



**TRANSPORTATION IMPROVEMENT PROGRAM
FY 2014-2017**

Prepared for Chariton Valley Transportation Planning Affiliation – RPA 17

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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 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).

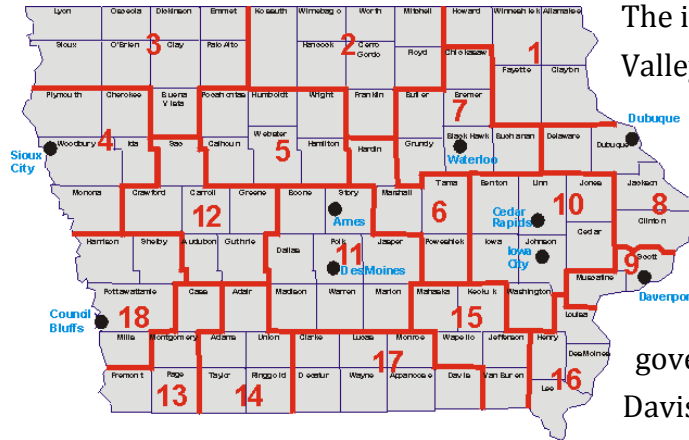
The CVTPA Technical Committee (TAC) recommends projects consistent with the region's Long-Range Transportation Plan and local planning needs to the Policy Board committee for approval. A formula used for sub allocation of federal funds (STP and TE) is made to each county, the City of Centerville, and the Southern Iowa Trolley and 10-15 Transit to be used in funding those projects. Should any other community in the region need assistance they should contact their local county engineer and work in conjunction with them for funding options.

In addition, there are regional Transportation Alternative Programming (TAP) funds are available to request. This is an application process submitted annually for review and approval. Once 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. The TIP has been formulated by incorporating city, county and state transportation projects of regional significance considered eligible for federal-aid funding in a given year. Those cities in the region that are over the 5,000 population threshold, (currently only the 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 TIP 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 federal funds for the next four (4) years. We use an annual 4% increase for future years for highway needs. In our current TIP future projects for FY15 and FY16 are minimal due to the federal funding concerns and uncertainty of what FHWA will allocate to each region. The transit portion of the TIP is developed in cooperation with Southern Iowa Trolley (SIT) and 10-15 Transit Authority (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 RPA 17/CVTPA. Those funding amounts are then reviewed by the TAC committee and recommended to the Policy Board for final approval. Currently for FY14-FY17 no funding has been approved for 10-15 Transit due to none acceptance of local contribution for the match planning amounts. 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.

Program Development Process, Public Input Process & Fiscal Constraint
Preparation of the Transportation Improvement Program

FFY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM



The information provided in the Chariton Valley Transportation Planning Affiliation (CVTPA) Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2014-2017 was 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 the general public were also consulted through a public participation process in compliance with the MAP-21.

The TIP outlines projects supported and sponsored federal aid as well as those 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 (STP) dollars, bridge replacement and rehabilitation funds, Transportation Enhancement monies, and State Planning and Research (SPR) resources.

Members of the CVTPA Policy Board, Technical Advisory Committee, and Transit Advisory sub-committee contributed to elements of the draft 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 public hearing was held on June 20, 2013 to review the information with the general public on the draft TIP and final public hearing will be set for July. Members of the Technical Advisory Committee, Policy Board and Iowa Department of Transportation planning staff were in attendance at the hearing. General discussion occurred but no public comments were made.

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. 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 open houses 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 48 hours prior to a session. Arrangements will be made to accommodate those needs.

Public Comment Period

- Written and oral comments will be solicited during open houses. At least a 15 day comment period will follow the open houses, 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 posted no more than 20 days and not less than four (4) 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 so of CVPD 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.

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

	Administrative Modification	Amendment
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.
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
Funding Sources	Changes to the amounts of existing funding sources.	Adding other federal funding sources to a project.
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.

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 federal 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 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 and what should be 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.

The 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 will 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.

Acknowledgements

**Planning Staff
Chariton Valley Planning & Development Council of Governments**

Nichole L. Moore

Executive Director

Julie Pribyl

Program Support Specialist



EXECUTIVE POLICY BOARD MEMBERS

Members include elected officials from each member county and are appointed by the respective Board of Supervisors.

NAME:	TITLE:	COUNTY, CITY OR AGENCY
Neal Smith	County Supervisor	Appanoose County, Iowa
Jim Senior	Mayor	Centerville, Iowa
Marvin McCann	County Supervisor	Clarke County, Iowa
David Walkup	City Councilperson	Osceola, Iowa
Ron Bride	County Supervisor	Davis County, Iowa
Larry Moffett	City Councilperson	Leon, Iowa
JR Cornett	County Supervisor	Decatur County, Iowa
Dennis Smith	County Supervisor	Lucas County, Iowa
Ruth Smith	City Councilperson	Chariton, Iowa
Dennis Ryan, Chairperson	County Supervisor	Monroe County, Iowa
Richard Clark	Mayor	Albia, Iowa
Bill Alley	County Supervisor	Wayne County, Iowa
Larry Keller	County Supervisor/Clarke	SIT – Board member



Recommended Goals for CVTPA/RPA 17

FFY 2014-2017

- 1. Support rail transportation systems for economic benefit**
 - a. Investigate use of the current passenger 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. Investigate each county's needs and capital improvements plans;
 - b. Determine interest in developing a regional air facility

- 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.

- 4. Coordination with national, state, regional & local governments**
 - a. Send monthly press releases to legislators, travel personnel, and policy makers regarding priority projects;
 - b. Implement outreach campaigns via electronic, print, and video media.

- 5. Utilize existing local and regional organizations to implement the four-year goals**
 - a. Establish local stakeholder committees in all counties;
 - b. Identify affinity groups for each goal;
 - c. Convince affinity groups to adopt goals;
 - d. Committee members will make monthly report on goals' progression to Policy Board.

**FY 2014-2017 TIP APPROVED PROJECTS
FOR RPA-17/CVTPA REGION**

(Projects Begin on the next page)
Total 9 pages

Draft TIP (2014)
(filtered)

RPA-17

2014 - 2017 Transportation Improvement Program

TPMS Sponsor	Project # Location	Funding Program	Length FHWA#	Sec:Township:Rng	Pgm'd Amounts in 1000's							PA: CO: SEQ
					FY14	FY15	FY16	FY17	STIP#			
[1] STP - Surface Transportation Program												
Region Wide - 00												
19716 RPA-17 Final TIP Approved	RGTR-PA170--ST-0 Bus: SIT Replace Van #78 Transit Investments		0 MI --		Project Total Federal Aid Regional FA	81 67 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 : 0 : 484 --
1001 RPA-17 Final TIP Approved	RGPL-PA17(RTP)--ST-00 RPA 17: RPA 17 TRANSPORTATION PLANNING Trans Planning		0 MI --		Project Total Federal Aid Regional FA	0 0 0	31 25 25	31 25 25	31 25 25	31 25 25	0 0 0	17 : 0 : 15 --
Appanoose - 04												
22081 Centerville Final TIP Approved	STP-U-1210(611)--70-04 DOT Letting: 03/18/2014 W STATE ST: From West line of 5th Street to West line of 10th Street Pavement Rehab		0 MI 0:0:00		Project Total Federal Aid Regional FA	1,000 800 800	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 : 4 : 73 --
4656 Appanoose CRD Final TIP Approved	STP-S-C004(68)--SE-04 DOT Letting: 01/21/2015 T-61: From 34-70-16 to 34-69-16 Pavement Rehab		5.5 MI 3:69:16		Project Total Federal Aid Regional FA	0 0 0	0 0 0	1,500 1,000 1,000	0 0 0	0 0 0	0 0 0	17 : 4 : 0 --
Clarke - 20												
17964 Clarke CRD Final TIP Approved	STP-S-C020(82)--SE-20 DOT Letting: 11/19/2013 R69: 2.5 MILES NORTH OF HWY: 34 ON R-69 Bridge Replacement		0 MI 1:43:70 2:72:24		Project Total Federal Aid Regional FA	600 480 480	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 : 20 : 65 --
21158 Clarke CRD Final TIP Approved	STP-S-C020(94)--SE-20 DOT Letting: 01/07/2014 H-45: Approx. 3/4 mi. E. of Hopeville on H-45 Bridge Replacement		0 MI 1:42:10 17:71N:27W		Project Total Federal Aid Regional FA	400 320 320	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 : 20 : 78 --
16557 Clarke CRD Final TIP Approved	STP-S-C020(75)--SE-20 DOT Letting: 05/16/2017 H-45: ON H-45 WEST FROM R-15 TO HOPEVILLE AND W. SIDE OF SEC. 12 IN KNOX TWP. Pave		3.6 MI --		Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	17 : 20 : 59 --
Davis - 26												
15657 Davis CRD Final TIP Approved	STP-S-C026(276h)--SE-26 276th Street: From Highway 63 to Dewberry Ave Pavement Rehab		3 MI 68:15:		Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	17 : 26 : 0 --
8940 Davis CRD Final TIP Approved	STP-S-C026(5vans)--SE-26 Nuthatch Ave.: From Hwy2 to J40 Pavement Rehab/Widen		2 MI 32:09:13		Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	17 : 26 : 0 --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec. Twship:Rng	Pgm'd Amounts in 1000's					PA: CO: SEQ STIP#	
			FY14	FY15	FY16	FY17			
Decatur - 27									
23438	Decatur CRD	STP-S-C027(0)-5E-27	0 MI						0 : 27 : 0
	Final TIP Approved	Various: Various Routes - Striping and Sealing Pavement Markings	--		150	0	0		
20737	Decatur CRD	STP-S-C027(R15/R18)-5E-27	7.78 MI						0 : 27 : 0
	Final TIP Approved	R18: From J55 to Iowa Hwy 2 Culvert Repair	3:67:27		0	0	280		
Lucas - 59									
21464	Lucas CRD	STP-S-1237(606)-5E-59	0.1 MI						17 : 59 : 62
	Final TIP Approved	H-40: Over UP RR Grading	001780	368	0	0	0		
21842	Lucas CRD	STP-S-C059(54)-5E-59 DOT Letting: 10/15/2013	0.16 MI						0 : 59 : 63
	Final TIP Approved	Old Hwy 34: Over BR OF CHARLTON RIVER Pavement Rehab,Bridge Replacement	34470	400	0	0	0		
15424	Lucas CRD	STP-S-C059(44)-5E-59 DOT Letting: 06/17/2014	3.5 MI		1,250	0	0		17 : 59 : 49
	Final TIP Approved	S-45: From Iowa Highway 14 to Marion County Line Pavement Rehab	22:73:21	0	1,000	0	0		
Wayne - 93									
23630	Wayne CRD	STP-S-C093(72)-5E-93 DOT Letting: 03/17/2015	3.9 MI		2,000	0	0		0 : 93 : 0
	Final TIP Approved	S-40: From J54 to Missouri State Line Pave	15:67:21	0	1,600	0	0		
15604	Wayne CRD	STP-S-C093(0)-5E-93	1.25 MI						17 : 93 : 69
	Final TIP Approved	S-23: From Highway 2 to 1/2 mile north of Newton Road Grading,Outside Services ROW	69:22:22	0	0	0	412		
[1] STP-HBP - Surface Transportation Program - Bridge Program									
Appanoose - 04									
4660	Appanoose CRD	BROS-C004(80)-5F-04 DOT Letting: 02/17/2015	0.1 MI		230	0	0		17 : 4 : 47
	Final TIP Approved	290th Ave: Near W1/4 Cor Bridge Replacement	063610	0	184	0	0		
23761	Appanoose CRD	BROS-C004(0)-8I-04	0.2 MI						0 : 4 : 0
	Final TIP Approved	382nd Ave: 437th Street NE 0.6 MI Bridge Replacement	065850	0	0	0	300		
22275	Clarke CRD	BROS-C020(97)-8I-20 Local Letting: 12/21/2021	0 MI						0 : 20 : 0
	Final TIP Approved	all: From various to various Outside Services Bridge Inspection	--	24	0	0	0		
23397	Clarke CRD	BROS-C020(98)-5F-20 DOT Letting: 05/20/2014	0 MI						0 : 20 : 0
	Final TIP Approved	H20: Over BRANCH OTTER CREEK Bridge Replacement	22:73:24	400	0	0	0		

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Twship:Rng	Pgm'd Amounts in 1000's					PA: CO: SEQ STIP#
			FY14	FY15	FY16	FY17		
Clarke - 20 (continued)								
8904 Clarke CRD	BROS-C020(68)-8J-20 DOT Letting: 09/16/2014 170TH AVE.: 1 MI. S. OF OAKWOOD ST. ON 170TH AVE.	0 MI 115470	Project Total Federal Aid	250 200	0 0	0 0	0 0	17 : 20 : 56
Final TIP Approved	Bridge Replacement	29-30:73:26	Regional FA	0	0	0	0	--
8897 Clarke CRD	BROS-C020(62)-8J-20 DOT Letting: 06/17/2014 190TH AVE.: 1 MI. S. HWY. 34 ON ON 190TH AVE.	0 MI 114740	Project Total Federal Aid	500 400	0 0	0 0	0 0	17 : 20 : 30
Final TIP Approved	Bridge Replacement	21-22:72:26	Regional FA	0	0	0	0	--
19097 Clarke CRD	BRS-C020(85)-60-20 DOT Letting: 02/17/2015 MILL ST. Just North of Sherman ST. on Mill St. in town of Woodburn	0 MI 012810	Project Total Federal Aid	0 0	250 200	0 0	0 0	0 : 20 : 72
Final TIP Approved	Bridge Replacement	0:0:0	Regional FA	0	0	0	0	--
8899 Clarke CRD	BROS-C020(67)-8J-20 DOT Letting: 11/15/2016 SCOTT STREET: .25 MI. W. OF 195TH AVE. ON SCOTT ST.	0 MI 115340	Project Total Federal Aid	0 0	0 0	0 0	300 240	17 : 20 : 55
Final TIP Approved	Bridge Replacement	9-73:26	Regional FA	0	0	0	0	--
20053 Clarke CRD	BHOS-C020(90)-89-20 DOT Letting: 04/18/2017 Local: Just East of Leisure St. on 218th. Ave.	0 MI 114680	Project Total Federal Aid	0 0	0 0	0 0	125 100	0 : 20 : 75
Final TIP Approved	Bridge Rehabilitation	1-72N:26W	Regional FA	0	0	0	0	--
21157 Clarke CRD	BHOS-C020(93)-5N-20 DOT Letting: 06/20/2017 R12: approx. 1 mile N. of Hopville on 110th. Ave.	0 MI 114150	Project Total Federal Aid	0 0	0 0	0 0	75 60	0 : 20 : 77
Final TIP Approved	Bridge Rehabilitation	7-71N:27W	Regional FA	0	0	0	0	--
Davis - 26								
10321 Davis CRD	BROS-C026(70)-8J-26 DOT Letting: 11/19/2013 Echo Ave.: 0.3 Miles So. of 202nd St	0.2 MI 134990	Project Total Federal Aid	350 280	0 0	0 0	0 0	17 : 26 : 62
Final TIP Approved	Bridge Replacement	23-69:15	Regional FA	0	0	0	0	--
2280 Davis CRD	BROS-C026(833509)-8J-26 Ebony Ave.: Over Fabius Creek	0.1 MI 134220	Project Total Federal Aid	0 0	410 328	0 0	0 0	17 : 26 : 58
Final TIP Approved	Bridge Replacement	35-68:15	Regional FA	0	0	0	0	--
15659 Davis CRD	BROS-C026(841502)-5F-26 Jade Ave. : Over Wyacondah Creek	0 MI 133770	Project Total Federal Aid	0 0	300 240	0 0	0 0	17 : 26 : 69
Final TIP Approved	Bridge New	15-68:14	Regional FA	0	0	0	0	--
14262 Davis CRD	BROS-C026(851605)-8J-26 Cedar Ave. : Over Carter Creek	0 MI 134070	Project Total Federal Aid	0 0	0 0	263 210	0 0	17 : 26 : 0
Final TIP Approved	Bridge Replacement	16-68:15	Regional FA	0	0	0	0	--
14266 Davis CRD	BROS-C026(952802)-8J-26 Cedar Ave. : Over TRIB FOX RIVER	0 MI 135040	Project Total Federal Aid	0 0	0 0	294 235	0 0	17 : 26 : 67
Final TIP Approved	Bridge Replacement	28-69:15	Regional FA	0	0	0	0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec. Twship: Rng	Fiscal Amounts in 1000's					PA: CO: SEQ STIP#
			FY14	FY15	FY16	FY17		
Davis - 26 (continued)								
15661 Davis CRD Final TIP Approved	BROS-C026(023400)-8J-26 160th Street: Over Tributary of Lake Creek Bridge New	0 MI 135300 34-70-12	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	121 97 0	17 : 26 : 70 --
Decatur - 27								
20985 Decatur CRD Final TIP Approved	BRS-C027(K0238)-60-27 R46: Over McGruder Creek Bridge Replacement	0 MI 136990 4-68-25	Project Total Federal Aid Regional FA	563 450 0	0 0 0	0 0 0	0 0 0	0 : 27 : 45 --
23416 Decatur CRD Final TIP Approved	BHS-C027(H5130)-63-27 R15: Over Hall Run Bridge Replacement	0.1 MI -- --	Project Total Federal Aid Regional FA	0 0 0	125 100 0	0 0 0	0 0 0	0 : 27 : 0 --
23434 Decatur CRD Final TIP Approved	BRS-C0270-60-27 R15, 130th Ave: D-4230 & D-2035 Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	325 260 0	0 0 0	0 : 27 : 0 --
7666 Decatur CRD Final TIP Approved	BROS-C027(L2220)-5F-27 Canceled R-34: Over Local Stream Bridge Replacement PA NOTE: Project not cancelled.	0 MI 137310 15-68-26	Project Total Federal Aid Regional FA	0 0 0	0 0 0	169 134 0	0 0 0	17 : 27 : 23 --
23446 Decatur CRD Final TIP Approved	BRS-C027(P1325)-60-27 R46: Over Unnamed Tributary to Little River Bridge Replacement	0 MI -- 10-67-25	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	265 212 0	0 : 27 : 0 --
Lucas - 59								
16082 Chariton Final TIP Approved	BRM-1237(606)-8N-59 DOT Letting: 12/17/2013 Russell Blvd: Over UP RR Bridge Replacement	0 MI 001780 --	Project Total Federal Aid Regional FA	1,394 1,000 0	0 0 0	0 0 0	0 0 0	17 : 59 : 50 --
12434 Lucas CRD Final TIP Approved	BROS-C059(49)-8J-59 DOT Letting: 11/19/2013 Watrous / 400th Street: Over Union Pacific Railroad Bridge Replacement	0.1 MI 340690 32-71-21	Project Total Federal Aid Regional FA	520 400 0	0 0 0	0 0 0	0 0 0	17 : 59 : 38 --
14464 Lucas CRD Final TIP Approved	BROS-C059(39)-8J-59 DOT Letting: 06/16/2015 250th Avenue: Over Tributary to White Breast Creek Bridge Replacement	0.1 MI 227250 16-73-21	Project Total Federal Aid Regional FA	0 0 0	0 0 0	380 290 0	0 0 0	17 : 59 : 40 --
14571 Lucas CRD Final TIP Approved	BROS-C059(40)-8J-59 DOT Letting: 06/21/2016 130th Trail: Over Otter Creek Bridge Replacement	0.1 MI 227880 22-73-23	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	368 288 0	17 : 59 : 52 --
Monroe - 68								
8850 Monroe CRD Final TIP Approved	BROS-C068(73)-5F-68 DOT Letting: 03/18/2014 155: 720th Tr N 0.1 MI Bridge Replacement	0.2 MI 252540 10-72-16	Project Total Federal Aid Regional FA	300 240 0	0 0 0	0 0 0	0 0 0	17 : 68 : 44 --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Twship:Rng	Pgm'd Amounts in 1000's					PA: CO: SEQ STIP#
			FY14	FY15	FY16	FY17		
Monroe - 68 (continued)								
8494 Monroe CRD Final TIP Approved	BRS-C068(45)-60-68 DOT Letting: 12/17/2013 H35: Near US 34 Bridge Replacement	0.2 MI 252695 20:72:17	Project Total Federal Aid Regional FA	450 360 0	0 0 0	0 0 0	0 0 0	17 : 68 : 48 --
15655 Monroe CRD Final TIP Approved	BHOS-C068(60)-89-68 DOT Letting: 07/15/2014 625th Ave: US34 N 1.1 MI Bridge Replacement	0.1 MI 252670 18:72:17	Project Total Federal Aid Regional FA	300 240 0	0 0 0	0 0 0	0 0 0	17 : 68 : 67 --
19094 Monroe CRD Final TIP Approved	BROS-C068(74)-5F-68 DOT Letting: 12/16/2014 T55: Between 117th Ln and 140th St Bridge Replacement	0.2 MI 253230 14:73:16	Project Total Federal Aid Regional FA	0 0 0	400 320 0	0 0 0	0 0 0	0 : 68 : 77 --
Wayne - 93								
23629 Wayne CRD Final TIP Approved	BRS-C093(71)-60-93 DOT Letting: 12/17/2013 S16: Over DICK CREEK Bridge Replacement	0.25 MI 340160 17:69:22	Project Total Federal Aid Regional FA	450 360 0	0 0 0	0 0 0	0 0 0	0 : 93 : 0 --
1701 Wayne CRD Final TIP Approved	BROS-C093(37)-8J-93 Canceled Watrous: Over UPRR Bridge Replacement	0 MI 340690 05:70:21	Project Total Federal Aid Regional FA	519 416 0	0 0 0	0 0 0	0 0 0	17 : 93 : 54 --
PA NOTE: Project not cancelled.								
17225 Wayne CRD Final TIP Approved	BROS-C093(66)-5F-93 DOT Letting: 10/15/2013 J44: Over Walnut Creek Bridge Replacement	0.1 MI 338860 5:68:20	Project Total Federal Aid Regional FA	343 275 0	0 0 0	0 0 0	0 0 0	0 : 93 : 79 --
13713 Wayne CRD Final TIP Approved	BROS-C093(68)-5F-93 DOT Letting: 01/07/2014 J54: Over Stream Bridge Replacement	0.0104 MI 338050 3:67:21	Project Total Federal Aid Regional FA	0 0 0	165 132 0	0 0 0	0 0 0	17 : 93 : 58 --
11987 Wayne CRD Final TIP Approved	BROS-C093(0)-5F-93 VALE: Over Wolf Creek Bridge Replacement	0.01 MI 340940 3:70:22	Project Total Federal Aid Regional FA	0 0 0	0 0 0	239 191 0	0 0 0	17 : 93 : 71 --
15135 Wayne CRD Final TIP Approved	BROS-C093(67)-5F-93 DOT Letting: 02/18/2014 S34: From over Duck Creek to Bridge Replacement	0.0001 MI 339120 29:68:21	Project Total Federal Aid Regional FA	0 0 0	0 0 0	329 191 0	0 0 0	17 : 93 : 68 --
15530 Wayne CRD Final TIP Approved	BROS-C093(0)-5F-93 S34: Over Stream Reveiment	0.005 MI 340000 69:21:32	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	233 186 0	17 : 93 : 67 --
[2] NHPP - National Highway Performance Program								
Lucas - 59								
25277 DOT-D05-RPA17 Final TIP Approved	IM140650-13-59 US65: WAYNE CO TO US 34 Pavement Rehab	0 --	Project Total Federal Aid Regional FA	4,300 3,440 0	0 0 0	0 0 0	0 0 0	0 : 59 : 0 --
25339 DOT-D05-RPA17 Final TIP Approved	IM140340-13-59 US34: WHITE BREAST CREEK 1.6 MI E OF E JCT US 65 Bridge Replacement, Right of Way	0 MI 34250 --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	15 0 0	1,540 1,232 0	0 : 59 : 0 --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec. Twship:Rng	Pgm'd Amounts in 1000's							PA: CO: SEQ
			FY14	FY15	FY16	FY17	STIP#			
[2] TAP - Transportation Alternatives										
Appanoose - 04										
17956	Appanoose CRD	STP-E-0625(078)-8Y-4 Finished J18: Rathbun Lake Multi-Use Trail-Culvert Extension at Highway J18 and Hann Creek Ped/Bike Grade & Pave	0.05 MI --	13 10	0 0	0 0	0 0	0 0	0 0	0 : 0 : 0
Final TIP Approved			4.70:18	10	0	0	0	0	0	--
18657	Centerville	SRTS-U-1210(610)-8U-04 DOT Letting: 10/15/2013 S MAIN ST. From S Main to W. Cottage to W. Wall, W. Grand to Liberty and short section on Francis to W. Cottage and W. Terry and implement an education/encouragement program.	0.65 MI --	13 10	0 0	0 0	0 0	0 0	0 0	0 : 4 : 67
Final TIP Approved			0:0:0	10	0	0	0	0	0	--
Clarke - 20										
22080	Osceola	STP-ES-E-5772(605)-8T-20 DOT Letting: 02/18/2014 Burlington Northern Depot No. 2: Renovation of Historic Osceola Burlington Northern Railroad Depot Rehab Historic Trans	0 MI --	1,198 810	0 0	0 0	0 0	0 0	350 0	0 : 20 : 79
Final TIP Approved			--	0	0	0	0	0	0	--
[19] PRF - Primary Road Funds										
Appanoose - 04										
25346	DOT-D05-RPA17	BRFN-0050--39-04 IAS: CHARLTON RIVER 3.1 MI N OF CENTERVILLE Bridge Deck Overlay	0 MI 13950	0 0	0 0	0 0	0 0	0 0	350 0	0 : 4 : 0
Final TIP Approved			--	0	0	0	0	0	0	--
Clarke - 20										
20915	DOT-D05-RPA17	BRFN-1520--39-20 IA152: OVER I-35 Bridge Replacement, Lighting, Traffic Signs	0 MI 20210	2,046 0	0 0	0 0	0 0	0 0	0 0	17 : 20 : 74
Final TIP Approved			--	0	0	0	0	0	0	--
25253	DOT-D05-RPA17	BRFN-1520--39-20 IA152: I-35 TO US 69 Grade and Pave, Right of Way	0 MI --	0 0	700 0	0 0	0 0	0 0	0 0	0 : 20 : 0
Final TIP Approved			--	0	0	0	0	0	0	--
Decatur - 27										
11798	DOT-D05-RPA17	BRFN-0350--39-27 I-35: DECATUR-CLARKE-WARREN CO Patching	0 MI --	650 0	650 0	650 0	650 0	650 0	0 0	17 : 27 : 28
Final TIP Approved			--	0	0	0	0	0	0	--
22042	DOT-D05-RPA17	BRFN-0350--39-27 I-35: CO RD J14 OVER I-35 Bridge Deck Overlay	0 MI 23000	0 0	0 0	320 0	0 0	0 0	0 0	17 : 27 : 46
Final TIP Approved			--	0	0	0	0	0	0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec. Twship: Rng	Pgm'd Amounts in 1000's					PA: CO: SEQ STIP#
			FY14	FY15	FY16	FY17		
Decatur - 27 (continued)								
25357	BRFN-0350--39-27 I-35: GRAND RIVER 3.1 MI N OF US 69(SB) Bridge Deck Overlay	0 MI 22930	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	635 0 0	0 : 27 : 0 --
25358	BRFN-0350--39-27 I-35: GRAND RIVER 3.1 MI N OF US 69(NB) Bridge Deck Overlay	0 MI 22920	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	635 0 0	0 : 27 : 0 --
Lucas - 59								
20916	BRFN-0140--39-59 IA14: ENGLISH CREEK 1.5 MI N OF CORRD S45 Bridge Replacement, Right of Way	0 MI 34460	Project Total Federal Aid Regional FA	15 0 0	580 0 0	0 0 0	0 0 0	17 : 59 : 59 --
Monroe - 68								
22043	BRFN-0050--39-68 IA5: HOCKING CREEK 2.1 MI S OF US34 Bridge Deck Overlay	0 MI 37451	Project Total Federal Aid Regional FA	0 0 0	137 0 0	0 0 0	0 0 0	17 : 68 : 80 --
22044	BRFN-0340--39-68 US34: ALBIA TO OTTUMWA (VARIOUS LOCATIONS) Slope Improvement	18.6 ---	Project Total Federal Aid Regional FA	0 0 0	1,144 0 0	0 0 0	0 0 0	17 : 68 : 81 --
Wayne - 93								
22045	BRFN-0650--39-93 US65: STREAM 0.1 MI S OF CO RD J46 Bridge Replacement, Right of Way	0 51910	Project Total Federal Aid Regional FA	0 0 0	15 0 0	514 0 0	0 0 0	17 : 93 : 80 --
25345	BRFN-0020--39-93 IA2: SOUTH CHARITON RIVER 2.2 MI W OF CO RD S26 Bridge Deck Overlay	0 MI 51941	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	355 0 0	0 : 93 : 0 --
[201 HSIP - Highway Safety Improvement Program								
Clarke - 20								
25267	HSIP-0340--2H-20 US34: OSCEOLA TO LUCAS CO Pavement Widening	0 MI ---	Project Total Federal Aid Regional FA	1,300 0 0	0 0 0	0 0 0	0 0 0	0 : 20 : 0 --
25274	HSIP-0350--2H-20 I-35: OSCEOLA TO WARREN CO Guardrail	0 ---	Project Total Federal Aid Regional FA	700 630 0	0 0 0	0 0 0	0 0 0	0 : 20 : 0 --
Lucas - 59								
25268	HSIP-0340--2H-59 US34: US 65 TO CO RD S23 Pavement Widening	0 MI ---	Project Total Federal Aid Regional FA	615 554 0	0 0 0	0 0 0	0 0 0	0 : 59 : 0 --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# Sec. Twship: Rng	Fyntl Amounts in 1000's					PA: CO: SEQ STIP#	
			FY14	FY15	FY16	FY17			
Lucas - 59 (continued)									
25269	HSP-0340-2H-59 DOT-D05-RPA17 US34: 2.7 MI W OF MONROE CO TO 2.5 MI E OF MONROE CO	0 MI --	Project Total Federal Aid Regional FA	675 608 0	0 0 0	0 0 0	0 0 0	0 0 0	0 : 59 : 0 --
Final TIP Approved	Pavement Widening	--							
Monroe - 68									
25270	HSP-0340-2H-68 DOT-D05-RPA17 US34: 1A 5 TO WAPPELLO CO	0 MI --	Project Total Federal Aid Regional FA	1,200 1,080 0	0 0 0	0 0 0	0 0 0	0 0 0	0 : 68 : 0 --
Final TIP Approved	Pavement Widening	--							
24 ILL - Illustrative Regional Project									
Clarke - 20									
8898	ILL-C020(63)-92-20 DOT Letting: 04/18/2017 CLARKE-LUCAS AV.: JUST S. CARTER ST., 1 MI. ON CLARKE LUCAS AVE.	0 MI 113650	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	0 0 0	300 0 0	17 : 20 : 31 --
Final TIP Approved	Bridge Replacement	24:71:24							
Monroe - 68									
16483	ILL-C068(61)-92-68 Monroe CRD 155: 8 MI. South of Hwy 137 S 0.25 MI Bridge Replacement	0.25 MI --	Project Total Federal Aid Regional FA	0 0 0	2,000 0 0	0 0 0	0 0 0	0 0 0	17 : 68 : 69 --
Final TIP Approved	Bridge Replacement	14:73N:16W							
15653	ILL-C068(0)-92-68 Monroe CRD H44: 552nd Ave NW 1 MI Bridge Replacement	0.1 MI 252330	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	0 0 0	300 0 0	17 : 68 : 66 --
Final TIP Approved	Bridge Replacement	11:71:19							
8499	ILL-C068(307318)-92-68 Monroe CRD 142 St. Between 565 Trl and 576th Ave Bridge Replacement	0.2 MI 253770	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	0 0 0	500 0 0	17 : 68 : 61 --
Final TIP Approved	Bridge Replacement	30:73:18							
8449	ILL-C068(40)-92-68 Monroe CRD H16: Between 697th Ave and 717th Ave Bridge Replacement	0.2 MI 253150	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	0 0 0	400 0 0	17 : 68 : 43 --
Final TIP Approved	Bridge Replacement	3:73:16							

**FY 2014- 2017 TIP APPROVED TRANSIT PROJECTS
FOR RPA-17/CVTPA REGION**

(Projects Begin on the next page)
Total 2 pages

Draft 2014 Transit Program

(Filtered)

RPA-17 (2 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY14	FY15	FY16	FY17
5311	RPA-17	1702 Planning	RPA Transportation Planning	Total	31,734	37,500	37,500	37,500
		Misc		FA	25,387	30,000	30,000	30,000
		2987 Capital	Milivan	SA	48,500			
STP	SIT	Expansion	VSS	Total	41,225			
				FA				
				SA				

Transit Section:

Process of Update

The Passenger Transit Plan for RPA 17 has updated 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. The DOT approved PTP from Fiscal Year 2011 was reviewed, as well as the 2012 update. Additional consideration was given to the IDOT comments and updated guidance in order to determine the information needed in the update.

CVTPA utilized a survey during transportation planning and includes several transit related questions. Input was gathered from residents of the region through an online survey conducted in January 2013. Links to the survey 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. There were 101 respondents that resided across all seven (7) CVTPA counties and several from neighboring counties. However, a large percentage of participating residents were from Appanoose County. Approximately 4% of respondents indicated that they had utilized public transit during the past year. This statement could be correlated back to the fact that 49% of participants indicated the Annual Household Income exceeded \$70,000 per year.

Nearly 35 % of respondents that believe improved or additional public transit services would improve the mobility of the respondent and their family. An even greater percentage (39.4%), felt that additional transit routes would improve resident mobility in their communities. The most prominent factor was indicated when patrons were asked to rank options that should be kept a priority when making funding decisions for the region and 82% indicated that maintaining public transit services were somewhat to very important for this region.

A technical advisory group (TAG) meeting was held on *September 13, 2012* at Chariton Valley Planning and Development Council of Governments in Centerville, Iowa. Notice of the meeting was posted in each of the county courthouses across the CVTPA region. There were no public participants that attended this meeting.

- Committee members stated their primary concern is in regard to the uncertain changes that could occur with the implementation of MAP 21. The potential funding cuts could prove detrimental to transit agencies.
- TAG members held a brief discussion about how 10-15 Transit's Board of Directors are still reluctant to comply with paying RPA 17 match commitment to be eligible for STP funds. It was the consensus by all members that transit agencies are still considered to be equal partners with the counties and City of Centerville (whose population is over 5,000) and who benefit from the planning services provided by Chariton Valley Planning and Development (CVPD) Council of Governments/Chariton Valley

Transportation Planning Affiliation (CVTPA). The process now requires transit providers to apply for funding just as all others enhancement projects are identified and possibly funded. The entire CVPTA technical committee and policy board votes to approve funding of applications. This process does not guarantee funding of transit agencies for bus replacement but does allow them equal opportunity to apply for funds to do so. TAG/TAC members believe this process is acceptable and supported by all members of the policy committee.

- Committee did mention that recently there have been improvements to efforts of advertisements locally for 10-15 Transit with phone numbers on the sides of the buses.
- TAG committee members generally believe that the service provided to the region is satisfactory by both 10-15 Transit (serving Appanoose, Davis, Lucas, Monroe and Wayne Counties) and by Southern Iowa Trolley (serving Clarke and Decatur Counties).
- The largest deficits identified in public transit pertain to the limited service of rural residents and the lack of availability for taxi service in most counties.
- The only taxi service provided in the region is offered in the city limits of Lamoni, Leon, and Osceola (Osceola's private taxi service does include service outside the city to other destinations.)

Attendees on September 13, 2012

<i>John Goode, Monroe County</i>	<i>Gary Bishop, Appanoose County</i>
<i>David Grove, Davis County</i>	<i>Todde Folkerts, Lucas County</i>
<i>Bill Buss, Appanoose County Economic Dev Corp</i>	<i>Nichole Moore, CVPD</i>
<i>Dan Doerfler,</i>	<i>Julie Pribyl, CVPD</i>
<i>Dan Tometich, Monroe County – Albia Industrial Dev</i>	<i>Trevor Wolfe, Wayne County</i>
<i>Jason Huddle, IDOT</i>	

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.

RPA 17 held a public hearing on January 22, 2013 for further data collection and public input. No comments were made.

Projects

The priority projects identified in the PTP process for RPA 17 are as given below. Projects were identified as first year projects or two-five year projects. The update on the status of each priority was given by each transit agency and is also stated below the identified need.

****Transportation service should continue to be offered through extended hours to accommodate medical appointments, entertainment, and employment schedules. (1-5 year project)**

(2012) 10-15 Transit – has not seen the need in the region to increase services hours. There were less hours of service documented over the last year due to a decrease of ridership from Head Start and SENECA, who have both experienced budget cuts. In an attempt to gain potential additional riders, the transit agency is now offering service on a 24 hours a day, 7 days a week schedule when appropriate arrangements are made in advance. The fees for transportation have not changed over Fiscal Year 2012.

(2013) 10-15 Transit – continually analyzed ridership in the five counties of RPA 17 to recognize additional needs. Additional drivers were placed in Monroe and Wayne County to provide more service to area residents in the past year.

(2012) Southern Iowa Trolley – It was not determined a need for expanded service in hours or additional routes in Clarke and Decatur Counties during the past year. The rates for transportation have remained the same over the past year also.

(2013) SIT has continually analyzed the ridership in Clarke and Decatur County to monitor if there are any additional needs. It has been determined that there is not a need to expand hours or service in those counties at this time. However, a trip to Des Moines is now offered once a month to local residents at a flat fee of \$22.00 round trip.

****RPA 17 transit providers will need to replace buses each year in order to maintain its vehicle fleet and remove the oldest and highest mileage vehicles from service. (1-5 year project)**

(2012) 10-15 Transit – During the fiscal year 2012, 10-15 Transit replaced 5 buses.

(2013) There were no buses replaced during the fiscal year 2013 due to fiscal constraints. However, the agency does anticipate purchasing one bus during the next year.

(2012) Southern Iowa Trolley – During fiscal year 2012 SIT replaced 4 buses.

(2013) One new bus had been purchased through ATURA funding.

****Southern Iowa Trolley has identified the need to have update radio equipment installed into all vehicles in the fleet. (1st year priority)**

(2012) This continues to be an ongoing goal for Southern Iowa Trolley. Four buses had new radio equipment installed over the previous year. There are fourteen (14) remaining in the fleet that has yet to be update with radio equipment.

(2013) All vehicles in the SIT fleet are now equipped with narrow-band radios due to partial funding of RPA 17.

****10-15 Transit and Southern Iowa Trolley will continue to installed surveillance cameras on the vehicles in the fleets. (1st year priority)**

(2012) 10-15 Transit – 20 surveillance cameras were installed on vehicles in the 10-15 fleet. There are approximately fifteen (15) units that are still in need of such cameras so this will continue to be an ongoing need until the entire inventory is furnished.

(2013) – Four additional buses were equipped with surveillance cameras. The fleet will continue have cameras installed as funds allow. The agency will also investigate options and expenses to upgrade the surveillance camera system in the upcoming years.

(2012) **Southern Iowa Trolley** – Installing surveillance cameras on all inventory is an ongoing goal for SIT. 4 additional cameras were installed this year and there are approximately 20 vehicles remaining that do not have cameras. SIT plans to purchase and install throughout the year as funding is available from local contributions.

(2013) SIT now has approximately 55% of their fleet is equipped with surveillance cameras. Any new bus now comes with cameras installed and the remaining 18 buses will be equipped as funding allows.

****10-15 Transit and Ottumwa Transit Authority (are housed in the same building) are interested in purchasing a hoist to install in the maintenance shop to service buses from both fleets. (2-5 year project)**

(2012) A hoist was installed in this facility in 2011 to benefit the service the fleet of both Ottumwa Transit and 10-15 Transit.

****10-15 Transit and Southern Iowa Trolley, have a seen an increase for the need of a lift system capable of serving riders who weigh in excess of 600 pounds. (2-5 project)**

(2012) Both transit agencies indicate that no manufactures' of such a lift have been identified to meet this need to better accommodate such patron. It is noted that the new buses are now have a lift system that is capable of lifting up to 800 pounds.

(2013) This recommendation is no longer a priority for transit agencies due to the incorporation of heavy capacity lifting systems into the production of new standard buses and conversions vans. SIT will be adding a conversion van with such capabilities in the next year.

****Southern Iowa Trolley has identified the need to improve the Transit facility for their agency. (2-5 year project)**

(2012) SIT directors continue to work with RPA 14 and RPA 17 to explore funding options that would allow for the expense of creating a feasibility study to build a new facility.

(2013) SIT Trolley continues to pursue the goal of constructing a new transit facility. At this time, there has not been a feasibility study developed but it is still a desire of the agency.

**** Both transit agencies have a critical need for ongoing education and promotion of services they provide throughout the entire region in order to maintain and/or increase ridership. (2-5 year project)**

(2012) Both transit agencies indicate they continue to provide public outreach by radio promotions, television advertisements, public service announcements and installing the contact number on all vehicles in the fleets.

(2013) Educating area residents will be an ongoing goal for both transit agencies. Reaching out to potential clients is critical for the longevity of each business. Public outreach can be accomplished through advertisements in newspapers, radio stations, television commercials and flyers. Both transit agencies intend to make frequent personal visits each of the member counties to form working relationships and identify potential riders.

Other Recent Developments

10-15 Transit

There have been numerous changes that have occurred at the 10-15 Transit Agency over the past year. The agency has worked hard to overcome past challenges associated with reprimands from IDOT regarding past services and are proud to state that all financial reimbursements will be paid off in August 2013. One consequence of this stress is the agency is now searching for the guidance of a director. This will be a third person in recent years who will work to meet IDOT standards and move the agency forward. Operating on a restricted budget has altered the future of the agency and the goals they can attain or pursue in the PTP. For example, the 10-15 Transit Board of Director's have indicated that the agency is not in a position to request regional funds for bus replacement for the foreseeable future as previously recommended by CVTPA.

The previous year's adjustment of how funds are distributed in the RPA 17 has affected the inventory of 10-15 Transit. Previously, STP funds were released to RPA 17 and the transit provider's allocation was removed before it was distributed to the other projects identified in the TIP. It is now required that transit providers contribute to local matching funds of the RPA and apply for funding just as all others enhancement projects. Potential projects in the region are identified locally and possible funding is considered by the CVPTA technical committee and policy board voting to fund selected applications. This change of process does not guarantee funding of transit agencies for bus replacement but does allow them equal opportunity to apply for funds to do so this change was officially approved November 15, 2011 by the CVTPA Policy Board. Since this change, 10-15 Transit had not met regional match commitment to be eligible for funding and, therefore, have not submitted any applications for enhancement funds. As of February 28, 2013 10-15 Transit paid the outstanding regional match owed by the agency and will now be eligible for future funding options for the RPA 17 regional funds.

At this time of this PTP update, 10-15 Transit has operated with an influx of Executive Directors over the past couple years. It is recognized that the goals and direction of the agency will be altered with the hiring of a new director. The new director has indicated that it is in the intent of the transit agency to strengthen working relationships with each of the

constituents. It is through those relationships and community outreach efforts that potential new riders will be indentified. A noteworthy change to program implementation is that 10-15 Transit now has a contract with Ottumwa Transit for personnel services.

Southern Iowa Trolley

Southern Iowa Trolley has experienced a change in the managing structure over the last year. SIT is no longer associated with the Agency Area on Aging and has a separate identity. Steve Bolie is now the Executive Director and Pam Stow is the Administrator of the transit agency. The overseeing Board of Director's is comprised of members from the Board of Supervisor's in each of the seven counties. Southern Iowa Trolley continues to pride it's self on offering affordable public transportation that includes assistance from the front door of the home to the door of the bus.

No other developments that impact passenger transportation have been identified during the PTP process. If such developments do occur prior to the next PTP update, passenger transportation agencies and health and human service agencies should make this information available so that a discussion can begin and response can be drafted if necessary.

MAP 21

New federal legislation was implemented in October 2012 that created new laws that enhance goals of transportation safety, state of good repair, performance, and program efficiency throughout Iowa. "Moving Ahead for Progress in the 21st Century Act" (MAP 21) emphasizes restoring and replacing aging public transportation infrastructure, establishes performance-based planning requirements and improves the efficiency of administering grant programs.

Transit Funds have been redistributed and/or consolidated. These changes have eliminated JARC and New Freedom Funds. Transit funds will now be distributed through seven key programs:

- *New Starts
- *State of Good Repair (5337)
- *Bus and Bus Facilities (5339)
- *Metro & Statewide Planning (5303, 5304, 5305)
- *Rural area formula (5311)
- *Enhanced Mobility of Seniors & Individuals with Disabilities (5310)
- *Urbanized formula (5307)

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

With the loss of JARC and New Freedom funding 10-15 Transit has been forced to discontinue the use of those programs. It has hurt ridership and put a burden on the riders. Southern Iowa Trolley

RPA 17 is uncertain how the MAP 21 funding will be implemented for this region. The Technical Committee and Policy Board are entertaining a variety of options of how to fund trails, scenic byways, safe routes to school, additional transit projects and other like projects. It is anticipated that the application process will be modified and a selection process will have to be refined over the next year.

Advisory Group Recommendations

It is recommended that 10-15 Transit continue its current operations, including staying attuned to any additional needs that may require expanded hours for medical trips and/or entertainment trips. STA Coordination funds should also be requested each year as needed to assist in developing services.

It is recommended that the regional transit authorities maintain its current fleet size by replacing buses each year as funding allows. 10-15 Transit should also continue to apply for 5309 funds to replace a bus in the upcoming year and possibly multiple buses in the years thereafter. Southern Iowa Trolley should apply for STP funding from RPA 17 and RPA 14 for bus replacement, as well as also apply for 5309 funding to provide financial support. SIT should continue to provide forethought to the aging of the fourteen vehicles purchased with Stimulus money.

Transit agencies should continue to actively pursue the need for ongoing education and promotion of services they provide throughout the entire region. Emphasis should be placed on strengthening county relationships and developing outreach to communities on the edges of the service region. This effort will maintain and/or increase ridership for each agency. It is also advised that both transit agencies continue to build the established relationships with the Statewide Mobility Manager to identify additional needs and increase potential ridership. The Mobility Manager has already provided support and will continue to do so. CVTPA will enhance this relationship with open communication with both entities. Southern Iowa Trolley should continue to explore all funding options that will allow the agency to proceed with a feasibility study for a new operating facility.

Both transit agencies, 10-15 Transit and Southern Iowa Trolley shall proceed with the ongoing goal of installing or updating new surveillance cameras in the entire fleets to ensure rider and driver safety/liability.

Recommendation Chart

10-15 Transit

Provider Name	Project Description	Type of Project	2012 Total/Fed cost	2013 Total/Fed Cost	2014-2016 Total/Fed	Recom. Funding source
10-15 Transit	176" LD Bus	Capital	\$59,000/47,000	\$59,000/47,000		STP
10-15 Transit	Installing surveillance cameras to fleet (15)	Capital			\$3,500 ea totals \$70,000	Transit Investment (local funds)
10-15 Transit	Continue extended hours for medical appts.	Operations	\$45,124		\$45,124	Local funds
10-15 transit	Promotional work	Operations				Other-local funds
	10-15 Transit TOTALS		\$104,124/\$47,000	\$59,000/\$47,000	\$219,248	

Southern Iowa Trolley (SIT)

Provider Name	Project Description	Type of Project	2013 Total/Fed	2014 Total/Fed	2015-2016 Total/Fed	Recomd Funding source
Southern Iowa Trolley (SIT)	ADA mini-van w/ surveillance	Capital	\$49,920/\$39,936	\$50,000/\$40,000	\$50,000/\$40,000	5309
SIT	Conversion Van	Capital		\$50,000/\$40,400		5309
SIT	176" LD bus w/ Surveillance	Capital		\$84,000/\$67,200	\$84,000/\$67,200	5309
SIT	Installing radio equipment	Capital	\$11,000			Local
SIT	Complete feasibility study to upgrade facility	Planning				
SIT	Promotional work	Operations				
	SOUTHERN IOWA TROLLEY TOTALS		\$60,920/\$39,936	\$184,000 / \$147,600	\$134,000 / \$107,200	

Transit Inventory:

10-15 Transit

10-15
TRANSIT
VEHICLE
INFO

updated 10/14/2012

VEH ID	LDO	YEAR	CHASSIS	MODEL	VIN
031	241	2003	FORD	ELDORADO	1FDXE45S23HA20009
032	692	2003	FORD	ELDORADO	1FDXE45S93HA26017
033	490	2003	FORD	ELDORADO	1FDXE45S73HA26016
034	195	2003	FORD	ELDORADO	1FDXE45S93HA20010
035	240	2003	FORD	ELDORADO	1FDXE45S53HA26015
041	1103	2004	FORD	ELDORADO	1FDXE45S63HB23322
042	1823	2004	FORD	ELDORADO	1FDXE45S73HB87983
043	1821	2004	FORD	ELDORADO	1FDXE45S03HB87985
044	1822	2004	FORD	ELDORADO	1FDXE45S93HB87984
045	773	2004	FORD	ELDORADO	1FDXE45S54HA08115
046	443	2004	FORD	ELDORADO	1FDXE45S34HA08114
051	103085	2005	GMC	SIERRA TRUCK	1GTEK19Z25Z190264
052	774	2006	FORD	SUPREME	1FDXE45S96HA51424
053	1105	2006	FORD	SUPREME	1FDXE45S76HA51423
054	115565	2006	FORD	SUPREME	1FDXE45S56HA51422
056	694	2006	FORD	SUPREME	1FDXE45S06HA51425
057	197	2006	FORD	SUPREME	1FDXE45S26HA51426
071	109529	2007	FORD	ELDORADO	1FDXE45S66DB15650
072	109530	2007	FORD	ELDORADO	1FDXE45S26DB15651
073	109531	2007	FORD	ELDORADO	1FDXE45S46DB15652
074	109532	2007	FORD	ELDORADO	1FDXE45S66DB15653
075	109946	2007	FORD	ELDORADO	1FDXE45S97DA13039
076	109947	2007	FORD	ELDORADO	1FDXE45S97DA13040
981L	544	1998	International	El Dorado	1HVBEABM8WH522668
982L	839	1998	International	El Dorado	1HVBEABM6WH522667
081	111859	2008	CHEVY	UPLANDER	1GBDV13W48D147164
082	111860	2008	CHEVY	UPLANDER	1GDDV13WX8D146472
083	112151	2008	FORD	SUPREME	1FD4E45S58DA85079
084	112152	2008	FORD	SUPREME	1FD4E45S38DA85078
085	112877	2008	FORD	SUPREME	1FD4E45SX8DB46359
086	112878	2008	FORD	SUPREME	1FD4E45S68DB46360
087	112884	2008	FORD	SUPREME	1FD4E45S18DB46363
088	112883	2008	FORD	SUPREME	1FD4E45SX8DB46362
089	112882	2008	FORD	SUPREME	1FD4E45S88DB46361
101	115332	2010	FORD	ELDORADO	1FD4E45S99DA90019
102	115223	2010	FORD	ELDORADO	1FD4E45S19DA90015
103	115214	2010	FORD	ELDORADO	1FD4E45S39DA90016
105	115227	2010	FORD	ELDORADO	1FD4E45S59DA90017
106	115333	2010	FORD	ELDORADO	1FD4E45S79DA90018
108	115723	2010	FORD	ELDORADO	1FD4E4FS1ADA55476
111	117496	2011	FORD	ELDORADO	1FD4E4FS2BDA63152
112	117497	2011	FORD	ELDORADO	1FD4E4FS4BDA63152
113	117498	2011	FORD	ELDORADO	1FD4E4FS6BDA63154
114	117499	2011	FORD	ELDORADO	1FD4E4FS8BDA63155
115	117501	2011	FORD	ELDORADO	1FD4E4FSXBDA63156
116	117502	2011	FORD	ELDORADO	1FD4E4FS1BDA63157

Southern Iowa Trolley

SOUTHERN IOWA TROLLEY--Vehicles used for public transportation

veh #	Year	Make	Model	VIN	License Plate #	SEAT	Lift/ Ramp	Size Class	Acquisition Cost
71	2001	Ford	ELDORADO	1FDXE45S6YH986245	119371	20	LIFT	176 \$	49,454.00
75	2001	Ford	Supreme	1FDWE3S5T1HA86395	119375	11	N/A	138 \$	43,476.00
77	2002	Chevy	Venture	1GNDX03E82D2889096	119377	6	Ramp	\$	33,407.00
78	2003	Chevy	Venture	1GBDX23E23D198579	119378	6	Ramp	\$	34,610.00
79	2003	Champion	Challenger	1FDXE45S83HB48299	119379	16	LIFT	158 \$	42,459.00
80	2003	Champion	Challenger	1FDXE45S23HB48301	119380	16	LIFT	158 \$	42,459.00
81	2003	Champion	Challenger	1FDXE45S43HB48302	119381	16	LIFT	158 \$	42,459.00
82	2003	Champion	Crusader	1FDWE3S5S83HB98125	119382	11	LIFT	138 \$	39,721.00
83	2004	Champion	Challenger	1FDWE3S5S4HA96278	119383	10	LIFT	138 \$	43,092.00
84	2004	Ford	Pacer 11	1FDWE3S5S14HA96280	119384	10	LIFT	138 \$	43,092.00
85	2004	Ford	Pacer 11	1FDWE3S5S14HA96280	119385	10	LIFT	138 \$	43,092.00
86	2004	Ford	G Coach 11	1FDXE45S84HB55254	119368	16	LIFT	158 \$	45,507.00
87	2005	Champion	Dodge MV	1D4GP24R85B143632	103232	5	Ramp	\$	45,507.00
88	2005	Champion	Dodge MV	1D4GP24R85B158907	103233	5	Ramp	\$	35,024.00
89	2005	FORD	Supreme	1FDXE45S55HB14012	119389	16	LIFT	158 \$	51,861.00
90	2005	FORD	Supreme	1FDXE45S55HB14013	119390	16	LIFT	158 \$	51,861.00
91	2008	FORD	ELDORADO	1FD4E45S98DB51374	112889	16	LIFT	158 \$	55,530.00
92	2008	FORD	ELDORADO	1FD4E45S98DB51378	119392	16	LIFT	158 \$	55,530.00
93B	2008	CHEVY	Uplander Ls	1GNDV231X8D145464	113260	4	RAMP	\$	32,720.00
94	2009	FORD	ELDORADO	1FDFF45S49DA69112	114199	18	LIFT	176 \$	54,627.00
S-10	2009	DODGE	Grand caravan SE	2D8HN44E99R660296	119387	6	Ramp	\$	36,049.00
S-11	2009	DODGE	Grand caravan SE	2D8HN44E29R660303	119388	6	Ramp	\$	36,049.00
S-12	2009	DODGE	Grand caravan SE	2D8HN44EX9R660307	119369	6	Ramp	\$	36,049.00
S-13	2009	DODGE	Grand caravan SE	2D8HN44E79R660300	119370	6	Ramp	\$	36,049.00
S-14	2009	FORD	ELDORADO	1FDFF45S29DA72347	119372	18	LIFT	176 \$	56,298.92
S-15	2009	FORD	ELDORADO	1FDFF45S29DA72350	119373	18	LIFT	176 \$	56,298.92
S-16	2009	FORD	ELDORADO	1FDFF45S69DA72346	112775	18	LIFT	176 \$	56,298.92
S-17	2009	FORD	ELDORADO	1FDFF45S69DA72349	119374	18	LIFT	176 \$	56,298.92
S-18	2009	FORD	ELDORADO	1FDFF45S49DA72348	119376	18	LIFT	176 \$	56,298.92
S-19	2009	FORD	ELDORADO	1FDFF45S99DA72345	119835	18	LIFT	176 \$	56,298.92
S-20	2009	FORD	ELDORADO	1FDFF45S49DA72351	119834	18	LIFT	176 \$	56,298.92
S-21	2011	FORD	ELDORADO	1FDFF45S5BD63145	117459	18	LIFT	176 \$	57,507.50
S-22	2011	FORD	ELDORADO	1FDFF45S98DA63147	119383	18	LIFT	176 \$	57,507.50
S-23	2011	FORD	ELDORADO	1FDFF45S7BD63146	119364	18	LIFT	176 \$	57,507.50
S-24	2011	DODGE	Grand caravan SE	2D4RND4G08R77292	119386	4	RAMP	\$	35,093.00
S-25	2012	FORD	ELDORADO	1FDFF45S4CDD29070	119365	18	LIFT	176 \$	75,000.00
S-26	2013	FORD	ELDORADO	1FDFF45SDDDA25132	119397	18	LIFT	176 \$	57,462.00

Actual Funding Totals from Fiscal Year 2012

<u>FUNDING TOTALS</u> 2012 Program Funding Source	Southern Iowa Trolley Budget Amount	10-15 Transit Budget Amount
FEDERAL TRANSIT ASSISTANCE PROGRAMS:	--	--
Capital Investment Program (Section 5309)	\$98,910 (FY11) \$79,719 (FY12)	\$483,000(FY10) \$195,880(FY11) \$518,292 (FY12)
Special Needs Formula Program (Section 5310)	--	--
Non-urbanized Area Formula Programs (Section 5311)	\$257,977(FY10) \$55,269 (FY11)	\$526,195(FY10) \$494,840(FY11)
Rural Training Assistance Program (RTAP) (Section 5311 (b)(3))	\$566,669(FY10) -0- \$3,000(FY12)	\$512,729(FY10) -0-
Job Access/Reverse Commute (JARC) Program (5316)	--	\$25,000(FY10) \$13,780(FY11)
New Freedom (NF) Program (5317)	--	\$22,562(FY10) \$19,737(FY11)
Older Americans Act	\$44,243(FY10)	\$119,756(FY10) \$78,721(FY11)
Head start	--	\$109,641(FY10) \$88,326(FY11) \$46,696 (FY12)
STA Formula Program	\$243,240(FY10) \$241,367 (FY11) \$227,581 (FY12)	\$344,895(FY10) \$312,909(FY11) \$332,482 (FY12)
STA Fellowship Program	--	--
FEDERAL FLEXIBLE FUNDS AVAILABLE TO TRANSIT	\$283,605(FY11) \$256,050 (FY12)	--
Surface Transportation Program (STP)	--	--
OTHER	\$500 (FY10) \$500 (FY12)	--
Contract Revenue	\$465,000(FY10) \$329,434(FY11) \$452,822 (FY12)	\$924,884(FY10) \$945,081(FY11) \$880,815 (FY12)
Passenger Revenue	\$55,000(FY10) \$55,983(FY11) \$65,821 (FY12)	\$48,868(FY10) \$14,494(FY11) \$6,000 (FY12)
General Levy Fund	\$53,018(FY10) \$56,263 (FY12)	\$163,051(FY10) \$25,000 (FY12)
Senior Living Program	\$26,085(FY10)	--
Program Income	\$19,000(FY10)	--

FINANCIAL CONSTRAINT SUMMARY

RPA 17 – STP Fiscal Constraint Table

	Year 1 (2014)	Year 2 (2015)	Year 3 (2016)	Year 4 (2017)
Unobligated Balance (Carryover)	\$ 4,462,329	\$ 3,624,518	\$ 4,204,518	\$ 4,784,518
Region STP Target	\$ 1,531,495	\$ 1,538,000	\$ 1,538,000	\$ 1,538,000
Region TAP Flex Target	\$ 65,694	\$ 67,000	\$ 67,000	\$ 67,000
Subtotal	\$6,059,518	\$ 5,229,518	\$ 5,809,518	\$ 6,389,518
Transfer to TAP (STP & Flex)	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
Programmed STP Funds	\$ 2,435,000	\$ 1,025,000	\$ 1,025,000	\$ 2,025,000
Balance of STP Funds	\$ 3,624,518	\$ 4,204,518	\$ 4,784,518	\$ 4,364,518
<i>Based off of 2012 STP Targets</i>				

RPA 17- TAP Fiscal Constraint Table

	Year 1 (2014)	Year 2 (2015)	Year 3 (2016)	Year 4 (2017)
Unobligated Balance (Carryover)	\$ 159,371	\$ 225,632	\$ 313,632	\$ 401,632
Region TAP Target	\$ 86,261	\$ 88,000	\$ 88,000	\$ 88,000
STP & Flex Transfer Credit	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
Subtotal	\$ 245,632	\$ 313,632	\$ 401,632	\$ 489,632
Programmed TAP Funds	\$ 20,000	\$ 0.00	\$ 0.00	\$ 0.00
Balance	\$ 225,632	\$ 313,632	\$ 401,632	\$ 489,632

FORECASTED EXPENDITURES & REVENUE

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

	2014	2015	2016	2017
County Operations	\$ 2,843,721	\$ 2,957,470	\$3,075,769	\$ 3,198,799
County Maintenance	\$ 5,817,856	\$ 6,050,570	\$ 6,292,593	\$ 6,544,297
City Operations	\$ 120,312	\$ 125,124	\$ 130,129	\$ 135,334
City Maintenance	\$ 413,004	\$ 429,524	\$ 446,705	\$ 464,573
Total Operations & Maintenance	\$ 9,194,893	\$ 9,562,688	\$ 9,945,196	\$ 10,343,003
<i>Based off of 2012 County & City O-M reports Assumes an increase of 4%</i>				

RPA 17 Forecasted Non-Federal-Aid Revenues

	2014	2015	2016	2017
Farm to Market	\$ 4,683,510	\$4,870,850	\$ 5,065,684	\$ 5,268,311
Secondary Road Fund	\$ 23,685,322	\$ 24,632,735	\$ 25,618,045	\$ 26,642,767
City Street Fund	\$ 13,298,286	\$ 13,830,218	\$ 14,383,426	\$ 14,958,763
Total Non-Federal-Aid Revenues	\$ 41,667,118	\$ 43,333,803	\$ 45,067,155	\$ 46,869,841
<i>Based off of 2012 FM, Secondary Road & City Street reports - Assumes a 4% increase</i>				

SUMMARY OF FEDERAL PROGRAMMING

Type	Total Cost FY2014	Fed. Aid	Total Cost FY2015	Fed. Aid	Total Cost FY 2016	Fed. Aid	Total Cost FY2017	Fed. Aid
STP	\$ 3,041,000	\$ 2,435,000	\$ 3,281,000	\$ 2,625,000	\$ 1,681,000	\$ 1,145,000	\$ 3,756,000	\$ 2,717,000
STP/HBP	\$ 6,369,000	\$ 4,965,000	\$ 1,880,000	\$ 1,504,000	\$ 1,999,000	\$ 1,511,000	\$ 1,787,000	\$ 1,423,000
NHPP	\$ 4,300,000	\$ 3,440,000	\$ 0	\$ 0	\$ 15,000	\$ 0	\$ 1,540,000	\$ 1,232,000
TAP	\$ 1,224,000	\$ 830,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DEMO	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PRF	\$ 2,711,000	\$ 0	\$ 3,226,000	\$ 0	\$ 1,484,000	\$ 0	\$ 2,625,000	\$ 0
HSIP	\$ 4,490,000	\$ 4,042,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
ILL	\$ 0	\$ 0	\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 1,500,000	\$ 0
Transit	\$ 48,500	\$ 41,225	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$ 22,183,500	\$ 15,753,225	\$ 10,387,000	\$ 4,129,000	\$ 5,179,000	\$ 2,656,000	\$ 11,208,000	\$ 5,372,000

STATUS REPORT OF FY2014-2017 PROJECTS

TPMS#	Year	County	Sponsor	Pgm	PN	Location	FHWA#	Dev Status	Status
16840	FY13		RPA-17		STP-E-PA17()-8V-00	TBD: Multiple county project for trails planning; RPA 17 counties	--	--	FHWA Approved
16731	FY13	Decatur	Decatur CRD	TAP	STP-E-C027(050)--8V-27	Phase 3 Depot Restoration: 1306 S Main St	--	Active	Local: 08/06/2013
22080	FY13	Clarke	Osceola	TAP	STP-ES-E-5772(605)--8T-20	Burlington Northern Depot No. 2: Renovation of Historic Osceola Burlington Northern Railroad Depot	--	Active	DOT: 02/18/2014
8501	FY13	Monroe	Monroe CRD	TAP	BROS-C068(64)--5F-68	189 Trl: 695th Ave W 0.3 MI	252585	Awarded	Authorized
8939	FY13	Davis	Davis CRD	STP-HBP	BROS-C026(71)--8J-26	Jade Ave.: Near Dewey Harper	134850	Awarded	Authorized
17225	FY13	Wayne	Wayne CRD	STP-HBP	BROS-C093(66)--5F-93	J-44: Over Walnut Creek	338860	Active	DOT: 10/15/2013
13708	FY13	Wayne	Wayne CRD	STP-HBP	BHOS-C093(70)--89-93	Raccoon Road: From Over to Nine Mile Creek	341311	Awarded	Authorized
20136	FY13	Davis	Davis CRD	STP-HBP	BROS-C026(83)--8J-26	Ice Avenue: Over 0.3 m North of 280 St. Double Box Culvert	133880	Active	DOT: 09/17/2013
8450	FY13	Monroe	Monroe CRD	STP-HBP	BRS-C068(41)--60-68	H49: Blakesburg W 2.4 MI	251761	Active	DOT: 09/17/2013
8494	FY13	Monroe	Monroe CRD	STP-HBP	BRS-C068(45)--60-68	H35: Near US 34	252695	Active	DOT: 12/17/2013
23397	FY13	Clarke	Clarke CRD	STP-HBP	BROS-C020(98)--5F-20	H20: Over BRANCH OTTER CREEK	115000	Active	DOT: 05/20/2014
20041	FY13	Appanoose	Appanoose CRD	STP-HBP	BROS-C004(97)--8J-04	120th Ave: 524th St S 1.2 MI	64790	Active	DOT: 08/20/2013
21157	FY13	Clarke	Clarke CRD	STP-HBP	BHOS-C020(93)--5N-20	R12: approx. 1 mile N. of Hopeville on 110th. Ave.	114150	Active	DOT: 06/20/2017
1701	FY13	Wayne	Wayne CRD	STP-HBP	BROS-C093(37)--8J-93	Watrous: Over UPRR	340690	Canceled	FHWA Approved
13713	FY13	Wayne	Wayne CRD	STP-HBP	BRS-C093(68)--60-93	J54: Over Stream	338050	Active	DOT: 01/07/2014
18971	FY13	Lucas	Lucas CRD	STP-HBP	BROS-C068(66)--8J-68	500TH AVE: H-16 N 0.5 MI	253810	--	FHWA Approved
15659	FY13	Davis	Davis CRD	STP-HBP	BROS-C026(841502)--5F-26	Jade Ave. : Over Wyacondah Creek	133770	--	FHWA Approved
3996	FY13	Monroe	Monroe CRD	STP-HBP	BROS-C068(66)--8J-68	500th Ave: H16 N 0.5 MI	253810	Awarded	FHWA Approved
16082	FY13	Lucas	Chariton	STP-HBP	BRM-1237(606)--8N-59	Russell Blvd: Over UP RR	1780	Active	DOT: 12/17/2013
19222	FY13	Appanoose	Appanoose CRD	STP-HBP	BROS-C004(85)--8J-04	Dewey Road: 260th Avenue W 0.4 MI	64360	Awarded	Authorized
20984	FY13	Decatur	Decatur CRD	STP-HBP	BRS-C027(49)--60-27	J66: Over Un-Named Creek	136290	Awarded	Authorized
12434	FY13	Lucas	Lucas CRD	STP-HBP	BROS-C059(49)--8J-59	Watrous / 400th Street: Over Union Pacific RailRoad	340690	Active	DOT: 11/19/2013
19097	FY13	Clarke	Clarke CRD	STP-HBP	BRS-C020(85)--60-20	MILL ST: Just North of Sherman ST. on Mill St. in town of Woodburn	12810	Active	DOT: 02/17/2015
17964	FY13	Clarke	Clarke CRD	STP	STP-S-C020(82)--5E-20	R69: 2.5 MILES NORTH OF HWY. 34 ON R-69	114370	Active	DOT: 11/19/2013
1001	FY13		RPA-17	STP	RGPL-PA17(RTP)--ST-00	RPA 17: RPA 17 TRANSPORTATION PLANNING	--	--	FHWA Approved
6820	FY13		RPA-17	STP	RGPL-PA17(UDS)--ST-00	SUDAS: STATEWIDE URBAN DESIGN STANDARDS	--	--	FHWA Approved
21158	FY13	Clarke	Clarke CRD	STP	STP-S-C020(94)--5E-20	H-45: Approx. 3/4 mi. E. of Hopeville on H-45	114210	Active	DOT: 01/07/2014
21464	FY13	Lucas	Lucas CRD	STP	STP-S-1237(606)--5E-59	H-40: Over UP RR	1780	--	FHWA Approved
21842	FY13	Lucas	Lucas CRD	STP	STP-S-C059(54)--5E-59	Old Hwy 34: Over BR OF CHARITON RIVER	34470	Active	DOT: 10/15/2013
19716	FY13		RPA-17	STP	RGTR-PA17()-PL-00	Bus: SIT Replace Bus	--	--	Authorized
22046	FY13		DOT-D05-RPA17	STP	STP-()-2C-93	US 65: MISSOURI TO IA 2	--	--	FHWA Approved
22081	FY13	Appanoose	Centerville	STP	STP-U-1210(611)--70-04	W STATE ST: From West line of 5th Street to West line of 10th Street	--	Active	DOT: 03/18/2014
18883	FY13	Davis	Davis CRD	STP	STP-S-C026(79)--5E-26	ICE AVE & Husky Trail: From 180th St. to Hill Boulevard	--	Awarded	FHWA Approved
21189	FY13	Davis	Davis CRD	STP	STP-S-C026(82)--5E-26	Old Hwy 2: From Hwy 2 to Bloomfield City Limits	--	Awarded	FHWA Approved
19987	FY13	Monroe	Albia	STP	STP-U-0065(612)--70-68	S 13TH ST: 2104 ft N of US 34 TO 4TH AVENUE EAST- PHASE 2	--	Awarded	FHWA Approved
22044	FY13		DOT-D05-RPA17	PRF	BRFN-US34()-39-68	34: ALBIA TO OTTUMWA (VARIOUS LOCATIONS)	--	--	FHWA Approved
20916	FY13		DOT-D05-RPA17	PRF	BRFN-IA14()-39-59	14: ENGLISH CREEK 1.5 MI N OF CORD S45	34460	--	FHWA Approved
11798	FY13		DOT-D05-RPA17	PRF	BRFN-I-35()-39-27	35: DECATUR-CLARKE-WARREN CO	--	--	FHWA Approved
18602	FY13		DOT-D05-RPA17	PRF	STPN-202-1(2)--2J-26	IA 202: MISSOURI BORDER TO MOULTON	--	--	FHWA Approved
18603	FY13		DOT-D05-RPA17	PRF	BRFN-63()-39-26	US 63: SOAP CREEK 0.9 MILE SOUTH OF WAPPELLO CO	22560	--	FHWA Approved
25277	FY13		DOT-D05-RPA17	NHPP	IM-US65()-13-59	65: WAYNE CO TO US 34	--	--	Submitted
22263	FY13		DOT-D05-RPA17	NHPP	IM-()-13-27	I 35: From Approx 4 Mi. S. of IA 2 to Clarke Co	--	--	FHWA Approved
25274	FY13		DOT-D05-RPA17	HSIP	HSIP-I-35()-2H-20	35: OSCEOLA TO WARREN CO	--	--	Submitted
17170	FY13	Appanoose	Appanoose County Community Railroad	HSIP	RPD-FE08(76)--8B-04	Appanoose County Community Rail Road: Improvements and rehabilitation to rail and bridges on the Appanoose County Community Rail Road	--	Awarded	Authorized
15651	FY13	Davis	Davis CRD	DEMO	HDP-C026(78)--6B-26	Bunch Road: From Appanoose Co. Line to Eagle Blvd	--	Active	DOT: 07/19/2016

**Chariton Valley Transportation Planning Affiliation – RPA 17
FY 2014-2017 Transportation Improvement Plan**

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

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

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