

Chariton Valley Transportation Planning Affiliation

Public Participation Plan



Updated: January 2022

Region 17 - Guidelines for Involving the Public in decision-making processes related to Intermodal Transportation Elements.

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

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**The preparation of this Public Participation Plan was financed in part through federal funding provided by the US Department of Transportation, the Federal Highway Administration, and/or Federal Transit Administration.

Section 1: Purpose

The purpose of this document is to identify the Chariton Valley Transportation Planning Affiliation's (CVTPA) options, ideas, guidance, resources, and support in the development of its public involvement processes.

The Chariton Valley TPA recognizes that transportation choices are important to the shaping of economic development and quality of life. The following process includes all interested parties, greatly considers their input, and attempts to boost the public understanding and support for activities that improve transportation networks.

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a federal partner over the long term.

Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system. The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

The FAST Act authorizes \$305 billion over fiscal years 2016 to 2020, including \$225.2 billion for highways and \$48.7 billion for transit, providing a \$12.9 billion increase in contract authority over the House's Surface Transportation Reauthorization and Reform Act (STRR Act) and a \$681 million increase over the Senate's Developing a Reliable and Innovative Vision for the Economy Act (DRIVE Act).

FAST Act funding provided for Federal Highway Administration programs.

For FY 2016, a total of \$43.1 billion in contract authority is authorized for the Federal-aid highway program. In addition, from the General Fund and subject to appropriation, there is \$100 million authorized for Nationally Significant Federal Lands and Tribal Projects, \$110 million authorized for the Appalachian Regional Development Program, and \$12 million authorized for the Regional Infrastructure Accelerator Demonstration Program. However, the Department of Transportation Appropriations Act, 2016, did not appropriate any funding for these General Fund programs in FY 2016.

FY 2017, a total of \$44.0 billion in contract authority is authorized for the Federal-aid highway program. In addition, from the General Fund and subject to appropriation, there is \$100 million authorized for Nationally Significant Federal Lands and Tribal Projects and \$110 million authorized for the Appalachian Regional Development Program.

FY 2018, a total of \$45.0 billion in contract authority is authorized for the Federal-aid highway program. In addition, from the General Fund and subject to appropriation, there is \$100 million authorized for Nationally Significant Federal Lands and Tribal Projects and \$110 million authorized for the Appalachian Regional Development Program.

FY 2019, a total of \$46.0 billion in contract authority is authorized for the Federal-aid highway program. In addition, from the General Fund and subject to appropriation, there is \$100 million authorized for Nationally Significant Federal Lands and Tribal Projects and \$110 million authorized for the Appalachian Regional Development Program.

FY 2020, a total of \$47.1 billion in contract authority is authorized for the Federal-aid highway program. In addition, from the General Fund and subject to appropriation, there is \$100 million authorized for Nationally Significant Federal Lands and Tribal Projects and \$110 million authorized for the Appalachian Regional Development Program.

National Highway Performance Program (NHPP):

State Planning & Research (SPR): Set-aside of 2 percent from each State's NHPP apportionment.

Surface Transportation Block Grant Program (STBG):

Transportation Alternatives (TA): Set-aside from each State's STBG apportionment, with the total set-aside amount for each fiscal year specified by the FAST Act and distributed based on State shares of FY 2009 Transportation Enhancements funding. A description of the calculation can be found on the TA Fact Sheet.

State Planning & Research (SPR): Set-aside of 2 percent from each State's STBG apportionment.

Border State Infrastructure: Voluntary set-aside designated by a State's Governor of up to 5 percent of STBG funding that is not suballocated for land border States to use on border infrastructure projects eligible under the SAFETEA-LU Coordinated Border Infrastructure program.

Off-System Bridges: Set-aside of an amount equal to 15 percent of a State's FY 2009 Highway Bridge Program apportionment from the portion of each State's STBG apportionment that is not sub allocated.

Highway Safety Improvement Program (HSIP):

Certain Safety-related Programs: A national total amount of \$3,500,000 is set aside from the States' total initial HSIP apportionment. The final HSIP apportionment is net of this set-aside and the railway-highway crossings program set-aside.

Railway-Highway Crossings Program: A national total amount specified in the FAST Act is set aside from the States' initial HSIP apportionment. The set-aside amount from each State's initial HSIP apportionment is based on the formula in section 130(f) of title 23, United States Code. The final HSIP apportionment is net of this set-aside and the certain safety-related programs set-aside.

State Planning & Research (SPR): Set-aside of 2 percent from each State's HSIP apportionment. This set-aside is calculated based on the final HSIP apportionment.

Congestion Mitigation & Air Quality Improvement Program (CMAQ):

State Planning & Research (SPR): Set-aside of 2 percent from each State's CMAQ apportionment.

Priority use of CMAQ funds in PM 2.5 areas: Set-aside of 25 percent of the portion of each State's CMAQ apportionment that is based all or in part on weighted population for PM 2.5 nonattainment. The funds are for priority use on PM 2.5 projects in PM 2.5 nonattainment or maintenance areas. For low population density States, the set-aside percentage can be proportionally reduced if certain criteria are met.

National Highway Freight Program (NHFP): State Planning & Research (SPR): Set-aside of 2 percent from each State's NHFP apportionment.

Transportation Alternatives (TA):

Recreational Trails Program (RTP): Set-aside of an amount equal to a State's FY 2019 RTP apportionment from each State's TA funds. A State may opt out of the set-aside no later than 30 days prior to the start of each fiscal year.

Railway-Highway Crossings Program:

Protective devices: An amount equal to 50 percent of a State's Railway-Highway Crossings Program amount is set aside for protective devices. The remaining 50 percent is for hazard elimination.

What are the limiting amounts for the apportioned funds?

There are several limiting amounts for the apportioned funds. Below is a summary of all the limiting amounts under the FAST Act. Please note the relevant program codes used to obligate these limiting amounts by referring to the memo referenced in the program codes Q&A below (except for the data compilation and analysis limiting amount for the Railway-Highway Crossings Program, which is not tracked via FMIS program code).

Surface Transportation Block Grant Program (STBG/SWAP):

Highway use tax evasion: A State may obligate up to one-fourth percent of its STBG apportionment amount for carrying out initiatives to halt the evasion of payment of motor fuel taxes.

Denali access system: The State of Alaska may transfer up to 15 percent of its STBG apportionment amount to the Denali Commission for the Denali Access System Program.

Special rule for areas of 5,000 or less population: A State may obligate up to 15 percent of its STBG apportionment amount sub-allocated to areas with populations 5,000 and under for projects on roads functionally classified as minor collectors.

SWAP: The State will allow local RPA's and MPO's to participate in SWAP funding for qualified projects. The SWAP process allows for the State of Iowa's Department of Transportation to retain federal allocations (and therefore all federal requirements) at the state level and re-distribute state transportation funds to local entities to "swap funds".

Recreational Trails Program:

State program administration: A State may obligate up to 7 percent of its recreational trails funding on State costs incurred in administering the program.

Educational programs: A State may obligate up to 5 percent of its recreational trails funding on publications and educational programs related to recreational trails.

Railway-Highway Crossings Program:

Data compilation and analysis: A State may use not more than 2 percent of its Railway-Highway Crossings Program funds for compilation and analysis of data in support of activities carried out to produce the annual report required in section 130(g) of title 23, United States Code.

National Highway Freight Program (NHFP):

Freight intermodal and freight rail projects: A State may obligate not more than 10 percent of its NHFP funds for freight intermodal and freight rail projects described under section 167(i)(5)(B) of title 23, United States Code.

When are the official apportionments and further breakdowns of funding made available to the State?

The notice showing the official apportionments certified by the FHWA Administrator is generally issued on October 1 of each fiscal year. The notice shows the apportionments for the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, Congestion Mitigation & Air Quality Improvement Program (CMAQ), Metropolitan Planning Program (MPP), and National Highway Freight Program (NHFP). The FY 2016 apportionment notice and tables, which were issued as soon as possible after the enactment of the FAST Act, can be found here.

Apportionments are loaded into the Fiscal Management Information System (FMIS) and made available to the States shortly after the system opens for each fiscal year. States can view their apportionment amounts, including the detailed funding breakdowns such as set asides (set-aside for State Planning & Research, set-aside for Transportation Alternatives, etc.), sub allocations, and limiting amounts.

Public Participation Objectives

Public participation has three primary objectives:

1. To gather information from the public.

Information gathering enables planners to more clearly define the demands and needs of the public so that the transportation system can better accommodate those who utilize and/or are impacted by the system. In this context, the term public may include economic developers, environmental organizations, private transportation providers, academic institutions, businesses, associations involved in transportation management, users and providers of transit, advocacy groups, the disabled, elderly, minorities, bicyclists, and many other concerned parties.

2. To inform the public.

Informing the public enables the Chariton Valley TPA to provide information on the technical, financial, and legislative aspects of the region's transportation system. The availability of clear, accurate, and complete information presented for public review early and often can help alleviate the tension between public and transportation officials.

3. To develop a better transportation product.

Developing a better transportation product will be the result of continuous participation, making government more accountable and helping in avoiding delays in the final stages of transportation planning and implementation.

Methods of Public Involvement

Public meetings and/or hearings will occur at milestones in the planning process. Specific comment will be solicited for:

- Transportation Improvement Program and updates (annually)
- Long-Range Transportation Plan and updates (every 5 years or as needed)
- Passenger Transit Plan update (every 5 years) and annual meetings. Multiple public meetings held annually to identify gaps in transit service and potential options to increase ridership.
- Reviewing planning assumptions and the Plan development process (annually)
- Plan amendments
- Other major events or changes for transportation planning (i.e., change in federal legislation, major amendments to the public participation process, major investment corridor studies, etc.)

Advertisement for public meetings will take place as appropriate through notices to local newspapers, brochures, press releases, press conferences, direct mailings, when at all possible. Notices will also be forwarded to communities and/or community leaders requesting such special notice. Meetings will be conducted in locations accessible to people with disabilities and in centralized locations when possible.

The Chariton Valley Transportation Planning Affiliation (CVTPA) will review and respond to written comments. Comments of a specific nature may be forwarded to appropriate agencies for action. Written comments will be incorporated into final documents and summarized into the appendices when possible.

An advisory committee, known as the Technical Committee, shall consist of each county engineer, and/or an economic development, community and business representative as well as any user groups involved in transportation within the region and meet when needed. The membership of the Technical Committee represents a broad geographic range within the region and provide for ongoing public education and input in understanding the technical and legislative issues in transportation planning.

All planning documents will be maintained by the Chariton Valley Transportation Planning Affiliation and Chariton Valley Planning & Development Council (CVPD) and are available for review at the office of the Chariton Valley Planning & Development Council, 308 North 12th Street, Centerville, Iowa 52544.

Conclusion

The Chariton Valley Transportation Planning Affiliation (CVTPA) acknowledges the need for and value of soliciting input from the public throughout the regional transportation planning process. The RPA believes such involvement makes the region more able to produce short and long-range transportation plans that serve the needs of all interested parties. As a result, the CVTPA has adopted the aforementioned procedures and guidelines for assuring continued public involvement.

Section 2: Regulations & Requirements

Regulations & Requirements

Federal transportation legislation approved the FAST ACT. It places a significant emphasis on public participation in the transportation planning process. The current federal legislation signed on December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

The RPA adheres to the guidelines for public participation. These include that the public involvement process is to be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. The process must meet the following requirements:

- Develop the participation plan in consultation with all interested parties.
- Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including opportunities to comment on the LRTP/TRAILS and TIP.
- Provide timely notice and reasonable access to information about transportation issues and processes.
- Employ visualization techniques in the LRTP/TRAILS and TIP.
- Make public information such as technical information and meeting notices available through electronically accessible means and formats, such as the internet.
- Hold public meetings at convenient and accessible locations and times.
- Demonstrate consideration and response to public input received during the development of the LRTP/TRAILS and TIP.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems.
- Provide additional opportunity for public comment for any changes that would affect versions of the original documents for LRTP/TRAILS and TIP.
- Coordinate with statewide transportation planning public involvement and consultation processes.
- Periodically review effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- Include a summary of significant comments received on the draft LRTP/TRAILS and TIP as part of the final LRTP/TRAILS and TIP.
- Have a public comment period before the initial or revised participation plan is adopted by CVTPA.

Title VI, ADA, and Environmental Justice

CVTPA plans are required to be consistent with Title VI of the Civil Rights Act of 1964, which ensures that no person is excluded from participation in, denied benefit of, or subjected to discrimination under any program or activity receiving Federal finance assistance on the basis of race, color, national origin, age, sex, disability, or religion. CVTPA plans also comply with the Americans with Disabilities Act of 1990. This is a civil rights law that protects individuals from discrimination based on disabilities.

CVTPA plans must also observe Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. This requires that programs, policies, and activities that affect human health or environment should identify and avoid disproportionately high and adverse effects on minority and low-income populations. Environmental Justice aims to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from governmental programs and policies.

Open Meeting Law

The Iowa Open Meeting Law (Iowa Code, Chapter 21) is designed to facilitate public access to government decisions. It applies to government bodies, including boards, councils, commissions, and task forces created by the state or its political subdivisions. The law defines what constitutes a meeting and lists requirements for public notices, agendas, meeting procedures, and minutes, as well as regulations concerning closed meetings.

CVTPA operates in accordance with the Open Meeting Law. The public is welcome and encouraged to attend CVTPA meetings. Regular meetings of the CVTPA Technical Committee and Policy Board occur on the third (3) Thursday of the month starting at 10:00 a.m. (Meeting times and locations are subject to change.) CVTPA meeting notices and agenda can be mailed or emailed out to region with a requested notice. Information about CVTPA meetings, including minutes and agendas are available at the office of Chariton Valley Planning & Development Council located 308 North 12th Street, Centerville, Iowa 52544 or online at www.cvpdcog.com.

Public Records Law

The Iowa Public Records Law (Iowa Code, Chapter 22) provides for openness from government agencies with regard to public records. With the exception of certain confidential records, every person has the right to examine and copy public records. The CVTPA complies with the Public Records Law, and public documents are available for review at Chariton Valley Planning & Development Council office. Documents may be viewed during normal office hours, with nominal fee for copies.

Section 3: Public Participation Development

This section will go over the details of the public involvement with each major document that CVTPA is responsible for.

Long Range Transportation Plan (LRTP/TRAILS)

The LRTP/TRAILS guides transportation decisions for the next 20-30 years. It is updated every five (5) years and serves as a conduit for public input on a broad range of transportation issues. The LRTP/TRAILS considers all modes of transportation, as well as freight issues, safety issues, environmental issues, financial feasibility, and system operations and maintenance. It will contain a chapter that discusses the public involvement efforts and public comments on the document. The following actions will be undertaken to ensure that all sectors of the public are involved with the LRTP/TRAILS development.

Draft LRTP/TRAILS

- Input will be sought from citizens, affected public agencies, representatives of public transportation, freight shippers, providers of freight transportation services, private providers of transportation, users of public transportation, users of pedestrian walkways, representatives of the disabled, and other interested parties.
- Focus groups will be utilized to represent all pertinent modes of transportation and issues. Focus groups used will be transit, highway, land use, safety/security and environmental. They will be used to identify issues and potential solutions and review.
- The draft LRTP/TRAILS will be developed by Chariton Valley Planning & Development Council (CVPD), with further input from the CVTPA committees, boards and jurisdiction representatives as well as the Iowa DOT. Final review and approval will be from the CVTPA Technical Committee and Policy Board.

Notices and Public Meetings

- Public input sessions will be held regarding the draft LRTP/TRAILS.
- Sessions will be held in an area identified as low income or minority. All meetings will be held in accessible facilities.
- Notices for public input sessions will be posted and published through local media sources. Notices will be posted at CVPD offices or online at www.cvpdcog.com. Notices will also be sent to organizations serving those areas. Copies of the LRTP/TRAILS will be available at the office of CVPD and upon request.
- Any person needing special arrangements for reading, sight, or language barriers should contact the CVPD staff at least 24 hours prior to a session. Arrangements will be made to accommodate those needs.

Public Comment Period

- Written and oral comments will be solicited during the input sessions. The public will also have a 7-day comment period following the final public input session to submit comments via fax, email or mail.
- A public hearing will be held at a regularly scheduled CVTPA meeting following the public input sessions to summarize public comments and responses. A notice of the public hearing will be published and/or posted no more than 20 days and not less than four (4) days before the date of the hearing.

Final LRTP/TRAILS

- Following the public hearing, CVTPA will adopt the final version of the LRTP/TRAILS, including a summary of comments and responses.
- The final LRTP/TRAILS will be available on the CVPD website, at the CVPD offices, and upon request.
- The public participation process associated with the LRTP/TRAILS will be evaluated and updated as needed.

Revisions

- The LRTP/TRAILS is a long range transportation planning document, and all projects in the TIP should first be included in the LRTP/TRAILS. The TIP is updated annually, and the projects in it may be moved forward or backward in time or change in cost of scope. Therefore, the LRTP/TRAILS may be revised between full document updates to reflect those changes.
- Other amendments to the LRTP/TRAILS will be made as needed.
- Amendments will require a public hearing to be held at a regularly scheduled CVTPA meeting. A notice of the public hearing will be published.

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 hearings that can be advertised through local media, and posts at the CVPD office and other governmental offices, public offices and on the CVPD website at www.cvpdcog.com.
- Notices will be sent to those areas of low-income, minority and elderly populations.
- Any person needing special arrangements for reading, sight, or language barriers should contact the CVPD staff at least 24 hours prior to a session. Arrangements will be made to accommodate those needs.

Public Comment Period

- Written and oral comments will be included. At least a 7-day comment period will follow the public hearing, during which comments will be accepted via fax, email or mail.
- A public hearing will be held at a regularly scheduled CVTPA meeting. A notice of the public hearing will be published and/or posted no more than 20 days and not less than four (4) days 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.
Amendment Charge	None	\$500 after the 1 st request.

Transportation Planning Work Program (TPWP)

The TPWP outlines work elements for the transportation planning program for the coming year. Within each of the work elements specifics tasks are identified by the objective, pervious work performed and a description of the task, the desired outcome, and the measurement tools. Examples of items included in the TPWP include CVTPA administration and coordination, TIP and LRTP/TRAILS development and updates, and involvement in evaluation, planning, and research aspects of various transportation initiatives.

Draft TPWP

- The draft document will be prepared by CVPD with input from the Iowa DOT. Oversight will be from the Technical Committee and Policy Board.
- Any special projects requested by board.
- The draft will be available for review at the office of CVPD or upon request.

Public Comment Period

- The public may comment on the draft TPWP following the completion of the TPWP. The draft TPWP will be adopted at a regularly scheduled meeting.

- Notices and agendas of the CVTPA meetings will be available through requests from CVPD offices and regional offices.

Final TPWP

- The CVTPA Policy Board will consider a summary of comments and appropriate responses and adopt the final version of the TPWP.
- The TPWP will be submitted to the Iowa DOT, the FHWA, and the FTA and made available on the CVPD website or upon request.

Revisions

- Revisions to the TPWP will be made as needed.
- Amendments will require a public hearing to be held at a regularly scheduled CVTPA meeting.

Public Participation Plan (PPP)

The PPP (current document) outlines processes for involving the public in CVTPA document development and decision-making. It covers regulations concerning public involvement, the five (5) major documents produced by CVPD (LRTP/TRAILS, TIP, TPWP, PPP, and PTP), and ways that CVPD & CVTPA will attempt to solicit public participation in transportation planning.

Draft PPP

- Input for the draft PPP will be sought from all interested parties. Input may be sought through regular CVTPA meetings, public hearings, surveys, focus groups, and other effective means of communicating with the public. The draft PPP will be prepared by CVPD with input from CVTPA representatives and Iowa DOT. Oversight from Technical Committee and Policy Board will also take place.
- Notice of draft PPP is available at the office of CVPD or upon request.

Public Comment Period

- The public may comment on the draft PPP after a regularly scheduled CVTPA meeting. Comments may also be accepted via fax, mail or email.
- Notices and agendas of CVTPA meetings may be available through local posts at governmental offices, public offices or through local media. They may also be requested from the CVPD office. Notice will also be published in the local newspaper Daily Iowegian.
- 7-day comment period to approve.

Final PPP

- The CVTPA Policy Board will consider a summary of comments and appropriate responses and adopt a final version of the PPP.
- The PPP will be submitted to the Iowa DOT, the FHWA, and the FTA and made available at the office of CVPD or upon request.

Revisions

- The PPP will be updated as needed. Minor revisions will be made in consultation with the Policy Board. Major revisions will be considered an updated following the process outlined.

Passenger Transportation Plan (PTP)

The PTP is the outcome of an effort to bring passenger transportation providers and human services agencies in the region together to better understand the available services. The result will be more effective or coordination efforts among the providers. The PTP includes a description of past and current passenger transportation services, strategies for enhancing those services. Through coordination a five (5) year sketch plan on projects is outlined. Public transit system projects are included in both the TIP and PTP. Transit programs submitted for funding through the Special Needs, New Freedom, or Job Access and Reverse Commute programs are derived from the PTP.

Draft PTP

- The draft PTP will be prepared by CVPD with input from the Transit providers, human service agencies, and users and advocates of transportation services.
- The draft PTP will be available for public review at the CVPD office or upon request.

Public Comment Period

- Comments on the draft PTP upon the completion of the plan at a regularly scheduled CVTPA meeting where adoption of the PTP will be considered. Comments will be accepted by fax, mail or email.
- Notices and agendas of CVTPA meetings may be available through local posts at governmental offices, public offices or through local media. They may also be requested from the CVPD office.
- Written and oral comments will be included. At least a 7-day comment period will follow the public hearing, during which comments will be accepted via fax, email or mail.
- A public hearing will be held at a regularly scheduled CVTPA meeting. A notice of the public hearing will be published and/or posted no more than 20 days and not less than four (4) days before the date of the hearing.

Final PTP

- The CVTPA Policy Board will consider a summary of comments and appropriate responses and adopt the final version of the PTP.
- The PTP will be submitted to the Iowa DOT and the FTA and made available at the CVPD office or upon request.

Revisions

- The PTP will be revised as necessary. A full document will be prepared every five (5) years, with annual updates on progress and projects provided in between full updates, as specified by the Iowa DOT. Revisions to specific projects will follow the same process and guidelines as administrative modifications and amendments for the TIP.

Review of CVTPA Document Development

Plan	Updated	Draft Development	Public Meetings/Draft Availability	Public Comments	Adoption	Availability
Long Range Transportation Plan (LRTP/TRAILS)	Every five (5) years	Prepared by CVPD w/ input from CVTPA/focus groups	Public Hearing, draft available upon request	Following public hearing and after CVTPA regular meeting – 45 day comment period.	After public hearing during regular CVTPA meeting	CVPD office and website
Transportation Improvement Plan (TIP)	Annually	Prepared by CVPD w/input from Technical Committee Final approval by Policy Board	Draft available upon request	Following public sessions and after CVTPA regular meeting- 7 days	Public hearing during regular meeting of the Policy Board	CVPD office and website
Transportation Planning Work Program (TPWP)	Annually	Prepared by CVPD with input from interested parties	Draft available upon request	After draft completion	Adopted at regular CVTPA meeting-TAC & Policy Boards	CVPD office and website
Public Participation Plan (PPP)	As needed	Prepared by CVPD w/input from CVTPA.	Draft available upon request	After draft completion – 45 days	Adopted at regular CVTPA meeting – TAC & Policy Boards	CVPD office and website
Passenger Transportation Plan (PTP)	Full document every five (5) yrs. w/annual updates	Prepared by CVPD w/input from Transit Directors and CVTPA	Draft available upon request	After draft completion	Adopted at regular CVTPA meeting – TAC & Policy Boards	CVPD office and website

Input from the public is always welcome during the draft development, at public meetings and during public comment periods and at regular CVTPA meetings. If the public is interested in attending the CVTPA meetings they may contact the office of Chariton Valley Planning & Development Council at 308 North 12th Street, Centerville, Iowa 52544 or by calling 641-437-4359. Meeting agendas and minutes, as well as draft and final CVTPA documents can be requested. They may also be found on the CVPD website: www.cvpdcog.com.

FAST ACT Requirements

FAST ACT Requirement	How CVTPA addresses the requirement
Develop the participation plan with interested parties.	Input for the draft document is sought from all interested parties. Input may be sought through regular CVTPA meetings, public meetings, public hearings, surveys.
Public Notice of public participation activities and time for public review. Public comments for LRTP/TRAILS and TIP.	Public hearings are held during regular CVTPA meetings for the LRTP/TRAILS and TIP. Will utilize public sessions, open houses with notices of times and locations listed.
Provide timely notice and reasonable access of information about transportation issues and processes.	Notices for public hearings are published or posted before the hearing. Major transportation documents, as well as information on current information will also be available on www.cvpdcog.com website, or upon request from the office of CVPD.
Employ visualization techniques in the LRTP/TRAILS and TIP.	Provide maps, graphs, charts, and photographs in the LRTP/TRAILS and TIP to enhance the understanding of the information provided. CVPD uses Geographic Information System (GIS).
Make public information such as technical information and meeting notices available electronically accessible means and formats, such as the World Wide Web.	Meeting notices, agendas, minutes, as well as major documents and information on current projects and studies are available on CVPD's website.
Hold public meetings at convenient and accessible locations and times.	Regular CVTPA meetings will be held the third (3 rd) Thursday of the month. Locations are accessible and located centrally in the region. Public houses, and input sessions may be held at different times and locations to attract a wider audience.
Demonstrate explicit consideration and response to public input received during the development of the LRTP/TRAILS and TIP.	Comments received for either document are distributed to and discussed by the Policy Board prior to document adoption.
Seek out and consider the needs of those traditionally underserved by existing systems.	Notices of meetings and documentation are sent to organizations serving those populations. Sight, reading, and language assistance will be provided at public input sessions, open houses, and public hearings for individuals who request it at least 48 hours to time.
Provide an additional opportunity for public comment in the final LRTP/TRAILS or TIP differs significantly from the versions presented.	If the LRTP/TRAILS or TIP differs significantly from the version that was originally made available for public comment, an additional public comment period will be held.
Coordinate with the statewide transportation planning public involvement and consultation processes.	The Iowa DOT, FHWA, and FTA will receive draft documents and are invited to comment on them. CVTPA follow the guidelines set forth and provided by these agencies.
Periodically review the effectiveness of the procedures and strategies contained in the participation plan.	The PPP will be reviewed regularly and updated as needed.
Include a summary of significant comments received on the draft LRTP/TRAILS and TIP as part of the final LRTP/TRAILS and TIP.	Documents will include a listing of relevant comments and responses during the draft review.
Interpret Congressional and state requirements under SWAP	Review all SWAP requirements and projects according to FAST ACT funding requirements.

Section 4: CVTPA Activities

Regular CVTPA Activities

In addition to public participation efforts related to the specific documents, there are several ongoing initiatives that form the CVTPA activities and interaction with the public. They may include the following:

- Monthly meetings, open to the public.
- Work sessions, focus groups, open houses, public input sessions, and public hearings, (as applicable) during the development of major documents.
- Publication of transportation articles and information in the CVPD newsletter, (when re-established).
- Presentations to city councils, planning commissions, county supervisors as needed.
- Presentations to local service clubs and other groups or organizations as needed.
- Information and transportation plans are available on the Chariton Valley Planning & Development Council website.

Major Activities

- Report distribution and public access availability may occur through; media distribution; governmental office access at CVPD, city halls, county courthouses, and access at public office locations in the region. Major reports will be available at the office of CVPD.
- Public presentations on major actions and projects will be made as required to City Councils, Planning and Zoning Commissions, Board of Supervisors, and the CVPD Board.
- Additionally, effort will be made to provide presentations to groups or organizations with a civic, modal, or geographical interest in the transportation plan, programs and projects.

Section 5: How to Get Involved

How to Get Involved

The public is encouraged to discuss transportation concerns at any time with local officials and planners. Specific contact with the CVTPA can be made through the Chariton Valley Planning & Development Council office.

CVPD – Transportation Department

- Nichole L. Moore, Executive Director: nmoore@charitonvalleyplanning.com
- Julie Pribyl, Program Support Specialist, jpribyl@charitonvalleyplanning.com

Chariton Valley Planning & Development Council (CVPD)
 308 North 12th Street
 Centerville, Iowa 52544
 Phone: 641-437-4359
 Fax: 641-437-1161
 Website: www.cvpdcog.com
 Hours: Monday – Friday 9 am to 4 pm

Section 6: Participants in the Transportation Planning Process

Participants in the Transportation Planning Process

The following is a list of those participants involved in the transportation planning process. Others interested in participating in the transportation decision-making process shall be added as requested, under the direction of the Policy Board.

EXECUTIVE POLICY BOARD MEMBERS

The Executive Policy Board is a group of elected officials appointed to CVTPA by member counties and cities within the region to determine all policy and make all decisions on behalf of the seven-county entity.

<i>Name</i>	<i>Title</i>	<i>County, City or Agency</i>
Mark McGill	Board of Supervisor	Appanoose County
Jan Spurgeon	City Councilperson	City of Centerville
Dean Robins	Board of Supervisor	Clarke County
Ron Bride	Board of Supervisor	Davis County
Dan Christensen	Board of Supervisor	Decatur County
Dennis Smith, Chair	Board of Supervisor	Lucas County
Steve Fenton	City Councilperson	City of Chariton
Dennis Amoss	Board of Supervisor	Monroe County
Richard Clark	Mayor	City of Albia
David Dotts	Board of Supervisor	Wayne County
		City of Osceola
		City of Bloomfield
		City of Corydon
		City of - Decatur County

TECHNICAL ADVISORY COMMITTEE MEMBERS

The Technical Advisory Committee is composed of county engineers, economic development professionals, and transit directors from the seven-county region. The committee is responsible for prior reviewing and recommending policies and programs to the Executive Policy Board.

Name	Title	County, City or Agency
Brad Skinner	County Engineer	Appanoose County
Bill Buss	Economic Development	Appanoose Co. Econ. Dev.
Dillon Davenport	Asst County Engineer	Decatur County
	Economic Development	Wayne County Econ. Dev.
Ryan Schock	County Engineer	Davis County
Christian Boehmer	County Engineer	Clarke County
Todde Folkerts, Chair	County Engineer	Lucas County
Jeremiah Selby, Vice-Chair	County Engineer	Monroe County
Dan Tometich	Economic Development	Monroe Co. Econ. Dev.
Randy Zerr	County Engineer	Wayne County
Jay Allison	Transit Director	10-15 Transit
Leesa Lester	Transit Director	Southern Iowa Trolley
	Economic Development	Davis County
	Economic Development	Lucas County
	Economic Development	Clarke County – City of Osceola
	Economic Development	Decatur County

Regional Median Contacts – (used when needed)

- KCGO-KMGO radio
- Corydon Times
- Chariton newspaper
- Albia newspaper
- Albia – radio
- Chariton radio
- Osceola newspaper
- Davis Co, newspaper
- Davis Co. radio
- Moulton Tribune
- Moravia Union
- Seymour Herald
- Ottumwa Courier – if needed
- Des Moines Register – if needed
- CVPD Facebook page

- **CVPD Staff**
- * Nichole L. Moore, Executive Director
- * Julie Pribyl, Program Support

Public Participation Plan (PPP)- COVID-19 Pandemic Procedure

In 2019, CVPD/RPA reviewed the Public Participation Plan to outline the ways public involvement is incorporated into RPA activities, including the Long-Range Transportation Plan. The any adjustments were made around March 2020 were to accommodate circumstances when meeting in person is impossible or impractical. This was a direct response to the COVID-19 pandemic.

As detailed in the PPP, there are several federal and state requirements that the RPA adheres to ensuring an open and transparent planning process occurs. These include FAST Act requirements, Title VI of the Civil Rights Act of 1964, Executive Order 12898; Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, the Americans with Disabilities Act of 1990, the Iowa Open Meetings Law, and the Iowa Public Records Law. In addition, the RPA has several ongoing activities that form the basis of interaction with the public. These include:

Meeting Formats: Zoom/Web based meetings options. Future need for this will continue as members feel the concern requires it.

- Policy Board and Technical Committee meetings which are open to the public. Electronic access to meetings through Zoom/Web base were provided to members and public.
- Work sessions, focus groups, open houses, public input meetings, and public hearings as applicable during the development of major transportation planning documents.
- Publication of transportation articles in the CVPD electronic newsletter, which is mailed to over 400 local officials and citizens.
- Provision of information and interviews with area media as requested.
- Presentations to city councils, committees, and county supervisors as needed.
- Presentations to local service clubs and other groups and organizations as requested.
- Information, transportation plans, and notices of opportunities for public input shared on CVPD's website www.cvpdcog.com and Facebook page. The public involvement process utilized for the development of the 2045 Long-Range Transportation Plan was guided by the PPP which sets minimum requirements for public involvement opportunities. Public involvement actions required located in Chapter 10.

COVID-19 Pandemic

Iowa Department of Public Health defines COVID-19 as “A global respiratory illness was discovered in late 2019 that causes very severe illness and death in some, and very minor symptoms in others. There is still a lot to learn about the disease for which there is no known cure. The disease is present in all 99 counties in Iowa.” COVID-19 was declared a United States pandemic in early 2020 and much of the economy was shut down for a period of three months. As a result, local business incomes plummeted as people began working from home, staying home, avoiding public places, and not utilizing public transportation systems to limit exposure.

The President of the United States and Congress has approved CARES ACT funding “To provide emergency assistance and health care response for individuals, families, and businesses affected by the 2020 coronavirus pandemic”. An element of the CARES Act (Title XII of Division B) provides public transit formula operating and capital grants to prevent, prepare for, and respond to COVID-19. The Federal Transit Administration (FTA) is distributing the transit funds proportionally, based on the ratio of funding of four specific programs:

urbanized area formula grants (49 U.S.C. § 5307); rural area formula grants (49 U.S.C. § 5311); state-of-good-repair (SOGR) formula grants (49 U.S.C. § 5337); and growing/high-density states formula grants (49 U.S.C. § 5340). The first CARES Act funding was received in the summer/fall of 2020 to support operating expenses for public transit agencies. 10-15 Transit received (through DOT Region 15) approximately \$2.5M and SIT received approximately \$1.2M (through DOT Region 14).

The supplemental income provided from the CARES Act is essential for the existence of Southern Iowa Trolley and 10-15 Transit. Both directors are hopeful that ridership numbers will continually increase as the pandemic and prevention measures move forward. During the economic shutdown, both transit agencies were forced to lay off employees, but all fulltime employees have returned to work by the end of the 2020 calendar year.

Section 7: CVTPA Background

This section will show a copy of current By-laws, and sample public meeting notice for meetings.

BYLAWS

CHARITON VALLEY TRANSPORTATION PLANNING AFFILIATION- POLICY BOARD

ARTICLE I. - NAME

Section 1. The name of this board shall be The Chariton Valley Transportation Planning Affiliation Policy Board and hereinafter be referred to as the Board.

ARTICLE II. - PURPOSE

Section 1. The Board shall serve as the principal policy organization for purposes of compliance to the Intermodal Surface Transportation Efficiency Act of 1991 and subsequent amendments to the Act. The Board shall have the power and duty to make comprehensive transportation studies and plans for the development of the area it serves which will guide the unified development of the area and which will eliminate planning duplication and promote economy and efficiency in the coordinated development of the area and general welfare, convenience, safety, and prosperity of its people.

Section 2. The Board shall also have the power of making policy decisions concerning the development of safe, fast, efficient, and coordinated transportation systems subject to the approval of the respective jurisdiction's governing body.

Section 3. The Board shall annually adopt a three-year Transportation Improvement Program, (TIP) and adopt the Long-Range Plan as amended.

Section 4. The Board shall allocate federal-aid funds to eligible projects within the Selection Year of the TIP.

ARTICLE III. - MEMBERSHIP

Section 1. The membership of this Board will include two persons from each county who are the designated representatives of the cities and counties of the planning district, listed as follows: Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne. These persons must be local elected officials of the jurisdiction they represent. The county supervisors will submit the representative names in writing to the Chariton Valley Transportation Planning Affiliation. Additionally, there will be 1 representative from the City of Centerville, and a representative from the 10-15 Transit Agency and Southern Iowa Trolley.

Section 2. Each member to the Board shall have a term of two years beginning the dates of January 1, 1995, for city representatives, and January 1, 1996, for county representatives. Each county will then appoint or re-appoint Board representative(s) accordingly.

Section 3. All vacancies occurring in the Board shall be filled by appointment by that particular county's board of supervisors. The representative so appointed shall serve according to Article III. Section 2.

Section 4. Ex-officio membership will include an Iowa Department of Transportation (IDOT) Representative, two Transit Operators, and one Engineer.

ARTICLE IV. BUDGET AND APPORTIONMENT OF COSTS

Section 1. The RPA budget shall be based on the annual work program for a fiscal year beginning July 1 and ending June 30. Costs for the RPA shall be shared equally by each member jurisdiction in accordance to federal guidelines.

Section 2. The RPA shall by January 31 of each year determine a preliminary work program and budget for the RPA's next fiscal year, together with member assessments, and submit this information to all member jurisdictions. The final work program and budget shall be approved no later than June 1 by the RPA. Member dues assessments determined and requests for funds submitted to member jurisdictions within thirty (30) days following RPA approval of the work program budget. Member dues shall be paid within sixty (60) days of notification unless otherwise determined by the RPA.

ARTICLE V. - OFFICERS

Section 1. The officers of the Board shall be: a Chairperson whose duties shall be to preside at all meetings and call special meetings; a Vice Chairperson who shall perform the duties of the Chairperson in his or her absence or inability to act; a Secretary who shall keep a full record of the proceedings of the Board and of its committees and shall perform such other duties as the Board may from time to time direct.

Section 2. The Chairperson, Vice Chairperson, and Secretary shall be elected from the membership of the Board each year for a term of one year at the first regular meeting in January of each year.

Section 3. In the event of a vacancy, a new officer shall be appointed by a majority vote of the Board.

ARTICLE VI. - MEETINGS

Section 1. The Board shall meet at least bimonthly. Special meetings may be called by the Chairperson or by any six (6) members of the Board. Business may be conducted via telephone, facsimile, electronic mail, or other medium so long as the use of such media serve to assure the timely action of Board business and do not serve to interrupt public participation efforts.

Section 2. The Chairperson of the Board shall mail or direct the delivery of written notice of each regular meeting to each member of the Board in accordance with Chapter 28A "Official Meetings Open to Public" of the Iowa Code. Notice of special meetings shall state the purpose for which such meeting is called and shall be called or delivered at least 24 hours in advance of the meeting time.

Section 3. Board meetings shall be conducted in accordance with Robert's Rules of Order.

Section 4. Board meetings shall be open to the public and conform to the requirements of Chapter 21 of the Code of Iowa.

ARTICLE VII. - QUORUM

Section 1. At any meeting of the Board, a quorum shall consist of forty (40) percent of the total voting membership of the Board or six (6) members.

Section 2. The adoption of plans or amendments thereof shall be by majority of the Board's membership in attendance.

ARTICLE VIII. - VOTING POWER

Section 1. Each board member representing a county and cities within the county shall have the power of one vote for a total of two per county.

Section 2. The Iowa Department of Transportation and the ex-officio members will not have voting power.

ARTICLE IX. - COMMITTEES

Section 1. The Board may use such committees as may be necessary to carry out their duties. Committees may be appointed by direct action of the Chairperson or by action of the Chairperson upon motion of any member duly called.

Section 2. The standing committees of the Board shall be the Chariton Valley Transportation Affiliation Technical Committee and County Sub-committees.

- 1) The Technical Committee shall consist of seven County Engineers, seven at large members (each county's policy board members will choose who this representative will be), and two Transit Operators.
- 2) The Technical Committee shall be directly responsible to the Board for the initiation, review and recommendations of transportation and transportation related activities.
- 3) There shall be one Technical Committee vote for each member.
- 4) All matters requiring action by the Policy Board shall be submitted to the Technical Committee for their review and recommendation. Procedures for special meetings, as outlined for the Board, will be followed. Should the Technical Committee, in their review, make a negative recommendation or no recommendation to the Board, the affected person, committee or jurisdiction may request the Board's consideration of the matter by written request to the Chair of the Board.
- 5) The members of each County Sub-committee shall consist of the County Engineer, the two policy board members from the county, and an Economic Development Representative will be selected by the three Sub-committee members.
- 6) Each County Sub-committee shall: organize public input; develop county needs and priorities for regional plan; hold public meetings; and formally contact representatives of historic, civic, conservation, tourism, and other organizations with transportation interests. An application form shall be submitted for each project.

ARTICLE X. - AMENDMENT

Section 1. A majority vote of all members of the Board shall be required to amend these Bylaws.

Section 2. The proposed amendment shall be submitted in written form to the Board at any regular meeting. The secretary will mail or deliver a copy of the proposed amendment to each Board member not less than seven (7) days prior to the next regular Board meeting. The proposed amendment may be acted upon at the next regular meeting following the date of its submission.

The Bylaws of the Chariton Valley Transportation Planning Affiliation Policy Board are hereby passed and adopted this 21st day of June, 2011 in the County of Appanoose, Iowa.

Ss//Dennis J. Ryan, Chairperson
Chariton Valley Transportation Planning Affiliation

ATTEST:

Nichole L. Moore, Notary Public

Sample Public Meeting Notice

**NOTICE OF PUBLIC HEARING
TO THE APPROVE OR AMEND ----- OF THE
CHARITON VALLEY REGIONAL TRANSPORTATION PLANNING AFFILIATION**

YOU ARE HEREBY NOTIFIED the Chariton Valley Transportation Planning Affiliation Policy Board will hold a regional public hearing to gather public input on a requested Approval for the _____, which outlines transportation and transit related planning activities proposed for the counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe and Wayne, City of Centerville and both 10-15 Transit and Southern Iowa Trolley Transit agencies for State fiscal year _____

The hearing will be held on _____ via ZOOM/in person meeting with the Chariton Valley Planning & Development office, 308 North 12th Street, Centerville, Iowa 52544.

Nichole Moore is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://us02web.zoom.us/j/81558103825?pwd=VkZDWDVxRnQ1R3JlL081Vnpub2VOQT09>

Meeting ID: 815 5810 3825

Passcode: 043886

One tap mobile

+19294362866,,81558103825#,,,,*043886# US (New York)

+13017158592,,81558103825#,,,,*043886# US (Washington DC)

Dial by your location

+1 929 436 2866 US (New York)

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

Meeting ID: 815 5810 3825

Passcode: 043886

Find your local number: <https://us02web.zoom.us/j/81558103825?pwd=VkZDWDVxRnQ1R3JlL081Vnpub2VOQT09>

All persons who appear at this ZOOM public hearing will be given a reasonable opportunity to participate on the items presented.

If you are unable to attend this hearing but have comments or would like to be involved in future public meetings, please call Nichole L. Moore, Executive Director, Chariton Valley Planning & Development Council of Governments at (641) 437-4359. Written comments may be mailed to 308 North 12th Street, Centerville, Iowa, 52544 or emailed to nmoore@charitonvalleyplanning.com before _____ and will be included with the final document.

By: Dennis Smith, Chairperson
Chariton Valley Transportation Planning Affiliation

Section 8: Resolution

**RESOLUTION ADOPTING THE FY ----- CVTPA TRANSPORTATION -----
----- (-----) – RPA 17**

WHEREAS, governmental bodies in the seven county region have established the Chariton Valley Transportation Planning Affiliation (CVTPA-RPA 17); and

WHEREAS, the Chariton Valley Transportation Planning Affiliation was organized by the seven-county (7) region to fulfill the requirements of the FAST ACT and subsequent legislation by granting greater public participation in the planning and programming of transportation projects; and

WHEREAS, the Chariton Valley Transportation Planning Affiliation has developed a -----
-----Program/Plan for FY -----; 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 -----
2. To authorize CVPD to file all necessary work program documents required by U.S. DOT and Iowa DOT and to sign all necessary work program documents and grant agreements.

It was moved by _____ and seconded by _____ the Resolution be adopted by the Technical Advisory Committee. The motion Passed/Failed.
Considered on this _____ day of _____, 20-- in Appanoose County, Iowa.

Technical Advisory Chairperson – CVTPA

It was moved by _____ and seconded by _____ the Resolution be adopted by the Policy Board. The motion Passed/Failed.
Considered on this _____ day of _____, 20-- in Appanoose County, Iowa.

Policy Board Chairperson -CVTPA

Acknowledgment: _____

Section 9: Glossary of Acronyms

ADA	Americans with Disabilities Act of 1990
BROS	Bridge Replacement Off Systems
CMAQ	Congestion Mitigation and Air Quality
CVTPA	Chariton Valley Transportation Planning Affiliation
EPA	Environmental Protection Agency
FAST ACT	Fixing American's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
GPS	Global Positioning System
HSIP	Highway Safety Improvement Program
IDOT	Iowa Department of Transportation
ISTEA	Intermodal Surface Transportation Efficiency Act
LEP	Limited English Proficiency
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHFP	National Highway Freight Program
NHS	National Highway Program
NHPP	National Highway Performance Program
PB	Policy Board
PPP	Public Participation Plan
RPA	Regional Planning Agency
SPR	State Planning & Research
STBG	Surface Transportation Block Grant
TA	Transportation Alternatives
TAC	Technical Advisory Committee
TEA 21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TPWP	Transportation Planning Work Program

Chariton Valley Transportation Planning Affiliation – RPA 17
Public Participation Plan

Prepared For:

Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Prepared By:

Chariton Valley Planning & Development Council

Nichole L. Moore, Executive Director

308 North 12th Street

Centerville, Iowa 52544

641-437-4359

nmoore@charitonvalleyplanning.com

www.cvpdcog.com

The Public Participation Plan was prepared on behalf of the member counties, cities, and transit agencies with assistance on the Technical Advisory Committee and Policy Board as well as, The Federal Highway Administration, Federal Transit Administration, and the Iowa Department of Transportation.