



**TRANSPORTATION IMPROVEMENT PROGRAM  
FY 2021-2024**

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

*FINAL - July 15, 2020*

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## **Introduction**

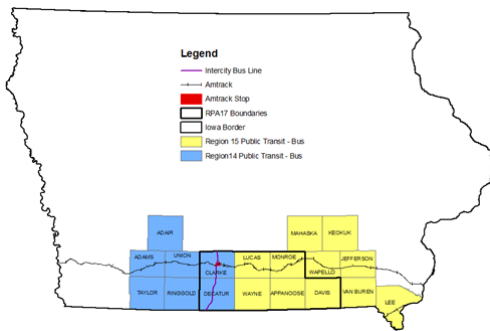
Chariton Valley Planning and Development Council of Governments (CVPD) serves as the planning administrator for Region 17/Chariton Valley Transportation Planning Affiliation (CVTPA) and prepares the Transportation Improvement Program (TIP) for Iowa's Region 17 (Appanoose, Clarke, Davis, Decatur, Lucas, 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 funding that the region receives is applied to the STBG balances by the same formula used to allocate STBG/SWAP. This funding will now be available for Small Communities for regional projects. This is completed through an application that is reviewed by both TAC & Policy committees to determine eligibility and 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 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 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 2021-2024 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) 2021-2024 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 was provided to TAC & Policy on May 28, 2020 with a public hearing being set for public review of the document. There will be a public hearing set for July 14, 2020 for any comments to 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, 2020. Members of the Technical Advisory Committee, Policy Board were in attendance for the approval meeting. General discussion occurred but no public comments were made or submitted.

## **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](http://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.

	<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 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](http://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 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 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.
- This first cycle will include funding available for FY2021 and FY2022.

### **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>
Neal Smith	Board of Supervisor	Appanoose County
Jan Spurgeon	Councilperson	City of Centerville
Marvin McCann	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
Tom Swearingin	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
David Dotts	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 2021-2024**

- 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.

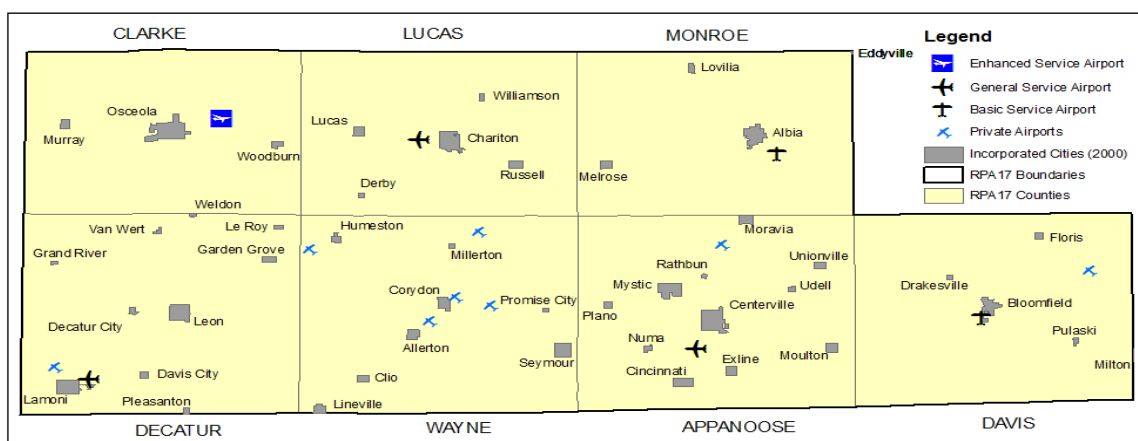
CVTPA utilized a survey during transportation planning and includes several transit related questions. Input was gathered from residents and providers of the region through public involvement meetings. Public meeting invitations and information were emailed to each of the cities and counties in the region, 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 (2021)	Year 2 (2022)	Year 3 (2023)	Year 4 (2024)
Unobligated Balance (Carryover)	\$ 4,566,172	\$ 9,556,535	\$ 14,622,535	\$ 19,488,535
Regional STBG/SWAP Target	\$ 1,741,262	\$ 1,701,000	\$ 1,701,000	\$ 1,701,000
Regional STBG TAP Flex Target	\$ 66,101	\$ 66,000	\$ 66,000	\$ 66,000
<b>Subtotal</b>	<b>\$ 6,373,535</b>	<b>\$ 11,323,535</b>	<b>\$ 16,389,535</b>	<b>\$ 21,255,535</b>
Transfer to TAP (STBG & Flex)	\$ 0	\$ 0	\$ 0	\$ 0
Programmed STBG Funds	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000
Programmed SWAP Funds	\$ 3,150,000	\$ 3,200,000	\$ 3,000,000	\$ 1,390,000
<b>Balance of STBG/SWAP Funds</b>	<b>\$ 9,556,535</b>	<b>\$ 14,622,535</b>	<b>\$ 19,488,535</b>	<b>\$ 22,678,535</b>
<i>Based off of 2019 STBG Targets</i>				

## FORECASTED EXPENDITURES & REVENUE

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

	2019	2020	2021	2022	2023	2024
County Operations	\$ 3,528,628	\$ 3,669,773	\$ 38,165,664	\$ 3,969,227	\$ 4,127,996	\$ 4,293,115
County Maintenance	\$ 6,091,589	\$ 6,335,253	\$ 6,588,663	\$ 6,852,209	\$ 7,126,297	\$ 7,411,349
City Operations	\$ 1,088,855	\$ 1,132,409	\$ 1,177,706	\$ 1,224,814	\$ 1,273,806	\$ 1,324,758
City Maintenance	\$ 3,581,664	\$ 3,724,931	\$ 3,873,928	\$ 4,028,885	\$ 4,190,040	\$ 4,357,642
<b>Total Operations &amp; Maintenance</b>	<b>\$ 14,290,736</b>	<b>\$ 14,862,366</b>	<b>\$ 15,456,861</b>	<b>\$ 16,075,135</b>	<b>\$ 16,718,139</b>	<b>\$ 17,386,864</b>
<i>Based off of 2019 County &amp; City O-M reports. Assumes an increase of 4%</i>						

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

	2019	2020	2021	2022	2023	2024
Farm to Market	\$ 5,490,989	\$ 5,710,629	\$ 59,309,054	\$ 6,176,616	\$ 6,423,681	\$ 6,680,628
Secondary Road Fund	\$ 28,977,591	\$ 30,136,694	\$ 31,342,161	\$ 32,595,847	\$ 33,899,680	\$ 35,255,667
City Street Fund	\$ 12,635,613	\$ 1,3141,037	\$ 13,666,678	\$ 14,213,345	\$ 14,781,878	\$ 15,373,153
<b>Total Non-Federal-Aid</b>	<b>\$ 47,104,193</b>	<b>\$ 48,988,360</b>	<b>\$ 50,947,893</b>	<b>\$ 52,985,808</b>	<b>\$ 55,105,239</b>	<b>\$ 57,309,448</b>
<i>Based off of 2019 698FM, Secondary Road &amp; City Street reports Assumes a 4% increase</i>						



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

	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
TAP Balance (Carryover)	\$ 698,568	\$ 785,236	\$ 872,236	\$ 959,236
TAP Target	\$ 86,668	\$ 87,000	\$ 87,000	\$ 87,000
Total Available for Programming	\$ 785,236	\$ 872,236	\$ 959,236	\$ 1,046,236
Total TAP Programmed	\$ 0	\$ 0	\$ 0	\$ 0
<b>Balance of TAP Funds</b>	<b>\$ 785,236</b>	<b>\$ 872,236</b>	<b>\$ 959,236</b>	<b>\$ 1,046,236</b>

**Summary of Federal & State Funding Programming**

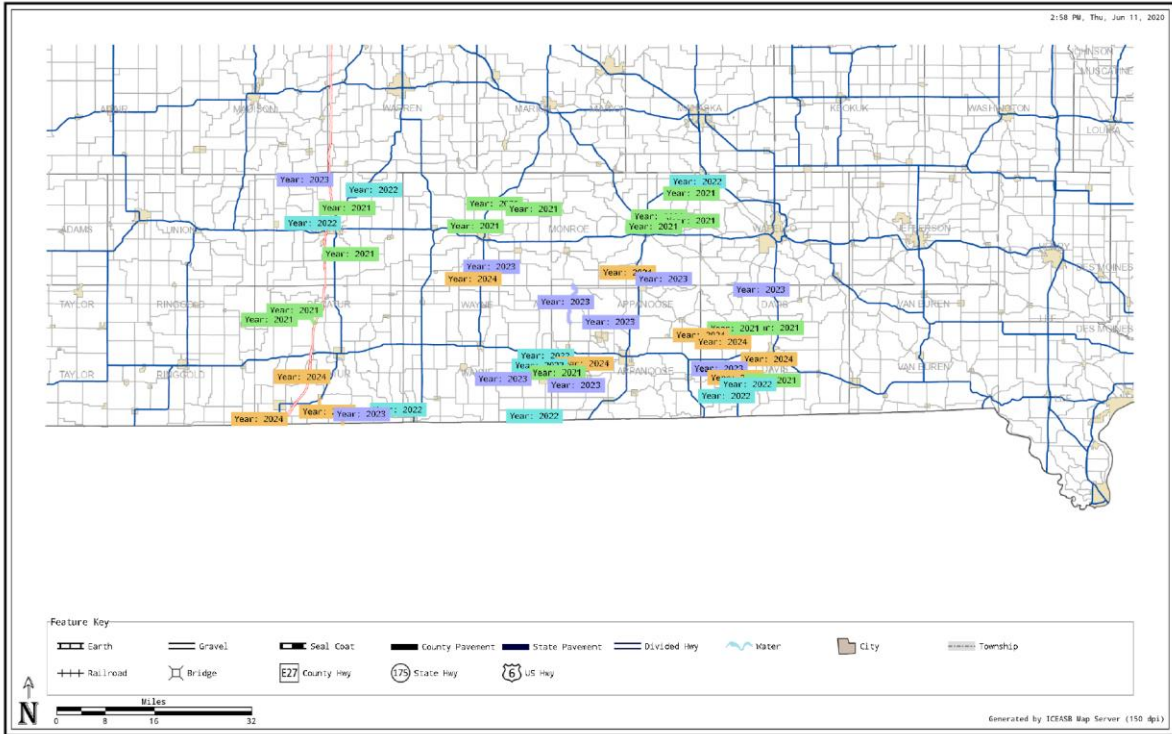
Type	Total Cost FY2021	Fed. Aid/State	Total Cost FY2022	Fed. Aid/State	Total Cost FY 2023	Fed. Aid/State	Total Cost FY2024	Fed. Aid/State
SWAP/HBP	\$ 6,500,000	\$ 6,500,000	\$ 3,591,200	\$ 3,591,200	\$ 4,200,000	\$ 4,200,000	\$ 3,635,000	\$ 3,635,000
SWAP/STBG	\$ 7,500,000	\$ 3,150,000	\$ 3,200,000	\$ 3,200,000	\$ 2,250,000	\$ 2,050,000	\$ 2,890,000	\$ 1,390,000
CHBP	\$ 750,000	\$ 409,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
NHPP	\$ 22,020,000	\$ 17,616,000	\$ 0	\$ 0	\$ 9,261,000	\$ 7,408,200	\$ 3,335,000	\$ 2,668,000
HSIP/ SWAP	\$ 269,000	\$ 242,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Transit	\$ 422,500	\$ 345,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PRF	\$ 6,562,000	\$ 0	\$ 2,671,000	\$ 0	\$ 4,558,000	\$ 0	\$ 2,654,000	\$ 0
STBG-HBP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,300,000	\$ 1,000,000	\$ 0	\$ 0
STBG	\$ 41,000	\$ 33,000	\$ 41,000	\$ 33,000	\$ 41,000	\$ 33,000	\$ 41,000	\$ 33,000
<b>TOTAL</b>	<b>\$ 44,064,500</b>	<b>\$ 28,296,000</b>	<b>\$ 9,540,000</b>	<b>\$ 6,861,700</b>	<b>\$ 20,347,500</b>	<b>\$ 13,728,700</b>	<b>\$ 12,592,500</b>	<b>\$ 4,128,500</b>

## FY 2020 - RPA 17

### PROJECT STATUS REPORT

TPMS#	Year	Sponsor	Pgm	PN		Type of Work	Status
	FY20	Growmark Incomp	NHFP	NHFP-GWMK(001)--2F-00	Construct propane unloading facility on low a Southern Railway	Miscellaneous	
38224	FY20	DOT-D05-RPA 17	NHSX	NHSX-63()-3H-26	Bridge Replacement - US 63: Soap Creek. 9 miles S of Wapello Co	Bridge Replacement - PFCB	Anticipate - Let Nov 17, 2020
38181	FY20	DOT-D05-RPA 17	IMN	IMN-36()-0E-27	Erosion Control - I-35 S of Rest Area to S of IA 2	Erosion Control	Let - Feb 18, 2020
37920	FY20	DOT-D05-RPA 17	BRFN	BRFN-63()-39-26	Bridge Deck Overlay - US63 Carter Creek 3.7 miles S of IA2	Bridge Deck Overlay	Let - Oct. 15, 2019
38189	FY20	DOT-D05-RPA 17	STPN	STPN-5()-2J-4	Pavement Rehab - IA5 Co RD J46 to NCL Centerville	HMA Resurfacing w /Milling	Let - March 17, 2020
38219	FY20	DOT-D05-RPA 17	STPN	STPN-2()-2J-26	Pavement Rehab - IA2 EJCT US 63 to IA 1	Pavement Rehab	Let - December 17, 2019
37919	FY20	DOT-D05-RPA 17	BRFN	BRFN-63()-39-26	Bridge Deck Overlay - US63 North Fabius Creek 2.1 miles S of Co Rd J51	Bridge Deck Overlay	Let - Oct. 15, 2019
38083	FY20	DOT-D05-RPA 17	IMN	IMN-36()-0E-27	Guardrail - I-35 Missouri to Polk Co	Guardrail	Let - Sept. 17, 2019
19097	FY20	Clarke CRD	STP	STR-S-C020(85)--5E-20	On Mill St, just south of Sherman St, Woodburn	Bridge Replacement	Completed
39548	FY20	Decatur CRD	TAP	TAR-R-C027(078)--8T-27	Bike/Ped Development	TAP Development	In Process
39371	FY20	DOT-D05-RPA 17	STP	STR-2()-2C-93	Pavement Rehab - IA2 2 mi W of WCL Corydon to Appanoose Co	Pavement Rehab	Completed
1001	FY20	RPA- 17	STBG	RGFL-PA17(RTP)--ST-00	RPA 17: RPA 17 TRANSPORTATION PLANNING	Trans Planning	In Process
16657	FY20	Davis CRD	STP	STR-S-C026(106)--5E-26	Pavement Rehab - 276th St from Highway 63 to Dewberry Ave	Pavement Rehab	In Process - Design
34507	FY20	Clarke CRD	STP	STR-S-C026(110)--5E-20	Bridge Replacement - R-15 over Br. Long Creek, Wline	Bridge Replacement	Project Let
38553	FY20	Clarke CRD	BROS-SWAP	BROS-SWAP-C020(119)FE-20	Bridge Replacement - 1/2 mi E of 250th on Meadow St	Bridge Replacement	In Process - Letting Oct 2020
38554	FY20	Clarke CRD	BROS-SWAP	BROS-SWAP-C020(118)FE-20	Bridge Replacement - Ek St over White Breast Creek	Bridge Replacement	In Process - Letting Oct 2020
34533	FY20	Davis CRD	BROS-SWAP	BROS-SWAP-C026(108)--SE-26	Bridge Replacement - Jewel Ave. 1.1 miles S of Highway 2	Bridge Replacement	Completed
26792	FY20	Monroe CRD	BRS-SWAP	BRS-SWAP-C068(76)-FF-68	Bridge Removal - H27, 165th St over abandoned railroad	Bridge Removal	Letting - Oct 2020
3992	FY20	Monroe CRD	BHOS-SWAP	BHOS-SWAP-C068(86)--SB-68	Bridge Replacement - 730th Ave over Middle Avery Creek	Bridge Replacement	Letting - Jan 2020
26793	FY20	Monroe CRD	BRS-SWAP	BRS-SWAP-C068(77)-FF-68	Bridge Replacement - H27, 165th St over BNSF RR from 68th Ave	Bridge Replacement	Letting - Oct 2020
37191	FY20	Davis CRD	BROS-SWAP	BROS-SWAP-C026()-FE-26	Bridge Replacement - 245th St. 6 miles West of Ebony Ave	Bridge Replacement	In Process - Design
37192	FY20	Davis CRD	BROS-SWAP	BROS-SWAP-C026(112)--SE-26	Bridge Replacement - Mahogany Ave - .2 miles North of 265th	Bridge Replacement	Letting - September 2020
38554	FY20	Clarke CRD	BROS-SWAP	BROS-SWAP-C020(118)FE-20	Bridge Replacement - Ek St over White Breast Creek	Bridge Replacement	In Process - Letting Oct 2020
38553	FY20	Davis CRD	BROS-SWAP	BROS-SWAP-C020(119)FE-20	Bridge Replacement - 1/2 mi E of 250th on Meadow St	Bridge Replacement	Project Cancelled
37198	FY20	Appanoose CRD	BROS-SWAP	BROS-SWAP-C004(106)SE-04	Bridge Replacement - 160th Ave over Unnamed trib to Rathbun Lake	Bridge Replacement	Let - December 2019
36876	FY20	Decatur CRD	BHS-SWAP	BHS-SWAP-C027(74)--FC-27	Bridge Replacement - Lineville road (R52) over Caleb Creek	Bridge Replacement	Contract Awarded - Aug 10, 20
34474	FY20	Decatur CRD	BHOS-SWAP	BHOS-SWAP-C027(66)--FB-27	Bridge Replacement - 130th Ave over Grand River	Bridge Replacement	Under Construction
38429	FY20	Centerville	TAP	TAR-U-1210(612)-8I-04	Ped/Bike Development - Multi locations in Centerville	TAP Development	Letting - Nov 2020
38430	FY20	Murray	TAP	TAR-R-5327(601)--8T-20	Ped/Bike Development - In City of Murray	TAP Development	Letting - Nov 2020
32287	FY20	Wayne CRD	SWAP-STBG	STBG-SWAP-C09(93)-FG-93	Pavement Rehab, Granular Shoulders	Pavement Rehab	Let - April 2020
8941	FY20	Davis CRD	SWAP-STBG	STBG-SWAP-C026(Airport Road)-	HMA Paving	HMA Paving	In Process - Design
40163	FY20	Davis CRD	SWAP-STBG	STBG-SWAP-C026()-FG-26	HMA Paving	HMA Paving	Letting - August 2020
38451	FY20	Davis CRD	HSIP	HSIP-SWAP-C026(111)-FJ-26	Pavement Markings	Pavement Markings	Completed
39145	FY20	Decatur CRD	ER	ER-C027(76)-58-27	Erosion Control - Ek Chapel Road R18	Erosion Control	Letting - Nov 2020
21157	FY20	Clarke CRD	STBG-HBP	BROS-C020(93)-5F-20	Bridge Rehabilitation - R12 approx 1 mi N of Hopeville	Bridge Rehabilitation	Under Construction
37031	FY20	Clarke CRD	BROS	BROS-C020(114)-8J-20	Bridge Replacement - Doyle Street over Small Creek	Bridge Replacement	Under Construction

TIP/STIP Maps – RPA 17 Projects in region



**FY 2021-2024 Draft TIP APPROVED PROJECTS**

**FOR RPA-17/CVTPA REGION**

(Projects Begin on the next page)

Total 16 pages

7/2/2020

## **2021 Statewide Transportation Improvement Program**

SWAP-HBP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38554	BROS-SWAP-C020(118)--FE-20	TIP Approved	<b>Total</b>	\$750,000				\$750,000
Clarke County	On 260TH AVE, Over WHITE BREAST CREEK, S10 T71 R25	12/15/2020	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$750,000				\$750,000
38553	BROS-SWAP-C020(119)--FE-20	TIP Approved	<b>Total</b>	\$550,000				\$550,000
Clarke County	1/2 Mi. East of 250th. on Meadow St. Sec. 34, T-73N, R-25W.	12/15/2020	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$550,000				\$550,000
37192	BROS-SWAP-C026(112)--SE-26	TIP Approved	<b>Total</b>	\$600,000				\$600,000
Davis County	On Mahogany Ave, 0.2 miles North of 265th St	9/15/2020	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$600,000				\$600,000
37208	BROS-SWAP-C004()-FE-04	TIP Approved	<b>Total</b>	\$400,000				\$400,000
Appanoose County	On 110th Ave, Over Unnamed Trib to Cooper Crk, from 105th Ave South .45 Miles to Zeiss Bridge, on WLINE S8 T68N R19W		<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$400,000				\$400,000
37665	BROS-SWAP-C059(64)--FE-59	TIP Approved	<b>Total</b>	\$725,000				\$725,000
Lucas County	On 530TH ST, Over NORTH CEDAR CREEK, S27/34 T73 R20	10/20/2020	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$725,000				\$725,000
26792	BRS-SWAP-C068(76)--FF-68	TIP Approved	<b>Total</b>	\$700,000				\$700,000
Monroe County	On H27, 165th St., Over Abandoned Railroad, from 677th Ave West Approx 700 Feet to Bridge, in S1 T72 R17	11/17/2020	<b>Federal Aid</b>					
	2531 - Bridge Removal		<b>Regional</b>					
			<b>Swap</b>	\$700,000				\$700,000

SWAP-HBP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
26793	BRS-SWAP-C068(77)--FF-68	TIP Approved	<b>Total</b>	\$2,300,000				\$2,300,000
Monroe County	On H27, 165th st, Over BNSF RR, from 685th Ave West Approx .1 Miles to said Bridge, in S6 T72 R16	10/20/2020	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$2,300,000				\$2,300,000
3992	BROS-SWAP-C068()-SE-68	TIP Approved	<b>Total</b>	\$475,000				\$475,000
Monroe County	On 730th Ave, Over Middle Avery Creek, from 189th St N 1.3 miles to said bridge S11 T72 R16	1/20/2021	<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$475,000				\$475,000
37195	BROS-SWAP-C026(117)--SE-26	TIP Approved	<b>Total</b>		\$500,000			\$500,000
Davis County	On Ice Ave, 0.9 miles South of 260th St	5/17/2022	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>		\$500,000			\$500,000
17227	BROS-SWAP-C093(85)--FE-93	TIP Approved	<b>Total</b>		\$600,000			\$600,000
Wayne County	On Birch Rd, Over Locust Creek, S22 T67 R20	3/15/2022	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>		\$600,000			\$600,000
37363	BROS-SWAP-C093(97)--SE-93	TIP Approved	<b>Total</b>		\$600,000			\$600,000
Wayne County	On 245th St, Over Walnut Creek, S36 T69 R20	12/21/2021	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>		\$600,000			\$600,000
38783	BHS-SWAP-C027()-FC-27	TIP Approved	<b>Total</b>		\$691,200			\$691,200
Decatur County	On J66, Over Weldon River, S22 T67 R24	10/18/2022	<b>Federal Aid</b>					
	2521 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>		\$691,200			\$691,200

SWAP-HBP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
6407	BROS-SWAP-C020(43)--FE-20	TIP Approved	<b>Total</b>		<b>\$600,000</b>			<b>\$600,000</b>
Clarke County	On KANSAS ST, Over S SQUAW CREEK, S15 T72 R26	11/16/2021	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>		\$600,000			<b>\$600,000</b>
44776	BROS-SWAP-C020(123)--FE-20	TIP Approved	<b>Total</b>		<b>\$600,000</b>			<b>\$600,000</b>
Clarke County	On PACIFIC ST, Over OTTER CREEK, S17 T73 R24	11/16/2021	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>		\$600,000			<b>\$600,000</b>
8899	BROS-SWAP-C020(67)--SE-20	TIP Approved	<b>Total</b>			<b>\$500,000</b>		<b>\$500,000</b>
Clarke County	SCOTT STREET: .25 MI. W. OF 195TH AVE. ON SCOTT ST.	11/15/2022	<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>			\$500,000		
			<b>Swap</b>					<b>\$500,000</b>
37193	BROS-SWAP-C026()-SE-26	TIP Approved	<b>Total</b>			<b>\$1,000,000</b>		<b>\$1,000,000</b>
Davis County	On Kress Ave, 0.6 miles North of 125th St	6/20/2023	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>			\$1,000,000		<b>\$1,000,000</b>
37191	BROS-SWAP-C026()-FE-26	TIP Approved	<b>Total</b>			<b>\$250,000</b>		<b>\$250,000</b>
Davis County	On 245th St, 0.6 miles West of Ebony Ave		<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>			\$250,000		<b>\$250,000</b>
37213	BROS-SWAP-C004()-FE-04	TIP Approved	<b>Total</b>			<b>\$750,000</b>		<b>\$750,000</b>
Appanoose County	On 130th Ave, Over Unnamed Trib to Cooper Crk, from HWY J46 North 1.25 Miles to McElvain Bridge, on WLINE S10 T68N R19W		<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>			\$750,000		<b>\$750,000</b>



SWAP-HBP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
34825	BROS-SWAP-C068()-FE-68	TIP Approved	<b>Total</b>			\$600,000		\$600,000
Monroe County	On T55 (275th St), Over Soap Creek, from 690th Ave. West 2300 Feet to Said Bridge, S31 T71 R16		<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>			\$600,000		\$600,000
38781	BRS-SWAP-C027(P2703)-FF-27	TIP Approved	<b>Total</b>			\$1,100,000		\$1,100,000
Decatur County	On J66, Over Little River, in SE S13 T67 R25		<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>			\$1,100,000		\$1,100,000
37673	BROS-SWAP-C059(66)-SE-59	TIP Approved	<b>Total</b>				\$360,000	\$360,000
Lucas County	On 220TH AVE, Over WOLF CREEK, in the SE1/4 S25 T71 R22	11/21/2023	<b>Federal Aid</b>					
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>				\$360,000	\$360,000
37190	BROS-SWAP-C026(118)-FE-26	TIP Approved	<b>Total</b>				\$100,000	\$100,000
Davis County	On Alpine Ave, 0.7 miles South of Bunch Road	4/15/2025	<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>				\$100,000	\$100,000
40111	BROS-SWAP-C026()-SE-26	TIP Approved	<b>Total</b>				\$500,000	\$500,000
Davis County	On Fern Blvd, from Fern Blvd 0.3 miles to 250th Street		<b>Federal Aid</b>					
	320 - Bridges		<b>Regional</b>				\$500,000	\$500,000
			<b>Swap</b>				\$500,000	\$500,000
41345	BROS-SWAP-C026()-FE-26	TIP Approved	<b>Total</b>				\$750,000	\$750,000
Davis County	Richard Harris Bridge - 202nd St		<b>Federal Aid</b>					
	320 - Bridges		<b>Regional</b>					
			<b>Swap</b>				\$750,000	\$750,000
20715	BROS-SWAP-C027(Z3548)-SE-27	TIP Approved	<b>Total</b>				\$550,000	\$550,000
Decatur County	J67: Over Shane Creek		<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>				\$550,000	\$550,000

SWAP-HBP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
40228	BROS-SWAP-C027()--FE-27	TIP Approved	<b>Total</b>				<b>\$375,000</b>	<b>\$375,000</b>
Decatur County	On J 48, Over Unnamed Tributary to Elk Creek, S16 T68 R26		<b>Federal Aid</b>					
	332 - Box Culverts, 2021 - Bridge Replacement		<b>Regional</b>				\$375,000	\$375,000
			<b>Swap</b>					
39597	BROS-SWAP-C004()--SE-04	TIP Approved	<b>Total</b>				<b>\$400,000</b>	<b>\$400,000</b>
Appanoose County	On 110th Ave, Over Walnut Creek, from IA 2 South 1.1 Miles, on WLINE S32 T69 R19		<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>				\$400,000	\$400,000
			<b>Swap</b>					
37715	BROS-SWAP-C068()--SE-68	TIP Approved	<b>Total</b>				<b>\$600,000</b>	<b>\$600,000</b>
Monroe County	On 264th Trl, Over Inghram branch creek, from 635th Ave W 1 miles to Said bridge S19 T71 R17		<b>Federal Aid</b>					
	320 - Bridges, 2021 - Bridge Replacement		<b>Regional</b>				\$600,000	\$600,000
			<b>Swap</b>					

STBG

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
1001	RGPL-PA17(RTP)--ST-00	TIP Approved	<b>Total</b>	<b>\$41,000</b>	<b>\$41,000</b>	<b>\$41,000</b>	<b>\$41,000</b>	<b>\$164,000</b>
RPA 17	RPA 17: RPA 17 TRANSPORTATION PLANNING		<b>Federal Aid</b>	\$33,000	\$33,000	\$33,000	\$33,000	\$132,000
	9514 - Trans Planning		<b>Regional</b>	\$33,000	\$33,000	\$33,000	\$33,000	\$132,000
			<b>Swap</b>					

SWAP-HSIP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38451	HSIP-SWAP-C026(111)--FJ-26	TIP Approved	<b>Total</b>	\$269,000				\$269,000
Davis County	On On 180th St / Eagle Blvd, 215th St, Floris Rd, Ice Ave, Lilac Ave, Nuthatch Ave & Timber Ave	7/16/2019	<b>Federal Aid</b>					
	5051 - Pavement Markings		<b>Regional</b>					
			<b>Swap</b>	\$242,000				\$242,000

SWAP-STBG

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
17484	STBG-SWAP-C059(51)--FG-59	TIP Approved	<b>Total</b>	<b>\$600,000</b>				<b>\$600,000</b>
Lucas County	On H20, from Iowa Highway 14 E 0.9 miles to West RR ROW in Williamson	6/15/2021	<b>Federal Aid</b>					
	1505 - Pavement Rehab/Widen		<b>Regional</b>	\$500,000				<b>\$500,000</b>
			<b>Swap</b>	\$500,000				<b>\$500,000</b>
32177	STBG-SWAP-C027(79)--FG-27	TIP Approved	<b>Total</b>	<b>\$4,100,000</b>				<b>\$4,100,000</b>
Decatur County	On J 20, from R15 E 7.26 miles to I-35	11/17/2020	<b>Federal Aid</b>					
	1509 - Pavement Rehab		<b>Regional</b>	\$1,200,000				<b>\$1,200,000</b>
			<b>Swap</b>	\$1,200,000				<b>\$1,200,000</b>
45211	STBG-SWAP-C059(70)--FG-59	TIP Approved	<b>Total</b>	<b>\$1,500,000</b>				<b>\$1,500,000</b>
Lucas County	On H 30, from H32 NE 2.25 miles to Iowa Hwy 14	2/16/2021	<b>Federal Aid</b>					
	1505 - Pavement Rehab/Widen		<b>Regional</b>	\$500,000				<b>\$500,000</b>
			<b>Swap</b>	\$500,000				<b>\$500,000</b>
44691	STBG-SWAP-C027()--FG-27	TIP Approved	<b>Total</b>	<b>\$600,000</b>				<b>\$600,000</b>
Decatur County	On J 20, from WCL Grand River, Iowa E 0.64 miles to R15	11/17/2020	<b>Federal Aid</b>					
	1509 - Pavement Rehab		<b>Regional</b>	\$200,000				<b>\$200,000</b>
			<b>Swap</b>	\$200,000				<b>\$200,000</b>
40163	STBG-SWAP-C026()--FG-26	TIP Approved	<b>Total</b>	<b>\$750,000</b>				<b>\$750,000</b>
Davis County	On 180th Street, from Drakesville Oval west 4.3 miles	8/18/2020	<b>Federal Aid</b>					
	366 - HMA Paving		<b>Regional</b>	\$750,000				<b>\$750,000</b>
			<b>Swap</b>	\$750,000				<b>\$750,000</b>
15657	STBG-SWAP-C026()--FG-26	TIP Approved	<b>Total</b>		<b>\$1,200,000</b>			<b>\$1,200,000</b>
Davis County	On 276th St, from Hwy 63 to Dewberry Ave	4/20/2021	<b>Federal Aid</b>					
	367 - PCC Paving, 1509 - Pavement Rehab		<b>Regional</b>		\$1,000,000			<b>\$1,000,000</b>
			<b>Swap</b>		\$1,200,000			<b>\$1,200,000</b>

SWAP-STBG

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
44836	STBG-SWAP-C093(98)--FG-93	TIP Approved	<b>Total</b>		<b>\$1,000,000</b>			<b>\$1,000,000</b>
Wayne County	On S-60, from the North C.L. of Seymour N 4.1 miles to ST. Hwy 2 R20	4/19/2022	<b>Federal Aid</b>					
	366 - HMA Paving, 1005 - Pave, 1505 - Pavement Rehab/Widen, 4050 - Granular Shoulders		<b>Regional</b>		\$1,000,000			<b>\$1,000,000</b>
			<b>Swap</b>		\$1,000,000			<b>\$1,000,000</b>
45055	STBG-SWAP-C068()-SG-68	TIP Approved	<b>Total</b>		<b>\$1,000,000</b>			<b>\$1,000,000</b>
Monroe County	On T 61, from State Hwy 137 S 1 miles to 170th St		<b>Federal Aid</b>					
	366 - HMA Paving		<b>Regional</b>		\$1,000,000			<b>\$1,000,000</b>
			<b>Swap</b>		\$1,000,000			<b>\$1,000,000</b>
38623	STBG-SWAP-C093(94)--FG-93	TIP Approved	<b>Total</b>			<b>\$1,800,000</b>		<b>\$1,800,000</b>
Wayne County	On J-46, from S-40 E 3 miles to 190th Street, T68 R21	8/16/2022	<b>Federal Aid</b>					
	1005 - Pave		<b>Regional</b>			\$1,500,000		<b>\$1,500,000</b>
			<b>Swap</b>			\$1,500,000		<b>\$1,500,000</b>
39511	STBG-SWAP-C004()-FG-04	TIP Approved	<b>Total</b>			<b>\$1,250,000</b>		<b>\$1,250,000</b>
Appanoose County	On S70, from J5T North 7.8 Miles to Monroe County Line		<b>Federal Aid</b>					
	366 - HMA Paving, 1509 - Pavement Rehab		<b>Regional</b>			\$1,250,000		<b>\$1,250,000</b>
			<b>Swap</b>			\$1,250,000		<b>\$1,250,000</b>
39512	STBG-SWAP-C004()-FG-04	TIP Approved	<b>Total</b>			<b>\$250,000</b>		<b>\$250,000</b>
Appanoose County	On J5T, from 195th Ave North & East 1 Miles to J29		<b>Federal Aid</b>					
	366 - HMA Paving, 1509 - Pavement Rehab		<b>Regional</b>			\$250,000		<b>\$250,000</b>
			<b>Swap</b>			\$250,000		<b>\$250,000</b>
8941	STBG-SWAP-C026(Airport Rd)--FG-26	TIP Approved	<b>Total</b>				<b>\$250,000</b>	<b>\$250,000</b>
Davis County	On 230th St, Airport Rd		<b>Federal Aid</b>					
	366 - HMA Paving, 1005 - Pave		<b>Regional</b>				\$250,000	<b>\$250,000</b>
			<b>Swap</b>				\$250,000	<b>\$250,000</b>

SWAP-STBG

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38780	STBG-SWAP-C027(J66)-FG-27	TIP Approved	<b>Total</b>				\$2,640,000	\$2,640,000
Decatur County	On J 66, from HWY 69 SE 6.93 miles to Missouri State Line		<b>Federal Aid</b>					
	366 - HMA Paving, 1509 - Pavement Rehab		<b>Regional</b>				\$1,140,000	\$1,140,000
			<b>Swap</b>				\$1,140,000	\$1,140,000

CHBP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
19094	BROSCBHP-C068(74)-GA-68	TIP Approved	<b>Total</b>	\$750,000				\$750,000
Monroe County	On T55, 720th Ave, Over Miller Creek, from Hwy 137 South Approx 1 Miles to said bridge, at NE S14 T73 R16	11/17/2020	<b>Federal Aid</b>	\$409,650				\$409,650
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>	\$340,350				\$340,350

PRF

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
38040	BRFN-2()--39-93	TIP Approved	<b>Total</b>	<b>\$628,000</b>				<b>\$628,000</b>
Iowa Department of Transportation	IA2: STEEL CREEK 2.0 MI E OF CO RD R69		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					
39222	STPN-69()--2J-27	TIP Approved	<b>Total</b>	<b>\$241,000</b>				<b>\$241,000</b>
Iowa Department of Transportation	US69: 1.8 MI S OF CO RD J66		<b>Federal Aid</b>					
	3521 - Ditch Improvement, 6031 - Right of Way		<b>Regional</b>					
			<b>Swap</b>					
39223	STPN-69()--2J-27	TIP Approved	<b>Total</b>	<b>\$413,000</b>				<b>\$413,000</b>
Iowa Department of Transportation	US69: 1.6 MI S OF CO RD J66		<b>Federal Aid</b>					
	3021 - Culvert Replacement, 6031 - Right of Way		<b>Regional</b>					
			<b>Swap</b>					
45345	STPN-202()--2J-26	TIP Approved	<b>Total</b>	<b>\$596,000</b>				<b>\$596,000</b>
Iowa Department of Transportation	IA202: MISSOURI TO IA 2		<b>Federal Aid</b>					
	3021 - Culvert Replacement, 6031 - Right of Way		<b>Regional</b>					
			<b>Swap</b>					
39306	NHSN-5()--2R-68	TIP Approved	<b>Total</b>	<b>\$279,000</b>				<b>\$279,000</b>
Iowa Department of Transportation	IA5: 0.1 MI S OF CO RD T19		<b>Federal Aid</b>					
	3021 - Culvert Replacement, 6031 - Right of Way		<b>Regional</b>					
			<b>Swap</b>					
38283	STPN-14()--2J-59	TIP Approved	<b>Total</b>	<b>\$565,000</b>				<b>\$565,000</b>
Iowa Department of Transportation	IA14: 1.2 MI N OF N JCT CO RD H50		<b>Federal Aid</b>					
	3021 - Culvert Replacement, 6031 - Right of Way		<b>Regional</b>					
			<b>Swap</b>					
37879	BRFN-2()--39-4	TIP Approved	<b>Total</b>	<b>\$266,000</b>				<b>\$266,000</b>
Iowa Department of Transportation	IA2: COOPER CREEK 1.5 MI W OF IA 5		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					

PRF

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39221	STPN-69()-2J-27	TIP Approved	<b>Total</b>	\$38,000				\$38,000
Iowa Department of Transportation	US69: DICKERSONS BRANCH 1.1 MI S OF CO RD J66 6031 - Right of Way		<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
37909	BRFN-69()-39-20	TIP Approved	<b>Total</b>	\$384,000				\$384,000
Iowa Department of Transportation	US69: WHITE BREAST CREEK 4.9 MI S OF US 34 2522 - Bridge Deck Overlay		<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
45393	NHSN-34()-2R-20	TIP Approved	<b>Total</b>	\$2,303,000				\$2,303,000
Iowa Department of Transportation	US34: I-35 TO ECL OF OSCEOLA 1509 - Pavement Rehab		<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
38161	IMN-35()-0E-27	TIP Approved	<b>Total</b>	\$350,000				\$350,000
Iowa Department of Transportation	I-35: S OF REST AREA TO S OF IA 2 (SB) 4521 - Erosion Control		<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
45411	STPN-69()-2J-20	TIP Approved	<b>Total</b>	\$399,000				\$399,000
Iowa Department of Transportation	US69: PEARL ST TO N OF SHAW ST IN OSCEOLA (STATE SHARE) 1509 - Pavement Rehab		<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
38083	IMN-35()-0E-27	TIP Approved	<b>Total</b>	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Iowa Department of Transportation	I-35: MISSOURI TO POLK CO 5011 - Guardrail		<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					
45369	NHSN-65()-2R-93	TIP Approved	<b>Total</b>		\$262,000			\$262,000
Iowa Department of Transportation	US65: STREAM 0.3 MI N OF CO RD J54 6031 - Right of Way		<b>Federal Aid</b>					
			<b>Regional</b>					
			<b>Swap</b>					



PRF

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37974	BRFN-34)--39-59	TIP Approved	<b>Total</b>		\$2,056,000			\$2,056,000
Iowa Department of Transportation	US34: STREAM 2.1 MI E OF E JCT US 65		<b>Federal Aid</b>					
	2021 - Bridge Replacement, 6031 - Right of Way		<b>Regional</b>					
			<b>Swap</b>					
37880	BRFN-2)--39-4	TIP Approved	<b>Total</b>		\$253,000			\$253,000
Iowa Department of Transportation	IA2: WALNUT CREEK 0.8 MI E OF CO RD S70		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					
39290	BRFN-34)--39-59	TIP Approved	<b>Total</b>			\$312,000		\$312,000
Iowa Department of Transportation	US34: LITTLE WHITE BREAST CREEK 2.5 MI W OF CO RD S56		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					
39307	BRFN-34)--39-68	TIP Approved	<b>Total</b>			\$443,000		\$443,000
Iowa Department of Transportation	US34: BNSF RR 4.5 MI W OF IA 5		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					
39220	IMN-35)--0E-27	TIP Approved	<b>Total</b>			\$937,000		\$937,000
Iowa Department of Transportation	I-35: 310TH ST 2.5 MI S OF US 69 (NB & SB)		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					
39200	IMN-35)--0E-20	TIP Approved	<b>Total</b>			\$2,746,000		\$2,746,000
Iowa Department of Transportation	I-35: 0.5 MI N OF US 34 TO WARREN CO (NB)		<b>Federal Aid</b>					
	1509 - Pavement Rehab		<b>Regional</b>					
			<b>Swap</b>					
45423	STPN-63)--2J-26	TIP Approved	<b>Total</b>			\$20,000		\$20,000
Iowa Department of Transportation	US63: N FABIUS CREEK 2.6 MI N OF MISSOURI STATE LINE		<b>Federal Aid</b>					
	5062 - Traffic Signs		<b>Regional</b>					
			<b>Swap</b>					

PRF

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
45294	BRFN-2()-39-93	TIP Approved	<b>Total</b>				<b>\$350,000</b>	<b>\$350,000</b>
Iowa Department of Transportation	IA2: JACKSON CREEK 3.8 MI W OF CO RD S56		<b>Federal Aid</b>					
	2522 - Bridge Deck Overlay		<b>Regional</b>					
			<b>Swap</b>					
45412	IMN-35()-0E-20	TIP Approved	<b>Total</b>				<b>\$2,204,000</b>	<b>\$2,204,000</b>
Iowa Department of Transportation	I-35: 0.5 MI N OF US 34 TO WARREN CO (SB)		<b>Federal Aid</b>					
	1509 - Pavement Rehab		<b>Regional</b>					
			<b>Swap</b>					

NHPP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
37881	BRF-5()--38-4	TIP Approved	<b>Total</b>	<b>\$2,457,000</b>				<b>\$2,457,000</b>
Iowa Department of Transportation	IA5: DITCH 0.6 MI S OF CO RD T30 2021 - Bridge Replacement, 6031 - Right of Way		<b>Federal Aid</b>	\$1,965,600				<b>\$1,965,600</b>
			<b>Regional</b>					
			<b>Swap</b>					
37882	BRF-5()--38-4	TIP Approved	<b>Total</b>	<b>\$3,964,000</b>				<b>\$3,964,000</b>
Iowa Department of Transportation	IA5: SHOAL CREEK 2.8 MI N OF CO RD T20 2021 - Bridge Replacement, 6031 - Right of Way		<b>Federal Aid</b>	\$3,171,200				<b>\$3,171,200</b>
			<b>Regional</b>					
			<b>Swap</b>					
45397	NHSX-5()--3H-4	TIP Approved	<b>Total</b>	<b>\$8,624,000</b>				<b>\$8,624,000</b>
Iowa Department of Transportation	IA5: N OF N 18TH ST IN CENTERVILLE TO S OF US 34 IN ALBIA 1509 - Pavement Rehab		<b>Federal Aid</b>	\$6,899,200				<b>\$6,899,200</b>
			<b>Regional</b>					
			<b>Swap</b>					
38224	NHSX-63()--3H-26	TIP Approved	<b>Total</b>	<b>\$6,975,000</b>				<b>\$6,975,000</b>
Iowa Department of Transportation	US63: SOAP CREEK 0.9 MI S OF WAPELLO CO 2021 - Bridge Replacement, 4551 - Wetland Mitigation		<b>Federal Aid</b>	\$5,580,000				<b>\$5,580,000</b>
			<b>Regional</b>					
			<b>Swap</b>					
39218	BRF-63()--38-26	TIP Approved	<b>Total</b>			<b>\$6,000</b>	<b>\$3,335,000</b>	<b>\$3,341,000</b>
Iowa Department of Transportation	US63: FOX RIVER 2.1 MI N OF IA 2 2021 - Bridge Replacement, 6031 - Right of Way		<b>Federal Aid</b>			\$4,800	\$2,668,000	<b>\$2,672,800</b>
			<b>Regional</b>					
			<b>Swap</b>					
37883	BRF-5()--38-4	TIP Approved	<b>Total</b>			<b>\$4,517,000</b>		<b>\$4,517,000</b>
Iowa Department of Transportation	IA5: NORTH CREEK 2.6 MI S OF CO RD T20 2021 - Bridge Replacement		<b>Federal Aid</b>			\$3,613,600		<b>\$3,613,600</b>
			<b>Regional</b>					
			<b>Swap</b>					

NHPP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
39168	BRF-5()-38-4	TIP Approved	<b>Total</b>			<b>\$2,181,000</b>		<b>\$2,181,000</b>
Iowa Department of Transportation	IA5: COOPER CREEK 1.5 MI N OF IA 2		<b>Federal Aid</b>			\$1,744,800		<b>\$1,744,800</b>
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					
39370	BRF-65()-38-93	TIP Approved	<b>Total</b>			<b>\$2,557,000</b>		<b>\$2,557,000</b>
Iowa Department of Transportation	US65: CALEB CREEK 2.0 MI S OF CO RD J46		<b>Federal Aid</b>			\$2,045,600		<b>\$2,045,600</b>
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					

STBG-HBP

Project ID	Project Number	Approval Level		2021	2022	2023	2024	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
1040	BROS-C059(28)-5F-59	TIP Approved	<b>Total</b>			<b>\$1,300,000</b>		<b>\$1,300,000</b>
Lucas County	On H 50, Over UP RR, S21 T71 R21	10/19/2021	<b>Federal Aid</b>			\$1,000,000		<b>\$1,000,000</b>
	2021 - Bridge Replacement		<b>Regional</b>					
			<b>Swap</b>					

**FY 2021- 2024 TIP APPROVED TRANSIT PROJECTS  
FOR RPA-17/CVTPA REGION**

(Projects Begin on the next page)  
Total 2 pages

# Draft 2021 Transit Program

(Filtered)

RPA-17 (8 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY21	FY22	FY23	FY24
5311	RPA-17	1702 Planning Misc	RPA Transportation Planning	<b>Total</b>	37,500	37,500	37,500	
				<b>FA</b>	37,500	37,500	37,500	
				<b>SA</b>				
STA	Region 15 / 10-15 Transit	5859 Capital Expansion	Minivan VSS	<b>Total</b>	55,000			
				<b>FA</b>				
				<b>SA</b>	44,000			
STA	Region 15 / 10-15 Transit	5860 Capital Expansion	Minivan VSS	<b>Total</b>	55,000			
				<b>FA</b>				
				<b>SA</b>	44,000			
STA	Region 15 / 10-15 Transit	5861 Capital Expansion	Minivan VSS	<b>Total</b>	55,000			
				<b>FA</b>				
				<b>SA</b>	44,000			
STA	Region 15 / 10-15 Transit	5862 Capital Expansion	Minivan VSS	<b>Total</b>	55,000			
				<b>FA</b>				
				<b>SA</b>	44,000			
STA	Region 15 / 10-15 Transit	5863 Capital Expansion	Minivan VSS	<b>Total</b>	55,000			
				<b>FA</b>				
				<b>SA</b>	44,000			
STA	Region 15 / 10-15 Transit	5864 Capital Expansion	Minivan VSS	<b>Total</b>	55,000			
				<b>FA</b>				
				<b>SA</b>	44,000			
STA	Region 15 / 10-15 Transit	5865 Capital Expansion	Minivan VSS	<b>Total</b>	55,000			
				<b>FA</b>				
				<b>SA</b>	44,000			

Chariton Valley Transportation Planning Affiliation  
308 North 12th Street  
Centerville, Iowa 52544  
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www.charitonvalleyplanning.com



**RESOLUTION ADOPTING THE FINAL FY 2021-2024 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 2021-2024; 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 2021-2024 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 14th day of July, 2020 in Appanoose County, IA.

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

[Signature]  
Technical Advisory Chairperson – CVTPA

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

[Signature]  
Policy Board Chairperson -CVTPA

Acknowledgment:  
Nichole L. Moore

[Signature]



**Chariton Valley Transportation Planning Affiliation – RPA 17  
FY 2021-2024 Transportation Improvement Plan**

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

Submitted By:  
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The RPA-17 FY2021-2024 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.