

Fiscal Year 2025



Chariton Valley

PLANNING & DEVELOPMENT

TRANSPORTATION PLANNING WORK PROGRAM

Chariton Valley Transportation Planning Affiliation—RPA 17

**Serving the counties of: Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne
City of Centerville, City of Osceola, 10-15 Transit and Southern Iowa Trolley**

The preparation of this report was financed in part through federal funds provided by the U.S. Department of Transportation, Federal Transit Administration and Federal Highway Administration. The findings, opinions, and conclusions expressed in this report are not necessarily those of these agencies. In accordance with Federal Law and Policy, Chariton Valley Planning & Development Council is prohibited from discriminating based on race, color, national origin, age, disability, religion, sex, and familial status.

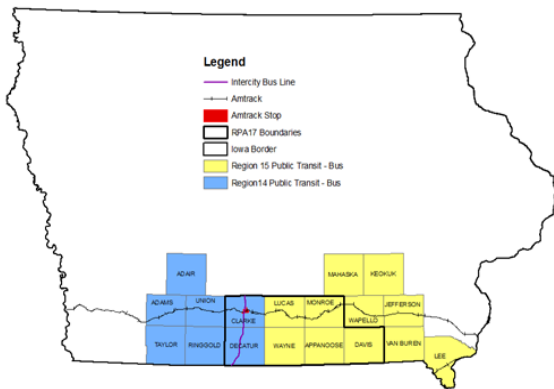
**Final & Approved:
May 16, 2024**

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INTRODUCTION: Transportation Planning Work Program Development



The information provided in the Chariton Valley Planning and Development Transportation Planning Work Program (TPWP) for State Fiscal Year (SFY) 2025 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. County Engineers, economic development organizations, transit providers, special interest groups, and public were also consulted through

a public participation process. Each year the planning agency compiles work elements that need to be completed for the fiscal year and presents them to both TAC & Policy boards. Those elements include TIP completion of projects, TPWP for budgeting element, LRTP for plan update every 5 years or when needed for regional needs, PTP for transit plan updates every 5 years for full plan and every year for holding public meetings, PPP for any notices, meetings that would involve public comments and Admin for all administrative service needs from reimbursements, meeting planning, and meetings. All elements are discussed with both boards and approved for delivery of work elements.

The TPWP outlines projects supported and sponsored by the RPA17 region. Projects included in the program include planning activities and funding sources. Those projects are programmed and funded partially through RPA17 approval and federal funding sources. Fiscal year 2025 will commence July 1, 2024, and will be completed June 30, 2025.

Funding History:

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

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

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

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

Upgrade our nation's airports and ports to strengthen our supply chains and prevent disruptions that have caused inflation. This will improve U.S. competitiveness, create more and better jobs at these hubs, and reduce emissions. Decades of neglect and underinvestment in our infrastructure have left the links in our goods movement supply chains struggling to keep up with our strong economic recovery from the pandemic. The Bipartisan Infrastructure Deal will make the fundamental changes that are long overdue for our nation's ports and airports so this will not happen again. The United States built modern aviation, but our airports lag far behind our competitors. According to some rankings, no U.S. airports rank in the top 25 of airports worldwide. Our ports and waterways need repair and reimagining too. The legislation invests \$17 billion in port infrastructure and waterways and \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near ports and airports, and drive electrification and other low-carbon technologies. Modern, resilient, and sustainable port, airport, and freight infrastructure will strengthen our supply chains and support U.S. competitiveness by removing bottlenecks and expediting commerce and reduce the environmental impact on neighboring communities.

Make the largest investment in passenger rail since the creation of Amtrak. U.S. passenger rail lags behind the rest of the world in reliability, speed, and coverage. China already has 22,000 miles of high-speed rail and is planning to double that by 2035. The legislation positions rail to play a central role in our transportation and economic future, investing \$66 billion in additional rail funding to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. This is the largest investment in passenger rail since Amtrak's creation, 50 years ago and will create safe, efficient, and climate-friendly alternatives for moving people and freight.

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

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

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

Deliver the largest investment in tackling legacy pollution in American history by cleaning up Superfund and brownfield sites, reclaiming abandoned mines, and capping orphaned oil and gas wells. In thousands of rural and urban communities around the country, hundreds of thousands of former industrial and energy sites are now idle – sources of blight and pollution. Proximity to a

Superfund site can lead to elevated levels of lead in children's blood. The bill will invest \$21 billion to clean up Superfund and brownfield sites, reclaim abandoned mine land and cap orphaned oil and gas wells. These projects will remediate environmental harms, address the legacy pollution that harms the public health of communities, create good-paying union jobs, and advance long overdue environmental justice. This investment will benefit communities of color as, it has been found that 26% of Black Americans and 29% of Hispanic Americans live within 3 miles of a Superfund site, a higher percentage than for Americans overall.

Regional Transportation Concerns

Just like many other regions in the state, CVTPA- RPA17 region continues to be concerned with the limited or reduced capital funding and local resources that are allocated to the region and each county. The limited amount of funds causes major concerns with bridge replacements, new construction, road maintenance and other transportation needs in the state.

Roadways form the backbone of the transportation network in the rural region of RPA17/Chariton Valley Transportation Planning Affiliation, as well as the state and nation. The movement of goods and people require a road network to allow efficient transport from origin to destination. Even movement by other modes of transportation, such as air, rail, transit, and trails, often require the use of roads to move between the airport, railhead, and trailhead and their original destination. Roads allow the transport of people and goods over long and short distances. Highways and Interstates that make up the National Highway System allow for high-speed vehicle movement over long distances with few interruptions, which make up the primary road network. A system of major/minor arterials and collectors form the secondary road system and connect the primary roads to the local street system. The interconnection of these three networks allows for the seamless movement of goods and people from origin to destination in the region or beyond.

CVTPA region has approximately 652 miles of county maintained hard surfaced roads. The major highways through the region are Interstate 35, U.S. Highways 69, 65, and 63, and Iowa Highways 34, 14, 5, 2 and 202. It is an asset to have state and/or federal highways that bisect all counties north to south and east to west. County roads throughout the RPA 17 region also follow this same grid pattern to provide good access to most regions in the area. Along with hard surfaced roads there are also approximately 6,000 miles of Level A and Level B roads. These roads are predominately used to access fields and bring crops to market as well as connect rural homes and farms. Approximately 1,255 miles of roadway are highways, 3,967 miles are gravel, and 1,942 miles are Farm-To-Market Roads. Increasingly larger and larger farm machinery is taking a toll on the condition of Level A and Level B roads throughout the area and will continue to be a mounting maintenance problem.

Regional RPA17 Population & Land Size

County/City	Population	Size
Appanoose	12,257	516 sq mi
Clarke	9,785	432 sq mi
Davis	9,138	505 sq mi
Decatur	7,659	533 sq mi
Lucas	8,710	434 sq mi
Monroe	7,610	434 sq mi
Wayne	6,508	527 sq mi
City of Centerville	5,325	4.89 sq mi
City of Osceola	5,536	7.6 sq mi.
Total	72,528	3,394 sq mi.

Source: US Census Survey - 2021

Regional Transportation Needs & Issues

The key findings for the RPA 17 transportation region have been identified in the Long-Range Transportation Plan and will be updated during the plan update process. Those findings are as follows:

- Maintenance of the existing regional highway network is a critical need. As a complete network, preservation, reconstruction, rehabilitation, and safety improvements are a higher priority than capacity building and new facility construction.
- Obtaining adequate funding to maintain the existing roadways within the region is a great concern. A major surface concern is the lack of funding available in counties to allow for appropriate rock on secondary roadway systems as well as shoulder expansion needs.
- Obtaining funding to construct transportation facilities that enhance economic development or result in job creation or retention is desired.
- Highway Safety – all regional concerns
- Bridges
 - CVTPA Long Range Technical Advisory Committee has identified the need for bridge replacement and repair as one of the primary concerns for this region. There are approximately 1,239 bridges in the RPA 17 region and of those 392 are identified by DOT as needing repair or structurally deficient. Approximately 32% of the bridges are in serious need of repair to allow continued travel in upcoming years.
- Railway
 - Rail lines see heavy use with considerable amounts of freight passing through the region. Rail access is important for large businesses and industry and should be preserved throughout the region and critical for economic stability or progress.
- Air
 - There are 5 categories for air. Commercial, Enhanced Service, General, Basic, and Local. RPA 17 region has no commercial or enhanced services airports.
 - Chariton (Basic Service), Bloomfield (Basic Service), Osceola (General Service) and Centerville (General Service) as well as Lamoni (Local Service), and Albia (Local Service). Airports continue to pursue federal, state, and local funds for planned improvements to their facilities. This will help them to continue to meet the needs of business and industry and to attract new aviation-based services. Many smaller airports in the region struggle to fund

the operations and improvements to their airports. The current LRTP update will identify these airports and provide general information for services.

- However, there is a need to update the zoning ordinances at each airport in the region from time to time. In 2018, both the City of Albia and City of Centerville Airports updated their zoning ordinances.
- Public Transit
 - Public transit is primarily provided for within the region by two transit providers – Southern Iowa Trolley (SIT) and 10-15 Transit. Obtaining new and replacement vehicles is a high priority for both transit agencies. The region’s transit providers must maximize the use of existing resources and coordinate services with human service agencies to provide the most public transit capability throughout the region. Transit needs for general public users are also identified.
- Trails
 - Funding assistance is essential for trails development and more funding is needed. Trails projects often lack the needed local match dollars due to sparse population and the high number of low-income residents in the region. Coordination among local jurisdictions, local trails committees, and the Iowa DOT in order to make further bicycle and pedestrian improvements is encouraged. A new regional trails plan will be developed and will be more comprehensive on what is located in the region.
- Small Community Needs – Communities within the region that do not have a sub-allocated amount of funding for projects.
 - Contact your county engineer’s office to review requirements and eligible routes for application. (Estimated timeline 1 to 2 fiscal years)
 - *Must have population less than 5,000
 - *To use STBG -Must be a designated major collector route
- Operations Needs & Concerns
 - Funding sources for future projects and local match.



Regional Goals

1. Support the economic vitality of the region, state and federal especially enabling global competitiveness, productivity, and efficiency;
2. Increase the safety & security of the transportation system for motorized and non-motorized users;
3. Increase accessibility and mobility of people and freight;
4. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
5. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight;
6. Promote efficient system management and operations; and
7. Emphasize the preservation of existing transportation systems.
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation.
9. Enhance travel and tourism.

Regional Organizational Structure

The Technical Advisory and Policy boards are involved in the development of the regional STBG funding planning, along with the programming of Transportation Alternative Program (TAP) that allows for enhancement type projects such as trails, scenic byway, and safe routes to school and environmental impacts. The application deadline for TAP funding to the regional RPA is December 1, with a review by local RPA and DOT. Final approval of the project will be programmed during the TIP development process for the next fiscal year.

Technical Advisory members contributed to projects elements of the draft TPWP which is reviewed with the Policy Board for approval. General information was distributed to the public via newsletters, and informational posts and at www.cvpdcog.com or on the Chariton Valley Planning & Development Facebook page. All meetings are open to the public.

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. This BOARD review and approves ALL documents that are prepared and necessary for the region. They determine all policies and make all decisions on behalf of the seven-county entity. The Executive Board meets on a quarterly basis throughout the year and when needed for documentation approval.

<i>Name</i>	<i>Title</i>	<i>County, City or Agency</i>
Mark McGill	Board of Supervisor	Appanoose County
Dean Robins	Board of Supervisor	Clarke County
Ron Bride	Board of Supervisor	Davis County
Steve Fulkerson	Board of Supervisor	Decatur County
	Councilperson	City of Centerville
Dennis Smith, Chair	Board of Supervisor	Lucas County
Steve Fenton	City Councilperson	City of Chariton
Sonny Schroeder	Board of Supervisor	Monroe County
Richard Clark	Mayor	City of Albia
Todd Wilson	Board of Supervisor	Wayne County
Randy Dunbar	Board of Supervisor	SIT – Clarke 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 provides data and technical assistance to CVPD for the preparation of the Transportation Work Program (TPWP), the Passenger Transportation Plan (PTP), Long Range Transportation Plan (LRTP), Trail’s plan and the fiscal Transportation Improvement Plan (TIP). The TAC committee will review and submit their recommendation to the Executive Policy Board for final approval and submission to IDOT. The Technical Advisory Committee meets monthly throughout the year. (When needed) All members of TAC have a voting capacity.

<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.
Justin Savage	County Engineer	Decatur County
Lance Lange	Economic Development	Wayne County Econ. Dev.
Ryan Schock	County Engineer	Davis County
David Carroll	County Engineer	Clarke County
Todde Folkerts, Chair	County Engineer	Lucas County
Jeremiah Selby	County Engineer	Monroe County
Dan Tometich	Economic Development	Monroe Co. Econ. Dev.
Dillon Davenport	County Engineer	Wayne County
Jay Allison	Transit Director	10-15 Transit
Leesa Lester	Transit Director	Southern Iowa Trolley
Ty Wheeler	City Manager	City of Osceola

RPA -17 PLANNING STAFF

The planning staff is provided by Chariton Valley Planning & Development Council as the planning administrators to the CVTPA region. They provide the professional staff to prepare all required documents for both TAC & Policy Boards to review and approve as well as submit to IDOT for final acceptance. Planning staff have no voting capacity.

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

IDOT District Planner provides regional support and guidance to CVPD and both TAC & Policy Boards on the requirements and programs that are requested. They may also provide information to the regional from the state and federal levels. DP has no voting capacity.

<i>Name</i>	<i>Title</i>	<i>Agency</i>
Hector Torres-Cacho	District 5 Planner	Iowa Department of Transportation



Planning Work Elements for FY 2025

Transportation Planning Work Programming (TPWP)

A. Task Objective

Activities included in the TPWP represent the commitment to develop, to monitor, to maintain, and to complete the work elements contained in the work program for the upcoming fiscal year. Annually prepare a program to identify and direct the RPA's transportation planning activities. Prepare the budget and cost allocation for approval. RPA17 works with both committees during the planning year to identify any special planning projects or activities. CVPD will introduce any project at a joint meeting for review/discussion/approval to be included in the planning budget.

B. Previous Accomplishments

Development and implementation of task goals and objectives for integration into local, area, state, and nation-wide activities.

- Completed FY2024 TPWP work activities and reimbursement requests that were provided.
- Provided a budget for planning elements.
- Preparation of the FY25 TPWP and Cost Allocation

C. Project Description

Development and implementation of task goals and objectives for integration into local, area, and state and nation-wide activities.

- Develop & Initiate FY2025 transportation planning activities.
- Project justification and time scheduling
- Meeting preparation & participation
- Draft Documents to be reviewed by committees and public.
- Development of task budgets and benchmarks
- Secure Department of Transportation concurrence
- Secure any new special projects/activities for the region.
- Launch public participation.
- Support Iowa DOT with any local projects in Corydon, Wayne County (TEAP Study)
- Development of Draft FY26 TPWP elements

Participate in regional, state, and national forums related to transportation including Federal Transit workshops.

D. Tentative Schedule

March 2025 – Draft TPWP due to IDOT for required/recommended comments.
 May 2025- Draft TPWP submitted to TAC & Policy Committees for review.
 June 1, 2025 – Final TPWP due to IDOT

Summary	Staff Hours	Cost
Federal		\$ 5,305
Local Match		\$ 1,326
Total CVPD	100	\$ 6,631

Transportation Improvement Program (TIP)

A. Task Objective

Preparation of a comprehensive program of information that contains supported regional projects that intend to use federal-aid programs such as Surface Transportation Block Grant (STBG), Transportation Alternatives (TAP), and transit for a four-year, federal fiscal schedule. Also included in the TIP are the National Highway System (NHS), bridge, and multi-modal projects targeting federal transportation dollars as well as SWAP requirements.

B. Previous Accomplishments

Identified and prioritized inter-modal transportation projects in the four-year program.

- CVPD collected and conveyed highway, bridge, transit, and transportation alternative projects with county engineers and regional committee.
- FY24-27 TIP was developed and approved.
- Implemented TIP amendment/modification requests during fiscal year.
- Small Community application process available for communities to apply.

C. Project Description

Identify and prioritize inter-modal transportation projects in the four-year program.

- CVPD will collect information and convey any changes to highway, bridge, transit, and transportation alternative projects with TAC & Policy Boards. Review any new IJA updates.
- Public review of Draft/Final document
- Obtain comments and approval for advancement of prioritized projects in TIP.
- Complete TIP amendments for unforeseen project changes on eligible projects.
- Collect project information forms and facilitate TAC & Policy discussions to determine which projects will be able to receive funding. Inclusion of projects in TPMS with Engineers & Transit Directors for highway construction, bridge, transit, and TAP projects into FY26- 29 TIP for review.
- Review plan with CVTPA Technical Committee and Policy Board and obtain Department of Transportation (DOT), Federal Transit (FTA) and Federal Highway Administration (FHWA) concurrence.
- Provide funding targets for the region for STBG and TAP.

D. Tentative Schedule

April 2025 – Provide draft TIP/TPMS information on projects to TAC Committee for review for final programming.
 May 2025 – TAC/Policy review draft TIP considered adoption of final.
 July 2025- FINAL FY26 TIP approval and submission to IDOT

Summary	Staff Hours	Cost
Federal		\$ 5,305
Local Match		\$ 1,326
Total CVPD	100	\$ 6,631

Public Participation Plan (PPP)

A. Task Objective

Outline of RPA 17's commitment to implement a viable, active, and productive public involvement process for transportation planning input and product development activities.

B. Previous Accomplishments

CVPD facilitated methods of getting the public involved in the planning processes. Continue to assess the public needs for the region.

- Provided Public Hearings for TIP Amendments, notifications for meetings, publication notices.
- Continue to review PPP document – for the requirements needed with the planning updates.
- Continue to provide public information on transportation updates to committees and groups in region.
- Updated CVPD Facebook page and website with updated information and documents.

C. Project Description

Methods for getting the public more involved in the planning process.

- Continue with outreach emphasis to minorities, elderly, and under-represented population in region.
- Identification of target populations, groups and work with health and human service agencies
- CVPD will have notification of transportation priorities and open forums with minutes available at the local public office for general circulation.
- Attend public meetings when requested/needed.
- Environmental Justice, Disseminate & Solicit Public input.
- CVPD will provide news releases, newsletter publication with CVPD, mail communications, submit public hearing notices for publication, updates, and information on CVPD FB page, website maintenance.
- CVPD will continue to gather and update electronic information distribution and databases.
- CVPD will continue to have communication and coordinate recommendations & comments to the CVTPA boards.
- Title VI – post any updated information posters.
- Release of information related to public use of funds – via newspaper publication and postings.
- Need to update PPP for any minor changes in the plan, board members, etc.
- Provide trolley support with scheduling, Facebook information & outreach, brochures, and general education of the trolley use and history.
- Account for time for public participation and LRTP as part of coordinating meetings, technical assistance, obtaining maps and signatures when needed.
- Account for hours that are needed for public participation & LRTP as part of the ongoing Iowa DOT planning US34 Super 2PEL with Clarke, Lucas, and Monroe Counties.

D. Tentative Schedule

July 2024 to June 2025– Continue to review current PPP process with TAC & Policy Committees and implement the required publications and notices for meetings.

Continued outreach for public involvement – meetings, notices, publications when needed.

Summary	Staff Hours	Cost
Federal		\$ 45,887
Local Match		\$ 11,471
Total CVPD	865	\$ 57,358

Long Range Transportation Plan (LRTP)

A. Task Objective

The transportation planning process is intended to be comprehensive, collaborative, and continuing guidance for the document for project selection. The RPA has determined that a multi-modal plan and specific modal plans will be providing a comprehensive transportation plan for the region. It is a 20-year plan for future needs, projects, and funding options. Updates occur every 5-years for revisions.

B. Previous Accomplishments

Reviewed and revised components of the twenty-year intermodal transportation plan.

- Collected data and information plan update.
- Continue to gather data for local trails as new projects are added included in regional trails plan.
- TAC & Policy Boards review elements of the LRTP 2022-2045 and 2022 Trails plan for potential new projects and needs.
- Provide information in Comprehensive Plans, Community Economic Development Strategy plan (CEDS) and other documents when needed.

C. Project Description

The plan elements will include, but may not be limited to:

- Continued work with Trails committees on continued updates for the Trails Plan.
- Review Prioritization, Feasibility, locations, concepts. Goals & Objectives and basic costs
- Work with all regional airports in the RPA17 region on zoning updates & funding options if requested.
- Research opportunities for funding of transportation facilities in the region.
- Hold public meetings identifying transportation needs and what the plan is used for in the region.
- Continued outreach in region on transportation elements.
- Continue to review LRTP elements that may occur in the region as projects are developed and completed that meet the goals.
- Review guidelines & needs for the Plan update.

D. Tentative Schedule

July 2024 to June 2025– Multiple public updates and informational meetings will be held throughout the year and continue to review needs, surveys, and any changes of plan with TAC & Policy Boards.
 Submission of Final Update – June/July 2025 to IDOT

Summary	Staff Hours	Cost
Federal		\$ 13,260
Local Match		\$ 3,315
Total CVPD	250	\$ 16,575

Project Administration/Management

A. Task Objective

A tactical process for affiliation support and outreach. Compile meeting packets and support documents for RPA regional meetings, outreach with DOT, submission of documentation of planning projects. Disseminate information that is needed for the region.

B. Previous Accomplishments

- Interpreted Congressional and state requirements for IJIA funding bill.
- Assisted in development of priorities.
- Provided TAC & Policy meetings notice, plans, documents, and information.
- Filed all PTP updates, LRTP, current FY TIP, TIP amendments, TPWP with IDOT.
- Identified rules and procedures for committee structures.
- Served as clearinghouse for transportation planning resources.
- Completed Fiscal Audit for FY23 with CVPD.
- Related administrative activities

C. Project Description

- Interpret Congressional and state requirements under previous funding and New IJIA and budget constraints.
- Assist in development of priorities for new funding in region.
- Technical Assistance to cities/counties/agencies for transportation related projects, issues, and concerns.
- Provide transportation resources to the region for any activity related to the transportation planning areas. Programming, planning, publications, cooperating with IDOT on elements that may not fall in a specific category.
- Work with regional district office for local IDOT funded projects.
- Identify rules and procedures for committee structures.
- Reporting practices as determined by Iowa DOT
- Serve as clearinghouse for transportation planning resources.
- Maintain balance and planning STBG & TAP funding with program elements.
- Related administrative activities – collection of data for plans, filing, retention of financial records for financial auditing purposes. Attendance to Quarterly DOT meetings
- Contract preparation and monitoring
- Maintain requirements of the Chapter 28E Agreements in region.
- Conduct a Financial Audit with CVPD for FY24

D. Tentative Schedule

- Monitor FY 2025 TPWP progress and gather information for FY26
- July 2024 to June 2025

Summary	Staff Hours	Cost
Federal		\$ 42,438
Local Match		\$ 11,390
Total CVPD	800	\$ 53,828

Passenger Transportation Plan (PTP)

A. Task Objective

Preparation and data collection of the passenger transportation plan (PTP) for annual minutes with support of transit planning process and future needs & objectives. Improve transportation services, create greater efficiency for transit services. Minutes will be sent to DOT along with complete plan.

B. Previous Accomplishments

- Prepared and approved PTP for updates for fiscal year 2024.
- Held public county meetings to review the transit needs & identify providers.
- Public outreach for transit needs.
- Discussion with Transit Directors on information from county meetings that updates the transit needs.
- Provided outreach on what transit services are available in each county.
- Worked with Mental Health on obtaining vouchers for transit use with 10-15 Transit.
- Worked with service providers and transit to establish times, routes, fees, etc for public flyers.

C. Project Description

- Data collection and direct outreach to public health and human service agencies to keep list updated.
- Host and/or attend public meetings to collect passenger transit related needs for plan update.
- Analysis of goals and objectives related to ridership.
- Hold public meetings with agencies, individuals and districts for transit needs and concerns.
- Outreach with 10-15 Transit & SIT to help on needs in region of service.
- Work on needs in other counties.
- Work with Centerville Trolley on routes, scheduling, and needs.
- Continued discussion and concerns regarding service to Veterans in region for transportation needs.
- Work on transit PTP update for FY25.
- Prepare a draft/final document with updated data, information, and projects for region.

D. Tentative Schedule

July 2024- June 2025 – Hold 2 meetings to review transit needs/concerns for update information with transit advisory group.

May/June 2025 – CVTPA review Draft PTP update with TAC & Policy committees.

July 2025 – Final PTP update to DOT for approval.

Summary	Staff Hours	Cost
Federal		\$ 13,260
Local Match		\$ 3,315
Total CVPD	250	\$ 16,575

Supplies

A. Task Objective

Program supplies, software and computers needed for planning requirements.

B. Previous Accomplishments

- None

C. Project Description

- Office supplies, computer software and computers needed for planning requirements of the RPA needs.

D. Tentative Schedule

July 2024- June 2025 – Purchase office supplies, computer software and computers as needed for completion of work elements if needed during the planning year.

Summary		Cost
Federal		\$ 4,000
Local Match		\$ 1,000
Total CVPD		\$ 5,000

Work Element Percentage Estimates & Planning Schedule

Programs and activities of the Chariton Valley Planning and Development are sponsored in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. Project partners include the Iowa Economic Development Authority, Iowa Department of Cultural Affairs, regional tourism and economic development agencies and local governments from Appanoose, Clarke Davis, Decatur, Lucas, Monroe, Wayne, and contiguous Iowa counties.

Elements	Percentage of Program	Staff Hours
Transportation Planning Work Program (TPWP)	4%	100
Public Participation Plan (PPP)	37%	865
Transportation Improvement Programming (TIP)	4%	100
Long Range Transportation Plan (LRTP)	10%	250
Program Administration	34%	800
Passenger Transit Plan (PTP)	11%	250
Total	100%	2,365

No contractor hours will be required for planning elements at this time.

Transportation Planning Activities Schedule

Planning Elements

The following planning elements will be completed during FY2025.

- Execute contracts with IDOT and CVPD for funding activities.
- Complete TPWP for FY2025 with Cost Allocation.
- Program funding targets for the preparation of the FY2026-2029 TIP
- Review PPP for any needed changes and have board approval.
- Complete any TIP amendments/modifications that are requested by counties.
- Technical Assistance regarding the planning elements on projects and programs.
- Public outreach and participation on LRTP elements, PTP meeting updates – (2 public meetings) and TIP & TAP projects.
- Data collection for PTP update, LRTP plan update and TIP & TAP projects.
- Complete update of plans for the PTP & LRTP from meetings.
- Public support regarding transportation needs within the region.

TPWP Revisions

Overview

2 CFR 200 describes the uniform administrative rules for Federal grants and cooperative agreements and sub awards to State, local and Indian tribal governments. These requirements apply to metropolitan planning (PL) and State Planning and Research (SPR) grants. FTA has similar requirements documented in FTA Circular 5010.1C, which apply to FTA metropolitan planning grants. Iowa uses a Consolidated Planning Grant where FHWA and FTA planning funds are combined into a single fund managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs.

Waiver of approvals

All work program changes require prior written Federal approval, unless waived by the awarding agency. [2 CFR 200.308](#) outlines different types of revisions for budget and program plans, and this [FHWA memo](#) summarizes revisions that require prior Federal approval, as well as other miscellaneous actions and allowable costs that require prior Federal approval.

Types of TPWP revisions that require Federal approval include, but are not limited to, the following:

- Request for additional Federal funding.
- Transfers of funds between categories, projects, functions, or activities which exceed 10% of the total work program budget when the Federal share of the budget exceeds \$150,000.
- Revision of the scope or objectives of activities.
- Transferring substantive programmatic work to a third party (consultant).
- Capital expenditures, including the purchasing of equipment.
- Transfer of funds allotted for training allowances.

Types of revisions that require Iowa DOT approval include:

- Transfers of funds between categories, projects, functions, or activities which do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than \$150,000.

Types of revisions that require MPO/RPA approval include:

- Revisions related to work that does not involve federal funding.

Revision and Approval Procedures

- All revision requests from MPOs and RPAs should be submitted electronically to the Iowa DOT Office of Systems Planning and the agency's District Planner. If all necessary information is provided, the request will then be forwarded to the FHWA and FTA for review and any necessary approvals.
 - Revision requests shall, at a minimum, include:
 - A resolution or meeting minutes showing the revision's approval.
 - Budget summary table with changes highlighted/noted.
 - Modified section(s) of the plan's work elements with changes highlighted/noted.
- Revisions where **FHWA/FTA** is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the **Iowa DOT Office of Systems Planning** is the designated approving agency shall require written approval by the Iowa DOT Office of Systems Planning prior to commencement of activity or request for reimbursement.
- Revisions where the **MPO or RPA** is the approving agency shall be approved by the Policy Board.
- Notification by the approving agency will be in writing.
- All necessary TPWP approvals shall be in place prior to the commencement of activity, purchasing equipment, or request for reimbursement. More specifically, regarding the procurement of equipment and services, there should be no notification of award, signed contract, placement of an order, or agreement with a contractor prior to receiving the necessary TPWP approvals.

Budget Summary of Work Elements FY2025

Work Element	Total Costs	FTA 5311 New	FHWA (SPR) New	FHWA (SPR) c/o	STBG c/o	Regional STBG New	Total Local Funding
TPWP 100 hours	\$ 6,631	\$ 1,100	\$ 1,100	\$ 533	\$ 1,406	\$ 1,166	\$ 1,326
TIP 100 hours	\$ 6,631	\$ 1,100	\$ 1,100	\$ 533	\$ 1,406	\$ 1,166	\$ 1,326
PPP 865 hours	\$ 57,358	\$ 11,471	\$ 11,471	\$ 1,397	\$ 19,057	\$ 2,490	\$ 11,472
LRTP 250 hours	\$ 16,575	\$ 2,019	\$ 2,019	\$ 737	\$ 0	\$ 8,485	\$ 3,315
Admin 800 hours	\$ 53,828	\$ 10,764	\$ 10,764	\$ 0	\$ 0	\$ 20,910	\$ 11,390
PTP 250 hours	\$ 16,575	\$ 5,372	\$ 5,372	\$ 0	\$ 0	\$ 2,516	\$ 3,315
Supplies	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,000	\$ 1,000
Total	\$ 162,598	\$ 31,826	\$ 31,826	\$ 3,200	\$ 21,869	\$ 40,733	\$ 33,144

FHWA Statewide Planning & Research (SPR) program funding is transferred to FTA 5305e funding in a consolidated planning grant application.

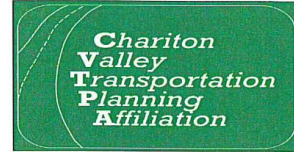
FHWA Surface Transportation Block Grant (STBG) program funding is transferred to FTA 5311 program funding in a separate FTA transfer grant application.

Cost Allocation

CVPD provides the cost allocation information based off previous expenses provided to the agency. Staff directs hours and expenses to each designated program element during the fiscal year based on actual costs. Those expenses are provided on a quarterly basis for reimbursement from IDOT for the federal portion of the funding contract using STBG, 5311 FTA, or SPR FHWA funding. Regional local matches are invoiced to each entity at the beginning of the fiscal year. CVPD reflects the State of Iowa fiscal year as being July 1 to June 30.

Resolution of Adoption

Chariton Valley Transportation Planning Affiliation
308 North 12th Street
Centerville, Iowa 52544
641-437-4359 – phone
641-895-8812 – cell
www.cvpdcog.com



RESOLUTION ADOPTING THE FY2025 CVTPA TRANSPORTATION PLANNING WORK PROGRAM (TPWP) – 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 Bipartisan Infrastructure Deal (IIJA) and subsequent legislation by granting greater public participation in the planning and programming of transportation projects; and

WHEREAS, the Chariton Valley Transportation Planning Affiliation has developed a Transportation Planning Work Program for FY 2025; and

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

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

1. To adopt the FY 2025 Transportation Planning Work Program.
2. To authorize CVPD to file all necessary work program documents required by U.S. DOT & Iowa DOT and to sign all necessary work program documents and grant agreements.

Considered/Approved on this 16th day of May, 2024 in Appanoose County, Iowa.

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

Joddi W. Felk
Technical Advisory Chairperson – CVTPA

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

Dennis Smith
Policy Board Chairperson -CVTPA

Acknowledgment: Michael L. Moore

**Chariton Valley Transportation Planning Affiliation – RPA17
FY2025 Transportation Planning Work Program**

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

**Submitted By:
Chariton Valley Planning & Development Council of Governments
Nichole L. Moore, Executive Director
308 North 12th Street
Centerville, Iowa 52544**

**641-437-4359 – office
641-895-8812 - cell**

Website: www.cvpdcog.com

Email: nmoore@charitonvalleyplanning.com

The RPA17 FY2025 TPWP was prepared on behalf of the member counties, cities, and transit agencies with assistance of the Technical Advisory Committee and Policy Board. Further review and approval by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Iowa Department of Transportation.