companies with more access and capacity to accommodate additional Iowa freight shipments.
22. Explore and implement strategies to reduce deadhead truck miles.
23. Explore opportunities for railroads to provide additional lower cost freight rail transportation for high volume traffic lanes in Iowa.

Section 4.9 Region 3 Rail Network

Railroads are a vital part of Iowa's overall transportation system. Iowa's railroads move both freight and passengers safely and efficiently. Corn, soybeans, chemicals, vehicles, wood, paper products, minerals, ore, coal, and biofuel are all moved across rail lines. Iowa's economy partly relies on efficient transportation through rail. Maintaining and improving the state's rail service requires proactive partnerships between public and private organizations including but not limited to private rail carriers, rail shippers, passengers, the Iowa DOT, local governments, and state and federal agencies. There are eighteen freight railroad companies that operate 3,825 miles of track within Iowa. Region 3 is served by two Class I railroads and three Class 3 railroads providing freight rail service to the region. The railroad companies that service the region are BNSF, Union Pacific, Chicago, Central and Pacific Railroad, D & I Railroad Co., Dakota, Minnesota, and Eastern RR Co.

The Burlington Northern Santa Fe Railroad began operating in Iowa on September 22, 1995, following the merger of the Burlington Northern and Atchison, Topeka, and Santa Fe railroads. Burlington Northern Santa Fe Corporation, which owns BNSF Railroad, is headquartered in Fort Worth, Texas. BNSF Railroad runs north to south through Plymouth and Lyon Counties. The rail line continues south to Sioux City and continues north into southwest Minnesota. BNSF is a Class I railroad and is among the largest railroads in the U.S. today. It spans 34,000 miles and covers twenty-eight states and two Canadian provinces. BNSF rail lines cover the western two-thirds of the U.S. from the Pacific Northwest and California to the Midwest, Southeast, Southwest, and from Canada to Mexico. BNSF has 710 miles of track in Iowa which runs from Burlington in southeast Iowa to Glenwood in southwest Iowa. BNSF also has branch lines that stem off its main line. The main products transported by BNSF include coal, grain, intermodal containers and trailers, chemicals, metals and minerals, forest products, automobiles, and consumer goods.

Union Pacific Railroad Company was chartered in 1862 through an act of Congress. The railroad is comprised of the original Union Pacific, Missouri Pacific, Chicago and Northwestern, and Southern Pacific railroads. Union Pacific is part of the Union Pacific Corporation and is based in Dallas, Texas. Union Pacific has several routes throughout Region 3. One route runs from Sioux City, passes through the western portion of the region, and continues north into southwest Minnesota. Other Union Pacific routes come from the east and run into the eastern counties in the NWIPDC region. Union Pacific is the largest railroad in the U.S. They operate 34,000 miles in twenty-four states in the western two-thirds of the United States and Mexico. Union Pacific operations link major West coast and Gulf ports with major gateways to the east. The railroad operates 1,752 miles in Iowa. Union Pacific operates a main line from Clinton to Council Bluffs and another north-south route through central Iowa, along with many branch lines. The main products transported by Union Pacific include chemicals, coal, food and food products, forest products, grain and grain products, intermodal, metals and minerals, and automobiles and parts.

Dakota, Minnesota & Eastern Railroad was formed in 1986, taking over lines owned by the Chicago & Northwestern located in South Dakota and Minnesota. The railroad is based in Brookings, South Dakota. Dakota, Minnesota, and Eastern Railroad has one route in Region 3 that runs east to west. The route comes from eastern Iowa into the eastern counties in the region. Dakota, Minnesota & Eastern operates more than 1,100 miles of track running from Rapid City, South Dakota to Winona, Minnesota. The railroad operates twenty-four miles in Iowa

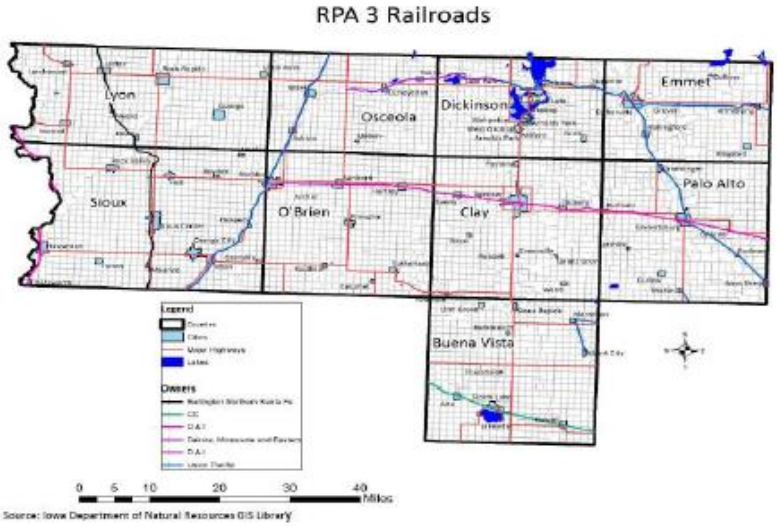
between Albert Lea, Minnesota, and Mason City. The main products transported by Dakota, Minnesota & Eastern include farm products, stone, food products, and nonmetallic minerals.

The Chicago, Central and Pacific Railroad. This railroad company is the result of the merger of the former Canadian National and Illinois Central railroad companies. Chicago, Central and Pacific Railroad has one route in the region that originates in eastern Iowa and enters the southern part of region into Buena Vista County and continues further west. The Chicago, Central and Pacific Railroad was formed in December 1985 as a spinoff from the Illinois Central Gulf Railroad. In June 1996, the Illinois Central Railroad repurchased the Chicago, Central and Pacific. Currently, the Chicago, Central and Pacific is a subsidiary of the Canadian National Railroad system that resulted from the Canadian National and Illinois Central merger effective in 1999. Chicago, Central and Pacific Railroad operates 558 miles in Iowa. The route in Iowa extends from Dubuque through Fort Dodge to Council Bluffs. The railroad also operates a line from Fort Dodge to Sioux City, along with several branches. The main products transported by Chicago, Central and Pacific Railroad include coal, farm products, food products, chemicals, and miscellaneous mixed shipments.

D & I Railroad is a wholly owned subsidiary of L. G. Everist, Inc., owners of one of the largest privately owned fleets of railroad equipment of any aggregate producer in North America. D & I operate from Dell Rapids, SD to Sioux City, IA on company owned track and via trackage rights with BNSF Railway. This rail provider offers service to Dell Rapids, Sioux Falls, Canton, Beresford, Hawarden, Sioux City, and all locations in between. The D & I interchange traffic with the BNSF Railway (BNSF), the Canadian National Railway (CN), and the Union Pacific Railroad (UPRR) in Sioux City, IA. In addition, the D & I also interchange with BNSF in Sioux Falls, SD. The D & I team with L. G. Everist to accommodate their hauling needs. D & I has extensive unit train experience and partnerships with BNSF, CN and UP Railroads, the D & I can handle all transportation needs. The D & I Transports ethanol, dried distiller grains, cement, corn oil, plastic pellets, and numerous other products.

In reference to passenger rail, Region 3 does not currently have any passenger rail service. There are currently no plans for passenger rail service in the region, but discussions have occurred about the development of passenger rail service in other parts of Iowa. The Iowa DOT sponsors a passenger rail advisory committee that discusses plans to develop passenger rail service across the state of Iowa. The current ideas with regards to proposed passenger rail service in Iowa are focused on eastern Iowa and developing a connection to Chicago.

Map 4.4: Region 3 Railroads



Source: Iowa DOT

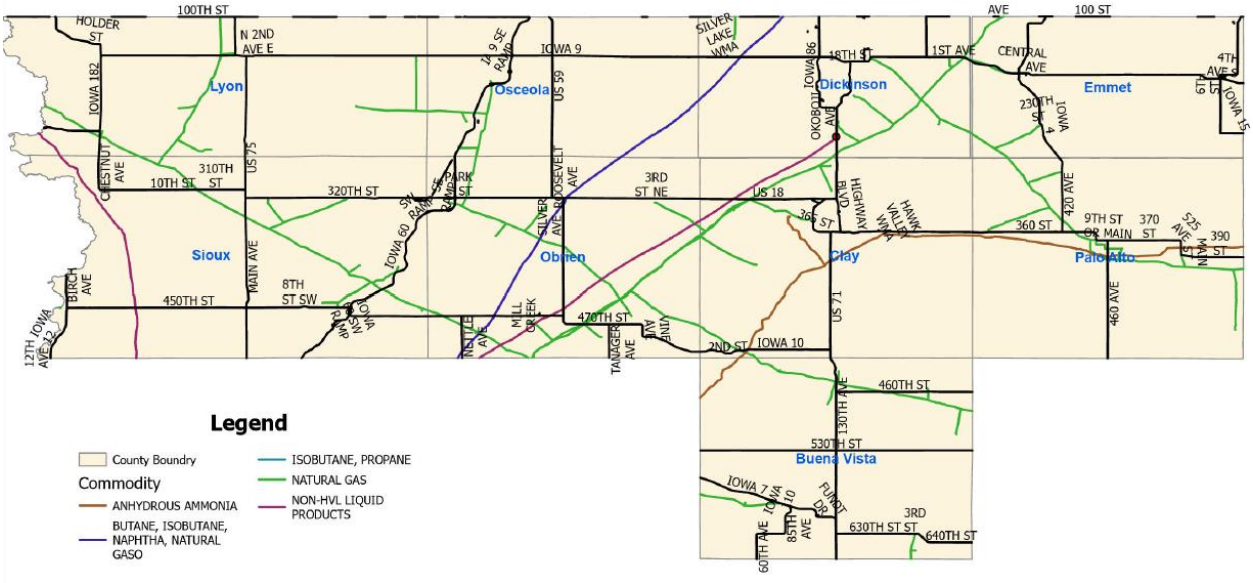
Section 4.10 Region 3 Pipelines

There are 41,410 miles of hazardous liquid and natural gas pipelines in Iowa. This network supplies natural gas, liquefied petroleum/gas products and anhydrous ammonia for residential and commercial use. Nearly every natural gas is delivered by pipeline. Liquified petroleum/gas and anhydrous ammonia are usually delivered to above ground terminals where the product is shipped by truck to the last point of consumption. Iowa ranks fifth in the nation in consumption of liquified gas in the form of propane, due primarily to its use in drying crops after harvest.

The pipelines that run through Region 3 are transporting Anhydrous Ammonia, Natural Gas, Non Highly Volatile Liquid Products, and Butane or Isobutane. There are no pipelines carrying Propane in the region. There are several intersecting pipelines in O'Brien County and one intersection in each Clay and Palo Alto Counties. Anhydrous Ammonia runs through Buena Vista, Clay, and Palo Alto Counties. Non Highly Volatile Products run through Dickinson, Clay, O'Brien, Lyon, and Sioux Counties. Butane/Isobutane runs through Dickinson, Osceola, and O'Brien Counties. All Counties in Region 3 have pipelines that carry Natural Gas.

There are currently three proposed routes for Carbon Dioxide capture pipelines in the state of Iowa. Two of the proposed routes run through Region 3, with the various lines running through every County in various places. The Carbon Dioxide pipeline companies are aiming to use eminent domain to see the projects make it to construction. This is a continually developing situation in the state of Iowa and will continue to be monitored by Region 3 staff.

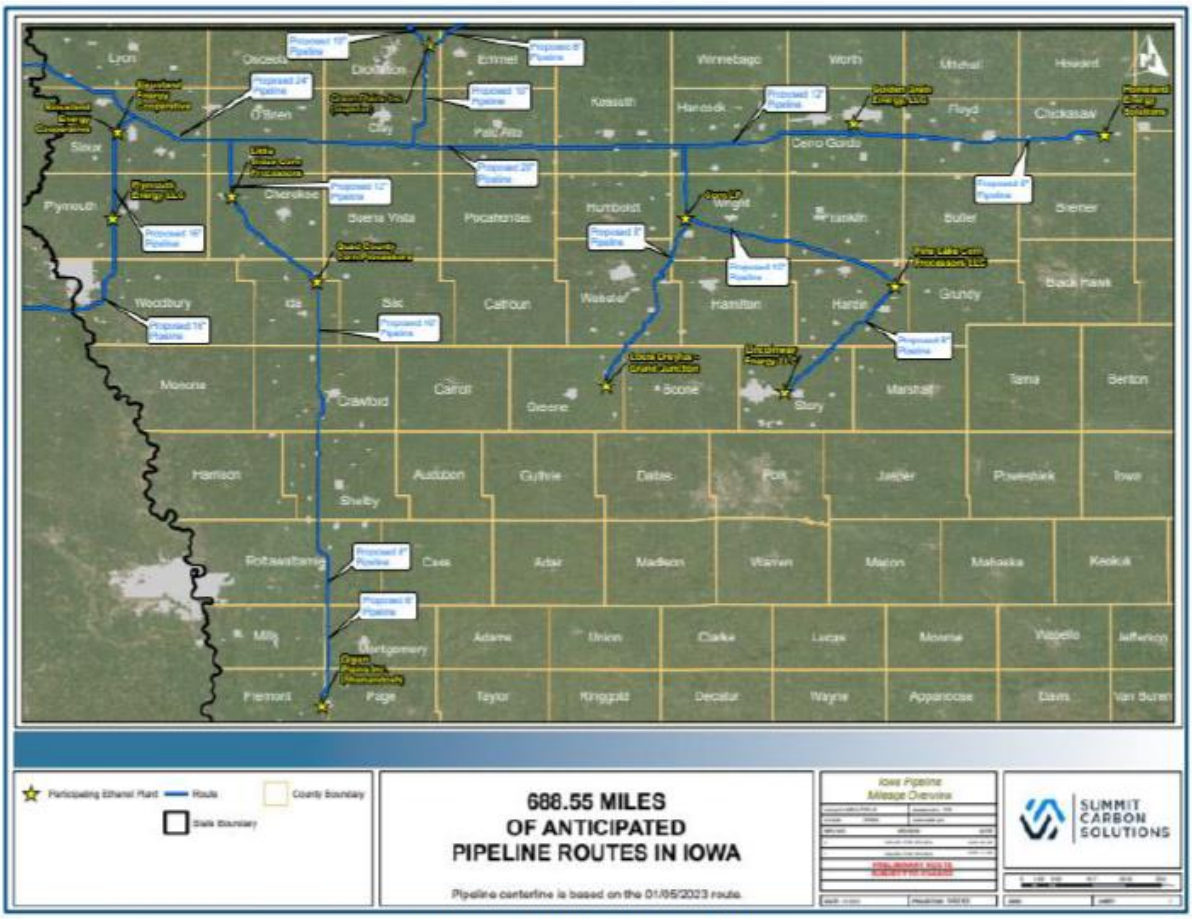
Map 4.5: Region 3 Pipelines



Source: Pipeline & Hazardous Materials Safety Administration

There are currently three proposed routes for Carbon Dioxide capture pipelines in the state of Iowa. Two of the proposed routes run through Region 3, with the various lines running through every County in various places. The Carbon Dioxide pipeline companies are aiming to use eminent domain to see the projects make it to construction. This is a continually developing situation in the state of Iowa and will continue to be monitored by Region 3 staff. The following maps display proposed Carbon Capture pipelines across Iowa.

Map 4.6: Summit Carbon Solutions Proposed Route



Source: Summit Carbon Solutions

Figure 4.7: Summit Carbon Pipeline Information

AGRICULTURAL BENEFITS

Summit Carbon Solutions will open new economic opportunities for the ethanol and agricultural industries that are so critical to the Midwest economy. Our carbon capture and storage project will put the ethanol produced at our 32 partner facilities on track to become a net-zero fuel by 2030. This will allow these plants to sell their product at a premium in the growing number of states and countries that have adopted low carbon fuel standards

Today, ethanol supports 360,000 jobs and contributes $45 billion to the annual U.S. GDP. But maybe most importantly, ethanol plants purchase approximately half of all the corn produced in the United States. Summit Carbon Solutions' investment will strengthen this marketplace even further for farmers, while maintaining strong land and commodity prices.

ECONOMIC BENEFITS

Ernst & Young, a global leader in accounting, conducted a study that found Summit Carbon Solutions' proposed carbon capture, transportation, and storage project will create jobs, generate new tax revenue for local communities, support local suppliers, and strengthen the Midwest regional economy.

Project-Wide Findings (*Construction* Phase)

Total Investment	$4.5 billion
Total Average Annual Jobs Created	11,427
Total Federal, State, Local Taxes Paid by SCS	$371 million
Expenditures to Suppliers, Contractors, and More	$2.1 billion
Total Right of Way and Other Landowner Payments	$309 million

Project-Wide Findings (*Operations* Phase)

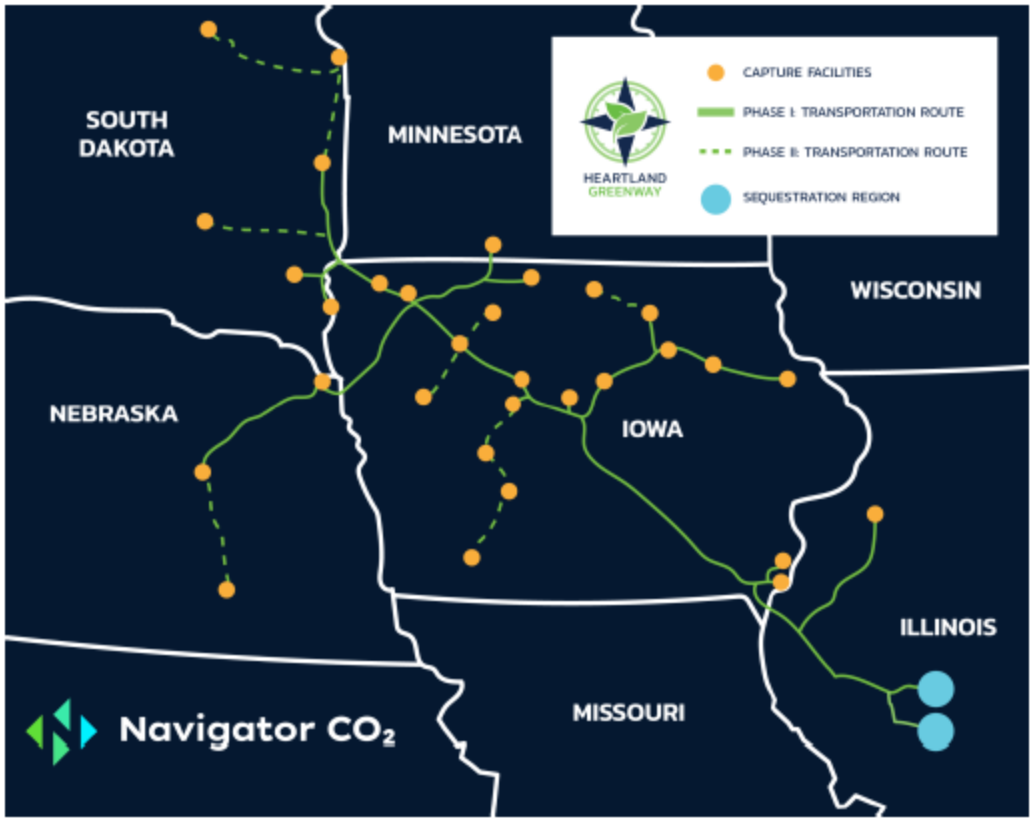
Annual Expenditures	$170 million
Total Jobs Supported	1,170
Expenditures to Suppliers, Contractors, and More	$78 million
Total Federal, State, Local Taxes Paid by SCS	$97 million

ENVIRONMENTAL BENEFITS

Once completed, Summit Carbon Solutions' Project will be the largest carbon capture and storage project in the world. This project will have the capacity to capture and permanently store up to 18 million tons of CO_2 every year. That's the equivalent of removing 3.9 million vehicles from our roads annually.

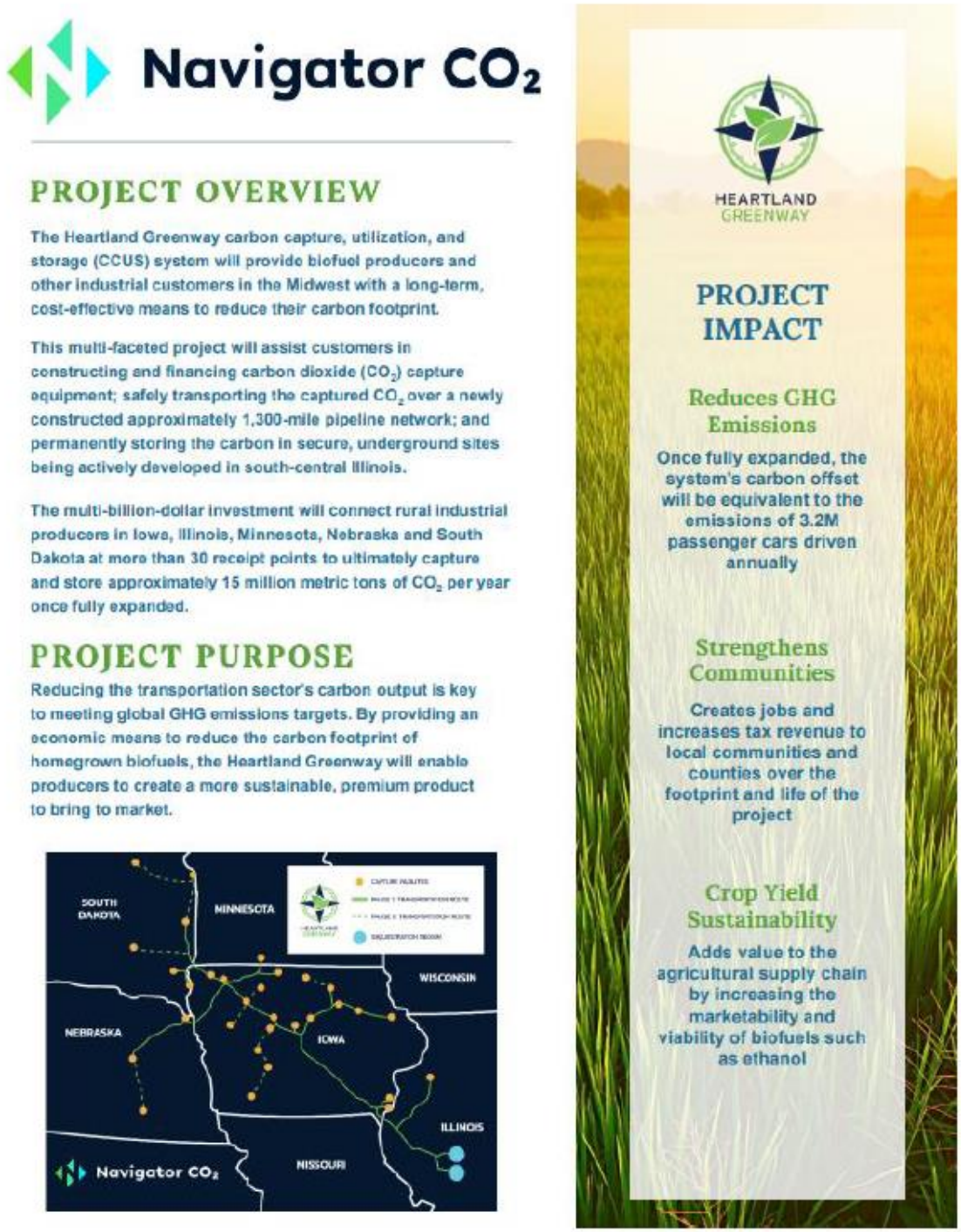
Source: Summit Carbon Solutions

Map 4.7: Navigator C02 Proposed Route



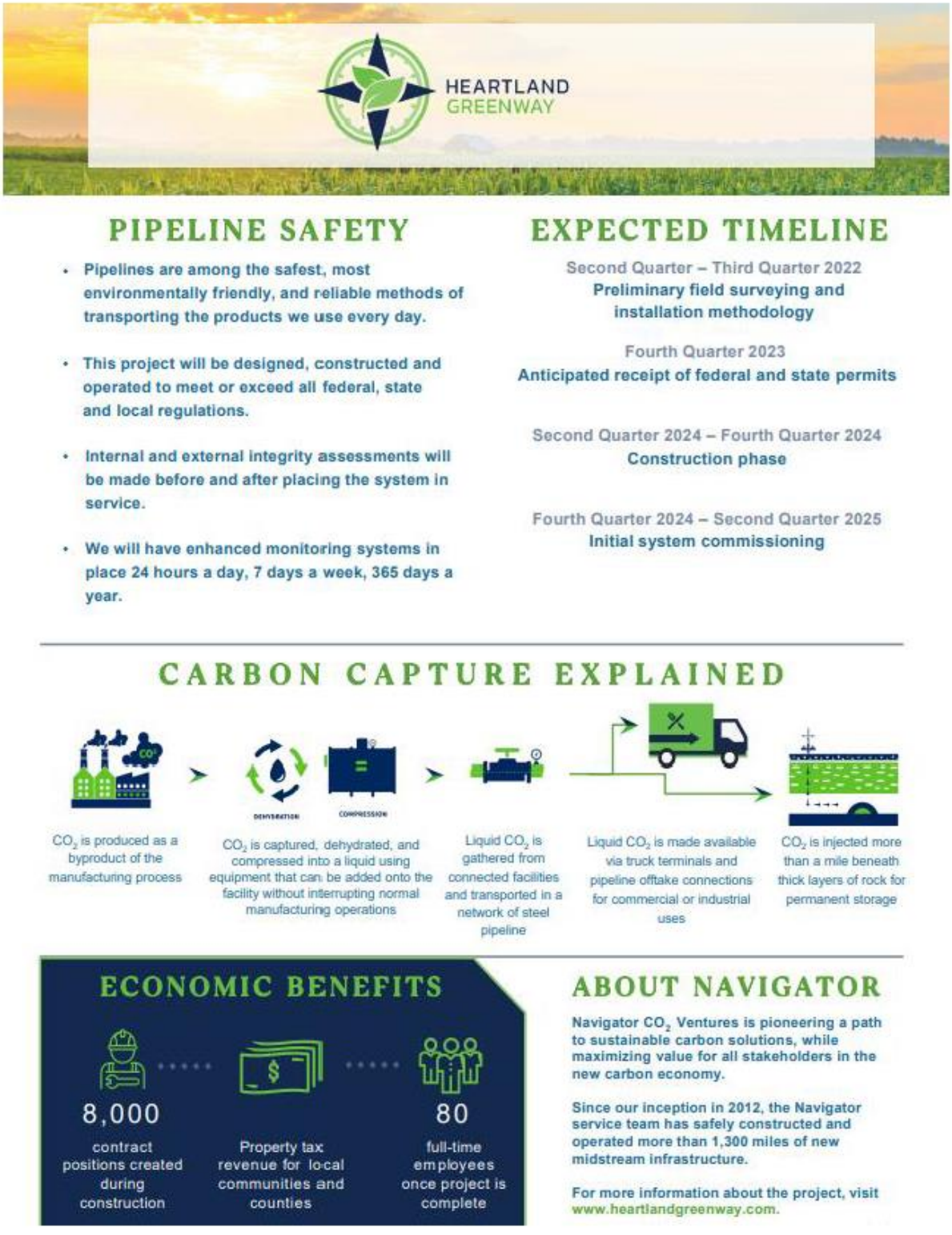
Source: Navigator CO2

Figure 4.8: Heartland Greenway Carbon Capture Information



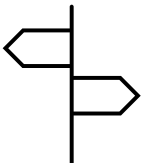
Source: Navigator CO2

Figure 4.9: Heartland Greenway Carbon Capture Information



Source: Navigator CO2

Section 4.11 Region 3 Transportation Network Summary



Region 3 is served by public transportation, highways, railroads and trails and other transportation systems. In general, most modes of traffic are meeting the needs of the users throughout the region. The existing transportation networks in the region serve the needs of the residents, but those needs can change over time. The future transportation system needs should be evaluated to help plan for the future of the overall system. Region 3 is similar to many other regions in the State of Iowa in that there are strengths and weaknesses in the transportation system. Below are the strengths and weaknesses that have been identified by the stakeholder group.

Strengths Include:

- Cities are counties have concentrated on savings to complete projects that are lacking full funding.
- New construction methods and materials are being used to save costs as well as not harming the environment.
- Experienced transportation and road staff
- Abundant gravel supply to use on the secondary roads system.
- Development of Highway 60 has brought development around the highways corridor and created an easier and more direct commute to larger hubs such as Sioux City
- The region has experienced a significant interest with respect to trails systems and encouraging other modes of traffic.
- Creating and maintaining corridors and encourage connectivity throughout the region.
- The gas tax has helped fill funding gaps for projects.
- Increase in connectivity and accessibility within all modes of transportation throughout the region.
- Strong tourist nature of the region helps to capture funds to be able to improve and maintain all modes of transportation.
- The condition of the road system is currently maintainable but may need further consideration and funding as the cost of construction and materials continues to rise.

Weaknesses Include:

- Lack of funding for projects
- Need to create and maintain corridors and encourage connectivity throughout the region.
- Substantial number of wooden bridges and structures that are costly to operate and maintain.
- A large road mileage compared to the size of the county, and it is costly to maintain.
- Federal aid eligible routes manage more traffic and receive less funding than needed.
- Need to utilize index rating on streets when determining where repairs should be located.
- Need to look at population and vehicle miles traveled and how that impacts how state and federal funds are dispersed to help maintain the highway system.
- Weather patterns are becoming more unpredictable thus putting more strain on the highway system. The intensity and frequency of rain events is much different than in the past and this is impacting how the highway system is maintained.

- The agriculture industry is not paying enough taxes for damage caused to the road and bridge systems throughout the region.
- Regulatory agencies are making it harder to construct bridges and roads. The more stringent rules could be reviewed and addressed so that projects can be completed in a timelier and more cost-effective manner.
- Attract new contractors to bid and construct federal projects to create more competitiveness in the market, local cities and counties would see sizable impacts with additional competition.

Chapter 5 - Planning and the Environment

Section 5.1 Introduction

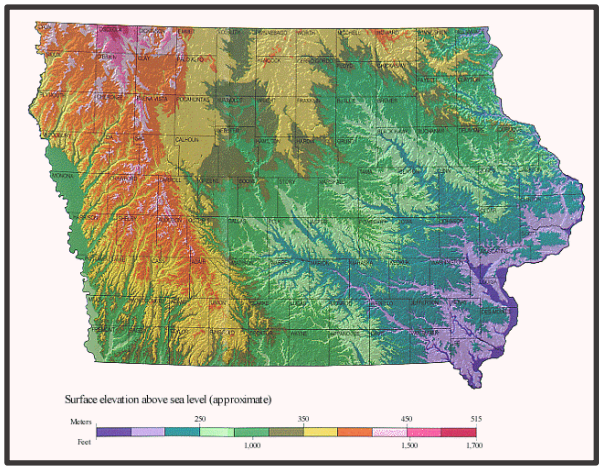
Northwest Iowa is the number one tourist area in the state because of the Iowa “Great Lakes,” and the region claims some of the highest amount of state-owned property for public use as well. The quality of the environment is vital to the economics of the region and future efforts will require environmental assessments at all phases to balance the importance of development with the importance of a quality environment. Planning is an ongoing and changing activity. The ability to respond to changing trends and conditions will be needed to meet future requirements of the region. This chapter offers ideas to help conserve nature’s amenities for future generations. To help conserve and protect environmentally sensitive lands coordinated efforts will be needed from several groups including the Iowa DOT, Iowa DNR, U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Services and other interested parties.

All transportation projects funded with federal funds must comply with the National Environmental Protection Act (NEPA). When conducting transportation projects with federal funds, analysis of the impact of the project is completed once the location of the project has been identified. Coordination with environmental and regulatory agencies should begin early in the development process. Compliance with federal and state environmental requirements will fall on the project sponsor. Cities and counties in the region should develop land use plans and zoning ordinances that will take the environment into consideration and abide by such plans and ordinances when developing projects. Many of the transportation projects in the region are for maintenance to an existing system and as such are not expected to have much environmental impact.

The arrangement and design of transportation infrastructure can have significant impacts on wildlife and biodiversity protection. Most apparently, roads, highways and vehicle travel cause immediate mortality through vehicle collisions. Nonetheless, roads also destroy and fragment habitat, increase air and water pollution loads, spread invasive species, modify animal behavior, and increase human access to formerly remote areas.

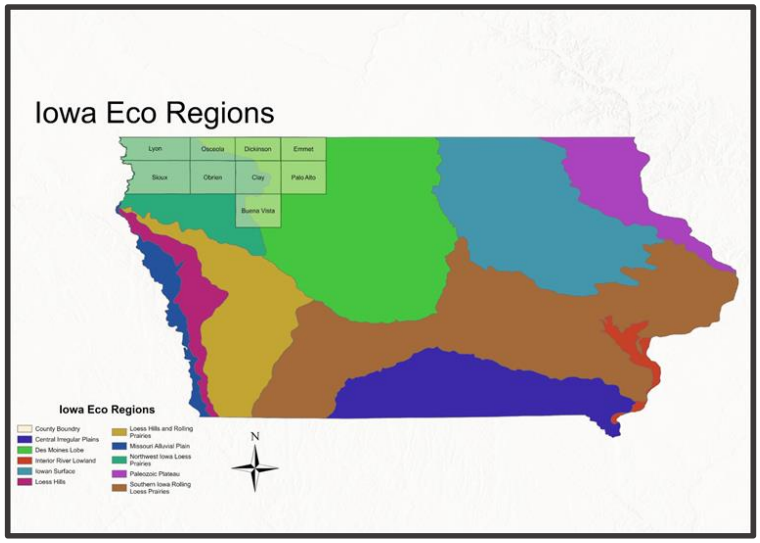
The road network can also have implications for the freshwater systems in Northwest Iowa. Many different contaminants that can be found in watersheds are from chemicals used in oils, lubricants, windshield de-icing fluids, tires, paints, coatings, and vehicle furniture. They end up in nearby watersheds because when they are emitted onto road surfaces they can get washed into nearby streams when it rains, either on their own or while attached to road dust. Some recreation areas may be affected by the vehicles that drive to them for outdoor enjoyment of the passengers.

Section 5.2 Region 3 Environmental Overview



The northwestern corner of the State of Iowa is a unique area in terms of environmental amenities, both natural and man-made. Northwest Iowa abounds with natural prairie pothole lakes, wetlands, timber, and streams to make this region a premier hunting, fishing, and boating destination. It hosts many un-altered river systems, natural lakes, woodlands, prairies, wetlands, parks, wildlife areas, historic facilities, archaeological sites, and vast supplies of prime agricultural land. It is home to many species of wildlife, some of which are indigenous only to the area. The quality of the environment is key to the vitality of the region, but maintaining the quality requires constant vigilance. There is often a perception that Iowa, and northwest Iowa in particular, are isolated places with little or no recreational, cultural, or sports activities. Most residents in the region travel 1½ to 2 hours to a city with a population of 50,000 or greater. The region spans 4,804 square miles and the primary land use is agricultural. There are inherent connections between transportation planning and adequate land usage. This chapter explores the region's threatened and endangered species, conservation recreation lands, state and county parks, air quality, water bodies and aquifers, and sites that have been designated for historic preservation. This chapter will also provide information about Environmental Justice (EJ), Planning & Environment Linkages (PEL), coordinated conservation and recreation efforts, and environmental mitigation endeavors of Region 3.

Map 5.1 – Iowa Eco Regions



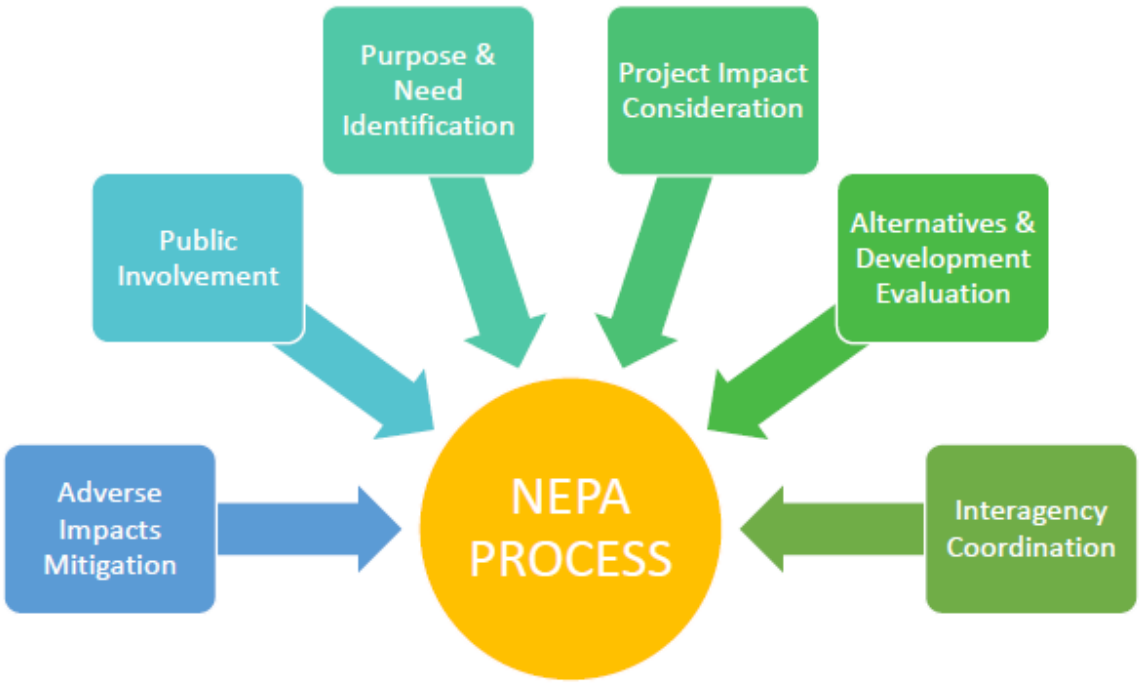
The primary natural resources of the region are rich agricultural soils, watersheds of all rivers, lakes, streams, wetlands, and fens that comprise the Iowa Great Lakes Watershed. It is not anticipated that the location of industry within the area will have a great impact upon the environment or natural resources, but care should still be taken to ensure the balance between needed economic growth, transportation maintenance and expansion, and a healthy environment.

Source: Iowa DNR

Section 5.3 Region 3 Environmental Federal Requirements

Federally funded transportation projects must comply with the National Environmental Policy Act. This act requires an environmental review of projects as part of the development process. The NEPA review process includes the consideration of alternatives for the project and their effects on the environment. The process also includes public involvement cooperation between federal and state agencies.

There are three types of NEPA document types depending on the project and the significance of its impacts. These document types are a Categorical Exclusion, Environmental Assessment and an Environmental Impact Statement. Categorical Exclusion is for projects that have been determined to have no significant environmental impact. Environmental Assessments are performed if a projects impact is uncertain and determines if the project will have a significant impact on the environment. If it is determined that a project will not have a significant impact, then a finding of no significant impact is issued. If it is determined that there will be a significant environmental impact, then an Environmental Impact Statement must be prepared. This is a detailed evaluation of the project and the alternatives.



Part of compliance with the National Environmental Policy Act is the consideration of environmental justice. Executive Order 12898 “Federal Actions to Address Justice in Minority Populations and Low-Income Populations” was signed in 1994 and instructs federal departments and agencies to address any disproportionate and adverse effects of federal programs, policies and activities on minority and low-income populations. The NEPA document should identify existing minority and low-income populations, discuss public participation activities to increase minority and low-income participation, identify disproportionate high and adverse effects. If there are disproportionate high and adverse effects on minority and low-income populations then the document must discuss mitigation and alternatives. The protocol of avoidance first, then minimization, then offset or rectify should be used to minimize adverse

effects. If there is a disproportionate high and adverse effect after mitigation, then the document must evaluate if there is a further mitigation measure or a practicable alternative that would reduce the effect(s).

Other federal requirements in addition to NEPA also apply to transportation projects receiving federal funding. These requirements include: the Federal Water Pollution Control Act, Endangered Species Act, and the National Historic Preservation Act. The Federal Water Pollution Control Act regulates water pollution through the control of discharge. For transportation projects a permit is required before construction or operation can begin in any situation that may result in discharge into navigable bodies of water. The Endangered Species Act requires that steps be taken to not jeopardize the existence or habitat of any endangered or threatened species. The National Historic Preservation Act requires that that for districts, sites, buildings, structures or objects on the National Register of Historic places, an assessment of the project's impact on that location must be completed.

Statute Section 4(f)

Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, applies only to the U.S. Department of Transportation (U.S. DOT) and is implemented by the Federal Highway Administration (FHWA) and the Federal Transit Administration through the regulation 23 Code of Federal Regulations (CFR) 774.

Since the mid-1960s, federal transportation policy has reflected an effort to preserve publicly owned public parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state or local significance. The Department of Transportation Act (DOT Act) of 1966 included a special provision to carry out this effort, which was Section 4(f).

Section 4(f) of the DOT Act stipulated that the Federal Highway Administration (FHWA) and other U.S. Department of Transportation (DOT) agencies cannot approve the use of land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless the following conditions apply:

There is no feasible and prudent alternative to the use of land.

The action includes all possible planning to minimize harm to the property resulting from use.

Since 1966, Section 4(f) has undergone several changes, although none of them has affected the preservation purpose of the statute. The first of these changes was a 1968 amendment to Section 4(f)'s wording-an effort by lawmakers to reconcile the language of 49 U.S.C. Section 1653(f) and 23 U.S.C. Section 138. The wording in the two provisions was somewhat different; therefore, the Federal-Aid Highway Act of 1968 amended the wording in both sections to be consistent. The second change was a result of the 1983 recodification of the DOT Act, in which Section 4(f) became 49 United States Code (U.S.C.) Section 303. (Technically speaking, the statute is no longer Section 4(f); however, because of its widespread familiarity among state and federal agencies, it continues to be referred to by its original name.)

In 2005, Congress made more substantial changes to provide an additional method for approving the use of Section 4(f) properties when the impact to those properties are so minor they are considered de minimis. This de minimis impact provision establishes the basis for U.S. DOT agencies to approve the minor use of Section 4(f) properties without evaluating avoidance alternatives, thereby simplifying the approval process. Congress also directed the U.S. DOT to

revise its Section 4(f) regulations to clarify the application of the feasible and prudent standard. In 2008, the FHWA and Federal Transit Administration issued a joint regulation – 23 CFR 774 – to accomplish this and to update other aspects of Section 4(f). In 2012, the FHWA revised the Section 4(f) Policy Paper to also reflect these changes.

Section 5.4 Region 3 Planning & Environment Linkages

The FAST Act & PEL

The Fixing America's Surface Transportation Act (FAST Act) continues efforts to streamline project delivery:

- Efficient environmental reviews for project decisionmaking (Section 1304),
- Integration of planning and environmental review (Section 1305), and
- Development of programmatic mitigation plans (Section 1306)

Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that:

- Considers environmental, community, and economic goals early in the transportation planning process.
- Uses the information, analysis, and products developed during planning to inform the environmental review process.

Benefits of Planning and Environment Linkages:

State and local agencies can achieve significant benefits by incorporating environmental and community values into transportation decisions early in planning and carrying these considerations through project development and delivery. Benefits include but are not limited to:

- Relationship-building benefits: The PEL approach enables agencies to be more effective players in the transportation decision-making process through its focus on building interagency relationships. By encouraging resource and regulatory agencies to get involved in the early stages of planning, agencies have an opportunity to help shape transportation projects.
- Improved project delivery timeframes: The PEL approach improves process efficiencies by minimizing potential duplication of planning and NEPA processes, creating one cohesive flow of information. In addition, improvements to inter-agency relationships may help to resolve differences on key issues as transportation programs and projects move from planning to design and implementation.
- On-the-ground outcome benefits: When transportation agencies conduct planning activities equipped with information about resource considerations and in coordination with resource agencies and the public, they are better able to design transportation programs and projects that serve the community's transportation needs more effectively.

Section 5.5 Region 3 Biodiversity, Habitat, Threatened & Endangered Species

Much of the fauna that comprises the region is typical to the area. Most species are quite common for the upper Midwest and do not fall into any threatened or endangered species lists. However, the region is home to certain shiner species, specifically the Topeka Shiner, which is on the threatened species listing. There are also some species such as the jack rabbit, and certain small amphibians and reptiles that biologists have been concerned about their declining numbers. As development is planned, impacts to wildlife species must be evaluated with cooperative efforts from federal, state, and local wildlife agencies to ensure that negative impacts to threatened and endangered species do not occur. Scientists believe that there has been a global loss of species populations of 60-70 percent since the 1970s.

Western Prairie Fringed Orchid
Photo: US Fish & Wildlife Service

Topeka Shiner
Photo: US Fish & Wildlife Service

Prairie Bush Clover
Photo: Wisconsin Department of Natural Resources

Vegetation in northwest Iowa is mixed from stands of timber along rivers, lakes, and streams, to open prairie and grass pasture areas. The Region also has vast wetland vegetative species that are found in permanent wetlands, seasonal wetlands, and “wet” areas throughout the region. Timber species mainly consist of deciduous and coniferous species such as locust, cottonwood, oak, walnut, spruce, and cedar, respectively. As previously mentioned, these species typically are found along rivers, streams, and lakes throughout the region.

The vast stands of prairie grass are gone, turned over to the plow, developed into cities, and paved over with roads. Over 99 percent of the prairies have been lost to development in one form or another. However, new prairie restoration programs such as The Integrated Roadside Vegetative Management Program are sewing native prairie grasses into formerly lost areas. In fact, these programs are designed to use native prairie grasses in the form of noxious weed control. Once the native plants establish themselves, they virtually crowd out unwanted weed species, saving money that would have been spent buying and spraying herbicides. Local industries are also re-seeding native grasses into their lots and creating wetland treatment facilities to filter their waste. These programs provide cost savings to the companies and allow them to be better stewards of the environment. As more and more companies see the financial benefits that natural alternatives to chemicals, sprays and mowers allow, the more these

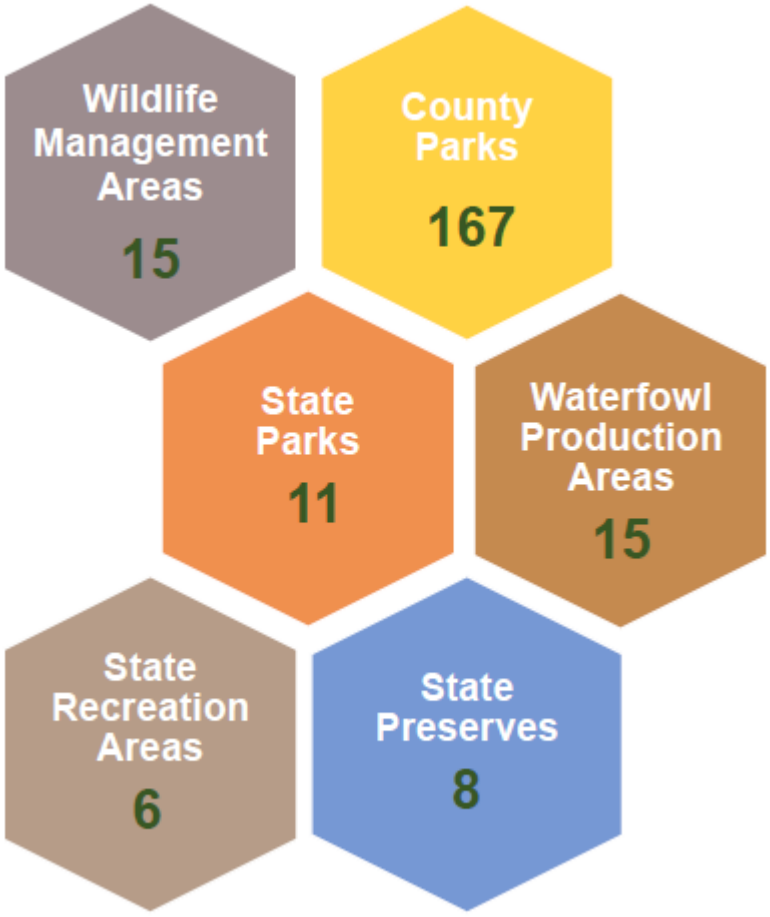
programs will grow and expand. All efforts will be made to promote these types of programs in future economic projects where applicable.

Within the region there are no Superfund sites, RCRA, Brownfields or leaking underground tank sites that are apparent. There are some abandoned industrial facilities that may qualify under one of the above listed areas, but as of the time of this plan's development there are officially none. Chemical and pesticide use are found within Region III and according to the LEPC (Local Emergency Planning Committee) there are 195 facilities that use, store, or distribute hazardous chemicals and/or pesticides. Each respective county Emergency Management Agency keeps a list of these businesses or sites, and each is entered into the enhanced 911 database in case of emergency. To provide a listing of all these businesses within this plan would be excessive. RPA3, a coordinator with the Local Emergency Planning Committees (LEPC), keeps a copy of the list of these businesses for economic as well as environmental purposes, and this listing is updated as the lists are updated within their respective counties. Future economic projects that involve a business that uses, stores, distributes, manufactures hazardous chemicals or pesticides will take that information into account and adhere to proper environmental controls and regulations.

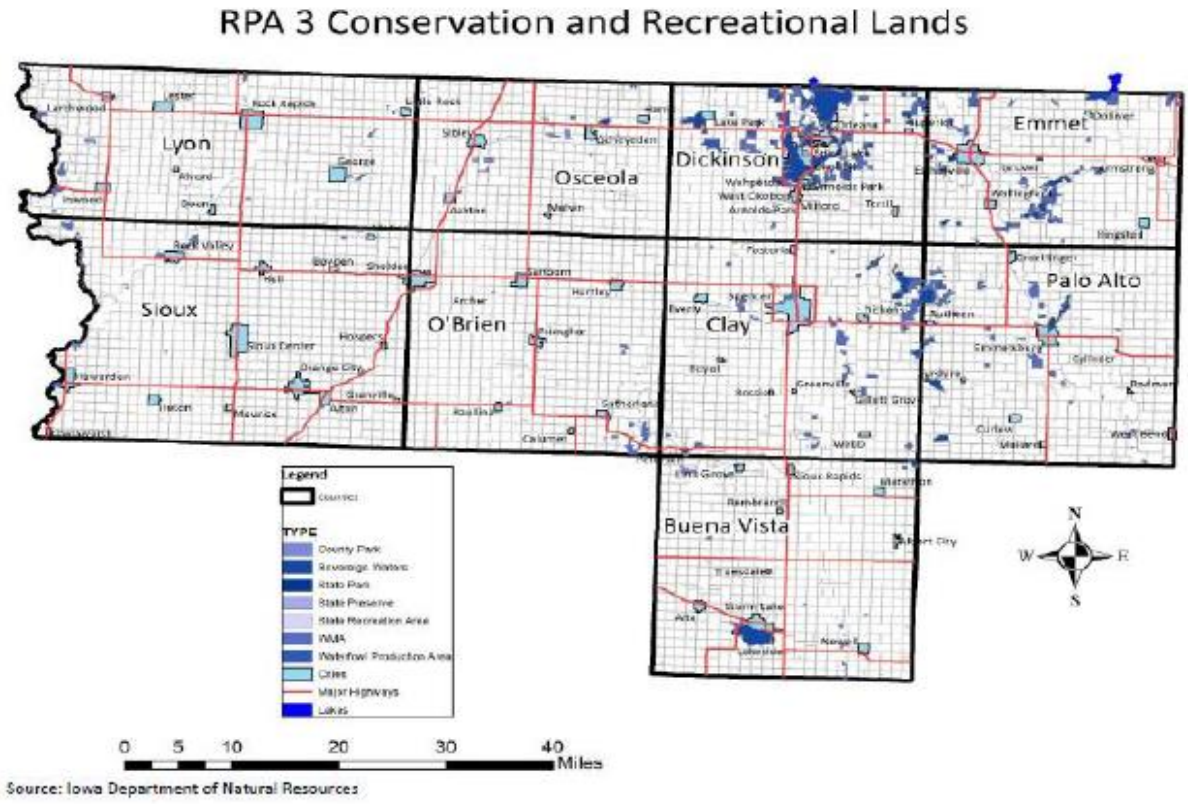
Section 5.6 Region 3 Conservation & Recreation

Conservation lands are necessary in Region 3 for resident's health and wellbeing as well as for the protection of the many species of plants and animals that make their home in northwest Iowa. The following graphic provides a breakdown of the amount of public access lands within region. They are broken down into county parks, state parks, state preserves, state recreation areas, waterfowl production areas, and wildlife management areas.

Photo: Sioux County Conservation



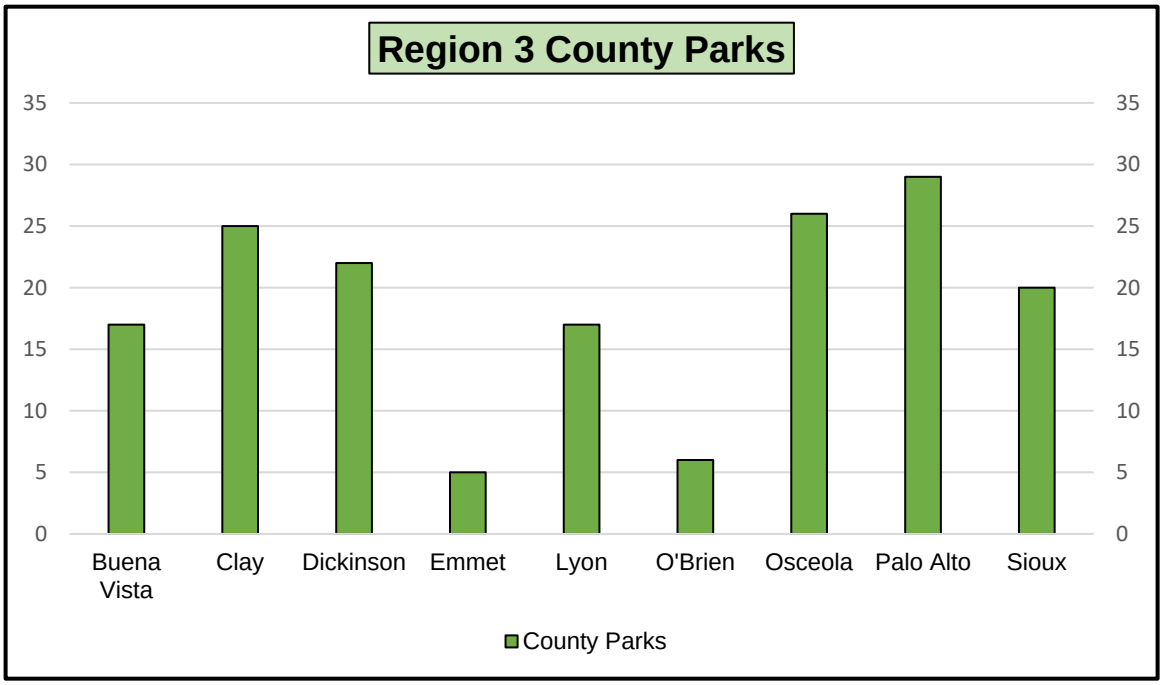
Map 5.2: Region 3 Conservation and Recreation Lands



Source: Iowa Department of Natural Resources

In 1955, the Iowa State Legislature passed a law allowing counties to establish county conservation boards to create more recreational opportunities for the residents of the state. Conservation boards are local natural resource management and outdoor recreation agencies whose responsibilities are stated in Iowa Code 350.1: “acquire, develop, maintain, and make available to the inhabitants of the county, public museums, parks, preserves, parkways, playgrounds, recreational centers, county forests, wildlife and other conservation areas, and to promote and preserve the health and general welfare of the people, to encourage the orderly development and conservation of natural resources, and to cultivate good citizenship by providing adequate programs of public recreation.” County conservation boards have been created in all of Iowa’s ninety-nine counties. There are 167 county parks located within Region 3, with the graph below providing park numbers for each.

Figure 5.1: Region 3 County Parks



The geography of the region enables people to explore prairies, forests and lakes of northwest Iowa when visiting state parks. Region 3 encompasses one of Iowa's most popular tourist destinations, the Great Lakes Region. The region is home to 11 state parks, including Gull Point State Park and Emerson Bay State Recreation Area on the shores of Lake Okoboji. Spirit Lakes houses four of the region's state parks providing an abundance of outdoor activities. In the heart of Iowa's prairies geological discoveries can be made at Dolliver Memorial State Park. There is an array of natural areas to explore in northwest Iowa.

Table 5.2: Region 3 State Parks

State Park	County	City
Elinor Bedell State Park	Dickinson	Spirit Lake
Emerson Bay State Recreation Area	Dickinson	West Okoboji
Gull Point State Park	Dickinson	Milford
Lower Gar State Recreation Area	Dickinson	Arnolds Park
Marble Beach State Recreation Area	Dickinson	Orleans
Mini-Wakan State Park	Dickinson	Spirit Lake
Pikes Point State Park	Dickinson	Spirit Lake
Templar State Recreation Area	Dickinson	Spirit Lake
Trappers Bay State Park	Dickinson	Lake Park
Fort Defiance State Park	Emmet	Estherville
Okamanpedan State Park	Emmet	Dolliver

Source: Iowa Department of Natural Resources

Legislation in 1965 created the Iowa State Preserves System to identify and preserve portions of Iowa's natural historical heritage and to maintain preserved lands in their natural condition as optimum as possible. There are five categories of preserves in Iowa: Natural, Geological, Archaeological, Historical, and Scenic. There are 95 parcels that have been dedicated into the Preserves System. These preserves range from less than 1 acre to 845 acres and incorporate a total area of almost 10,000 acres in Iowa (DNR). Some sites are owned by individuals or private conservation organizations, others are owned by cities and counties, many are owned by the State of Iowa. Region 3 contains eight state preserves in five different member counties, the State Preserves are listed in Table 5.3 below.

Table 5.3: Region 3 State Preserves

State Preserve	County
Anderson Prairie State Preserve	Emmet
Cayler Prairie State Preserve	Dickinson
Cheever Lake State Preserve	Emmet
Freda Haffner Kettlehole State Preserve	Dickinson
Gitchie Manitou State Preserve	Lyon
Ocheyedan Mound State Preserve	Osceola
Silver Lake Fen State Preserve	Dickinson
Wittrock Indian Village State Preserve	O'Brien

Source: Iowa Department of Natural Resources

Gitchie Manitou State Preserve

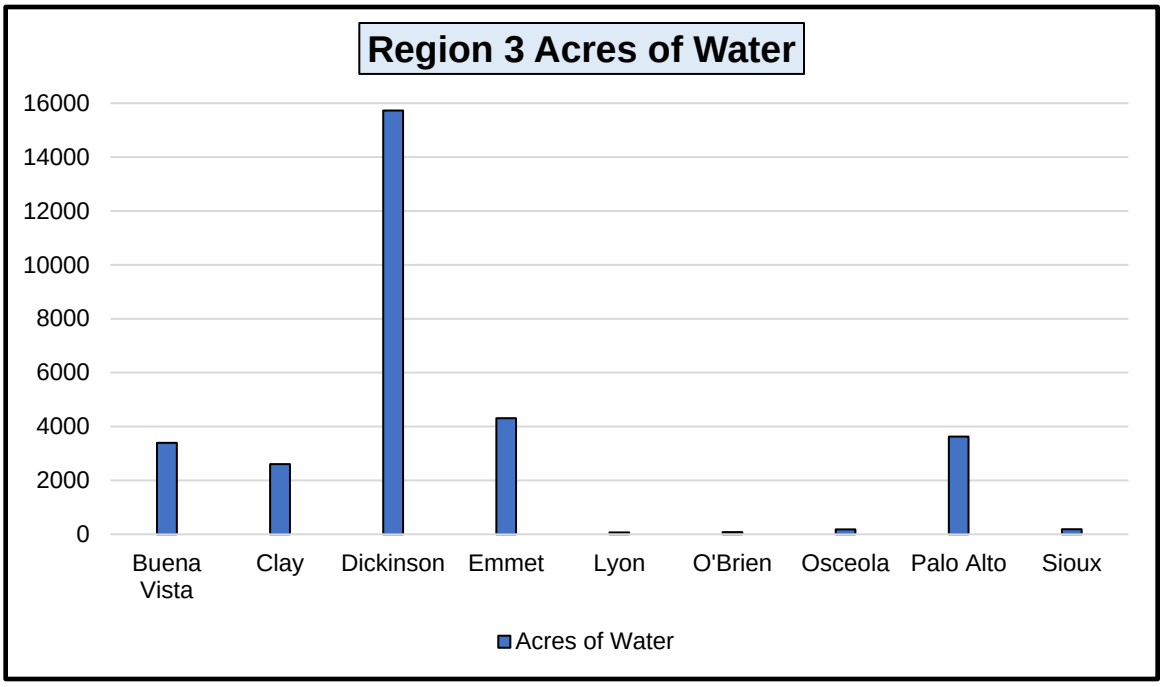
Section 5.7 Region 3 Water

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972.

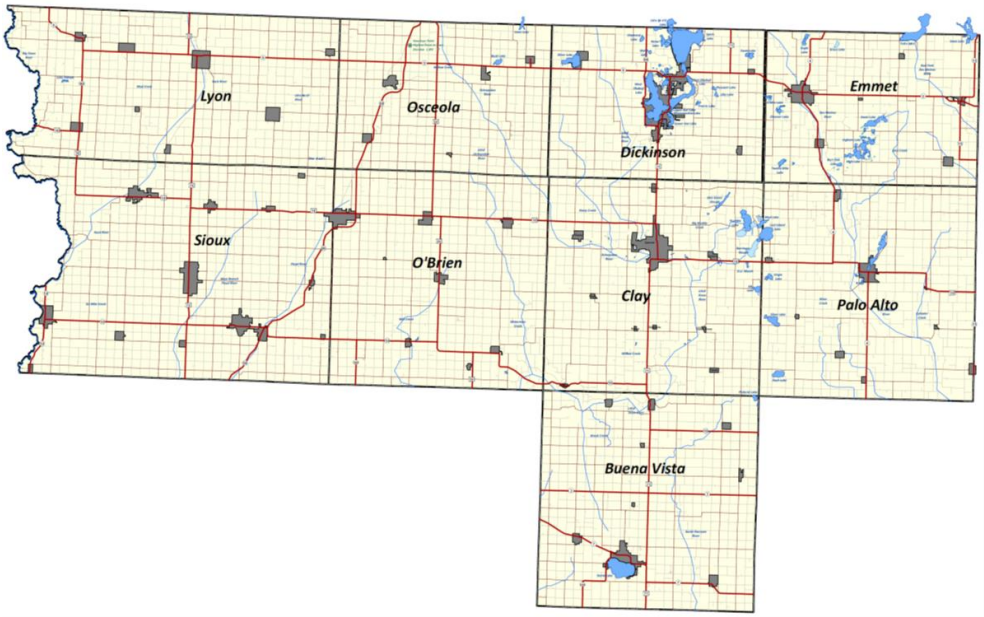
Iowa has 71,665 miles of streams and rivers and 161,000 acres of lakes, ponds, and wetlands. This resource seems plentiful, but less than one percent of the state's land area is covered with water. Northwest Iowa is home to many natural lakes. These can be found primarily along the eastern side of the region within Dickinson, Clay, Buena Vista, Emmet, and Palo Alto Counties. Dickinson County contains a unique surface water resource known as the Iowa Great Lakes System. The large lakes, small lakes, and wetlands make up a true lake district that is exclusively found within the plain's states. In addition to being a valuable recreation and residential development asset, these bodies of water provide municipal drinking water supplies for the communities in the counties that they are specifically found.

Water is a vital resource and requires protection from pollution. Iowa generally has quality surface and ground water but is at risk of environmental issues due to run off from vast agricultural land throughout the state. The DNR works to enhance and protect water quality to ensure that all Iowans have safe and clean water for drinking, household use, and outdoor recreation. From drinking water to wastewater, and from wetlands to lakes, ensuring clean water is an important priority for Iowa.

Routine water quality monitoring is conducted at all State Park beaches and numerous locally managed beaches in the state. To protect the health of recreational beach goers, the Iowa Department of Natural Resources works with various public health and management agencies throughout the state to inform the public of the most current water quality conditions. Outdoor recreation at beaches in Iowa is typically limited to the period between Memorial Day and Labor Day, so most beach monitoring and standard swimming advisories are issued during this time frame. Results for specific beaches are published as soon as they become available.



Map 5.4: Region 3 Lakes



The region is home to seven primary river systems, numerous natural lakes, and prairie wetlands. There are many other creeks and/or smaller river systems as well within the region but they are very small and predominantly rural, or primarily intermittent and carry water only in periods of heavy precipitation or during spring thaw periods.

The seven rivers are:

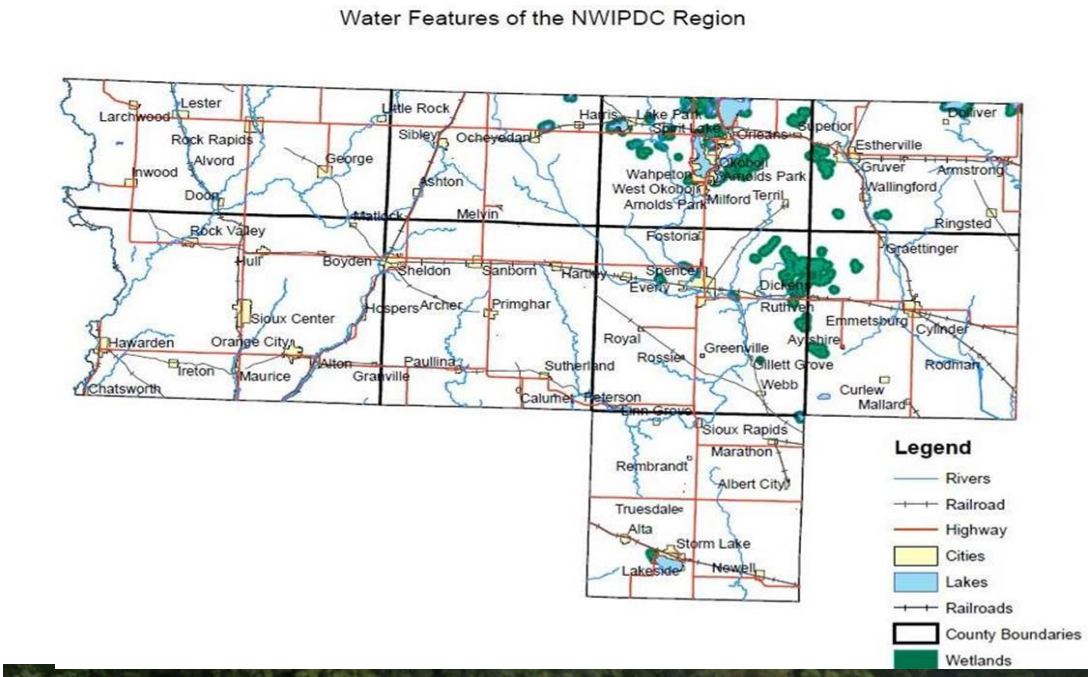
- Little Sioux - flows through Dickinson, Clay, and Buena Vista Counties
- Big Sioux - flows through Lyon and Sioux Counties
- East and West Fork Des Moines River - flows through Emmet & Palo Alto Counties
- Rock River - flows through Lyon and Sioux Counties
- Floyd River - flows through Sioux County
- Little Rock River - flows through Lyon and Sioux Counties
- Ocheyedan River - flows through Osceola, Dickinson, and Clay Counties

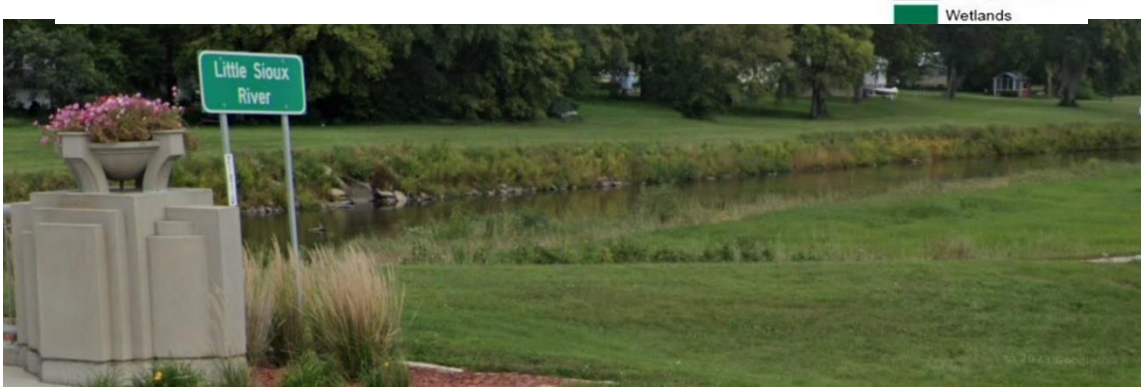
Together these rivers comprise 100 and 500-year floodplains in over 20 municipalities and all nine counties of the region. Each respective city and county development office has maps that indicate these boundaries, and every development project is required to ascertain if they will be potentially located in a floodplain boundary. Floodplains have an impact on future economic development projects, and oversight is necessary when addressing any project that may affect or be affected by floodplain boundaries.

The region is also home to many prairie wetlands, restorable wetland basins and is a part of a federal wetland restoration program. Recently, the true value of wetlands to our ecological and economic environments has become apparent. As published by the Iowa Department of Natural Resources, wetlands are vital because they:

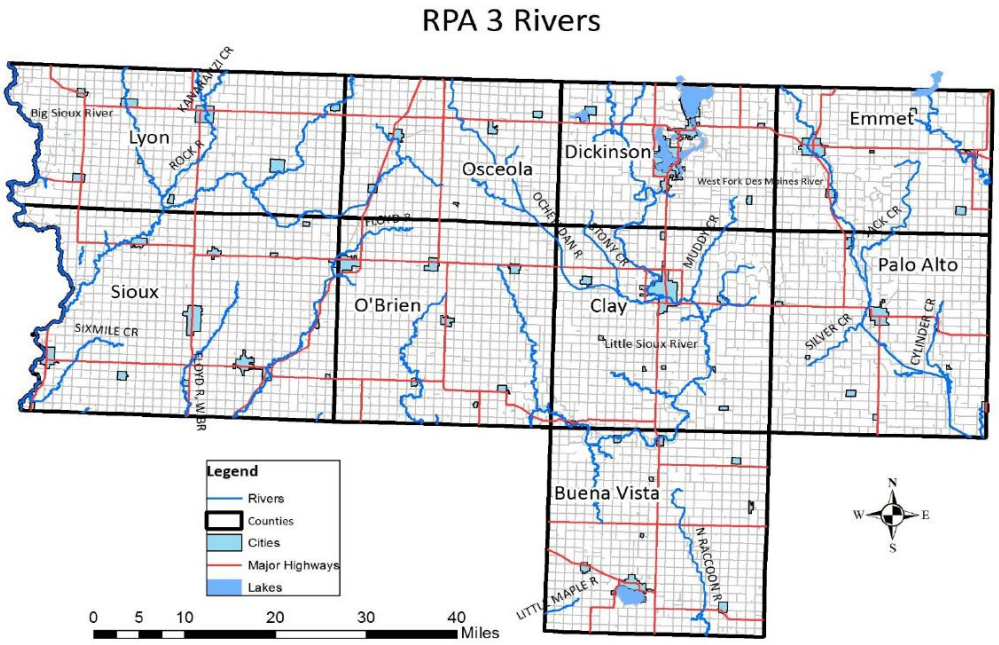
- Provide the most productive wildlife habitat on earth and provide critical habitat for waterfowl and many other wildlife species.
- Provide habitat for many rare and endangered plants and animals.
- Absorb excess rainfall and snowmelt, recharge groundwater supplies and reduce flooding.
- Reduce water runoff and control soil erosion.
- Improve water quality by removing excess nutrients and chemical contaminants.
- Provide countless hours of high-quality recreational opportunity through hunting, fishing, trapping, photography, nature study and wildlife observation.
- Produce economic benefits to local communities from wetland-oriented recreationists who buy gasoline, food, lodging, and sporting goods.
- Display nature’s diversity and beauty, providing open space in a crowded world and many aesthetic qualities important to our peace of mind.

Map 5.5: Region 3 Water Features





Map 5.7: RPA 3 Rivers



The NWIPDC region contains a vast river network. The primary river systems within the region are the Big Sioux River, Rock River, Floyd River, Ocheyedan River, Little Sioux and the West Fork of the Des Moines River. These rivers are important for recreation as well as creating a habitat for wildlife in the region.

Source: Iowa Department of Natural Resources

Region 3 Water Trails

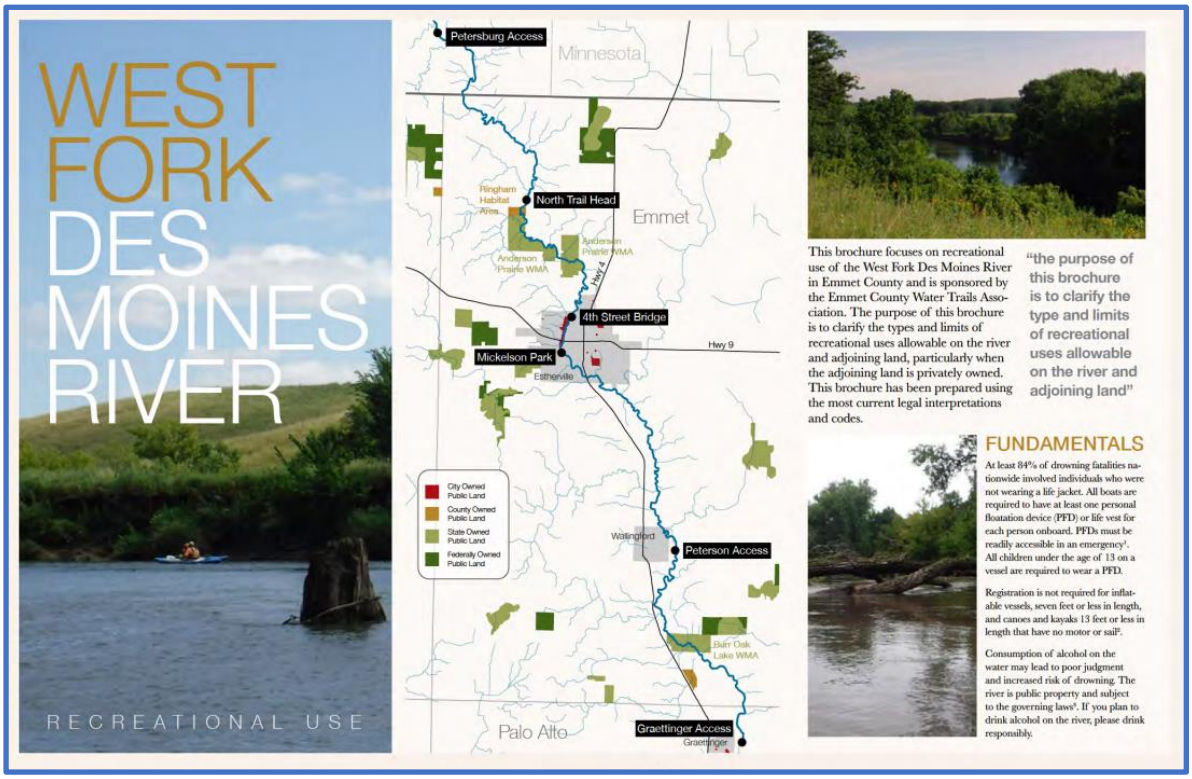
Water Trails are recreational corridors and routes on rivers and lakes that provide a unique experience for canoeists and kayakers and provide adequate access points that can be used for planning your trips at various lengths and difficulty.

A water trail may also provide access to riverside campgrounds, primitive campsites, amenities such as shelters and restrooms in city, county, or state parks. A water trail will have a detailed map showing access points and river mileage and may even provide information on history and area culture, wildlife viewing opportunities and more.

They can help re-connect Iowans to their history, heritage, geology, and wildlife. A water trail promotes an ethic of caring that makes us more aware of our surroundings and environment and can be thought of as educational venues.

Whether they are used for relaxation, health and fitness, education or just for spending time with family, water trails provide in-state destinations for recreational river users that can even help boost local economies.

IOWA DEPARTMENT OF NATURAL RESOURCES



Source: Iowa Department of Natural Resources

There is currently a state designated water trail in Emmet County on the West Fork of the Des Moines River. There are multiple access points for paddlers, with points as far north as Minnesota at Petersburg. Kayaks are available for rent to float from the North Trailhead to the 4th Street Bridge Access. There are 6 single kayaks and two tandem kayaks available. Each kayak is $25 per day from 10am to 8pm to rent 7 days a week.

RIVER TRAIL DISTANCES

- Petersburg MN Landing to North Trailhead - 8.0 Miles
- North Trailhead to 4th Street Bridge Access - 5.8 Miles
- 4th Street Bridge Access to School Creek Access - 1.1 Miles (portage around dam required)
- School Creek Access to Midway Access (Midway Access currently under construction) - 5.1 Miles
- Midway Access (under construction) to Peterson Access - 3.6 Miles
- Peterson Access to Lammer's Landing - 8.2 Miles

Interest has been shown by Stakeholders at the state and local level to have the Little Sioux River become a state designated water trail in addition to West Fork Des Moines. The Iowa DNR held meetings with local landowners from various counties in March 2023. The state designation will aid in providing better signage and a more robust educational component to ensure safety as well as land preservation.

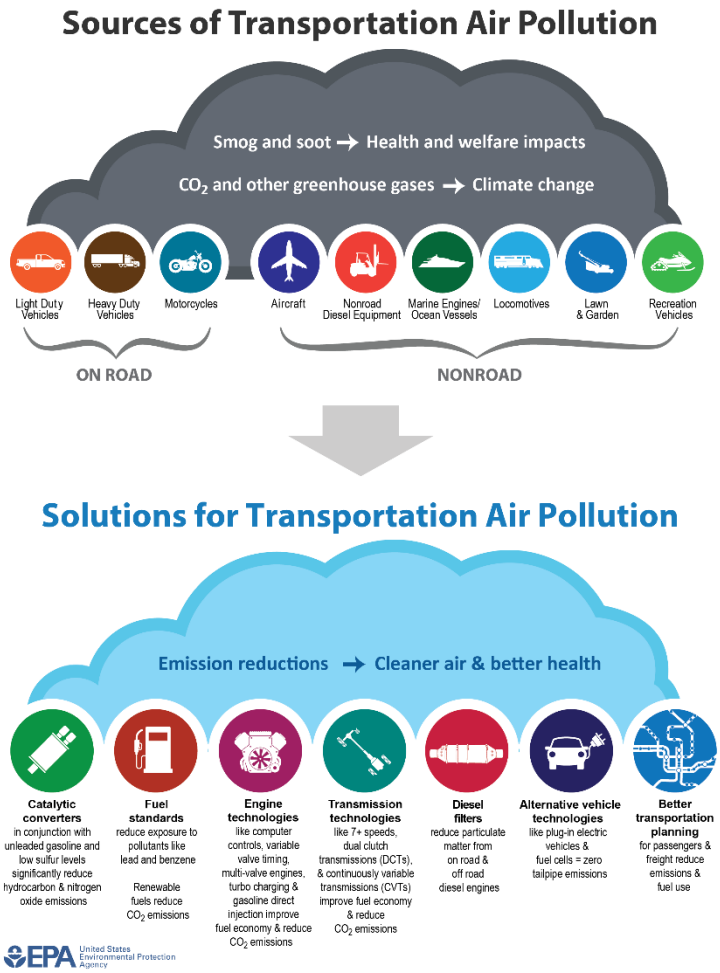
Section 5.8 Region 3 Air Quality

The Clean Air Act (CAA) is the comprehensive federal law that regulates air emissions from stationery and mobile sources. Among other things, this law authorizes EPA to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants.

All Iowans play a role in maintaining Iowa's air quality. Poor air quality is unhealthy for everyone, but especially for children, senior citizens, and people with respiratory conditions like asthma. Cleaner air means fewer trips to the emergency room and lower respiratory illness rates. It also keeps Iowa's wildlife and plant life thriving. Permitting air emission sources ensures facilities operate at levels that do not harm air quality. Permits require collecting information about the type and amount air emissions. DNR also monitors and reports on the quality of air Iowans breathe and assists air emission sources to meet requirements.

The DNR Emissions Inventory Unit is responsible for reviewing and estimating air pollution data from a variety of sources throughout the state. Examples of emissions inventory data include:

- **Point Sources:**
  Discrete stationary sources, such as smokestacks from industrial facilities and fermentation processes
- **Mobile Sources:**
  Both on-road sources, such as cars and trucks, and nonroad sources, such as agricultural equipment, construction equipment, trains, airplanes, etc.
- **Biogenic Sources:**
  All non-anthropogenic sources, such as trees and vegetation, oil and gas seeps, and microbial activity.
- **Nonpoint Sources:**
  Sources that are not classified as point, mobile, or biogenic, such as residential fuel use and landfills.



Ambient (outdoor) air quality affects everyone everywhere. Some inputs that affect air quality are agricultural dust, pollution from vehicles, smog from major industry, or wildfires. The quality of outdoor air can have major impacts on the health of residents. RPA 3 is primarily rural and typically has better air quality than areas that are heavily populated. In the future some of the larger threats to air quality in the region will be wildfire smoke and agricultural dust due to persistent short and long term impacts from drought. The region should avoid housing industry that can cause poor air quality for residents. Ensuring the entire transportation system can be efficient as possible will help mitigate pollution from passenger vehicles and goods movement.

Section 5.9 Electric Transportation Modes

Electric vehicle (EV) technology and utilization have advanced significantly in recent years, creating opportunities to directly reduce emissions from the transportation sector while granting additional economic and energy security benefits. Recognizing the role that local and regional governments can take in enabling an electrified transportation future, an increasing number of communities across the United States are defining strategies to achieve a greater level of readiness for electric vehicles, with a focus on charging infrastructure to support these vehicles.

Alongside the advancement of electrification in standard vehicles, other modes are becoming more electrified as well. The benefits of an electric transportation future are substantial and numerous. EVs offer cost savings for consumers and fleet operators, improved air quality, economic development opportunities, job creation, improved national security, and lower greenhouse gas emissions. Urban and rural communities are observing these benefits and adopting supportive policies and programs to prepare for the shift. The sooner that communities engage in the necessary planning and implementation work, the sooner they will be able to reap the benefits that EVs offer.

Section 5.10 Region 3 Environmental Mitigation Activities

This section discusses the negative effects of the lack of proper planning without the environment in mind. This is not to say that proper planning for environmental conditions will not have some unforeseen impacts that could negatively affect the region, but planning helps to minimize negative effects. In the areas of threatened and endangered species, conservation recreation lands, protected water bodies, streams, and rivers. This establishes activities, policies, programs, and strategies that can be utilized to protect, prevent, and preserve the environment in Region 3. Accomplishing these activities will require cooperation of federal, state, local governments as well as private and public participants. Mitigation activities for the three established categories:

Threatened and Endangered Species

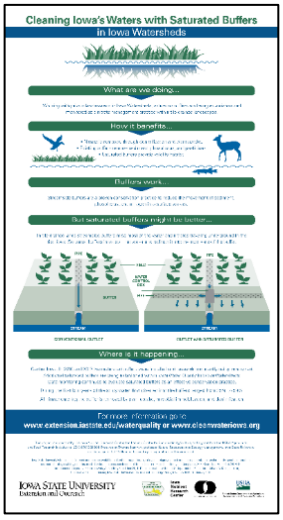
- Inform the public of the species at risk.
- Protect the habitats as best as possible.
- Promote habitats that are conducive to threatened or endangered species.

Conservation Recreation Lands

- Preserve current recreation lands.
- Add more recreation lands.
- Promote recreational lands for public use and enjoyment.
- Embrace the natural beauty, when possible, of the recreation lands
- Provide alternative methods access to the recreation lands.
- Maintain buffers around recreation lands whenever possible.
- Enforce low impact development and construction techniques.

Protected & Impaired Streams and Rivers

- Add buffer strips along water, rivers, and streams.
- Improved high sloped areas around water.
- When improving transportation routes, extra amenities to control storm water runoff and limit the number of possible contaminants that can potentially reach water bodies.
- Maintain roadside trash removal programs.



Northwest Iowa is a region with unique and special natural resources. Many of the people and businesses that are in the area are here because of the natural resources and culture. It is important to the region to preserve and protect these resources which make RPA3 unique. As projects are identified in the region, it will be necessary to determine what potential impacts might exist and work to avoid or mitigate any issues not only to comply with environmental regulations, but to improve the environment and the quality of life whenever possible. Transportation activities necessitate an environmental stewardship approach in many settings including construction projects near wetlands, sensitive environmental areas and cultural resources, air quality controls, construction noise reduction, fuel or potentially toxic material storage during construction, vegetation management during construction, winter road maintenance and chemical control, roadside vegetation management, and maintenance facilities management.

Avoiding projects that have adverse impacts on the environment is the best option for the region. Understanding potential impacts in the initial planning and design phases can enable early adjustments to project location and scope for the least negative outcomes on the environment. When projects must occur that will have some minimized impact to the environment, compensation or mitigation will need to take place. Context sensitive mitigation solutions will be determined on a project-by-project basis, depending on the location and scope of work required, and will be developed in consultation with the appropriate federal, state, and tribal land management, wildlife, and regulatory agencies. It is essential to involve the public and any regulatory agencies in discussions and solutions to potential impacts on the environment and possible mitigation efforts as early as possible to lessen any possible conflicts.

Environmental Mitigation Strategies

Local jurisdictions should always follow federal guidance as their environmental strategy. The definition of mitigation in 40 CFR 1508.20 is:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

Jurisdictions should attempt to avoid impact to the environment as part of their primary strategy. If this is not possible, then minimizing the impacts and restoring the affected environment can help minimize the negative effects of any projects.

Section 5.11 Region 3 Coordination with Resource Agencies

These mitigation activities were developed to help protect threatened and endangered species. To implement these actions, it will take a coordinated effort from the previously listed agencies. When developing the LRTP, agencies that are responsible for land use management, natural resources, environmental protection, conservation, and historic preservation were consulted when looking for data to develop the plan. In the future when a transportation project may be considered environmentally or historically significant, affected agencies will be notified of the project development and ask for feedback on how to construct projects in a way that will minimize negatively impact to the environment. Agencies that were consulted include the Iowa Department of Natural Resources, US Fish and Wildlife Service and local County Conservation Boards.

Chapter 6 – Future Concerns & Opportunities

Section 6.1 Region 3 Future Concerns & Opportunities Overview

This chapter of the Long Range Transportation Plan examines future regional transportation risks, prospects, and alternatives in Region 3 over the following twenty year horizon. The transportation concerns, opportunities, and alternatives will be further detailed in this chapter. Transportation threats are represented as negative risks, possibilities and conditions that have a significant chance of occurrence in the region. Transportation opportunities represent encouraging possibilities and opportunities in the region. Transportation alternatives are represented as opportunities that could be implemented with additional resources. The list below includes the concerns, opportunities, and alternatives to be expected in the NWIPDC Region over the next two decades.

Transportation Concerns

- Aging Infrastructure Aging Population
- Decreasing Population
- Weather Conditions
- Design Standards
- Funding
- Construction Materials
- Inflation

Transportation Opportunities

- IIJA
- Rural Surface Transportation Grants
- Fuel Tax Increase
- NW Iowa Ethanol Plants
- Trail Development & Expansion
- Improving Infrastructure
- Improving Connectivity

Almost every day in Iowa, someone dies in a traffic crash caused by a bad decision and dangerous behavior behind the wheel. The Iowa Department of Transportation's mission is to reduce fatalities by changing driver behaviors and attitudes. We have developed "What Drives You," a public information campaign designed to help drivers consider "what drives them" to make safer decisions on the road.

Source: Iowa DOT

Transportation Alternatives

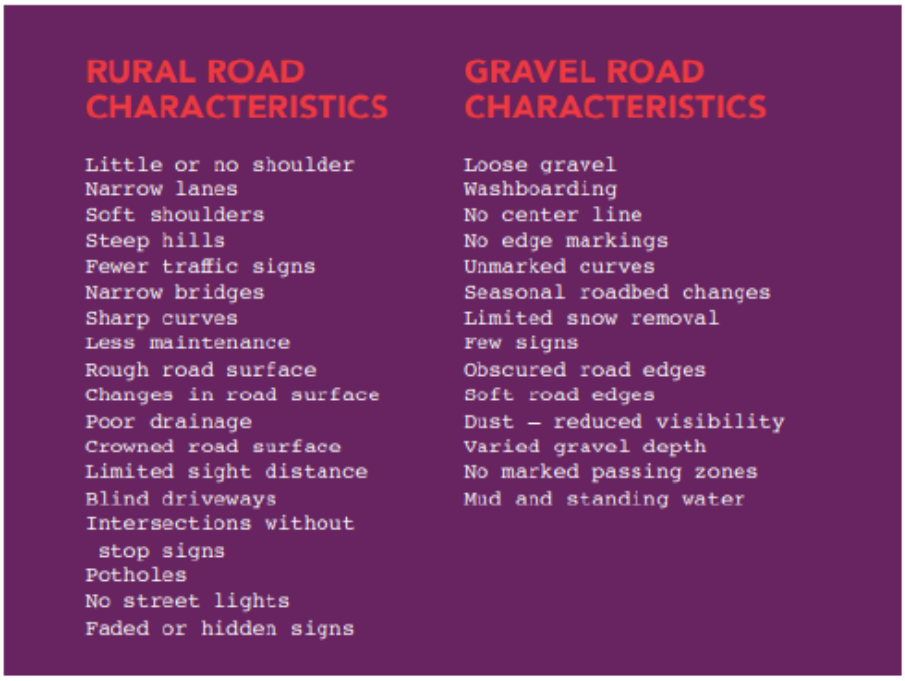
- Alternate Construction Materials
- Improvement of Design Standards
- Bridge Replacement Alternatives
- Recycling Pavement
- Center Line Rumble Strips

Section 6.2 Region 3 Transportation Concerns

The following transportation concerns were identified as adverse risks and conditions that may have a possibility of incidence in the region. The following concerns could affect the local transportation system. These concerns are not inclusive of every threat to the region but were decided to be the most prominent matters to be addressed in the transportation system of RPA 3.

Safety

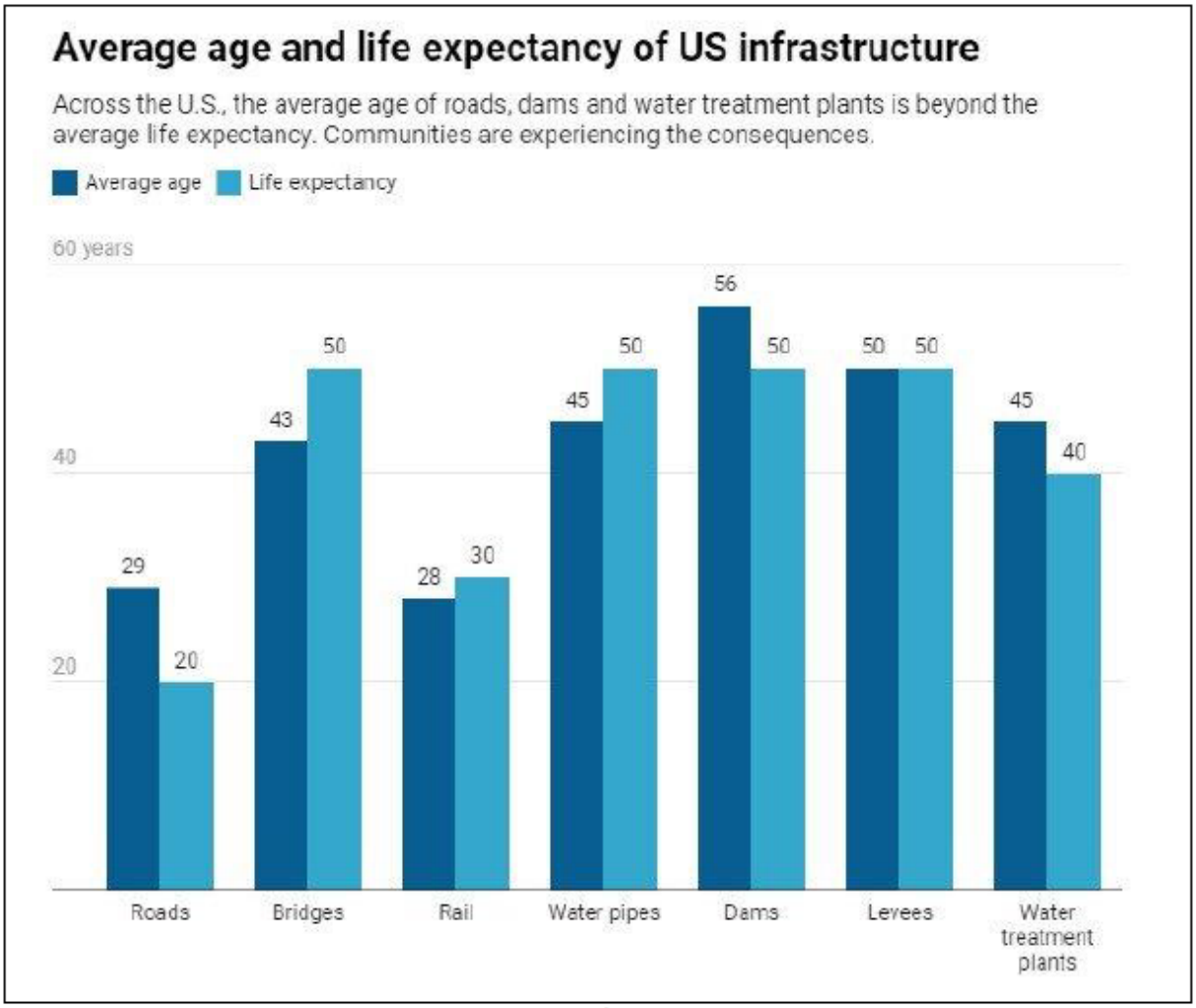
A range of users including motorists, pedestrians, bicyclists, and transit users, rely on the U.S. surface transportation network to reach jobs, education, and other important destinations. This network also helps freight vehicles deliver products to market. Over decades, many roads across the U.S. were designed primarily for motorists without full consideration of the needs of pedestrians and bicyclists. Pedestrians and bicyclists are considered vulnerable users because, lacking protective devices such as seat belts and air bags, they are at greater risk of death or severe injury in the event of a crash. In recent years, many States and local jurisdictions have responded to increasing demand for safe walking and bicycling facilities by pursuing a vision for safe, multimodal surface transportation networks to allow individuals to choose the transportation option that best meets their needs for each trip. Doing so requires balancing the needs of the different users and making tradeoffs to redesign roads in ways that provide for the safety of all users. Crashes on rural roads occur at more than twice the rate of crashes on state roads, and driving too fast for conditions is the number one reason for rural road crashes.



Source: Iowa DOT

Aging Infrastructure

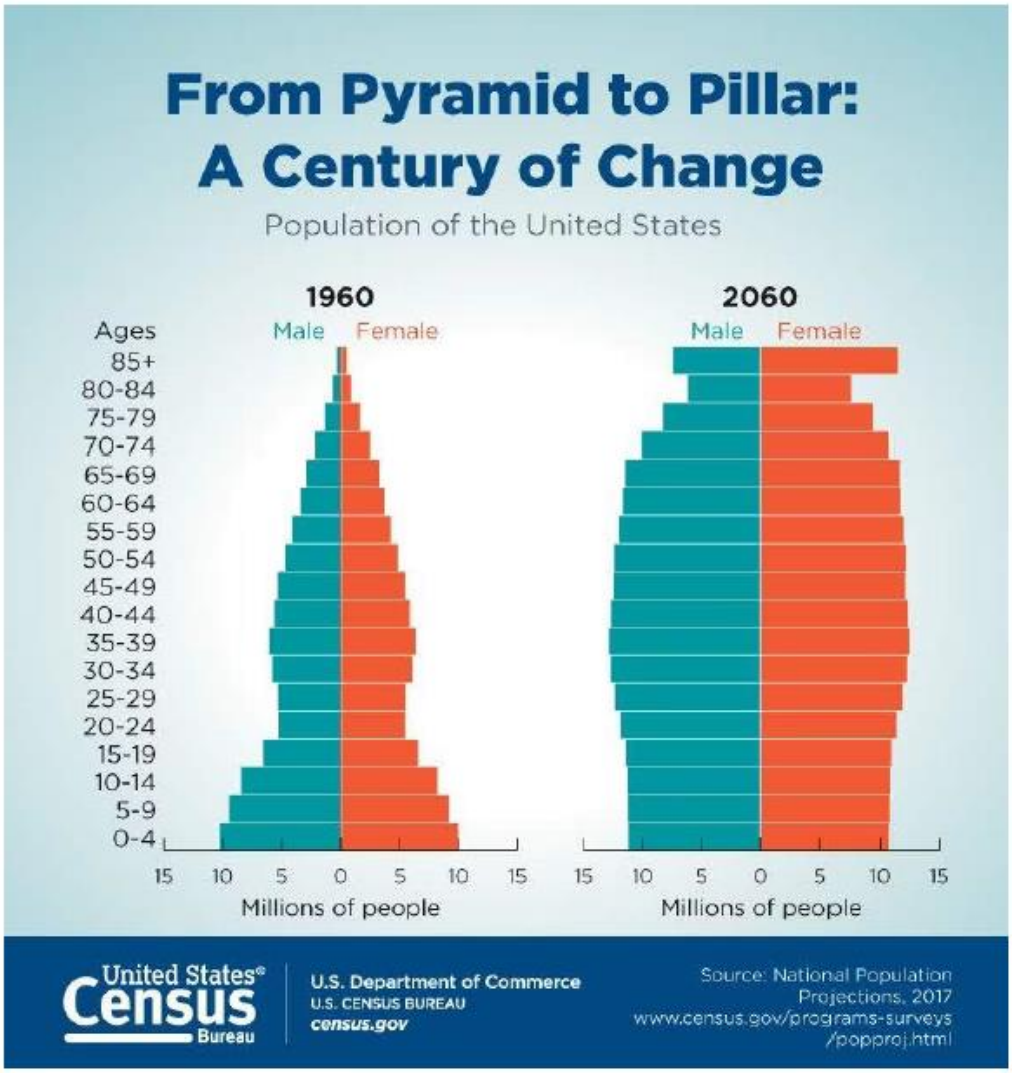
As seen in much of the nation, aging infrastructure has become a substantial concern in Region 3. It is a challenge for state and local governments to continually maintain aging infrastructure. This challenge is becoming increasingly difficult as funds to maintain the transportation system remain stable or decreasing. The cost of materials and inflation is continually increasing. One major issue arising in the Region is that most roads were built around the same time and will all need repair and maintenance around the same time. The increasing cost of materials and decreasing or stable funding makes aging infrastructure a transportation threat and a concern that should be addressed.



Source: American Society of Civil Engineers

Aging Population

The population of Region 3 is continuing to age and issues linked to older drivers are mobility, alternate forms of transportation and ways to address vision concerns. Mobility will decrease as the population in Region 3 ages, as Americans are living an average of seven to ten years past a safe vehicle operation age. This is a concern in rural areas as personal vehicles are the main means of transportation. A decrease in mobility provides an opportunity for public transportation to improve with existing services and provide alternative transportation for the aging population. The Regional Transit Agency (RIDES) works with assisted living facilities and nursing homes, non-profits, and other human service agencies to provide alternative transportation for the aging population. Lastly, addressing vision issues with older drivers can be done by changing sign placement or enlarging the font on signage. Americans are projected to have longer life expectancies in coming decades. By 2060, life expectancy for the total population is projected to increase by about six years, from 79.7 in 2017 to 85.6 in 2060.



Decreasing Population

While Iowa's population grew 4.7 percent from 2010 to 2020, 68 of the state's 99 counties lost population, according to the 2020 census. Four of the regional counties continue to experience slight growth, with the remaining five counties seeing population losses. The highest rates of change are 6.4% growth in Sioux County, and 8.9% loss in Emmet County. The region is experiencing a loss of 2.4%. Current housing trends are tricky to predict as many factors have changed such as the ability to work from home and high cost of living in urban areas. Current demands on the transportation system coupled with increased maintenance costs and lack of population growth places strain on generating the revenue required to maintain and improve the transportation system.

Weather Conditions

Weather in Northwest Iowa is often unpredictable, making it challenging to annually estimate the budget for transportation maintenance and repair costs. Winter weather is the most problematic to the transportation system. The freeze and thaw cycles during NW Iowa winters create potholes and cracks in roadways and is difficult to budget these costs while simultaneously accounting costs incurred from plowing and salting roadways. Flooding impacts to the transportation system are a concern in Region 3. When roads are flooded, cars must be rerouted which causes increased traffic on less traveled routes. These natural events can result in necessary road repairs prior to available funding. These types of emergency events can lead to other road projects being delayed due to repairs associated with detours and alternate route traffic.

Source: US Transportation Research Board

Natural Hazards

Infrastructure is the backbone of our communities, providing not only critical services (such as water, transportation, electricity, and communications), but also the means for health, safety, and economic growth. These systems often extend beyond our communities providing services to entire regions of the nation. Given the vital importance of infrastructure to our social and economic well-being, it is imperative we ensure our networks are strong, secure, and resilient. In order for communities to thrive in the face of uncontrollable circumstances and adapt to changing conditions (e.g., evolving security threats, impacts from extreme weather, technological development, and socio-economic shifts), the region must work to make our infrastructure more resilient.

Extreme weather and climate events have increased in incidence or magnitude over recent decades. Likewise, populations and assets at risk have also increased, with higher consequences for exposed and vulnerable infrastructure systems. Roadways are one of the most critical types of infrastructure in American society. They allow the movement of people, goods, and services through and between cities. Our daily responsibilities heavily depend on the performance of the transportation system. Therefore, efficiently operating and maintaining it becomes crucial for mobility and the sustainability of human life.

Natural hazards regularly have significant impacts on transportation infrastructure. Examples of natural hazards that might affect highways and bridges include coastal inundation, earthquakes, floods, hurricanes, landslides, tornados, tsunamis, volcanoes, wildfires, and winter storms. Not all these events are likely to occur in all parts of the United States, but natural hazards -- unlike human-induced events -- have a high probability of affecting large geographic areas and therefore a significant number of highways and bridges simultaneously, thus impacting more lives.

Over the last several decades, Iowa has been increasingly impacted by natural disasters, including historic flooding, snowstorms, and tornados. This trend is likely to increase as climate data shows strong trends toward increasing temperatures, precipitation, streamflows, and flooding. Awareness of human-induced disruptions has amplified as the vigilance of potential terrorism and cyberattacks has increased. Iowa has experienced 47 presidentially declared disasters from 1990 to 2022. Iowa's main hazards are those associated with severe weather, including heavy rains and flooding, tornadoes and high winds, ice storms, and blizzards and heavy snow. Iowa has also been affected by hazardous material spills both at fixed facilities and those associated with transportation accidents.

Example of Recent Natural Hazard:

December 15, 2021, was an unprecedented and historic event for the state of Iowa. It featured the first derecho in December anywhere in the United States and the first Moderate Risk (Level 4 or 5) of severe thunderstorms issued by the NWS Storm Prediction Center in December in Iowa. Unofficially, it set the new record for most tornadoes in Iowa and the most EF-2/F-2 or stronger tornadoes in a single day in Iowa since 1950. Finally, it will break the all-time December record high temperature for Iowa. Under this Presidential Disaster Declaration, federal funding is available to state, tribal, and eligible local governments and certain private nonprofit organizations on a cost-sharing basis for emergency work and the repair or replacement of facilities damaged by the severe storms, straight-line winds, and tornadoes in the counties of Appanoose, Audubon, **Buena Vista**, Calhoun, Cass, Cherokee, Davis, **Emmet**, Floyd, Franklin, Greene, Guthrie, Hamilton, Hancock, Howard, Humboldt, Mills, Mitchell, **Palo Alto**, Pocahontas, Sac, Van Buren, Webster, Worth, and Wright. Federal funding is also available on a cost-sharing basis for hazard mitigation measures statewide.

Photo: Iowa DOT

Natural, Environmental, & Extreme Weather Events:

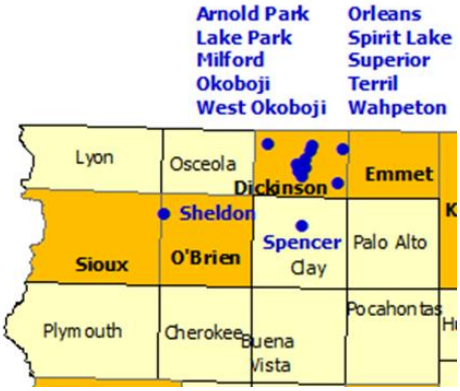
- Derecho
- Erosion
- Excessive Heat/Drought
- Flooding
- High Wind
- Increased Precipitation
- Landslide/Rockfalls
- Snow/Blizzard
- Tornadoes

Human-Induced Hazards:

- Asset Failure
- Averse Actor Physical Threat
- Congestion
- Cyber Attack

Themes for Disaster Reduction:

- Provide hazard and disaster information where and when it is needed
- Understand the natural processes that produce hazards
- Develop hazard mitigation strategies and technologies
- Recognize and reduce the vulnerability of interdependent critical infrastructure
- Assess disaster resilience using standard methods
- Promote riskwise behavior

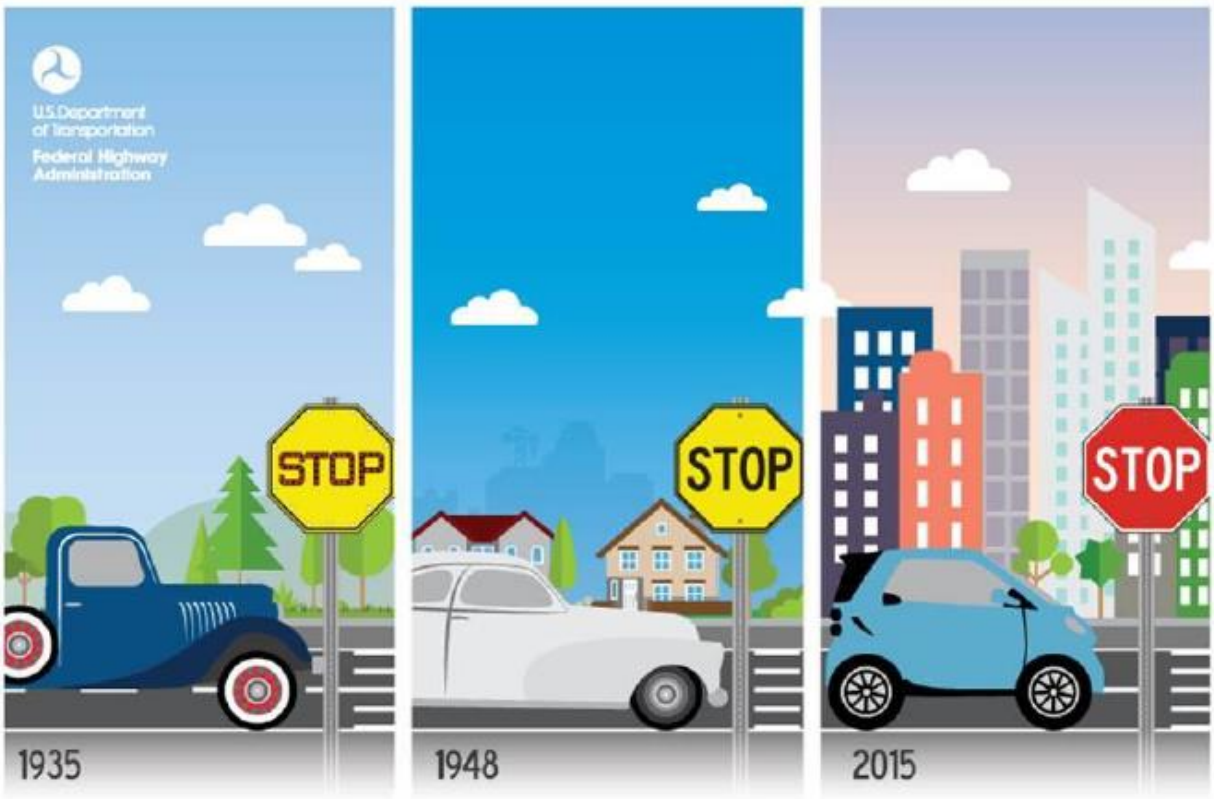


This map shows the communities within RPA 3 that are designated as *Storm*Ready by the National Weather Service. Being *Storm*Ready helps these communities to better respond when disaster strikes.

Design Standards

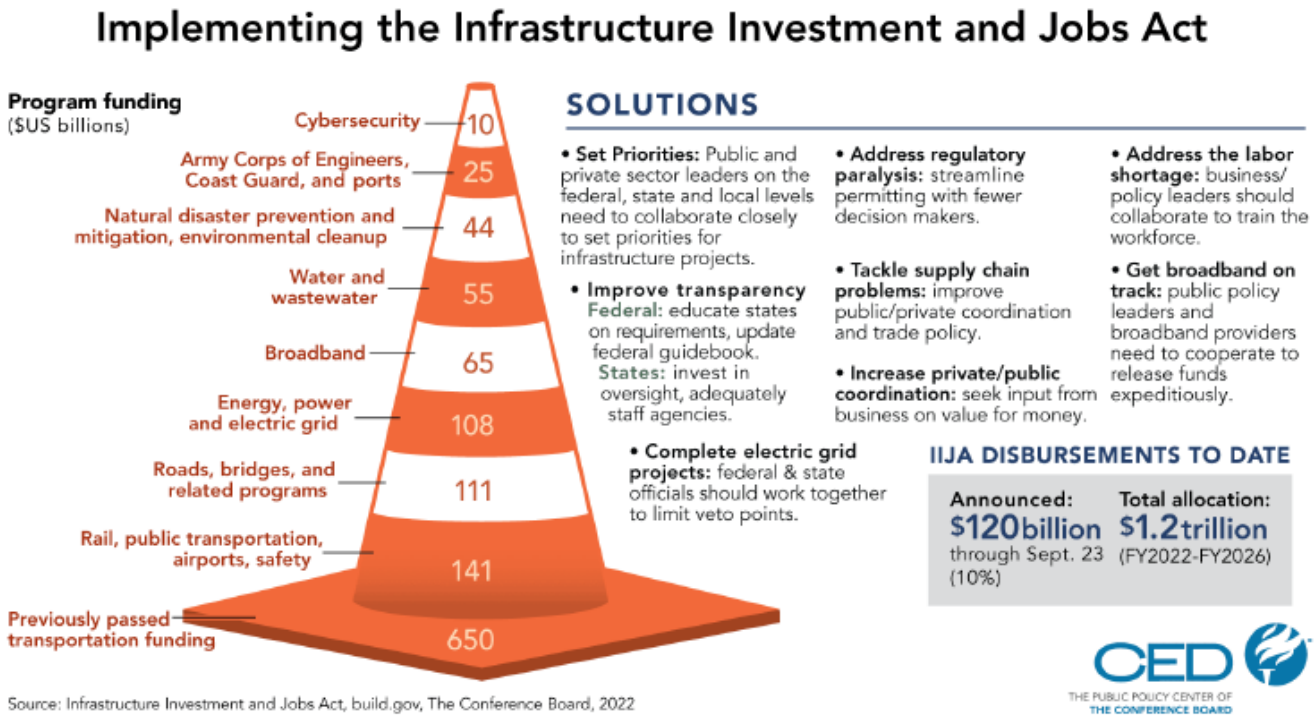
When the current transportation system was constructed, the pavement was designed to bear the load on the roadways at that time. Over time, the roadways are bearing a significantly larger weight load originally designed for. The size and sheer volume of today's vehicles and equipment on the roadways can cause major structural issues. This is causing roadways to deteriorate at a much faster rate than anticipated. A specific problem with the design of roads in Region 3 results from agricultural vehicles and equipment utilizing the region's roads. The design of the roads was not intended for large agricultural vehicles and equipment to be on the roadways.

The MUTCD approved by the Federal Highway Administrator is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). For the purpose of MUTCD applicability, open to public travel includes toll roads and roads within shopping centers, airports, sports arenas, and other similar business and/or recreation facilities that are privately owned but where the public is allowed to travel without access restrictions. Except for gated toll roads, roads within private gated properties where access is restricted at all times are not included in this definition. Parking areas, driving aisles within parking areas, and private highway-rail grade crossings are also not included in this definition.



Funding

Lack of funding for the transportation system is a concern for local governments, counties, and states across our nation. The price of materials and inflation has become a major topic of the project delivery timeline, with potential for this trend to continue in the future. Funding from the Federal government has increased via the passing of Infrastructure Investment & Jobs Act (IIJA). The need to maintain and improve aging infrastructure has become a focus of the USDOT, while also improving safety across the nation. Funding is a significant issue for Region 3, and for much of the state of Iowa.



Construction Materials

The U.S. manufacturing sector produces the materials that are critical to rebuilding and strengthening the nation's infrastructure but is responsible for nearly a third of U.S. greenhouse emissions from industrial processes.

Several members of the Technical Committee commented throughout the planning process about how it is difficult to maintain certain construction materials. Items such as wood piles and abatements under concrete bridges and other wooden structures are becoming increasingly difficult to maintain. It is more expensive to completely remove these materials from the bridges because it is very costly to replace them with new materials.

Inflation

Rising inflation is causing an impact on infrastructure projects across America. Prices for raw materials such as iron, steel and asphalt are increasing the costs to build and maintain roads, bridges, and rail. Due to the continued rise in inflation, state and local officials are postponing and scaling back projects while reprioritizing their needs. The steep rise in construction and materials cost means that the 25% increase in regular state highway program funding will make less of an impact due to project cost being up by 20%-30%. Steadily rising inflation makes it difficult to plan and budget for future transportation projects.

Section 6.3 Region 3 Transportation Opportunities

The following transportation opportunities represent the encouraging prospects and opportunities in the region. These opportunities exhibit a course to address identified transportation concerns. These opportunities are not inclusive of all opportunities within the area but were decided to be the strongest opportunities for the transportation system in RPA 3.

FAST Act Transportation Legislation & IIJA

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. The FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system. The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

The Infrastructure Investment and Jobs Act was signed by President Biden in November of 2021. It includes reauthorization of surface transportation programs for FFY 2022-FFY 2026. It includes $550 billion in new funding with half going to transportation. Iowa will receive $3.8B over 5 years for Roads/Bridges, approximately $310M for Iowa public transit, approximately $25B nationwide for aviation, $17B to Iowa waterways, and rail will receive approximately $15B ($66B in passenger rail).

Road Use Tax Fund

A key state funding source for the construction, maintenance, and supervision of Iowa's roads is the Road Use Tax Fund (RUTF), although funding for Iowa's roads is also provided by other sources. County and city governments utilize revenue from local taxes and bonds to finance the construction, maintenance, and supervision of roads under their respective jurisdictions. Approximately forty percent of Iowa's state roads are funded through fuel taxes. The state began collecting taxes on fuel in 1925. Gasoline and Diesel were the only fuel types taxed until 1989 when the state began taxing E-85 Ethanol.

Ethanol Plants Throughout Northwest Iowa

The rise in the number of ethanol plants in northwest Iowa has helped boost the local economy. This booming industry has helped Iowa farmers and created jobs for the region. New careers with ethanol plants are not the only new jobs being created. Because of the boom in the ethanol industry, construction and trucking jobs have been created as well as other occupations to keep up with the demand of keeping ethanol plants operational. The construction of ethanol plants helps counties generate new funds from added tax revenue. There are also several positive impacts on the local economy. Increases in rail and truck traffic will result in improvements being made to the roads and rail lines to withstand the additional daily traffic and improve safety for residents.

Trail Development

There is a vast trail system located within the communities and counties of Northwest Iowa. Trails connect cities or connect cities to state parks and natural resource areas and are primarily geared towards recreational uses. The most developed trail system in Region 3 is the Iowa Great Lakes Trail in Dickinson County. It connects the cities of Milford, Arnolds Park, Okoboji, Spirit Lake, Orleans, Wahpeton, West Okoboji, and Lake Park. The trail system is twenty-five miles long with an addition of sixty miles of connecting trails of signed biking routes that are often located along existing roads. Another developed trail system in Region 3 is the Storm Lake Trail in Buena Vista County. This trail system connects the City of Lakeside to the east end of Storm Lake. This is a hiking and bicycle trail network that links trails to existing sidewalks and low-traffic streets. Much of the trail runs along the shoreline of Storm Lake and has connections to the existing park system in the community. Sioux and O'Brien counties have recently formed trails boards and are working towards adding additional milage to their existing networks. Lyon County also has some residents who are interested in trail development in their area.

Improvements to Infrastructure

By improving infrastructure and creating new modes of transportation, people will become more comfortable with the transportation network. Having a mix of vehicular and pedestrian traffic can spur community development. The creation of additional roads and trails can spur additional residential and commercial development and further spur population growth throughout the region.

Improving and Expanding Connectivity

Continuing to improve and expand on all modes of transportation throughout the region has been identified as an opportunity in the region. Increasing connectivity will in turn increase economic development and every county in the region will benefit from this. Currently there are several main corridors throughout the region, such as US 71, US 18, IA 9, and IA 60 that are highly traveled to get from one part of the region to another and to travel out of the region. Continued maintenance and addressing future needs of these highway routes such as creating turning lanes on two lane highway are future ways to improve upon connectivity.

Section 6.4 Region 3 Transportation Alternatives

The following transportation alternatives are represented as the possibilities and opportunities which may be implemented with additional resources. Some of these alternatives have been implemented within the region but are included as alternatives to show the options that are being utilized in the region. These alternatives are not every opportunity throughout the region but were decided upon in the planning process to be the greatest opportunities with regards to the transportation system in Region 3.

Alternate Construction Materials

Using alternate construction materials is an option when cutting costs or trying to be more environmentally friendly. Many of the materials that are used in transportation construction are expensive and are not biodegradable. Traditional materials used in construction are soil, stone aggregates, sand, bitumen, and cement. The cost of these products is continuing to rise, and engineers are seeking new materials to help cut construction projects and be cost effective. An example of an alternate construction material is industrial waste materials. This and other construction materials are alternates to the traditional construction materials being used.

Improvement of New Road Design

Utilizing computers and other technology is making design for new road construction easier. Much of the new technology is very user friendly and makes road design more effective and streamlined. Most of the data being used to design roads is online and using technology to integrate data and design between cities, counties and the State is the way of the future.

Bridge Replacement Alternatives

Since bridges are both expensive and time consuming to replace, engineers have looked at other options to replace bridges that are in disrepair. Box culverts are an option that is being used as an alternative to traditional bridge replacement. Using box culverts over traditional cast-in-place bridges lowers overall project costs and reduces the project time. Another option is to construct bridges on the side of the site of the current bridge and move it into place of the previous bridge. These options can be both timely and cost effective.

Recycling Pavement

Recycling pavement can lower maintenance expenditures for the counties of Iowa. Pavement can be recycled by being crushed down into gravel, which can then be used on other routes. Several counties make their own gravel out of recycled pavement, and it has helped those counties cut down on gravel cost because they make their own as opposed to having to purchase it. Another method of recycling pavement is through hot mix. Recycled hot mix is produced from processing the pavement into small grains and mixing it with new asphalt. The process of heating the surface of the pavement helps break it up and reuse the pavement.

Rumble Strips on Center Lines & Shoulders

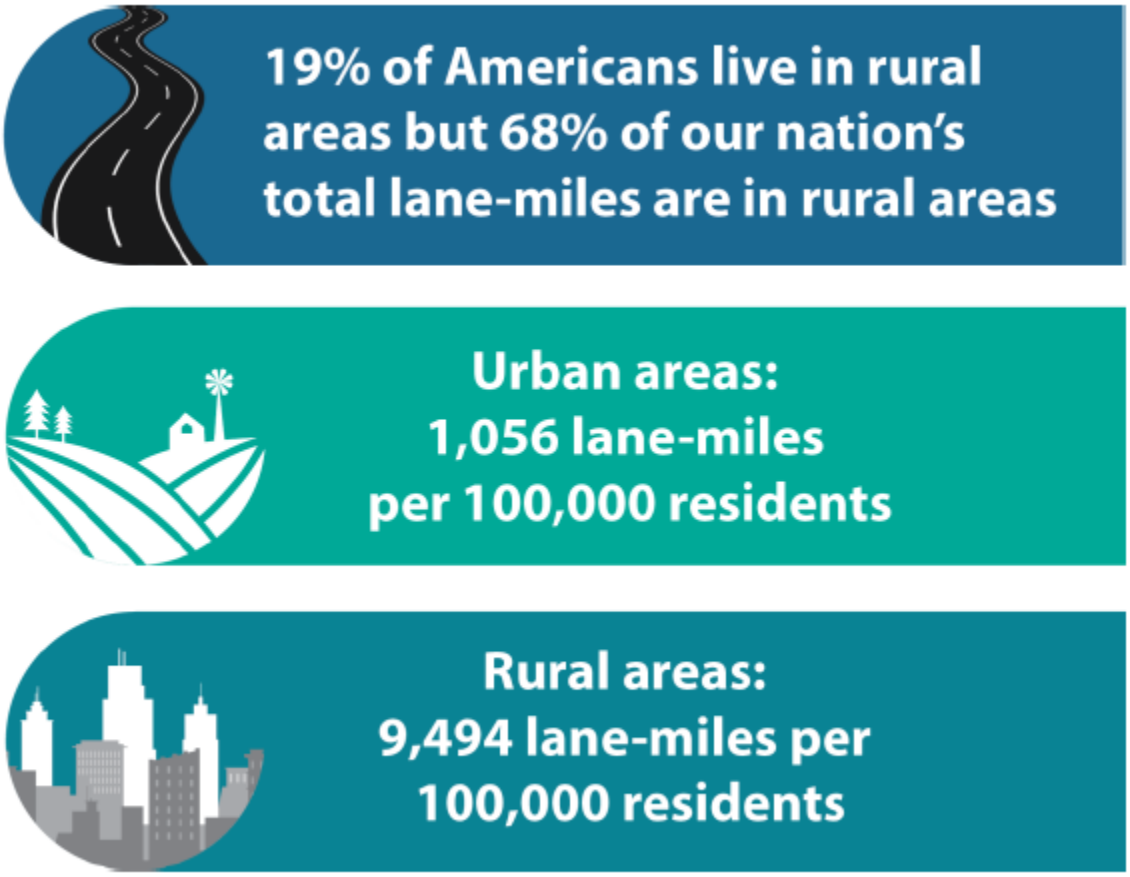
With the aging population in Region 3, there have been new safety ideas put in place to help keep all drivers safe and alert. An effective approach to ensure driver safety is to place rumble strips on shoulders center lines of two-lane highways. Rumble strips can aid in keeping drivers alert and seek to minimize fatalities from roadway departure.

“Shoulder rumble strips must be placed on all new or existing Primary rural roads with paved shoulders at least 2 feet wide. They may also be placed on roads with narrower shoulder widths, including roads without paved shoulders where, in the opinion of the designer, the benefits of the rumble strips would outweigh their operational constraints. In these situations, the width of the rumble strip may be reduced and/or combined with a pavement marking. The standard shoulder rumble strip width is 12 inches. This width should be used wherever feasible. In some circumstances, a narrower width (preferably no less than 8 inches, but no less than 6 inches) may be beneficial to accommodate bicyclists and/or horse drawn carriages, or to maximize lane width on narrow pavements. Centerline rumble strips have demonstrated the ability to reduce multivehicle cross centerline crashes and single vehicle run-off-road left crashes. Rumble strips placed along the centerline are in line with the centerline pavement markings, so they become rumble stripes. Centerline rumble strips must be placed on all new or existing two lane Primary rural roads with at least 11 foot lane widths. They may also be placed on roads that do not meet this qualification but have experienced a history of cross centerline crashes. Centerline rumble strips are not to be used on Interstates or Expressways.”

Source: Iowa DOT

Section 6.5 Region 3 Transportation Concerns & Opportunities Summary

Region 3 has a multitude of transportation concerns and opportunities. Major highways, national railroads, public transportation, and Iowa's expanding trail system are primary components of the transportation system that serves Region 3. This chapter considers the future regional transportation concerns, opportunities, and alternatives in Region 3 over the next two decades or more. The transportation concerns and opportunities identified in this chapter promote improvements to current infrastructure and encourage robust coordination amongst local, county and state government. RPA 3 transportations systems, planning, and programming directly affect the people and businesses of the region. RPA 3 stakeholders succeed in determining priorities for planning and programming of transportation projects in the area.



Source: USDOT

Chapter 7 – Action Plan & Implementation

Section 7.1 Region 3 Action Plan & Implementation Overview

It is essential to consider the various transportation systems available, including roads, bridges, airports, railroads, and waterways, and their interconnectivity. The planning and programming of transportation systems should focus on efficiency, safety, and sustainability. Additionally, the region must consider the costs associated with upgrading and maintaining transportation infrastructure and how to balance the need for investment with available resources.

Public involvement and engagement are critical to the success of the planning and programming of transportation systems. Citizens, businesses, and stakeholders must be involved in the decision-making process to ensure that the region's transportation priorities reflect the needs and objectives of the community. Transportation planning and programming are crucial to Northwest Iowa's economic development and quality of life. The region must prioritize the planning and programming of transportation systems to ensure efficient, safe, and sustainable transportation for all citizens, businesses, and stakeholders. Public involvement and engagement are critical to the success of this process.

Section 7.2 Barriers to Long Range Vision & Goals

To accomplish the Vision Statement and Goals presented in Chapter 2, specific issues or needs must be identified so that actions can be taken to meet the needs. The concerns and needs are as follows:

Roads and Bridges

The most significant issue in the region is to have enough funds to be able just to maintain the existing road and network. Several ethanol plants, construction of wind farms and just the rural nature of the region dictate a safe reliable transportation system to get farm commodities out of the fields and to value-added processors or to other markets. Some concerns regarding local bridge and road systems are:

- Maintenance of the existing regional network is a significant need.
- Having readily available funding at the state and federal level for economic opportunities and job creation is critical.
- Acquiring sufficient funding to maintain the existing roadways within the region is a key priority.
- Improved safety should be at the face of every project.
- Many bridges in the region are considered poor according to FHWA evaluation.

Aviation

Aviation is provided for the region with several general aviation airports with some users' needs being met. Some issues affecting the region are:

- Some tourists and homeowners in the Great Lakes area would like an airport closer to the lakes.
- Proximity to major airports is low for some residents in the region; for instance, a resident of Spirit Lake (Dickinson County) would need to travel approximately 3.5 hours to get to Des Moines International, 3 hours to Minneapolis – Saint Paul International, 1.5 hours to Sioux Falls Regional (South Dakota), 2 hours to Sioux Gateway (Sioux City, IA), 3.5 hours to Eppley Airfield (Omaha, NE).

Transit

RIDES provides public transit within the region. Obtaining new and replacement vehicles is the high priority for the organization, system users, and local governments. Some concerns affecting transit in the region are:

- Lack of funds to replace and/or maintain aged and failing buses.
- Lack of funds to provide services some see as critical.

Rail & Pipeline

Rail is becoming more of an economic driver in the region with development of the and the shipping and storage of wind turbine parts. The sheer size of these parts is creating logistics and safety issues for transporting the parts, particularly the turbine blades on trucks out of the rail yard. Existing pipelines do not have significant impact unless there is a release, spill, or rupture. With the increased attention on carbon capture pipeline construction to address ethanol manufacturing emissions, RPA 3 will closely monitor new pipeline proposals. Some concerns for railroads and pipelines in the region are:

- In some areas of the region, large numbers of trains and accompanying whistles create disturbances.
- Large numbers of trains and their length create delays for commuters, residents and
- businesses.
- Improvements to warning devices should be made on at-grade crossings, especially along high traffic roads.
- Proposed construction of multiple carbon capture pipelines

Trails/Non-Motorized

Much of Region 3 is aware of the importance of trails and non-motorized transportation in the area. The Iowa Great Lakes have a robust trail system that draws users from all over the state and nation. Some concerns for trails in the region are:

- Funding assistance is crucial for trails development.
- Community groups should have a reasonable understanding of the federal funding and development process.
- Continue to review funding criteria to be sure it meets the Region's expectations regarding RPA 3 TAP funding.
- Have counties and cities to work together to extend facilities outside their jurisdictions.
- Coordination among local jurisdictions and the Iowa DOT to make further bicycle and pedestrian improvements is encouraged.
- Development of a regional trails vision and plan to provide better connectivity and redundancy to the system as a whole.

Safety and Security

The safety and viability of the transportation network in Northwest Iowa is vital to the economic competitiveness of the region. Major disruptions of the highway, bridge, rail, pipeline, or air network would have devastating consequences for the area. Some regional safety and security concerns are:

- It is impossible to monitor or secure every mile of road or rail.
- Improved communication and coordination are essential.
- Cybersecurity should always be taken seriously.

Section 7.3 Action Plan

RPA 3 is responsible for addressing transportation-related issues and needs to meet the stated Vision & Goals. The Plan recognizes that all forms of transportation are interconnected, but the focus is on Roads and Bridges, Transit, and Trail/Non-Motorized areas where the RPA 3 Policy Board, Technical Committee, TAP Committee, and TAG Committee have influence, responsibility, and authority over available funding.

The identified actions aim to address the needs and issues related to transportation in Northwest Iowa. The actions are not necessarily negative, as some may be needed to continue positive economic opportunities. For example, improving the roadway due to the large amount of truck traffic generated by a new manufacturing facility is a need arising from a positive economic opportunity. However, it is also increasing maintenance issues and costs for the local responsible entity.

As previously stated, RPA 3 is rural in nature and rural roadways provide infrastructure for the rural economy to be maintained. The RPA feels the method used to distribute funds to the respective entities provides the most flexibility and fairness for all involved, which emphasizes the Regional planning and programming process.

Highway & Bridge Safety & Security

Maintaining the existing regional highway network, initiating improvements at the federal, state, county, and city level as necessary. Regarding the complete network, the preservation, reconstruction, bridge replacement and rehabilitation, and safety improvements are a higher priority than capacity building and new facility construction.

- Utilize available funding to maintain existing infrastructure in the most cost effective and
- efficient manner possible.
- Take a regional approach regarding project selection and programming.
- Cooperation amongst various agencies when responding to incidents.
- Share successful strategies with partners.
- Utilize data and communication to improve safety.
- Incorporate cost-effective safety improvements into reconstruction and rehabilitation projects when feasible.
- Promote modern safety initiatives as they are improved.

Air

- Support facility updates and expansions of the public airports in the region.

Transit

- RPA 3 has a TAG that developed specific goals and action plans that will likely be long term for the area.
- Provide quality public transit throughout Region 3 by providing safe, dependable, and efficient public transit services for all citizens within its service area in a manner that will help them maintain and improve their quality of life.

- Expand the Region 3 fleet to meet demands of clients by annually requesting STBG/SWAP funds to purchase expansion vehicles.
- Increase the public's awareness of local transit by promoting and marketing the public transit systems and communicating the positive aspects to users, employers, and providers.
- Recruit and retain excellent transit operators.

Rail & Pipelines

- Support continued maintenance and enhancement
- Collaborate with railroads to improve rail crossing safety.
- Support rail access development at new and existing industrial parks.
- Acquire abandoned rail corridors where possible and feasible.
- Investigate the opportunities of intermodal facility development in the region with emphasis on value-added agriculture development.

Trails/Non-Motorized

- Expanding the existing trail network.
- Utilize all available funding (federal, state, local, foundation, user fees, donations).
- Analyze existing regional trail system to guide funding decisions and make sensible and meaningful connections.
- Partner with other regions when feasible.
- Maximum level of coordination between cities and counties
- Coordinate between conservation and engineering
- Aide entities with understanding the trail development process.
- Examine trail and pedestrian accommodations when reconstructing roadways.

Section 7.4 Short Term Projects

This section of the Long Range Transportation Plan discusses implementing the action plan and financial resources to accomplish this. When examining short term projects, or those that are from 1-5 years out, the Region 3 Transportation Improvement Plan (TIP) and the Iowa Statewide Transportation Improvement Program were used. The RPA 3 TIP shows the projects planned throughout the region for 2023 - 2026. Not all short term projects that cities listed are federal aid eligible routes, but it was important to the cities that participated in the planning process to have their transportation improvement plans included in the Long Range Transportation Plan. The Iowa Statewide TIP shows the projects planned in Region 3 between 2022-2025.

The following pages include short term projects included in the RPA 3 Transportation Improvement Program 2023-2026

HBP

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2023	2024	2025	2026	Totals
39314 Iowa Department of Transportation	BRF-59()--38-71 US59: Dry Run 0.4 mi N of N Jct IA 10 Bridge Deck Overlay	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$374,000** $299,200				**$374,000** **$299,200**
19653 Lyon County	BROS-C060()--5F-60 On K-52, Over Kanaranzi Creek, S22 T100 R45 Bridge Replacement	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$1,296,000** $1,296,000				**$1,296,000** **$1,296,000**
45973 Palo Alto County	BROS-C074(112)--8J-74 On 400TH ST, Over DD 80, S12 T95 R32 Bridge Replacement	TIP Approved 2/21/2023	**Total** **Federal Aid** **Regional** **Swap**	**$540,000** $540,000				**$540,000** **$540,000**
45974 Palo Alto County	BROS-C074(113)--8J-74 On 350TH AVE, Over STREAM Bridge Replacement	TIP Approved 2/21/2023	**Total** **Federal Aid** **Regional** **Swap**	**$360,000** $360,000				**$360,000** **$360,000**
45132 Lyon County	BHS-C060(39W)--63-60 On K 30, Over MUD CREEK, S4 T98 R46	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		**$150,000** $120,000			**$150,000** **$120,000**
45131 Lyon County	BHS-C060(51W)--63-60 On K 42, Over ROCK RIVER, S23 T98 R46	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		**$200,000** $160,000			**$200,000** **$160,000**
45746 Osceola County	BROS-C072()--5F-72 On A 30, Over OCHEYEDAN RIVER, S35 T99 R40	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		**$775,000** $775,000			**$775,000** **$775,000**
45975 Palo Alto County	BROS-C074()--5F-74 On 460TH ST, Over DD Bridge Replacement	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		**$540,000** $540,000			**$540,000** **$540,000**
44919 Lyon County	BRS-C060()--60-60 On L 26, Over TAFT CREEK, S24 T99 R43	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		**$300,000** $240,000			**$300,000** **$240,000**

HBP

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
44923 Lyon County	BRS-C060(65Y)--60-60 On L 26, Over WEST RAT CREEK, S1 T98 R43	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		**$300,000** $240,000			**$300,000** **$240,000**
21407 Buena Vista County	BROS-C011()--8J-11 On 520TH ST, Over BR RACCOON RIVER, S27 T92 R35 Bridge Replacement	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			**$400,000** $400,000		**$400,000** **$400,000**
34901 Dickinson County	BROS-C030(66)--8J-30 On 180th Street , Over Little Sioux River, S20 T99 R37 Bridge Replacement	TIP Approved 9/16/2025	**Total** **Federal Aid** **Regional** **Swap**			**$1,500,000** $1,500,000		**$1,500,000** **$1,500,000**
26988 Sioux County	BROS-C084()--8J-84 On 270th St, from Dogwood Ave E 0.5 mile, S1 T97 R47 Bridge Replacement	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			**$517,000** $517,000		**$517,000** **$517,000**
36201 Emmet County	BRS-C032()--60-32 On A 17, Over EF DES MOINES RIVER, S13 T100 R32 Bridge Replacement	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			**$735,000** $588,000		**$735,000** **$588,000**
52505 Iowa Department of Transportation	BRF-18()--38-21 US18: Stony Creek 5.3 mi W of W Jct US 71 Bridge New, Right of Way	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$1,375,000** $1,100,000	**$1,375,000** **$1,100,000**
52504 Iowa Department of Transportation	BRF-60()--38-84 IA60: Floyd River Tributary 0.5 mi S of Co Rd K64 (NB) Bridge New, Right of Way	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$1,375,000** $1,100,000	**$1,375,000** **$1,100,000**
52502 Iowa Department of Transportation	BRF-71()--38-21 US71: Willow Creek 3.4 mi N of N Jct IA 10 Bridge New, Right of Way	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$1,074,000** $859,200	**$1,074,000** **$859,200**
52503 Iowa Department of Transportation	BRF-9()--38-30 IA9: W Fork Little Sioux River 4.9 mi W of IA 86 Bridge New, Right of Way	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$985,000** $788,000	**$985,000** **$788,000**

HBP

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
8684 Sioux County	BRM-6550()--8N-84 In the city of Rock Valley, On 14TH ST, Over Creamery Creek, S21 T97 R46 Bridge Replacement	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$569,000** $569,000	**$569,000** **$569,000**
32321 Sioux County	BROS-C084()--5F-84 On Lily Ave.(L22) NW of Hospers, IA, Over NO NAME CREEK, from 380th St S approx .90 miles SW-SW 1/4 S34 T96 R43 Bridge Replacement	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$471,000** $471,000	**$471,000** **$471,000**
12560 Sioux County	BROS-C084()--5F-84 On 290th Street: North of Hull, IA, from Harrison Ave E approx 1/4 mile NW 1/4 S15 T97 R45 Bridge Replacement	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$520,000** $520,000	**$520,000** **$520,000**
45922 Sioux County	BRS-0130()--60-84 In the city of Alton, On E Division St, Over Floyd River, S2 T94 R44 Bridge Replacement	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$1,566,000** $1,249,600	**$1,566,000** **$1,249,600**
51068 Clay County	BRS-C021()--60-21 On B 63, Over LITTLE SIOUX RIVER, S20 T94 R36	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$2,500,000** $2,000,000	**$2,500,000** **$2,000,000**
50903 Osceola County	BRS-C072(79)--60-72 On L 40, Over CLOVERDALE CREEK, S29 T99 R41	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$750,000** $600,000	**$750,000** **$600,000**
52259 Sioux County	BRS-C084()--60-84 On K 22, Over Indian Creek, from 490th St. S approx. 0.2 miles, S26 T94 R47 Bridge Replacement	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**				**$503,000** $400,000	**$503,000** **$400,000**

HSIP

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
52596 Iowa Department of Transportation	HSIPX-0()--3L-0 I0: Various Routes in District 1 Pavement Rehab	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$150,000** $135,000				**$150,000** **$135,000**
52625 Iowa Department of Transportation	HSIPX-10()--3L-84 IA10: Jay Ave Intersection in Orange City Lighting, Traffic Signs	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$1,480,000** $1,332,000				**$1,480,000** **$1,332,000**

NHPP

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
52634 Iowa Department of Transportation	NHSX-71()--3H-30 US71: Okoboji Grove Rd in Arnolds Park to East View Ave in Okoboj Pave	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$12,865,000** $10,292,000				**$12,865,000** **$10,292,000**
39356 Iowa Department of Transportation	NHSX-75()--3H-84 US75: In Sioux Center (state share) Pavement Rehab/Widen	TIP Approved 8/15/2023	**Total** **Federal Aid** **Regional** **Swap**	**$25,959,898** $20,118,898 $1,654,898 $980,000				**$25,959,898** **$20,118,898** **$1,654,898** **$980,000**
52491 Iowa Department of Transportation	NHSX-75()--3H-84 US75: S of 12th St NE in Sioux Center to S Jct US 18 Right of Way	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**			**$50,000** $40,000		**$50,000** **$40,000**

PRF

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
45359 Iowa Department of Transportation	BRFN-18()--39-74 US18: Prairie Creek 2.8 mi W of W Jct IA 15 Culvert Replacement, Right of Way	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$5,000**		**$1,447,000**		**$1,452,000**
52614 Iowa Department of Transportation	STPN-0()--2J-0 I0: Statewide ITS Equipment - Various Locations Traffic Signs	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$2,000,000**
52615 Iowa Department of Transportation	STPN-0()--2J-0 I0: Install Additional Traffic Sensors - Various Locations Statewide Traffic Signs	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$84,000**				**$84,000**
52616 Iowa Department of Transportation	STPN-0()--2J-0 I0: DMS Replacements - Various Locations Statewide Traffic Signs	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$250,000**				**$250,000**
52635 Iowa Department of Transportation	STPN-0()--2J-0 I0: Traffic Sensor Replacements - Various Locations Statewide Traffic Signs	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$250,000**				**$250,000**
52567 Iowa Department of Transportation	STPN-9()--2J-72 IA9: IA 60 Interchange to Co Rd L58 Patching	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**	**$1,574,000**				**$1,574,000**
45312 Iowa Department of Transportation	BRFN-10()--39-84 IA10: Big Sioux River at South Dakota (state share) Bridge Deck Overlay	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		**$986,000**			**$986,000**
45435 Iowa Department of Transportation	BRFN-3()--39-11 IA3: Maple Creek 0.2 mi W of Co Rd M27 Bridge Deck Overlay	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		**$491,000**			**$491,000**
45322 Iowa Department of Transportation	BRFN-3()--39-11 IA3: Stream 1.2 mi W of US 71 Bridge Deck Overlay	TIP Approved	**Total** **Federal Aid** **Regional** **Swap**		**$229,000**			**$229,000**

PRF

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
45299 Iowa Department of Transportation	BRFN-4()--39-74 IA4: Ditch 3.0 mi N of N Jct US 18 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap		$303,000			$303,000
48453 Iowa Department of Transportation	BRFN-10()--39-84 IA10: Orange City Slough 4.5 mi E of US 75 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap			$694,000		$694,000
48444 Iowa Department of Transportation	BRFN-18()--39-60 US18: Big Sioux River at South Dakota (State Share) Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap			$1,911,000		$1,911,000
48468 Iowa Department of Transportation	BRFN-59()--39-71 US59: Branch Floyd River 1.9 mi N of N Jct US 18 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap			$515,000		$515,000
48456 Iowa Department of Transportation	BRFN-71()--39-30 US71: East Okoboji Lake 1.7 mi N of S Jct IA 9 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap			$522,000		$522,000
38284 Iowa Department of Transportation	STPN-9()--2J-60 IA9: South Dakota east 0.5 mi	TIP Approved	Total Federal Aid Regional Swap			$512,000		$512,000
52669 Iowa Department of Transportation	BRFN-10()--39-71 IA10: Dry Run 0.2 mi W of W Jct US 59 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap				$460,000	$460,000
52667 Iowa Department of Transportation	BRFN-59()--39-72 US59: Drainage Ditch 1.1 mi N of Co Rd A46 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap				$140,000	$140,000
52501 Iowa Department of Transportation	BRFN-60()--39-72 IA60: Drainage Ditch 1.1 mi S of Co Rd L36 (SB) Bridge New, Right of Way	TIP Approved	Total Federal Aid Regional Swap				$755,000	$755,000

PRF

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
52668 Iowa Department of Transportation	BRFN-71()--39-21 US71: Branch of Little Meadow Creek 0.8 mi N of N Jct US 18 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap				$280,000	$280,000
52693 Iowa Department of Transportation	BRFN-75()--39-60 US75: Little Rock River 0.4 mi S of Co Rd A44 Bridge Rehabilitation	TIP Approved	Total Federal Aid Regional Swap				$330,000	$330,000

RTP

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
52759 RPA 3	NRT-C030()--9G-30 On 230TH ST, 1.25 miles Ped/Bike Grade & Pave	TIP Approved	Total Federal Aid Regional Swap	$680,220 $285,690				$680,220 $285,690
52760 RPA 3	NRT-C030()--9G-30 On from 170th St, E 2.5 miles along abandoned RR ROW to Montgomery, IA Ped/Bike Grade & Pave	TIP Approved	Total Federal Aid Regional Swap	$1,425,230 $395,000				$1,425,230 $395,000

SWAP-HBP

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
22229	BRS-SWAP-C011(100)--FF-11	TIP Approved	**Total**	**$1,200,000**				**$1,200,000**
Buena Vista County	M36: Over Bluebird Creek NW1/4 S5 T93N R37W	10/18/2022	**Federal Aid**					
	Culvert Replacement		**Regional**					
			Swap	$1,200,000				**$1,200,000**

SWAP-STBG

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
38377	STBG-SWAP-5057(601)--SG-30	TIP Approved	**Total**	**$4,737,000**				**$4,737,000**
Milford	In the city of Milford, On 13th St., from US Highway 71 west .75 Miles to 213th Ave.	1/18/2023	**Federal Aid**					
	Pavement Rehab/Widen		**Regional**	$1,657,800				**$1,657,800**
			Swap	$1,657,800				**$1,657,800**
39445	STBG-SWAP-7170(631)--SG-21	TIP Approved	**Total**	**$1,821,000**				**$1,821,000**
Spencer	In the city of Spencer, On E 4th St from 5th Ave E to 10th Ave E	12/20/2022	**Federal Aid**					
	Grade and Pave		**Regional**	$453,000				**$453,000**
			Swap	$453,000				**$453,000**
48695	STBG-SWAP-2395()--SG-74	TIP Approved	**Total**			**$550,000**		**$550,000**
Emmetsburg	In the city of Emmetsburg, On N Huron St from int US 18 N 1,916 ft to County Rd N48		**Federal Aid**					
			Regional			$330,000		**$330,000**
			Swap			$330,000		**$330,000**
38376	STBG-SWAP-2417()--SG-32	TIP Approved	**Total**			**$300,000**		**$300,000**
Estherville	In the city of Estherville, On S. 1st St., from IA 9 SE .74 Miles to IA 4		**Federal Aid**					
	Pavement Rehab		**Regional**			$208,000		**$208,000**
			Swap			$208,000		**$208,000**
48697	STBG-SWAP-6950()--SG-84	TIP Approved	**Total**			**$2,400,000**		**$2,400,000**
Sheldon	In the city of Sheldon, On WESTERN AVE from int o 16th St., N .72 miles to int of US HWY 18		**Federal Aid**					
	Patching		**Regional**			$748,000		**$748,000**
			Swap			$748,000		**$748,000**
48696	STBG-SWAP-7055()--SG-84	TIP Approved	**Total**			**$957,000**		**$957,000**
Sioux Center	In the city of Sioux Center, 23 block overlay project on 4th Ave., 2nd St SE, 3rd St. NW anbd 2nd Ave.		**Federal Aid**					
			Regional			$478,500		**$478,500**
			Swap			$478,500		**$478,500**
52757	STBG-SWAP-5732()--SG-84	TIP Approved	**Total**				**$883,500**	**$883,500**
RPA 3	In the city of Orange City, On 7th St. N, Over SMALL STREAM, from Ohio Ave N 1.3 miles		**Federal Aid**					
	HMA Pavement - Grade and Replace		**Regional**				$883,500	**$883,500**
			Swap				$883,500	**$883,500**

STBG

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
47205	STP-S-C074()--5E-74	TIP Approved	**Total**				**$2,040,000**	**$2,040,000**
Palo Alto County	On N40, North of 350th St. to B14		**Federal Aid**				$1,020,000	**$1,020,000**
	Pave		**Regional**				$1,020,000	**$1,020,000**
			Swap					
45803	STP-S-C084()--5E-84	TIP Approved	**Total**				**$1,074,000**	**$1,074,000**
Sioux County	On Elmwood Ave. (K30), from approx. 1/3 miles south of 300th St. N 3.1 miles to Sioux/Lyon County Line		**Federal Aid**				$380,000	**$380,000**
	Pavement Rehab		**Regional**				$380,000	**$380,000**
			Swap					
45809	STP-S-C084()--5E-84	TIP Approved	**Total**				**$1,833,000**	**$1,833,000**
Sioux County	On Jackson Ave (K64), from 440th St N 4 miles to 400th St (B40)		**Federal Aid**				$650,000	**$650,000**
	Pavement Rehab		**Regional**				$650,000	**$650,000**
			Swap					

STBG-TAP

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
39446	TAP-U-C021()--8I-21	TIP Approved	**Total**	**$729,000**				**$729,000**
Clay County Board of Supervisors	Along US Highway 71 ROW, from 300th St. N 1.5 Miles to SCL of City of Fostoria		**Federal Aid**	$583,000				**$583,000**
	Ped/Bike Grade & Pave		**Regional**	$583,000				**$583,000**
			Swap					
48701	TAP-U-C021()--8I-21	TIP Approved	**Total**		**$458,394**			**$458,394**
Clay County Board of Supervisors	On US 71 N from City of Fostoria N .71 miles to 270th St.		**Federal Aid**		$272,000			**$272,000**
	Ped/Bike Grade & Pave		**Regional**		$272,000			**$272,000**
			Swap					
48700	TAP-U-C030()--8I-30	TIP Approved	**Total**			**$762,480**		**$762,480**
Dickinson County Board of Supervisors	Along US 71 ROW from Clay/Dickinson County line N 1.5 miles		**Federal Aid**			$272,000		**$272,000**
	Ped/Bike Grade & Pave		**Regional**			$272,000		**$272,000**
			Swap					
52763	TAP-U-C030()--8I-30	TIP Approved	**Total**				**$1,065,290**	**$1,065,290**
RPA 3	From junction of Iowa Great Lakes Spine Trail, E along abandoned RR ROW 2.2 mi. to 270th Ave., 2.2 miles		**Federal Aid**				$272,000	**$272,000**
	Ped/Bike Grade & Pave		**Regional**				$272,000	**$272,000**
			Swap					

STBG

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
37582	STP-S-C084(177)--5E-84	TIP Approved	**Total**	**$2,504,000**				**$2,504,000**
Sioux County	On 400th St. (B40), from near 7th Ave. SE in Sioux Center east approximately 5.5 miles to Jefferson Ave. (K64)	2/21/2023	**Federal Aid**	$1,080,000				**$1,080,000**
	Pavement Rehab/Widen		**Regional**	$1,080,000				**$1,080,000**
			Swap					
44830	STP-S-C030()--5E-30	TIP Approved	**Total**		**$1,500,000**			**$1,500,000**
Dickinson County	On M-27, from North of Highway #9 N 1.4 miles to Old RR in Lake Park		**Federal Aid**		$900,000			**$900,000**
	Pavement Rehab/Widen		**Regional**		$900,000			**$900,000**
			Swap					
45027	STP-S-C060(127)--5E-60	TIP Approved	**Total**		**$1,050,000**			**$1,050,000**
Lyon County	On K16, from IA 9 N 3 miles to MN State Ln	2/21/2023	**Federal Aid**		$500,000			**$500,000**
			Regional		$500,000			**$500,000**
			Swap					
39074	STP-S-C071()--5E-71	TIP Approved	**Total**		**$1,750,000**			**$1,750,000**
Obrien County	On M-12 Vine Ave., from 320th Street S Approx. 6.9 miles to 390th Street		**Federal Aid**		$1,008,000			**$1,008,000**
	Pavement Rehab		**Regional**		$1,008,000			**$1,008,000**
			Swap					
38876	STP-S-C072(78)--5E-72	TIP Approved	**Total**		**$5,160,000**			**$5,160,000**
Osceola County	L32:HWY9-MNLINE; L40:NW Blvd-A30; A22:SIBLEY-HWY59; A34:ASHTON-HWY59		**Federal Aid**		$1,419,000			**$1,419,000**
	Pavement Rehab, Granular Shoulders		**Regional**		$1,419,000			**$1,419,000**
			Swap					
39102	STP-S-C084()--5E-84	TIP Approved	**Total**		**$1,156,000**			**$1,156,000**
Sioux County	On Jackson Avenue (K64), from 400th Street (B40) N 3 miles to 370th Street (B30)		**Federal Aid**		$533,000			**$533,000**
	Pavement Rehab		**Regional**		$533,000			**$533,000**
			Swap					
37714	STP-S-C060()--5E-60	TIP Approved	**Total**			**$1,650,000**		**$1,650,000**
Lyon County	On L14, from the South George City Limits south 5 Miles to the Sioux County Line		**Federal Aid**			$825,000		**$825,000**
	Pavement Rehab		**Regional**			$825,000		**$825,000**
			Swap					
9098	STP-S-C011(68)--5E-11	TIP Approved	**Total**				**$1,000,000**	**$1,000,000**
Buena Vista County	On M 44, from 105th Ave & 550th St N 2.8 miles to Hwy 3	1/19/2022	**Federal Aid**				$500,000	**$500,000**
	HMA Resurfacing/Cold-in-Place Recycling		**Regional**				$500,000	**$500,000**
			Swap					
45938	STP-S-C074()--5E-74	TIP Approved	**Total**				**$1,500,000**	**$1,500,000**
Palo Alto County	On B14, from 480th Ave E 2 miles to 500th Ave and On N52, from B14 to Emmet County Line		**Federal Aid**				$900,000	**$900,000**
	Pave		**Regional**				$900,000	**$900,000**
			Swap					

STBG

Project ID / Sponsor / STIP ID	Project Number / Location / Work Codes	Approval Level / Letting Date		2023	2024	2025	2026	Totals
141	RGPL-PA03()--ST-00	TIP Approved	**Total**	**$47,500**	**$47,500**	**$47,500**	**$47,500**	**$190,000**
RPA 3	NWIPDC - RPA 3: RPA 3 FHWA PLANNING		**Federal Aid**	$38,000	$38,000	$38,000	$38,000	**$152,000**
	Trans Planning		**Regional**	$38,000	$38,000	$38,000	$38,000	**$152,000**
			Swap					
52492	STP-4()--2C-32	TIP Approved	**Total**	**$2,093,000**				**$2,093,000**
Iowa Department of Transportation	IA4: 5th Ave N in Estherville to the Minnesota State Line		**Federal Aid**	$1,734,400				**$1,734,400**
	Pavement Rehab, Right of Way		**Regional**	$300,000				**$300,000**
			Swap					
DOT Note: Project includes RPA STBG contribution of $300,000.								
52622	STP-4()--2C-32	TIP Approved	**Total**	**$2,679,000**				**$2,679,000**
Iowa Department of Transportation	IA4: 0.2 mi S of SCL Estherville to 5th Ave N		**Federal Aid**	$2,143,200				**$2,143,200**
	Pave		**Regional**					
			Swap					
26809	STP-S-C011(BV61)--5E-11	TIP Approved	**Total**	**$2,500,000**				**$2,500,000**
Buena Vista County	On C49, from US 71 E 6 miles to 190th Ave		**Federal Aid**	$570,000				**$570,000**
	HMA Resurfacing/Cold-in-Place Recycling		**Regional**	$570,000				**$570,000**
			Swap					
38904	STP-S-C021(153)--5E-21	TIP Approved	**Total**	**$1,800,000**				**$1,800,000**
Clay County	On M27, from B40 North 6.0 Miles to City of Everly	11/15/2022	**Federal Aid**	$900,000				**$900,000**
			Regional	$900,000				**$900,000**
			Swap					
52724	STP-S-C032()--5E-32	TIP Approved	**Total**	**$1,120,000**				**$1,120,000**
Emmet County	On A17, from N32 E 4 miles to N40	1/18/2023	**Federal Aid**	$472,000				**$472,000**
	Pave		**Regional**	$472,000				**$472,000**
			Swap					
20702	STP-S-C060(126)--5E-60	TIP Approved	**Total**	**$2,640,000**				**$2,640,000**
Lyon County	On A18, from Big Sioux River East to Int of IA 9	2/21/2023	**Federal Aid**	$445,000				**$445,000**
	Pavement Rehab		**Regional**	$445,000				**$445,000**
			Swap					
38631	STP-S-C074(111)--5E-74	TIP Approved	**Total**	**$2,200,000**				**$2,200,000**
Palo Alto County	On N28, from Highway 18 S to City of Ayshire	2/21/2023	**Federal Aid**	$900,000				**$900,000**
	Pavement Rehab		**Regional**	$900,000				**$900,000**
			Swap					

RPA 3

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
4884 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 0826	Total	$96,500				$96,500
				FA	$82,025				$82,025
				DOT					
4885 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 0917	Total	$103,500				$103,500
				FA	$87,975				$87,975
				DOT					
4886 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 0931	Total	$96,500				$96,500
				FA	$82,025				$82,025
				DOT					
4887 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Minivan VSS Unit # 1201	Total	$58,000				$58,000
				FA	$49,300				$49,300
				DOT					
4888 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 0915	Total	$103,500				$103,500
				FA	$87,975				$87,975
				DOT					
2890 Regional Transit Authority (RIDES)	5311,STA In Prep	Operations	General Operations/Maintenance/Administation	Total	$3,495,997	$3,400,000			$6,895,997
				FA	$904,340	$900,000			$1,804,340
				DOT	$591,657	$500,000			$1,091,657
5420 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Minivan VSS Unit # 1501	Total		$55,000			$55,000
				FA		$46,750			$46,750
				DOT					
5421 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 1602	Total		$91,100			$91,100
				FA		$77,435			$77,435
				DOT					
5422 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Minivan VSS Unit # 1704	Total		$55,000			$55,000
				FA		$46,750			$46,750
				DOT					
5423 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Minivan VSS Unit # 1703	Total		$55,000			$55,000
				FA		$46,750			$46,750
				DOT					
5424 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Minivan VSS Unit # 1702	Total		$55,000			$55,000
				FA		$46,750			$46,750
				DOT					
5425 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Minivan VSS Unit # 1701	Total		$55,000			$55,000
				FA		$46,750			$46,750
				DOT					
5426 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Minivan VSS Unit # 1700	Total		$55,000			$55,000
				FA		$46,750			$46,750
				DOT					

RPA 3 (Cont.)

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
5427 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Minivan VSS Unit # 1801	Total		$55,000			$55,000
				FA		$46,750			$46,750
				DOT					
6337 Regional Transit Authority (RIDES)	5311, STA In Prep	Operations	Operations/Maintenance/Administration	Total			$3,900,000		$3,900,000
				FA			$900,000		$900,000
				DOT			$500,000		$500,000
6338 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 1802	Total			$96,280		$96,280
				FA			$81,838		$81,838
				DOT					
6339 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 1805	Total			$96,280		$96,280
				FA			$81,838		$81,838
				DOT					
6340 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (158" wb) VSS Unit # 1807	Total			$96,280		$96,280
				FA			$81,838		$81,838
				DOT					
6341 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 1808	Total			$102,000		$102,000
				FA			$86,700		$86,700
				DOT					
6342 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 1809	Total			$102,000		$102,000
				FA			$86,700		$86,700
				DOT					
6343 Regional Transit Authority (RIDES)	5339 In Prep	Capital	Light Duty Bus (176" wb) VSS Unit # 1813	Total			$102,000		$102,000
				FA			$86,700		$86,700
				DOT					
9962 Regional Transit Authority (RIDES)	5311, STA In Prep	Operations		Total				$3,900,000	$3,900,000
				FA				$900,000	$900,000
				DOT				$500,000	$500,000

Section 7.5 Project Selection & Distribution of Funds

Regional Project Selection Process STBG/SWAP

The RPA 3 Policy Board and Technical Committee have the most decision making power with the distribution of STBG/SWAP funds. Regarding STBG/SWAP funds, the process RPA 3 utilizes is to solicit applications from Technical Committee members as well as cities in the region. Cities under 5,000 in population are advised to contact their county engineer or NWIPDC to determine eligibility, and to see if the county engineer will assist in the project application as well as project development. Any city in the RPA 3 Region with a potential project is eligible to apply for STBG/SWAP funds whether the respective county engineer agrees to the application or not. A date is set for NWIPDC to receive applications and a summary of the applications including type of project as well as estimated cost is sent to the Technical Committee members to review prior to holding a Technical Committee meeting to further review to discuss applications and determine funding. There is a positive working relationship between the county engineers in the region. Robust open discussions lead to appropriate funding for various projects. Local stakeholders making informed decisions leads to appropriate fiscal responsibility, one of the goals of this Plan.

RPA 3 does not apply a scoring system in the strict sense of assigning a number to a criterion. Most of the STBG/SWAP projects are overlay or reconstruction projects, so projects would have similar scores. Technical Committee members evaluate several factors when applying for a STIP project. These factors are similar between cities and counties in that both consider traffic volumes, number of accidents, general safety, condition of the road and right-of-way, maintenance cost as well as funding availability. Within counties the length of detours can be a key factor, as it can greatly hinder the movement of commodities.

Section 7.6 Region 3 Implementation

Input and participation by the region's stakeholders were essential in the development of this LRTP. Stakeholders such as elected officials, county engineers and public works directors, public and private organizations, interested citizens, businesses, and development groups should continue participation during implementation of this plan to successfully guide and express the needs of those living in the area. The most difficult aspect of long-range planning is developing future cost estimates. The level of difficulty increases when considering that public funding commitments to a mode are not perpetual and private funding develops its own spending priorities. The uncertainty of federal funding, even for the short term, makes programming a challenge in the current political and economic climate. The only reasonable assessment is that the cost of constructing, maintaining, and preserving transportation infrastructure will likely increase.

Iowa's highway network is the backbone of the state transportation system and accounts for most investments. The Iowa DOT prepares and publishes highway transportation studies and plans to:

- Provide guidance for the expenditure of limited resources for highway improvements.
- Determine sufficiency ratings for the state primary road system.
- Determine improvement needs for the entire public road and street system.

The Iowa Department of Transportation's (DOT) long-range planning process is called Iowa in Motion. The Iowa DOT updates this Plan every five years to stay current with trends, forecasts, and factors that influence decision-making, such as legislation, funding, technological changes, and State priorities. Iowa's dynamic economy and the need to meet the challenges of the future will continue to place pressure on the transportation system. The Plan provides direction for each transportation mode and includes a continued emphasis on stewardship. The Iowa DOT views stewardship as efficient investment and prudent, responsible management of our transportation system.

Section 7.7 Transportation Improvement Program Amendments & Revisions

Changing an Approved STIP

Revisions are defined as changes to a TIP/STIP that occur between scheduled annual updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or “amendment.” The second is a minor revision or “administrative modification.” The Iowa DOT requires that each MPO or RPA adopt these definitions and thresholds, at a minimum, when determining an amendment vs. an administrative modification.

Amendment

An amendment is a revision that involves a major change to a project included in the TIP/STIP. This includes the addition or deletion of a project, a major change in the amount of programmed federal aid, or a major change in design concept or scope such as a changing of project termini.

Administrative Modification

A minor revision to a TIP or STIP is an administrative modification. It includes minor changes or project phase costs, minor changes to funding sources of previously included projects, and minor changes to project or project phase initiation dates.

Amendment vs. Administrative Modification

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

- **Project costs:**
  Determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been increased by more than 30 percent or total federal aid increases by $2 million or more will require an amendment. Anything less can be processed as an administrative modification.
- **Schedule changes:**
  Changes in schedules to projects that are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects that are added or deleted from the TIP/STIP will be processed as amendments.
- **Funding sources:**
  Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.
- **Scope changes:**
  Changing project termini will be processed as an amendment. Other examples of changes that require amendment are changing the type of work from an overlay to reconstruction or changing the number of through lanes.

Procedural Requirements for Revisions

Amendments are considered major revisions and therefore have more procedural requirements. Requirements for approving an amendment to the STIP include an opportunity for public input, policy board approval of locally sponsored project amendments, and a redemonstration of fiscal constraint of the STIP. Public involvement for all locally sponsored project amendments will occur at the MPO and RPA level.

Statewide public review for Iowa DOT project amendments takes place prior to approval of the amendment in the STIP. Iowa DOT sponsored projects within an MPO must go through the MPO's adopted amendment process, which includes public review and approval by the appropriate boards and committees. When possible, Iowa DOT amendments within an RPA also go through the RPA's adopted amendment process. However, this is not required, and in some instances Iowa DOT amendments in RPAs are approved based solely on the statewide public review performed by the Iowa DOT.

Administrative modifications have simplified procedures that allow more flexibility in the processing of changes. Each RPA and MPO is allowed to approve administrative modifications by seeking board approval or the planning agency may make minor changes administratively if the process to do so has been documented and approved by the appropriate technical and policy boards. Redemonstration of STIP fiscal constraint may be necessary for certain administrative modifications.

Fiscal Constraint – Revisions

To maintain fiscal constraint of the STIP document most revisions to the STIP that add a new project or increases a project's federal aid amount will require that a corresponding change be made to another programming entry to ensure that the STIP remains fiscally constrained. This requirement pertains to both administrative modifications and amendments to the STIP and is the responsibility of local project sponsors and local planning agencies for locally administered federal aid projects.

Section 7.8 Long Range Transportation Plan Amendments & Revisions

450.324 (c) The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

Long Range Transportation Plan (LRTP)

The purpose of a Long Range Transportation Plan (LRTP) is to serve as a guiding document of information on existing transportation related systems and to project future needs based on locally derived goals, and objectives. The Long Range Transportation Plan is not a funding plan, but a framework for the selection of future transportation projects based on identifying areas of need and developing a means of addressing such.

The Long Range Transportation Plan is fully updated once every five years with the exception of any annual amendments which may occur during that same time period.

The following is a general guideline process for the Long Range Transportation Plan:

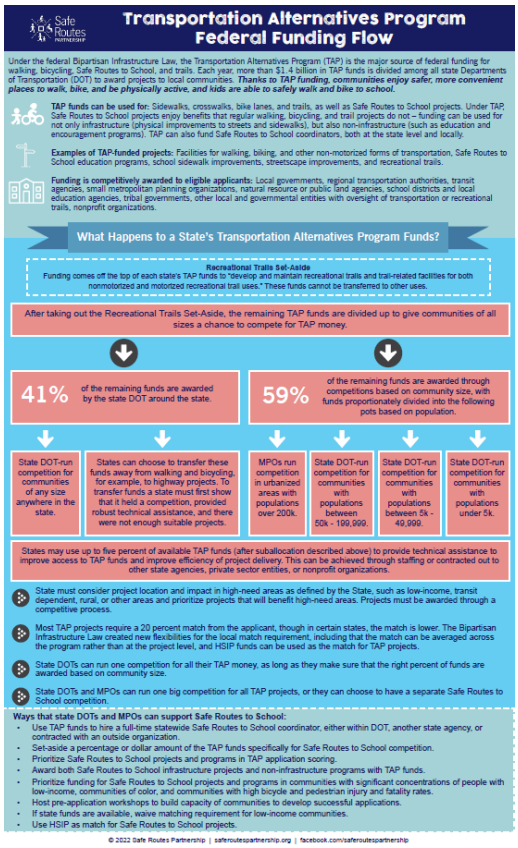
- During the draft development phase, the staff develops a document with input from interested state and local parties. Some of these organizations include, but are not restricted to, concerned citizens, natural resources agencies, cultural/historic agencies, the media, and numerous others.
- Once a draft is developed, the staff posts it on the NWIPDC website at www.NWIPDC.org. Copies of the draft are also available at the NWIPDC office, in local city halls, county courthouses, and county engineers' offices.
- The NWIPDC informs the local media about informational meetings on the current plan.
- Once the entire Long Range Transportation Plan is established, the NWIPDC will open up the 30 day comment period and will hold a public input meeting for the public to discuss the document typically at a regularly scheduled Policy Council meeting. The Long Range Transportation Plan will be once again updated on the NWIPDC website and there will be copies available at the NWIPDC office and local city halls, county courthouses, and county engineers' offices. There will be a public input meeting during the 30 day comment period that gives the public time to review the document further and contact the staff with suggestions/concerns via mail, email, telephone, fax, or in person.
- The adoption of the document will be held after the 30 day comment period has ended. The adoption of the Long Range Transportation Plan takes place at a regularly scheduled NWIPDC Policy Council meeting.
- After the document's adoption, copies can be found in the NWIPDC office and on the NWIPDC website at www.nwipdc.org.

Amendments and Revisions Process:

The Long Range Transportation Plan is a working document and will be updated and revised as various local, regional, state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around the NWIPDC planning area The LRTP will be updated at least once every five years. The review and updating will ensure continued citizen involvement and the LRTP's overall viability as the NWIPDC planning area long-range transportation planning document. The plan shall be subject to a public comment period of no less than 30 days, announced in the regional newspapers via public notice, and available at NWIPDC and in every courthouse and city hall in NWIPDC planning area. This process shall be approved by both the NWIPDC Technical Advisory Committee and the Policy Board. Amendments to this process shall be made in similar fashion.

Section 8.1 Overview

Iowa has a diverse range of funding sources to support its transportation programs. These programs cover maintenance and improvement of highways, aviation, waterways, trails, railroads, and transit activities. Funding for these programs comes from federal, state, and local sources, with large projects often funded by a combination of all three. Region 3 in Iowa receives state and federal funds based on a formula that considers the number of interstate highway miles and lanes. However, it should be noted that changes to these programs are likely because of the implementation of subsequent iterations of the FAST Act.



Source: Safe Routes Partnership

Section 8.2 Funding Options by Mode or Sector

AVIATION

AVIATION FAA CARES Funding

Enacted in March 2020 included $10 billion in relief funds to assist eligible airports in response to COVID-19 pandemic. Of the amount, at least $100 million was dedicated for general aviation airports. The Act also included $56 million for the Essential Air Service Program to maintain existing air service to rural communities.

Federal Airport Improvement Program (AIP)

Funding for airport improvements and airport planning. Public agencies owning public-use airports in the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems are eligible to request funds.

State Airport Improvement Program

Funding for airport improvements, navigational aids, communication equipment, marketing, safety, security, outreach, education, and planning. Airport Development and Immediate Safety Enhancement are specific funding programs under the Airport Improvement Program. Publicly owned airports are eligible.

Airport Vertical Infrastructure Program

State funding for publicly owned commercial service and general aviation airports for improvements to vertical infrastructure.

HIGHWAYS and BRIDGES

Highway Bridge Program

Federal funding that is available to agencies with public road jurisdiction for the replacement or rehabilitation of structurally deficient or obsolete public roadway bridges.

Iowa Clean Air Attainment Program (ICAAP)

Fund's roadway, transit, or trail projects or programs that help maintain Iowa's clean air quality by reducing transportation related emissions. Eligible roadway projects must be on a federal-aid system, which includes all federal functional class routes except local and rural minor collectors. The State, a county or a city may sponsor as an applicant or may co-sponsor for private, non-profit organizations and individuals.

Surface Transportation Block Grant Program

Federal program that was established to aid in public road jurisdictions with funding for roads on federal-aid routes; bridges on any public road; funding for transit capital improvements; funding for transportation planning activities. These projects can also be eligible for TAP funds.

County and City Bridge Construction Fund

State funds for the replacement or rehabilitation of obsolete or deficient public roadway bridges in cities or counties.

Revitalize Iowa's Sound Economy (RISE)

Funding is available to Iowa counties and cities to promote Economic development in Iowa through construction or improvements of roads and streets.

Federal Lands Access Program

Funds projects that are on, adjacent to or provide access to federal lands (public highway, road, bridge, trail, or transit system.

RAIL

Local governments typically have little control over the strategies used by railroads for improvements. Local projects are generally limited to railroad crossing or warning device improvements, projects designed to promote economic development or make improvements to historic rail depots.

Fixed Guideway Capital Investment Program (Section 5309)

Federal assistance for transit capital improvements includes new and expanded rail, bus rapid transit, and ferry system projects that will expand the core capacity of existing fixed guideway corridors.

State Grade Crossing Surface Repair Fund

This allocates $900,000 annually from Iowa's Road Use Tax Fund to assist railroads, cities, and counties to repair railroad crossings. The program covers the remaining 60%.

State Grade Crossing Safety Program

Assists in railroad crossing signals maintenance through an annual $700,000 appropriation from Iowa's Road Use Tax Fund.

Federal Railway – Highway Crossing Safety Fund

Offers assistance for improvements to the railroad crossings for safety. The program can be used for projects that "install new crossing signals devices, upgrade existing signals, improve crossing surfaces, and provide low-cost improvements, such as increased sight distance, widened crossing, increased signal lens size or crossing closure".

Transportation Alternative Program (TAP)

Provide funds for projects in three categories: trails and bikeways, safe routes to school, historic and archaeological or scenic and environmental.

Railroad Revolving Loan and Grant Program (RRLGP)

Provides funds for projects that promote economic development, job growth, and preservation/improvement of the rail transportation system. The program distributes funds as either loans or grants; however, grants are limited to 50% of the total program funds available.

Railroad Rehabilitation and Improvement Financing (RRIF)

Credit assistance program to assist railroads with refinancing, line acquisition, track rehabilitation, or development of new intermodal facilities.

Railroad Rehabilitation and Improvement Financing Program

Provides direct loans and loan guarantees to acquire, improve or rehabilitate intermodal or rail equipment or facilities; refinance outstanding debt; or develop new intermodal or railroad facilities.

TRAILS and ENHANCEMENTS

State Recreational Trails Program

Provides funds for public recreation trails. State agencies, counties or cities and non-profit organizations are eligible to apply for funding. Sponsors must provide 25% match, guarantee the maintenance of the trail for 20 years and projects must be a part of a local, area-wide, regional, or statewide trail plan. Annual funding level is $2 million (funding varies by year depending on allocation by the state legislature).

Federal Recreational Trails Program

Provides funds to maintain motorized and non-motorized trails or a trail related project. Public agencies, non-profit organizations, and private organizations can request funding through this program; however, private organizations must have a public agency as a co-sponsor. Sponsors must provide a 20% match and guarantee the maintenance of the trail for 20 years. The annual funding level is $1.25 million (subject to funding availability).

Federal Transportation Alternatives Program

Provide funds for the enhancement or preservation activities of transportation related projects including trails, bikeways, historical, archeological, scenic, and environmental. Public agencies, non-profit organizations, and private organizations can request funding through this program; however, private organizations must have a public agency as a co-sponsor. A 20% match is required for statewide improvements and a 20% match is required for regional TAP projects. Projects must be related to existing or planned surface transportation facilities. Annual funding for statewide projects is $4.5 million and $4.5 million for regional projects.

Safe Routes to School

A program that was previously established by DOT, It is no longer a standalone program but rather is an eligible project under TAP funding and provides infrastructure and non-infrastructure improvements which result in more students walking or bicycling to school. State, local, and regional agencies, including nonprofits, schools, and parent-teacher associations may apply for funding. Annual funding is approximately $1.5 million (subject to funding availability).

Iowa DOT/DNR Fund

There are multiple sources of potential funding. Possibilities could include Land and Water Conservation Fund that can be used for trail development and amenities; Resource Enhancement and Protection Program is for open space protection and passive outdoor recreation; Snowmobile and ATV trail development also have separate pools of funding; Any tax-levying body may seek funding for roadside beautification of primary system corridors with woody-type plant materials. The annual funding level is $300,000 (subject to funding availability).

Living Roadway Trust Fund

Implements Integrated Roadside Vegetation Management Programs (IRVM) on city, county or state rights of way or areas adjacent to traveled roadways. Individual applicants must have written support from the agency responsible for maintaining the right of way in which the project is proposed. Either the county engineer or the county conservation board must sponsor county projects.

State and National Scenic Byways Program

Eligible under TAP funding and provides project funds associated with at state or nationally designated Scenic Byway. A minimum of 20% match is required.

Pedestrian Curb Ramp Construction

Assist cities in complying with the Americans with Disabilities Act on Primary Roads.

Iowa Clean Air Attainment Program (ICAAP)

Fund's roadway, transit, or trail projects or programs that help maintain Iowa's clean air quality by reducing transportation related emissions. Eligible roadway projects must be on a federal-aid system, which includes all federal functional class routes except local and rural minor collectors. The State, a county or a city may sponsor as an applicant or may co-sponsor for private, non-profit organizations and individuals.

Iowa Economic Development Authority

Grant funds available for public and tourist facilities that can include trails and other recreational facilities.

Resource Enhancement and Protection (REAP)

It is a program in the State of Iowa that invests in the enhancement and protection of the state's natural and cultural resources. REAP provides money for projects through state agency budgets or in the form of grants. Several aspects of REAP also encourage private contributions that help accomplish program objectives.

Wellmark Foundation

Three grant opportunities available: Healthy Communities Grants (focuses on small community-based wellness and prevention initiatives), Match Grants (MATCH stands for Matching Assets to Community Health and is designed to bring together larger community health projects needing potentially higher levels of funding) and Community Kickstarter (aimed at small, one-time projects that can increase or enhance opportunities to be active or eat healthier.

TRANSIT

State Transit Assistance

Local transit agencies (public or private not-for-profit) may apply for assistance for transit operations, capital improvements, and planning activities.

Fixed Guideway Capital Investment Program (Section 5309)

Federal assistance for transit capital improvements includes new and expanded rail, bus rapid transit, and ferry system projects that will expand the core capacity of existing fixed guideway corridors.

Enhanced Mobility of Seniors and Individuals with Disabilities Program - (Section 5310) –

Provides federal funding for support of transit activities in rural and urban areas and to support transit activities providing service to elderly persons and persons with disabilities.

Formula Grants for Rural Areas (Section 5311)

Federal funding for support of transit activities in rural areas and in urban areas of less than 50,000 in population (operating, capital, planning, job access and reverse commute assistance.

Iowa Clean Air Attainment Program (ICAAP)

Fund's roadway, transit, or trail projects or programs that help maintain Iowa's clean air quality by reducing transportation related emissions. Eligible roadway projects must be on a federal-aid system, which includes all federal functional class routes except local and rural minor collectors. The State, a county or a city may sponsor as an applicant or may co-sponsor for private, non-profit organizations and individuals. Transit systems may apply directly.

Surface Transportation Block Grant Program (STBG)

Provides flexible spending funding that may be used for transit projects. Application and approvals are handled by the regional planning affiliation (RPA 3).

Intercity Bus Assistance (Section 5311)

Provides funds to private intercity bus companies, public transit agencies and local communities for: existing intercity bus routes that tie Iowa to the rest of the country; new feeder routes which will give smaller communities access to existing intercity routes; marketing for new or existing routes; and providers' efforts to upgrade equipment and facilities to become compliant with the Americans with Disabilities Act (ADA) of 1990.

Bus and Bus Facilities (Section 5339)

Federal assistance to replace, rehabilitate and/or construct bus-related facilities and purchase buses and related equipment.

State of Good Repair (Section 5337)

Federal assistance to repairing and upgrading rail transit systems along with high-intensity bus systems that use high-occupancy vehicle lanes, including bus rapid transit.

Congestion Mitigation/ Air Quality Program

Fund's vehicle replacement projects.

Public Transit Infrastructure Grant Program (PTIG)

State funding to support vertical infrastructure needs of Iowa's public transit system.

TRAFFIC SAFETY and ENGINEERING PROGRAMS

County-State Traffic Engineering Program (C-STEP)

Any Iowa county engineer can apply for funding to resolve traffic operation and safety problems. The locations must be on primary roadways outside of incorporated cities.

Iowa Traffic Engineering Assistance Program (TEAP)

Program provides traffic engineering expertise to local units of government. The purpose is to identify cost-effective traffic safety and operational improvements as well as potential funding sources to implement the recommendations. Typical studies include high-crash locations, unique land configurations, obsolete traffic control devices, school pedestrians, truck routes, parking issues, and other traffic studies.

Traffic Safety Improvement Program

Provides funding for traffic safety improvements or studies on any public roads under county, city, or state jurisdiction.

Urban-State Traffic Engineering Program (U-STEP)

Solves traffic operation and safety problems on primary roads in Iowa cities.

Highway Safety Improvement Program – Secondary (HSIP)

Federally funded program established to fund low cost, systemic safety improvements on rural roads that meet certain criteria regarding safety.

Pedestrian Curb Ramp Construction

Assist cities in complying with the Americans with Disabilities Act on Primary Roads.

Overhead Flashing Beacon Replacement Program

The Iowa DOT's Office of Traffic and Safety has some funds through the Transportation Safety Improvement Program to identify and replace these beacons. The overhead beacons would be

replaced with stop signs mounted flashing red lights for the side road and advance warning signs with yellow flashing lights for the main road.

Iowa DOT Sign replacement Program for Cities and Counties

Replaces damaged, worn out, obsolete or substandard signs and signposts for cities and counties in Iowa.

OTHER

Enforcement Funding

Iowa's Special Traffic Enforcement Program (STEP) provides funding for overtime law enforcement hours or equipment targeting traffic safety.

Infrastructure Investment and Jobs Act (IIJA)

Infrastructure Investment and Jobs Act was signed by President Biden in November of 2021. It includes reauthorization of surface transportation programs for FFY 2022-FFY 2026. It includes $550 billion in new funding with half going to transportation. Iowa will receive $3.8B over 5 years for Roads/Bridges, approximately $310M for Iowa public transit, approximately $25B nationwide for aviation, $17B to Iowa waterways, and rail will receive approximately $15B ($66B in passenger rail).

Section 8.3 Region 3 Federal Funding Options

The federal funding sources that are currently available to municipalities to utilize are: National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG), Highway Bridge Program (HBP), Federal Transportation Alternatives Program, and several Federal Transit Programs. Below is a summary of each of these programs.

National Highway Performance Program (NHPP)

The BIL continues the National Highway Performance Program, which was established under MAP-21. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

	FAST Act (Extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal Year (FY)	2021	2022	2023	2024	2025	2026
Contract Authority	$24.239 B	$28.439 B*	$29.008 B*	$29.588 B*	$30.180 B*	$30.784 B*

This federal program is used to help maintain and repair roadways that are part of the National Highway System. Eligibility for funding is rural and urban roads that serve major population centers, rural and urban principal arterials on the National Highway System, the interstate system, international border crossings, intermodal transportation facilities, and major travel destinations. Other eligible applicants for funding include publicly owned bus terminals; infrastructure – based on Intelligent Transportation Systems capital improvements; natural habitat mitigation; environmental restoration and pollution abatement; and control noxious weeds and establishment of native species.

The BIL continues all prior NHPP eligibilities and adds three new eligibilities:

- Undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project.
- Resiliency improvements on the NHS, including protective features.
- Activities to protect NHS segments from cybersecurity threats.

These funds are distributed based on a formula that includes each state's lane miles of principal arterials (excluding interstate), vehicle-miles traveled on those arterials, diesel fuel used on the state's highways, and per capital principal arterial lane-miles.

Surface Transportation Block Grant

The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

	FAST Act (Extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal Year (FY)	2021	2022	2023	2024	2025	2026
Contract Authority	$12.139 B	$13.835 B*	$14.112 B*	$14.394 B*	$14.682 B*	$14.976 B*

The surface transportation block grant program was started to aid public road jurisdictions with funding for road or bridge projects, provide funding for transit capital improvements, provide funding for bicycle and pedestrian facilities and to provide funding for transportation planning activities.

The BIL's STBG Program continues all prior STBG eligibilities (see in particular 23 U.S.C. 133(b)(22), as amended, which carries forward all pre-FAST Act eligibilities). It also adds the following new eligibilities:

- Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit, or otherwise meet the foremost needs of the surface transportation system.
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions.
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
- Projects eligible under 23 U.S.C 130 and installation of safety barriers and nets on bridges
- Maintenance and restoration of existing recreational trails

- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure
- Installation and deployment of current and emerging intelligent transportation technologies
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop.
- Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility.
- Measures to protect an eligible transportation facility from cybersecurity threats.
- Conducting value for money analyses or similar comparative analyses of public-private partnerships
- [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system.
- Projects to enhance travel and tourism.
- Replacement of low-water crossing with a bridge not on a Federal-aid highway
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane.
- [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program

Except as specified above and below, the BIL continues all requirements that applied to STBG under the FAST Act.

Allows States to use up to 15% of certain categories of suballocated STBG funds for projects on certain roadways. Under the BIL a State may obligate up to 15 percent of the STBG amounts suballocated for a fiscal year for use in areas with a population of not more than 49,999 on:

- Roads functionally classified as rural minor collectors or local roads.
- Critical rural freight corridors

Off-System Bridges

FAST Act continues (without change) the MAP-21 set-aside of a share of each State's STBG apportionment for use on bridges not on Federal-aid highways ("off-system bridges"). The amount is to be not less than 15% of the State's FY 2009 Highway Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-system bridge needs.

For completely funded State/local projects to replace or rehabilitate deficient off-system bridges, any amounts spent that are more than 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

Bridge and Tunnel Inspection Standards

If a State is not compliant with national bridge and tunnel inspection standards established by the Secretary, a portion of STBG funds must be used to correct the problem.

Treatment of Projects

Each STBG project—including a project located outside of a Federal-aid highway right-of-way, but excluding a project funded by the recreational trails set-aside— is treated as a project on a Federal-aid highway.

Bundling of Bridge Projects

The FAST Act encourages States to save costs and time by bundling multiple bridge projects using NHPP funds as one project under one project agreement and it places requirements on how that bundling is to be conducted.

Eligible entities are any public agencies with public road jurisdiction, public transit responsibilities or transportation planning responsibility. A 20% minimum non-federal match is required (80% federal funding). Road projects must be on federal-aid roads, which includes all federal functional class routes except local and rural minor collectors. Bridge projects may be on any public road.

Highway projects must: be let by the DOT, the Federal Highway Administration (FHWA) must authorize work prior to contract letting, FHWA environmental concurrence is required, right-of-way activities must comply with applicable federal and state laws, plans and specifications must be prepared by an Iowa licensed professional engineer, if federal-aid dollars are used for a consulting engineer, the federal-aid consultant selection process must be used, DOT design criteria for the appropriate road classification should be used and DOT approval of plans and specifications is required. Compliance with regulations regarding the following are required:

federal equal employment opportunity; use of disadvantaged business enterprises; occupational safety and health administration provisions; and federal (Davis-Bacon) wage rates.

Transit projects requirements are capital improvements require adherence to approved transit procurement procedures and equipment specifications and project candidates must be part of an approved five-year capital improvement program. Federally funded projects must comply with requirements regarding civil rights protections; use of disadvantaged business enterprises; competitive procurement; bus testing; pre- and post-procurement audits; and drug and alcohol testing.

Highway Bridge Program (HBP)

The BIL establishes the Bridge Investment Program (BIP) to provide grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. Bridges throughout Region 3 continue to deteriorate, and funding is needed to help to replace and rehabilitate them. HBP is a federal funding source utilized to help fund eligible bridge projects located on any public road. Qualifications include having a bridge that is classified as structurally deficient or functionally obsolete. For bridge replacement must have a structure inventory and appraisal rating of 60 or less and average daily traffic of at least 25 vehicles and for bridge rehabilitation, must have structure inventory and appraisal rating of 80 or less and average daily traffic of at least 25 vehicles A 20% minimum non-federal match is required (80% federal funding).

Federal Transportation Alternatives Program (TA)

The Federal Transportation Alternatives Program funds enhancement or preservation activities associated with transportation-related projects. Activity areas include on-and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects, safe routes to school projects and projects for planning, designing, or constructing boulevards and other roadways largely in the right of way of former divided highways. Eligible entities include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts or local education agencies, tribal governments, or other local and regional governmental entities with responsibility for oversite of transportation or recreational trails. Non-eligible project sponsors may apply for funds by partnering with an eligible co-sponsor.

A minimum of 20% local match is required for statewide transportation alternatives; 20% or more local match is required for regional transportation alternatives projects as determined by Regional Planning Affiliation policies. Transportation Alternative projects must have a direct relationship to existing or planned surface transportation facilities. Projects or areas served by enhancement activities must fit into one or more of the following categories:

- *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and*

transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

- *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- *Construction of turnouts, overlooks, and viewing areas.*
- *Community improvement activities, which include but are not limited to:*
- *Inventory, control, or removal of outdoor advertising.*
- *Historic preservation and rehabilitation of historic transportation facilities.*
- *Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control.*
- *Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.*
- *Streets aping and corridor landscaping.*
- *Any environmental mitigation activity, including pollution prevention, pollution abatement activities, and mitigation to:*
    - ❖ Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
    - ❖ Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- *The planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:*
    - ❖ Sidewalk improvements
    - ❖ Traffic calming and speed reduction improvements
    - ❖ Pedestrian and bicycle crossing improvements.
    - ❖ On-street bicycle facilities
    - ❖ Off-street bicycle and pedestrian facilities,
    - ❖ Secure bicycle parking facilities
    - ❖ Traffic diversion improvements in the vicinity of schools

- **Non-Infrastructure Related Safe Routes to School Projects**

  Activities to encourage walking and bicycling to school, including:

  - ❖ Public awareness campaigns and outreach to media and community leaders
  - ❖ Traffic education and enforcement in the vicinity of K-8 schools
  - ❖ Student sessions on bicycle and pedestrian safety, health, and environment
  - ❖ Funding for training of safe routes to school programs

- **Recreational Trails Program Projects**

  Eligible Recreational Trails Program projects include:

  - ○ Maintenance and restoration of existing recreational trails.
  - ○ Development and rehabilitation of trailside and trailhead facilities and trail linkages.
  - ○ Purchase and lease of recreational trail construction and maintenance equipment.
  - ○ Construction of new recreational trails (with some restrictions for new trails on Federal lands).
  - ○ Acquisition of easements and fee simple title to property for recreational trails or recreational trails corridors.
  - ○ Assessment of trail conditions for accessibility and maintenance.
  - ○ Development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the uses of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training), but in an amount not to exceed 5 percent of the apportionment made to the State for the fiscal year; *and*
  - ○ Payment of costs to the State incurred in administering the program, but in an amount not to exceed 7 percent of the apportionment made to the State for the fiscal year.

A project must fit into one or more of the above categories to be eligible for funding. Funding guidelines vary for regional (RPA) and metropolitan (MPO) applications and are determined on an individual basis.

Transit Programs

- State Transit Assistance provides state funding assistance to support and improve locally sponsored public transit programs. Urban or regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa. (Transit systems may be organized as public bodies or as private not-for-profit corporations.)

- Metro/Statewide/Non-Metro Transportation Planning (Sec. 5303, 5304, 5305) provides funding and procedural requirements for multimodal transportation planning. (Jointly administered by FTA and the Federal Highway Administration) States, Metropolitan Planning Organizations (MPO) and Regional Planning Affiliations (RPA) are eligible for funding.
- Formula Grants for Rural Areas (Sec. 5311) This program provides federal funding for support of transit activities in rural areas and in urban areas of less than 50,000 in population (operating, capital, planning, and job access and reverse commute assistance). Urban transit systems with less than 50,000 in population and regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible to apply for funding. (Transit systems may be organized as public bodies or as private, not-for-profit corporations.)
- Bus and Bus Facilities (Sec. 5309) This program offers Federal assistance to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Urban and regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible to apply for funding. (Transit systems may be organized as public bodies or as private, not-for-profit corporations.)
- State of Good Repair (Sec. 5337) This program offers Federal assistance dedicated to repairing and upgrading rail transit systems along with high-intensity bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). (Replaced the Fixed Guideway Modernization Formula program). “Direct recipients” within the meaning of FTA’s Section 5307 Urbanized Area Formula Program, plus States may apply directly to Federal Transit Administration (FTA). Must have operated fixed guideway public transportation facilities for at least seven years.

Other Federal Dollars

There are other federal programs and funding which Region 3 has utilized with regards to short term projects in the Transportation Improvement Plan (TIP) and can be utilized for funding long range projects also. Those programs are federal demonstration funds, primary road funds, highway safety improvement program and miscellaneous funding. Earmarks are also a way federal funding is received in the region. The federal demonstration funds that are received in the region are earmarked. This means that funding for a specific project is specified in an appropriation or directly allocated to a special project. This can be done by having a local official identify and submit the project for recommendation to a member of Congress. The Congressional member next submits the request to an appropriations committee to have the project be included into a specific bill.

Section 8.4 Region 3 State Funding Options

Road Use Tax Fund

This funding source provides a stable and reliable source for investing in the state's primary, secondary, and municipal roadway systems. The Road Use Tax Fund supports transportation improvements throughout all of Iowa. The funding is divided up between the primary road system, secondary road system, farm-to-market roads, and an allocation to cities. The funds are distributed according to a formula of 47.5% for the primary road system, 24.5% for secondary county roads, 8% for farm-to-market county roads, and 20% for City streets.

City Bridge Program

Cities and counties in Iowa are provided dedicated funding for bridges through Federal-aid and State programs. The purpose of these programs is to reduce the number of “Poor” bridges (formerly known as Structurally Deficient (SD) and Functionally Obsolete (FO) bridges) on the local jurisdiction roadway systems. These bridge programs are administered by the Iowa Department of Transportation (Iowa DOT) Local Systems Bureau.

County Highway Bridge Program

Cities and counties in Iowa are provided dedicated funding for bridges through Federal-aid and State programs. The purpose of these programs is to reduce the number of “Poor” bridges (formerly known as Structurally Deficient (SD) and Functionally Obsolete (FO) bridges) on the local jurisdiction roadway systems. These bridge programs are administered by the Iowa Department of Transportation (Iowa DOT) Local Systems Bureau. The Local Systems Bureau does not select county bridges for County HBP funding. Instead, county bridge projects are selected by the County Engineer in cooperation with the County Board of Supervisors.

County – State Traffic Engineering Program (C-STEP)

This funding is intended to solve traffic operation and safety problems on primary roads outside incorporated cities, and Iowa county is eligible to apply. The county must engineer and administer the project. Improvements must involve a primary road outside any corporate limits.

The two types of projects eligible are spot improvements and linear improvements.

DOT/DNR Fund

Roadside beautification of primary system corridors with plant materials, with any tax-levying body being eligible to apply. The site must be on primary highway right-of-way, including primary highway extensions. Participation is limited to the cost of materials and installation of seed or live plants.

Highway Safety Improvement Program (HSIP) – Local Program

The HSIP-Secondary program has been renamed HSIP-Local. Based on input from Iowa DOT Local Systems and Systems Planning Bureaus, as well as County, City, and MPO/RPA stakeholders, the HSIP-Local program will now also be eligible to Cities (particularly for jurisdictions with City roadways with similar rural cross-sections). In addition, the annual HSIP-Local funding level is increasing from $2 million to $5 million per year. The program will remain Federal aid "Swap" funds (State funds). This program promotes the installation of low-cost, systemic improvements. The program has the goal of reducing two types of crashes: lane departure crashes, and intersection crashes. The systemic approach installs low-cost countermeasures along an entire corridor or at multiple intersections with similar characteristics rather than treating a single location with a demonstrated crash history. Systemic projects could include many locations and could even include neighboring or multiple counties/jurisdictions.

Iowa's Transportation Alternatives Program (TAP)

Iowa's Transportation Alternatives Program (TAP) is a new iteration of the former Transportation Enhancements (later Transportation Alternatives) program that has been in existence since 1991. The most recent transportation authorization act, Fixing America's Surface Transportation (FAST) Act, was enacted in 2015. Implementation of this act placed further restrictions on the selection of projects for funding under the federal TAP program structure which has led Iowa to implement a modified version of the federal program. Eligible project activities for Iowa's TAP funding continue to include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and community improvements such as historic preservation, vegetation management, and some environmental mitigation related to storm water and habitat connectivity.

Living Roadway Trust Fund (LRTF)

Since 1990, the LRTF has funded more than $17 million for research and demonstration projects, vegetation inventories, education and training programs, gateway landscaping, snow and erosion control, roadside enhancement and more. Hardy and beautiful, native roadsides offer aesthetic, economic, environmental, and educational opportunities. Establishing prairie

plants in roadside rights of way reduces snow drift, enhances wildlife habitat, and more. Integrated roadside vegetation management (IRVM) has a long history in the state of Iowa. More than 50,000 acres of federal, state, county, and city roadsides in Iowa have been planted to native grasses, wildflowers, and other vegetation. The LRTF supports the accomplishment of its goals by providing grant funding to eligible cities, counties, and applicants with statewide impact. Typically, a match is required of applicants that meets or exceeds 20 percent of the total project cost.

Pedestrian Curb Ramp Construction

Intended to assist cities in complying with the Americans with Disabilities Act (ADA) on primary roads in Iowa cities, any Iowa city is eligible to apply. The city must engineer and administer the project. Improvements must involve a municipal extension of a primary road, and curb ramps must meet ADA standards.

Revitalize Iowa's Sound Economy (RISE)

Projects funded by the RISE program promote economic development in Iowa through the establishment, construction, and improvement of roads and streets. The RISE program is targeted toward value-adding activities that feed new dollars into the economy and provide maximum economic impact to the state on primary or secondary roads, and city streets open for public use. While all counties and incorporated cities in Iowa are eligible to apply, funding is generally limited to industrial, manufacturing, warehousing, distribution, and professional office developments, with a few exceptions.

State Recreational Trails

The state recreational trails program (SRT) provides funds to establish recreational trails throughout Iowa for the use, enjoyment, and participation of the public. The program is restricted to the acquisition, construction or improvement of recreational trails open for public use or trails which will be dedicated to public use upon completion. A state or local government agency, a municipal corporation, a county, or a nonprofit organization is eligible to apply for and receive funds from the recreational trails program.

Surface Transportation Block Grant (STBG)

Program was established to: assist public road jurisdictions with funding for roads on Federal-aid routes, assist public road jurisdictions with funding for bridges on any public road, provide funding for transit capital improvements, and to provide funding for eligible transportation planning activities for MPOs and RPAs.

Section 8.5 Region 3 Local Funding Options

General Fund

The City or counties general fund is the main source of funds for operation and maintenance in a City or county. A general fund is used to account for all financial resources, except for other financial sources that must be in separate accounts.

Other Local Resources

There are a few other local funding sources to be utilized during the implementation of projects that are listed in the Long Range Transportation Plan. Those other local funding sources include property taxes, bonds, and assessments/other taxes.

Section 8.6 Region 3 Funding & Cost Projections

RPA 3 Current Secondary Road Milage

	Secondary Road Milage (2022)		
	Fed. Aid System	Non Fed. Aid System	Total
Buena Vista	332.282	668.566	1000.848
Clay	309.758	660.229	969.987
Dickinson	220.691	423.098	643.789
Emmet	183.471	455.795	639.266
Lyon	325.139	659.568	984.707
O'Brien	325.262	694.338	1019.600
Osceola	253.631	469.086	722.717
Palo Alto	319.342	630.382	949.724
Sioux	415.258	920.066	1335.324
RPA 3 Subtotal	**2684.834**	**5581.128**	**8265.962**

Financial Constraint Summary

RPA 3 STBG/STBG SWAP				
	2023	**2024**	**2025**	**2026**
Regional Balance (Carryover)	$6,031,373	$2,172,015	$2,469,015	$4,622,515
STBG Target	$4,611,340	$4,695,000	$4,781,000	$4,867,000
Total Available for Programming	$10,642,713	$6,867,015	$7,250,015	$9,489,515
Total STBG/STBG SWAP Prgm	$8,470,698	$4,398,000	$2,627,500	$4,371,500
Balance of STBG Funds	$2,172,015	$2,469,015	$4,622,515	$5,118,015
RPA 3 TAP				
	2023	**2024**	**2025**	**2026**
(x$1,000)				
TAP Balance (Carryover)	$491	$349	$533	$732
STBG-TAP	$441	$456	$471	$486
Total Available for Programming	$932	$805	$1,004	$1,218
Total Programmed	$583	$272	$272	$272
Balance of Funds	$349	$533	$732	$946

RPA 3 Forecasted Operations and Maintenance Expenditures on Federal-aid System				
	2023	**2024**	**2025**	**2026**
County Operations	6,002,744	$6,242,854	$6,492,568	$6,752,271
County Maintenance	9,107,687	$9,471,994	$9,850,874	$10,244,909
City Operations	$2,670,641	$2,777,467	$2,888,565	$3,004,108
City Maintenance	$809,416	$841,793	$875,465	$910,483
Total Operations and Maintenance	$18,590,488	$19,334,108	$20,107,472	$20,911,771

RPA 3 Forecasted Non-Federal-aid Revenues				
	2023	2024	2025	2026
Farm to Market	$9,586,452	$9,969,911	$10,368,707	$10,783,455
Secondary Road Fund	$60,602,215	$63,026,304	$65,547,356	$68,169,250
City Street Fund	$59,167,525	$61,534,226	$63,995,595	$66,555,419
Total Non-Federal-aid Revenues	$129,356,193	$134,530,441	$139,911,658	$145,508,124

RPA 3 STBG Targets Through 2050

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
RPA 3 STBG Target	$4,459,248	$4,547,936	$4,636,000	$4,723,000	$4,814,000	$4,910,280	$5,008,485	$5,108,654	$5,210,827	$5,315,043

	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
RPA 3 STBG Target	$5,421,343	$5,529,769	$5,640,364	$5,753,171	$5,868,234	$5,985,598	$6,105,309	$6,227,415	$6,351,963	$6,479,002

	2043	2044	2045	2046	2047	2048	2049	2050
RPA 3 STBG Target	$6,608,582	$6,740,753	$6,875,568	$7,013,079	$7,153,340	$7,296,406	$7,442,334	$7,591,180

RPA 3 City Street Fund Projections Through 2050

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
RPA 3 City Street Fund	$53,783,283	$56,024,253	$58,265,223	$60,595,832	$63,019,665	$64,595,156	$66,210,034	$67,865,284	$69,561,916	$71,300,963

	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
RPA 3 City Street Fund	$73,083,487	$74,910,574	$76,783,338	$78,702,921	$80,670,494	$82,687,256	$84,754,437	$86,873,297	$89,045,129	$91,268,257

	2043	2044	2045	2046	2047	2048	2049	2050
RPA 3 City Street Fund	$93,549,963	$95,888,712	$98,285,929	$100,743,077	$103,261,653	$105,843,194	$108,489,273	$111,201,504

RPA 3 Secondary Road Fund Projections Through 2050

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
RPA 3 Secondary Road Fund	$56,776,813	$59,142,514	$61,508,215	$63,968,543	$66,527,285	$68,190,467	$69,895,228	$71,642,608	$73,433,673	$75,269,514

	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
RPA 3 Secondary Road Fund	$77,151,251	$79,080,032	$81,057,032	$83,083,457	$85,160,543	$87,289,556	$89,471,794	$91,708,588	$94,001,302	$96,351,334

	2043	2044	2045	2046	2047	2048	2049	2050
RPA 3 Secondary Road Fund	$98,760,117	$101,229,119	$103,759,846	$106,353,842	$109,012,688	$111,738,005	$114,531,455	$117,394,741

RPA 3 Farm To Market Funding Projections Through 2050

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
RPA 3 Farm to Market Funding	$9,661,960	$10,101,960	$10,506,038	$10,926,280	$11,363,331	$11,647,414	$11,938,599	$12,237,063	$12,542,989	$12,856,563

	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
RPA 3 Farm to Market Funding	$13,177,977	$13,507,426	$13,845,111	$14,191,238	$14,546,018	$14,909,668	$15,282,409	$15,664,469	$16,056,080	$16,457,482

	2043	2044	2045	2046	2047	2048	2049	2050
RPA 3 Farm to Market Funding	$16,868,919	$17,290,641	$17,722,907	$18,165,979	$18,620,128	$19,085,631	$19,562,771	$20,051,840

RPA 3 Operations Cost Projections Through 2050

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
RPA 3 Operations Costs	$18,968,384	$19,537,435	$20,123,558	$20,727,264	$21,349,081	$21,989,553	$22,649,239	$23,328,716	$24,028,577	$24,749,434

	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
RPA 3 Operations Costs	$25,491,917	$26,256,674	$27,044,374	$27,855,705	$28,691,376	$29,552,117	$30,438,680	$31,351,840	$32,292,395	$33,261,166

	2043	2044	2045	2046	2047	2048	2049	2050
RPA 3 Operations Costs	$34,259,000	$35,286,770	$36,345,373	$37,435,734	$38,558,806	$39,715,570	$40,907,037	$42,134,248

RPA 3 Maintenance Costs Through 2050

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
RPA 3 Maintenance Costs	$29,804,976	$30,699,125	$31,620,098	$32,568,700	$33,545,761	$34,552,133	$35,588,696	$36,656,356	$37,756,046	$38,888,727

	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
RPA 3 Maintenance Costs	$40,055,388	$41,257,049	$42,494,760	$43,769,602	$45,082,690	$46,435,170	$47,828,225	$49,263,071	$50,740,963	$52,263,191

	2043	2044	2045	2046	2047	2048	2049	2050
RPA 3 Maintenance Costs	$53,831,086	$55,446,018	$57,109,398	$58,822,679	$60,587,359	$62,404,979	$64,277,128	$66,205,441

RPA 3 Total Costs Through 2050

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
RPA 3 Total Costs	$48,773,360	$50,236,560	$51,743,656	$53,295,964	$54,894,842	$56,541,686	$58,237,935	$59,985,072	$61,784,623	$63,638,161

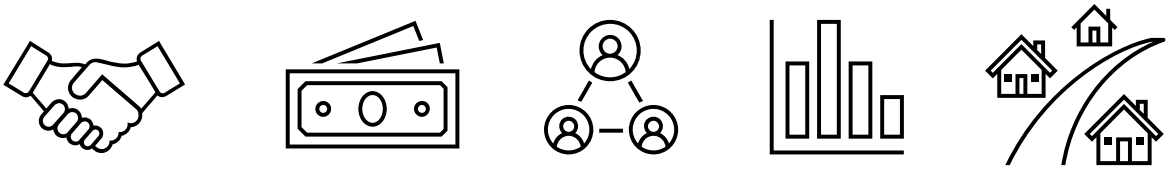
	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
RPA 3 Total Costs	$65,547,305	$67,513,723	$69,539,134	$71,625,307	$73,774,066	$75,987,287	$78,266,905	$80,614,911	$83,033,348	$85,524,357

	2043	2044	2045	2046	2047	2048	2049	2050
RPA 3 Total Costs	$88,090,086	$90,732,788	$93,454,771	$96,258,414	$99,146,166	$102,120,550	$105,184,166	$108,339,690

Section 8.7 Region 3 Funding Options Summary

Long Range Transportation Plans are an essential element of an agency's transportation planning process. This document serves as the foundation for the development of the Transportation Improvement Program (TIP) that is administered at the regional level. The traditional LRTP is a 20-year planning horizon vision document that reflects the application of programmatic transportation goals to project prioritization. LRTPs include financial components that demonstrate how the recommended transportation plan can be implemented, identify the public and private resources expected to be available to conduct the plan, and recommend any additional financing strategies for needed projects and programs.

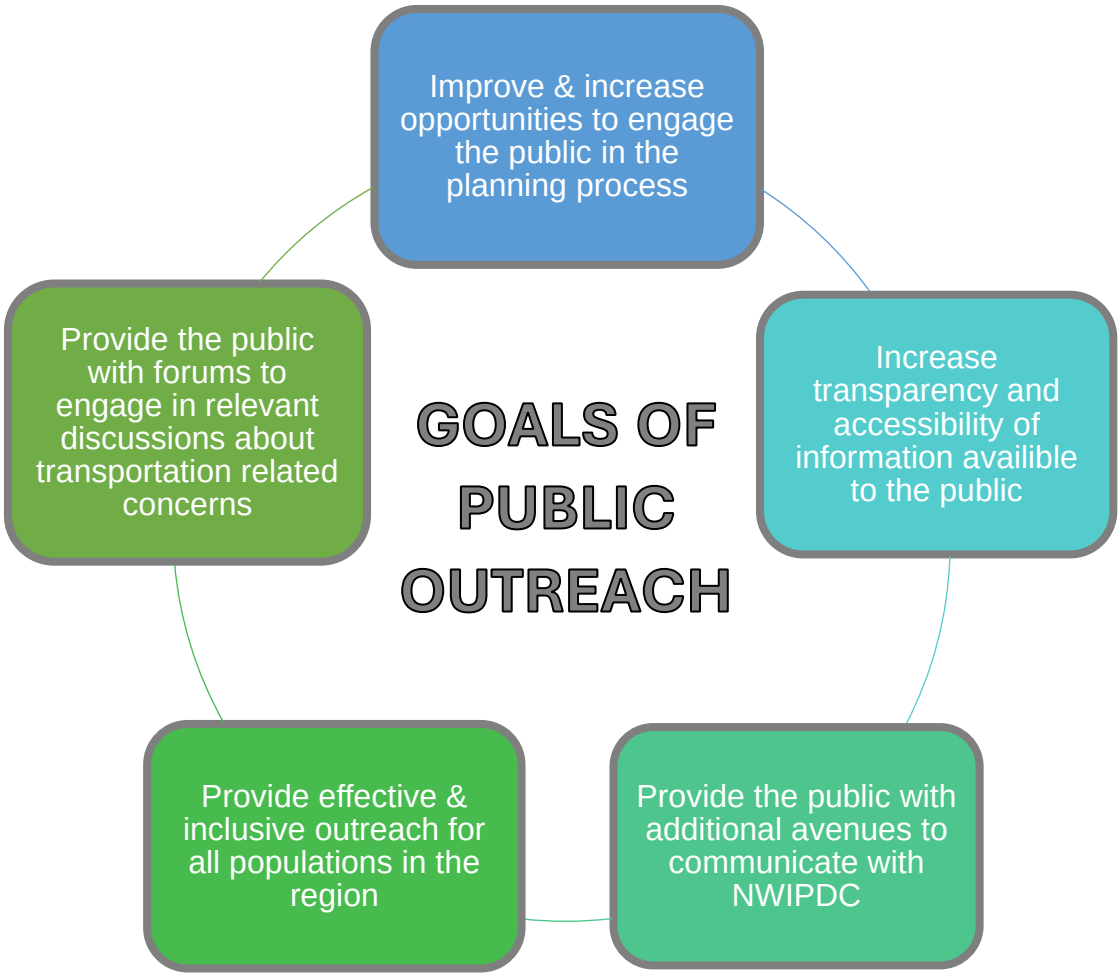
Transportation plans vary in terms of their planning horizon, scope, purpose, and geographic scale. However, the same general planning process is followed whether the plan is being developed at a unit, statewide, multi-state regional or national scale. The diversity of transportation assets, varied conditions, sensitive environments, and the growing and evolving needs of residents and business owners are among the challenges that should be considered during plan development. Additional considerations are modern day requirements related to safety, congestion management, and addressing the implications of climate change, with this occurring in a fiscally constrained setting. It is imperative that RPA 3 prioritize our transportation needs and investments across all travel modes and facilities to spend transportation funding consciously.



Chapter 9 – Public Involvement Process & Results

Section 9.1 Region 3 Public Involvement Process & Results Overview

Public engagement plays an integral role in any design or study, as its results will impact the daily lives of community members and local businesses. Planning for a community of any size is more successful when we plan with the community. Meaningful engagement means stronger results, tighter community bonds, and implementation becomes more likely. Furthermore, engagement provides invaluable feedback to planners, engineers, and designers regarding current conditions and problems that might not be fully understood looking at data alone. The human element and diverse perspectives facilitate reframing the project squad's view of the issues and provide better suggestions for improvement. This chapter describes the processes, strategies and activities used to engage with RPA 3.

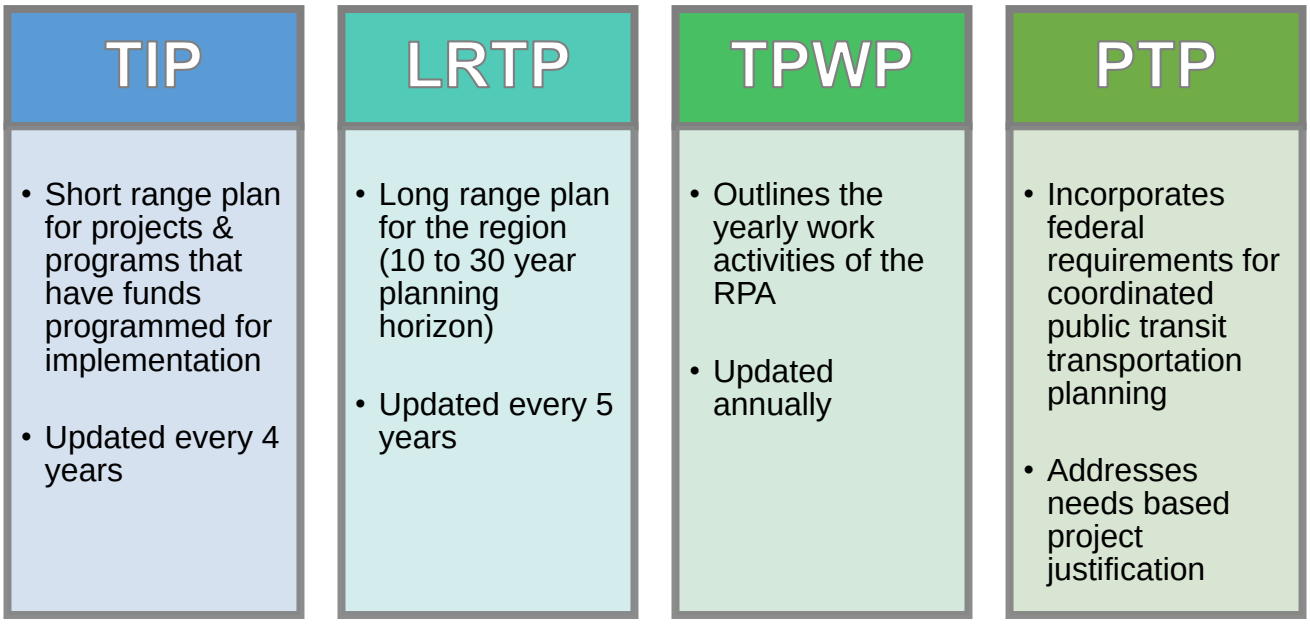


The Iowa Department of Transportation (DOT) requires each RPA to prepare five main planning elements for their region.

These elements are:

- Public Involvement: an active and inclusive process that allows public input to the planning process.
- Transportation Improvement Program: a four-year programming document that incorporates projects from the LRTP.
- Long-Range Transportation Plan: includes a vision and policy structure, sets forth strategies, provides a framework for directing investment, and identifies the financial resources to sustain the plan's vision, usually covering 20 years.
- Transportation Planning Work Program: describes the work activities each RPA will accomplish during a particular fiscal year.
- Passenger Transportation Plan: an Iowa creation which incorporates federal requirements for coordinated public transit-human services transportation planning as well as address needs based project justification for all transit programs locally developed.

A Long-Range Transportation Plan (LRTP) assesses the current transportation network and identifies the needs of the network for the next 20 plus years, thus the LRTP is a tool to guide the future of the region's transportation system. The task of developing the Regional LRTP falls upon NWIPDC Staff in coordination with the region's Transportation Advisory Committee (TAC) and the Region 3 Policy Board.



Section 9.2 Public Participation and Meetings

The planning process should engage the public throughout all stages to understand the area's current challenges and opportunities, formulate new project needs and subject them to scrutiny, and refine the LRTP recommendations. From this engagement, key themes emerged as significant to understanding and improving the transportation network. These results helped to define the LRTP Goals, ultimately shaping evaluation criteria and the priorities reflected in this document recommendations.

County engineers frequently communicate with cities in their counties and receive information on various road condition and statistics on all transportation systems throughout the year and RPA 3 received feedback during individual meetings with county engineers.

Long Range Transportation Planning County Engineer Meetings:

November 7th, 2022 - Osceola County Engineer Meeting

November 8th, 2022 - Clay County Engineer Meeting

November 9th, 2022 - Buena Vista County Engineer Meeting

November 18th, 2022 - Sioux County Engineer Meeting

December 7th, 2022 - Dickinson County Engineer Meeting

January 16th, 2023 - Lyon County Engineer Meeting

For information regarding LRTP planning activities in O'Brien, Emmet, & Palo Alto Counties NWIPDC staff reviewed each county five year program.

Other LRTP Stakeholder Meetings:

April 12th, 2023 - Technical Committee Meeting

Summary of Stakeholder Meetings

Items discussed at the stakeholder meetings included:

- Developing regional goals and objectives
- Discussing strengths and weaknesses of the transportation system
- Planning short term and long range regional projects that focus on connectivity.
- Funding options

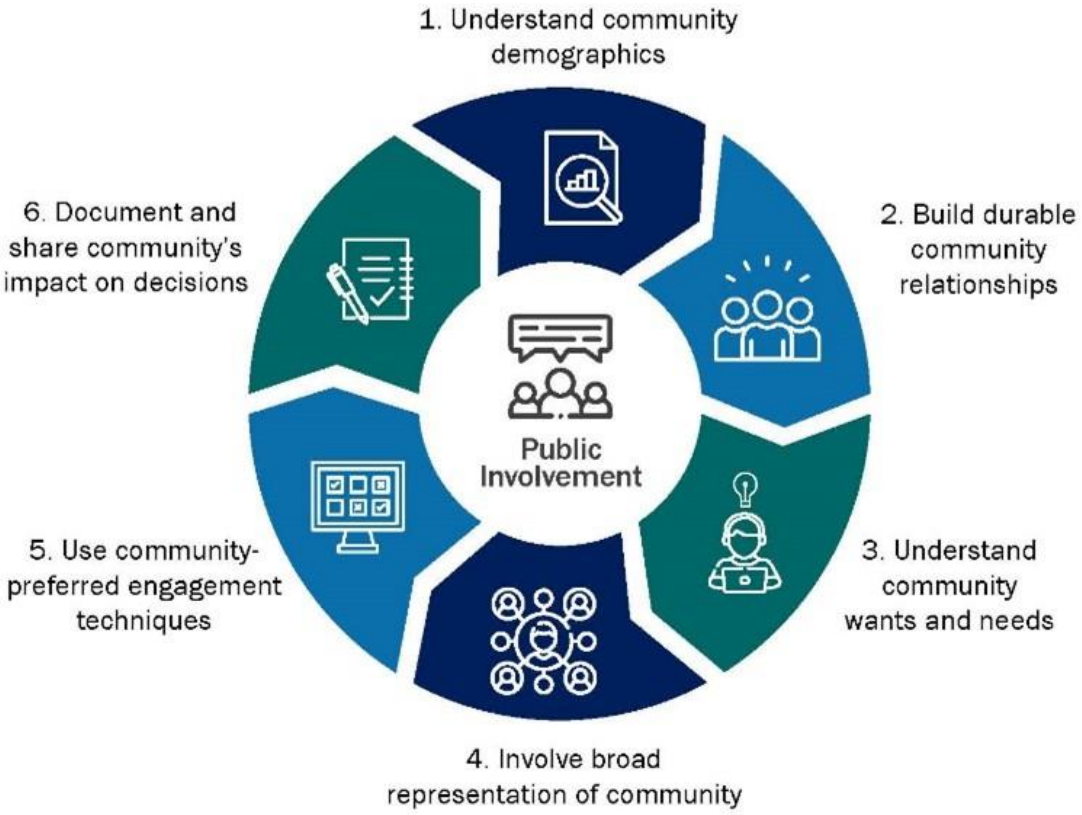
Section 9.3 Region 3 Future Updates and Participation

The LRTP will be evaluated by assessing the progress of action items annually and ensuring that priorities remain consistent with feedback received from community members. To guarantee that the Region 3 Long Range Transportation Plan continues to be a pertinent document that is responsive to the shifting challenges and opportunities in the region, the RPA 3 Policy Board will regularly evaluate the goals, objectives, and action items for vital projects. Monitoring the progress in the implementation of this LRTP will be the responsibility of Region 3 staff with guidance from the policy board.

During future updates of the LRTP, continuing to involve the public as much as possible is critical. Keeping the public informed on a consistent basis is a vital portion of planning and updating the LRTP. Presenting various materials that the public can access and provide input regarding issues of transportation. Public comment and participation are federally required, and a prerequisite to have a functional and approachable plan. The Region 3 Long Range Transportation Plan is a working plan and shall be reviewed and revised as various local, federal, and state requirements are updated. This plan will be revised once every five years to meet current requirements. Updating should offer opportunities to the public for comment, so citizens are allowed to shape this long range plan to meet the desired needs of Region 3. A copy of the Region 3 Long Range Transportation Plan will be available on the website of Northwest Iowa Planning and Development Commission, www.nwipdc.org.

Section 9.4 Region 3 Public Participation Summary

The 2050 Long Range Transportation Plan is a working document, with updates and revisions occurring when pertinent data and other supplemental information changes. The LRTP is updated at least once every five years. When updating this document, resident outreach is sought to ensure the LRTP remains viable and accurately reflects the Region 3 transportation goals. The LRTP will be subject to a public comment period of 30 days. The plan will be accessible on the NWIPDC website (www.nwipdc.org) and submitted to members of the technical committee for their review and input. The long range plan will be available in hard copy available at the NWIPDC offices in Spencer, Iowa. The LRTP will be approved by the NWIPDC Transportation Policy Board.



Source: USDOT

Chapter 10 – Future Planning Activities

Section 10.1 Region 3 Future Planning Activities Overview

Overall, the Iowa DOT's Iowa in Motion 2045 plan provides a framework for identifying and prioritizing transportation investments to maintain and improve the state's transportation system. The plan recognizes the need for sustainable funding sources and emphasizes the importance of partnerships with MPOs and RPAs in implementing future transportation plans. The plan will be continuously evaluated and updated as necessary, with a five-year update cycle. Additionally, the plan includes efforts to develop a trail plan for all counties in the region and to increase public participation in regional transportation planning.

The Iowa Region 3 Long Range Transportation Plan is updated every five years with reviews implemented on an annual basis. Other transportation planning activities will continue to occur during the five-year period to implement the LRTP and will be incorporated, as necessary. Trail planning is developing a more robust presence throughout the region, and future goals consist of developing a trail plan for all counties in the region. In the future, trail planning documents will be included in the LRTP as well as the Passenger Transportation Plan and other regional transportation documents. The five-year update will be conducted by NWIPDC staff and have guidance and input directly from the Technical Committee and Policy Council. Obtaining more meaningful public participation will continue to be a future goal of the LRTP.

Acronyms Used By Northwest Iowa Planning & Development Commission

AADT	Annual Average Daily Traffic (number of vehicles per day)
CIN	Commercial and Industrial Highway Network (Iowa)
COG	Council of Governments
DOT	Department of Transportation (Iowa)
EA	Environmental Assessment
EPA	Environmental Protection Agency
F-M	Farm-to-Market network of rural secondary roads
FAA	Federal Aviation Administration
FFY	Federal Fiscal Year – October 1 to September 30
FHWA	Federal Highway Administration (division of USDOT)
FRA	Federal Railroad Administration (division of USDOT)
FTA	Federal Transit Administration (division of USDOT)
GIS	Geographic Information System
HBRRP	Highway Bridge Replacement and Rehabilitation Program
LOS	Level of Service
LRTP	Long Range Transportation Plan
NHS	National Highway System
NTSB	National Transportation Safety Board
NWIPDC	Northwest Iowa Planning and Development Commission
PMS	Pavement Management System
PRF	Primary Road Fund
RPA	Regional Planning Affiliation
RUTF	Road Use Tax Fund (Iowa)
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TIP	Transportation Improvement Program
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled

NWIPDC

Ted Kourousis
Executive Director

NORTHWEST IOWA PLANNING & DEVELOPMENT COMMISSION

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Minutes of the August 17, 2023
Transportation Policy Committee
Northwest Iowa Planning and Development Commission
217 West 5th Street,
Spencer, Iowa

I. Open Public Hearing: Long Range Transportation Plan, FY2024-FY2027 Final, City of Sioux Center US 75 Project Amendment

The public hearing was called to order at 9:30 a.m. Kourousis introduced the primary planner involved in the development of the Long-Range Plan for the region, Jessica Moberly, and opened the floor for her to describe the current status of the plan and the remaining work needed to be done. She spoke to the process that was undertaken to complete the plan, discussed the comments received by the IDOT, and that no public comments had been received on any of the plan in rough draft, or final draft form. She went on to say that the final draft had been open for review and all IDOT comments and suggestions had been addressed since the last draft. Dakin Schultz of IDOT was present and said that he had personally reviewed the plan and said that it was a solid plan for the region. At this point the hearing was open to questions on the plan, there were none. Kourousis then presented the FFY 2024-2027 TIP Final Draft and went through the process that prepares the document and the respective components contained therein. He covered the programming of the STBG/SWAP and regional TAP projects and then opened the floor for questions. There were none. The final item addressed at the hearing was the amendment to the US 75 project in Sioux Center. Correspondence received from the IDOT indicated that funding amounts had changed dramatically from the original project entered into the TPMS system. The attached project description shows the log of the changes and the amounts of those changes. Since these fell above the threshold of revision versus amendment, according to the regional and state PPP plans, the project needed to be amended to reflect the new funding changes. The floor was opened for questions, there were none.

II. Close Public Hearing.

The meeting was officially closed at 9:40 a.m.

III. Call Meeting to Order

The Transportation Policy Council of Region 3 was officially called to order at 9:40 a.m. on August 17, 2023. The following Policy Council members were in attendance:

Buena Vista County: Dave Derragon
Clay County: Steve Bomgaars
Dickinson County:
Emmet County: Lexie Ruter
Lyon County: Steve Simons, Doug VandenBosch
O'Brien County: John Steensma
Osceola County: Mike Schulte, Andre Abadie
Palo Alto County: Roger Faulstick
Sioux County: Dan Altena

Also, in attendance were Jackie Huckfelt, Ted Kourousis, Kristin Westerman, Staci Kleinhesselink, Darren Bumgarner and Jessica Moberly - Planning staff. Dakin Schultz, IDOT

IV. Approval of Minutes of Previous Meeting

Minutes from the previous meeting were reviewed. Motion to approve the minutes was made by Ruter, seconded by Schulte. The motion carried.

V. New Business

1. Approval of Long-Range Plan

   Motion to approve the Region 3 Long Range Transportation Plan was made by Simons, seconded by Faulstick. The motion carried.

2. Approval FFY2024-2027 Transportation Improvement Program

   Motion to approve the FFY 2024-2027 Transportation Improvement Program was made by Steensma, seconded by Ruter. The motion carried.

3. Approval of Sioux Center US 75 Project Amendment

   Motion to approve the amendments as shown in the TPMS log was made by Schulte, seconded Bomgaars. The motion carried.

VI. Open discussion

Dakin Schultz was present and provided the board with updates on the US 71 construction project, the Iowa Highways 9 and 4 projects, the upcoming IDOT Commission meeting in October and the Spencer Grand Avenue Signal project. There was some discussion on each of these items and no action was taken because the discussion was all for informational purposes.

VII. Motion to Adjourn

Motion to adjourn was made by Ruter, seconded by Simons. The meeting was officially adjourned at 10:05 a.m.

Respectfully submitted,
Ted Kourousis

NHSX-075-3(59)--3H-84

Project is Submitted

Project

Project Number	NHSX-075-3(59)--3H-84
Name	Highway 75 Widening Phase 2/3
ID	52830
STIP ID	23508

Project Development Active

Project Number	NHSX-075-3(59)--3H-84
Progress	⇄ Awaiting Review
Letting Date	10/17/2023
Location	In the city of Sioux Center, from approx. 13th St. S. to approx. 12th St. N.

Site

FFC	Other Principal Arterial

Work Codes

DOT	1001 - Grade and Pave

Contacts

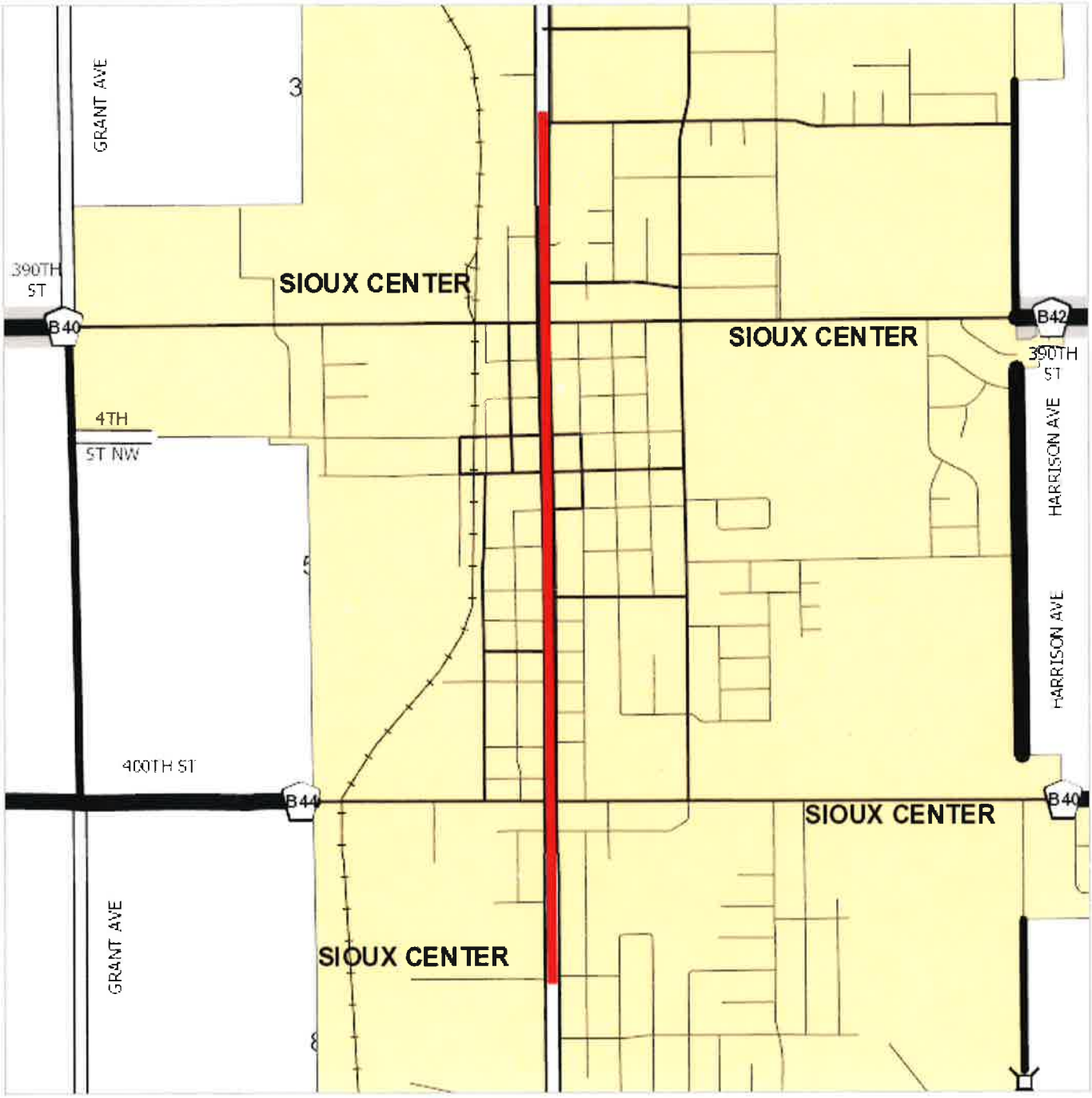
Planning Agency	RPA 3
Sponsor	Sioux Center

DOT Notes

This includes contributions from RPA 3. Separate awards of $674,898 and $980,000 totaling $1,654,898.

Location

In the city of Sioux Center, from approx. 13th St. S. to approx. 12th St. N.



Funding

Source	2023
Contract	$10,966,935
NHPP (FA)	$20,055,952
PRF	$1,571,140
SWAP-STBG (Regional) (SWAP)	$1,654,898
Total	**$34,248,925**

Appropriation Codes

No Appropriation Codes

Programs

Program	Version	Name	Project Number	Funding
2023 STIP	Original	Highway 75 Widening Phase 2/3	NHSX-075-3(59)--3H-84	$24,830,000
2023 STIP	Revision	Highway 75 Widening Phase 2/3	NHSX-075-3(59)--3H-84	$34,248,925

Log

Thursday, August 3, 2023

12:27 pm

Matt Chambers
matthew.chambers@iowadot.us

- Funding 2023 Local / Contract of $10,364,952 was removed
- Funding 2023 FA / NHPP of $16,476,920 was removed
- Funding 2023 DOT / PRF of $4,119,230 was removed
- Funding 2023 Local / Contract of $10,966,935 was added
- Funding 2023 FA / NHPP of $20,055,952 was added
- Funding 2023 DOT / PRF of $1,571,140 was added

11:48 am

Matt Chambers
matthew.chambers@iowadot.us

- DOT Note changed from This includes contributions from RPA 3- $674,898 of STBG Regional funds as well as $980,000 in SWAP-STBG Regional funds for a total of $1,654,898. to This includes contributions from RPA 3. Separate awards of $674,898 and $980,000 totaling $1,654,898.

11:47 am

Matt Chambers
matthew.chambers@iowadot.us

- Funding 2024 Local / Contract of $8,428,102 was removed
- Funding 2024 FA / NHPP of $17,600,000 was removed
- Funding 2024 DOT / PRF of $4,400,000 was removed
- Funding 2024 FA / STBG of $674,898 (regional) was removed
- Funding 2024 SWAP / SWAP-STBG of $980,000 (regional) was removed
- Funding 2023 Local / Contract of $10,364,952 was added
- Funding 2023 FA / NHPP of $16,476,920 was added
- Funding 2023 DOT / PRF of $4,119,230 was added
- Funding 2023 SWAP / SWAP-STBG of $1,654,898 (regional) was added

Tuesday, July 18, 2023

9:44 am

Matt Chambers
matthew.chambers@iowadot.us

- Approval Level changed from In Prep to Submitted

9:44 am

Matt Chambers
matthew.chambers@iowadot.us

- Funding 2024 FA / NHPP of $11,747,000 was removed
- Funding 2024 DOT / PRF of $3,000,000 was removed
- Funding 2024 FA / NHPP of $17,600,000 was added
- Funding 2024 DOT / PRF of $4,400,000 was added

9:43 am

Matt Chambers
matthew.chambers@iowadot.us

- Revision created

Thursday, November 10, 2022

2:38 pm

Matt Chambers
matthew.chambers@iowadot.us

- DOT Note This includes contributions from RPA 3- $674,898 of STBG Regional funds as well as $980,000 in SWAP-STBG Regional funds for a total of $1,654,898. was added

2:37 pm

Matt Chambers
matthew.chambers@iowadot.us

- Notes This includes contributions from RPA 3- $674,898 of STBG Regional funds as well as $980,000 in SWAP-STBG Regional funds for a total of $1,654,898. was removed

2:37 pm

Matt Chambers
matthew.chambers@iowadot.us

- Approval Level changed from In Prep to FHWA Approved

2:37 pm

Matt Chambers
matthew.chambers@iowadot.us

- Location changed from In the city of Sioux Center, from approx. 13th St. S. to 12th St. N. to In the city of Sioux Center, from approx. 13th St. S. to approx. 12th St. N.