



**TRANSPORTATION IMPROVEMENT PROGRAM
FY 2024-2027**

Prepared for Chariton Valley Transportation Planning Affiliation – RPA 17

Final

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Prepared By:

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Introduction

Chariton Valley Planning and Development Council of Governments (CVPD) serves as the planning administrator for RPA17/Chariton Valley Transportation Planning Affiliation (CVTPA) and prepares the Transportation Improvement Program (TIP) for Iowa's Region 17 (Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne Counties, as well as City of Centerville, City of Osceola, Southern Iowa Trolley Transit and 10-15 Transit Agency). IDOT worked with many stakeholders to develop the SWAP process for Iowa. That process changes Federal funding to State eligible funding for STBG & Bridge projects.

The CVTPA Technical Committee (TAC) recommends projects consistent with the region's Long-Range Transportation Plan and local planning needs to the Policy Board committee for approval. A formula used for sub allocation of federal funds (STBG/SWAP and TAP) is made to each county, City of Centerville, City of Osceola, Southern Iowa Trolley and 10-15 Transit to be used in funding those projects. Should any community in the region need assistance they should contact their local county engineer or CVPD for application needs and funding options. STBG that is received by the region is used and applied to the STBG projects. Funding is available for Small Communities that are less than 5,000 population for regional STBG projects. Those communities that are applying for funding must complete the application and submit to the regional planner. It is then reviewed by both TAC & Policy committees to determine eligibility and final approval process. Applications are due to the region by Oct. 1 to work through the fiscal year.

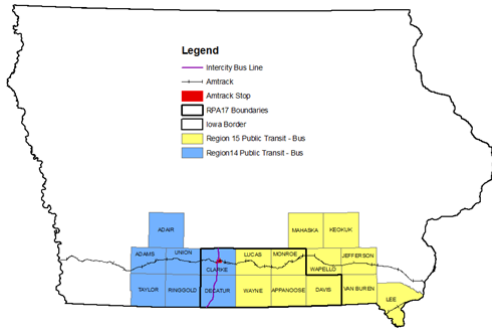
In addition to STBG/SWAP, there are regional Iowa Transportation Alternative (TAP) funds available to request. These funds may be used on Trails, Sidewalks, and Safe Routes to School projects, environmental projects, and Historic Preservation. There is an application process submitted annually on/before December 1 to the RPA for review by region. The region will then send the application information to IDOT for review and comments according to the statewide application process and use of funds. Any comments back from IDOT will be reviewed by the region for further approval determination. The TAC & Policy boards may request that the applicant present their project before final approval may be given and programming in the regional TIP for the next planning fiscal year/s.

Current STBG/SWAP - Regional TIPs serve as a list for local federal aid & STBG/SWAP eligible projects for surface transportation improvements within the RPA 17 region. The TIP is a four-year planning document that identifies those improvements and how the region plans to utilize STBG/SWAP and federal funds. Projects are identified at the local county level to be included in the county five-year plans that then get entered into the development side of TPMS. Each county project is submitted to region through an application process that will be submitted to the region around the April 15th deadline to be reviewed by CVPD staff and be included in the next TAC & Policy meeting for discussion and review. The Policy Board will provide questions or comments for guidance and approval.

The Iowa County Engineers Association Service Bureau – (ICEASB) has developed the Transportation Program Management System – (TPMS) to assist local planning agencies, cities and engineers with developing the programming, and mapping for both transit and highway projects. The local county engineers work on finalizing their county 5-year plans and get those submitted after approval by the April 15 deadline. Once that is completed then all highway, bridge, transit, planning and enhancement projects have been identified in the region, they are entered into the statewide TPMS system to be included in the TIP approval process. Those projects will now show if STBG/SWAP funding is utilized for funding or if the project will use other federalized funding for projects. Transit projects will stay the same federal process and cannot be used with SWAP. The TIP has been formulated by incorporating any city, county and state transportation projects of regional significance considered eligible for local

and federal aid funding each year. Those cities in the region that are over the 5,000-population threshold, (City of Centerville, City of Osceola) are eligible for a sub-allocation of funding for projects to be submitted to the RPA 17/CVTPA TAC committee for funding consideration. The city must also contribute local funds for the completion of a project. Final review and approval of those projects for inclusion in the STIP are the responsibility of the RPA 17/CVTPA Policy Board.

The program is fiscally constrained by adjusting the region's programmed projects to match estimated targets of available funds for the next four (4) years. We use an annual 4% increase for future years for



highway needs. The transit portion of the TIP is developed in cooperation with Southern Iowa Trolley (SIT) and 10-15 Transit (10-15). Those transit projects that are programmed through the TIP use year of expenditure costs estimates based on an annual 3% increase of costs. Transit projects and their estimated costs are suggested by the individual transit agency and selected through the Passenger Transportation Plan (PTP) process with RPA17/CVTPA. Those funding amounts are then reviewed by the TAC committee and recommended to the Policy Board for final approval. RPA 17/CVTPA submits our

region's TIP to the Iowa Department of Transportation where it then becomes part of the Statewide Transportation Improvement Program (STIP). The STIP is then submitted to the FHWA/FTA for review, so that the projects can then receive federal funding.

FFY 2024-2027 Transportation Improvement Program & Program Funding
(US Federal Highway Administration website)

Summary: In 2021 Congress passed the Bipartisan Infrastructure Deal (Infrastructure Investment and Jobs Act), a once-in-a-generation investment in our nation's infrastructure and competitiveness. For far too long, Washington policymakers have celebrated "infrastructure week" without ever agreeing to build infrastructure. The President promised to work across the aisle to deliver results and rebuild our crumbling infrastructure. After the President put forward his plan to do exactly that and then negotiated a deal with Members of Congress from both parties, this historic legislation was moved to his desk for signature.

This Bipartisan Infrastructure Deal will rebuild America's roads, bridges and rails, expand access to clean drinking water, ensure every American has access to high-speed internet, tackle the climate crisis, advance environmental justice, and invest in communities that have too often been left behind. The legislation will help ease inflationary pressures and strengthen supply chains by making long overdue improvements for our nation's ports, airports, rail, and roads. It will drive the creation of good-paying union jobs and grow the economy sustainably and equitably so that everyone gets ahead for decades to come. Combined with the President's Build Back Framework, it will add on average 1.5 million jobs per year for the next 10 years.

This historic legislation will: Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users. In the United States, 1 in 5 miles of highways and major roads, and 45,000 bridges, are in poor condition. The legislation will reauthorize surface transportation programs for five years and invest \$110 billion in additional funding to repair our roads and bridges and support major, transformational projects. The Bipartisan Infrastructure Deal makes the single largest investment in repairing and reconstructing our nation's bridges since the construction of the interstate highway system. It will rebuild the most economically significant bridges in the country as well as thousands of smaller bridges. The legislation also includes the first ever Safe Streets and Roads for All program to support projects to reduce traffic fatalities, which claimed more than 20,000 lives in the first half of 2021.

Improve transportation options for millions of Americans and reduce greenhouse emissions through the largest investment in public transit in U.S. history. America's public transit infrastructure is inadequate – with a multibillion-dollar repair backlog, representing more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems in need of replacement. Communities of color are twice as likely to take public transportation and many of these communities lack sufficient public transit options. The transportation sector in the United States is now the largest single source of greenhouse gas emissions. The legislation includes \$39 billion of new investment to modernize transit, in addition to continuing the existing transit programs for five years as part of surface transportation reauthorization. In total, the new investments and reauthorization in the Bipartisan Infrastructure Deal provide \$89.9 billion in guaranteed funding for public transit over the next five years — the largest Federal investment in public transit in history. The legislation will expand public transit options across every state in the country, replace thousands of deficient transit vehicles, including buses, with clean, zero emission vehicles, and improve accessibility for the elderly and people with disabilities.

Upgrade our nation's airports and ports to strengthen our supply chains and prevent disruptions that have caused inflation. This will improve U.S. competitiveness, create more and better jobs at these hubs, and reduce emissions. Decades of neglect and underinvestment in our infrastructure have left the links in our goods movement supply chains struggling to keep up with our strong economic recovery from the pandemic. The Bipartisan Infrastructure Deal will make the fundamental changes that are long overdue for our nation's ports and airports so this will not happen again. The United States built modern aviation, but our airports lag far behind our competitors. According to some rankings, no U.S. airports rank in the top 25 of airports worldwide. Our ports and waterways need repair and reimagination too. The legislation invests \$17 billion in port infrastructure and waterways and \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near ports and airports, and drive electrification and other low-carbon technologies. Modern, resilient, and sustainable port, airport, and freight infrastructure will strengthen our supply chains and support U.S. competitiveness by removing bottlenecks and expediting commerce and reduce the environmental impact on neighboring communities. Make the largest investment in passenger rail since the creation of Amtrak. U.S. passenger rail lags behind the rest of the world in reliability, speed, and coverage. China already has 22,000 miles of high-speed rail and is planning to double that by 2035. The legislation positions rail to play a central role in our transportation and economic future, investing \$66 billion in additional rail funding to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. This is the largest investment in passenger rail since Amtrak's creation, 50 years ago and will create safe, efficient, and climate-friendly alternatives for moving people and freight.

Build a national network of electric vehicle (EV) chargers. U.S. market share of plug-in EV sales is only one-third the size of the Chinese EV market. That needs to change. The legislation will invest \$7.5 billion to build out a national network of EV chargers in the United States. This is a critical step in the President's strategy to fight the climate crisis and it will create good U.S. manufacturing jobs. The legislation will provide funding for deployment of EV chargers along highway corridors to facilitate long-distance travel and within communities to provide convenient charging where people live, work, and shop. This investment will support the President's goal of building a nationwide network of 500,000 EV chargers to accelerate the adoption of EVs, reduce emissions, improve air quality, and create good-paying jobs across the country.

Upgrade our power infrastructure to deliver clean, reliable energy across the country and deploy cutting-edge energy technology to achieve a zero-emissions future. According to the Department of Energy, power outages cost the U.S. economy up to \$70 billion annually. The Bipartisan Infrastructure Deal's more than \$65 billion investment includes the largest investment in clean energy transmission and grid in American history. It will upgrade our power infrastructure, by building thousands of miles of new, resilient transmission lines to facilitate the expansion of renewables and clean energy, while lowering costs. And it will fund new programs to support

the development, demonstration, and deployment of cutting-edge clean energy technologies to accelerate our transition to a zero-emission economy.

Make our infrastructure resilient against the impacts of climate change, cyber-attacks, and extreme weather events. Millions of Americans feel the effects of climate change each year when their roads wash out, power goes down, or schools get flooded. Last year alone, the United States faced 22 extreme weather and climate-related disaster events with losses exceeding \$1 billion each – a cumulative price tag of nearly \$100 billion. People of color are more likely to live in areas most vulnerable to flooding and other climate change-related weather events. The legislation makes our communities safer and our infrastructure more resilient to the impacts of climate change and cyber-attacks, with an investment of over \$50 billion to protect against droughts, heat, floods and wildfires, in addition to a major investment in weatherization. The legislation is the largest investment in the resilience of physical and natural systems in American history.

Deliver the largest investment in tackling legacy pollution in American history by cleaning up Superfund and brownfield sites, reclaiming abandoned mines, and capping orphaned oil and gas wells. In thousands of rural and urban communities around the country, hundreds of thousands of former industrial and energy sites are now idle – sources of blight and pollution. Proximity to a Superfund site can lead to elevated levels of lead in children’s blood. The bill will invest \$21 billion clean up Superfund and brownfield sites, reclaim abandoned mine land and cap orphaned oil and gas wells. These projects will remediate environmental harms, address the legacy pollution that harms the public health of communities, create good-paying union jobs, and advance long overdue environmental justice. This investment will benefit communities of color as, it has been found that 26% of Black Americans and 29% of Hispanic Americans live within 3 miles of a Superfund site, a higher percentage than for Americans overall.

The information provided in the Chariton Valley Transportation Planning Affiliation (CVTPA) Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2024-2027 were developed through the cooperation of city and county governments in the counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne counties known as Regional Planning Affiliation (RPA) 17. Economic development organizations, special interest groups, 2 transit agencies and the public were also consulted through a public participation process in compliance with IJIA funding.

The TIP outlines projects supported and sponsored federal aid as well as those that will use STBG/SWAP funding through the state and are recommended by the RPA 17. Projects included in the program include multimodal and transit planning activities, federal aid bridge and highway projects, Transportation Enhancement projects, and transit capital improvements as sponsored directly by the RPA 17 or funded by federal dollars. Funding sources for the program activities include Federal Transit 5311 funding, Surface Transportation Program (STBG/SWAP) dollars, bridge replacement and rehabilitation funds, Transportation Alternative (TAP) funding, and State Planning and Research (SPR) resources.

Federal-Aid Swap Policy

Federal-Aid Swap Policy Approved by Iowa DOT Commission - July 12, 2022

Planning and Programming

- Participation in federal-aid swap – Projects that are eligible for swap, as defined in this policy, will be developed as swap projects. Unless restricted by the requirements of the specific program involved, a jurisdiction can request a project to be federal-aid.
- Federal funding will be swapped with Primary Road Funds on a dollar-for-dollar basis on eligible projects.
- Funding eligible to be swapped – eligible road and bridge projects from the following federal funding programs Surface Transportation Block Grant (STBG) funds programmed by Regional Planning Affiliations (RPAs) to cities.
- Highway Safety Improvement Program (HSIP) - Local: County and city projects allocated through the HSIP – Local program.
- Swap funds will be used for the 20 percent required federal match for the County Highway Bridge Program and City Bridge Program.

Programming

- STBG funds are allocated based on Infrastructure Investment and Jobs Act (IIJA) Implementation Policies adopted by the Commission in July 2022.
- RPAs and Metropolitan Planning Organizations (MPOs) will develop a program based on their available STBG funding. RPA programmed projects in cities will be swapped with Primary Road Funds. HSIP-Local projects will also be swapped with Primary Road Funds. All other projects will move forward as federal-aid projects.
- Dedicated city and county bridge program funded projects will need to be included in RPA and MPO programs.
- Match requirements
- Unless specifically required by the grant program, Iowa DOT will not require match and will reimburse funds at 100 percent up to the programmed amount.
- Individual RPAs can require match but Iowa DOT will not monitor those requirements.

System Eligibility (STBG Swap awarded by RPAs to cities)

- Road projects must be on roads with a federal functional classification of Minor Collector or higher in rural areas, all Farm-to-Market routes, and Collector or higher in urban areas. Individual RPAs can be more restrictive with system eligibility.
- Projects cannot already be “federalized” (e.g. any federal authorization, any environmental concurrence, any other federal action) and then swapped. Once a project is “federalized” it must continue to follow the federal-aid project development process. A project is typically not “federalized” just by having been included in a Statewide Transportation Improvement Program (STIP); however, in limited situations based on the level of federal involvement, a project could be federalized. This will be determined on a project-by-project basis as draft programs are developed.

Implementation date – The original swap policies were implemented with the Federal Fiscal Year 2019 program year, that began October 1, 2018. The revised policies in this document will take effect as soon as possible in consultation with city, county, RPA, and MPO stakeholders.

Environmental

- Local public agencies participating in the Federal-Aid Swap shall continue to follow all necessary and applicable state and federal requirements, including but not limited to permitting and consultation as needed with the United States Army Corps of Engineers, United States Fish and Wildlife Service, Iowa Department of Natural Resources, Iowa Department of Cultural Affairs/State Historic Preservation Officer, Native Sovereign Tribes and Nations, and Office of the State Archaeologist. The Iowa DOT will continue to assist these local public agencies in achieving compliance or acquiring a permit, as staff and technical expertise are available.
- Environmental and cultural resource oversight shall be verified through the local public agency providing a project development certification and all applicable documentation to ensure that identification, evaluation, avoidance, and mitigation actions have been taken.

Project Development/Construction

- All swapped projects will continue to be let through the Iowa DOT.
- Swap funds can only be used on road and bridge construction projects.
- Preliminary engineering and construction engineering are not eligible for swap as part of a construction project.
- Project funds will be provided to the local public agency on a reimbursement basis.
- The Iowa DOT will review contract documents for conformance to the Department standard for letting.
- The Iowa DOT reserves the right to review projects during construction.

Members of the CVTPA Policy Board, Technical Advisory Committee, and Transit agencies contributed to elements of the Draft & Final TIP which in turn was submitted and reviewed with the Technical Advisory Committee and Policy Board. General information was distributed to the public for further comments. All meetings were open to the public.

A draft review information was provided to TAC & Policy on June 15, 2023, the draft TIP was then sent to IDOT for review and comments. A public hearing was set for public review of the document for July 11, 2023, via Zoom, should there be any comments they will be added into the Final TIP. Members of the Technical Advisory Committee and Policy Board were in attendance for the approval meeting. The TAC & Policy Committees will have a final approval and submission to IDOT on or before July 15, 2023.

Description of the Public Involvement Process

Transportation Improvement Program (TIP)

The TIP includes a four (4) year street and highway improvement program, the urban transit capital and operating programs, the transportation enhancement program, and information on other Federal funding programs. It provides details on all significant transportation projects in the area that are receiving federal aid, including their costs, aid received, and stage of completion. The following are actions that will be undertaken annually to ensure public involvement.

Draft TIP

- The draft TIP will be developed by the Technical Committee with input from the Policy Board from the already approved county 5-year plans. CVTPA meetings are open to the public.

Notices and Public Meetings

- Following the development of the draft TIP, public input will be sought to identify concerns or comments. Comments will also be gathered from Iowa DOT, members of cities and counties and Chariton Valley Planning & Development Council (CVPD).
- TIP content and public comments may be sought through public hearings that will be advertised through local media, and posts at CVPD and other governmental offices, public offices and on the CVPD website at www.cvpdcog.com.
- Notices will be sent to those areas of low-income, minority and elderly populations.
- Any person needing special arrangements for reading, sight, or language barriers should contact the CVPD staff at least 24 hours prior to a session. Arrangements will be made to accommodate those needs.

Public Comment Period

- Written and oral comments will be included. At least a 7-day comment period will follow the public hearing, during which comments will be accepted via fax, email or mail.
- A public hearing will be held at a regularly scheduled CVTPA meeting. A notice of the public hearing will be published and/or posted no more than 7 days and not less than two (2) before the date of the hearing.

Final TIP

- Following the public hearing, CVTPA will adopt the final version of the TIP, including a summary of comments and responses.
- The final TIP will be submitted to the Iowa DOT, the FHWA, and the FTA.
- The final TIP will be available on the CVPD website, at the office of CVPD, each county engineer's office and upon request.
- The public participation process associated with the TIP will be evaluated and updated as needed.

Revisions

- The TIP is a document that may need to be revised in between annual updates. There are two (2) types of revisions – administrative modifications and amendments.
 - Minor revisions may be made to the TIP as necessary throughout the year. These are considered administrative modifications and may be made by CVPD staff without public review and comment or re-demonstration of fiscal constraint. CVPD will discuss administrative modifications with the Technical Committee and Policy Board, but formal action will not be required.

- Major revisions may be made to the TIP as necessary throughout the year. These are considered amendments and require public review and comment and Policy Board approval. A public hearing will be held at a regularly scheduled CVTPA meeting to consider and approve TIP amendments. A notice of the public hearing will be posted and/published.
- SWAP eligible projects will be considered from each county on an as need basis using the same process as the modification & amendment requests. No federal funding is used. Review stays at the local RPA level. All information is provided to CVPD for review, then submitted to TAC and Policy for final approval. Public Hearing may be needed for amendments.

The following is examples of how to determine whether a revision is an administrative modification or an amendment.

| | Administrative Modification | Amendment | SWAP |
|------------------|---|---|--|
| Project Cost | Federal aid changed by less than 30% and the total federal aid increases less than \$2,000,000. | Federal aid changed to more than 30% or total federal aid increases by more than \$2,000,000. | No Federal funding used. County will need to use \$1 for \$1 funding. |
| Schedule Changes | Changes in schedule for projects in the first four (4) years of the TIP. | Adding or deleting a project from the first four (4) years of the TIP | Changes in schedule for projects in the first four (4) years of the TIP. |
| Funding Sources | Changes to the amounts of existing funding sources. | Adding other federal funding sources to a project. | SWAP funding will need to be added. |
| Scope Changes | Moving funding between existing stages of project scope, such as from design to construction. | Changing project, ex. – number of lanes, location, or significant changes to the project type, such as changing an overlay to reconstruction. | Modification – same as Admin Mod. Amendment - same |
| Amendment Charge | None | \$500 after the 1 st request. | |

Fiscal Constraint

The region’s county roadway and bridge projects in the TIP program attempt to be fiscally constrained by adjusting the region’s program to match the estimated targets of available funds over the next four (4) years. This annual increase reflects a 4% for future years. Neither the use of targets nor the estimation of the year’s expenditure costs is exact. Therefore, each county engineer is responsible for estimating the year of expenditure costs for their roadway and bridge projects using anticipated funds that are available. The county engineers/sponsors must strongly rely upon their professional skills, experience, and previous knowledge on what to estimate those anticipated or inflated costs will be during the period covered by the TIP. The use of regional STBG/SWAP funding could be used as a way “to borrow” from one another to advance a project and that should keep the region fiscally constrained.

The transit portion of the TIP is developed in cooperation with the two (2) transit agencies. The agency will allow for vehicle program costs with an increase of 3% annually in order of satisfying year end expenditure requirements. Projects included in the transit element of the TIP are generally for infrastructure, planning, or replacement of rolling stock that are beyond their useful life expectancy. This may also include those with high mileage or have reached a point where continued maintenance is no longer cost effective. All transit projects included in the TIP are justified through the Passenger Transportation Plan (PTP) process followed by RPA 17/CVTPA. This process includes the opportunity for public input and approval by the RPA 17/CVTPA Policy Board.

RPA 17/CVTPA submits the region's TIP to the Iowa Department of Transportation where it then becomes part of the Statewide Transportation Improvement Program (STIP). The STIP then is submitted to the FHWA/FTA so that the projects can receive federal funding.

Bridges - Selection process

Bridges are a critical part of transportation infrastructure in the RPA 17 region, as well as 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. The CVTPA region has identified the need for bridge replacement and repair as one of the primary concerns for this region. Bridge and roadway safety are of the utmost importance in the CVTPA region. The region has an exceptionally high number of bridges. Counties spend considerable time and money maintaining the numerous bridges within their jurisdiction. Additional funds are also needed to help rehabilitate the many bridges, especially those located on the secondary roads systems. The lack of funds to repair bridges is so severe it has already resulted in a few secondary roads in rural areas being closed.



County engineers use the scale "Good", "Fair" or "Poor". There is other information and ratings for individual items throughout the Bridge Inspection Reports we prepare (or have consultants prepare) from which we can garner information to prioritize bridge work. For replacement we tend to look at the rating for substructure (piling, etc.) and structure. If the deck only is rated low, it tends to indicate an overlay or patching project.

Low to high typically generates the base list for priority and need. Once this is established, other factors such as ADT, detour length, availability of access to the area, route classification and other development plans to then help redefine the list. In addition, the engineer will pick out bridges that they can repair or rebuild with the County or local forces. This then may eliminate them from the priority list. Once the bridge(s) are established funding is then looked at and allocated with available funds. Depending on how far the funds extend out will dictate on the number of allowable bridges. Once all information from priority of need, location, accessibility, and final funding, both local and federal are determined, the list goes to the County Board of Supervisors for final approval. Many elements play a factor in the overall determination. In the end, this list could be or may need to be altered to address any emergency needs, from flooding, accidents, or other natural disasters.

Bridges that require federal funding assistance are then entered into the TPMS system by the engineer. They are programmed into a given year or years as needed for funding. Those projects will then have final RPA 17 Policy Board approval.

TAP Selection Process

The region prioritizes projects for funding and those will be sent to IDOT for final review and verification for the statewide process. Those projects that are awarded funding from a Regionally Directed Funding Target will be programmed in the upcoming fiscal year in the regional TIP. Those organizations such as county & city entities, scenic byways and other committees that would like to apply to the regional Iowa Transportation Alternative (TAP) funding must complete a TAP application to request funds that are available. These funds may be used for trails, sidewalks, Safe Routes to School projects, environmental projects and historic preservation. There is an application process submitted annually on/before December 1 to the RPA for review/prioritize by region. The region will then send that information to IDOT for review and comments according to the statewide application process and use of funds. Any comments back from IDOT will be reviewed by the region for further approval determination. The TAC & Policy boards may request that the applicant present their project before final approval may be given and programming in the regional TIP for the next planning fiscal year.

The application & guidelines are consistent with the statewide application process and may be obtained from the Iowa Department of Transportation website:

<https://forms.iowadot.gov/BrowseForms.aspx?templateid=240004> or Chariton Valley Planning & Development website: www.cvpdcog.com. You may also contact the office at 641-437-4359.

Applications must be submitted on or before December 1 to Chariton Valley Planning & Development Council – CVTPA-RPA17 at 308 North 12th Street, Centerville, IA 52544. Applicants are encouraged to look at funding in future fiscal years, this will allow for those future projects that are applying for regional funding to be awarded during the development of the draft TIP and programmed in the appropriate year for funding. Application scoring criteria will be provided to the applicants along with the application to ensure a full and completed packet is submitted. The following criteria was provided by IDOT for clarification of the TAP process.

The process can be summarized with the following points:

- There are two TAP programs that will be administered by Iowa DOT: the Statewide TAP program and the Local Projects TAP program.
- The RPAs will solicit applications for the Local Projects TAP program, review them, and provide funding recommendations/priorities to Iowa DOT.
- All applications received by the RPA will be forwarded to Iowa DOT for review of eligibility upon receipt or closure of the regional application deadline. Local process scoring criteria will also be given.
- Iowa DOT & RPA may consider a project ineligible for funding. RPAs may further restrict project types from application though all project types do not need to be viewed equally in their review of projects.
- All applications for both the Statewide TAP and Local Projects TAP programs must complete the Iowa DOT application form. Applications must be submitted on the required form. The RPAs may require additional information be submitted by project sponsors. The application *Form 240004 Request for Transportation Alternatives Program (TAP) Funds* can be found on the [Iowa DOT Forms](#) website.
- Upon project selection, RPA will notify the projects sponsor of the award. Once the award is made and programmed, sponsor will work with IDOT on project process.
- Once a project has been approved, the funding will be programmed into the next fiscal year TIP.

STBG Selection Process

Regional TIPs serve as a list for local federal aid & STBG eligible projects for surface transportation improvements within the RPA 17 region. The TIP is a four-year planning document that identifies those improvements and how the region plans to utilize STBG and federal funds. Projects are identified at the local county level to be included in the county five-year plans that then get entered the development side of TPMS. The selected projects are based on roadway condition, traffic volume, percentage of truck traffic, vehicle miles traveled, safety concerns, cost per mile and economic and community benefit.

Counties/Sponsors of projects should look at a way “to borrow” from one another to advance projects in the region using the STBG funding. Each county projects are submitted to region through an application process that will be submitted to the region around the April 15th deadline to be reviewed by

CVPD staff and be included in the next TAC & Policy meeting for discussion and review. At this time, the Policy Board will provide questions or comments for guidance and approval.



Those projects are entered into the TPMS system in the appropriate year for funding and developmental stages. The TAC & Policy Boards review the projects with the planning agency and determine that the region is fiscally constraint. The planning agency also provides the region with the local balances of carried over STBG funding to determine if a county will need to use future funding or borrow ahead. This same process is like the development and approval of the local bridge selection process.

The region receives STBG funding that will be allocated towards Small Community applications for projects. The region has approved that this funding will be included in the regional STBG balances for the counties to utilize on their projects. Any small community within the RPA 17 region that may have eligible projects may contact the local planning agency or the local county engineer to start that application process. The community will then submit applications to the region for review and scoring. Both TAC & Policy Boards will review funding availability and then allocate funding to that project. Funding will work with funding projects that are specifically under the 5,000-population threshold. If you have questions regarding the standards and guidelines for approved projects, please contact the county engineer or the Chariton Valley Planning & Development office.

***RPA -17 Planning Staff-Centerville
Chariton Valley Planning & Development***

| <i>Name</i> | <i>Title</i> | <i>Agency</i> |
|------------------|--------------------|--|
| Nichole L. Moore | Executive Director | Chariton Valley Planning & Development Council |
| Julie Pribyl | Program Support | Chariton Valley Planning & Development Council |

RPA-17 District Office -Fairfield

| Name | Title | Agency |
|---------------------|--------------------|-----------------------------------|
| Hector Torres-Cacho | District 5 Planner | Iowa Department of Transportation |



BOARD MEMBERS

EXECUTIVE POLICY BOARD MEMBERS

The Executive Policy Board is a group of elected officials appointed to CVTPA by member counties and cities within the region to determine all policies and make all decisions on behalf of the seven-county entity.

| <i>Name</i> | <i>Title</i> | <i>County, City or Agency</i> |
|---------------------|---------------------|-------------------------------|
| Mark McGill | Board of Supervisor | Appanoose County |
| Jan Spurgeon | Councilperson | City of Centerville |
| Dean Robins | Board of Supervisor | Clarke County |
| Ron Bride | Board of Supervisor | Davis County |
| Dan Christensen | Board of Supervisor | Decatur County |
| Dennis Smith, Chair | Board of Supervisor | Lucas County |
| Steve Fenton | City Councilperson | City of Chariton |
| Sonny Schroeder | Board of Supervisor | Monroe County |
| Richard Clark | Mayor | City of Albia |
| Randy Dunbar | Board of Supervisor | Clarke County - SIT |
| Don Seams | Board of Supervisor | Wayne County |

TECHNICAL ADVISORY COMMITTEE MEMBERS

The Technical Advisory Committee is composed of county engineers, economic development professionals, and transit directors from the seven-county region. The committee is responsible for prior reviewing and recommending policies and programs to the Executive Policy Board.

| <i>Name</i> | <i>Title</i> | <i>County, City or Agency</i> |
|-----------------------|-------------------------|-------------------------------|
| Brad Skinner | County Engineer | Appanoose County |
| Bill Buss | Economic Development | Appanoose Co. Econ. Dev. |
| Dillon Davenport | Interim County Engineer | Decatur County |
| Lance Lange | Economic Development | Wayne County Econ. Dev. |
| Ryan Schock | County Engineer | Davis County |
| David Carroll | County Engineer | Clarke County |
| Todde Folkerts, Chair | County Engineer | Lucas County |
| Jeremiah Selby | County Engineer | Monroe County |
| Dan Tometich | Economic Development | Monroe Co. Econ. Dev. |
| Dillon Davenport | County Engineer | Wayne County |
| Jay Allison | Transit Director | 10-15 Transit |
| Leesa Lester | Transit Director | Southern Iowa Trolley |
| Ty Wheeler | City Administrator | City of Osceola |

Recommended Goals for CVTPA/RPA 17 - FY 2024-2027

- 1. Support rail transportation systems for economic benefit.**
 - a. Research use of the current passenger and short line rail system and proposed expansion of statewide systems.
 - b. Support rail systems that promote job retention and economic growth throughout our region.

- 2. Support commercial and passenger air service for region.**
 - a. Research each county's needs and capital improvements plans.
 - b. Support local commercial and passenger air services for future growth and needs.

- 3. Advocate transit improvements for 10-15 Transit and Southern Iowa Trolley.**
 - a. Promote continued funding of transit capital and operating needs beyond existing levels.
 - b. Determine needs of transit systems and convey to stakeholders and public sectors.
 - c. Provide public informational meetings for transit use and availability.
 - d. Promote and support transit infrastructure needs and building requirements.

- 4. Coordination with national, state, regional & local governments.**
 - a. Send press releases to legislators, county governments, and policy makers regarding priority needs for future projects.
 - b. Implement outreach information via electronic, print, and video media.

- 5. Utilize existing local and regional organizations to implement the four-year goals.**
 - a. Work with local stakeholder committees in all counties.
 - b. Identify committee's needs, concerns, and information regarding regional needs.
 - c. Provide information to both TAC & Policy committees.

**Transit Section:
Process of Update**

The Passenger Transit Plan (PTP) for RPA 17 was updated with public meetings following the guidance from the Iowa Department of Transportation, and through consultation with public transit providers, private transportation providers, and health and human service providers.

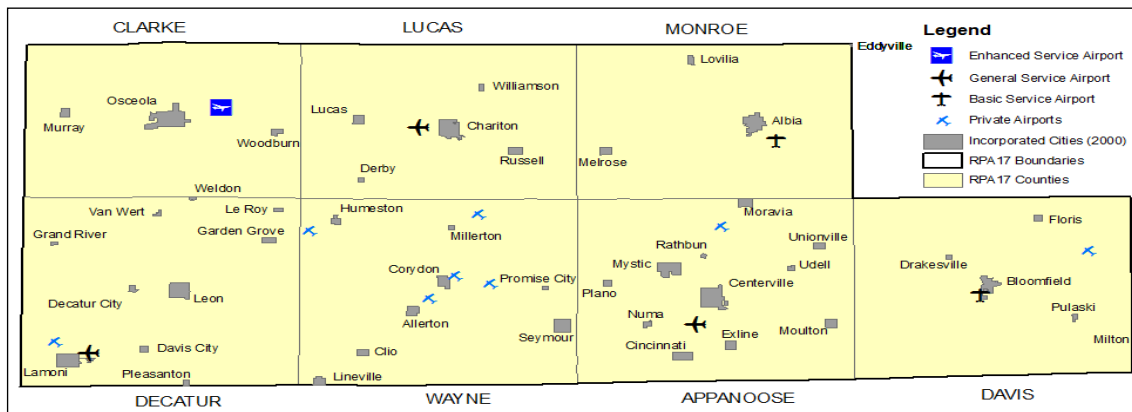
CVTPA utilized a survey during transportation planning and includes several transit related questions. Input was gathered from residents and providers of the region through public involvement meetings. Public meeting invitations and information were emailed to each of the cities and counties in the region, as well as businesses, economic development organizations, elected officials, posted on a social network (Facebook) and other interested individuals to obtain their input into transportation planning.

The Chariton Valley Transportation Planning Affiliation region has transportation services provided by two transit agencies that also cooperate with additional RPA's in coverage areas for planning purposes. Area 15 Planning Commission/RPA 15 supplies the planning for adjacent counties to the east of RPA 17 and that also receive service from 10-15 Transit. ATURA/RPA 14 also hosted PTP meetings throughout the year that offers opportunity of public involvement regarding services of Southern Iowa Trolley whose coverage includes neighboring counties to the west of RPA 17.

Project Selection Process

The priority projects identified for RPA 17 transit are submitted annually in January to the RPA by the transit directors requesting the necessary funding on their needs. This is reviewed and approved in the same process as STBG/SWAP, Bridge and TAP projects for the upcoming fiscal years.

Primary funds for RPA 17 transit providers will come from 5311, 5310, and local ridership funds.



FINANCIAL CONSTRAINT SUMMARY

RPA 17 - (STBG/SWAP Funds)

| | Year 1 (2024) | Year 2 (2025) | Year 3 (2026) | Year 4 (2027) |
|------------------------------------|---------------------|---------------------|---------------------|---------------------|
| Unobligated Balance (Carryover) | \$ 4,042,128 | \$ 4,535,955 | \$ 4,948,955 | \$ 6,845,455 |
| Regional STBG/SWAP Target | \$ 2,006,827 | \$ 2,046,000 | \$ 2,084,000 | \$ 2,124,000 |
| Subtotal | \$ 6,048,955 | \$ 6,581,955 | \$ 7,032,955 | \$ 8,969,455 |
| Programmed STBG Funds | \$ 1,513,000 | \$ 1,633,000 | \$ 187,500 | \$ 2,900,000 |
| Programmed SWAP Funds | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Balance of STBG/SWAP Funds | \$ 4,535,955 | \$ 4,948,955 | \$ 6,845,455 | \$ 6,069,455 |
| <i>Based off 2022 STBG Targets</i> | | | | |

RPA 17 - Forecasted Operations & Maintenance Expenditures on Federal-Aid System

| | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| County Operations | \$ 3,515,770 | \$ 3,656,400 | \$ 3,802,656 | \$ 3,954,763 | \$ 4,112,954 | \$ 4,277,472 |
| County Maintenance | \$ 7,047,690 | \$ 7,329,598 | \$ 7,622,782 | \$ 7,927,693 | \$ 8,244,801 | \$ 8,574,593 |
| City Operations | \$ 871,700 | \$ 906,568 | \$ 942,831 | \$ 980,544 | \$ 1,019,766 | \$ 1,060,557 |
| City Maintenance | \$ 185,883 | \$ 193,318 | \$ 201,051 | \$ 209,561 | \$ 217,943 | \$ 226,661 |
| Total Operations & Maintenance | \$ 11,621,043 | \$ 12,085,884 | \$ 12,569,320 | \$ 13,072,561 | \$ 13,595,464 | \$ 14,139,283 |
| <i>Based off 2022 County & City O-M reports. Assumes an increase of 4%</i> | | | | | | |

RPA 17 Forecasted Non-Federal-Aid Revenues

| | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Farm to Market | \$ 6,202,743 | \$ 6,450,853 | \$ 6,708,887 | \$ 6,977,242 | \$ 7,256,332 | \$ 7,546,586 |
| Secondary Road Fund | \$ 29,634,434 | \$ 30,819,811 | \$ 32,052,604 | \$ 33,334,708 | \$ 34,668,096 | \$ 36,054,820 |
| City Street Fund | \$ 14,215,412 | \$ 14,784,028 | \$ 15,375,390 | \$ 15,990,405 | \$ 16,630,021 | \$ 17,295,222 |
| Total Non-Federal-Aid | \$ 50,052,589 | \$ 52,054,692 | \$ 54,136,881 | \$ 56,302,355 | \$ 58,554,449 | \$ 60,896,628 |
| <i>Based off 2022 FM, Secondary Road & City Street reports Assumes a 4% increase</i> | | | | | | |

RPA 17- Federal Aid- (TAP Funds)

| | 2024 | 2025 | 2026 | 2027 |
|---------------------------------|-------------------|-------------------|-------------------|---------------------|
| TAP Balance (Carryover) | \$ 214,493 | \$ 407,586 | \$ 607,586 | \$ 813,586 |
| TAP Target | \$ 193,093 | \$ 200,000 | \$ 206,000 | \$ 213,000 |
| Total Available for Programming | \$ 407,586 | \$ 607,586 | \$ 813,586 | \$ 1,026,586 |
| Total TAP Programmed | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Balance of TAP Funds | \$ 407,586 | \$ 607,586 | \$ 813,586 | \$ 1,026,586 |

Summary of Federal & State Funding Programming

| Type | Total Cost FY2024 | Fed. Aid/State | Total Cost FY2025 | Fed. Aid/State | Total Cost FY 2026 | Fed. Aid/State | Total Cost FY2027 | Fed. Aid/State |
|--------------|----------------------|----------------------|----------------------|---------------------|---------------------|---------------------|----------------------|----------------------|
| HBP | \$ 10,540,000 | \$ 9,930,000 | \$ 6,486,000 | \$ 6,485,200 | \$ 3,150,000 | \$ 3,150,000 | \$ 3,460,000 | \$ 3,460,000 |
| STBG | \$ 7,814,000 | \$ 6,245,000 | \$ 5,329,000 | \$ 4,497,000 | \$ 1,516,500 | \$ 644,500 | \$ 12,345,000 | \$ 9,176,200 |
| NHPP | \$ 7,674,000 | \$ 6,454,600 | \$ 3,402,000 | \$ 3,061,800 | \$ 0 | \$ 0 | \$ 4,213,000 | \$ 3,791,700 |
| HSIP | \$ 1,852,000 | \$ 1,666,800 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Transit | \$ 37,500 | \$ 37,500 | \$ 37,500 | \$ 37,500 | \$ 37,500 | \$ 37,500 | \$ 37,500 | \$ 37,500 |
| PRF | \$ 4,339,000 | \$ 0 | \$ 4,123,000 | \$ 0 | \$ 839,000 | \$ 0 | \$ 0 | \$ 0 |
| STBG-TAP | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| SWAP/HSIP | \$ 340,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| ILL | \$ 0 | \$ 0 | \$ 3,250,000 | \$ 0 | \$ 0 | \$ 0 | \$ 8,500,000 | \$ 0 |
| DGA/Grant | \$ 0 | \$ 0 | \$ 3,250,000 | \$ 2,560,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| TOTAL | \$ 32,596,500 | \$ 24,333,900 | \$ 25,877,500 | \$16,641,500 | \$ 5,543,000 | \$ 3,832,000 | \$ 28,555,500 | \$ 16,465,400 |

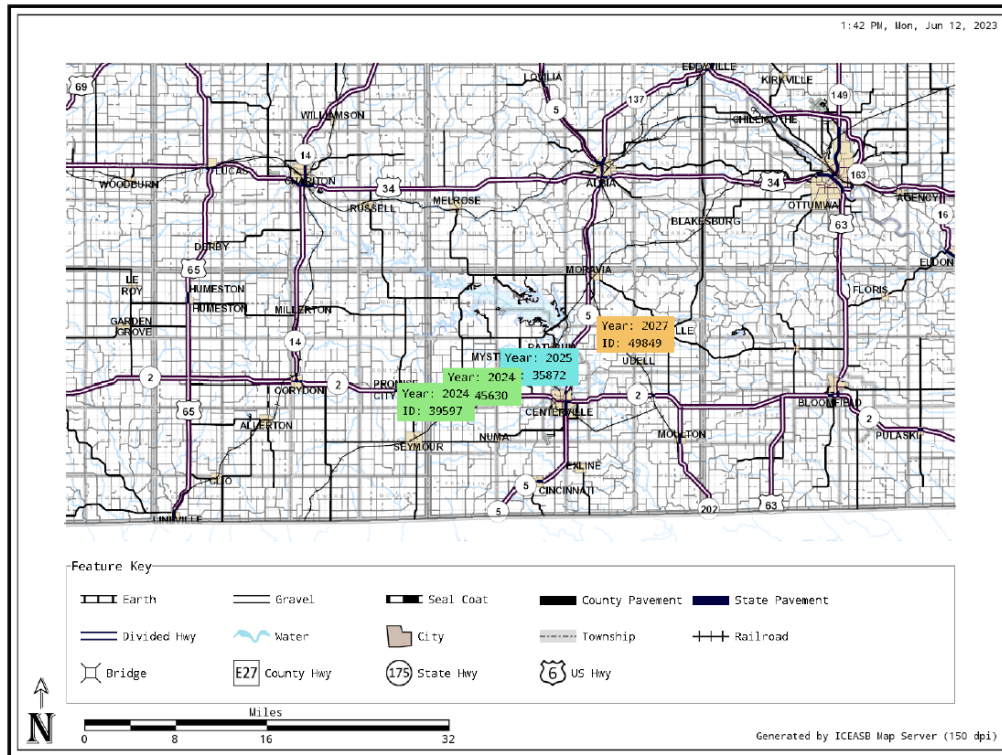
FY 2023 - RPA 17 PROJECT STATUS REPORT

RPA17 – Project Status FY23

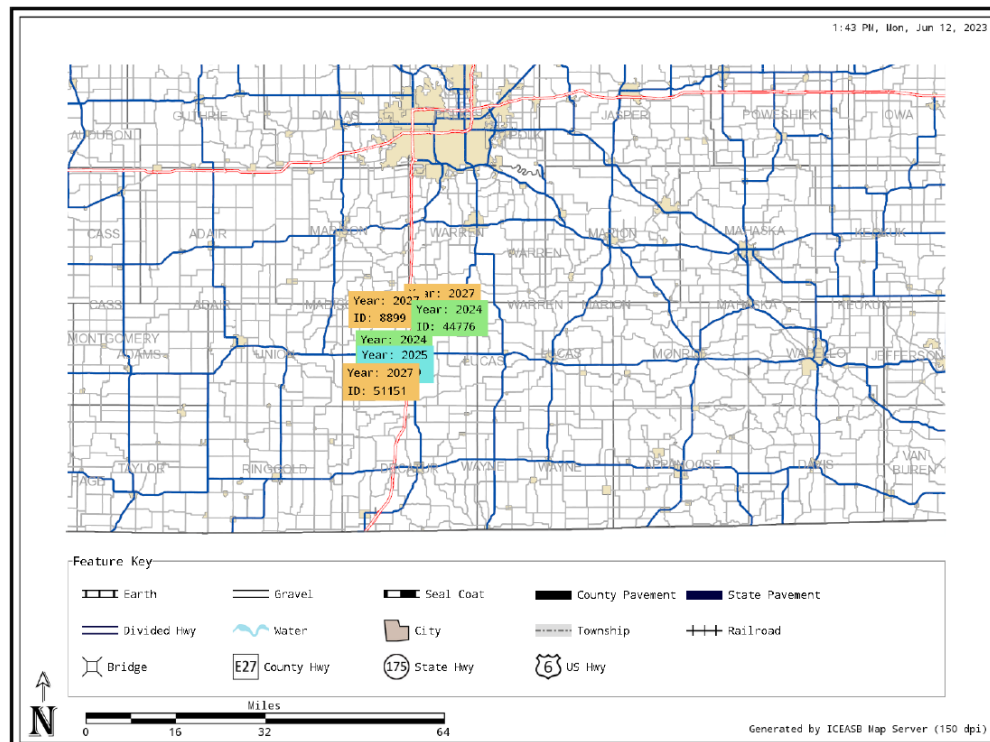
| 2023 | Project Number | Sponsor | Location | Worksite County | Status |
|-------|----------------------------|-----------------------|--|------------------|-------------------------|
| 17484 | STBG-SWAP-C059(51)--FG-59 | Lucas County | On H20, from Iowa Highway 14 East 0.93 miles to the west UPRR ROW in Williamson | Lucas County | In Construction |
| 45211 | STBG-SWAP-C059(71)--FG-59 | Lucas County | H30 from 490th St N on 215th Ave 0.5 miles & E on 495th St 1.75 miles to Iowa Hwy 14, and On H32 from S23 E 2.10 miles | Lucas County | In Construction |
| 37195 | BROS-SWAP-C026(117)--SE-26 | Davis County | On Ice Ave, 0.9 miles South of 260th St | Davis County | Let |
| 6407 | BROS-5772(606)--5F-20 | Clarke County | On KANSAS ST, Over S SQUAW CREEK, S15 T72 R26 | Clarke County | Active |
| 44776 | BROS-C020(123)--5F-20 | Clarke County | On PACIFIC ST, Over OTTER CREEK, S17 T73 R24 | Clarke County | Active |
| 39168 | BRF-5-1(74)--38-4 | IDOT | IA5: Cooper Creek 1.5 mi N of IA 2 | Appanoose County | Active |
| 52495 | NHSX-34-6(106)--3H-59 | IDOT | US34: Lucas to E of Co Rd S23 | Lucas County | Active |
| 39218 | BRF-63-1(91)--38-26 | IDOT | US63: Fox River 2.1 mi N of IA 2 | Davis County | Anticipate Let 10-15-24 |
| 37883 | BRF-5-1(71)--38-4 | IDOT | IA5: North Creek 2.6 mi S of Co Rd T20 | Appanoose County | Anticipate Let 12-19-23 |
| 48638 | STPN-69-2(29)--2J-20 | IDOT | US69: White Breast Creek to just N of Osceola SCL | Clarke County | Active |
| 52570 | NHSN-63-1(98,101)--2R-26 | IDOT | US63: In Bloomfield (Paving/ADA - District 5) | Davis County | Active |
| 52662 | STP-69-1(60)--2C-27 | IDOT | US69: 14 th St in Leon to Pearl St in Osceola | Decatur County | Active |
| 39290 | BRF-34-6(98)--38-59 | IDOT | US34: Little White Breast Creek 2.5 mi W of Co Rd S56 | Lucas County | Active |
| 39307 | BRF-34-6(99)--38-68 | IDOT | US34: BNSF RR 4.5 mi W of IA 5 | Monroe County | Active |
| 38083 | IMN-35-1(68)--0E-27 | IDOT | I35: Missouri to Polk Co | Decatur County | Complete |
| 48547 | NHSN-34-6(103)--2R-68 | IDOT | US34: 0.5 mi E of Co Rd S70 and Approx 1 mi W of Co Rd T19 | Monroe County | Active |
| 52708 | STP-S-C068(93)--7N-68 | Monroe County | On S-70, from State Hwy 34 South approximately 2.1 miles to 225th Ave | Monroe County | Bid 7/18/23 |
| 26792 | BRS-C068(76)--60-68 | Monroe County | On H 27, Over UP RR, from 677th Ave W 0.1 miles to Bridge S12 T72 R17 | Monroe County | Bid 9/19/23 |
| 26793 | BRS-C068(77)--60-68 | Monroe County | On H27, 165th st, Over BNSF RR, from 685th Ave W .1 miles to said Bridge S6 T72 R16 | Monroe County | Bid 9/19/23 |
| 40228 | BROS-SWAP-C027(87)--FE-27 | Decatur County | On J 48, Over Unnamed Tributary to Grand River, S16 T68 R26 | Decatur County | Let |
| 38783 | BHS-C027(77)--63-27 | Decatur County | On J66, Over Weldon River, S22 T67 R24 | Decatur County | Let |
| 45626 | BROS-SWAP-C004(120)--SE-04 | Appanoose County | On 135TH AVE, Over COAL CREEK, from 524th St S 0.9 miles to bridge S10 T68 R19 | Appanoose County | In Construction |
| 39511 | STBG-SWAP-C004(117)--FG-04 | Appanoose County | On S70, from J5T 7.2 miles to Monroe County Line | Appanoose County | Let 8/1/23 |
| 39512 | STBG-SWAP-C004(118)--FG-04 | Appanoose County | On J5T, from 195th Ave North & East 1 Miles to J29 | Appanoose County | Let 8/1/23 |
| 39370 | BRF-65-1(32)--38-93 | IDOT | US65: CALEB CREEK 2.0 MI S OF CO RD J46 | Wayne County | Active |
| 53061 | NHFP-ISRY(001)--2F-00 | Iowa Southern Railway | Iowa Southern Railway: Rehabilitation between Centerville and Moravia | Statewide | On going |
| 37629 | STP-S-C068(92)--5E-68 | Monroe County | On H32 from State Hwy 5 West approximately 3.7 miles to 586th Ave | Monroe County | Bid 7/18/23 |

TIP/STIP Map – RPA 17 Projects in region

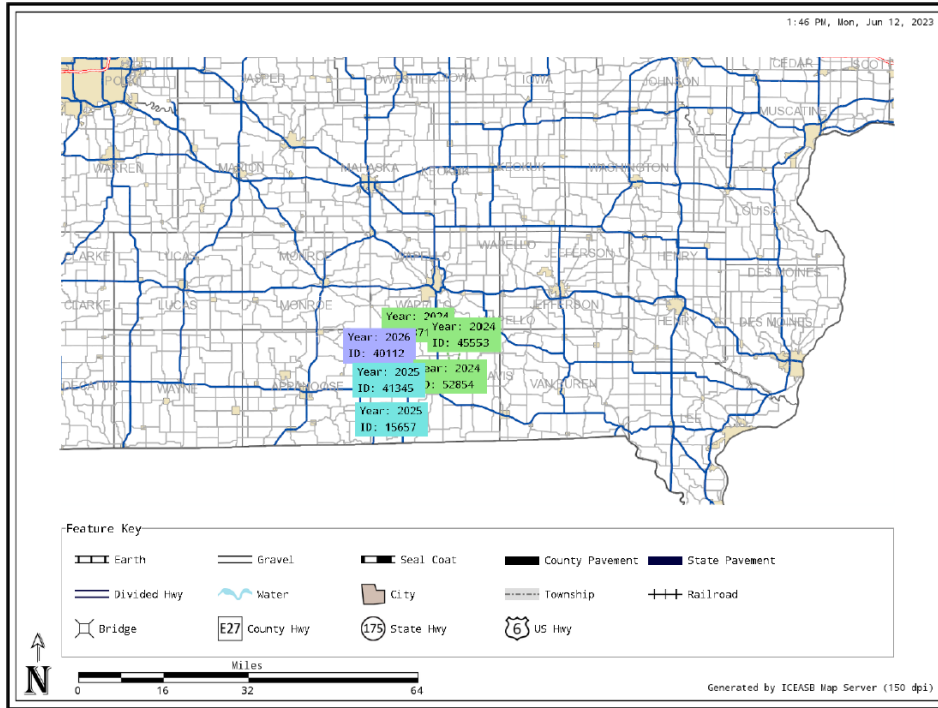
Appanoose County - Project Map



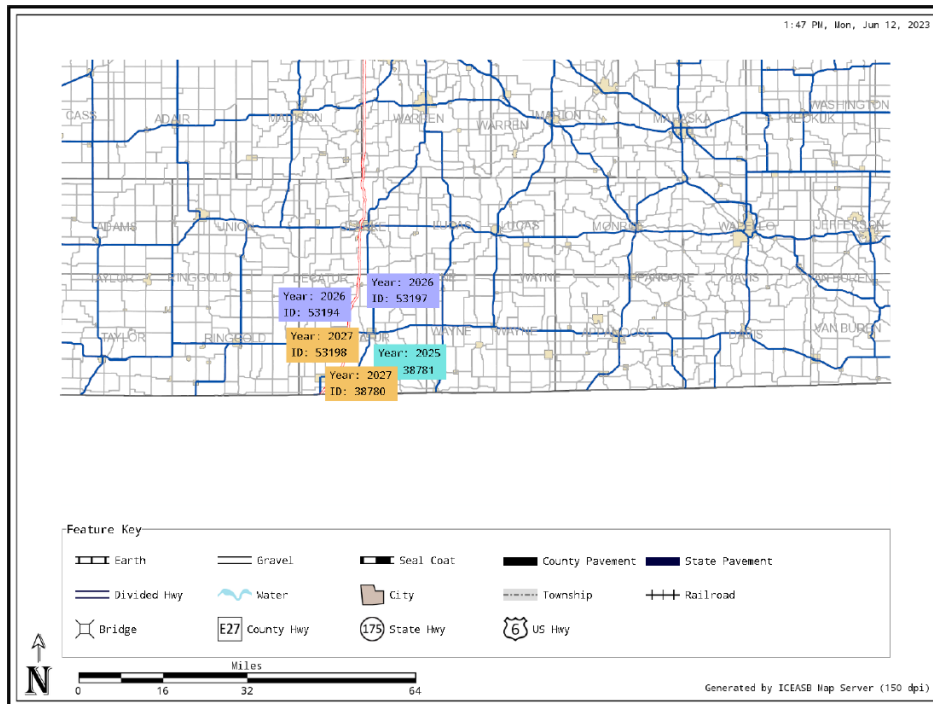
Clarke County - Project Map



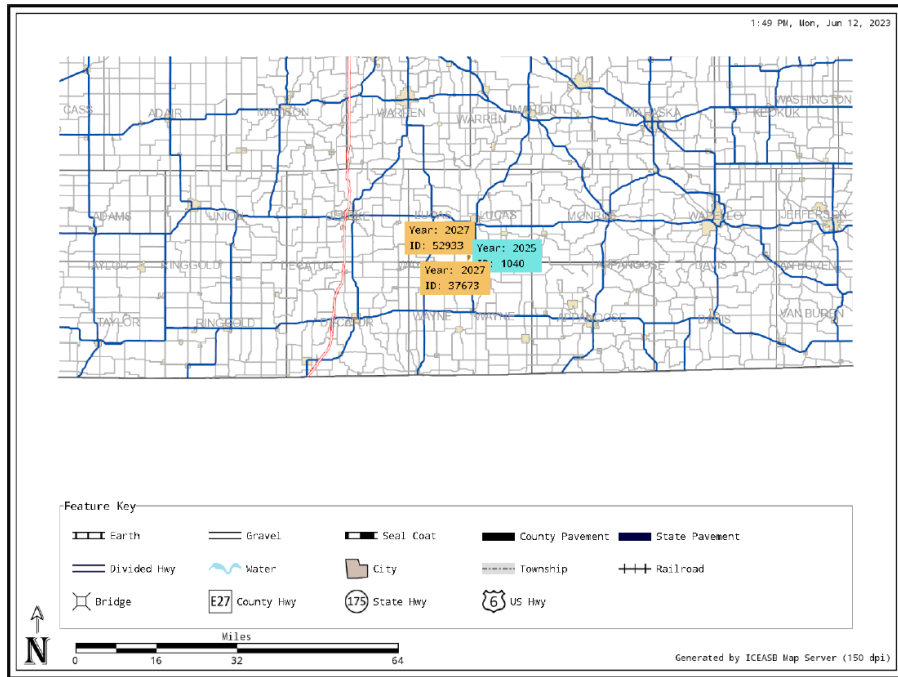
Davis County - Project Map



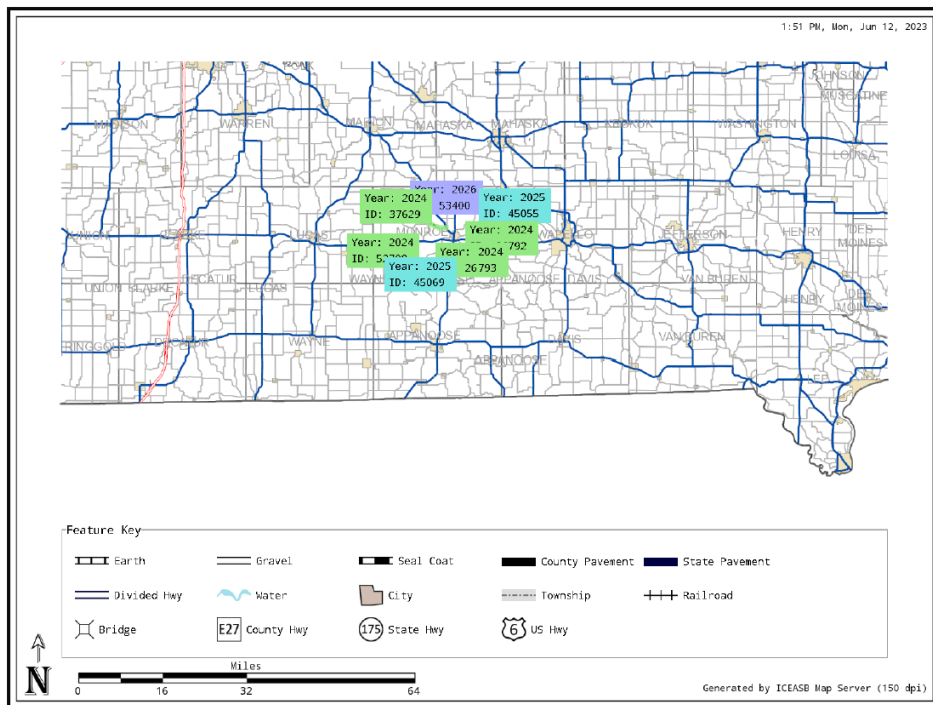
Decatur County - Project Map



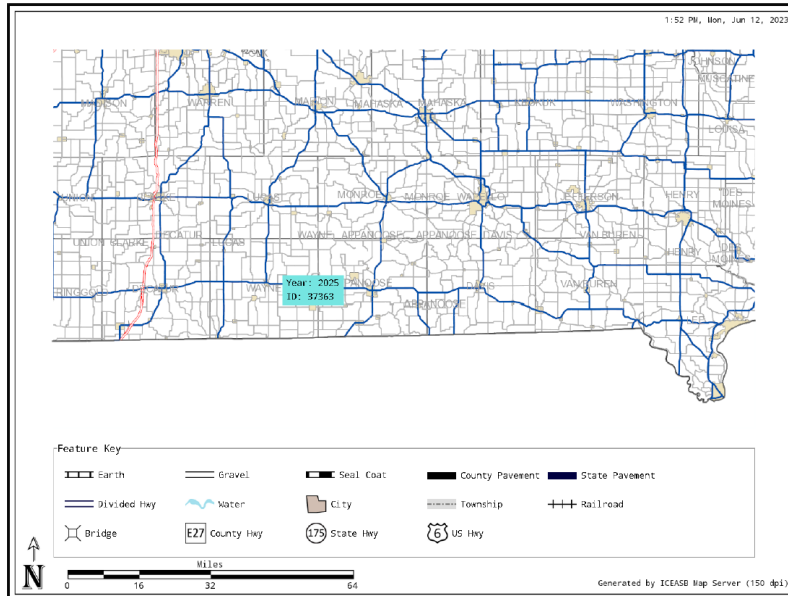
Lucas County Map- Project Map



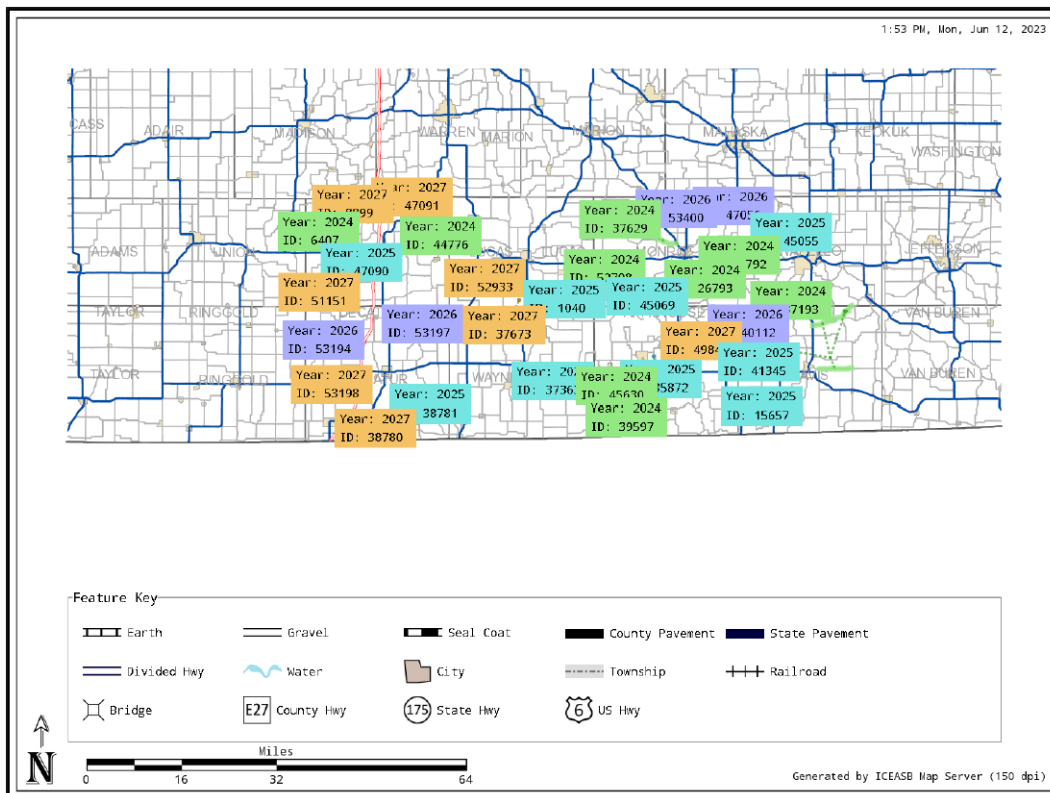
Monroe County- Project Map



Wayne County - Project Map



Regional Project Map



**FY 2024-2027 TIP APPROVED PROJECTS
FOR RPA-17/CVTPA REGION**

6/26/2023

2024 Statewide Transportation Improvement Program

RPA 17

Grant Application

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|--------------|----------------------------------|----------------|-------------|------|-------------|------|------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 1040 | DGA-C059(28)--XT-59 | Submitted | Total | | \$3,250,000 | | | \$3,250,000 |
| Lucas County | On H 50, Over UP RR, S21 T71 R21 | 6/17/2025 | Federal Aid | | | | | |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| | | | Grant App | | \$2,560,000 | | | \$2,560,000 |

HBP

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|------------------|--|--------------------|-------------|-------------|-------------|------|------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 6407 | BROS-5772(606)--5F-20 | Draft TIP Approved | Total | \$1,000,000 | | | | \$1,000,000 |
| Clarke County | On KANSAS ST, Over S SQUAW CREEK, S15 T72 R26 | 11/21/2023 | Federal Aid | \$1,000,000 | | | | \$1,000,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 45630 | BROS-C004(121)--8J-04 | Draft TIP Approved | Total | \$900,000 | | | | \$900,000 |
| Appanoose County | On 150TH AVE, Over WALNUT CREEK, from IA 2 N 0.8 miles to bridge S25 T69 R19 | 11/21/2023 | Federal Aid | \$900,000 | | | | \$900,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 39597 | BROS-C004(122)--5F-04 | Draft TIP Approved | Total | \$640,000 | | | | \$640,000 |
| Appanoose County | On 110th Ave, Over Walnut Creek, from IA 2 South 1.1 Miles, on WLINE S32 T69 R19 | 11/21/2023 | Federal Aid | \$640,000 | | | | \$640,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 44776 | BROS-C020(123)--5F-20 | Draft TIP Approved | Total | \$500,000 | | | | \$500,000 |
| Clarke County | On PACIFIC ST, Over OTTER CREEK, S17 T73 R24 | 2/20/2024 | Federal Aid | \$500,000 | | | | \$500,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 37193 | BROS-C026(114)--8J-26 | Draft TIP Approved | Total | \$1,000,000 | | | | \$1,000,000 |
| Davis County | On Kress Ave, 0.6 miles North of 125th St | 1/17/2024 | Federal Aid | \$1,000,000 | | | | \$1,000,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 45553 | BRS-C026(125)--60-26 | Draft TIP Approved | Total | \$2,000,000 | | | | \$2,000,000 |
| Davis County | On J 15, Over SOAP CREEK, S7 T70 R12 | 11/19/2024 | Federal Aid | \$1,600,000 | | | | \$1,600,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | \$400,000 | | | | \$400,000 |
| 26792 | BRS-C068(76)--60-68 | Draft TIP Approved | Total | \$1,050,000 | | | | \$1,050,000 |
| Monroe County | On H 27, Over UP RR, from 677th Ave W 0.1 miles to Bridge S12 T72 R17 | 10/17/2023 | Federal Aid | \$840,000 | | | | \$840,000 |
| | Bridge Removal | | Regional | | | | | |
| | | | Swap | \$210,000 | | | | \$210,000 |
| 26793 | BRS-C068(77)--60-68 | Draft TIP Approved | Total | \$3,450,000 | | | | \$3,450,000 |
| Monroe County | On H27, 165th st, Over BNSF RR, from 685th Ave W .1 miles to said Bridge S6 T72 R16 | 10/17/2023 | Federal Aid | \$2,760,000 | | | | \$2,760,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | \$690,000 | | | | \$690,000 |
| 35872 | BROS-C004(105)--5F-04 | Draft TIP Approved | Total | | \$1,400,000 | | | \$1,400,000 |
| Appanoose County | On 200th Ave, Over Walnut Creek, from 477th Street S 0.7 miles to Clarkdale Bridge S14 T69 R18 | 11/19/2024 | Federal Aid | | \$1,400,000 | | | \$1,400,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |

HBP

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|----------------|--|--------------------|-------------|------|-------------|-------------|------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 47090 | BROS-C020(126)--5F-20 | Draft TIP Approved | Total | | \$800,000 | | | \$800,000 |
| Clarke County | On HOOVER ST, Over WHITE BREAST CREEK, S26 T72 R26 | 1/17/2024 | Federal Aid | | \$800,000 | | | \$800,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 41345 | BROS-C026(131)--5F-26 | Draft TIP Approved | Total | | \$650,000 | | | \$650,000 |
| Davis County | On 202ND ST, Over FOX RIVER, S23 T69 R15 | 5/21/2024 | Federal Aid | | \$650,000 | | | \$650,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 45069 | BROS-C068()-8J-68 | Draft TIP Approved | Total | | \$600,000 | | | \$600,000 |
| Monroe County | On 595TH AVE, Over CREEK, from 265th St S 0.1 miles to Said Bridge S27 T71 R18 | | Federal Aid | | \$600,000 | | | \$600,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 37363 | BROS-C093(97)--8J-93 | Draft TIP Approved | Total | | \$750,000 | | | \$750,000 |
| Wayne County | On 245th St, Over Walnut Creek, S36 T69 R20 | 12/17/2024 | Federal Aid | | \$750,000 | | | \$750,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 38781 | BRS-C027(81)--60-27 | Draft TIP Approved | Total | | \$2,286,000 | | | \$2,286,000 |
| Decatur County | On J66, Over Little River, in SE S13 T67 R25 | 11/19/2024 | Federal Aid | | \$1,828,800 | | | \$1,828,800 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | \$457,200 | | | \$457,200 |
| 53194 | BHS-C027()-63-27 | Draft TIP Approved | Total | | | \$750,000 | | \$750,000 |
| Decatur County | On J 20, Over GRAND RIVER, S34 T70 R27 | | Federal Aid | | | \$600,000 | | \$600,000 |
| | Bridge Deck Overlay | | Regional | | | | | |
| | | | Swap | | | \$150,000 | | \$150,000 |
| 53197 | BROS-C027()-5F-27 | Draft TIP Approved | Total | | | \$500,000 | | \$500,000 |
| Decatur County | On J 22, Over WELDON RIVER, S16 T70 R24 | | Federal Aid | | | \$500,000 | | \$500,000 |
| | Bridge Replacement-CCS | | Regional | | | | | |
| | | | Swap | | | | | |
| 53400 | BROS-C068()-5F-68 | Draft TIP Approved | Total | | | \$1,000,000 | | \$1,000,000 |
| Monroe County | On H 16, Over STREAM, from 697th Avenue E 2.0 miles to said bridge S3 T73 R16 | | Federal Aid | | | \$1,000,000 | | \$1,000,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 40112 | BRS-C026()-60-26 | Draft TIP Approved | Total | | | \$900,000 | | \$900,000 |
| Davis County | On V 17, Over SMALL STREAM, S19 T70 R14 | | Federal Aid | | | \$720,000 | | \$720,000 |
| | Bridge Replacement | | Regional | | | | | |
| | | | Swap | | | \$180,000 | | \$180,000 |

HBP

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|------------------|--|--------------------|-------------|------|------|-------------|-------------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 49849 | BROS-C004()-5F-04 | Draft TIP Approved | Total | | | | \$600,000 | \$600,000 |
| Appanoose County | On J 27, Over SOAP CREEK, 0.1 miles S31 T70 R16 Bridge Replacement | | Federal Aid | | | | \$600,000 | \$600,000 |
| | | | Regional | | | | | |
| | | | Swap | | | | | |
| 47091 | BROS-C020(127)--8J-20 | Draft TIP Approved | Total | | | \$400,000 | \$400,000 | |
| Clarke County | On WYOMING ST, Over Creek, S6 T73 R24 Bridge Replacement, Bridge Replacement-CCS | 11/21/2023 | Federal Aid | | | | \$400,000 | \$400,000 |
| | | | Regional | | | | | |
| | | | Swap | | | | | |
| 8899 | BROS-C020(67)--8J-20 | Draft TIP Approved | Total | | | \$500,000 | \$500,000 | |
| Clarke County | On SCOTT STREET, Over Local Creek, from 195th W .3 miles to bridge. S9 T73 R26 Bridge Replacement | 4/20/2027 | Federal Aid | | | | \$500,000 | \$500,000 |
| | | | Regional | | | | | |
| | | | Swap | | | | | |
| 53198 | BROS-C027()-5F-27 | Draft TIP Approved | Total | | | \$1,600,000 | \$1,600,000 | |
| Decatur County | On 150TH AVE, Over ELK CREEK, S11 T68 R27 Bridge Replacement-PPCB | | Federal Aid | | | | \$1,600,000 | \$1,600,000 |
| | | | Regional | | | | | |
| | | | Swap | | | | | |
| 37673 | BROS-C059(66)--8J-59 | Draft TIP Approved | Total | | | \$360,000 | \$360,000 | |
| Lucas County | On 220TH AVE, Over WOLF CREEK, in the SE1/4 S25 T71 R22 Bridge Replacement | 11/19/2024 | Federal Aid | | | | \$360,000 | \$360,000 |
| | | | Regional | | | | | |
| | | | Swap | | | | | |

HSIP

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|-----------------------------------|--|--------------------|-------------|-----------|------|------|------|-----------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 54567 | IHSIPX-035()-08-20 | Draft TIP Approved | Total | \$872,000 | | | | \$872,000 |
| Iowa Department of Transportation | I 35: Decatur Co Line to IA 92 Pavement Markings | | Federal Aid | \$784,800 | | | | \$784,800 |
| | | | Regional | | | | | |
| | | | Swap | | | | | |
| 54566 | IHSIPX-035()-08-27 | Draft TIP Approved | Total | \$980,000 | | | | \$980,000 |
| Iowa Department of Transportation | I 35: Missouri State Line to Clarke Co Line Pavement Markings | | Federal Aid | \$882,000 | | | | \$882,000 |
| | | | Regional | | | | | |
| | | | Swap | | | | | |

ILL

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|--------------|---|----------------|-------------|------|------|------|-------------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 52933 | ILL-C059(75)--92-59 | Draft TIP | Total | | | | \$8,500,000 | \$8,500,000 |
| Lucas County | On H50, from US 65 E 9.3 miles to Iowa Hwy 14 | Approved | Federal Aid | | | | | |
| | | | Regional | | | | | |
| | | | Swap | | | | | |

NHPP

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|-----------------------------------|--|----------------|-------------|-------------|-------------|------|-------------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 39200 | IMX-035()--02-20 | Draft TIP | Total | \$3,154,000 | \$3,402,000 | | | \$6,556,000 |
| Iowa Department of Transportation | I 35: 0.5 mi N of US 34 to Warren Co | Approved | Federal Aid | \$2,838,600 | \$3,061,800 | | | \$5,900,400 |
| | Pavement Rehab | | Regional | | | | | |
| | | | Swap | | | | | |
| 54630 | NHSX-005()--3H-68 | Draft TIP | Total | \$4,520,000 | | | | \$4,520,000 |
| Iowa Department of Transportation | IA 5: IA 137 to SCL of Lovilla | Approved | Federal Aid | \$3,616,000 | | | | \$3,616,000 |
| | Pavement Rehab | | Regional | | | | | |
| | | | Swap | | | | | |
| 54724 | IMX-035()--02-20 | Draft TIP | Total | | | | \$3,116,000 | \$3,116,000 |
| Iowa Department of Transportation | I 35: White Breast Creek 1.3 mi S of US 34 (NB/SB) | Approved | Federal Aid | | | | \$2,804,400 | \$2,804,400 |
| | Bridge Rehabilitation | | Regional | | | | | |
| | | | Swap | | | | | |
| 54696 | IMX-035()--02-27 | Draft TIP | Total | | | | \$1,097,000 | \$1,097,000 |
| Iowa Department of Transportation | I 35: At the Co Rd J20 Interchange | Approved | Federal Aid | | | | \$987,300 | \$987,300 |
| | Bridge Deck Overlay | | Regional | | | | | |
| | | | Swap | | | | | |

PRF

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|-----------------------------------|---|--------------------|-------------|-------------|-------------|------|------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 48561 | BRFN-002()--39-27 | Draft TIP Approved | Total | \$588,000 | | | | \$588,000 |
| Iowa Department of Transportation | IA 2: McGruder Creek 1.5 mi E of E Jct US 69 | | Federal Aid | | | | | |
| | Bridge Deck Overlay | | Regional | | | | | |
| | | | Swap | | | | | |
| 45294 | BRFN-002()--39-93 | Draft TIP Approved | Total | \$777,000 | | | | \$777,000 |
| Iowa Department of Transportation | IA 2: Jackson Creek 3.8 mi W of Co Rd S56 | | Federal Aid | | | | | |
| | Bridge Deck Overlay | | Regional | | | | | |
| | | | Swap | | | | | |
| 48555 | IMN-035()--0E-20 | Draft TIP Approved | Total | \$1,180,000 | | | | \$1,180,000 |
| Iowa Department of Transportation | I 35: NB Weigh Station 1.2 mi N of Co Rd H45 | | Federal Aid | | | | | |
| | Pave | | Regional | | | | | |
| | | | Swap | | | | | |
| 39220 | IMN-035()--0E-27 | Draft TIP Approved | Total | \$1,238,000 | | | | \$1,238,000 |
| Iowa Department of Transportation | I 35: 310th St 2.5 mi S of US 69 (NB/SB) | | Federal Aid | | | | | |
| | Bridge Deck Overlay | | Regional | | | | | |
| | | | Swap | | | | | |
| 54586 | STPN-005()--2J-04 | Draft TIP Approved | Total | \$105,000 | | | | \$105,000 |
| Iowa Department of Transportation | IA 5: Stream Bank Mitigation Site Not Yet Determined | | Federal Aid | | | | | |
| | Wetland Mitigation | | Regional | | | | | |
| | | | Swap | | | | | |
| 54548 | STPN-014()--2J-59 | Draft TIP Approved | Total | \$451,000 | | | | \$451,000 |
| Iowa Department of Transportation | IA 14: 2.1 mi S of US 34 to 3.6 mi N of Co Rd J22 - 7 Locations | | Federal Aid | | | | | |
| | Slope Improvement, Right of Way | | Regional | | | | | |
| | | | Swap | | | | | |
| 48573 | IMN-035()--0E-27 | Draft TIP Approved | Total | | \$720,000 | | | \$720,000 |
| Iowa Department of Transportation | I 35: Co Rd R30 1.0 mi S of IA 2 | | Federal Aid | | | | | |
| | Bridge Deck Overlay | | Regional | | | | | |
| | | | Swap | | | | | |
| 48430 | NHSN-063()--2R-26 | Draft TIP Approved | Total | | \$1,007,000 | | | \$1,007,000 |
| Iowa Department of Transportation | US 63: North Chequest Creek 2.6 mi N of Co Rd J3T | | Federal Aid | | | | | |
| | Right of Way | | Regional | | | | | |
| | | | Swap | | | | | |
| 48587 | NHSN-063()--2R-26 | Draft TIP Approved | Total | | \$2,396,000 | | | \$2,396,000 |
| Iowa Department of Transportation | US 63: Middle Chequest Creek 0.2 mi N of 180th St | | Federal Aid | | | | | |
| | Bridge Replacement, Right of Way | | Regional | | | | | |
| | | | Swap | | | | | |

PRF

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|-----------------------------------|--|----------------|-------------|------|------|-----------|------|-----------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 52678 | BRFN-0690--39-27 | Draft TIP | Total | | | \$839,000 | | \$839,000 |
| Iowa Department of Transportation | US 69: Dickersons Branch 1.1 mi S of Co Rd J66 | Approved | Federal Aid | | | | | |
| | Bridge Deck Overlay | | Regional | | | | | |
| | | | Swap | | | | | |

STBG

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|-----------------------------------|---|----------------|-------------|-------------|-------------|-----------|-------------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 37883 | BRF-005()-38-04 | Draft TIP | Total | \$5,915,000 | | | | \$5,915,000 |
| Iowa Department of Transportation | IA 5: North Creek 2.6 mi S of Co Rd T20 | Approved | Federal Aid | \$4,732,000 | | | | \$4,732,000 |
| | Culvert Replacement | | Regional | | | | | |
| | | | Swap | | | | | |
| 1001 | RGPL-PA17(RTP)--ST-00 | In Prep | Total | \$49,000 | \$49,000 | \$49,000 | \$49,000 | \$196,000 |
| RPA 17 | RPA 17: RPA 17 TRANSPORTATION PLANNING | | Federal Aid | \$33,000 | \$33,000 | \$33,000 | \$33,000 | \$132,000 |
| | Trans Planning | | Regional | \$33,000 | \$33,000 | | | \$66,000 |
| | | | Swap | | | | | |
| 37629 | STP-S-C068(92)--5E-68 | Draft TIP | Total | \$1,200,000 | | | | \$1,200,000 |
| Monroe County | On H32 from State Hwy 5 West approximately 3.7 miles to 586th Ave | Approved | Federal Aid | \$960,000 | | | | \$960,000 |
| | Pavement Rehab | 7/18/2023 | Regional | \$960,000 | | | | \$960,000 |
| | | | Swap | | | | | |
| 52708 | STP-S-C068(93)--7N-68 | Draft TIP | Total | \$650,000 | | | | \$650,000 |
| Monroe County | On S-70, from State Hwy 34 South approximately 2.1 miles to 225th Ave | Approved | Federal Aid | \$520,000 | | | | \$520,000 |
| | Pavement Rehab | 7/18/2023 | Regional | \$520,000 | | | | \$520,000 |
| | | | Swap | | | | | |
| 39218 | BRF-063()-38-26 | Draft TIP | Total | | \$3,330,000 | | | \$3,330,000 |
| Iowa Department of Transportation | US 63: Fox River 2.1 mi N of IA 2 | Approved | Federal Aid | | \$2,664,000 | | | \$2,664,000 |
| | Bridge New | | Regional | | | | | |
| | | | Swap | | | | | |
| 15657 | STP-S-C026(106)--5E-26 | Draft TIP | Total | | \$1,200,000 | | | \$1,200,000 |
| Davis County | On 276TH ST, from Hwy 63 to Dewberry Ave | Approved | Federal Aid | | \$1,000,000 | | | \$1,000,000 |
| | Pavement Rehab | 12/19/2023 | Regional | | \$1,000,000 | | | \$1,000,000 |
| | | | Swap | | \$200,000 | | | \$200,000 |
| 45055 | STP-S-C068()-5E-68 | Draft TIP | Total | | \$750,000 | | | \$750,000 |
| Monroe County | On T 61, from State Hwy 137 S 1 miles to 170th St | Approved | Federal Aid | | \$600,000 | | | \$600,000 |
| | HMA Pavement - New | | Regional | | \$600,000 | | | \$600,000 |
| | | | Swap | | | | | |
| 52497 | BRF-034()-38-68 | Draft TIP | Total | | | \$6,000 | \$3,130,000 | \$3,136,000 |
| Iowa Department of Transportation | US 34: Coal Creek 2.0 mi W of IA 5 | Approved | Federal Aid | | | \$4,800 | \$2,504,000 | \$2,508,800 |
| | Bridge New, Right of Way | | Regional | | | | | |
| | | | Swap | | | | | |
| 52677 | STP-069()-2C-27 | Draft TIP | Total | | | \$524,000 | | \$524,000 |
| Iowa Department of Transportation | US 69: I-35 Interchange | Approved | Federal Aid | | | \$419,200 | | \$419,200 |
| | Bridge Deck Overlay | | Regional | | | | | |
| | | | Swap | | | | | |

STBG

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|-----------------------------------|---|--------------------|-------------|------|------|-----------|-------------|-------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 47056 | STP-S-C090)--5E-68 | Draft TIP Approved | Total | | | \$937,500 | | \$937,500 |
| Wapello County | On T61, from HWY 137 S 1 miles to 170th Street | | Federal Aid | | | \$187,500 | | \$187,500 |
| | PCC Pavement - Miscellaneous | | Regional | | | \$187,500 | | \$187,500 |
| | | | Swap | | | | | |
| 54694 | BRF-034)--38-59 | Draft TIP Approved | Total | | | | \$2,331,000 | \$2,331,000 |
| Iowa Department of Transportation | US 34: Russell Blvd, BNSF RR, and UP RR 0.4 mi E of IA 14 in Chariton | | Federal Aid | | | | \$1,864,800 | \$1,864,800 |
| | Bridge Deck Overlay | | Regional | | | | | |
| | | | Swap | | | | | |
| 54695 | BRF-034)--38-59 | Draft TIP Approved | Total | | | | \$785,000 | \$785,000 |
| Iowa Department of Transportation | US 34: BNSF RR 0.1 mi E of W Jct US 65 in Lucas | | Federal Aid | | | | \$628,000 | \$628,000 |
| | Bridge Deck Overlay | | Regional | | | | | |
| | | | Swap | | | | | |
| 54723 | BRF-034)--38-68 | Draft TIP Approved | Total | | | | \$1,246,000 | \$1,246,000 |
| Iowa Department of Transportation | US 34: Cedar Creek 4.4 mi W of IA 5 | | Federal Aid | | | | \$996,800 | \$996,800 |
| | Bridge Rehabilitation | | Regional | | | | | |
| | | | Swap | | | | | |
| 54593 | BRF-065)--38-93 | Draft TIP Approved | Total | | | | \$312,000 | \$312,000 |
| Iowa Department of Transportation | US 65: Drainage Ditch 2.8 mi N of IA 2 | | Federal Aid | | | | \$249,600 | \$249,600 |
| | | | Regional | | | | | |
| | | | Swap | | | | | |
| 51151 | STP-S-C020(R25)--5E-20 | Draft TIP Approved | Total | | | | \$4,000,000 | \$4,000,000 |
| Clarke County | On R 25, from H45 N 5.0 miles to Hwy 34 | | Federal Aid | | | | \$1,000,000 | \$1,000,000 |
| | Pavement Rehab | | Regional | | | | \$1,000,000 | \$1,000,000 |
| | | | Swap | | | | | |
| 38780 | STP-S-C027)--5E-27 | Draft TIP Approved | Total | | | | \$4,492,000 | \$4,492,000 |
| Decatur County | On J 66, from HWY 69 SE 6.9 miles to Missouri State Line | | Federal Aid | | | | \$1,900,000 | \$1,900,000 |
| | HMA Resurfacing with Milling | | Regional | | | | \$1,900,000 | \$1,900,000 |
| | | | Swap | | | | | |

SWAP-HSIP

| Project ID | Project Number | Approval Level | | 2024 | 2025 | 2026 | 2027 | Totals |
|--------------|---------------------------------------|--------------------|-------------|-----------|------|------|------|-----------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 52854 | HSIP-SWAP-C026(136)--FJ-26 | Draft TIP Approved | Total | \$340,000 | | | | \$340,000 |
| Davis County | On 180th St, 215th St and Floris Road | 9/19/2023 | Federal Aid | | | | | |
| | Clearing and Grubbing | | Regional | | | | | |
| | | | Swap | \$340,000 | | | | \$340,000 |

FY 2024- 2027 TIP APPROVED TRANSIT PROJECTS FOR RPA-17/CVTPA REGION

TPMS Transit • 6/12/23, 1:32 PM

2024 Transit Projects

TPMS Transit • 2024 • Page 1 of 2

TPMS Transit • 6/12/23, 1:32 PM

RPA 17

| Project ID Sponsor | Funds Fiscal Year Level | Project Type | Description Agency Vehicle Unit Number | | 2024 | 2025 | 2026 | 2027 | Totals |
|-----------------------|-------------------------------|--------------|--|-------|----------|----------|----------|----------|-----------|
| 1702 RPA 17 | 5311 Submitted | Planning | RPA Transportation Planning | Total | \$37,500 | \$37,500 | \$37,500 | \$37,500 | \$150,000 |
| | | | | FA | \$37,500 | \$37,500 | \$37,500 | \$37,500 | \$150,000 |
| | | | | DOT | | | | | |

TPMS Transit • 2024 • Page 2 of 2

Resolution of Adoption

Chariton Valley Transportation Planning Affiliation

308 North 12th Street

Centerville, Iowa 52544

641-437-4359 – phone

641-895-8812 Nichole Cell

www.cvpdcog.com

Email: nmoore@charitonvalleyplanning.com



RESOLUTION ADOPTING THE FINAL FY 2024-2027 CVTPA TRANSPORTATION IMPROVEMENT PLAN (TIP) – RPA 17

WHEREAS, governmental bodies in the seven county region have established the Chariton Valley Transportation Planning Affiliation (CVTPA-RPA 17); and

WHEREAS, the Chariton Valley Transportation Planning Affiliation was organized by the seven-county (7) region to fulfill the requirements of the FAST ACT and IIJA and subsequent legislation by granting greater public participation in the planning and programming of transportation projects; and

WHEREAS, the Chariton Valley Transportation Planning Affiliation has developed a FINAL Transportation Improvement Plan for FY 2024-2027; and

WHEREAS, the Federal Highway Administration makes funds available for the purpose of carrying out the transportation planning process and the Federal Transit Administration provides a portion of funds for transit planning;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CHARITON VALLEY TRANSPORTATION PLANNING AFFILIATION.

1. To adopt the FINAL FY 2024-2027 Transportation Improvement Plan (TIP)
2. To authorize CVPD to file all necessary work program documents required by U.S. DOT and Iowa DOT and to sign all necessary work program documents and grant agreements.

Considered on this _____ day of _____, 2023 in Appanoose County, IA.

It was moved by _____ and seconded by _____ the Resolution be adopted by the Technical Advisory Committee. The motion Passed/Failed.

Technical Advisory Chairperson – CVTPA

It was moved by _____ and seconded by _____ the Resolution be adopted by the Policy Board. The motion Passed/Failed.

Policy Board Chairperson -CVTPA

Acknowledgment: _____
Nichole L. Moore

**Chariton Valley Transportation Planning Affiliation – RPA 17
FY 2024-2027 Transportation Improvement Plan**

Submitted to:
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Submitted By:
Chariton Valley Planning & Development Council
Nichole L. Moore, Executive Director
308 North 12th Street
Centerville, Iowa 52544
641-437-4359
nmoore@charitonvalleyplanning.com

The RPA-17 FY2024-2027 Transportation Improvement Program was prepared on behalf of the member counties, cities, and transit agencies with assistance on the Technical Advisory Committee and Policy Board as well as, The Federal Highway Administration, Federal Transit Administration, and the Iowa Department of Transportation.