



TRANSPORTATION IMPROVEMENT PROGRAM
FY 2022-2025

Prepared for Chariton Valley Transportation Planning Affiliation – RPA 17

Final & Approved– July 1, 2021

Prepared By:
Chariton Valley Planning & Development Council of Governments
Nichole L. Moore, Executive Director
308 North 12th Street
Centerville, Iowa 52544
Phone: 641-437-4359
Fax: 641-437-1161
nmoore@charitonvalleyplanning.com

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Introduction

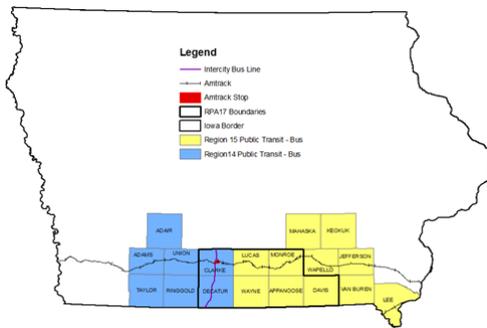
Chariton Valley Planning and Development Council of Governments (CVPD) serves as the planning administrator for RPA17/Chariton Valley Transportation Planning Affiliation (CVTPA) and prepares the Transportation Improvement Program (TIP) for Iowa's Region 17 (Appanoose, Clarke, Davis, Decatur, Lucas, Monroe and Wayne Counties, as well as City of Centerville, 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, the City of Centerville, 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 TAP Flex that is received by the region is used and applied to the STBG projects. The 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.

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 15th 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 in a given year. Those cities in the region that are over the 5,000-population threshold, (City of Centerville) 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 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 2022-2025 Transportation Improvement Program & SWAP Programming

The information provided in the Chariton Valley Transportation Planning Affiliation (CVTPA) Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2022-2025 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 the FAST ACT.

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

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 May 22, 2021, the draft TIP will be sent to IDOT by June 15, 2021, for review and comments. A public hearing will be set for public review of the document for July 1, 2021, 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, 2021. 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.charitonvalleyplanning.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 engineers 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 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 also 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 ADA, 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 extent 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 assistances 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 from the state 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.charitonvalleyplanning.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 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 new TAP process.

The new 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 new form. The RPAs may require additional information be submitted by project sponsors. The new 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 additional STBG Flex 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. Beginning in FY23 the region will be looking at a small amount of STBG funding available for applicants to apply. This would 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	Asst. 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 2022-2025

- 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 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.

- 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 for FY18 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.

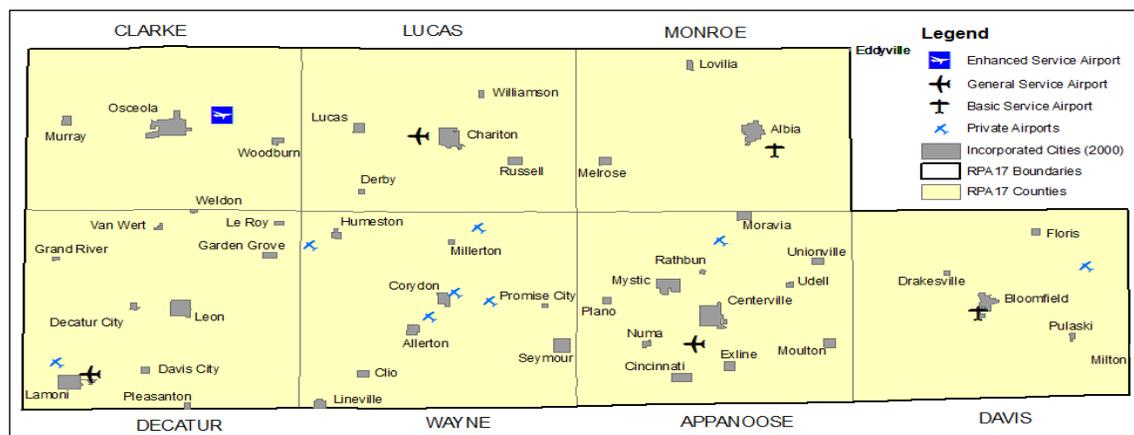
CVTPA utilized a survey during transportation planning and includes several transit related questions. Input was gathered from residents and providers of the region through public involvement meetings. Public meeting invitations and information were emailed to each of the cities and counties in the region, 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 (2022)	Year 2 (2023)	Year 3 (2024)	Year 4 (2025)
Unobligated Balance (Carryover)	\$ 4,707,591	\$ 4,142,964	\$ 3,321,964	\$ 3,800,964
Regional STBG/SWAP Target	\$ 1,711,628	\$ 1,679,000	\$ 1,679,000	\$ 1,679,000
Regional STBG TAP Flex Target	\$ 65,745	\$ 66,000	\$ 66,000	\$ 66,000
Subtotal	\$ 6,484,964	\$ 5,887,964	\$ 5,066,964	\$ 5,545,964
Transfer to TAP (STBG & Flex)	\$ 0	\$ 0	\$ 0	\$ 0
Programmed STBG Funds	\$ 66,000	\$ 66,000	\$ 66,000	\$ 66,000
Programmed SWAP Funds	\$ 2,276,000	\$ 2,500,000	\$ 1,200,000	\$ 1,100,000
Balance of STBG/SWAP Funds	\$ 4,142,964	\$ 3,321,964	\$ 3,800,964	\$ 4,379,964
<i>Based off 2020 STBG Targets</i>				

FORECASTED EXPENDITURES & REVENUE

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

	2020	2021	2022	2023	2024	2025
County Operations	\$ 359,8362	\$ 3,742,296	\$ 3,891,988	\$ 4,047,668	\$ 4,209,575	\$ 4,377,958
County Maintenance	\$ 6,625,346	\$ 6,890,360	\$ 7,165,974	\$ 7,452,613	\$ 7,750,718	\$ 8,060,746
City Operations	\$ 1,132,409	\$ 1,177,706	\$ 1,224,814	\$ 1,273,806	\$ 1,324,758	\$ 1,377,748
City Maintenance	\$ 3,724,931	\$ 3,873,928	\$ 4,028,885	\$ 4,190,040	\$ 4,357,642	\$ 4,531,948
Total Operations & Maintenance	\$ 1,5081,048	\$ 15,684,290	\$ 16,311,661	\$ 16,964,127	\$ 17,642,693	\$ 18,348,400
<i>Based off 2020 County & City O-M reports. Assumes an increase of 4%</i>						

RPA 17 Forecasted Non-Federal-Aid Revenues

	2020	2021	2022	2023	2024	2025
Farm to Market	\$ 5,544,122	\$ 5,765,887	\$ 5,996,522	\$ 6,236,383	\$ 6,485,839	\$ 6,745,272
Secondary Road Fund	\$ 28,269,493	\$ 29,400,273	\$ 30,576,284	\$ 31,799,335	\$ 33,071,308	\$ 34,394,161
City Street Fund	\$ 1,341,037	\$ 1,394,678	\$ 1,450,466	\$ 1,508,484	\$ 1,568,824	\$ 1,631,577
Total Non-Federal-Aid	\$ 35,154,652	\$ 36,560,838	\$ 38,023,272	\$ 39,544,202	\$ 41,125,971	\$ 4,2771,010
<i>Based off 2020 FM, Secondary Road & City Street reports Assumes a 4% increase</i>						

RPA 17- Federal Aid- (TAP Funds)

	2022	2023	2024	2025
TAP Balance (Carryover)	\$ -19,082	\$ 67,230	\$ 153,230	\$ 239,230
TAP Target	\$ 86,312	\$ 86,000	\$ 86,000	\$ 86,000
Total Available for Programming	\$ 67,230	\$ 153,230	\$ 239,230	\$ 325,230
Total TAP Programmed	\$ 0	\$ 0	\$ 0	\$ 0
Balance of TAP Funds	\$ 67,230	\$ 153,230	\$ 239,230	\$ 325,230

Summary of Federal & State Funding Programming

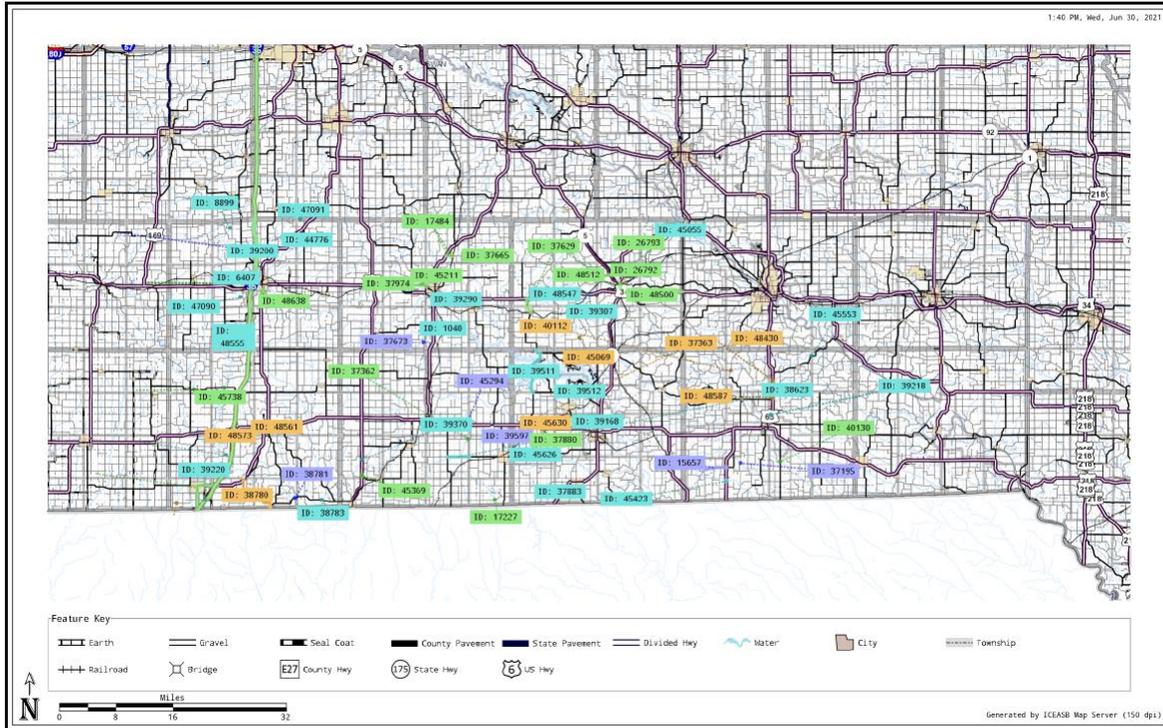
Type	Total Cost FY2022	Fed. Aid/State	Total Cost FY2023	Fed. Aid/State	Total Cost FY 2024	Fed. Aid/State	Total Cost FY2025	Fed. Aid/State
SWAP/HBP	\$ 7,125,000	\$ 7,125,000	\$ 8,841,200	\$ 8,841,200	\$ 2,460,000	\$ 2,460,000	\$ 2,250,000	\$ 2,250,000
SWAP/STBG	\$ 3,680,000	\$ 2,276,000	\$ 2,500,000	\$ 2,500,000	\$ 1,200,000	\$ 1,000,000	\$ 4,108,500	\$ 1,100,000
NHPP	\$ 8,841,000	\$ 7,072,800	\$ 10,012,000	\$ 8,004,800	\$ 0	\$ 0	\$ 3,485,000	\$ 2,788,000
Transit	\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500
PRF	\$ 1,126,000	\$ 0	\$ 7,195,000	\$ 0	\$ 3,073,000	\$ 0	\$ 2,936,000	\$ 0
STBG-TAP	\$ 120,000	\$ 96,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
STBG/STP	\$ 2,415,000	\$ 1,866,400	\$ 82,000	\$ 0	\$ 82,000	\$ 0	\$ 82,000	\$ 0
FM	\$ 0	\$ 0	\$ 1,750,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$ 23,344,500	\$ 18,473,700	\$ 30,417,700	\$19,383,500	\$ 6,852,500	\$ 3,497,500	\$ 13,149,000	\$ 6,175,500

FY 2021 - RPA 17 PROJECT STATUS REPORT

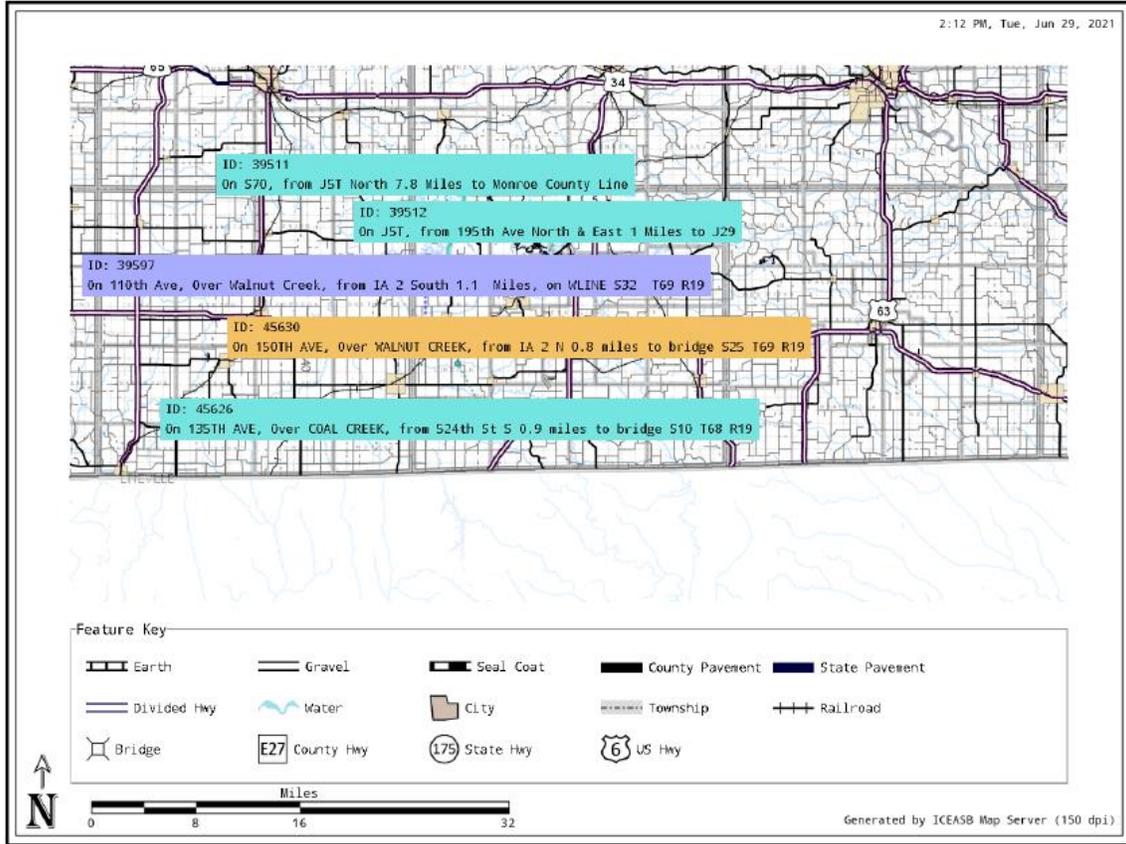
ID	Project Number	Sponsor	Funding Program	Location	Worksite County	Status
2021						
38040	BRFN-002-6(35)--39-93	Iowa Department of Transportation	PRF	IA2: STEEL CREEK 2.0 MI E OF CO RD R69	Wayne County	Let: 01-20-2021
37881	BRF-005-1(67)--38-04	Iowa Department of Transportation	NHPP	IA5: DITCH 0.6 MI S OF CO RD T30	Appanoose County	Let: 11-18-2020
39222	STPN-69-1(52)--2J-27	Iowa Department of Transportation	PRF	US69: 1.8 MI S OF CO RD J66	Decatur County	Let: 03-16-2021
39223	STPN-69-1(54)--2J-27	Iowa Department of Transportation	PRF	US69: 1.6 MI S OF CO RD J66	Decatur County	Let: 03-16-2021
45345	STPN-202-1(5)--2J-26	Iowa Department of Transportation	PRF	IA202: MISSOURI TO IA 2	Davis County	Let 06-15-2021
39306	NHSN-005-2(44)--2R-68	Iowa Department of Transportation	PRF	IA5: 0.1 MI S OF CO RD T19	Monroe County	Let: 01-20-2021
38283	STPN-14-4(40)--2J-59	Iowa Department of Transportation	PRF	IA14: 1.2 MI N OF N JCT CO RD H50	Lucas County	Let: 01-20-2021
37879	BRFN-002-7(51)--39-04	Iowa Department of Transportation	PRF	IA2: COOPER CREEK 1.5 MI W OF IA 5	Appanoose County	Let: 01-20-2021
39221	STPN-69-1(50)--2J-27	Iowa Department of Transportation	PRF	US69: DICKERSONS BRANCH 1.1 MI S OF CO RD J66	Decatur County	Let: 03-16-2021
37882	BRF-005-1(69)--38-04	Iowa Department of Transportation	NHPP	IA5: SHOAL CREEK 2.8 MI N OF CO RD T20	Appanoose County	Let: 11-18-2020
37909	BRFN-69-2(23)--39-20	Iowa Department of Transportation	PRF	US69: WHITE BREAST CREEK 4.9 MI S OF US 34	Clarke County	Let: 01-20-2021
45393	NHSN-34-5(28)--2R-20	Iowa Department of Transportation	PRF	US34: I-35 TO ECL OF OSCEOLA	Clarke County	Let: 03-16-2021
38161	IMN-35-1(189)--0E-27	Iowa Department of Transportation	PRF	I-35: S OF REST AREA TO S OF IA 2 (SB)	Decatur County	Complete
45411	STPN-69-2(28)--2J-20	Iowa Department of Transportation	PRF	US69: PEARL ST TO N OF SHAW ST IN OSCEOLA (STATE SHARE)	Clarke County	Let: 03-16-2021
38224	NHSX-63-1(100)--3H-26	Iowa Department of Transportation	NHPP	US63: SOAP CREEK 0.9 MI S OF WAPELLO CO	Davis County	Let: 01-20-2021
38083	IMN-35-1(178)--0E-27	Iowa Department of Transportation	PRF	I-35: MISSOURI TO POLK CO	Decatur County	Let: 09-15-2020
45397	NHSX-005-1(79)--3H-04	Iowa Department of Transportation	NHPP	IA5: N OF HAYNES AVE IN CENTERVILLE TO N OF US 34 IN ALBIA	Appanoose County	Let: 02-16-2021
44622	FM-C027(82)--55-27	Decatur County	FM	60.6 Miles on various FM routes (FM rock)	Decatur County	Closed

38430	TAP-R-5327(601)--8T-20	City of Murray	TAP	In the City of Murray, Murray Rec Complex Trail, south of 1 st Street 130 th Ave.	Murray	Let 12/2020
38554	BROS-SWAP-C020(118)--FE-20	Clarke County	BROS	On Elk Street, over N Hoosier Creek (Phillips Bridge)	Clarke County	Under Construction
3992	BROS-SWAP-C068(86)--SE-68	Monroe County	BROS	On 730 th Ave, over Middle Avery Creek, from 189 th St, N 1.3 miles	Monroe County	Let
38553	BROS-SWAP-C020(119)-FE-20	Clarke County	BROS	½ miles E of 250 th on Meadow St	Clarke County	Under Construction
40154	FM-C020(120)--55-20	Clarke County	FM	Various FM roads (rock resurfacing)	Clarke County	Under Construction
38621	FM-C004(113)--55-04	Appanoose County	FM	Various roads (Rock haul)	Appanoose County	Under Construction
34830	FM-C068(90)--55-68	Monroe County	FM	Various FM roads county wide	Monroe County	Let
37208	BROS-SWAP-C004(112)--FE-04	Appanoose County	BROS	On 110 th Ave, over Unnamed Trib. To Cooper Creek, from 150 th Ave. S .45 m	Appanoose County	Under Construction
32177	STBG-SWAP-C027(79)--FG-27	Decatur County	STBG/SWAP	On J20 from r15 E 7.26 miles to I-35 (PCC Overlay)	Decatur County	June Letting 2021
44691	STBG-SWAP-C027(80)--FG-27	Decatur County	STBG/SWAP	On J20 from WCL Grand River, E .64 (miles to R15 (HMA Overlay)	Decatur County	June letting 2021
45207	FM-C059(70)--55-59	Lucas County	FM	Various FM routes (Rock contract)	Lucas County	June letting 2021

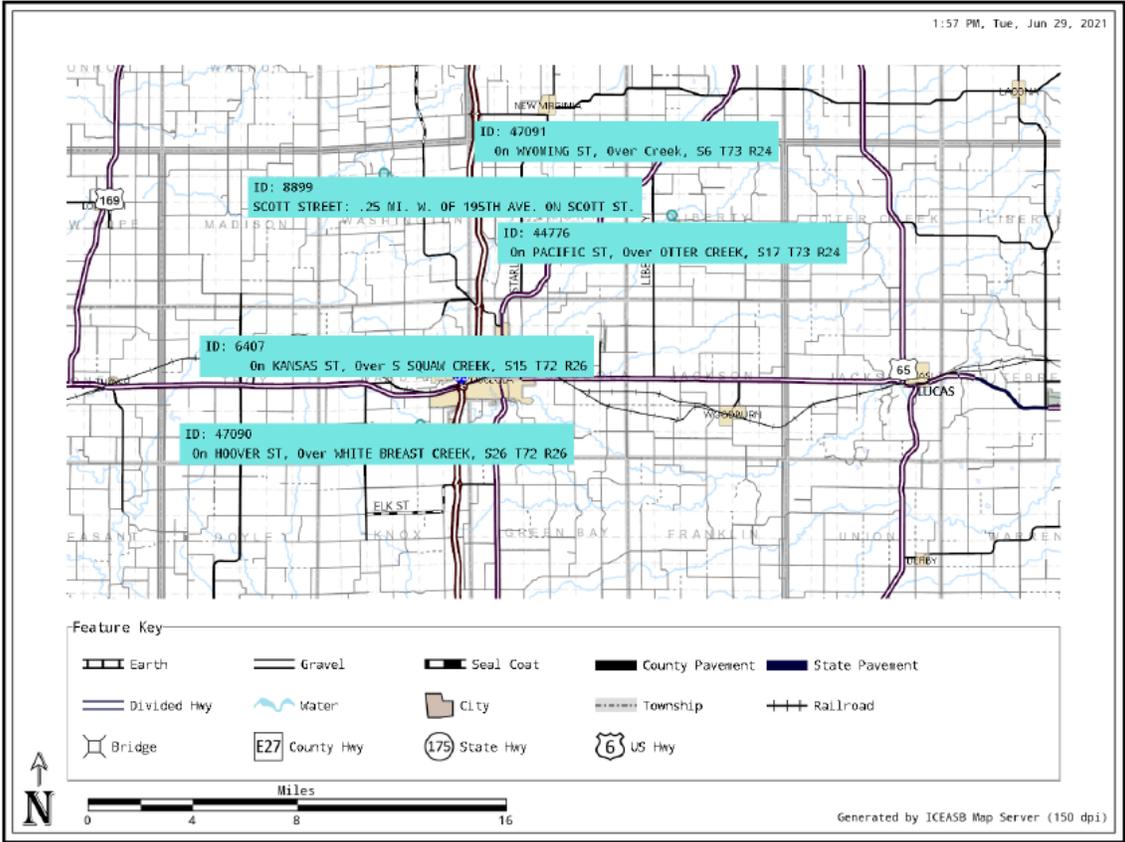
TIP/STIP Map – RPA 17 Projects in region



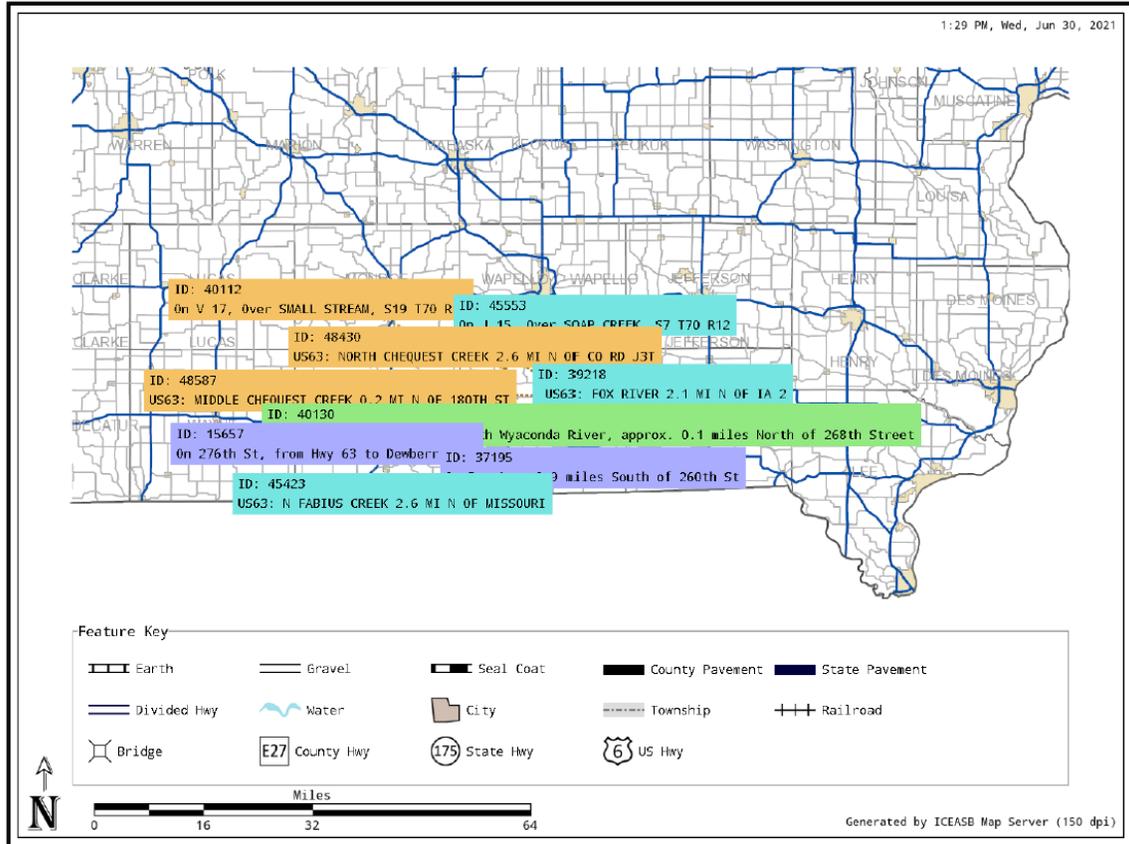
Appanoose County - Project Map



Clarke County - Project Map

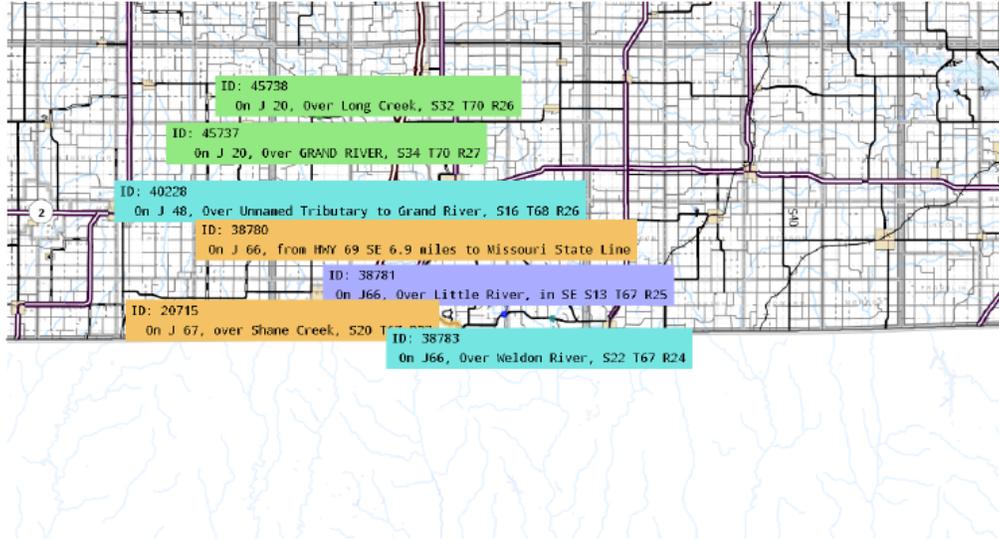


Davis County - Project Map



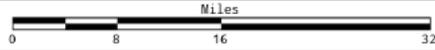
Decatur County - Project Map

2:02 PM, Tue, Jun 29, 2021



Feature Key

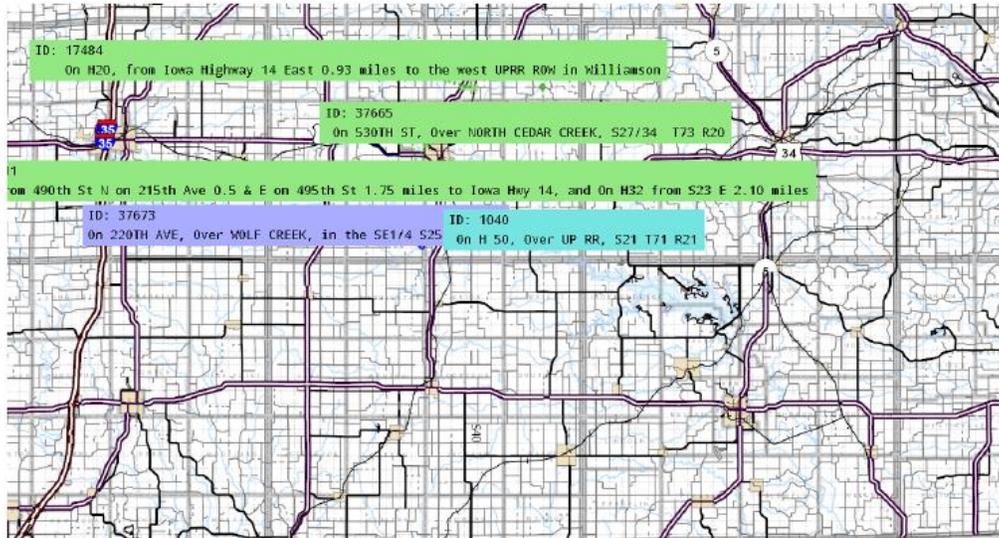
Earth	Gravel	Seal Coat	County Pavement	State Pavement
Divided Hwy	Water	City	Township	Railroad
Bridge	E27 County Hwy	175 State Hwy	6 US Hwy	



Generated by ICEASB Map Server (150 dpi)

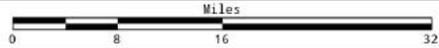
Lucas County Map- Project Map

2:08 PM, Tue, Jun 29, 2021



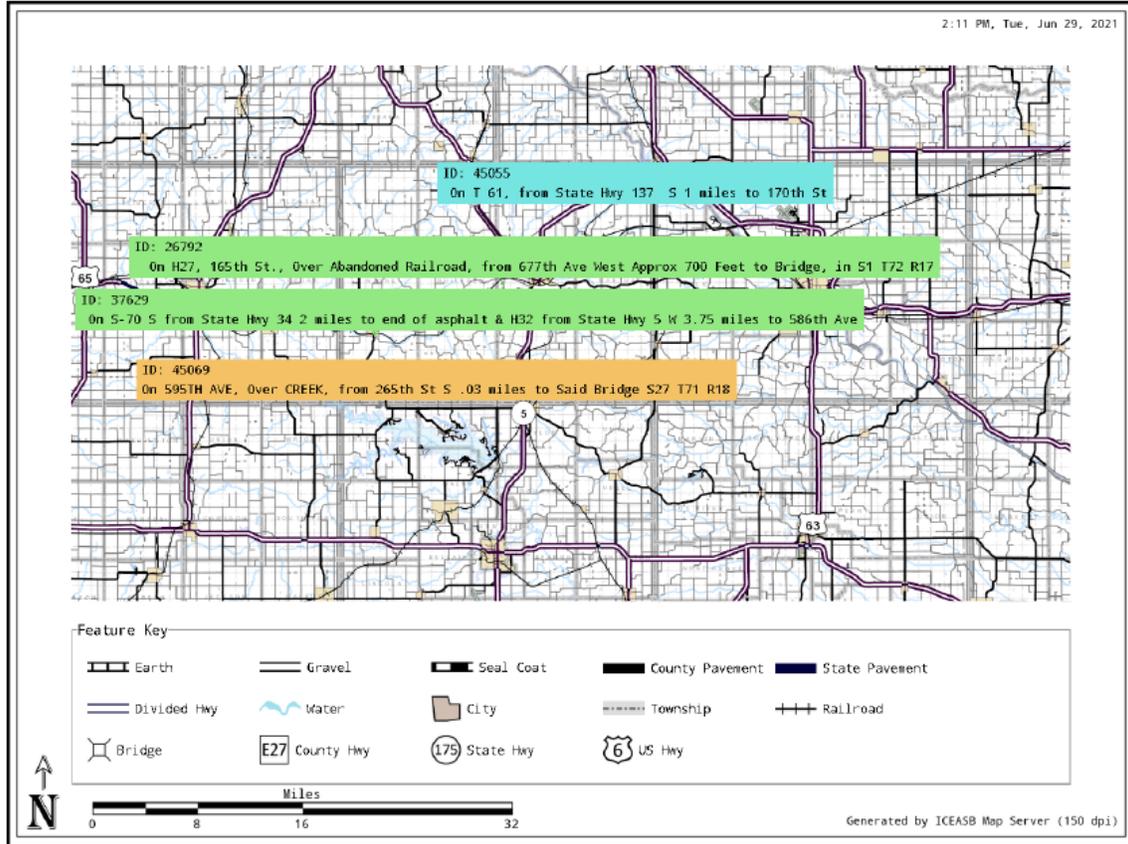
Feature Key

Earth	Gravel	Seal Coat	County Pavement	State Pavement
Divided Hwy	Water	City	Township	Railroad
Bridge	County Hwy	State Hwy	US Hwy	

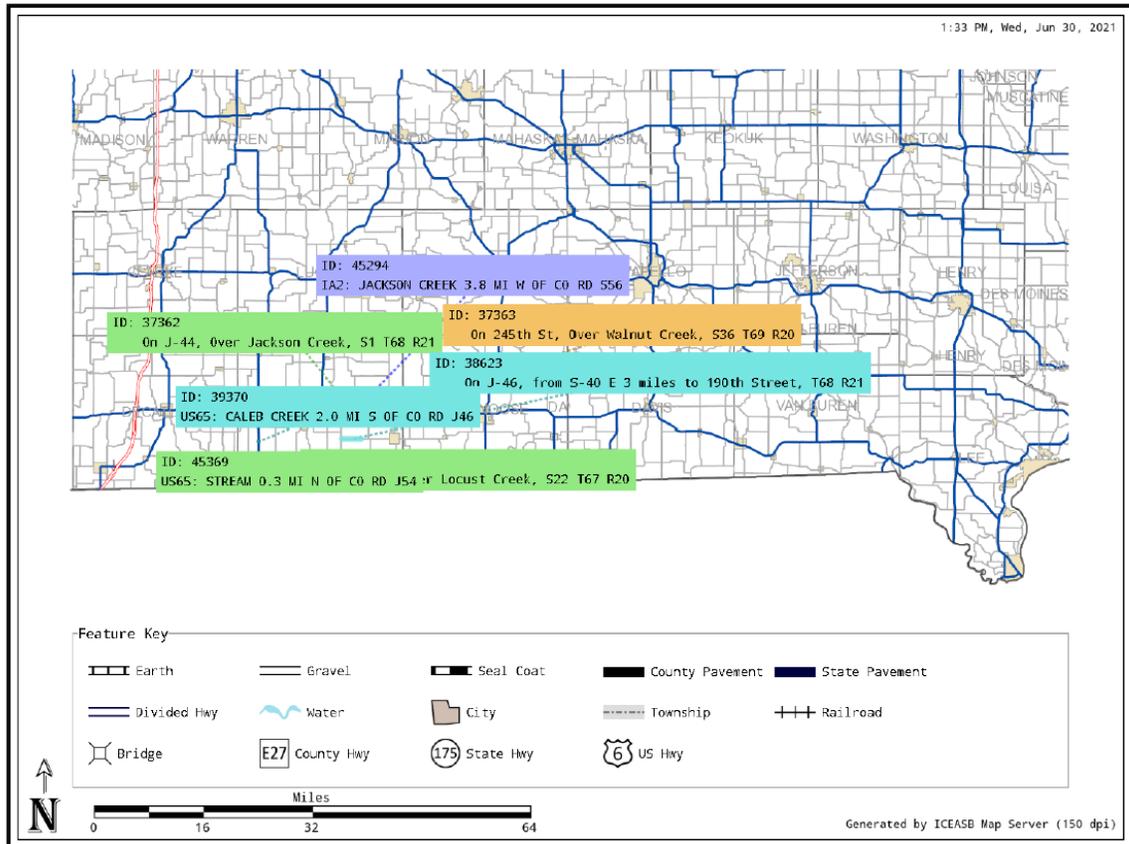


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Monroe County- Project Map



Wayne County - Project Map



**FY 2022-2025 TIP APPROVED PROJECTS
FOR RPA-17/CVTPA REGION**

6/30/2021

2022 Statewide Transportation Improvement Program

RPA 17

FM

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38623	FM-C093(94)--55-93	Draft TIP Approved	Total		\$1,750,000			\$1,750,000
Wayne County	On J-46, from S-40 E 3 miles to 190th Street, T68 R21	8/16/2022	Federal Aid					
	Pave		Regional					
			Swap					

NHPP

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37974	BRF-34)--38-59	TIP Approved	Total	\$2,162,000				\$2,162,000
Iowa Department of Transportation	US34: STREAM 2.1 MI E OF E JCT US 65		Federal Aid	\$1,729,600				\$1,729,600
	Bridge Replacement, Right of Way		Regional					
			Swap					
48500	NHSX-34)--3H-68	TIP Approved	Total	\$3,277,000				\$3,277,000
Iowa Department of Transportation	US34: ALBIA TO WAPELLO CO LINE		Federal Aid	\$2,621,600				\$2,621,600
	Pavement Rehab		Regional					
			Swap					
48433	NHSX-65)--3H-93	TIP Approved	Total	\$3,402,000				\$3,402,000
Iowa Department of Transportation	US65: IA 2 TO LUCAS CO LINE		Federal Aid	\$2,721,600				\$2,721,600
	Pavement Rehab, Right of Way		Regional					
			Swap					
39168	BRF-5)--38-4	TIP Approved	Total		\$2,707,000			\$2,707,000
Iowa Department of Transportation	IA5: COOPER CREEK 1.5 MI N OF IA 2		Federal Aid		\$2,165,600			\$2,165,600
	Bridge Replacement, Right of Way		Regional					
			Swap					
37883	BRF-5)--38-4	TIP Approved	Total		\$4,726,000			\$4,726,000
Iowa Department of Transportation	IA5: NORTH CREEK 2.6 MI S OF CO RD T20		Federal Aid		\$3,780,800			\$3,780,800
	Bridge Replacement, Right of Way		Regional					
			Swap					
39218	BRF-63)--38-26	TIP Approved	Total		\$6,000		\$3,485,000	\$3,491,000
Iowa Department of Transportation	US63: FOX RIVER 2.1 MI N OF IA 2		Federal Aid				\$2,788,000	\$2,788,000
	Bridge Replacement, Right of Way		Regional					
			Swap					
39370	BRF-65)--38-93	TIP Approved	Total		\$2,573,000			\$2,573,000
Iowa Department of Transportation	US65: CALEB CREEK 2.0 MI S OF CO RD J46		Federal Aid		\$2,058,400			\$2,058,400
	Bridge Replacement		Regional					
			Swap					

PRF

Project ID Sponsor	Project Number Location	Approval Level Letting Date		2022	2023	2024	2025	Totals
STIP ID	Work Codes							
37880 Iowa Department of Transportation	BRFN-2()--39-4 IA2: WALNUT CREEK 0.8 MI E OF CO RD S70 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap	\$253,000				\$253,000
38083 Iowa Department of Transportation	IMN-35()--0E-27 I-35: MISSOURI TO POLK CO Guardrail	TIP Approved	Total Federal Aid Regional Swap	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
48512 Iowa Department of Transportation	NHSN-5()--2R-68 IA5: 3RD AVE TO RR CROSSING IN ALBIA Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap	\$300,000				\$300,000
45369 Iowa Department of Transportation	NHSN-65()--2R-93 US65: STREAM 0.3 MI N OF CO RD J54 Right of Way	TIP Approved	Total Federal Aid Regional Swap	\$471,000				\$471,000
48638 Iowa Department of Transportation	STPN-69()--2J-20 US69: WHITE BREAST CREEK TO JUST N OF OSCEOLA SCL Ditch Improvement, Right of Way	TIP Approved	Total Federal Aid Regional Swap	\$2,000	\$210,000			\$212,000
39290 Iowa Department of Transportation	BRFN-34()--39-59 US34: LITTLE WHITE BREAST CREEK 2.5 MI W OF CO RD S56 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap		\$312,000			\$312,000
39307 Iowa Department of Transportation	BRFN-34()--39-68 US34: BNSF RR 4.5 MI W OF IA 5 Bridge Deck Overlay	TIP Approved	Total Federal Aid Regional Swap		\$443,000			\$443,000
39200 Iowa Department of Transportation	IMN-35()--0E-20 I-35: 0.5 MI N OF US 34 TO WARREN CO (NB) Pavement Rehab	TIP Approved	Total Federal Aid Regional Swap		\$3,923,000			\$3,923,000
48555 Iowa Department of Transportation	IMN-35()--0E-20 I-35: NB WEIGH STATION 1.2 MI N OF CO RD H45 Pave	TIP Approved	Total Federal Aid Regional Swap		\$1,130,000			\$1,130,000

PRF

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39220	IMN-35()--0E-27	TIP Approved	Total		\$937,000			\$937,000
Iowa Department of Transportation	I-35: 310TH ST 2.5 MI S OF US 69 (NB & SB) Bridge Deck Overlay		Federal Aid					
			Regional					
			Swap					
48547	NHSN-34()--2R-68	TIP Approved	Total		\$120,000			\$120,000
Iowa Department of Transportation	US34: 0.5 MI E OF CO RD S70 AND APPROX 1 MI W OF CO RD T19 Slope Improvement		Federal Aid					
			Regional					
			Swap					
45423	STPN-63()--2J-26	TIP Approved	Total		\$20,000			\$20,000
Iowa Department of Transportation	US63: N FABIUS CREEK 2.6 MI N OF MISSOURI Traffic Signs		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 S56 Bridge Deck Overlay		Federal Aid					
			Regional					
			Swap					
45412	IMN-35()--0E-20	TIP Approved	Total			\$2,204,000		\$2,204,000
Iowa Department of Transportation	I-35: 0.5 MI N OF US 34 TO WARREN CO (SB) Pavement Rehab		Federal Aid					
			Regional					
			Swap					
48561	BRFN-2()--39-27	TIP Approved	Total				\$190,000	\$190,000
Iowa Department of Transportation	IA2: MCGRUDER CREEK 1.5 MI E OF E JCT US 69 Bridge Deck Overlay		Federal Aid					
			Regional					
			Swap					
48430	BRFN-63()--39-26	TIP Approved	Total				\$1,007,000	\$1,007,000
Iowa Department of Transportation	US63: NORTH CHEQUEST CREEK 2.6 MI N OF CO RD J3T Right of Way		Federal Aid					
			Regional					
			Swap					
48587	BRFN-63()--39-26	TIP Approved	Total				\$955,000	\$955,000
Iowa Department of Transportation	US63: MIDDLE CHEQUEST CREEK 0.2 MI N OF 180TH ST Bridge Widening, Right of Way		Federal Aid					
			Regional					
			Swap					
48573	IMN-35()--0E-27	TIP Approved	Total				\$684,000	\$684,000
Iowa Department of Transportation	I-35: CO RD R30 1.0 MI S OF IA 2 Bridge Deck Overlay		Federal Aid					
			Regional					
			Swap					

STBG

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
1001	RGPL-PA17(RTP)--ST-00	Draft TIP Approved	Total	\$82,000	\$82,000	\$82,000	\$82,000	\$328,000
RPA 17	RPA 17: RPA 17 TRANSPORTATION PLANNING		Federal Aid	\$66,000	\$66,000	\$66,000	\$66,000	\$264,000
	Trans Planning		Regional Swap	\$66,000	\$66,000	\$66,000	\$66,000	\$264,000
48487	STP-69()-2C-27	TIP Approved	Total	\$2,333,000				\$2,333,000
Iowa Department of Transportation	US69: MISSOURI STATE LINE TO 0.25 MI E OF I-35		Federal Aid	\$1,866,400				\$1,866,400
	Pavement Rehab		Regional Swap					

SWAP-HBP

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45738	BHS-SWAP-C027(85)--FC-27	Draft TIP Approved	Total	\$375,000				\$375,000
Decatur County	On J 20, Over Long Creek, S32 T70 R26 Bridge Rehabilitation	10/19/2021	Federal Aid					
			Regional					
			Swap	\$375,000				\$375,000
45737	BHS-SWAP-C027(86)--FC-27	Draft TIP Approved	Total	\$375,000				\$375,000
Decatur County	On J 20, Over GRAND RIVER, S34 T70 R27 Bridge Rehabilitation	10/19/2021	Federal Aid					
			Regional					
			Swap	\$375,000				\$375,000
37665	BROS-SWAP-C059(64)--FE-59	Draft TIP Approved	Total	\$725,000				\$725,000
Lucas County	On 530TH ST, Over NORTH CEDAR CREEK, S27/34 T73 R20 Bridge Replacement	10/19/2021	Federal Aid					
			Regional					
			Swap	\$725,000				\$725,000
37362	BROS-SWAP-C093()--FE-93	Draft TIP Approved	Total	\$500,000				\$500,000
Wayne County	On J-44, Over Jackson Creek, S1 T68 R21 Bridge Replacement		Federal Aid					
			Regional					
			Swap	\$500,000				\$500,000
17227	BROS-SWAP-C093(85)--FE-93	Draft TIP Approved	Total	\$600,000				\$600,000
Wayne County	On Birch Rd, Over Locust Creek, S22 T67 R20 Bridge Replacement	3/15/2022	Federal Aid					
			Regional					
			Swap	\$600,000				\$600,000
40130	BRS-SWAP-C026()--FF-26	Draft TIP Approved	Total	\$800,000				\$800,000
Davis County	On Nuthatch Avenue, Over South Wyaconda River, approx. 0.1 miles North of 268th Street	11/16/2021	Federal Aid					
			Regional					
			Swap	\$800,000				\$800,000
26792	BRS-SWAP-C068(76)--FF-68	Draft TIP Approved	Total	\$875,000				\$875,000
Monroe County	On H27, 165th St., Over Abandoned Railroad, from 677th Ave West Approx 700 Feet to Bridge, in S1 T72 R17 Bridge Removal	12/21/2021	Federal Aid					
			Regional					
			Swap	\$875,000				\$875,000
26793	BRS-SWAP-C068(77)--FF-68	Draft TIP Approved	Total	\$2,875,000				\$2,875,000
Monroe County	On H27, 165th st, Over BNSF RR, from 685th Ave West Approx .1 Miles to said Bridge, in S6 T72 R16 Bridge Replacement	10/19/2021	Federal Aid					
			Regional					
			Swap	\$2,875,000				\$2,875,000
38783	BHS-SWAP-C027()--FC-27	Draft TIP Approved	Total		\$691,200			\$691,200
Decatur County	On J66, Over Weldon River, S22 T67 R24 Bridge Deck Overlay	10/18/2022	Federal Aid					
			Regional					
			Swap		\$691,200			\$691,200

SWAP-HBP

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45626	BROS-SWAP-C004)--SE-04 On 135TH AVE, Over COAL CREEK, from 524th St S 0.9 miles to bridge S10 T68 R19	Draft TIP Approved	Total		\$750,000			\$750,000
Appanoose County			Federal Aid					
			Regional					
			Swap		\$750,000			\$750,000
44776	BROS-SWAP-C020(123)--FE-20 On PACIFIC ST, Over OTTER CREEK, S17 T73 R24 Bridge Replacement	Draft TIP Approved 1/18/2023	Total		\$600,000			\$600,000
Clarke County			Federal Aid					
			Regional					
			Swap		\$600,000			\$600,000
6407	BROS-SWAP-C020(124)--FE-20 On KANSAS ST, Over S SQUAW CREEK, S15 T72 R26 Bridge Replacement	Draft TIP Approved 1/18/2023	Total		\$1,000,000			\$1,000,000
Clarke County			Federal Aid					
			Regional					
			Swap		\$1,000,000			\$1,000,000
47090	BROS-SWAP-C020(126)--FE-20 On HOOVER ST, Over WHITE BREAST CREEK, S26 T72 R26 Bridge Replacement	Draft TIP Approved 1/18/2023	Total		\$500,000			\$500,000
Clarke County			Federal Aid					
			Regional					
			Swap		\$500,000			\$500,000
47091	BROS-SWAP-C020(127)--SE-20 On WYOMING ST, Over Creek, S6 T73 R24 Bridge Replacement	Draft TIP Approved 1/18/2023	Total		\$400,000			\$400,000
Clarke County			Federal Aid					
			Regional					
			Swap		\$400,000			\$400,000
8899	BROS-SWAP-C020(67)--SE-20 SCOTT STREET: .25 MI. W. OF 195TH AVE. ON SCOTT ST. Bridge Replacement	Draft TIP Approved 11/15/2022	Total		\$500,000			\$500,000
Clarke County			Federal Aid					
			Regional					
			Swap		\$500,000			\$500,000
40228	BROS-SWAP-C027)--FE-27 On J 48, Over Unnamed Tributary to Grand River, S16 T68 R26 Bridge Replacement	Draft TIP Approved 11/15/2022	Total		\$650,000			\$650,000
Decatur County			Federal Aid					
			Regional					
			Swap		\$650,000			\$650,000
1040	BROS-SWAP-C059(28)--FE-59 On H 50, Over UP RR, S21 T71 R21 Bridge Replacement	Draft TIP Approved 6/20/2023	Total		\$2,250,000			\$2,250,000
Lucas County			Federal Aid					
			Regional					
			Swap		\$1,500,000			\$1,500,000
45553	BRS-SWAP-C026)--FF-26 On J 15, Over SOAP CREEK, S7 T70 R12	Draft TIP Approved 3/15/2022	Total		\$1,500,000			\$1,500,000
Davis County			Federal Aid					
			Regional					
			Swap		\$1,500,000			\$1,500,000

SWAP-HBP

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39597	BROS-SWAP-C004)--FE-04	Draft TIP Approved	Total			\$500,000		\$500,000
Appanoose County	On 110th Ave, Over Walnut Creek, from IA 2 South 1.1 Miles, on WLINE S32 T69 R19		Federal Aid					
	Bridge Replacement		Regional Swap			\$500,000		\$500,000
37195	BROS-SWAP-C026(117)--SE-26	Draft TIP Approved 5/17/2022	Total			\$500,000		\$500,000
Davis County	On Ice Ave, 0.9 miles South of 260th St		Federal Aid					
	Bridge Replacement		Regional Swap			\$500,000		\$500,000
37673	BROS-SWAP-C059(66)--SE-59	Draft TIP Approved 11/21/2023	Total			\$360,000		\$360,000
Lucas County	On 220TH AVE, Over WOLF CREEK, in the SE1/4 S25 T71 R22		Federal Aid					
	Bridge Replacement		Regional Swap			\$360,000		\$360,000
38781	BRS-SWAP-C027(81)--FF-27	Draft TIP Approved 12/20/2022	Total			\$1,100,000		\$1,100,000
Decatur County	On J66, Over Little River, in SE S13 T67 R25		Federal Aid					
	Bridge Replacement		Regional Swap			\$1,100,000		\$1,100,000
45630	BROS-SWAP-C004)--SE-04	Draft TIP Approved	Total				\$700,000	\$700,000
Appanoose County	On 150TH AVE, Over WALNUT CREEK, from IA 2 N 0.8 miles to bridge S25 T69 R19		Federal Aid					
			Regional Swap				\$700,000	\$700,000
20715	BROS-SWAP-C027)--FE-27	Draft TIP Approved	Total				\$550,000	\$550,000
Decatur County	On J 67, over Shane Creek, S20 T67 R27		Federal Aid					
	Bridge Replacement		Regional Swap				\$550,000	\$550,000
45069	BROS-SWAP-C068)--SE-68	Draft TIP Approved	Total				\$150,000	\$150,000
Monroe County	On 595TH AVE, Over CREEK, from 265th St S .03 miles to Said Bridge S27 T71 R18		Federal Aid					
			Regional Swap				\$150,000	\$150,000
37363	BROS-SWAP-C093)--SE-93	Draft TIP Approved 12/21/2021	Total				\$600,000	\$600,000
Wayne County	On 245th St, Over Walnut Creek, S36 T69 R20		Federal Aid					
	Bridge Replacement		Regional Swap				\$600,000	\$600,000
40112	BRS-SWAP-C026)--FF-26	Draft TIP Approved	Total				\$250,000	\$250,000
Davis County	On V 17, Over SMALL STREAM, S19 T70 R14		Federal Aid					
			Regional Swap				\$250,000	\$250,000

SWAP-STBG

Project ID	Project Number	Approval Level		2022	2023	2024	2025	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
17484	STBG-SWAP-C059(51)--FG-59	Draft TIP Approved 12/21/2021	Total	\$500,000				\$500,000
Lucas County	On H20, from Iowa Highway 14 East 0.93 miles to the west UPRR ROW in Williamson		Federal Aid					
	Pavement Rehab/Widen		Regional	\$226,000				\$226,000
			Swap	\$226,000				\$226,000
45211	STBG-SWAP-C059(71)--FG-59	Draft TIP Approved 12/21/2021	Total	\$2,430,000				\$2,430,000
Lucas County	H30 from 490th St N on 215th Ave 0.5 & E on 495th St 1.75 miles to Iowa Hwy 14, and On H32 from S23 E 2.10 miles		Federal Aid					
	Pavement Rehab/Widen		Regional	\$1,300,000				\$1,300,000
			Swap	\$1,300,000				\$1,300,000
37629	STBG-SWAP-C068()--FG-68	Draft TIP Approved	Total	\$750,000				\$750,000
Monroe County	On S-70 S from State Hwy 34 2 miles to end of asphalt & H32 from State Hwy 5 W 3.75 miles to 586th Ave		Federal Aid					
	Pavement Rehab		Regional	\$750,000				\$750,000
			Swap	\$750,000				\$750,000
39511	STBG-SWAP-C004()--FG-04	Draft TIP Approved	Total		\$1,250,000			\$1,250,000
Appanoose County	On S70, from J5T North 7.8 Miles to Monroe County Line		Federal Aid					
	Pavement Rehab		Regional		\$1,250,000			\$1,250,000
			Swap		\$1,250,000			\$1,250,000
39512	STBG-SWAP-C004()--FG-04	Draft TIP Approved	Total		\$250,000			\$250,000
Appanoose County	On J5T, from 195th Ave North & East 1 Miles to J29		Federal Aid					
	Pavement Rehab		Regional		\$250,000			\$250,000
			Swap		\$250,000			\$250,000
45055	STBG-SWAP-C068()--SG-68	Draft TIP Approved	Total		\$1,000,000			\$1,000,000
Monroe County	On T 61, from State Hwy 137 S 1 miles to 170th St		Federal Aid					
			Regional		\$1,000,000			\$1,000,000
			Swap		\$1,000,000			\$1,000,000
15657	STBG-SWAP-C026(106)--FG-26	Draft TIP Approved 6/18/2024	Total			\$1,200,000		\$1,200,000
Davis County	On 276th St, from Hwy 63 to Dewberry Ave		Federal Aid					
	Pavement Rehab		Regional			\$1,000,000		\$1,000,000
			Swap			\$1,200,000		\$1,200,000
38780	STBG-SWAP-C027(J66)--FG-27	Draft TIP Approved	Total				\$4,108,500	\$4,108,500
Decatur County	On J 66, from HWY 69 SE 6.9 miles to Missouri State Line		Federal Aid					
	Pavement Rehab		Regional				\$1,100,000	\$1,100,000
			Swap				\$1,100,000	\$1,100,000

**FY 2022- 2025 TIP APPROVED TRANSIT PROJECTS
FOR RPA-17/CVTPA REGION**

Draft 2022 Transit Program
(Filtered)

RPA-17 (1 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY22	FY23	FY24	FY25
5311	RPA-17	1702 Planning Misc	RPA Transportation Planning	Total	37,500	37,500	37,500	37,500
				FA	37,500	37,500	37,500	37,500
				SA				

Resolution of Adoption

Chariton Valley Transportation Planning Affiliation
308 North 12th Street
Centerville, Iowa 52544
641-437-4359 – phone
641-437-1161 – fax
www.charitonvalleyplanning.com



RESOLUTION ADOPTING THE FINAL FY 2022-2025 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 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 2022-2025; 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 2022-2025 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 _____, 2021 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 2022-2025 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 FY2022-2025 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.