



SIDCA

Southern Iowa Development &
Conservation Authority

2025 ANNUAL REPORT



**July 1, 2024 -
June 30, 2025**

Prepared by:

PATHFINDERS

resource conservation
& development, inc.



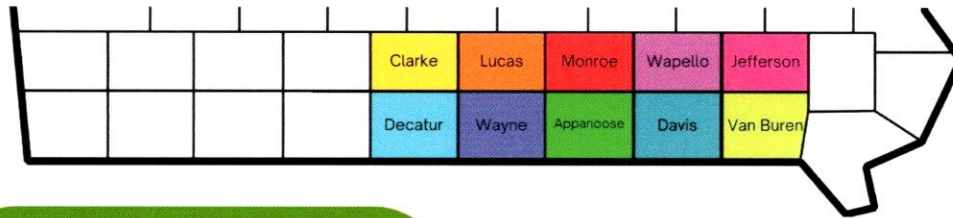
304 S. Maple Street
Suite 101
Fairfield, IA 52556
www.pathfindersrcd.org

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SIDCA Mission:

To develop and coordinate plans for projects related to the unique natural resources, rural development, and infrastructure problems of counties in the most fragile areas of the southern Iowa drift plain.



The Southern Iowa Development and Conservation Authority (SIDCA) were established in 1999 in response to soil erosion, water resource degradation and stream channel destabilization linked to the disturbance of southern Iowa's fragile glacial till soils.

These resource concerns primarily resulted from large sections of land being converted from perennial grassland vegetation to annual row crop production. These actions were spurred by economic pressures and federal agricultural policies, which encouraged the expansion of subsidized commodity row crop production without regard for southern Iowa's fragile, susceptible soils.

Soil erosion in southern Iowa degrades water quality and riparian habitat, severely threatens the region's potable water supply, damages rural infrastructure, including public roads and bridges, and negatively affects other public and private improvements.

SIDCA & Iowa's Nutrient Reduction Strategy

Though SIDCA was formed more than 25 years ago, the Authority's mission is still relevant today. SIDCA's outcomes directly support Iowa's major water quality priority: the Iowa Nutrient Reduction Strategy.

For the Iowa Nutrient Reduction Strategy to succeed, comprehensive participation from all areas of the state is needed. Since the Authority was established, SIDCA has been vital in establishing water quality practices in southern Iowa.

Practices installed with the assistance of SIDCA help remove sediments from soil erosion, phosphorus, nitrogen, and bacteria in the water runoff flowing down the Iowa streams. The projects are cooperative projects between landowners, the county government, the county soil and water conservation district, the Iowa Department of Agriculture and Land Stewardship, and the Natural Resources Conservation Service. These types of projects and partnerships are crucial to the success of the Iowa Nutrient Reduction Strategy.

Operations & Accomplishments



A bridge replacement in Appanoose County

Meetings

The SIDCA Board met on the following days:

- September 19, 2024: In-Person/Virtual
- January 23, 2025: In-Person/Virtual
- April 17, 2025: In-Person/Virtual
- July 24, 2025: In-Person/Virtual

Election of Officers

In July 2025, the SIDCA Board held its annual meeting. The Board voted to have the elected officers remain the same until the January meeting. With the possibility of Board members changing after the General Elections in the counties, it was determined that waiting until January would be the best option to have newly elected officials for the SIDCA Board.

At this time, John Glenn, who represents Appanoose County, is President, and John Sellers, who represents Wayne County, is Vice President. The Secretary and Treasurer, Ron Bride, represents Davis County.

COUNTY	REPRESENTATIVE	POSITION
Appanoose	John Glenn	President
Wayne	John Sellers	Vice-President
Davis	Ron Bride	Secretary/Treasurer
Lucas	Larry Davis	Director
Jefferson	Joe Ledger	Director
Clarke	Dean Robins	Director
Monroe	Ken Hollingsworth	Director
Van Buren	Dale House	Director
Decatur	Doug Tharp	Director
Wapello	Bryan Ziegler	Director

State Legislative Funding: Historical & current legislative appropriation

→ FY25 Funding	\$200,000.00
→ FY24 Funding	\$150,000.00
→ FY23 Funding	\$250,000.00
→ FY22 Funding	\$250,000.00

Budgets, Receipts & Actual Expenditures

	Membership Checking State Appropriated Funds	Checking Membership Funds	Money Market Savings State Appropriated Funds	Interest Gaining CDs
Opening Balance: July 1, 2024	\$7,142.79	\$5.00	\$175,390.80	\$150,000.00
INCOME				
Interest Earned	\$16.41	\$0.00	\$1,074.71	\$8,686.74
Transfers from Savings		\$0.00	\$158,686.74	\$(-158,686.74)
Membership Dues	\$5,500.00			
State Appropriated Funds			\$200,000.00	
EXPENSE				
Bank Fees	\$0.00	\$0.00	\$0.00	\$0.00
Transfers to Savings			\$0.00	\$0.00
Administration Fees	\$(-6,039.32)			
Project Funds Paid			\$(-499,859.11)	
Ending Balance: June 30, 2025	\$6,619.88	\$5.00	\$35,293.14	\$0
TOTAL OF ALL PROJECT SIDCA FUNDS	\$534,077.54			
Obligated Funds for FY25	\$512,990.90			
Remaining FY25 Funds to be Obligated	\$21,086.64			

The Iowa Code states that SIDCA may use 5% of its appropriated funds for administrative costs. However, the SIDCA Board of Directors continues to use all appropriate funds for projects. In FY 2025, 100% of past state funds appropriated were used to cost-share construction on and off-road structures and related projects that provide water quality and transportation infrastructure benefits in the 10-county SIDCA area. Member counties and existing public programs offer the balance of funds required for the projects.

Recommendations to the Governor and General Assembly

SIDCA did not receive any funding from 2012-2021. Through dedication and hard work, the SIDCA Board was able to maintain funds until SIDCA was reappropriated in 2022. With this renewed support, the SIDCA board is working diligently to begin and complete new projects aimed at improving water quality, preventing sediment erosion, and enhancing infrastructure in southern Iowa.

SIDCA Projects

SIDCA Funds Utilized in Each Member County (2002-2025)

Appanoose	\$612,499.00	Lucas	\$347,991.00
Clarke	\$246,954.00	Monroe	\$317,366.00
Davis	\$1,034,401.00	Wayne	\$356,500.00
Decatur	\$193,336.00	Wapello	\$320,465.00
Jefferson	\$560,970.00	Van Buren	\$268,688.00

SIDCA Attracts and Leverages Outside Funding for Non-Infrastructure Projects

- \$100,000 funding for the Army Corps of Engineers (COE) Recognizance Study of the Lower Des Moines River
- SIDCA sought to be the original sponsor of the COE Section 206 Project. This program can generate \$5 million of funding for the Rathbun Lake Watershed for aquatic habitat restoration. SIDCA is now working with partners to pursue this project with a different sponsor.
- Partners on SIDCA Projects since 2002:
 1. State Legislature
 2. IDALS – Division of Soil Conservation
 3. Counties
 4. Cities
 5. Soil and Water Conservation Districts
 6. Natural Resources Conservation Service
 7. Pathfinders, & Southern Iowa RC&D
 8. Iowa Department of Natural Resources
 9. Watershed Organizations
 10. Rural Water Associations
 11. U.S. Army Corp of Engineers
 12. County Conservation Boards
 13. Private Landowners
 14. Federal Emergency Management Agency (FEMA)
 15. Watershed Improvement Review Board (WIRB)
 16. Pheasants Forever and Ducks Unlimited

SIDCA MISSION:

To develop and coordinate plans for projects related to the unique natural resources, rural development, and infrastructure problems of counties in the most fragile areas of the southern Iowa drift plain.

Approved & In Progress FY25

STATEMENT OF PROPOSED AND PROJECTED ACTIVITIES

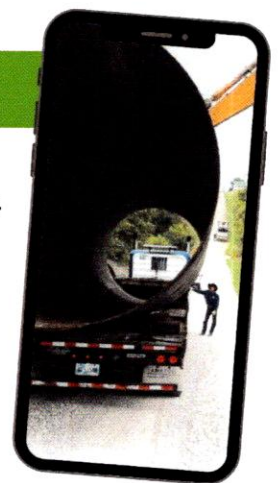
On-Road/Off-Road Structures—SIDCA utilizes earthen embankments with existing roads or on-road structures to reduce culvert size and replace bridges. This often prevents 95% of sediment, nutrients, and pesticides from entering downstream water bodies and provides savings to counties.

County	Project Name	Project Benefits	Estimated Cost	SIDCA Funds	% Paid by SIDCA
Appanoose	502 nd Stream Bank	Armoring of the creek banks will help prevent sediment from eroding downstream. This project had two stages. 1 st stage was the bridge replacement, and the 2 nd stage was the armoring of the creek flowing to the Chariton River.	\$90,000.00	\$40,000.00	50%
Monroe	635th Ave Wison Bridge	This project removed the existing, closed 1943 bridge structure and replaced it with twin 10ft-5in pipe culverts; the twin pipes being proposed would be recycled train tank cars. It eliminates weight restrictions crossing the waterway and improves public safety by widening the existing roadway. The inlet and outlets of the rail cars will be lined with rip-rap/revetment to help mitigate soil erosion that flows downstream.	\$119,981.81	\$59,941.92	50%
Davis	Hougland Bridge Replacement	This project replaced a decaying bridge that was the only access to farm fields and a property on a dead-end road. The bridge was replaced with an 84-inch diameter culvert. The road ditches had the sediment cleaned from them, and the stream channel was then lined with rip-rap to help prevent soil erosion from flowing downstream.	\$68,000.00	\$23,929.89	50%
Davis	Petefish Scale Yard Bridge	This project replaced a decaying bridge that has significant public travel to farm fields and properties. The bridge was replaced with a 144-inch diameter culvert. Removing the bridge added public safety by widening the road to a 24-foot width and eliminating weight restrictions for the farming community. The road ditches had the sediment cleaned from them, and the stream channel was then lined with rip-rap to help prevent soil erosion from flowing downstream.	\$98,000.00	\$43,236.40	50%

County	Project Name	Project Benefits	Estimated Cost	Obligated SIDCA Funds	% Paid by SIDCA
Jefferson	165 th Street Bridge Replacement	This project removed the existing, decaying bridge structure and replaced it with twin rail car culverts; the twin pipes being proposed would be recycled train tank cars. It eliminates weight restrictions crossing the waterway and improves public safety by widening the existing roadway. The inlet and outlets of the rail cars will be lined with rip-rap/revetment to help mitigate soil erosion that flows downstream.	\$85,000.00	\$25,000.00	29%
Jefferson	136 th Street Bridge Replacement	Replaced a decaying bridge with twin tank rail cars. The stream channel had rip-rap placed throughout it for the mitigation of soil erosion.	\$95,000.00	\$39,150.50	50%
Davis	Rex Stewart Bridge Replacement	Replacing the decaying bridge, and replacing with a 138-inch culvert. The new culvert will provide a widened roadway for public safety and eliminate weight restrictions. There will be rip-rap armoring the inlet and outlets on the culvert.	\$96,000.00	\$48,000.00	50%
Davis	JoElla Box Culvert Replacement	Replacing the deteriorated concrete box culvert with a 54-inch pipe. The new will provide a widened roadway for public safety. There will be rip-rap armoring the inlet and outlets on the culvert.	\$44,000.00	\$22,000.00	50%

Benefits of SIDCA Structures

- Improving Water Quality
- Reducing nutrient runoff into Iowa's lakes and rivers for drinking water.
- Stabilizing eroding stream banks and halting gully formation
- Improving the rural development potential of the area
- Providing additional fisheries and wildlife benefits
- Enhancing recreational and scenic qualities of southern Iowa
- Reducing infrastructure costs for the counties Removing rural bridge weight limits and width restrictions for wide loads
- Providing flood control to county roads and bridges downstream
- Providing opportunities to improve rural fire suppression by installing dry fire hydrants and providing livestock watering from structures.



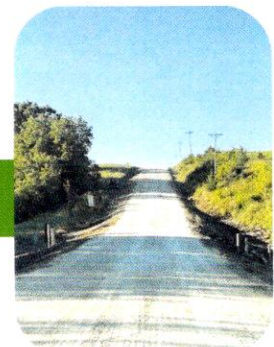
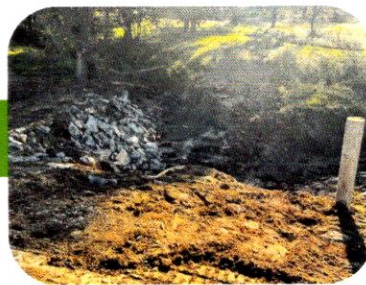
SIDCA Project Spotlights



635th Ave Wilson Bridge Monroe County \$119,982.00

With the help of SIDCA, Monroe County was able to repair a weight-restricted and deteriorating wooden bridge. The project consists of removing the existing, closed 1943 bridge structure and replacing it with twin 10ft-5in pipe culverts;

the twin pipes being proposed would be recycled train tank cars. By replacing the bridge with a twin pipe culvert, there would no longer be a weight limit rating for the crossing. Also, by shaping the foreslopes down to the new culverts, the road would be widened across the waterway, and there would be a decreased risk of a vehicle leaving the old bridge structure and ending up in the waterway. Rip-rap and revetment will be added to the inlet and outlet sides, helping to reduce soil erosion.





502nd St. Bridge Replacement And Stream Channel Armoring



Appanoose County: \$270,000.00

SIDCA helped replace a deteriorated wooden bridge that, due to its unsafe conditions, had caused the road to be closed. This project was located upstream from the Chariton River. In this project, a new bridge design was used. The old wooden decking was replaced with refurbished railroad flat cars for the deck. The new design has been proven to support legal load weights and help with road width restrictions. The project also included armoring the backslopes of the bridge and the stream channel leading to the Chariton River with Class E Rip Rap. This project helped improve public safety, prevent sediment from eroding downstream, and improve rural transportation roadways.





Fiscal Manager

Phone

641-472-6177



Email

info@pathfindersrcd.org



Website

www.pathfindersrcd.org



Address

304 S. Maple St, Ste 101, Fairfield, IA 52556

