



**TRANSPORTATION IMPROVEMENT PROGRAM  
FY 2023-2026**

*Prepared for Chariton Valley Transportation Planning Affiliation – RPA 17*

*Final & Approved – July 7, 2022*

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The preparation of this document has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 of Title 23, U.S. Code. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

## **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 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.

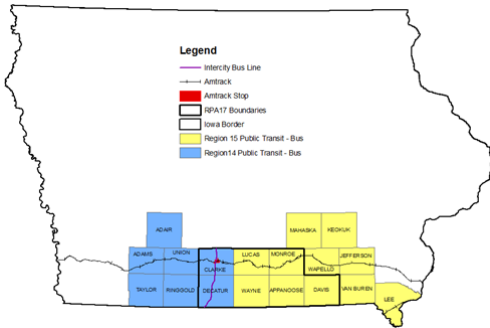
In addition to STBG/SWAP, there are regional Iowa Transportation Alternative (TAP) funds available to request. These funds may be used Trails, Sidewalks, and Safe Routes to School projects, environmental projects, and Historic Preservation. There is an application process submitted annually on/before 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 on 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 projects are submitted to region through an application process that will be submitted to the region around the April 15<sup>th</sup> deadline to be reviewed by CVPD staff and be included in the next TAC & Policy meeting for discussion and review. 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 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 is 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 2023-2026 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 is moving 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 reimagining 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) 2023-2026 were developed through the cooperation of city and county governments in the counties of Appanoose, Davis, Decatur, Clarke, Lucas, Monroe, and Wayne Counties known as Regional Planning Affiliation (RPA) 17. Economic development organizations, special interest groups, 2 transit agencies and public were also consulted through a public participation process in compliance with IIJA 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.

## **Current Federal-Aid Swap Policy**

### **Planning and Programming**

- Participation in federal-aid swap - Each Regional Planning Affiliation (RPA) is assumed to be a participant in the swap program unless their policy board decides otherwise. If participating in swap, all eligible projects must be swapped. In rare circumstances, an exception may be considered.
- Federal funding will be swapped with Primary Road Funds on a dollar-for-dollar basis.
- Funding eligible to be swapped – eligible road and bridge projects from the following federal funding programs
  - Surface Transportation Block Grant (STBG)
  - Congestion Mitigation and Air Quality Improvement (CMAQ): Projects awarded to cities and counties through the Iowa’s Clean Air Attainment Program (ICAAP)
  - Highway Safety Improvement Program (HSIP) - Secondary: County projects allocated through the HSIP – Secondary program

### **Programming**

- STBG funds are allocated based on FAST Act Implementation Policies adopted by the Commission in September 2016.
- With the exception of dedicated county and city bridge funds, RPAs and MPOs will continue to develop a program based on their available STBG funding. Programmed road and bridge projects will be swapped with Primary Road Funds and non-road/bridge projects will move forward as federal-aid projects.
- Dedicated city and county bridge program funds will not be programmed by RPAs. However, they will still need to be entered into the project tracking database (TPMS).
- The full amount of accumulated STBG balances will not be fully available to be swapped in the first year due to Primary Road Fund cash flow constraints. It is expected the full draw down of those balances can be accomplished within four years of swap implementation. Therefore, the RPA/MPO development of their program of projects should take this into account. Iowa DOT will work with each RPA and MPO during the program development process to effectively drawdown the STBG balances. In order to do this successfully, it is critical that the projects included in the first year of the program are expected to be developed and let in that year.

### **Match requirements**

- Unless specifically required by the grant program (see below), Iowa DOT will not require match and will reimburse funds at 100 percent up to the programmed amount.
- For county Highway Bridge Program projects, the Iowa DOT will not require match and will reimburse funds at 100 percent up to the contract amount.
- Match requirements for ICAAP, HSIP-Secondary, and city bridge program projects continue to apply based on program guidance.
- Individual MPOs and RPAs can require match but Iowa DOT will not monitor those requirements.

### **System Eligibility (STBG)**

- 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 MPOs and RPAs can be more restrictive with system eligibility.

- Bridge project eligibility remains the same as exists today for federal-aid bridge projects. This is to assure consistency required for meeting the Off-System Bridge Waiver verification.
- 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**

Swap will be implemented with the Federal Fiscal Year 2019 program year that begins October 1, 2018.

### **• 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 eligible for swap as part of a construction project. However, the use of swapped funds for these activities is not encouraged.
- 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. General information was distributed to the public. All meetings were open to the public.

A draft review information was provided to TAC & Policy on June 16, 2022, the draft TIP will be sent to IDOT once completed, for review and comments. A public hearing will be set for public review of the document for July 7, 2022 via Zoom, should there be any comments they will be added into the Final TIP. The TAC & Policy Committees will have a final review and approval will be for submission to IDOT on or before July 15, 2022. Members of the Technical Advisory Committee, Policy Board were in attendance for the approval meeting.

## **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](http://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.

	<b>Administrative Modification</b>	<b>Amendment</b>	<b>SWAP</b>
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 <sup>st</sup> 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 of the use of targets nor the estimation of the year 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 jurisdictions. 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 sufficiency ratings of each bridge. 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 are requiring 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 for 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 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](http://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 12<sup>th</sup> 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 criteria is 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 RPAs must be forwarded to Iowa DOT for review of eligibility immediately upon receipt or closure of the regional application deadline.
- 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 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/SWAP Selection Process**

Regional TIPs serve as a list for local federal aid & 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 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 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/SWAP 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/SWAP 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 application 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 policy 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
Denny Amoss	Board of Supervisor	Monroe County
Richard Clark	Mayor	City of Albia
Larry Keller	Board of Supervisor	Clarke County - SIT
David Dotts	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	County Engineer	Decatur County
	Economic Development	Wayne County Econ. Dev.
Ryan Schock	County Engineer	Davis County
Christian Boehmer	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.
Randy Zerr	County Engineer	Wayne County
Jay Allison	Transit Director	10-15 Transit
Leesa Lester	Transit Director	Southern Iowa Trolley

## **Recommended Goals for CVTPA/RPA 17 -FY 2023-2026**

### **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.

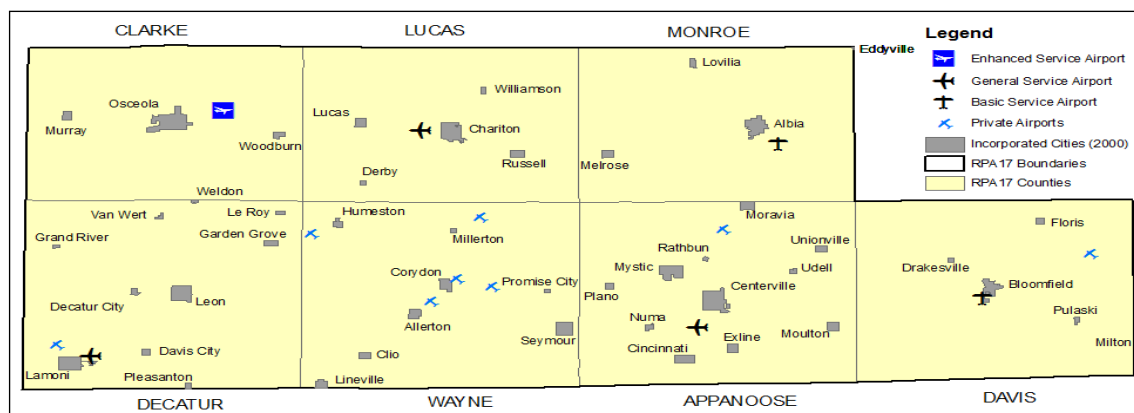
CVTPA utilized a survey during transportation planning and includes several transit related questions. Input was gathered from residents and providers of the region through public involvement meetings. Public meeting invitations and information were emailed to each of the cities and counties in the region, 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 (2023)	Year 2 (2024)	Year 3 (2025)	Year 4 (2026)
Unobligated Balance (Carryover)	\$ 3,339,626	\$ 4,104,495	\$ 4,051,495	\$ 5,935,495
Regional STBG/SWAP Target	\$ 1,876,869	\$ 1,913,000	\$ 1,950,000	\$ 1,988,000
<b>Subtotal</b>	<b>\$ 5,216,495</b>	<b>\$ 6,017,495</b>	<b>\$ 6,001,495</b>	<b>\$ 7,923,495</b>
Programmed STBG Funds	\$ 1,112,000	\$ 1,966,000	\$ 66,000	\$ 0
Programmed SWAP Funds	\$ 3,026,000	\$ 0	\$ 0	\$ 0
<b>Balance of STBG/SWAP Funds</b>	<b>\$ 4,104,495</b>	<b>\$ 4,051,495</b>	<b>\$ 5,935,495</b>	<b>\$ 7,923,495</b>
<i>Based off 2021 STBG Targets</i>				

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

	2021	2022	2023	2024	2025	2026
County Operations	\$ 9,155,672	\$ 9,521,900	\$ 9,902,776	\$ 10,298,887	\$ 10,710,84	\$ 11,139,276
County Maintenance	\$ 17,864,074	\$ 18,578,637	\$ 19,321,782	\$ 20,094,654	\$ 20,898,440	\$ 21,734,377
City Operations	\$ 659,785	\$ 686,176	\$ 713,623	\$ 742,168	\$ 771,855	\$ 802,729
City Maintenance	\$ 463,490	\$ 482,030	\$ 501,311	\$ 521,363	\$ 542,218	\$ 563,906
<b>Total Operations &amp; Maintenance</b>	<b>\$ 28,143,022</b>	<b>\$ 29,268,743</b>	<b>\$ 30,439,492</b>	<b>\$ 31,657,072</b>	<b>\$ 32,923,355</b>	<b>\$ 34,240,288</b>
<i>Based off 2021 County &amp; City O-M reports. Assumes an increase of 4%</i>						

### RPA 17 Forecasted Non-Federal-Aid Revenues

	2021	2022	2023	2024	2025	2026
Farm to Market	\$ 5,894,093	\$ 6,129,857	\$ 6,375,051	\$ 6,630,053	\$ 6,895,255	\$ 7,171,065
Secondary Road Fund	\$ 30,668,665	\$ 31,895,412	\$ 33,171,228	\$ 34,498,077	\$ 35,878,000	\$ 37,313,120
City Street Fund	\$ 12,496,178	\$ 12,996,025	\$ 13,515,866	\$ 14,056,501	\$ 14,617,861	\$ 15,203,511
<b>Total Non-Federal-Aid</b>	<b>\$ 49,058,936</b>	<b>\$ 51,021,294</b>	<b>\$ 53,062,145</b>	<b>\$ 55,184,631</b>	<b>\$ 57,392,016</b>	<b>\$ 59,687,696</b>
<i>Based off 2021 FM, Secondary Road &amp; City Street reports Assumes a 4% increase</i>						

### RPA 17- Federal Aid- (TAP Funds)

	2023	2024	2025	2026
TAP Balance (Carryover)	\$ 128,181	\$ 304,512	\$ 484,512	\$ 668,512
TAP Target	\$ 176,331	\$ 180,000	\$ 184,000	\$ 188,000
Total Available for Programming	\$ 304,512	\$ 484,512	\$ 668,512	\$ 856,512
Total TAP Programmed	\$ 0	\$ 0	\$ 0	\$ 0
<b>Balance of TAP Funds</b>	<b>\$ 304,512</b>	<b>\$ 484,512</b>	<b>\$ 668,512</b>	<b>\$ 856,512</b>

### Summary of Federal & State Funding Programming

Type	Total Cost FY2023	Fed. Aid/State	Total Cost FY2024	Fed. Aid/State	Total Cost FY 2025	Fed. Aid/State	Total Cost FY2026	Fed. Aid/State
HBP	\$ 18,352,000	\$ 14,981,600	\$ 7,550,000	\$ 6,000,000	\$ 7,344,000	\$ 3,850,000	\$ 2,655,000	\$ 2,474,000
STBG	\$ 10,152,000	\$ 8,122,400	\$ 3,996,000	\$ 1,966,000	\$ 82,000	\$ 66,000	\$ 1,050,000	\$ 840,000
NHPP	\$ 2,651,000	\$ 2,120,800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Transit	\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500	\$ 0	\$ 0
PRF	\$ 1,110,000	\$ 0	\$ 7,009,000	\$ 0	\$ 6,155,000	\$ 0	\$ 460,000	\$ 0
STBG-TAP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
STBG/HBP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 600,000	\$ 600,000
SWAP/HBP	\$ 2,325,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SWAP/STBG	\$ 4,430,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>TOTAL</b>	<b>\$ 39,057,500</b>	<b>\$ 25,262,300</b>	<b>\$ 18,592,500</b>	<b>\$ 8,003,500</b>	<b>\$ 13,618,500</b>	<b>\$ 3,953,500</b>	<b>\$ 4,765,000</b>	<b>\$ 3,914,000</b>



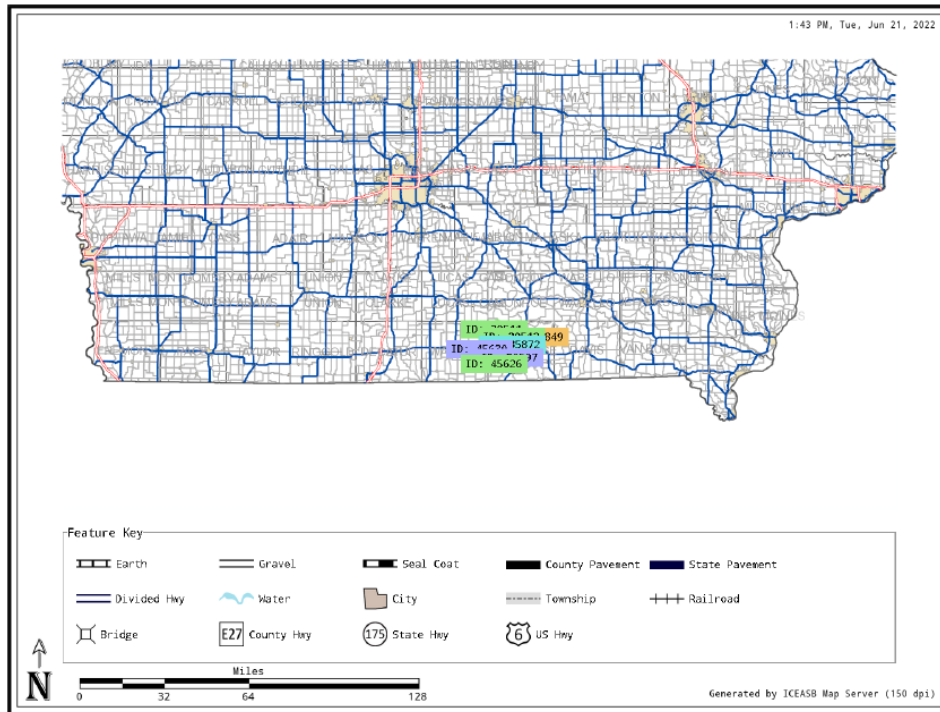
## FY 2022 - RPA 17

### PROJECT STATUS REPORT

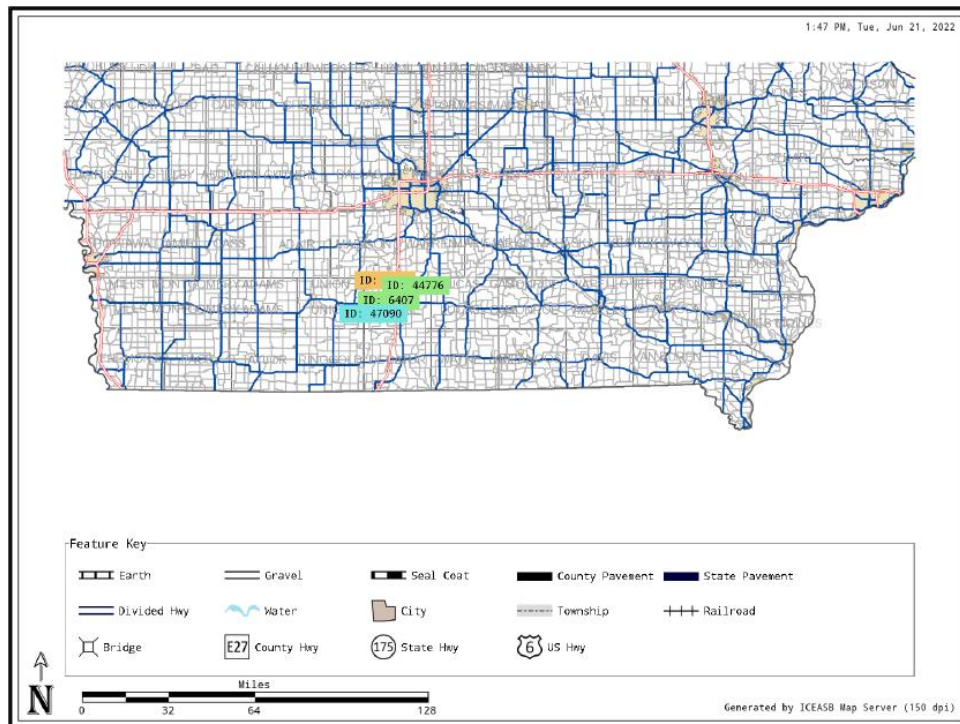
RPA 17 - 2022 Project Status Report							
TPMS#	Year	Sponsor	Pgm	PN	Location	Type of Work	Status
37974	FY22	DOT-D05-RPA 17	NHPP	BRF-34()-38-59	US34 Bridge Replacement, Right of Way	Bridge Replacement	Let 12-1-2021
48500	FY22	DOT-D05-RPA 17	NHPP	NHSX-34()-3H-68	US34 Albia to Wapello Co Line	Pavement Rehab	Let 2-15-2022
48433	FY22	DOT-D05-RPA 17	NHPP	NHSX-65()-3H-93	US65: IA 2 to Lucas County Line	Pavement Rehab/ROW	Let 11-16-2021
37880	FY22	DOT-D05-RPA 17	PRF	IMN-35()-0E-27	IA2: Walnut Creek .8 miles E of Co Rd S70	Bridge Deck Overlay	Let 1-19-2022
38083	FY22	DOT-D05-RPA 17	PRF	IMN-35()-0E-27	I-35 Missouri to Polk County	Guardrail	FY 2023
48512	FY22	DOT-D05-RPA 17	PRF	NHSN-5()-2R-68	IA5: 3rd Ave to RR Crossing in Albia	Pavement Rehab	Let 1-19-2022
45369	FY22	DOT-D05-RPA 17	PRF	NHSN-65()-2R-93	US 65: Stream 0.3 miles N of Co Rd J54	ROW	Let 11-16-2021
48638	FY22	DOT-D05-RPA 17	PRF	STPN-69()-2J-20	US 69: White Break Creek to Just North of Osceola SCL	Ditch Improvement/ROW	FY 2023
48487	FY22	DOT-D05-RPA 17	STBG	STP-69()-2C-27	US 69: Missouri State Line to 0.25 miles E of I-35	Pavement Rehab	Let 2-15-2022
45738	FY22	Decatur CRD	SWAP-HBP	BHS-SWAP-C027(85)-FC-27	On J 20, over Long Creek, S32 T70 R26	Bridge Rehabilitation	Complete
45737	FY22	Decatur CRD	SWAP-HBP	BHS-SWAP-C027(86)-FC-27	On J 20, Over Grand River, S34 T70,R27	Bridge Rehabilitation	Complete
48721	FY22	Albia	SWAP-HBP	BROS-SWAP-CO65(613)-SE-68	In City of Albia, On Clinton Street, Over BNSF RR	Bridge Replacement	Bid letting 9/20/2022
37195	FY22	Davis CRD	SWAP-HBP	BROS-SWAP-CO26(117)-SE-26	On Ice Ave, 0.9 miles South of 260th St	Bridge Replacement	FY 2023
37665	FY22	Lucas CRD	SWAP-HBP	BROS-SWAP-C059(64)-FE-59	On 530TH ST, Over NORTH CEDAR CREEK, at SW Corner S33 T73 R20	Bridge Replacement	
37362	FY22	Wayne CRD	SWAP-HBP	BROS-SWAP-C093()-FE-93	On J-44, Over Jackson Creek, S1T68 R21	Bridge Replacement	Changed to ID 45980
17227	FY22	Wayne CRD	SWAP-HBP	BROS-SWAP-C093(85)-FE-93	On Birch Rd, over Locust Creek, S1T67 R21	Bridge Replacement	Letting: 03-15-2022
45553	FY22	Davis CRD	SWAP-HBP	BRS-SWAP-C026(125)-ff-26	On J 15, over Soap Creek, S7 T70 R 12	Bridge	
26792	FY22	Monroe CRD	SWAP-HBP	BRS-SWAP-C068(76)-FF-68	On H27, 165th Street, over abandoned RR from 677th Ave, West approx 700 feet to bridge	Bridge Removal	Moved to FY23
26793	FY22	Monroe CRD	SWAP-HBP	BRS-SWAP-C068(77)-FF-68	On H27, 165th Street over BNSF RR from 685th Ave West approx .1mile to Bridge	Bridge Replacement	Moved to FY 23
17484	FY22	Lucas CRD	SWAP-STBG	STBG-SWAP-C059(71)-FG-59	On H20, from Iowa Highway 14 East 0.93 Miles to west UPRR ROW in Williamson	Pavement Rehab/Widen	Moved to FY23
45211	FY22	Lucas CRD	SWAP-STBG	STBG-SWAP-C059(71)-FG-59	H30 from 490th St N on 25th Ave., .05 & E on 495th St 1.75 miles to Highway 14 and on H3:	Pavement Rehab/Widen	Moved to FY23
37629	FY22	Monroe CRD	SWAP-STBG	STBG-SWAP-C068()-FG-04	On S70 S from State Highway 34, 2 miles to end of asphalt & H32 from State Highway 5 W:	Pavement Rehab	Moved to FY23

# TIP/STIP Map – RPA 17 Projects in region

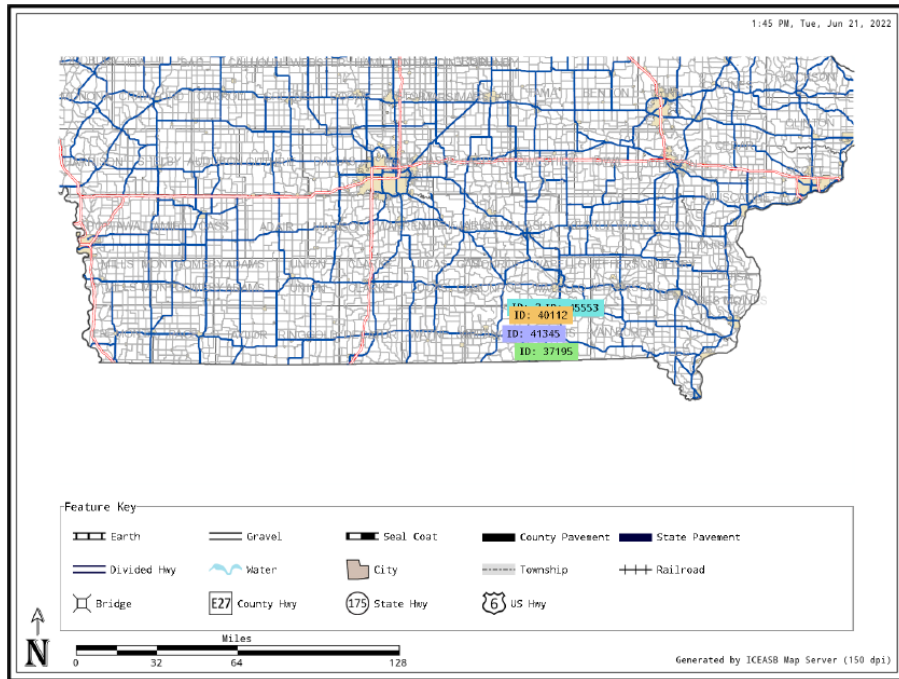
## Appanoose County - Project Map



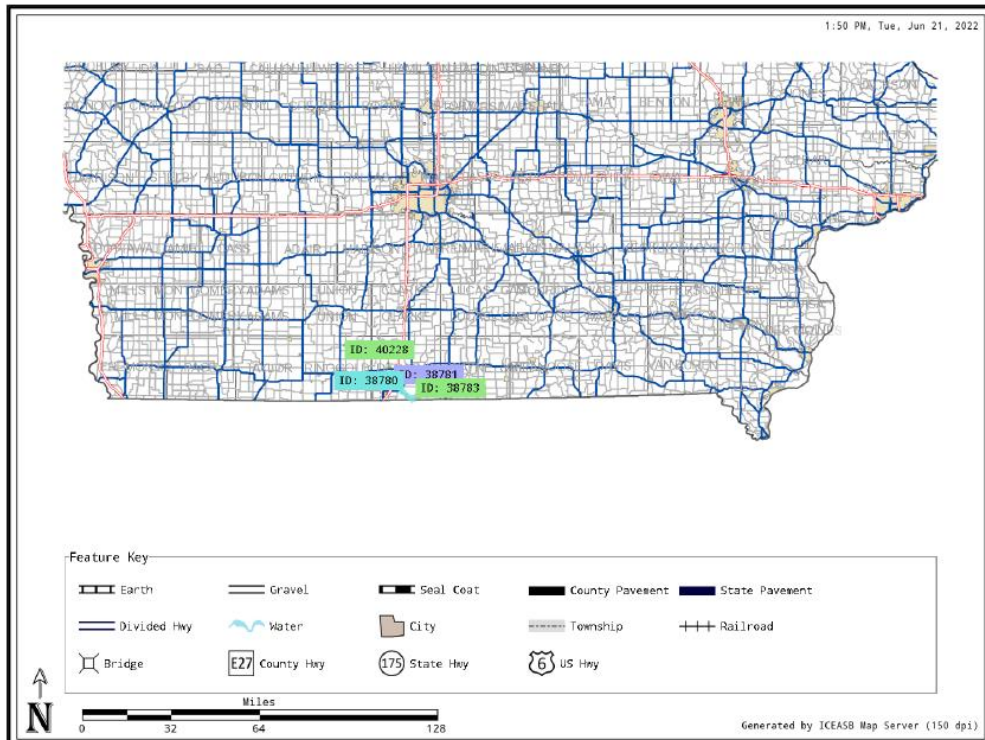
## Clarke County - Project Map



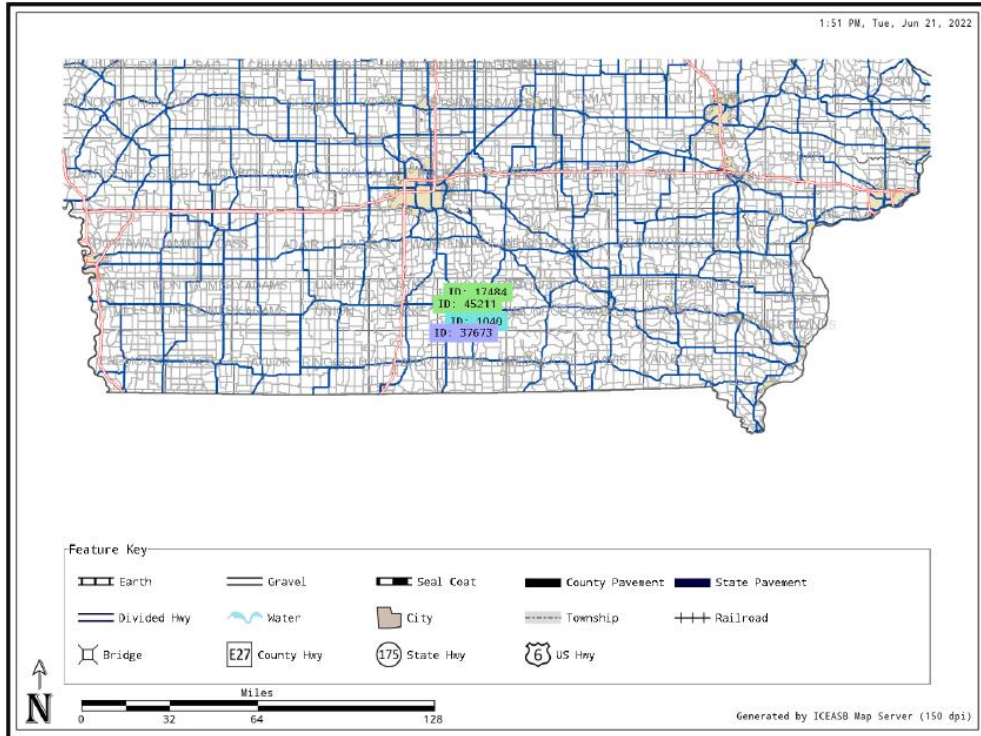
## Davis County - Project Map



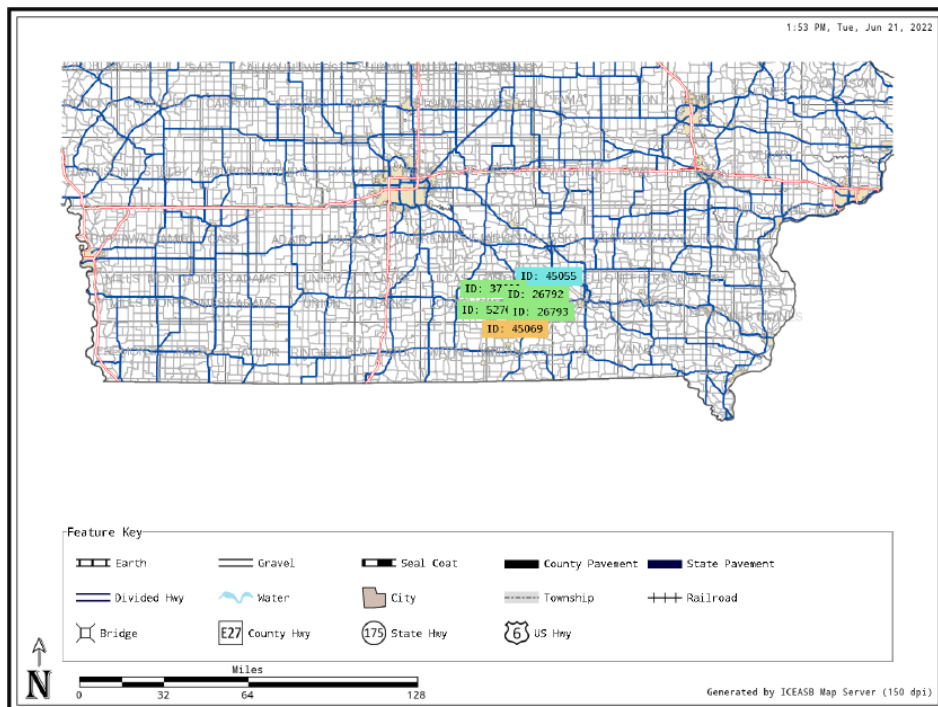
## Decatur County - Project Map



## Lucas County Map- Project Map

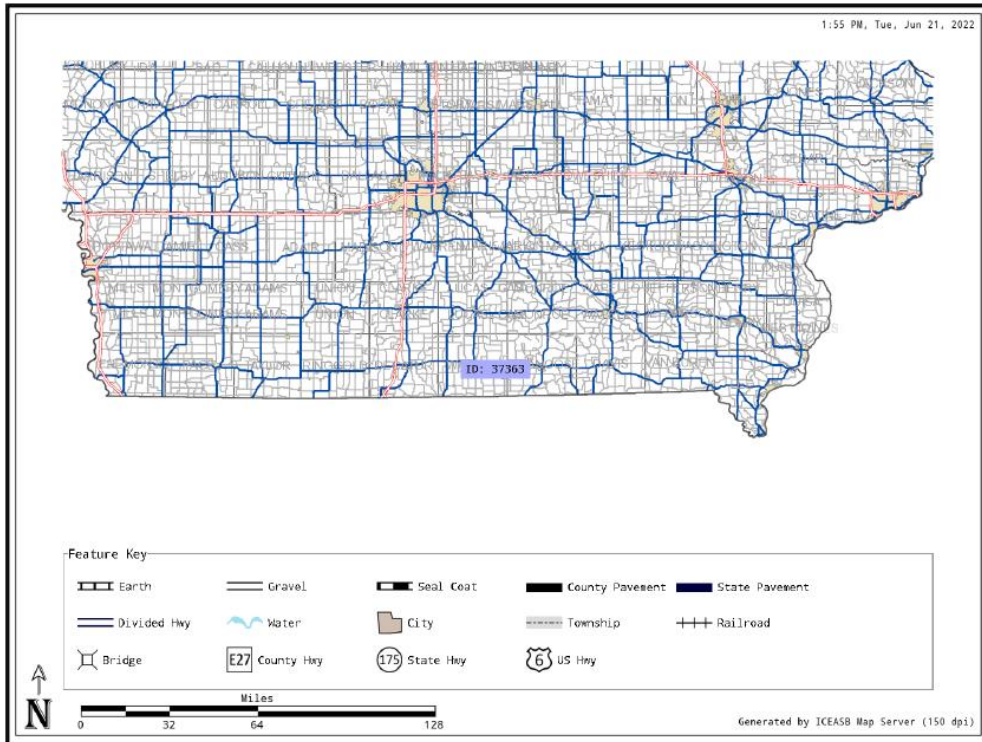


## Monroe County- Project Map

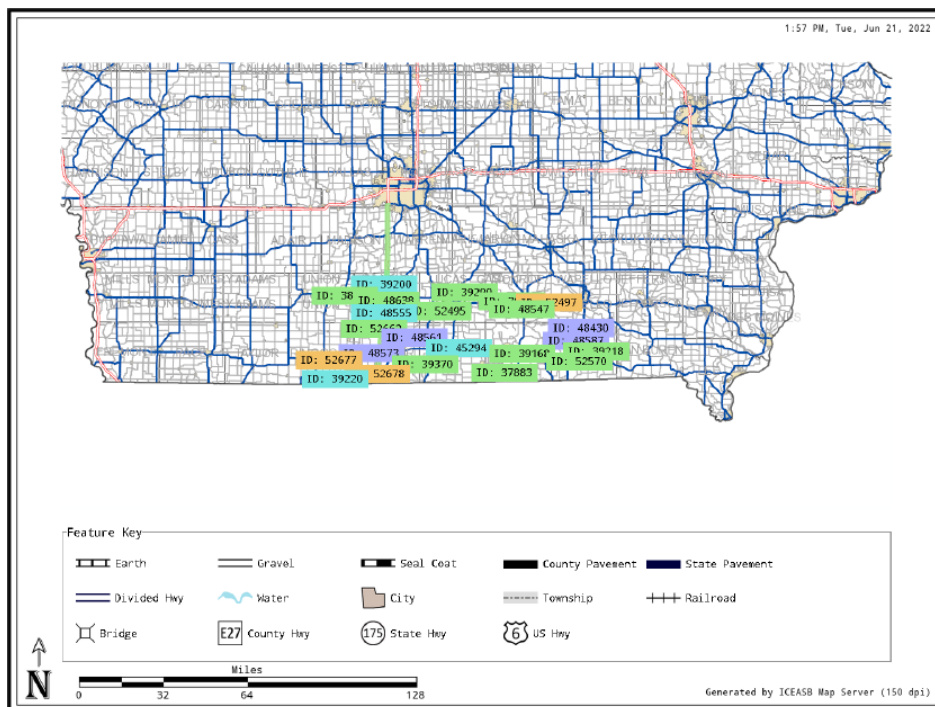




## Wayne County - Project Map



## IDOT Project Map



# FY 2023-2026 TIP APPROVED PROJECTS

## FOR RPA-17/CVTPA REGION

7/12/2022

### 2023 Statewide Transportation Improvement Program

HBP

Project ID	Project Number	Approval Level		2023	2024	2025	2026	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38783	BHS-C027(77)--63-27	TIP Approved	Total	\$800,000				\$800,000
Decatur County	On J66, Over Weldon River, S22 T67 R24	12/20/2022	Federal Aid	\$640,000				\$640,000
	Bridge Deck Overlay		Regional					
			Swap	\$160,000				\$160,000
39290	BRF-34()-38-59	TIP Approved	Total	\$311,000				\$311,000
Iowa Department of Transportation	US34: Little White Breast Creek 2.5 mi W of Co Rd S56		Federal Aid	\$248,800				\$248,800
	Bridge Deck Overlay		Regional					
			Swap					
39307	BRF-34()-38-68	TIP Approved	Total	\$443,000				\$443,000
Iowa Department of Transportation	US34: BNSF RR 4.5 mi W of IA 5		Federal Aid	\$354,400				\$354,400
	Bridge Deck Overlay		Regional					
			Swap					
39168	BRF-5()-38-4	TIP Approved	Total	\$2,943,000				\$2,943,000
Iowa Department of Transportation	IA5: Cooper Creek 1.5 mi N of IA 2		Federal Aid	\$2,354,400				\$2,354,400
	Bridge Replacement, Right of Way		Regional					
			Swap					
37883	BRF-5()-38-4	TIP Approved	Total	\$5,660,000				\$5,660,000
Iowa Department of Transportation	IA5: North Creek 2.6 mi S of Co Rd T20		Federal Aid	\$4,528,000				\$4,528,000
	Culvert Replacement		Regional					
			Swap					
39218	BRF-63()-38-26	TIP Approved	Total	\$6,000		\$3,234,000		\$3,240,000
Iowa Department of Transportation	US63: Fox River 2.1 mi N of IA 2		Federal Aid	\$4,800		\$2,587,200		\$2,592,000
	Bridge New, Right of Way		Regional					
			Swap					
39370	BRF-65()-38-93	TIP Approved	Total	\$2,189,000				\$2,189,000
Iowa Department of Transportation	US65: CALEB CREEK 2.0 MI S OF CO RD J46		Federal Aid	\$1,751,200				\$1,751,200
	Bridge Replacement, Right of Way		Regional					
			Swap					
6407	BROS-5772(606)--5F-20	TIP Approved	Total	\$1,000,000				\$1,000,000
Clarke County	On KANSAS ST, Over S SQUAW CREEK, S15 T72 R26	1/18/2023	Federal Aid	\$1,000,000				\$1,000,000
	Bridge Replacement		Regional					
			Swap					
44776	BROS-C020(123)--5F-20	TIP Approved	Total	\$500,000				\$500,000
Clarke County	On PACIFIC ST, Over OTTER CREEK, S17 T73 R24	1/18/2023	Federal Aid	\$500,000				\$500,000
	Bridge Replacement		Regional					
			Swap					

HBP

Project ID Sponsor	Project Number Location	Approval Level Letting Date		2023	2024	2025	2026	Totals
26792 Monroe County	BRS-C068()-60-68 On H 27, Over UP RR, from 677th Ave W 0.1 miles to Bridge S12 T72 R17 Bridge Removal	TIP Approved 2/21/2023	Total Federal Aid Regional Swap	\$1,050,000 \$840,000				\$1,050,000 \$840,000
26793 Monroe County	BRS-C068()-60-68 On H27, 165th st, Over BNSF RR, from 685th Ave W .1 miles to said Bridge S6 T72 R16 Bridge Replacement	TIP Approved 2/21/2023	Total Federal Aid Regional Swap	\$3,450,000 \$2,760,000				\$3,450,000 \$2,760,000
35872 Appanoose County	BROS-C004()-5F-04 On 200th Ave, Over Walnut Creek, from 477th Street S 0.7 miles to Clarkdale Bridge S14 T69 R18 Bridge Replacement	TIP Approved 11/19/2024	Total Federal Aid Regional Swap		\$1,100,000 \$1,100,000			\$1,100,000 \$1,100,000
47090 Clarke County	BROS-C020(126)--5F-20 On HOOVER ST, Over WHITE BREAST CREEK, S26 T72 R26 Bridge Replacement	TIP Approved 1/17/2024	Total Federal Aid Regional Swap		\$800,000 \$800,000			\$800,000 \$800,000
37193 Davis County	BROS-C026()-8J-26 On Kress Ave, 0.6 miles North of 125th St Bridge Replacement	TIP Approved 3/19/2024	Total Federal Aid Regional Swap		\$1,000,000 \$1,000,000			\$1,000,000 \$1,000,000
1040 Lucas County	BROS-C059(28)--5F-59 On H 50, Over UP RR, S21 T71 R21 Bridge Replacement	TIP Approved 6/20/2023	Total Federal Aid Regional Swap		\$2,650,000 \$1,500,000			\$2,650,000 \$1,500,000
45553 Davis County	BRS-C026()-60-26 On J 15, Over SOAP CREEK, S7 T70 R12 Bridge Replacement	TIP Approved 7/18/2023	Total Federal Aid Regional Swap		\$2,000,000 \$1,600,000			\$2,000,000 \$1,600,000
39597 Appanoose County	BROS-C004()-5F-04 On 110th Ave, Over Walnut Creek, from IA 2 South 1.1 Miles, on WLINE S32 T69 R19 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap			\$500,000 \$500,000		\$500,000 \$500,000
45630 Appanoose County	BROS-C004()-8J-04 On 150TH AVE, Over WALNUT CREEK, from IA 2 N 0.8 miles to bridge S25 T69 R19 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap			\$700,000 \$700,000		\$700,000 \$700,000

HBP

Project ID Sponsor	Project Number Location	Approval Level Letting Date		2023	2024	2025	2026	Totals
41345 Davis County	BROS-C026()-5F-26 On 202ND ST, Over FOX RIVER, S23 T69 R15 Bridge Replacement	TIP Approved 5/21/2024	Total Federal Aid Regional Swap			\$650,000 \$650,000		\$650,000 \$650,000
37673 Lucas County	BROS-C059(66)--8J-59 On 220TH AVE, Over WOLF CREEK, in the SE1/4 S25 T71 R22 Bridge Replacement	TIP Approved 11/21/2023	Total Federal Aid Regional Swap			\$360,000 \$360,000		\$360,000 \$360,000
37363 Wayne County	BROS-C093(97)--8J-93 On 245th St, Over Walnut Creek, S36 T69 R20 Bridge Replacement	TIP Approved 6/18/2024	Total Federal Aid Regional Swap			\$600,000 \$600,000		\$600,000 \$600,000
38781 Decatur County	BRS-C027()-60-27 On J66, Over Little River, in SE S13 T67 R25 Bridge Replacement	TIP Approved 12/20/2022	Total Federal Aid Regional Swap			\$1,300,000 \$1,040,000		\$1,300,000 \$1,040,000
52497 Iowa Department of Transportation	BRF-34()-38-68 US34: Coal Creek 2.0 mi W of IA 5 Bridge New, Right of Way	TIP Approved	Total Federal Aid Regional Swap				\$5,000 \$4,000	\$5,000 \$4,000
8899 Clarke County	BROS-C020()-8J-20 On SCOTT STREET, Over Local Creek, from 195th W .3 miles to bridge, S9 T73 R26 Bridge Replacement	TIP Approved 2/17/2026	Total Federal Aid Regional Swap				\$500,000 \$500,000	\$500,000 \$500,000
51029 Warren County	BROS-C059()-8J-59 On 580TH ST, Over OTTER CREEK, S5 T73 R23	TIP Approved	Total Federal Aid Regional Swap				\$900,000 \$900,000	\$900,000 \$900,000
45069 Monroe County	BROS-C068()-8J-68 On 595TH AVE, Over CREEK, from 265th St S 0.1 miles to Said Bridge S27 T71 R18 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap				\$350,000 \$350,000	\$350,000 \$350,000
40112 Davis County	BRS-C026()-60-26 On V 17, Over SMALL STREAM, S19 T70 R14 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap				\$900,000 \$720,000	\$900,000 \$720,000

NHPP

Project ID Sponsor	Project Number Location	Approval Level Letting Date		2023	2024	2025	2026	Totals
STIP ID	Work Codes							
52495	NHSX-34()-3H-59	TIP Approved	Total	\$2,651,000				\$2,651,000
Iowa Department of Transportation	US34: Lucas to E of Co Rd 523 Pavement Widening, Pavement Rehab		Federal Aid Regional Swap	\$2,120,800				\$2,120,800

PRF

Project ID Sponsor	Project Number Location	Approval Level Letting Date		2023	2024	2025	2026	Totals
STIP ID	Work Codes							
38083	IMN-35()-0E-27	TIP Approved	Total	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Iowa Department of Transportation	I35: Missouri to Polk Co Guardrail		Federal Aid Regional Swap					
48547	NHSN-34()-2R-68	TIP Approved	Total	\$125,000				\$125,000
Iowa Department of Transportation	US34: 0.5 mi E of Co Rd 570 and Approx 1 mi W of Co Rd T19 Slope Improvement		Federal Aid Regional Swap					
52570	NHSN-63()-2R-26	TIP Approved	Total	\$417,000				\$417,000
Iowa Department of Transportation	US63: In Bloomfield (ADA - District 5) Pavement Rehab		Federal Aid Regional Swap					
48638	STPN-69()-2J-20	TIP Approved	Total	\$468,000				\$468,000
Iowa Department of Transportation	US69: White Breast Creek to just N of Osceola SCL Ditch Improvement		Federal Aid Regional Swap					
45294	BRFN-2()-39-93	TIP Approved	Total		\$769,000			\$769,000
Iowa Department of Transportation	IA2: Jackson Creek 3.8 mi W of Co Rd 556 Bridge Deck Overlay		Federal Aid Regional Swap					
48555	IMN-35()-0E-20	TIP Approved	Total		\$1,123,000			\$1,123,000
Iowa Department of Transportation	I35: NB Weigh Station 1.2 mi N of Co Rd H45 Pave		Federal Aid Regional Swap					
39200	IMN-35()-0E-20	TIP Approved	Total		\$3,923,000	\$2,825,000		\$6,748,000
Iowa Department of Transportation	I35: 0.5 mi N of US 34 to Warren Co Pavement Rehab		Federal Aid Regional Swap					
39220	IMN-35()-0E-27	TIP Approved	Total		\$1,094,000			\$1,094,000
Iowa Department of Transportation	I35: 310th St 2.5 mi S of US 69 (NB & SB) Bridge Deck Overlay		Federal Aid Regional Swap					
48561	BRFN-2()-39-27	TIP Approved	Total			\$584,000		\$584,000
Iowa Department of Transportation	IA2: McGruder Creek 1.5 mi E of E Jct US 69 Bridge Deck Overlay		Federal Aid Regional Swap					



PRF

Project ID Sponsor	Project Number Location	Approval Level Letting Date		2023	2024	2025	2026	Totals
STIP ID	Work Codes							
48587 Iowa Department of Transportation	BRFN-63()-39-26 US63: Middle Chequest Creek 0.2 mi N of 180th St Bridge Rehabilitation, Right of Way	TIP Approved	Total Federal Aid Regional Swap			\$955,000		\$955,000
48430 Iowa Department of Transportation	BRFN-63()-39-26 US63: North Chequest Creek 2.6 mi N of Co Rd J3T Culvert Replacement, Right of Way	TIP Approved	Total Federal Aid Regional Swap			\$1,007,000		\$1,007,000
48573 Iowa Department of Transportation	IMN-35()-0E-27 I35: Co Rd R30 1.0 mi S of IA 2 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap			\$684,000		\$684,000
52678 Iowa Department of Transportation	BRFN-69()-39-27 US69: Dickersons Branch 1.1 mi S of Co Rd J66 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap				\$360,000	\$360,000

STBG

Project ID Sponsor	Project Number Location	Approval Level Letting Date		2023	2024	2025	2026	Totals
STIP ID	Work Codes							
1001 RPA 17	RGPL-PA17(RTP)--ST-00 RPA 17: RPA 17 TRANSPORTATION PLANNING Trans Planning	TIP Approved	Total Federal Aid Regional Swap	\$164,000 \$132,000 \$132,000	\$82,000 \$66,000 \$66,000	\$82,000 \$66,000 \$66,000		\$328,000 \$264,000 \$264,000
52662 Iowa Department of Transportation	STP-69()-2C-27 US69: NCL of Leon to Pearl St in Osceola Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap	\$8,763,000 \$7,010,400				\$8,763,000 \$7,010,400
37629 Monroe County	STP-S-C068()-5E-68 On H32 from State Hwy 5 West approximately 3.7 miles to 586th Ave Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap	\$575,000 \$460,000 \$460,000				\$575,000 \$460,000 \$460,000
52708 Monroe County	STP-U-C068()---27-68 On S-70, from State Hwy 34 South approximately 2.1 miles to 225th Ave Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap	\$650,000 \$520,000 \$520,000				\$650,000 \$520,000 \$520,000
38780 Decatur County	STP-S-C027()-5E-27 On J 66, from HWY 69 SE 6.9 miles to Missouri State Line Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap		\$2,914,000 \$1,100,000 \$1,100,000			\$2,914,000 \$1,100,000 \$1,100,000
45055 Monroe County	STP-S-C068()-5E-68 On T 61, from State Hwy 137 S 1 miles to 170th St HMA Pavement - New	TIP Approved	Total Federal Aid Regional Swap		\$1,000,000 \$800,000 \$800,000			\$1,000,000 \$800,000 \$800,000
52677 Iowa Department of Transportation	STP-69()-2C-27 US69: I-35 Interchange Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap				\$1,050,000 \$840,000	\$1,050,000 \$840,000

STBG-HBP

Project ID Sponsor	Project Number Location	Approval Level Letting Date		2023	2024	2025	2026	Totals
STIP ID	Work Codes							
49849 Appanoose County	BROS-C004()-5F-04 On J 27, Over SOAP CREEK, 0.1 miles S31 T70 R16 Bridge Replacement	TIP Approved	Total Federal Aid Regional Swap				\$600,000 \$600,000	\$600,000 \$600,000

SWAP-HBP

Project ID Sponsor	Project Number Location	Approval Level Letting Date		2023	2024	2025	2026	Totals
45626 Appanoose County	BROS-SWAP-C004()--SE-04 On 135TH AVE, Over COAL CREEK, from 524th St S 0.9 miles to bridge S10 T68 R19	TIP Approved 11/15/2022	Total	\$750,000				\$750,000
			Federal Aid					
			Regional					
			Swap	\$750,000				\$750,000
37195 Davis County	BROS-SWAP-C026(117)--SE-26 On Ice Ave, 0.9 miles South of 260th St Bridge Replacement	TIP Approved 11/15/2022	Total	\$675,000				\$675,000
			Federal Aid					
			Regional					
			Swap	\$675,000				\$675,000
40228 Decatur County	BROS-SWAP-C027(87)--FE-27 On J 48, Over Unnamed Tributary to Grand River, S16 T68 R26 Bridge Replacement	TIP Approved 11/15/2022	Total	\$900,000				\$900,000
			Federal Aid					
			Regional					
			Swap	\$900,000				\$900,000

SWAP-STBG

Project ID Sponsor	Project Number Location	Approval Level Letting Date		2023	2024	2025	2026	Totals
39511 Appanoose County	STBG-SWAP-C004()--FG-04 On S70, from J5T 7.2 miles to Monroe County Line Pavement Rehab	TIP Approved 11/15/2022	Total	\$1,250,000				\$1,250,000
			Federal Aid					
			Regional	\$1,250,000				\$1,250,000
			Swap	\$1,250,000				\$1,250,000
39512 Appanoose County	STBG-SWAP-C004()--FG-04 On J5T, from 195th Ave North & East 1 Miles to J29 Pavement Rehab	TIP Approved 11/15/2022	Total	\$250,000				\$250,000
			Federal Aid					
			Regional	\$250,000				\$250,000
			Swap	\$250,000				\$250,000
17484 Lucas County	STBG-SWAP-C059(51)--FG-59 On H20, from Iowa Highway 14 East 0.93 miles to the west UPRR ROW in Williamson Pavement Rehab/Widen	TIP Approved 10/18/2022	Total	\$500,000				\$500,000
			Federal Aid					
			Regional	\$226,000				\$226,000
			Swap	\$226,000				\$226,000
45211 Lucas County	STBG-SWAP-C059(71)--FG-59 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 Pavement Rehab/Widen	TIP Approved 10/18/2022	Total	\$2,430,000				\$2,430,000
			Federal Aid					
			Regional	\$1,300,000				\$1,300,000
			Swap	\$1,300,000				\$1,300,000

## FY 2023- 2026 TIP APPROVED TRANSIT PROJECTS FOR RPA-17/CVTPA REGION

TPMS Transit • 7/12/22, 1:46 PM

RPA 17

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2023	2024	2025	2026	Totals
1702 RPA 17	S311 TIP Approved	Planning	RPA Transportation Planning	Total	\$37,500	\$37,500	\$37,500		\$112,500
				FA	\$37,500	\$37,500	\$37,500		\$112,500
				DOT					

## 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.cvtppa.com](http://www.cvtppa.com)  
Email: [nmoore@charitonvalleyplanning.com](mailto:nmoore@charitonvalleyplanning.com)



### RESOLUTION ADOPTING THE FINAL FY 2023-2026 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 IIA 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 2023-2026; 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 2023-2026 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 7<sup>th</sup> day of July, 2022 in Appanoose County, IA.

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

Jodie W. Hill  
Technical Advisory Chairperson – CVTPA

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

Alexis Smith  
Policy Board Chairperson -CVTPA

Acknowledgment:  
Nichole L. Moore

Nichole L. Moore

**Chariton Valley Transportation Planning Affiliation – RPA 17  
FY 2023-2026 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 12<sup>th</sup> Street  
Centerville, Iowa 52544  
641-437-4359  
[nmoore@charitonvalleyplanning.com](mailto:nmoore@charitonvalleyplanning.com)

The RPA-17 FY2023-2026 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.