



LONG- RANGE TRANSPORTATION PLAN 2012-2032



A guide to develop transportation needs in the RPA 17/CVTPA counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe and Wayne in Iowa.

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Introduction

RPA 17, Chariton Valley Transportation Planning Affiliation, has developed and followed a comprehensive and coordinated planning process in the development of this Long-Range Transportation Planning (LRTP) for this region. The LRTP serves as a mechanism to examine the existing transportation networks, including highway, transit, air, rail and non-motorized modes, and to provide the area with a transportation planning vision and initiatives for the upcoming twenty-year period ending in the year 2030. The purpose of such a long timeframe is to enable a thoughtful planning process that considers the needs of the future, not just today. Having this planning document in place helps enables local jurisdictions to make prudent decisions that will help reach RPA 17's long-term goals. While it is impossible to predict exactly what will happen in the next twenty years, this document is based on the area's history and assumes current trends will continue in similar fashion. This document will be updated every five years to incorporate new trends, regulations, and changes within the region.

The regional transportation system is composed of many parts that work together to move people and goods within and through the region. The long-range regional transportation plan represents the vision for that system now and in the future. It proposes policies, initiatives, and projects designed to achieve regional goals within the limits of expected funding and governance.

Given the current economy, growth forecasts, and system conditions, it will increasingly difficult to address our needs at current funding levels. Needs continue to increase but revenue expectations will not keep pace, meaning we may not have enough money to address our needs.

The LRTP was put together under the direction of Iowa DOT. Chariton Valley Planning and Development Council of Governments provides the planning services and works to assure that RPA 17 region reasonably fulfills the federal requirements set out for the states and regional planning affiliation for a long range, multi-modal transportation plan. These federal requirements are set out in the SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users); the federal legislation that establishes federal transportation funding programs for surface transportation modes.

Chariton Valley Planning and Development Council of Governments has been responsible for the preparation of this LRTP, with guidance given by local and county officials, the CVTPA Technical Advisory Committee, the CVTPA Policy Board, and through citizen input. The purpose of this LRTP is to serve as a guiding document of information on existing transportation related systems and to project future needs, goals, and objectives of the region. This LRTP is to serve as a guiding document of information on existing transportation related systems and to project future needs, goals, and objectives of the region. This is not project specific over the entire twenty-year period (projects for years 1-5 are included) and is not a programming document. However, it looks at the current condition of the region's transportation system and the needs of the region to meet current and future demands. This plan also establishes goals and objectives for addressing the identified needs.

TECHNICAL ADVISORY COMMITTEE MEMBERS

The Technical Advisory Committee reviews all transportation plans and programs and provides recommendations to the Policy Board Committee on all aspects of these plans and programs.

NAME:	TITLE:	COUNTY, CITY OR AGENCY:
Gary Bishop	County Engineer	Appanoose County
Bill Buss	Economic Development	Appanoose County
Richard McKnight	County Engineer	Decatur County
Bill Trickey	Economic Development	Clarke County Development Corp.
David Grove	County Engineer	Davis County
Ted Henderson	Public Works Director	City of Bloomfield
Tom Andersen	County Engineer	Clarke County
Keith Hinds	Secondary Roads	Decatur County
Todde Folkerts	County Engineer	Lucas County
Cory Goodnow	City Manager	City of Chariton
John Goode	County Engineer	Monroe County
Dan Tometich	Economic Development	Albia Industrial Development
Tim Ehrich	County Engineer	Wayne County
Doug Mounce	Economic Development	Wayne County Development Corp.
Mark Hagist	Transit Director	10-15 Transit
Pam Stow	Transit Director	Southern Iowa Trolley
Scott M. Suhr, <i>Ex-officio</i>	Transportation Planner	Iowa Dept. of Transportation

POLICY BOARD MEMBERS

The Policy Board guides and sets policy of the local transportation planning affiliation on matters necessary to comply with state and federal legislation. It annually adopts a four-year Transportation Improvement Plan (TIP), Transportation Planning Work Program (TPWP), and Passenger Transportation Plan (PTP). The board periodically adopts a Long Range Transportation Plan (LRTP) and Public Involvement Plan (PIP) in accordance with Federal and state transportation planning guidelines. The Policy Board also has the power to conduct comprehensive transportation studies and master plans for the uniform and efficient development of surface transportation facilities within its service area. The Policy Board allocates federal-aid funds to eligible projects within its service area.

Figure 1: Participants

Name:	Title:	City, County or Agency:
Linda Rouse	County Supervisor	Appanoose County, Iowa
Marsha Mitchell	Mayor	Centerville, Iowa
Don Reasoner	County Supervisor	Clarke County, Iowa
Glenn Schaff	City Councilperson	Osceola, Iowa
Ron Bride	County Supervisor	Davis County, Iowa
JR Cornett	County Supervisor	Decatur County, Iowa
Larry Moffett	City Councilperson	Leon, Iowa
Larry Davis	County Supervisor	Lucas County, Iowa
Vern Vogel	City Councilperson	Chariton, Iowa
Dennis Ryan, Chairperson	Monroe County Supervisor	Chairperson
Richard Clark	Mayor	Albia, Iowa
Amy Sinclair	County Supervisor	Wayne County, Iowa
Tom Dent	City Councilperson	Humeston, Iowa
Scott M. Suhr, Ex-Officio	Transportation Planner	Iowa Dept. of Transportation

CHARITON VALLEY PLANNING AND DEVELOPMENT COUNCIL OF GOVERNMENTS

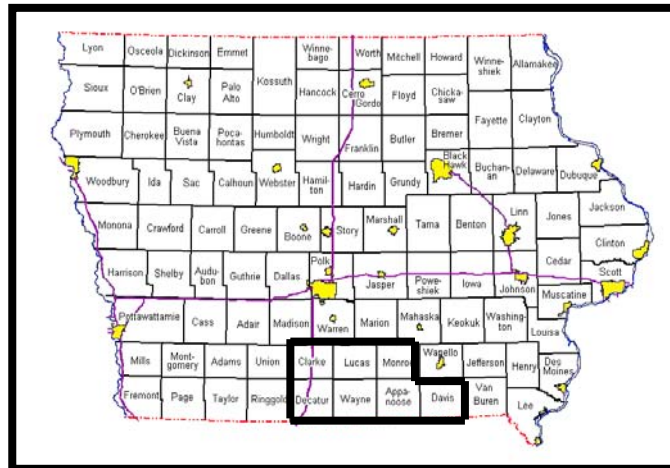
Nichole Moore, Executive Director

Julie Pribyl, Program Support Specialist

CHAPTER 1 – Regional Planning Process and Stakeholders

The Intermodal Surface Transportation Efficiency Act (ISTEA) received federal approval in 1991. ISTEA required states to develop a transportation planning process for the rural areas which were not covered by regional planning affiliation (RPA) and Transportation Management Areas (TMA's). Iowa then adopted a process where planning, project prioritization and funding allocation by a local government were directed through a regional planning affiliation. As a result of this structuring, eighteen regional planning affiliations were developed throughout the State of Iowa. Iowa Transportation Commission decided to implement a planning process similar to that of the RPA's. The main feature of this process is local representation in decision making process for transportation planning and project programming. Each RPA was allocated STP and Enhancement funds based upon their population and farm-to-market road factors, which were allocated for regional projects that may not be part of the state system. In order to fulfill this requirement, RPA's are required to have a Technical Advisory Committee (TAC) and a Policy Board. The role of the TAC is to review projects and provide technical input to the Policy Board, which is responsible for deciding on, and approving the transportation planning and project programming efforts in each region.

Figure 2: RPA 17



Chariton Valley Transportation Planning Affiliation (CVTPA) was created in 1994 to serve seven counties in south central Iowa. The counties that elected to be served by CVTPA are: Appanoose, Davis, Decatur, Clarke, Lucas, Monroe, and Wayne Counties. The participating counties are also members of three distinct Council of Government regions. Chariton Valley Planning & Development Council territory includes Appanoose, Lucas, Monroe, and Wayne Counties; Southern Iowa Council of Governments provides service to Clarke and Decatur Counties; Area 15 Council of Governments has a service area that includes Davis County.

Appanoose County:

Centerville
Cincinnati
Exline
Moravia
Moulton
Mystic
Numa
Plano
Rathbun
Udell
Unionville

Clarke County:

Murray
Osceola
Woodburn

Davis County:

Bloomfield
Drakesville
Floris
Pulaski

Decatur County:

Davis City
Decatur City
Garden Grove
Grand River
Lamoni
Leon
Le Roy
Pleasanton
Van Wert
Weldon

Lucas County:

Chariton
Derby
Lucas
Russell
Williamson

Monroe County:

Albia
Lovilia
Melrose

Wayne County:

Allerton
Clio
Corydon
Humeston
Lineville
Millerton
Promise City
Seymour

REPRESENTATION

The current By-Laws approved by the Policy Board of Chariton Valley Transportation Affiliation state there to be equal representation on the Policy Board by each participating entity, which includes all seven counties, the city of Centerville, and Southern Iowa Trolley Transit. All of the representatives are required to be a member of that entity's governing body and to be approved by that body. The counties are represented by a Board of Supervisor's member, the city by the mayor, and the transit agency provide an approved representative. The Board has elected officials to serve in the capacity of chair and vice-chair, who serve one year terms. Meetings are generally held the third Tuesday of each month and are open to the public.

The Technical Advisory Committee is comprised of representatives throughout the region. The purpose of the TAC is to provide technical review and recommendations on projects through a formal recommendation to the Policy Board. The committee is primarily made up of county engineers, economic directors, and transit providers. The TAC meeting runs concurrent with the Policy Board.

PLANNING ELEMENTS

Chariton Valley Transportation Planning Affiliation prepares and completes a number of major planning elements for the region. These documents include long-range transportation planning (LRTP), public involvement plan (PIP), passenger transit planning (PTP), and transportation improvement planning (TIP) and programming. Each of these elements, along with the projects contained in each element, is described in the Transportation Planning Work Program (TPWP). The TPWP includes all the work that will be accomplished by the RPA during the upcoming year by element, the cost to complete each element, and the resulting outcome or product.

A critical role of the RPA is to ensure that the general public is informed of activities, are invited to participate and have multiple options for involvement in the public participation process. The goal of this process is to involve all segments of the population and ensure that environmental justice is addressed. CVTPA achieves this through hosting public meetings of the TAC and Policy Board and also holding special public information meetings regarding a specific project. Major elements of the public process are periodic newsletters, press releases, TAC and Policy Board meetings and other public meetings.

LRTP DEVELOPMENT

CVTPA staff began gathering information and compiling data throughout 2008-2009. Primary focus was to utilize the knowledge of the new GIS program and trained personnel at the time. The planner created all recommended maps, charts and graphs the DOT specified at that time. It was also discovered at that time that CVTPA had a Long-Range Transportation Plan dating from 1997-2017. The plan had not been updated, so much of the information was no longer correct, and the DOT guidelines had changed also. The initial planner left the agency in 2009 and work on the LRTP was delayed until July of 2010.

Additional research began to occur in July of 2010 when CVTPA were able to catch up with all DOT elements. It was also during that time that CVTPA administrators began presenting the approach our region would take. It was decided that the participating members of the TAC would also be able to provide critical information for the LRTP. Some engineers indicated they were willing to share the county's long range construction plan that could provide an insight to the intentions for that portion of the region. Members gathered for a meeting on September 20, 2011 to identify goals/objectives and discuss the strengths and weaknesses of transportation modes.

Public involvement opportunities occurred multiple times throughout the planning process. The public was invited to attend a data gathering session on September 20, 2011. An analysis of the region's strengths, weaknesses, opportunities and threats (SWOT analysis) occurred on September 20, 2011. This meeting was publicized by postings in the respective county courthouses in the RPA 17 region and was attended by the RPA 17 policy board members and technical committee members. See Appendix M for notes from that SWOT analysis.

Input was gathered from residents of the region through an online survey conducted in December 2011. See Appendix L for a copy of the survey. Links to the survey were emailed to each of the cities and counties in the region, as well as businesses, economic development organizations, elected officials, and other interested individuals to obtain their input into this LRTP.

A public hearing was held on December 20th, 2011 at 2:30pm at Rathbun Regional Water facility in Centerville, Iowa. This hearing was an opportunity for any interested persons to review the draft document, ask questions, and make comments on the document. A draft document was on hand to review and interested people were asked to give contact information to receive a copy of the plan. This meeting was held according to the Open Meeting law and was publicized in the Daily Iowegian on December 13, 2010 as seen in Appendix N.

No comments were also received during the thirty-day public comment period will be considered and appropriate action taken to address those comments if needed.

Chapter 2

LONG RANGE TRANSPORTATION AFFILIATION

GOALS & OBJECTIVES

Early on in the LRTP process RPA 17 adopted the following goals (broad statements of desired outcomes for transportation within the region) and objectives. They are listed below in no order of priority.

- 1. Promote Economic enhancement throughout the region.**
 - a. Improving existing transportation systems support marketing efforts of recreation and tourism throughout the region.
 - b. Encourage coordination between cities and counties within the region to promote increase of populations in smaller communities and possible growth in commuting labor force.

- 2. Provide adequate, safe and reliable transportation services.**
 - a. Maximize safety of intersections by monitoring sign size, reflectivity, flashing lights, approaches to intersections, speed zones, and school zones.
 - b. Target and prioritize road maintenance of the region including resurfacing, rock, etc.
 - c. Consider all funding options (including alternative methods) for infrastructure improvements to replace bridges and approaches, as well as all other infrastructure repairs and IDOT highway programs.

- 3. To provide accessible and efficient transportation service options.**
 - a. Encourage alternative modes of transportation throughout the region (i.e. aviation, bike/pedestrian trails, rail and/or transit).
 - b. Improve transportation links to adjacent regions.
 - c. Educate citizens of the options for transportation in rural areas of the region.
 - d. Support efforts to offer affordable and safe transit services. This can be done by promoting services, marketing and possible funding to agencies for bus replacement.

CHAPTER 3 – Regional Background and Trends

A. Population Trends

The population of the CVTPA has undergone some important shifts in the last 30 years. The area lost a small, though significant portion of its population between 1970 and 1990, due in large part to the farm crisis of the 1980s. Between the 1990 and 2000 censuses the overall population began to rebound, with five counties showing positive growth and the other two counties posting a smaller decline than in previous decades. The decade from 2000-2010 has shown that the larger populated counties continue to grow, while of the four less populated counties in the region continue to lose residents. According to the U.S. Census Bureau, the overall population of the region will hold relatively steady over the coming years and it appears that the downward slide in population trends continues for this region.

Table 1: CVPTA Population by County

	1970	1980	1990	2000	2010
APPANOOSE	15,007	15,511	13,743	13,721	12,887
CLARKE	7,581	8,612	8,287	9,133	9,286
DAVIS	8,207	9,104	8,312	8,541	8,753
DECATUR	9,737	9,794	8,338	8,689	8,457
LUCAS	10,163	10,313	9,070	9,422	8,898
MONROE	9,357	9,209	8,114	8,016	7,970
WAYNE	8,405	8,199	7,067	6,730	6,403
CVTPA	68,457	70,742	62,931	64,252	62,654

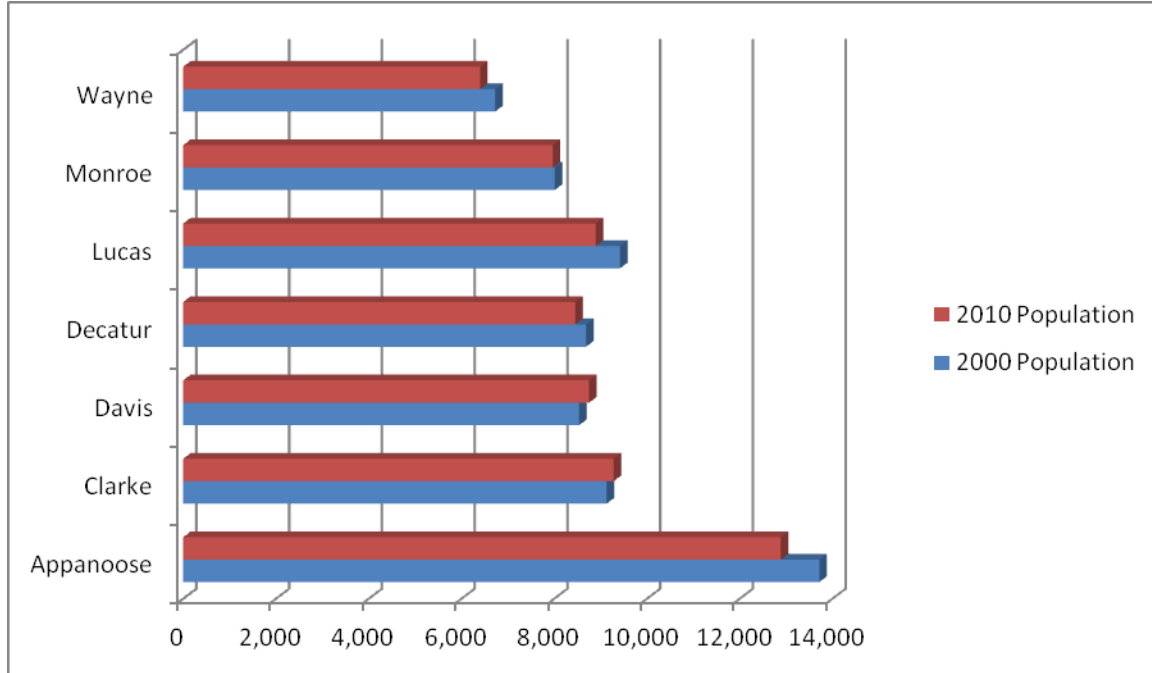
Source: U.S. Census Bureau

The seven counties served by RPA 17 are predominately rural in nature. The combined population of the region is 62,654 and comprises 2% of Iowa's total population. There are 43 towns located throughout the region, but only Centerville in Appanoose County is populated by more than 5,000 residents. The remaining 42 communities have a population of 4,742 or less residing in the community. Overall, the population of this region has decreased by 2.6% between 2000 and 2010, according to the US Census. Largest increase occurred in the county of Davis with a 2.4% increase and the largest decrease in population occurred in the county of Appanoose with a loss of 834 residents or 6.4%.

Table 2: CVPTA Population by County over Decade

Population Change (2000-2010)

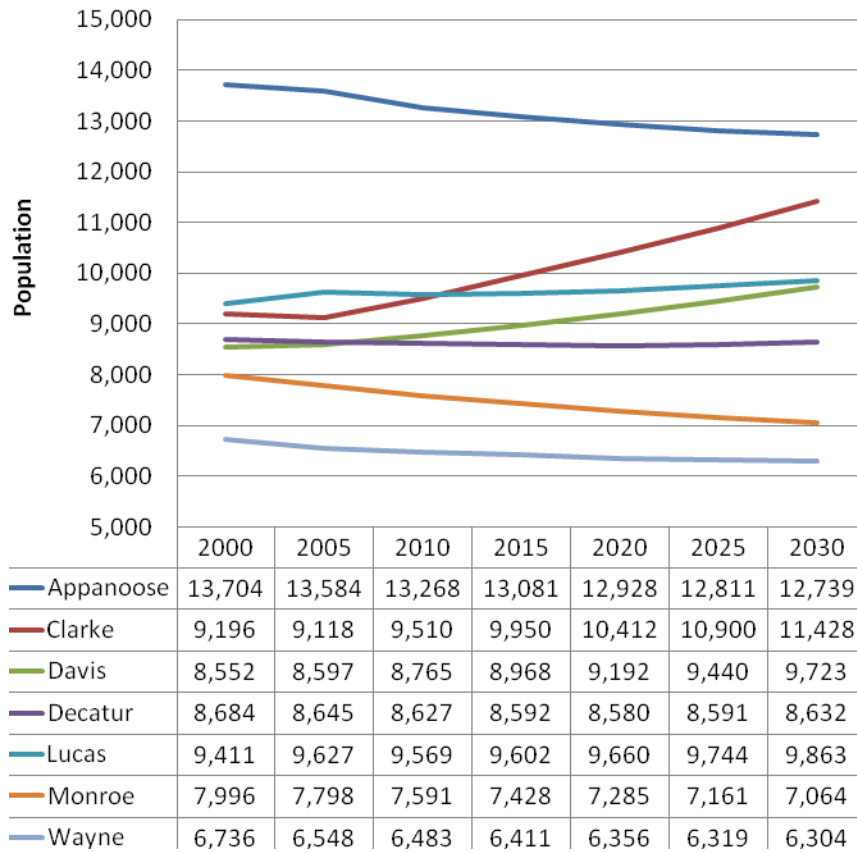
Source: U.S. Census



Each county seat holds the largest number of residents, with the exception of Leon in Decatur County. Lamoni in Decatur County has a larger population than the county seat of Leon, due in part to the community college located in this community. The population of each county seat falls in the range of 1,481-5,487 residents.

Woods and Poole Economics Inc. developed population projections for the State of Iowa and all counties which the Iowa State Data Center makes available. Clarke County is projected to grow rather substantially through 2030 due to the accessible travel offered by Interstate 35 connecting Des Moines and Kansas City. Davis County and to a lesser extent, Decatur County, are expected to grow during this period as well. The remaining four counties are projected to continue to lose population however the losses are small; this is in contrast to historic population decline of upwards of 18% during a single census period occurring around 1920 to 1970.

Figure 3: CVTPA Population Projection Through 2030



Source: Iowa State Data Center and Woods & Poole Economics Inc.

1. Urban and Rural Trends

Where people live is as important to the transportation system as how many people there are. Over the last decade, even though the overall change in total population numbers has been rather small, there have been dramatic shifts in the urban versus rural makeup of the CVTPA. Between 1990 and 2000 the urban population of the area declined by more than 15% while the rural population increased by a little more than 11%. This major shift has come about by a number of factors. In particular, there have been trends toward building new housing subdivisions and individual homes on larger lots in unincorporated areas that is evident in the constant numbers in the last decade. Also, modest declines in the populations of some communities led to them falling below the 2,500 population mark necessary to be classified as an urban area, therefore shifting large segments of the population from the urban classification to the rural one, without them ever moving.

Table 3: CVTPA Urban Versus Rural Population

	1990	2000	2010	% CHANGE
TOTAL POPULATION	62,931	64,252	62,654	-2.5%
TOTAL POPULATION: URBAN	21,166	17,889	17,417	
TOTAL POPULATION: RURAL	41,765	46,363	45,237	

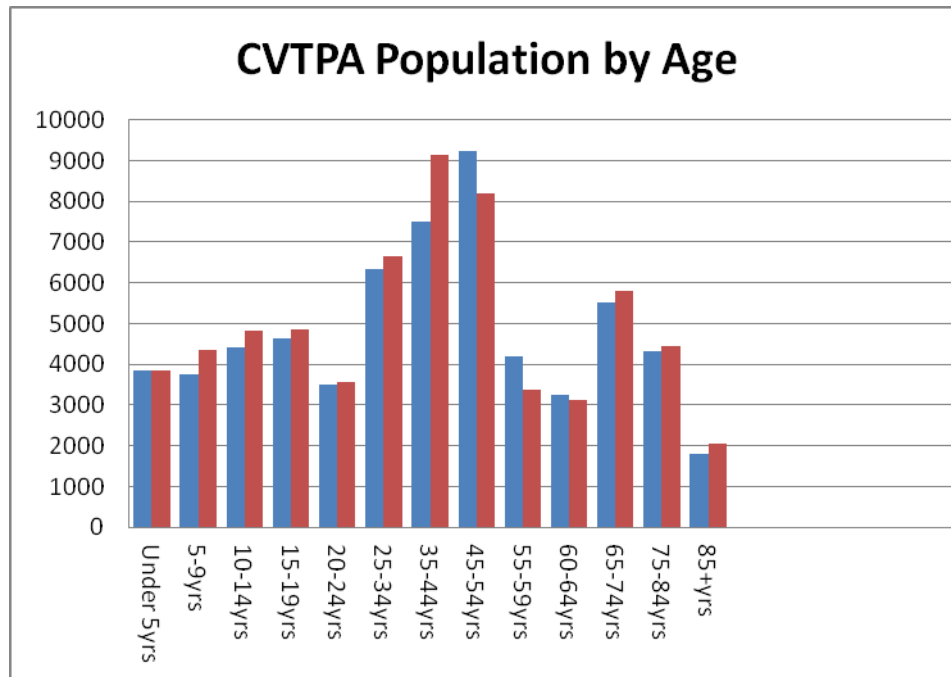
Source: U.S. Census Bureau

Another important demographic change that has occurred is the shift in the number of rural residents who can be classified as farmers versus the number of non-farmers living in rural areas. There have been major declines in the number of rural residents engaged in farming as a major source of their income while at the same time the number of non-farm residents is on the rise. As the number of farmers decreases farm parcel size may increase, leading to the abandonment of some farm to market roads. Likewise, new non-farm residents may demand easier access through improved roadways from their homes in rural areas to their places of employment.

2. Aging

The population in the CVTPA is graying. As shown by Table 4 below, the 2010 census showed a large peak in the number of residents between the ages of 25 and 54 while at the same time showing a dramatic valley in the number of residents between the ages of 55 and 64. As time goes by, this large age cohort between the ages of 35 and 59 will continue to age and the median age of the overall population will rise. However, it remains to be seen whether or not at the current rate of reproduction those that stay will be able to maintain the current population levels. Advances in medicine and lifestyle choices will more than likely help those that are currently in the 35 to 59 age cohort progress well into their 80s and beyond. The challenge to the transportation system will be to meet the needs of these aging transportation users. Numerous changes will be necessary to better accommodate the elderly driver. At the same time provisions will have to be made to ensure that those who can no longer driver still have access to reliable transportation

Table 4: CVTPA Population by Age (2009)



Source: U.S. Census Bureau

Blue = 2010 Population Red = 2000 Population

3. Diversity

Like the state of Iowa as a whole, the CVTPA region is fairly racially non-diverse. Over 97% of respondents to the 2010 census reported themselves as white in the CVTPA, compared to 93.9% statewide. The largest minority group in the region, according to the 2010 census, is Hispanic, who made up 1.7% of the CVTPA population. Anecdotal evidence suggests that the Hispanic population in the seven counties of the CVTPA may be experiencing an increase, but the proportion of the total population that describes themselves as white will probably remain very high for the foreseeable future. See *Appendix Q: Population by Race – CVTPA and Iowa (2000-2010)* for the Census information on racial breakdown in the CVTPA region.

Although there is little racial diversity in the CVTPA region, there are many other types of diversity among groups of people in the area. One group that has experienced a rapid increase in population over the last decade is the Amish-Mennonite community. These groups have established several clusters of farms and businesses throughout the area, including Wayne and Davis Counties. A large population is particularly noticed in Davis County where there are approximately 14 Amish schools and 87 rural Amish businesses. These developments present special challenges to the infrastructure system. Although the Amish-Mennonite way of life is in many ways very compatible to the rural areas of the region, modern modes of transportation do not always facilitate the safe operation of traditional transportation or pedestrian traffic. In some areas special attention has to be paid to ensuring that both modern truck and car traffic and horse drawn vehicles can safely share the road. Also, the increase in Amish-Mennonite economic activities, primarily agriculture based but also a growing amount of small manufacturing and

services has brought increased traffic to some unincorporated areas of the region and this must be taken into account in future planning. This traffic is both in the form of horse-drawn buggies and large industrial trucks that transport the goods. For example, many of the businesses are lumber yards that the Amish log the trees and hire a transporter to take the product to distributors. The concern for the roadway is the increased traffic, large truck traffic and the narrow steel wheels of the buggies that crush granular in to powder where ever there is a lot of buggy traffic.

B. The Economy

The counties that make up the CVTPA have a long history of reliance upon the land for their economic vitality. Farming the surface of the land and mining coal from below the surface were the two primary economic activities in the area until the early to mid twentieth century. Agriculture still plays an important role in the local economy, but coal mining has ceased to be the economic engine that it used to be with the advent of cheaper, cleaner burning coal from other parts of the country.

Manufacturing has taken the place of mining as a key pillar in some parts of the local economy. Cumulatively throughout the region, health care and social assistance employs the greatest number of people followed by retail, manufacturing, and accommodations and food service according to the 2002 Economic Census (see Table 8: Economic Change by Industry (2007)). The dominant industry varies some by county; for example manufacturing employed more people in Appanoose and Clarke Counties while health care and social assistance dominated in the other five. These numbers predate the loss of Rubbermaid in Appanoose County accompanied by the loss of approximately 700 jobs, however.

The need to move goods to and from the many farms and ranches in the area, combined with the need to supply local factories with raw materials and then ship their finished products, necessitates a transportation system that effectively integrates smaller transportation arteries with larger, regional and national transportation hubs.

1. Employment

The largest employers throughout the region are stated below according LOIS and local input. A common thread can be seen that the school districts and health center provide the largest source of employment throughout this rural territory.

Appanoose County:

Appanoose County Schools	Barker Co LTD
Curwood Inc	Honey Creek Resort
Hy-Vee	Iowa Steel & Wire Co
Mercy Medical Center – Centerville	Wal-Mart
Wells Manufacturing Corp	Fareway Stores Inc
Lee Container	C & C Machining

Clarke County:

Osceola Foods	Terrible's Lakeside Casino
Mosaic	Wal-mart
Clark County Hospital	Local Governments
Clark Community Schools	Grocery Stores

Davis County:

Davis County Schools	Davis County Hospital
Christensen Farms	Performance Pipe
Bloomfield Foundry	Troy Elevator
City of Bloomfield	Southern Iowa Electric
Davis County Highway Dept	Golden Furrow

Decatur County:

Decatur County Hospital	Central Decatur Schools
CTI Marketing	Grand River Mutual
McGahuey Implement	Lamoni Schools
Graceland University	Hog Slat Inc.
A-Z Manufacturing Inc	Interpower Corporation

Lucas County:

ASTORIA INDUSTRIES OF IA INC	JOHNSON MACHINE WORKS
CHARITON MIDDLE SCHOOL	MIDWEST HERITAGE BANK FSB
CHARITON NURSING & REHAB CTR	REGAL DISTRIBUTION CTR
CIRCLE OF LIFE HOSPICE	STRATFORD HOMES
HY-VEE	TENNECO INDUSTRIES INC

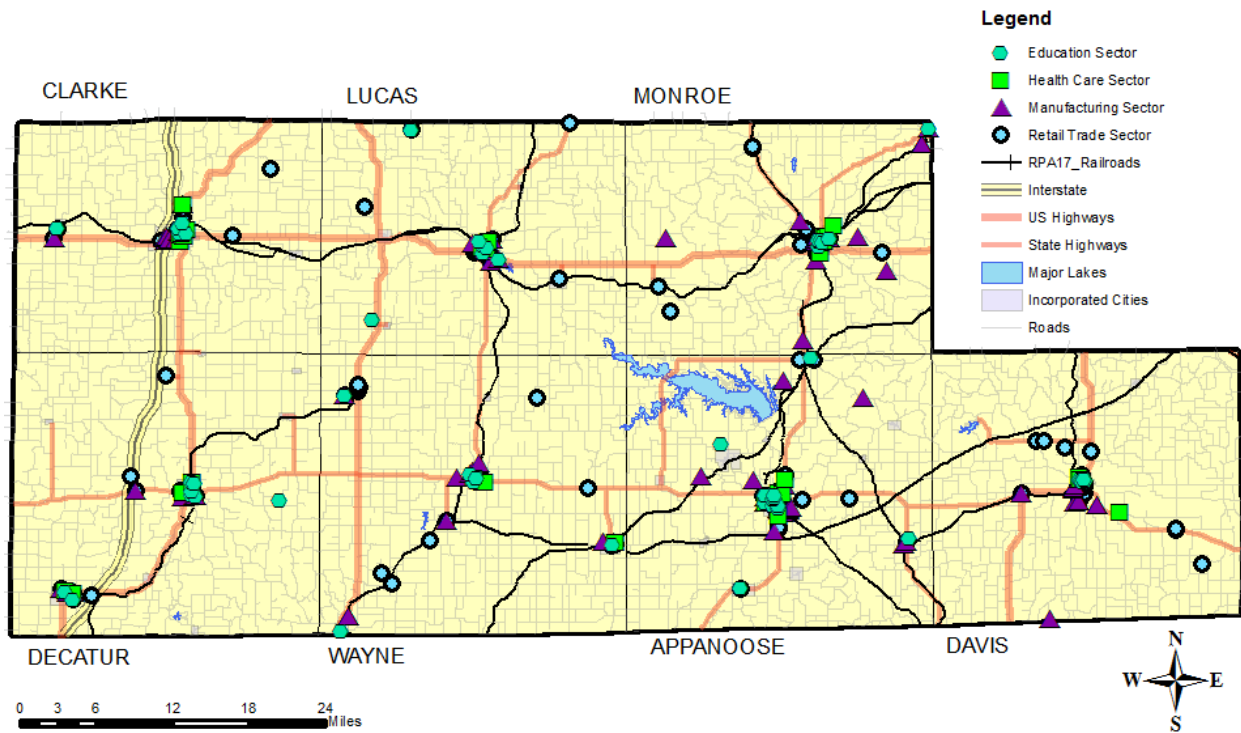
Monroe County:

AYM Inc.	Albia High School
First Iowa State Bank	Hawkeye Molding Co
Hy-Vee	Lincoln Middle School
Monroe Care Ctr	Monroe County Hospital Home
Oakwood Nursing & Rehab Ctr	Quicktron

Wayne County:

HyVee	Allerton Lumber Co
Wayne County Public Schools	Log Chain Apiary
Wayne County Hospital	NXMP, North America Inc
Country Clipper	Clio Oil
Shiver's	Taylor Fencing & Hardware

Figure 4: Mapping of large employers



One of the significant elements of the economy-transportation nexus is how employees of businesses utilize transportation networks. Access to employment is particularly important as jobs are not always available locally and thus individuals may be required to commute for employment. Individuals and families that are below the Federal Poverty Guidelines may be limited from better prospects due to limited access to employment or inferior or unreliable transportation means. On the other hand, available transportation infrastructure may preclude certain industries and businesses from locating in an area where there may be a need for jobs or better jobs.

As of a 2009 estimate by U.S. Census, the percentage of individuals in poverty in each of the CVTPA counties is higher than the state average, with the exception of Davis County. (See Table 6: CVTPA Estimated Poverty Rates (2010)). Decatur County has the highest percentage of adults (individuals over 18 years) living below income poverty guidelines. Appanoose County is home to the greatest number of children living in poverty throughout the RPA 17 region. In summary, children outnumber adults in poverty for most counties in this area.

AREA	2010	2007	2006
IOWA	3.4%	3.8%	3.8%
APPANOOSE	5.8%	7.0%	5.5%
CLARKE	3.9%	4.3%	4.2%
DAVIS	3.9%	4.7%	4.8%
DECATUR	2.8%	4.3%	4.2%
LUCAS	6.1%	3.9%	4.2%
MONROE	4.4%	4.2%	4.1%
WAYNE	3.3%	4.7%	4.1%

Source: U.S. Census

Employment has remained stable and had slight gains in the majority of the counties in the RPA 17 region as of recent years as seen in Table 7 below. The leading occupations for the region are in the fields of “Management, professional, and related occupations”; “Sales and office occupations”; and “Production, transportation, and material moving occupations”. Despite Appanoose county’s decrease of population over the last decade there has been an increase of the estimated number of residents employed by over 200 jobs. Clarke County has flourished with the addition of 330 residents now also holding an employment position. Decatur County has struggled with the effects of the national economic recession and has decreased the number of residents employed by approximately 330 jobs.

Table 6: CVTPA Estimated Poverty Rates (2010)

COUNTY POVERTY ESTIMATES
% OF FAMILIES/PEOPLE WITH INCOMES BELOW
POVERTY LEVEL IN 2010

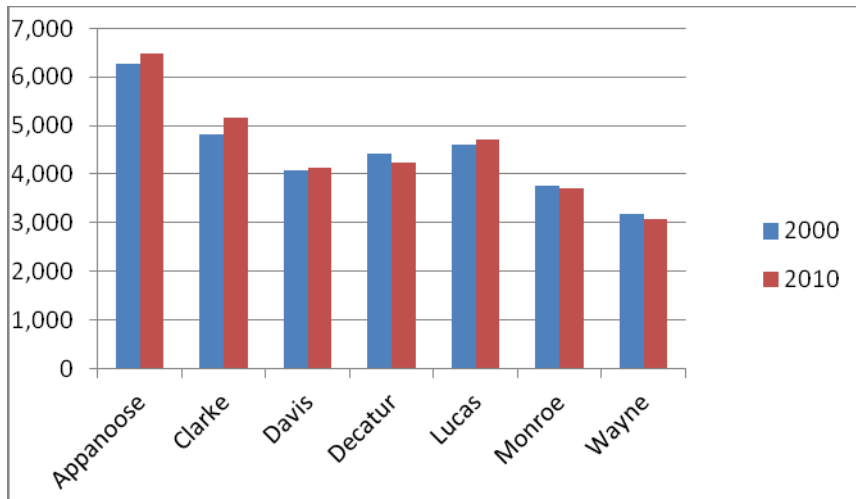
COUNTY	ALL AGES	18 +	% UNDER 18
STATEWIDE	11.4%	10.5	14.1%
APPANOOSE	16.8	15.4	21.8%
CLARKE	10.7	10.6	11.0%
DAVIS	7.4	8.3	4.9%
DECATUR	19.2	20.7	14.2%
LUCAS	13.8	14.5	11.3%
MONROE	14.1	13.9	14.5%
WAYNE	12.9	12.1	15.8%

State of Iowa Poverty Rate for All Ages: 11.4%

Source: U.S. Census

Table 7: CVPTA Employment Change by County over Decade
Employment Change (2000-2010)

Source: U.S. Census



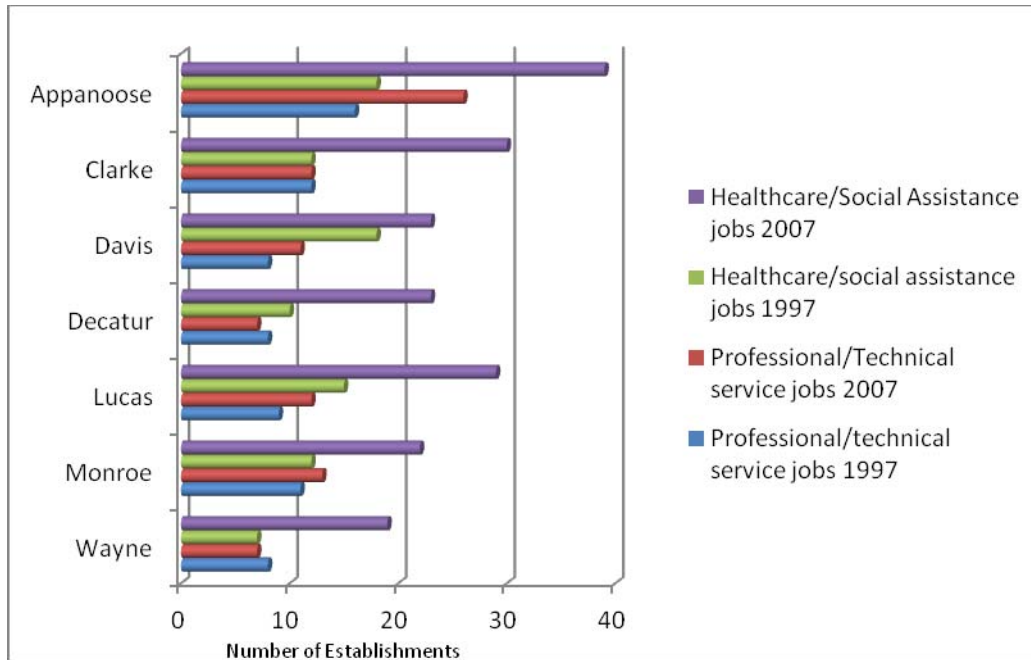
□ 2000 number employed

□ 2010 number employed

Table 8: CVPTA Economic Change

Economic Change by Industry (1997-2007)

Source: U.S. Census



According to the U.S. Census, Employment opportunities throughout RPA 17 have changed in many aspects. There has been a significant increase in the profession of Healthcare and Social Assistance jobs. In many situations, the number of establishments that offer employment has doubled in the past ten years. This could be a direct result of the “baby boomers” population aging and requiring more health care, as well as the new trend of proactive health care to maintain a healthy lifestyle as a preventative measure. The other category that has seen an increase of employers in the region is professional and technical service employers. Five of the seven counties saw an increase in of professional and/or technical services at the local level. However, the recent years of economic recession has proven to be detrimental to the retail and manufacturing industries in south central Iowa. There was a decrease of retail entities across the entire region. The counties most significantly impacted were Lucas County losing 12, Monroe County down 10 and Appanoose, Davis, and Decatur Counties have all lost 8 retail providers in the past ten years. Even more devastating to the areas, are the loss of manufacturing industries that are often large employers to the region. Each county in RPA 17 has seen the loss of multiple manufacturing firms recently. This loss contributes to the shift of the number of individuals employed in other employment opportunities such as transportation, sales, construction, and food services.

Table 9: Commuting Patterns over 2000-2010

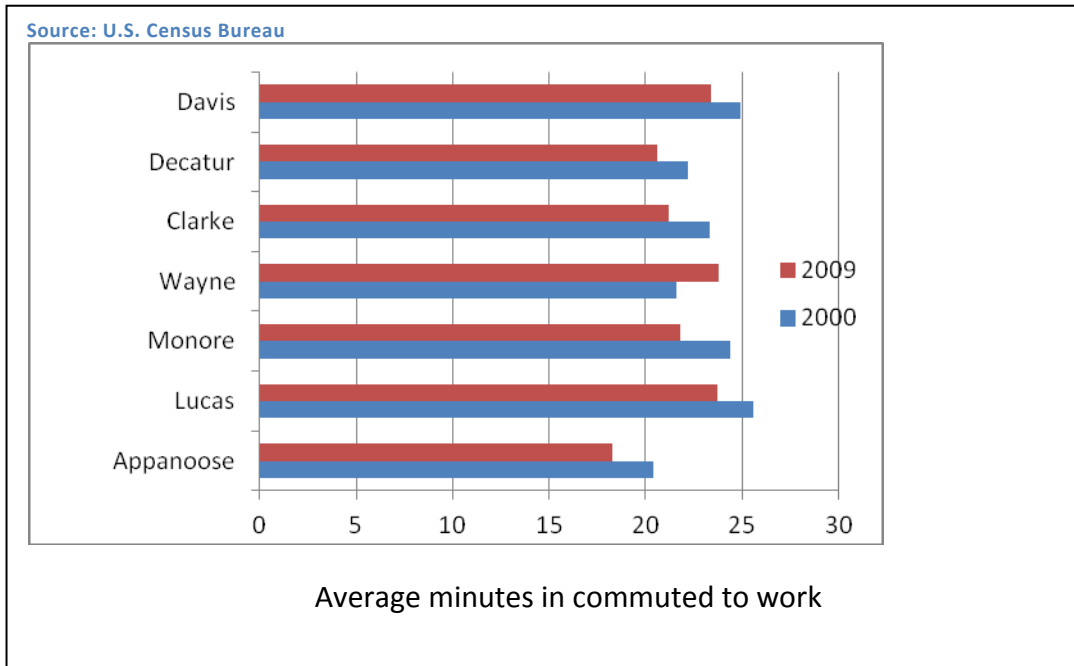
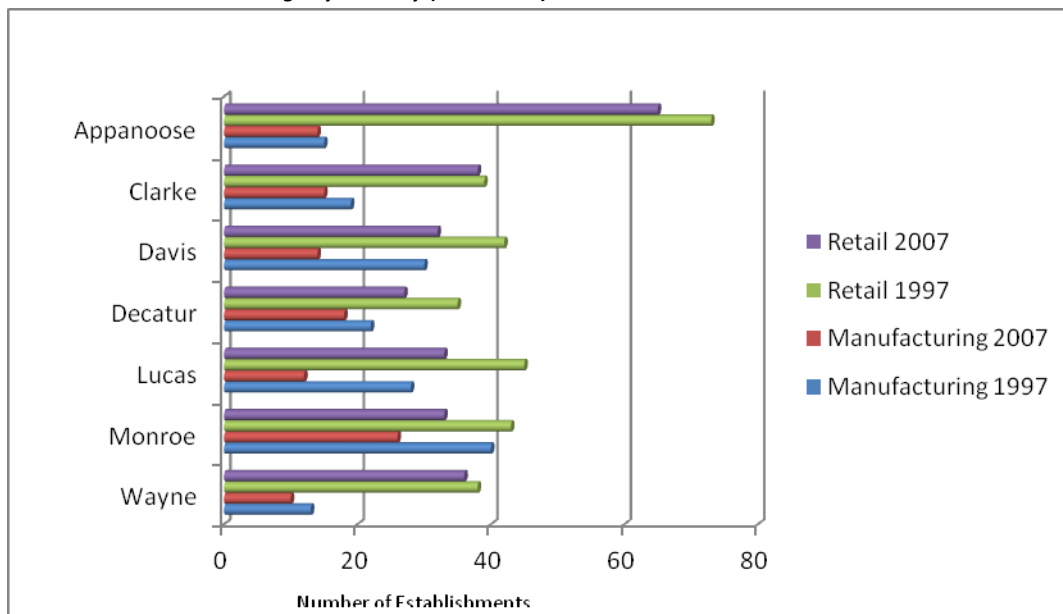


Table 10: Economic Change by Industry (1997-2007)



Source: U.S. Census

2. Commuting

A growing number of individuals were spending more time commuting to jobs that are farther from their homes prior to 2000. Between 1990 and 2000 the number of CVTPA residents who commuted more than 25 minutes each day to work had increased. However, the current trend from 2000-2010 is

showing that many employees are driving less to work. The table below displays the reduction in average commute times in all seven counties in RPA 17 region. This data does not account for recent fluctuations in gas prices which may have a significant impact on commuting patterns.

Additional influences to the reduction in commute time are the number of individuals who worked at home. The 1990-2000 period saw a general decrease in this area, however, there has been an increase shown in people working from home during 200-2010. The US Census is indicating that the number of people working from home in Appanoose County has increased over 60% during this decade (276 in 2000 to 450 in 2010). Monroe, Clarke and Decatur counties also saw an increase. Davis, Lucas and Wayne saw a decrease of 14-25% of individuals working from home.

The largest number of workers who commuted 60 minutes or more in 2010 was also in Davis and Lucas Counties. The proportion of commuters traveling 30 to 34 minutes per day is highest in Monroe, Clarke, and Davis Counties with a discernable spike in proportions for the other counties as well. While the most people traveling less than 15 minutes to work daily is highest for Decatur County, other counties have similar or higher proportions of workers traveling for similar amounts of time daily. Davis and Monroe Counties have the highest proportion of workers commuting between 35 and 60 minutes daily. See *Figure 5: Proportion of County Working Populations by Commute Time (2000)* for a visual representation of the proportion of workers commuting for each time-segment.

Most of the people within the region drive alone to work within this region to make their average commute to work. The average commute time is consistent throughout the region with the range varying from 20-25 minutes. Three-fourths of the residents within the region drive alone to and from their jobs. The next largest percentage of people carpool with one or more co-workers to their workplace (12.1% of residents). This indicates that the preferred method of travel is private automobiles. It also indicates a heavy reliance on the road work network over the region. Few people utilize public transit in this rural region as it becomes difficult to have routes scheduled when employment start times vary.

3. Land Use – Inventory/Trends

This region is comprised predominately of agricultural related land uses such as row crops, pastures, and livestock operations. Agricultural land uses are dispersed throughout the Region and are often located within the corporate limits of communities.

The RPA 17 region saw an increase of the number of farms from 1997-2002. The farming industry had a peak of harvest, number of farms, and farmable acres in 2002. Since that time, all of these have decreased at a rather rapid rate.

Table 11: Number of Farms in RPA 17 region

US Ag Census

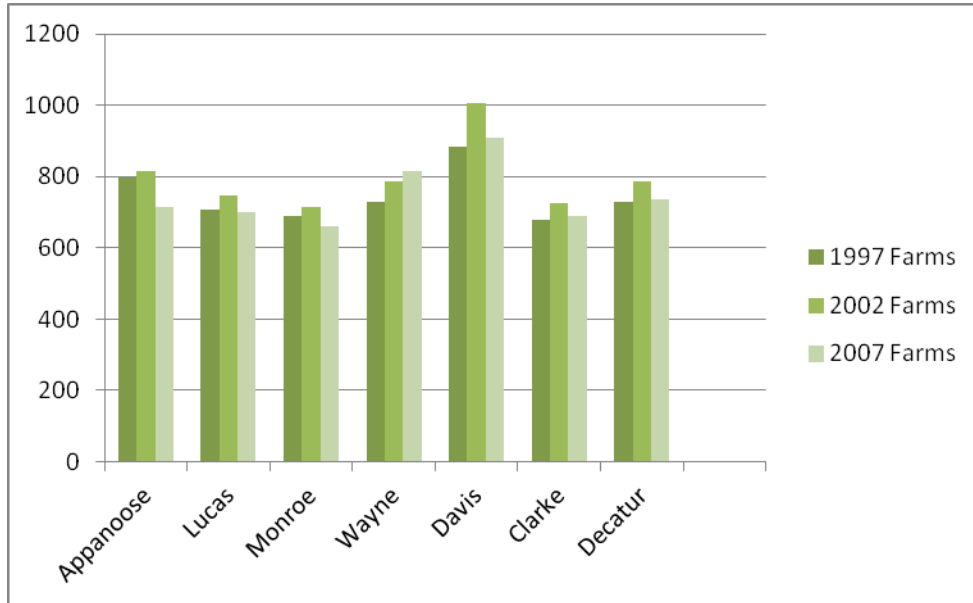
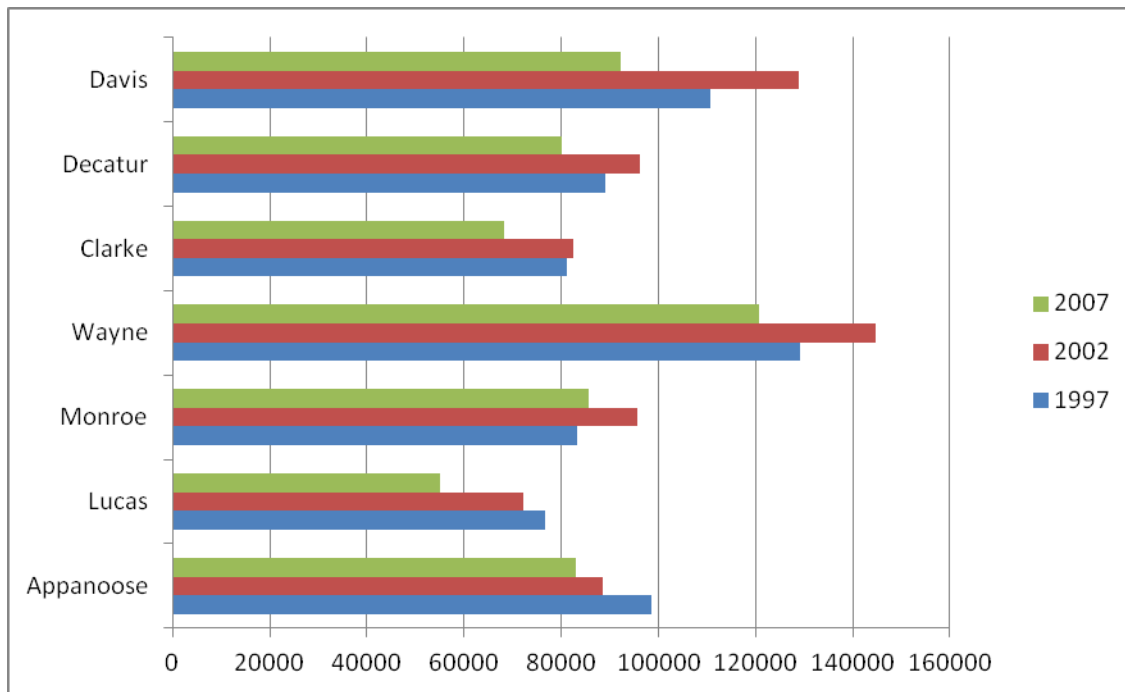


Table 12 illustrates the decline in the amount of crops harvested by fewer farmers in the region. The significant decreases were most detrimental to the counties of Davis (decreased by 36,618 acres) and Wayne counties (decreased by 24,151 acres). The remaining counties also saw less harvested acres by 5,000 to 17,000 less acres. The price of equipment and supplies for farmer has increased dramatically over recent years and has cut the profit to farms.

**Table 12: Acres of Harvested Cropland in RPA 17 Regions
1997-2007 (U.S. Census)**

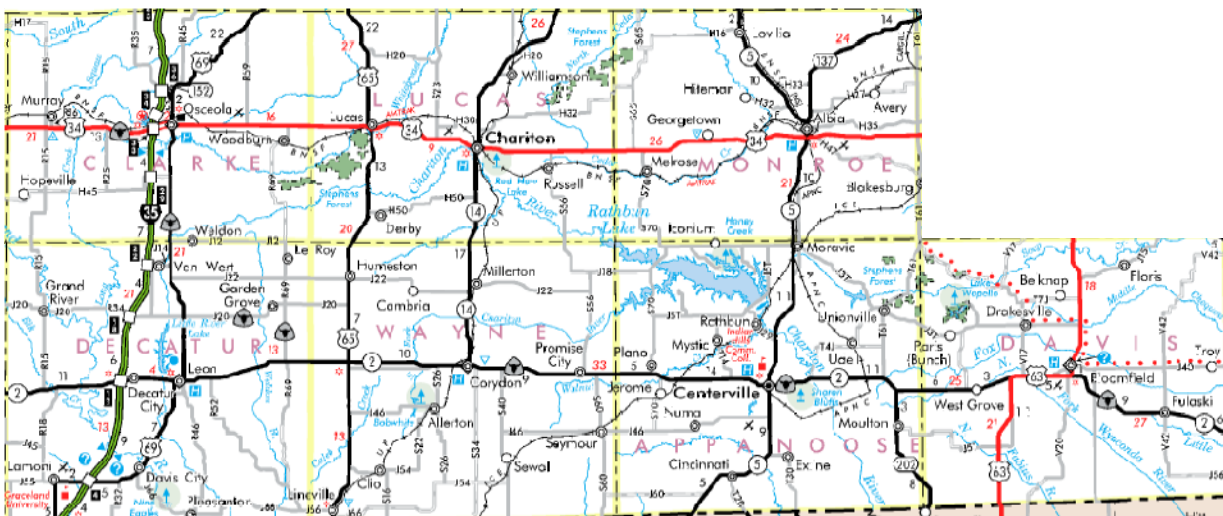


Appendix C displays the Generalized Land Use as determined by Iowa Geographic Map Server in 2002. It clearly shows the high number of acres that are committed to agriculture products as well as the forest and grasslands throughout the region.

4. Freight Trends

CVTPA has about 520 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 14, 5, and 2.

Figure 8: Highway Map of Chariton Valley Transportation Planning Affiliation









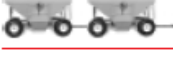




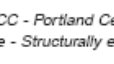
Along with hard surfaced roads there are also approximately 4,000 miles of Level A and Level B roads. These roads are predominately used to access fields and bring crops to market. Increasingly larger and larger farm machinery is taking a toll on the condition of Level A and Level B roads throughout the area and will continue to be a mounting maintenance problem.

Figure 6 below shows the impact that modern farm machinery has on hard surfaced roads. The impact

Figure 6: Effect of Different Vehicles on Roadway Pavement

Effect of different vehicles on roadway pavement

The following chart compares the stress on pavement created by a variety of heavy vehicles. The number of passes to failure indicates that some vehicle types shorten the life of pavement with significantly fewer passes.

Type	Axes	# Passes to failure 6" PCC*	# Passes to failure 7" PCC*
 5-Axle Tractor-Semitrailer 80,000 lbs.	1 Single/2 Tandems	12,000	135,000
 7-Axle Tractor-Semitrailer 96,000 lbs.	1 Single/2 Tridem	78,000	175,000
 Grain Cart - 900 bu. 58,000 lbs. (20% on tow vehicle)	Tandem	200	6,000
 Grain Cart - 875 bu. 57,000 lbs. (20% on tow vehicle)	Single	< 10	< 30
 Grain Cart - 850 bu. 42,000 lbs. (20% on tow vehicle)	Single	< 30	270
 Grain Wagon - 775 bu. 49,000 lbs.	2 Singles	1,000	60,000
 2 Grain Wagons - 450 bu. 31,000 lbs. each	4 Singles	106,000	239,000
 Combine - Empty 27,500 lbs. w/o corn head 32,000 lbs. w/corn head	2 Singles (1 tire on pavement) 18,000 front/9,500 rear 28,000 front/8,000 rear	3,790,000 887,000	8,468,000 1,980,000
 Combine - w/240 bu. 41,000 lbs. w/o corn head 46,000 lbs. w/corn head	2 Singles (1 tire on pavement) 27,500 front/13,500 rear 38,000 front/10,000 rear	712,000 100,000	1,591,000 458,000
 Large Row Crop Tractor 18,000 lbs.	2 Singles 11,000 front/7,000 rear	1,525,000	3,410,000
 Liquid Manure Tanks 10,000 gallon - 96,000 lbs	2 Tandems 28,000 front/70,000 rear	< 10	< 30
 Liquid Manure Tanks 7,500 gallon - 71,000 lbs	1 Tandem	< 10	< 30

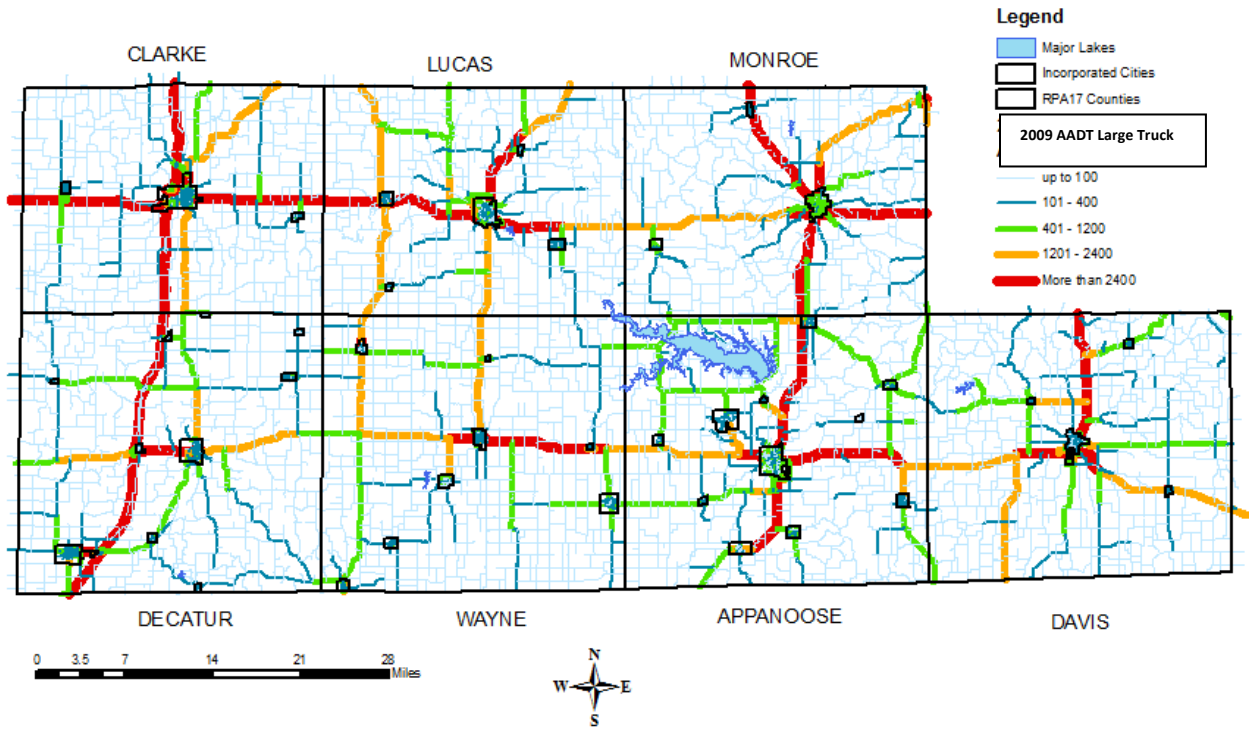
* PCC - Portland Cement Concrete

Note - Structurally equivalent asphalt concrete pavements have similar impacts.

Source: Iowa Department of Transportation

Not only has the equipment traveling on the roadway increased in size and capacity but the sheer number of vehicles on the roadways has dramatically increased over recent years. In 2001, there were limited roadways that experiences greater than 1200 AADT Large truck traffic throughout the RPA 17 region. The illustrations in figure 7 show the significant increase of large truck traffic in 2009. There are multiple locations along state highways 2, 5, 34, 63 and I-35 that now have more than 2400 AADT large trucks traveling on them.

Figure 7: AADT Large Truck Only



CHAPTER 4 – Existing Regional Transportation System Strengths and Weaknesses

A. Roadways

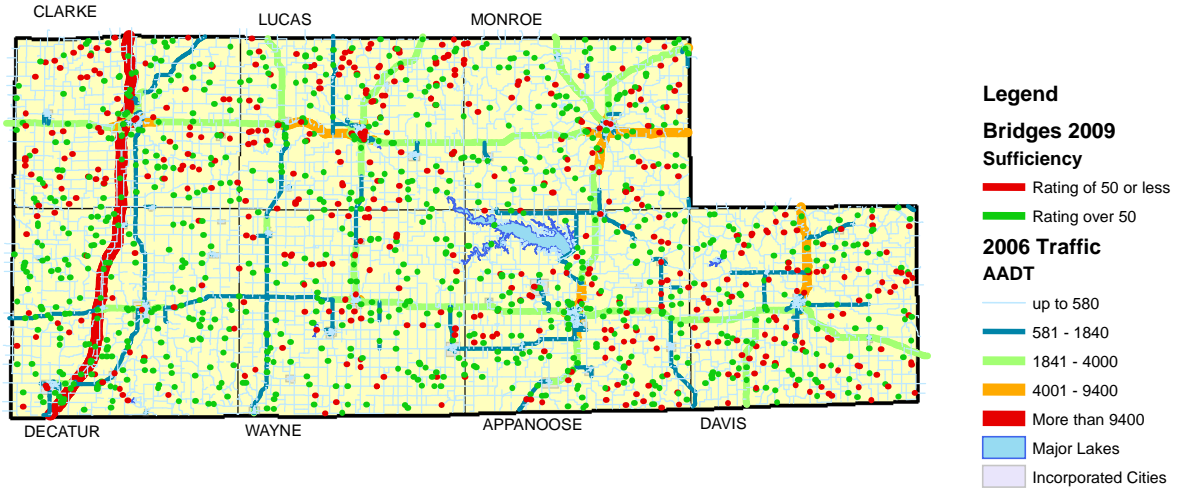
Roadways form the backbone of the transportation network in the rural region of RPA 17/Chariton Valley Transportation Planning Affiliation, as well as the state and nation. The movement of goods and people requires a road network to allow efficient transport from origin to destination. Even movement 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 has approximately 520 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 14, 5, and 2. 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.

The Annual Average Daily Traffic (AADT) is a very useful tool in determining traffic patterns. AADT is a measurement providing the approximate number of vehicle per day on a given roadway section over a one-year period. AADT is a useful measure because it gives engineers and planners a picture of traffic on a particular road segment. Areas with higher AADT are used by more vehicles and more often. This information can be used to determine areas that may experience increased wear or need improvements to handle the existing/projected traffic volume and maintain a level of service. AADT can also be used with crash information to determine segments and intersections that may have safety issues.

The Iowa DOT measures AADT on one quarter of the state's road systems each year, measuring the entire state over a four year cycle. These measurements are available for use at the state, regional and local levels in planning and implementing improvements across the roadway network.

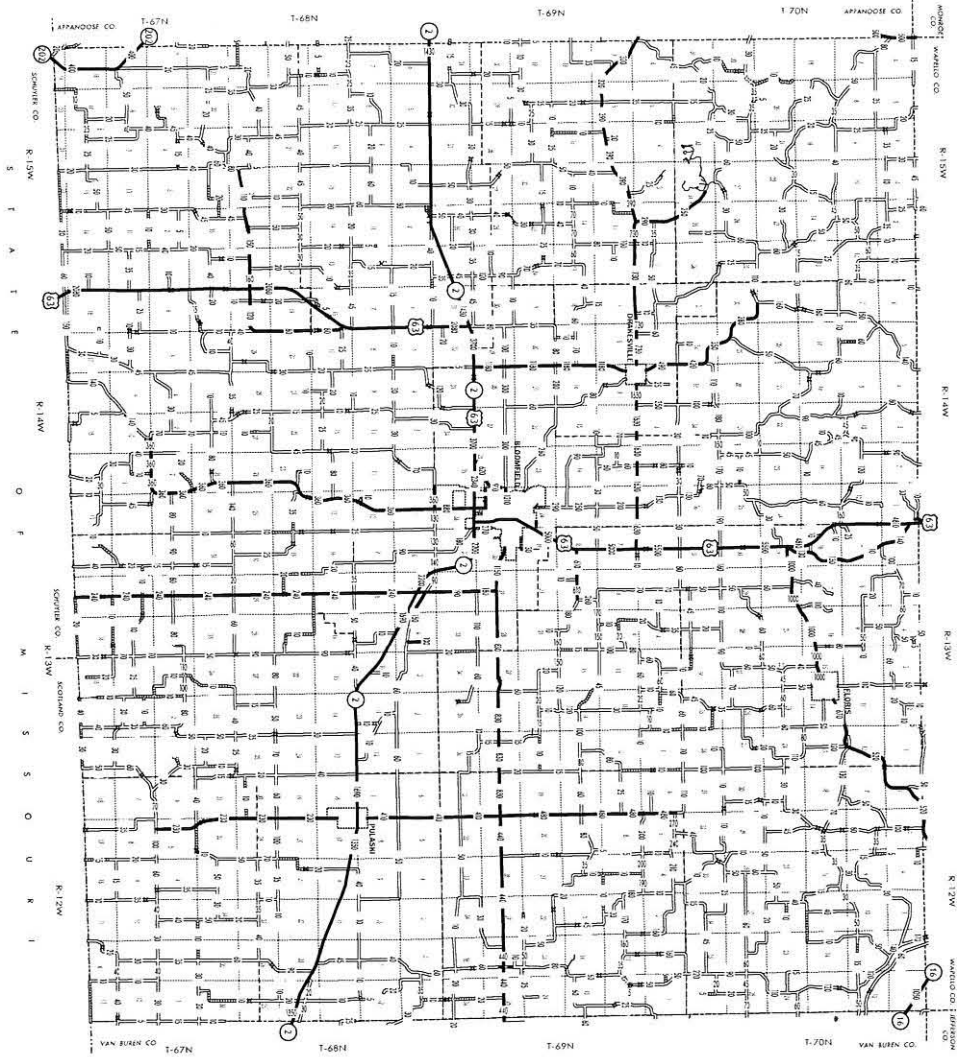
Figure 8: AADT Traffic in RPA 17



Source: Iowa DOT GIS data compiled by CVTPA

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. Approximately 1,255 miles of roadway are highway, 3,948 miles are gravel and 1,915 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. The Annual Average Daily Traffic (AADT) is calculated by the Iowa Department of Transportation. The following pages illustrate the AADT for the seven counties in the RPA 17 region.

2010 ANNUAL AVERAGE DAILY TRAFFIC



TRAFFIC FLOW MAP OF
DAVIS COUNTY
 IOWA

Prepared by
Iowa Department of Transportation
 OFFICE OF TRANSPORTATION DATA
 Phone: (515) 281-1389
 WWW.IOWADOT.GOV/DMAS

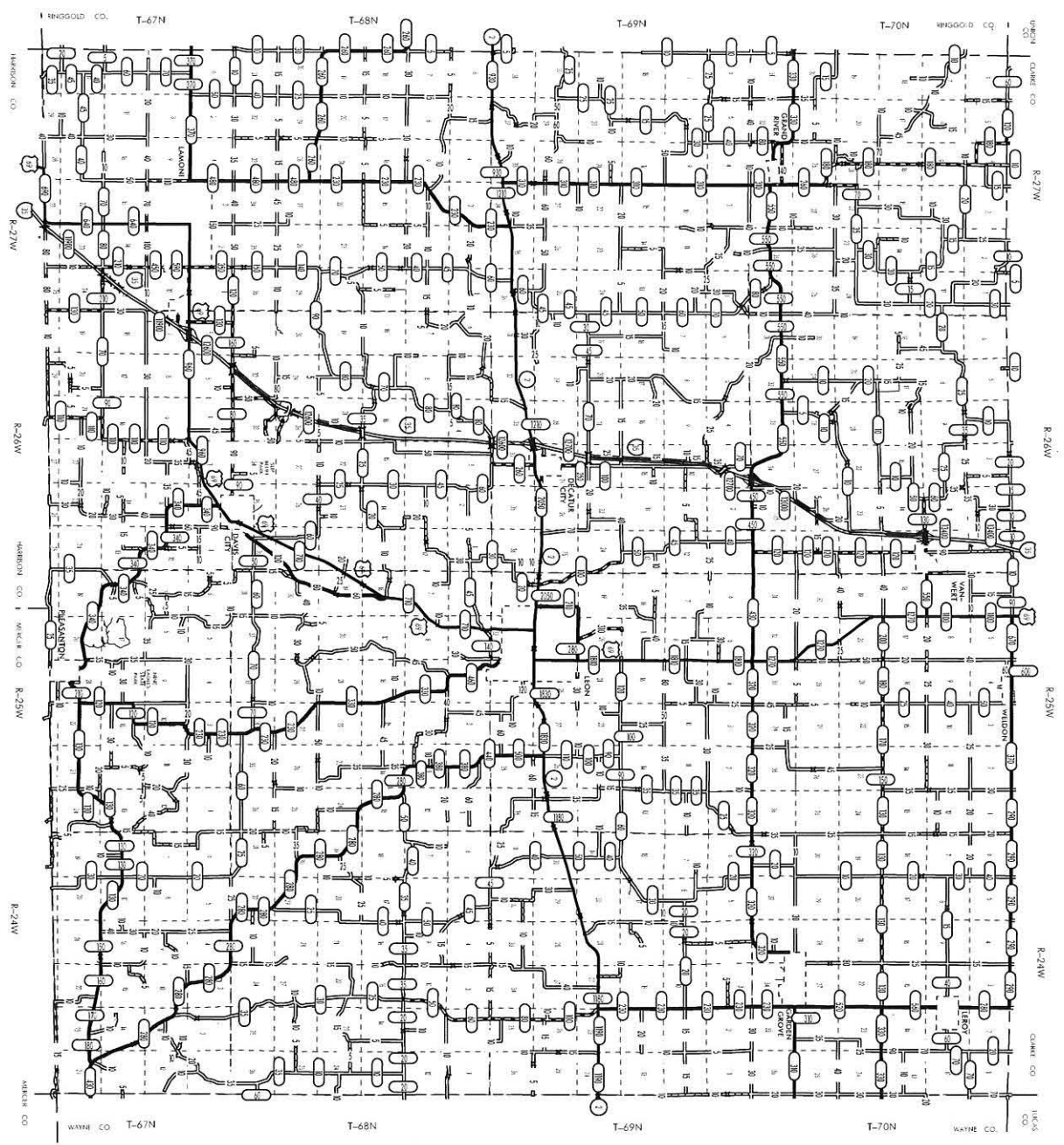
In Cooperation With
United States Department of Transportation
 JANUARY 1, 2010



ROAD TYPE
 TRAFFIC VOLUME
 ROAD TYPE
 TRAFFIC VOLUME



2008 ANNUAL AVERAGE DAILY TRAFFIC
2004 ANNUAL AVERAGE DAILY TRAFFIC



TRAFFIC FLOW MAP OF
DECATUR COUNTY
IOWA

Prepared by



Iowa Department of Transportation
 Phone: (515) 281-1282
 In Cooperation With

United States Department of Transportation

JANUARY 1, 2008

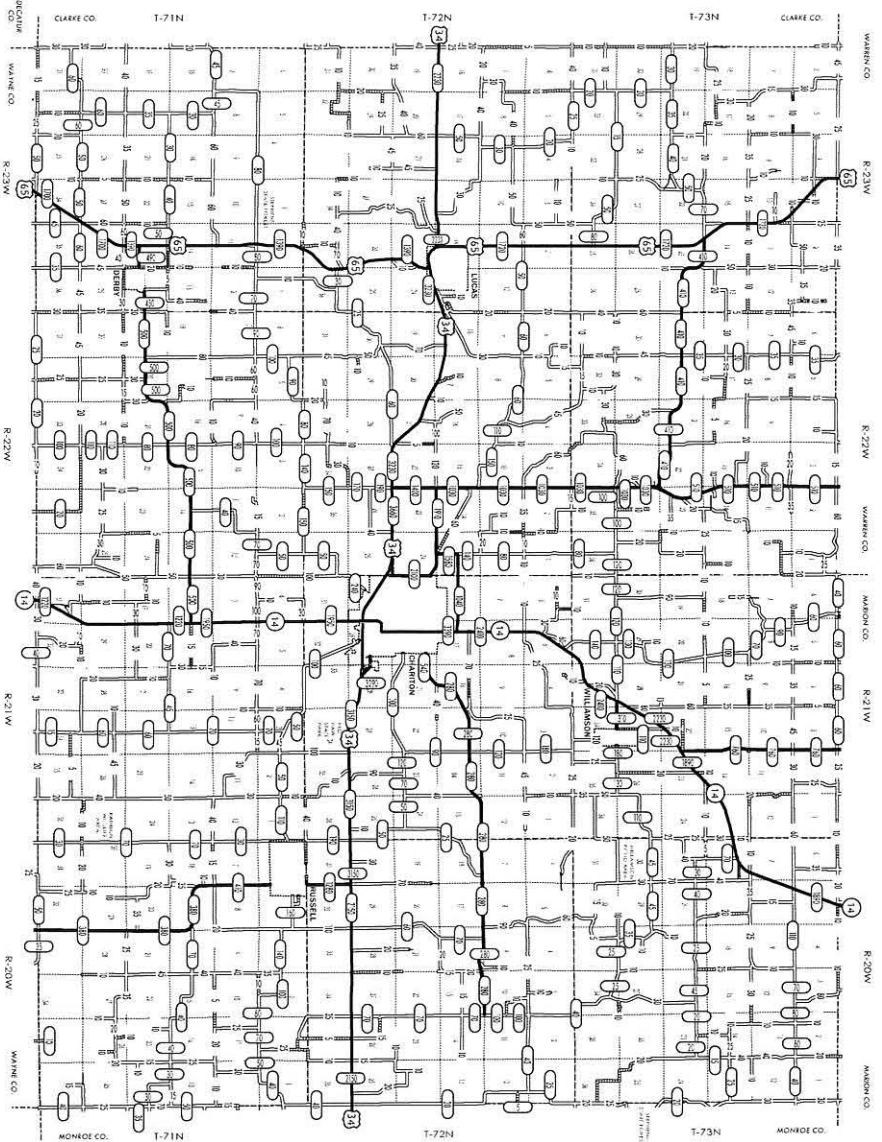


LEGEND

- 2008 HIGHWAY
- 2004 HIGHWAY
- RAILROAD
- STATE ROAD
- LOCAL ROAD
- UNPAVED ROAD
- ROAD NOT OPEN FIELD



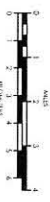
2010 ANNUAL AVERAGE DAILY TRAFFIC
2006 ANNUAL AVERAGE DAILY TRAFFIC



TRAFFIC FLOW MAP OF
LUCAS COUNTY
IOWA

Prepared by
Iowa Department of Transportation
 OFFICE OF TRANSPORTATION DATA
 Phone: (319) 281-1289
 WWW.IDOT.IOWA.GOV/IMS

In Cooperation With
United States Department of Transportation
 JANUARY 1, 2010



LEGEND

- INTERSTATE
- STATE HIGHWAY
- BRIDGE
- RAILROAD
- UNPAVED ROAD
- ROAD UNDER CONSTRUCTION



2010
59

2010 ANNUAL AVERAGE DAILY TRAFFIC

TRAFFIC FLOW MAP OF
MONROE COUNTY
 IOWA



Prepared by
 Iowa Department of Transportation
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 Phone: (515) 281-2892
 WWW.IOWADOT.GOV/MSIS

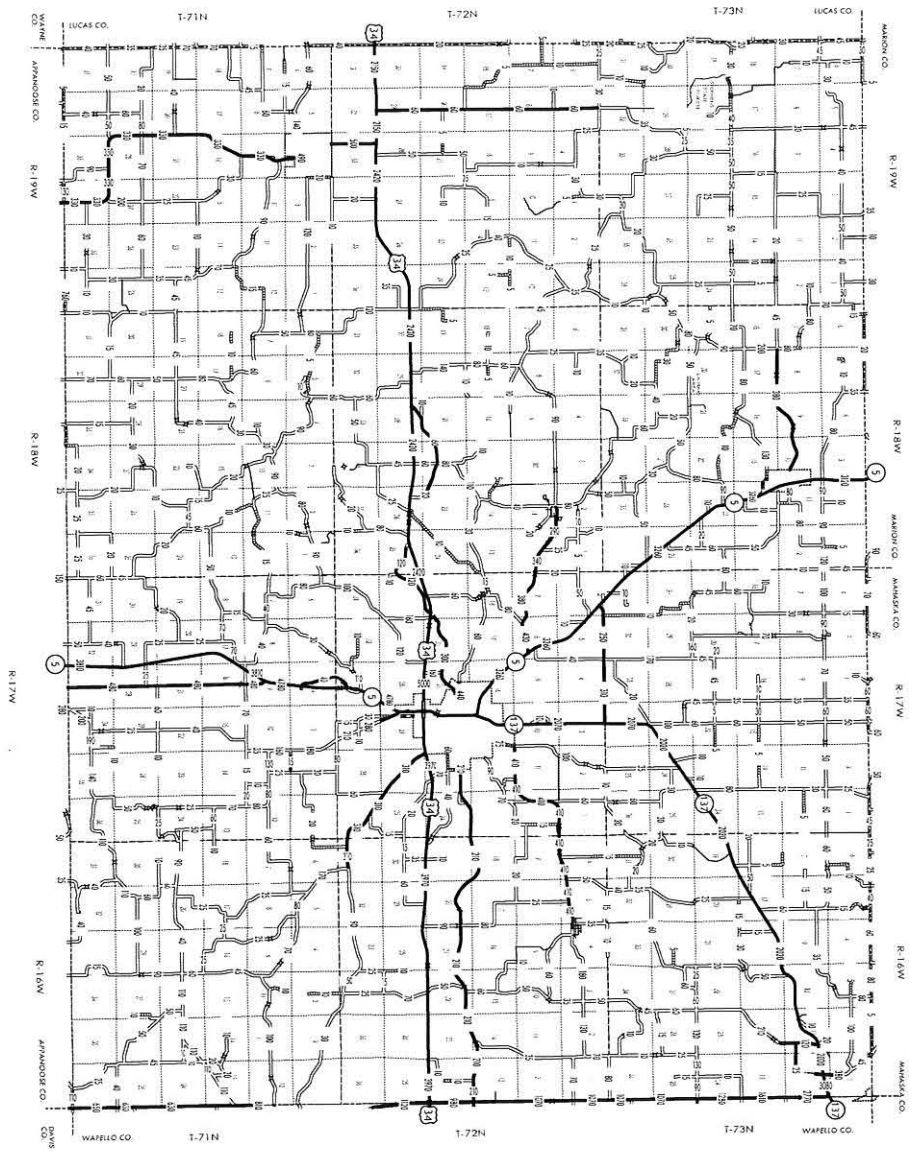


In Cooperation With
 United States Department of Transportation
 JANUARY 1, 2010



LEGEND

- INTERSTATE ROUTE
- STATE ROUTE
- UNIMODAL ROUTE
- UNIMODAL ROUTE (CONCRETE ROAD)
- UNIMODAL ROUTE (GRAVEL ROAD)
- UNIMODAL ROUTE (DIRT ROAD)
- UNIMODAL ROUTE (GRAVEL ROAD)
- UNIMODAL ROUTE (GRAVEL ROAD)



2010 ANNUAL AVERAGE DAILY TRAFFIC

TRAFFIC FLOW MAP OF
WAYNE COUNTY
IOWA



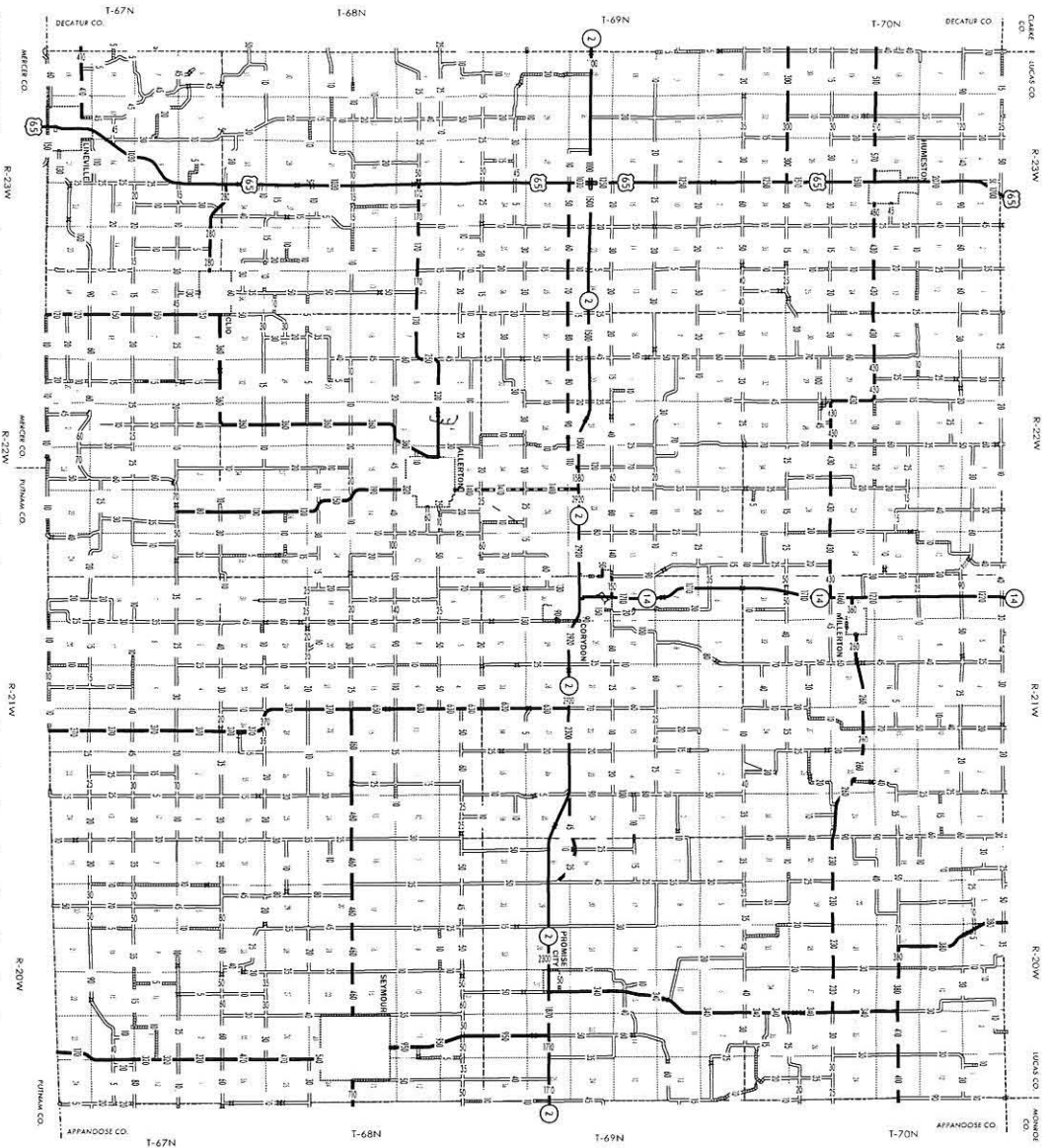
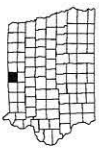
Office of Transportation Data
Phone: (515) 281-1289
www.iowadot.gov/ams

United States
Department of Transportation
January 1, 2010



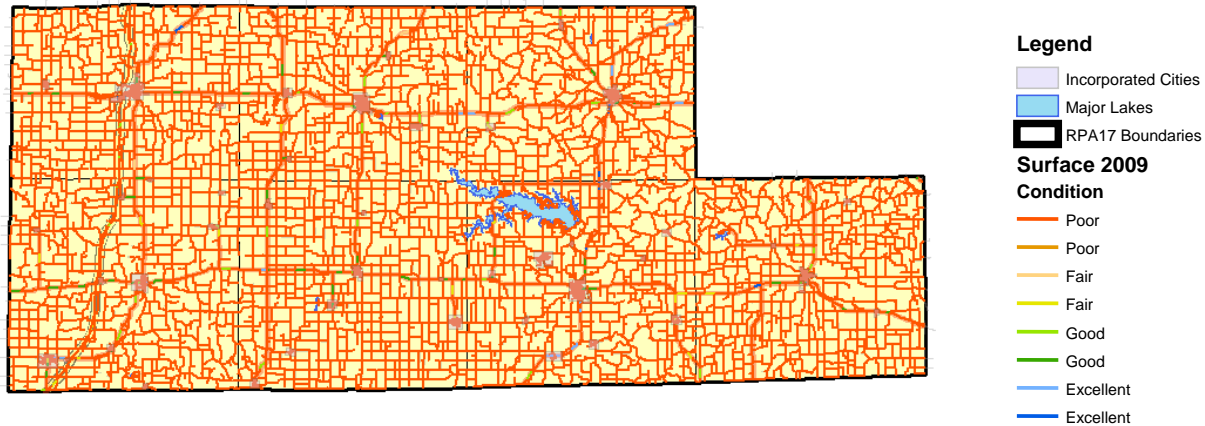
LEGEND

- Interstate
- State Road
- County Road
- Local Street
- Other Road



1. Road Conditions

Figure 9: RPA 17 Road Conditions



Source: Iowa DOT GIS data compiled by CVTPA

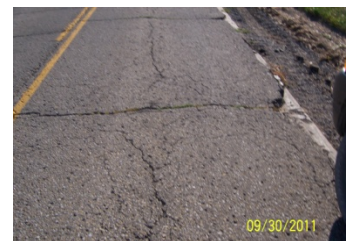
Figure 9 displays the very poor condition of roadways throughout the RPA 17 region. The condition of roadways is an important factor to consider. Good quality, smooth roads offer a more pleasant driving experience and is safer, while poor conditions can be uncomfortable to drivers, unsafe and contribute to crashes, as well as it can cause increased wear or damage to vehicles. All roads throughout RPA 17 are inspected regularly by either the state road's department or the local county engineers. The detection of poor conditions allows the engineer's to incorporate roadway segments into their county 5-year program as funding allows. The deteriorating surface conditions are difficult to improve with increasing heavy equipment travel and DOT fiscal constraints over recent years.

Primary roads are the responsibility of the Iowa DOT. The Iowa Pavement Management Program (IPMP) provides information and tools that assists in making decisions about spending roadway maintenance and construction funds.

a. Regional Transportation Needs & Issues

The key findings for the RPA 17 transportation region have identified in the Long Range Transportation Plan:

- Maintenance of the existing regional highway network is a critical need. As a complete network, preservation, reconstruction, and 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.



- Obtaining funding to construct transportation facilities that enhance economic development or result in job creation or retention is desired.

b. Action Plan

The following improvements are identified needs or suggested improvements to the previously listed inventory of the regional transportation network regarding highways and bridges. This is not a list of programmed activities and is not project specific. It is a tool to be used as justification for Transportation Improvement Program project development over the next 20 years. It is a goal to maintain the existing regional highway network, initiating improvements at the federal, state, county and city level as needed. As a complete network, preservation, reconstruction, bridge replacement and rehabilitation and safety improvements are a higher priority than capacity building and new facility construction.

B. Highway Safety

Safety is a major concern on streets and highways within the RPA 17 region. Highway crashes are very complex. Contributing factors can include a roadway’s design, pavement conditions, (i.e. rain, snow, ice), a vehicle’s mechanical condition (i.e. tires, brakes, lights), a drivers behavior (i.e. speeding, inattentiveness, seat belt usage, etc), as well as the driver’s condition (i.e. alcohol use, age-related conditions, physical impairment). In fact, the driver’s behavior and condition factors are the primary cause in an estimated 67% of highway crashes and a contributing factor in an estimated 95% of all crashes.

Table 13: Driver Conditions

DRIVER CONDITION (2001-2006)		
CONDITION	ACCIDENTS	
APPARENTLY NORMAL	130	44.83%
PHYSICAL IMPAIRMENT	1	0.34%
EMOTIONAL	3	1.03%
ILLNESS	0	0.00%
ASLEEP/FAINTED/FATIGUED	12	4.14%
UNDER INFLUENCE OF	34	11.72%
ALCOHOL/DRUGS/MEDICATIONS		
OTHER/UNKNOWN/NOT REPORTED	110	37.93%
TOTAL	290	100.00%

As such, highway safety needs go beyond just physical improvements to a specific roadway or intersection, and include changes to driver’s behavior. These are best addressed with a multidisciplinary approach using engineering, enforcement, emergency response, and education strategies. The Iowa DOT provides a number of tools available to evaluate the safety of the roadways within the region: Safety, Analysis,

Table 14: Driver Age in Accidents

DRIVER AGE (2001-2006)		
AGE	ACCIDENTS	
NO DRIVER OR NOT RECORDED	66	22.76%
UNDER 18	18	6.21%
18-25	55	18.97%
26-65	123	42.41%
66-80	18	6.21%
OVER 80	10	3.45%
TOTAL ACCIDENTS	290	100.00%

Visualization and Exploration Resource (SAVER), Crash Mapping Analysis Tool (CMAT), and the Safety Improvement Candidate List. These resources and others help the region analyze the safety of streets and highways and assist in prioritizing projects to enhance safety on the roadways.

Analysis of crashes that have occurred on the roadways with the RPA 17 region in recent years and this is a valuable method of determining where safety improvements might be necessary. The comparisons of the number of severity of crashes over time also provide feedback about whether efforts to improve safety within the region are moving the correct direction.

Table 15: First harmful events

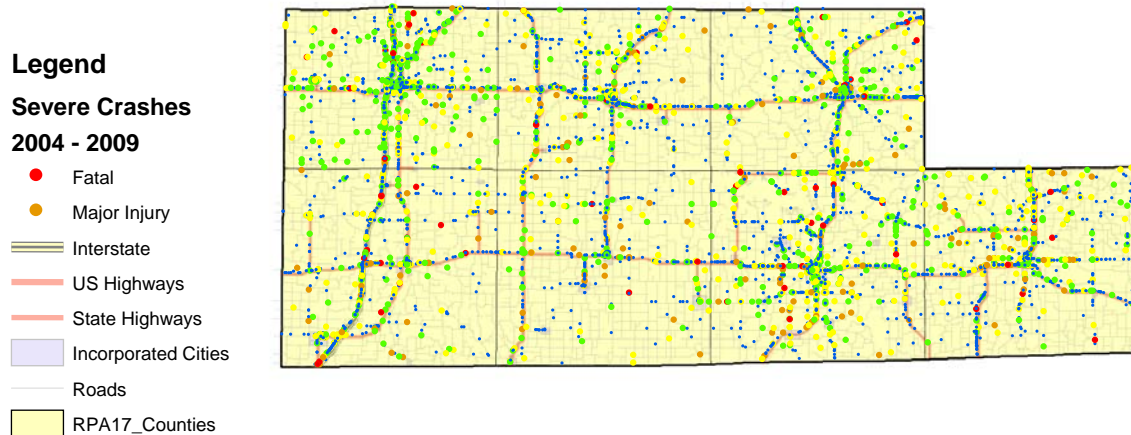
FIRST HARMFUL EVENTS (2001-2006)		
EVENT TYPE	ACCIDENTS	
VEHICLE IN TRAFFIC COLLISION	91	31.38%
COLLISION WITH DITCH OR EMBANKMENT	58	20.00%
OVERTURN / ROLLOVER	57	19.66%
COLLISION WITH TREE	15	5.17%
VEHICLE IN OR FROM OTHER ROADWAY COLLISION	14	4.83%
COLLISION WITH ANIMAL	11	3.79%
NON-MOTORIST COLLISION	8	2.76%
COLLISION WITH FIXED OBJECT (BRIDGE, RAIL, OVERPASS)	5	1.72%
JACKKNIFE	4	1.38%
COLLISION WITH OTHER NON-FIXED OBJECT	4	1.38%
COLLISION WITH CULVERT	4	1.38%
COLLISION WITH OTHER FIXED OBJECT	4	1.38%
NOT REPORTED	4	1.38%
COLLISION WITH GUARDRAIL	3	1.03%
COLLISION WITH PARKED VEHICLE	2	0.69%
COLLISION WITH POLE	2	0.69%
COLLISION WITH SIGN-POST	2	0.69%
COLLISION WITH TRAIN	1	0.34%
UNKNOWN	1	0.34%
TOTAL ACCIDENTS	290	100.00%

High priority should be placed on reducing the danger of these and other sections of road in the CVTPA.

Through input and consultation with the Technical Advisory Committee, the Chariton Valley Transportation Planning Affiliation has identified locations that engineers believe are a priority to address due to the safety concerns:

1. Highway 63 near Bloomfield in Davis County
2. Highway 2 between Centerville and West Grove in Appanoose/Davis Counties
3. Interstate 35 in Clarke and Decatur counties
4. Highway 5/J18 near Moravia- leading to Honey Creek Resort in Appanoose County
5. Highway T61 & 137 near the Cargill plant in Monroe County
6. Highway 152, east of I-35 in Clarke County
7. Highway 34, west of Osceola in Clarke County
8. Highway 180th Street & Highway 63 in Davis County
9. Monarch Trail and Quail Avenue in Davis County
10. Highway 14 between Chariton & Corydon
11. Highway 65 throughout Lucas County needs improvements
12. J 46 East of Allerton, IA (Safety issue, two separate curves with old island style side road intersection)
13. Davis County Highway locations of: Monterey Road & 276th St, Ice Ave & Husky Trail, Airport Road & 230th St, Bunch Road, Lilac Ave, Timber Ave, Floris Road, Nuthatch Ave, Mink Ave, Indigo Ave.

Figure 10: Severe Crashes



Source: Iowa DOT GIS data compiled by CVTPA

Vehicle crashes within the region have remained constant over the last five years. During this same time period vehicle traffic volumes have increased both in terms of total vehicles and in terms of truck volume. This increase is most evident on some of the primary highways and can be seen within the RPA 17 region, including highway 5 across the entire region, highway 34 across the entire region, highway 63 from Bloomfield north, and multiple section of highway 2 across the entire region.

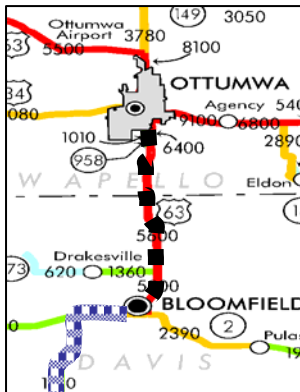


Figure 10 show the location of fatal and severe injury crashes within each of the seven counties that make up RPA 17 as well as the major city of Centerville. As shown on these figures, fatal and severe injury crashes, and all crashes, tend to occur more frequently along more used routes that have higher traffic volumes. Crashes at non-



intersection locations tend to have a variety of causes or contributing factors; animals in the road, driver actions, driver conditions, or weather to name a few. As such it can be difficult to pin down if there is a problem with a segment of road. Crashes at intersection locations however, tend to share causes and contributing factors. These main causes include: following too closely, driving too fast, failure to yield, and the driver being distracted. Data indicates that crashes are more frequent during the time period of commuting to/from work and school at 7-8 AM and 3-5pm. The leading cause of a crash or most significant contributing factor at these intersections was drivers failing to yield to other traffic. This includes not stopping, running red lights, failing to yield during turning movements, or failing to yield during merge movements of traffic.

Through public input and consultation with the Technical Advisory Committee, the Chariton Valley Transportation Planning Affiliation has identified several priority roadways for improvement, those being:



1. U.S. Highway 63



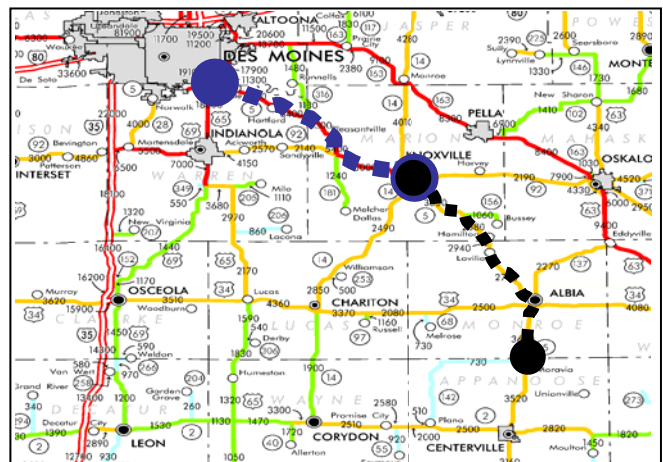
Highway 63 near Bloomfield is the only stretch of the Avenue of the Capitals in either Iowa or Missouri that is not scheduled for four-lane reconstruction. The general deterioration of the road surface, lack of adequate passing facilities, and the embargoed status of bridges along the route make this already busy route dangerous to users, limits the ability of local businesses to expand, and is a deterrent to future growth.



2. Iowa Highway 5



Iowa Highway 5 is a vital connection for the counties of the CVTPA to the Des Moines metropolitan area. Highway 5 is also one of the major routes for traffic to and from Lake Rathbun and Iowa's premier resort destination park, Honey



Creek Resort State Park, also on Lake Rathbun. This route is also one of the oldest design paved roadways in the state and has limited passing lanes and areas of poor site distance. It also carries not only a large amount of truck traffic, but also many recreational vehicles such as campers and boat trailers.

3. Interstate 35



Interstate 35 is the most heavily traveled route in the Chariton Valley Transportation Planning Affiliation and is also the major north-south transportation route for the entire state of Iowa. Many of the CVTPA's businesses and industries rely on goods that are brought in and out of the region via Interstate 35. The interstate is also a major entry point for many of the visitors to the region and is the most direct route between Des Moines and Kansas City, Missouri. Although modern in

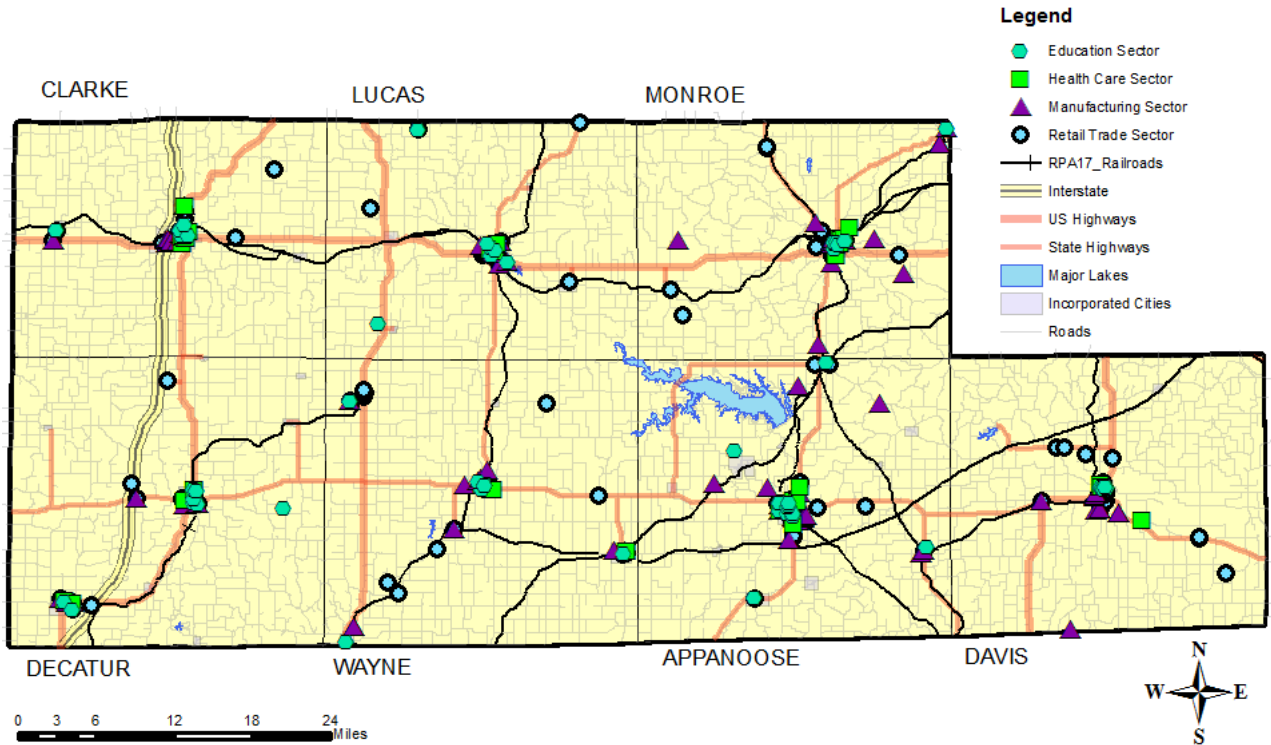
its design and capable of safely handling a much higher rate of traffic than other routes in the region, Interstate 35 also suffers from its high level of use and is in need of continuous monitoring and evaluating, particularly in Clarke County north of Osceola.

In summary, these areas of need will be targeted for local, state, and federal appropriations to ensure that they will continue to function as vital arteries of the transportation system. Specifically, Highway 63 around Bloomfield needs to be slated for four-lane reconstruction or have improvements made to its two lane design to allow it to handle its current rate of traffic as well as the load it is anticipated to have in the future. Likewise, Highway 2 between Centerville and West Grove requires reconstruction to allow it to safely handle the many trucks that travel it daily and to act as a catalyst for future economic growth for the region. Highway 5 requires proper passing facilities and other upgrades to allow it to continue to serve the economic needs of southern Iowa as well as provide the proper support to the state's large investment at the Honey Creek Resort State Park. Interstate 35 requires resurfacing to enable it to continue to be a key corridor for the entire state.

Four industries employ large numbers of Chariton Valley residents including manufacturing, health care, education, and retail trade. By the nature of each of these industries, the last two are most prone to distribute employees over more area while manufacturing and hospitals are more likely to concentrate employees to fewer, discrete locations.



Figure 11: RPA 17 Large Employers Map



Source: Iowa DOT GIS data compiled by CVTPA

Regional Transportation Needs & Issues

The key safety and security findings for the RPA 17 transportation region have identified in the Long Range Transportation Plan:

- Crash rates have generally remained fairly constant or declined over the past few years for both intersection and non-intersection crashes. Incorporating cost effective safety improvements into reconstruction and rehabilitation projects when feasible is desired.
- Safety improvements have been made along highways 2, 65, I-35 and are planned for highways 63 and 5 in the future.
- It is impossible to monitor or secure every mile of road or every mile of rail. Instead, key areas or structures may be checked and alternative routes planned in the event of a disruption.
- Davis, Monroe, Clarke, and Decatur Counties have FEMA approved Pre-Disaster Mitigation Plans in place. The existing plans are Multi-Jurisdictional that include incorporated communities and the rural county. Appanoose, Lucas and Wayne Counties are in the process of developing such plans as well.

Action Plan

The following improvements are identified needs or suggested improvements to the previously listed inventory of the regional transportation network. This is not a list of programmed activities and is not project specific. It is a tool to be used as justification for Transportation Improvement Program project development over the next 20 years. The overall goal is to maintain the existing regional highway network, initiating improvements at the federal, state, county and city level as needed. As a complete network, preservation, reconstruction, bridge replacement and rehabilitation and safety improvements are a higher priority than capacity building and new facility construction.

C. Bridges

Bridges are a critical part of transportation infrastructure in the RPA 17 region, as well as the state and national transportation system. These structures allow the spanning of depressions, lakes, rivers, streams, and valleys and also provide for grade-separated crossings of roads and rail lines. Bridges may also be built for a specific transportation mode, such as bicycles and pedestrians, rail or vehicles to cross an obstacle. Iowa Department of Transportation defines a bridge as a structure that has a span of over twenty feet. Smaller spans over obstacles are typically accomplished through utilizing culverts.

The Iowa DOT maintains bridges on the primary roads. Each City or County is responsible for the bridges within their jurisdiction and are not located on primary roads. All bridges are inspected on a one or two year cycle. These inspections are used to determine the bridge's sufficiency rating, which reflects its ability to remain in service and continue to perform its role. Bridges with a sufficiency rating below 50 are generally considered to be in poor condition and are monitored more closely for further deterioration. This does not necessarily mean that the bridge needs to be replaced, but rather it needs to be monitored and evaluated further to determine if the bridge needs to be rehabilitated or replaced, or if it can be stabilized through abutment repairs or load postings. Rail bridges will not be included in this section, as they are privately owned and operated by the rail companies.

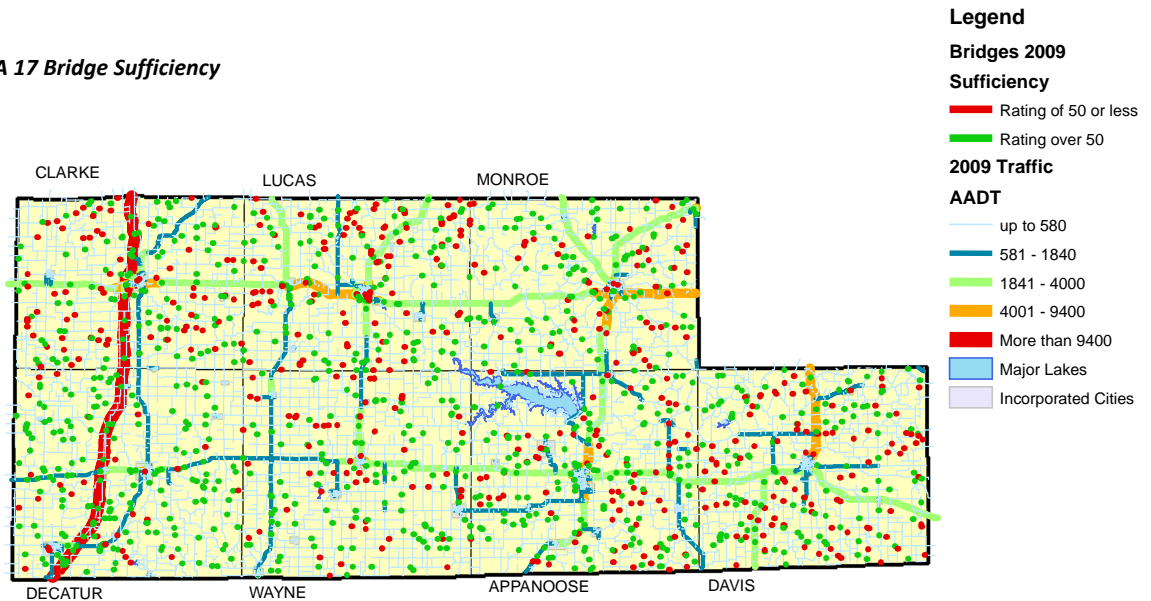
Along with the condition and safety of roadways the maintenance and improvement of the system of bridges throughout the region is a major concern and contributes directly to the effectiveness of the overall roadway system. There are hundreds of bridges in the CVTPA and a large portion of those are in need of replacement. At the current rate of funding this replacement process will take decades and will not be completed before many of the bridges will become deficient or deteriorated beyond repair. Therefore, if new funding does not become available then alternative types of bridge structures may be a possible solution to the bridge replacement problem.

The 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 a total of 1,229 bridges in the RPA 17 region and of them 774 are identified by DOT as needing repair. Figure 16 below details the conditions of the bridge inventory in the RPA 17 region. In this table, it is clear that approximately 63% of bridges are in serious need of repair to allow continued travel in upcoming years.

Table 16: RPA 17 Bridge Sufficiencies

	TOTAL BRIDGES	SUFFICIENCY RATING OVER 50	SUFFICIENCY RATING BELOW 50	BRIDGES CURRENTLY CLOSED
COUNTY				
APPANOOSE	193	129	64	
CLARKE	155	89	66	
DAVIS	203	109	94	10
DECATUR	174	137	37	
LUCAS	202	110	64	
MONROE	149	91	58	
WAYNE	153	105	48	0

Figure 12: RPA 17 Bridge Sufficiency



Locations

Source: Iowa DOT GIS data compiled by CVTPA

Figure 12 above locates the bridges throughout the region. Davis County has identified the greatest number of disrepair bridges in the region. Although this number is the highest in the RPA region the least sufficiency rating still has 35% of bridges that are in need of repair or replacement.

Roadway Safety is of utmost priority for the RPA 17 region. The technical committee has previously listed location of concern in this document. It is also important to consider the precise cause or location of events. The following charts display the causes of accidents from 2001-2006. The summary of the events indicate that the majority are by human error, weather conditions or elements beyond the control of county transportation modals.



Regional Transportation Needs & Issues

The key findings for the RPA 17 transportation region have identified in the Long Range Transportation Plan:

- The region has an exceptionally high number of bridges. Counties spend considerable time and money maintaining the numerous bridges within their jurisdictions. Additional funds are also needed to help rehabilitate the many bridges, especially those located on the secondary roads systems. The lack of funds to repair bridges is so severe it has already resulted in a few secondary roads in rural areas being closed.

Action Plan

The following improvements are identified needs or suggested improvements to the previously listed inventory of the regional transportation network. This is not a list of programmed activities and is not project specific. It is a tool to be used as justification for Transportation Improvement Program project development over the next 20 years. The overall goal is to maintain the existing regional highway network, initiating improvements at the federal, state, county and city level as needed. As a complete network, preservation, reconstruction, bridge replacement and rehabilitation and safety improvements are a higher priority than capacity building and new facility construction.

D. Rail

Railroads are a vital part of Iowa's overall transportation system, helping to move both freight and passengers safely and efficiently. Railroads are absolutely critical for some Iowa freight commodities, including corn, soybeans, chemicals, motor vehicles and other equipment, wood and paper products, minerals and ores, coal, and biofuels. Passenger rail can play a critical role in helping to address the ongoing challenges of unstable energy prices, higher greenhouse gas emissions, and the growing mobility needs of Iowans. Without efficient railroad transportation, Iowa's economy would suffer. Maintaining and improving railway service in Iowa requires a proactive partnership between a number of organizations, including private rail carriers, rail shippers, passengers, the Iowa DOT, other state and federal agencies, and local governments.

The 2009 Iowa Railroad System Plan (draft) prepared by the Iowa DOT is used to guide the Iowa Department of Transportation in its activities of promoting access to rail transportation. It also is helping to improve the freight railroad transportation system, expanding passenger rail service, and promoting improved safety both on the rail system and where the rail system interacts with people and other modes of transportation. Key issues identified in the 2009 Iowa Railroad System Plan (draft) are also critical to the RPA 17 region. Current trends identified in the plan are reflected in this region as well.

Both Freight and Passenger

- Improving the security of the Iowa rail network
- Increasing funding availability from state, federal and private sources
- Increasing safety at railroad/highway crossings

Freight

- Increasing rail capacity to meet current and future demands
- Increasing rail access to accommodate business and industries
 - Considering locating or expanding in Iowa
- Upgrading branch line to handle increasing heavier rail cars

Passenger

- Sustaining current passenger rail service on Amtrak long distance service
- Expanding intercity passenger rail service to serve Iowa's population centers

Current Trends

- Fewer rail miles
- Iowa rail traffic continues to grow
- Revenues per ton-mile are declining
- Cars are getting larger
- Trains are getting longer
- Shift to fewer, larger shipping facilities
- Dramatic growth in biofuels impacting rail service and equipment needs
- Fewer train derailments and rail-highway crossing accidents
- Financial constraints limit railroad companies ability to expand their capacity
- Iowa passenger rail ridership is increasing
- Growing interest in adding additional intercity passenger rail service in Iowa

Rail transportation is important because it is much more efficient at hauling heavy and bulk goods long distances. For example, one rail car can carry as much as four semi trucks, or can save a farmer between \$.01 and \$.03 per bushel when compared to trucks. Railroads also provide jobs and money to the state and local economy. In Iowa, the railroads employ about 4,000 people and contribute \$230 million to the economy as well as investing an additional \$225 million across the state annually to maintain track and infrastructure.

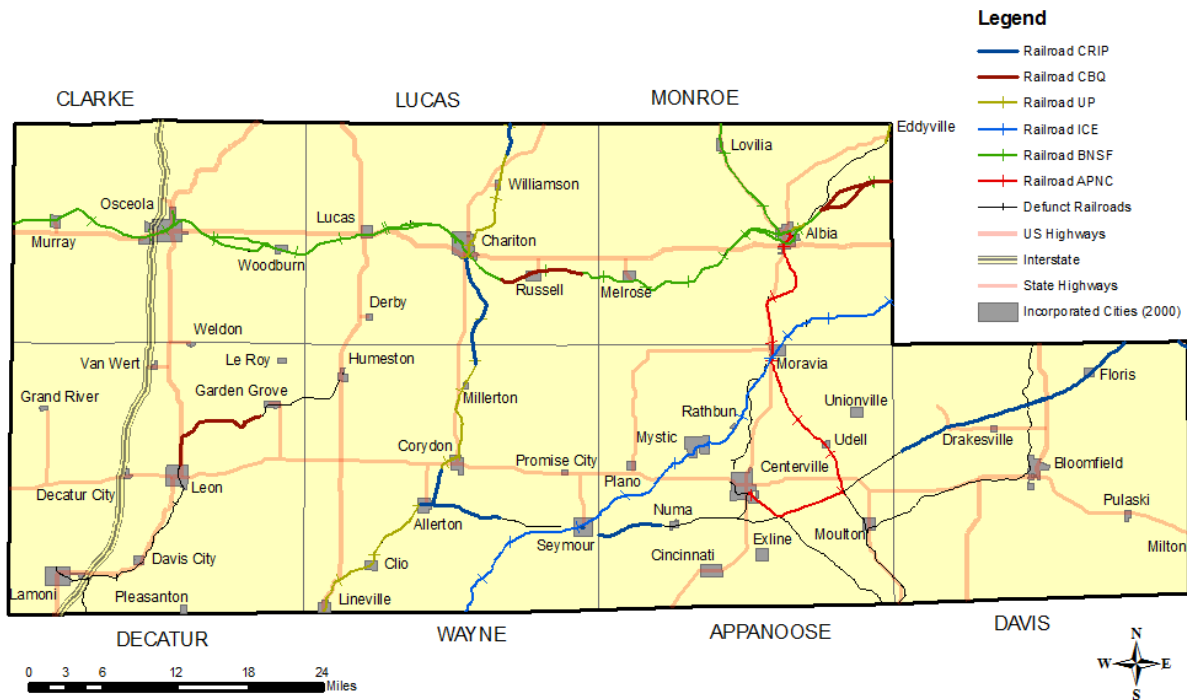
Rail traffic has doubled since 1985, and it's expected to increase by another 44% by the year 2020 (Iowa DOT). It is primarily used to haul large or bulk goods in the state with the primary originating cargos being food and farm products and the primary terminating cargos are chemicals, farm products, and coal. At the same time that the rail volumes are increasing, the miles of rail track has decreased by 500 miles and is now at 40% of the peak mileage for the state. This means that while new lines are not being built, existing lines are carrying more traffic and with bigger railcars or longer trains. Even as rail traffic has increased, there have been a declining number of derailments and train-automobile accidents. Also the number of railroads in operation has decreased. This, along with the decrease in track mileage indicates that the railroads are consolidating, operating more and longer trains with bigger cars on the

existing tracks. The railroads have also consolidated their yards, limiting the number of loading and unloading points. This has led to an increase in truck traffic moving the goods between the rail yards and local markets.

Rail traffic provides a valuable service to the economy of the CVTPA. It helps move cargo within the region and provides connections to the rest of Iowa and the world.

There are 289 miles of railway by five different rail operators. The largest benefactor in the region is the industries who can transport product along the railway. Service is offered by BSNF Railway, Iowa Chicago and Eastern (ICE) Railway, Appanoose County Community Railroad (APNC), Norfolk and Southern Rail way and Union Pacific Railroad.

Figure 13: Rail Service in CVTPA



Source: Iowa DOT GIS data compiled by CVTPA

Figure 13: “RPA 17 Rail lines” shows that BNSF operates across the counties of Clarke, Lucas and Monroe counties from west to east. Appanoose County Community Railroad has a branch line that offers service from Centerville in Appanoose County to Albia in Monroe County. Union Pacific Railroad parallels state highway 14 north and south through the counties of Lucas and Wayne. ICE Railroad crosses diagonally from the southeastern corner of Monroe County, through Appanoose County and the southeastern corner of Wayne County. Norfolk and Southern Railway Company is solely in Monroe County in the Albia and Lovilia region.

Burlington Northern Santa Fe (BNSF)

Burlington Northern Santa Fe (BNSF) is one of the nation's largest railroad companies and operates east-west lines that pass through Clarke (Cities of Osceola, Murray, Woodburn communities), Lucas (Cities of Lucas, Chariton, Russell), and Monroe (Cities of Melrose, Albia, Lovilia) Counties. BNSF operates in 28 states and has over 32,000 route miles, of which 710 are in Iowa. BNSF is also the largest transporter of low-sulfur coal in the world and the largest transporter of grain by rail in North America—the primary rail freight through the region. Over one million carloads of agricultural commodities are handled by BNSF each year. Other main products handled by them are intermodal containers and trailers, chemicals, metals and minerals, Forest products, automobiles, and consumer goods. BNSF also has the shortest route between Chicago and the Pacific Northwest region (2,218 miles to Seattle). They also offer the shortest route to Southern California (2,214 miles to Los Angeles). Both of these services are offered in our region at the Osceola depot. Averages of 32 per day cross through the region on the BNSF track.

The majority of the BNSF rail line was originally laid in the late 1800's when construction techniques were more primitive than today. Soil and weather conditions in the region cause an ongoing problem with maintenance. Some sections of the track have speed restrictions on them due to their conditions. As a result, major upgrades are desired. Track congestion often causes delays for trains traveling through the region. Therefore, increased capacity to avoid delays is desirable, especially because the rail lines are also used by Amtrak for twice-daily passenger service.

Norfolk Southern Railway Company

The Norfolk Southern Railway Company was formed June 1, 1982, with the merging of the Norfolk and Western Railway and the Southern Railway. The NS is owned by Norfolk Southern Corporation which is based in Norfolk, Virginia.

The railroad operates more than 14,400 miles of track in 22 states in the Southeast and Midwest, as well as in Ontario, Canada. The NS operates 44 miles of track in Iowa running from Des Moines to Burlington, most of which are track age rights on the Burlington Northern Santa Fe. The railroad employs almost 25,000 people system wide.

The main products handled by the NS include coal, chemicals, paper/forest, intermodal, agricultural, metal/construction, and automotive.

In June 1997, the NS and CSX filed a joint application to purchase the Conrail property. The NS began operating about 7,200 miles of the former Conrail property June 1, 1999.

Chicago, Rock Island and Pacific (CRIP)

The Chicago, Rock Island and Pacific Railroad (CRI&P RR) was a [Class I railroad](#) in the United States. It was also known as the Rock Island Line, or, in its final years, The Rock. The corporation struggled through the 1960-1980's and had numerous attempts to be absorbed by other rail entities.

Gibbons was released from the Rock Island on June 1, 1984 as the estate of the Chicago, Rock Island and Pacific Railroad expired. All assets had been sold, all debts had been paid, and the former railroad found itself with a large amount of cash. The name of the company was changed to [Chicago Pacific](#)

[Corporation](#) to further distance itself from the defunct railroad and their first purchase was the Hoover appliance company. In 1988, the company would be acquired by the [Maytag](#) Corporation.

Ironically, through the mega mergers of the 1990s the [Union Pacific](#) railroad ultimately ended up owning and operating more of the Rock Island than it would have acquired in its attempted 1964 merger. The one line it currently does not own (or operate regularly, other than detours) is the Chicago to Omaha main line that drove it to merge with the Rock Island in the first place. This line is now owned and prospers under Iowa Interstate Railroad.

Chicago, Burlington, and Quincy Railroad (CBQ)

On March 2, 1970, the Chicago, Burlington & Quincy Railroad became a part of the Burlington Northern Railroad, which merged the CB&Q with its owners, the Great Northern and the Northern Pacific. Shortly thereafter, America's passenger trains were nationalized with the creation of Amtrak. The silver, stainless steel Zephyrs gave way to a rainbow of equipment from railroads across the nation. The BN painted the Burlington's bright Chinese red locomotives Cascade Green and they continued pulling freight trains of all kinds. The most frequent train of the modern age is unit trains of coal, grain and inter-modal containers. Then on, September 22, 1995, another merger took place, combining the BN with the Atchison, Topeka & Santa Fe Railroad creating the current BNSF railroad.

Union Pacific (UP)

The Union Pacific Railroad Company was chartered in 1862 through an act of Congress. The railroad is comprised of the original Union Pacific, Missouri Pacific, Chicago and North Western, and Southern Pacific railroads. The UP is part of the Union Pacific Corporation based in Dallas, Texas, which also owns Union Pacific Technologies, Skyway Freight Systems, and Overnight.

The UP is the largest railroad in the U.S., operating nearly 34,000 miles in 24 states in the western two-thirds of the United States and into Mexico. The UP operations link major West coast and Gulf ports with major gateways to the east including Chicago, St. Louis, Memphis, and New Orleans. The railroad operates 1,752 miles in Iowa. UP operates a main line from Clinton to Council Bluffs and another north-south route through central Iowa, along with many branch lines. The railroad employs almost 53,000 people system wide, with 1,941 located in Iowa.



The main products handled by the UP include chemicals, coal, food and food products, forest products, grain and grain products, intermodal, metals and minerals, and automobiles and parts.

The Iowa, Chicago and Eastern (ICE)

The Iowa, Chicago and Eastern are owned by Cedar American Rail Holdings, a subsidiary of the Dakota, Minnesota and Eastern. Created by the purchase of the I&M Rail Link LLC, IC&E commenced operations on July 30th, 2002. The 1400 mile line, based in Davenport, IA, serves the states of Illinois, Iowa,

Missouri, Minnesota and Wisconsin. Principal commodities include chemicals, coal, steel, automobiles, and agricultural products. Train dispatching is performed at a joint DM&E/IC&E facility in Sioux Falls, SD. On October 30th, 2008, the Iowa, Chicago & Eastern and its parent company, DM&E, were merged into the Canadian Pacific as its subsidiary Dakota, Minnesota & Eastern.

Motive power consisted of mostly ex-UP SD40-2's rebuilt by General Electric and ex-SP GP40-2's rebuilt by NRE in Silvis, IL. Four DM&E GP38s along with several ex-IMRL engines round out the roster. The SD40-2s and GP40-2s are painted in a DM&E inspired blue and yellow scheme with the name of the railroad spelled out on the sides of the locomotive. Starting in 2005 many of the "new" engines carry names of the towns that IC&E serves, a practice utilized on the DM&E.

The Appanoose County Community Railroad (APNC)

The Appanoose County Community Railroad was formed in 1983 by the town of Centerville, utilizing abandoned sections of the Burlington Northern, Rock Island and Norfolk Southern railroads. The railroad is a non-profit railroad with headquarters in Centerville.

The APNC operates 35 miles of rail from Centerville to Albia. The line connects with the Burlington Northern Santa Fe and the Norfolk Southern at Albia. Current employment totals five people, all located in Iowa.

The main commodity handled by the APNC is plastic products.

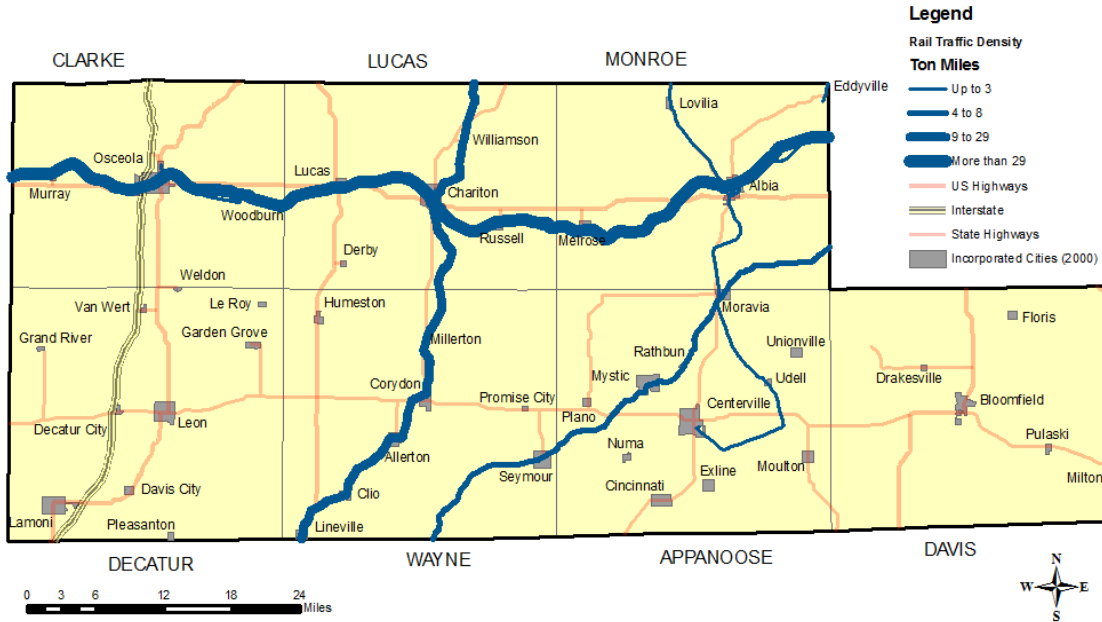
I & M Rail Link, LLC (IMRL)

The I & M Rail Link was formed February 3, 1997, to operate the CP Rail System track in Illinois, Iowa, Minnesota and Missouri. The railroad is owned by the Washington Group which is located in Missoula, Montana. IMRL is headquartered in Davenport.

The railroad operates 1,404 miles of track from Minneapolis to Chicago and Kansas City, paralleling the Mississippi River through Iowa. The IMRL also operates a line across northern Iowa and southern Minnesota. Iowa operations consist of 688 miles. The railroad serves intermodal facilities located in Chicago, Kansas City, Minneapolis and the Quad Cities. Current employment totals 688 systems wide, with 350 located in Iowa.

The main products handled by the IMRL include coal, farm products, food products, chemicals, transportation equipment, miscellaneous mixed shipments, and hazardous materials.

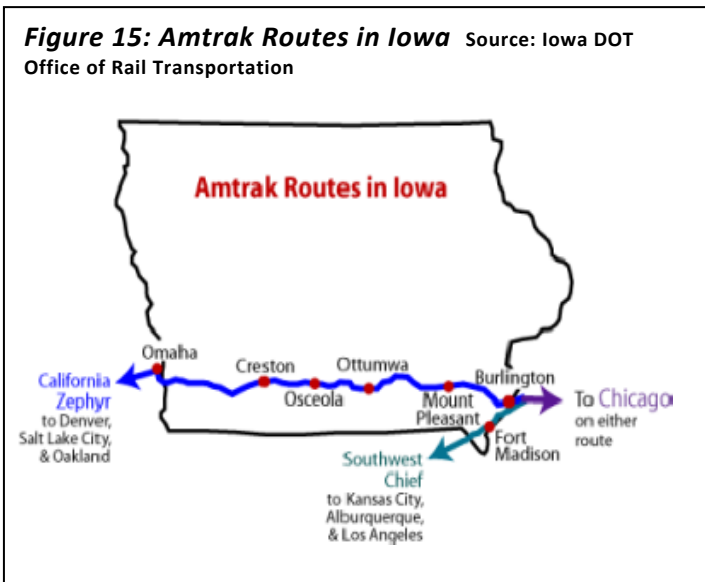
Figure 14: Rail Traffic Density



Source: Iowa DOT GIS data compiled by CVTPA

Amtrak

The Chariton Valley Transportation Planning Affiliation (CVTPA) is covered by one railroad passenger transit route. This route is the California Zephyr Route connecting Chicago, Denver, and Emeryville, California. This line is used by the current long distance intercity Amtrak service. Amtrak is the only federally subsidized, for-profit passenger rail provider serving this region. The only city in the Chariton Valley Transportation Region with an Amtrak stop is Osceola in Clarke County. However, there is a stop in Ottumwa in the county immediately to the east and in Creston in the county immediately to the west of the RPA 17 Region. The rail stops in Osceola are during the hours of 7am-10am or 7pm-9pm seven days a week. The current long distance Amtrak rail service is limited in its ability to provide and effective alternative to auto and air travel in the state. See *Figure 15: Amtrak Routes in Iowa*. This is an important part of rail service in the Midwest. Amtrak had more than 68,700 passenger



boarding's and alighting's in Iowa in 2010, with a majority of those passing through the region or getting on and off the line at Iowa's busiest Amtrak depot in Osceola. Ottumwa is Iowa's third busiest station with more than 70 boarding's and alightings a day.

The 2009 Iowa Railroad System Plan (draft) reviewed performance data and delay causes and identified action steps to reduce delays to the California Zephyr trains 5 and 6 (stops made in Osceola) with an objective to improve overall on-time performance. These actions steps include project work along the California Zephyr route, including the installation of four powered crossovers, the replacement of approximately 85,000 ties, the undercutting of about 17 miles of track and improving the depot facilities and amenities at the Osceola, Burlington, Fort Madison, Mount Pleasant, Ottumwa, and Creston.

Rail traffic is expected to rise throughout the state in the coming years and there is little reason to believe that this trend will not be seen in the CVTPA. Overall, the Iowa Department of Transportation anticipates a 44% increase in rail traffic statewide by the year 2020. Amtrak also forecasts substantial growth in both passenger miles and revenue, as shown by their projections of ridership and revenue shown below:

Table 17: Amtrak Ridership and Revenue Projections

PASSENGERS		MILES		REVENUES	
Year	Passengers (000s)	Year	Passengers (000s)	Year	Passengers (000s)
2000	74.5	2000	359	2000	14.4
2010	87.6	2010	423	2010	17.0
2020	99.9	2020	483	2020	19.36

Passenger Rail Expansion

Interest in expansion of passenger rail service within the State of Iowa has grown in recent years, in part due to the increasing gas prices. Amtrak has been supportive of a number of feasibility studies and funding requests made by the Iowa DOT for planning and expansion of service within Iowa. A north-south route that is slated to be studied would connect Minneapolis and Kansas City with stops at the depot stations in Mason City, Des Moines, and Osceola. It is anticipated that such expansions would enhance the existing passenger rail service available in the RPA 17 region by maintaining the existing Southern Iowa route, by making upgrades and improvements to the rail lines along that route and by providing enhanced, high-speed connections between Chicago and Iowa.

Local governments have little control over the decisions made by the railroads, as long as concerns are generally limited to the need for railroad crossings and warning devices. However, in an effort to have a voice in passenger rail matters, a coalition has been formed representing Councils of Governments, RPA's, and cities with Amtrak stations located in them along the Southern Iowa Amtrak route (Burlington, Creston, Mt Pleasant, Osceola, and Ottumwa). The purpose of this group is to advocate for retaining and improving passenger rail service in this region. Members of the group have also been

involved on the state level with the Iowa Passenger Rail Advisory Council. An ongoing concern and goal is to maintain the existing Amtrak route through Iowa.

The CVTPA Long Range Technical Advisory Committee has indicated that the greatest weakness about the rail system in this region the upkeep required at the crossing. There is additional maintenance and expense required for the approach and safety of the crossing zone.

Regional Transportation Needs & Issues

The key rail findings for the RPA 17 transportation region have identified in the Long Range Transportation Plan:

- 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.
- Efforts should be made to maintain or improve AMTRAK service within the region.
- Few rail incident or rail/vehicle crashes have occurred within region in recent years. However, improvements to warning devices should continue to be made on at-grade crossings when feasible, especially along high traffic roads.

Action Plan

The following improvements are identified needs or suggested improvements to the previously listed inventory of the regional transportation network. This is not a list of programmed activities and is not project specific. It is a tool to be used as justification for Transportation Improvement Program project development over the next 20 years.

- Work with railroads to improve crossing safety, especially when improvements are being made on the regional transportation network.
- Include railroads in decision-making process where applicable.
- Support rail access development at new and existing industrial parks.
- Support expansion of passenger rail services within the region.

E. Air

The Iowa Department of Transportation's Office of Aviation has set the following vision for the state and its airports: "to have safe, quality facilities and services that support transportation demands while meeting economic and quality of life needs in Iowa". In order to meet this goal, the following objectives are set:

- Aircraft approaches should be clear of obstructions
- All airports should have an emergency response plan
- All airports should have an airport security plan
- Airports meet, or work toward meeting, facility and at least 75% of service targets
- All airports maintain pavements to have pavement condition index 70 or greater
- All based aircraft are stored in covered hangers
- Most lowans are within acceptable drive time to Commercial Service or Enhanced Service airports
- Most lowans are within a 30-minute drive time to an airport with weather reporting capabilities
- Most lowans are within a 30-minute drive time to an airport with instrument approaches
- Airports should establish regular communication programs
- Commercial Service, Enhanced Service and General Service Airports should have rental aircraft and regular flight instruction at the airport
- Airports host pilot safety programs
- Airports should have a current master plan or airport layout plan
- Airports should protect air space and viability of airports with local height zoning ordinances and compatible land use
- Most employment in Iowa is within a 30-minute drive time to a Commercial Service Or Enhanced Service airport

Iowa airports are an important part of the state's transportation network and economy. They are part of a multi-modal transportation network that helps the state remain competitive in the national and global economy by supporting agricultural, commercial and industrial operation. Airports also contribute roughly \$834 million a year to the state's economy and provide approximately 10,000 jobs. Currently, there are eight commercial and 103 general aviation airports in the state. These airports host a total of 1,300,277 take-offs and landings each year, along with 1,501,546 airline passengers, and 245,127,874 pounds of air cargo. The number of take offs and landings is expected to increase by 411,408 or 31.6% by the year 2022, with boarding airline passengers increasing by 60.3% and air cargo increasing by 21.3% in the same time period.

The Iowa DOT divides airports into four categories: Basic Service, General Service, Enhanced Service and Commercial Service:

Local Service Airport – These airports support local aviation activity with little or no airport service.

1. Albia Municipal Airport
2. Lamoni Municipal Airport

Basic Service Airport – These airports have runways 3,000 feet or greater in length with facilities and services customized to meet local aviation demands.

1. Chariton Municipal Airport
2. Bloomfield Municipal Airport

General Service Airport – These airports have runways 4,000 feet or greater in length with facilities and services customized to support most general aviation activity, including small to mid-sized business jets. These airports serve as a community asset.

1. Centerville Municipal Airport
2. Osceola Municipal Airport

Enhanced Service Airports – These airports have runways 5,000 feet or greater in length with facilities and services to accommodate most general aviation activity, including small to most business jets. These airports serve business aviation and are regional transportation centers and economic centers.

Commercial Service Airports – These airports support some level of scheduled commercial airline service and have the infrastructure and services available to support a full range of general aviation activity. These facilities meet most needs of the aviation system and serve as essential transportation and economic centers of the state.

The CVTPA region is served by 6 municipal service airports located in Centerville, Chariton, Osceola, Albia, Bloomfield, and Lamoni. Two of these airports are listed as a General Aviation II (Centerville and Osceola). A basic service airport is the smallest type of airport (Chariton and Bloomfield) and is designed to support local aviation needs including recreational flying, special use aviation, and limited business flying. These airports should be able to handle and support primarily single engine aircraft. The Iowa Aviation plan sets the following facility and service objectives for Basic Service Airports; airports that don't meet these minimal guidelines may be classified as Basic Service II (which includes Albia and Lamoni)

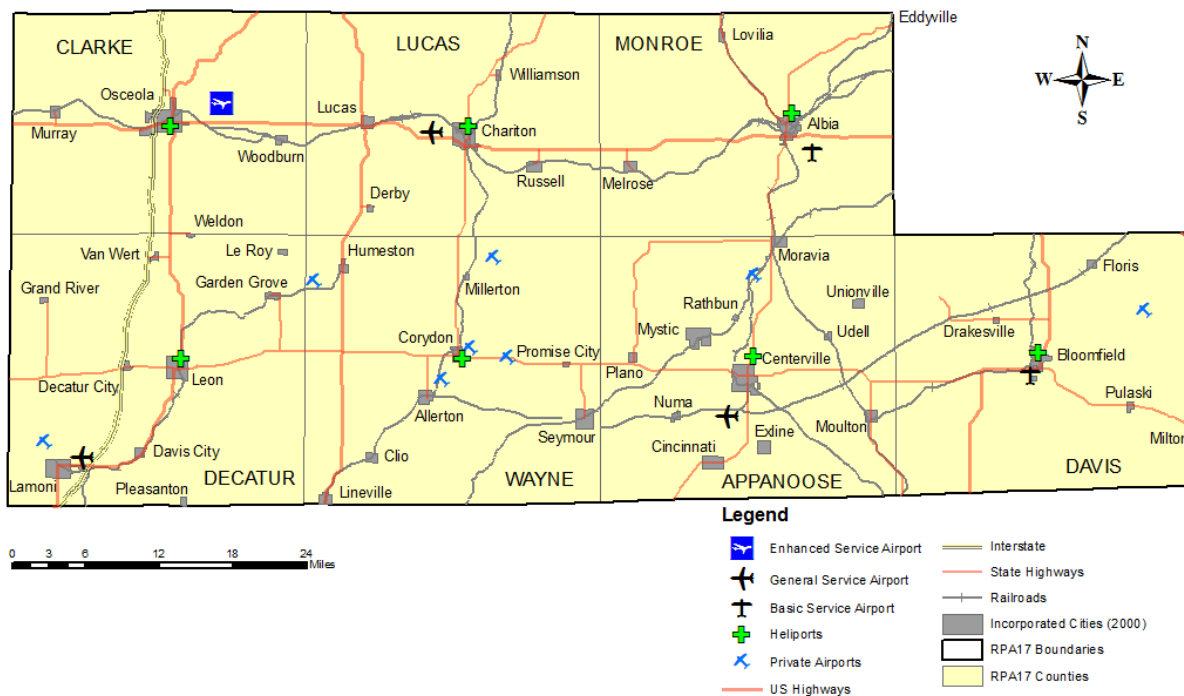
- A. Paved runway that is 3,000' x 60' or turf runway that is 2,500' x 120'
- B. Pilot controlled low intensity runway lighting
- C. Lighted wind indicator and wind sock
- D. 100 LL fuel
- E. Covered aircraft storage for 100% of based aircraft
- F. Apron area for 50% of daily transient aircraft
- G. Auto parking for 50% of based aircraft
- H. Public phone and restrooms
- I. Appropriate security lighting, fencing, and controlled airfield access.

The objectives outlined in the Iowa Aviation System Plan can apply to all airports and include the small facilities in RPA 17. It is critical that the airports of the region identify and address any obstructions to operations that lie in the approaches to the primary runway. Also, facilities should strive to meet the needs of corporate, business and local aircraft with hanger space and secure locations.

The technical committee believes that the current facilities are meeting the needs of the area at this time. The only location that has identified a need for increased use is Chariton. The Aviation Board for Lucas County would like to install a jet fuel depot and possibly upgrade levels to allow larger jets to utilize the facility. The city has had many contacts from potential clients that would use the airport during multiple national racing events at nearby Knoxville raceway.

In addition to the 6 airports in the region, there are seven heliports that are operating by the local hospitals in each county. Locating heliports adjacent to the hospitals greatly increases the level of medical care in the rural region by providing rapid transport to patients in need of critical care and time-sensitive equipment.

Figure 16: CVTPA Airport Locations



Source: Iowa DOT GIS data compiled by CVTPA

In order to use commercial air service, residents within the RPA 17 region must travel between 60 minutes and up to 6 hours. Larger airports near the region include:

Des Moines (1.5hr)
St Louis (5hrs)

Omaha (3hrs)
Minneapolis (6hrs)

Kansas City (3hrs)
Chicago (7hrs)

Nearby enhanced service facility locations include Ottumwa and Fairfield. These airports are designed to serve larger and heavier aircraft than a General Service Airport. These airports serve as important links in the state’s transportation system and they should have the facilities and services to handle the full range of general aviation aircraft.

One of the major sources of funding for aviation improvements is the Federal Airport Improvement Program, which obtains its monies through aviation user fees. Only airports included in the National Plan of Integrated Airport Systems (NPIAS) are eligible to apply for and receive these funds.



1. GENERAL SERVICE AIRPORTS

These airports have runways 4,000 feet or greater in length with facilities and services customized to support most general aviation activity, including small to mid-sized business jets. These airports serve as a community asset.

A. Centerville Municipal Airport

The Centerville Municipal Airport is owned and operated by the City of Centerville but is managed by the local Centerville Airport Commission. The airport is included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS designates the Centerville Municipal Airport as a general aviation airport and the Iowa Aviation System Plan (IASP) Airport Summary Report (ASR) identifies it as a General Service Airport.



General Service airports in Iowa provide an important means of accessing the communities and regions they serve and provide a link to the national transportation system. The Centerville Municipal Airport serves the general aviation needs of Appanoose County and the City of Centerville. The airport is mainly utilized by single engine aircraft. The airport offers an aircraft maintenance and repair service on an “on-call” basis. The airport also offers Jet A, 100LL and mogas fuel, aircraft apron tie-downs, hanger parking spaces and overnight storage.

A variety of aeronautical activities are offered at Centerville Municipal Airport, including: rental aircraft, on-call flight instruction, and a pilot area offering food and beverage, and a courtesy car as ground transportation.

The Centerville Municipal Airport is located in Appanoose County approximately 4 miles south of the City of Centerville and near the small community of Numa.

1. Existing facilities and services – The Centerville Municipal Airport offers one runway. Runway 16/34 is paved and is 4,100 feet in length and 75 feet wide. The runway has MIRL lighting system on the entire runway strip. The airport has a rotating beacon, lighted wind indicator, and AWOS weather reporting equipment. Landside facilities include apron tie-downs, 24 hanger parking spaces, and overnight itinerant aircraft locations. The facility does have Jet A fuel, 10LL, and mogas available. Pilots are offered a private area, food and beverage, restrooms and use of a computer for internet.
2. Airport Facility and Service Needs – The IASP ASR recommends maintaining services and facilities at the Centerville Airport and the following project developments:

Table 18: Centerville 2011-2030 Development Needs

2011-2030 Development Needs	
PROJECT DESCRIPTION	FUNDING NEEDED
Expand turnarounds and grade safety areas	\$465,000
Construct a crosswind runway	\$4,000,000
Airport Layout Plan (ALP) update (2020, 2030)	\$600,000
	TOTAL \$5,065,000

Source: 2011-2016 CIP Plans, LRNA plans, Iowa Statewide 2010 Pavement Management Report, Mead & Hunt, Inc.

Table 19: Centerville 2011-2030 Other Potential Projects

2011-2030 Other Potential Projects	
PROJECT DESCRIPTION	FUNDING NEEDED
Acquire Land	\$411,000
Install perimeter fence	\$152,000
	TOTAL \$563,000

Source: 2011-2016 CIP Plans, LRNA plans, Iowa Statewide 2010 Pavement Management Report, Mead & Hunt, Inc.

The Centerville Municipal Airport is included in the National Plan of Integrated Airport Systems (NPIAS). This makes the airport eligible to apply for Federal Airport Improvement Program (AIP) funding for airport improvements and airport planning. Qualifications for this funding general include a 5% local match/95% federal share. Applications for this funding may be submitted annually and among other things include a Airport Capital Improvement Plan (CIP) for fiscal years 2011-2014 addresses these recommendations using federal and local funds.

B. Osceola Municipal Airport -

The Osceola Municipal Airport is owned and operated by the City of Osceola but is managed by the local Osceola Airport Commission. The airport is included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS designates the Centerville Municipal Airport as a general aviation airport and the Iowa Aviation System Plan (IASP) Airport Summary Report (ASR) identifies it as a General Service Airport.

General Service airports in Iowa provide an important means of accessing the communities and regions



they serve and provide a link to the national transportation system. The Osceola Municipal Airport serves the general aviation needs of Clarke County and the City of Osceola. The airport is mainly utilized by single engine aircraft. The airport offers an aircraft maintenance and repair service on site. The airport also offers Jet A and 100LL fuel 24 hours a day. Also available are 6 aircraft apron tie-downs and 33 hanger parking spaces.

A variety of aeronautical activities are offered at Osceola Municipal Airport, including: a pilot area offering food and beverage, a computer and wireless internet and a courtesy car or car rental as ground transportation.

The Osceola Municipal Airport is located in Clarke County approximately 4 miles east of the City of Osceola.

1. Existing facilities and services – The Osceola Municipal Airport offers one runway. Runway 18/36 is paved and is 4,000 feet in length and 75 feet wide. The runway has MIRL lighting system on the entire runway strip. The airport has a rotating beacon, lighted wind indicator and AWOS weather reporting equipment. Landside facilities include 6 apron tie-downs and 33 hanger parking spaces. The facility does have Jet A fuel and 10LL fuel available. Pilots are offered a private area, food and beverage, restrooms and use of a computer for internet.
2. Airport Facility and Service Needs – The IASP ASR recommends maintaining services and facilities at the Centerville Airport and the following project developments:



Table 20: Osceola 2011-2030 Development Needs

2011-2030 Development Needs	
PROJECT DESCRIPTION	FUNDING NEEDED
Construct parallel taxiway Runway 36 approach end-grading	\$219,960
Construct parallel taxiway Runway 36 approach end-pave & light	\$788,410
Construct crosswind runway	\$1,601,050
Construction conventional hanger	\$330,000
Airport Layout Plan (ALP) update (2018, 2028)	\$600,000
	TOTAL \$3,539,420

Source: 2011-2016 CIP Plans, LRNA plans, Iowa Statewide 2010 Pavement Management Report, Mead & Hunt, Inc.

Table 21: Osceola 2011-2030 Other Potential Projects

2011-2030 Other Potential Projects	
PROJECT DESCRIPTION	FUNDING NEEDED
Environmental assessment for airport expansion	\$50,400
Acquire land for airport expansion	\$865,440
Relocated county road	\$1,071,150
Extend runway 18/36 by 400ft	\$615,410
Expand apron	\$238,230
Land acquisition for Runway 9/27 extension	\$362,830
	TOTAL \$3,203,460

Source: 2011-2016 CIP Plans, LRNA plans, Iowa Statewide 2010 Pavement Management Report, Mead & Hunt, Inc.

The Osceola Municipal Airport is included in the National Plan of Integrated Airport Systems (NPIAS). This makes the airport eligible to apply for Federal Airport Improvement Program (AIP) funding for airport improvements and airport planning. Qualifications for this funding general include a 5% local match/95% federal share. Applications for this funding may be submitted annually and among other things include a Airport Capital Improvement Plan (CIP) for fiscal years 2011-2014 addresses these recommendations using federal and local funds.

2. BASIC SERVICE AIRPORT –

These airports have runways 3,000 feet or greater in length with facilities and services customized to meet local aviation demands.

A. Chariton Municipal Airport



The Chariton Municipal Airport is owned and operated by the City of Chariton but is managed by the local Chariton Airport Commission. The airport is not included in the National Plan of Integrated Airport Systems (NPIAS). The Iowa Aviation System Plan (IASP) Airport Summary Report (ASR) identifies it as a Basic Service Airport. Basic service airports in Iowa provide an important means of accessing the communities and regions they serve and provide a link to the national transportation system. The Chariton Municipal Airport serves the general aviation needs of Lucas County and the City of Chariton. The airport is mainly utilized by single engine aircraft. The airport offers 100LL fuel, 12 aircraft apron tie-downs, 21 hanger parking spaces and overnight storage.

A variety of aeronautical activities are offered at Chariton Municipal Airport, including: a pilot area, a restroom and a courtesy car as ground transportation.

The Chariton Municipal Airport is located in Lucas County approximately 3 miles west of the City of Chariton.

- Existing facilities and services – The Chariton Municipal Airport offers two runways. The first Runway is 10/28 and is 4,000 feet in length and 75 feet wide. The runway has MIRL lighting system on the entire runway strip for both. The second is 17/35 and is 2,800 feet in length and 75 feet wide.



The airport has a rotating beacon, lighted wind indicator and AWOS weather reporting equipment. Landside facilities include 12 apron tie-downs, 21 hanger parking spaces, and overnight itinerant aircraft locations. The facility does have 10LL fuel available. Pilots are offered a small private area and a restroom.

4. Airport Facility and Service Needs – The IASP ASR recommends maintaining services and facilities at the Centerville Airport and the following project developments:

Table 22: Chariton 2011-2030 Development Needs

2011-2030 Development Needs	
PROJECT DESCRIPTION	FUNDING NEEDED
Design parallel taxiway	\$119,804
Replace Automated Weather Observing System (AWOS) III eqmt	\$131,580
Grade parallel taxiway for Runway 17/35 – phase 1	\$165,471
Construct parallel taxiway – phase II	\$369,414
Construct parallel taxiway – phase III	\$229,611
Install Medium Intensity Taxiway Lighting (MITL) on parallel taxiway	\$96,524
Construct parallel taxiway – phase IV	\$1,525,000
	TOTAL \$2,637,404

Source: 2011-2016 CIP Plans, LRNA plans, Iowa Statewide 2010 Pavement Management Report, Mead & Hunt, Inc.

B. Bloomfield Municipal Airport

The Bloomfield Municipal Airport is owned and operated by the City of Bloomfield but is managed by the local Bloomfield Airport Commission. The airport is not included in the National Plan of Integrated Airport Systems (NPIAS). The Iowa Aviation System Plan (IASP) Airport Summary Report (ASR) identifies it as a Basic Service Airport.

Basic service airports in Iowa provide an important means of accessing the communities and regions they serve and provide a link to the national transportation system. The Chariton Municipal Airport serves the general aviation needs of Davis County and the City of Bloomfield. The airport is mainly

utilized by single engine aircraft. The airport offers 100LL fuel, 12 aircraft apron tie-downs, 12 hanger parking spaces.



A variety of aeronautical activities are offered at Bloomfield Municipal Airport, including: a pilot area, a restroom, a computer and a courtesy car as ground transportation.

The Bloomfield Municipal Airport is located in Davis County approximately 3 miles south of the City of Bloomfield.

1. Existing facilities and services – The Bloomfield Municipal Airport offers one runway. The Runway is 18/36 and is 3,401 feet in length and 50 feet wide. The runway has MIRL lighting system on the entire runway strip. The airport has a rotating beacon and lighted wind indicator. Landside facilities include 12 apron tie-

downs and 21 hanger parking spaces. The facility does have 10LL fuel available. Pilots are offered a small private area, a restroom and a computer.

2. Airport Facility and Service Needs – The IASP ASR recommends maintaining services and facilities at the Bloomfield Airport and the following project developments:

Table 23: Bloomfield 2011-2030 Development Needs

2011-2030 Development Needs	
PROJECT DESCRIPTION	FUNDING NEEDED
Widen and resurface main runway	\$1,485,700
Apron major rehabilitation	\$200,439
Taxiway major rehabilitation	\$107,731
	TOTAL \$1,793,870

Source: 2011-2016 CIP Plans, LRNA plans, Iowa Statewide 2010 Pavement Management Report, Mead & Hunt, Inc.

Table 24: Bloomfield 2011-2030 Other Potential Projects

2011-2030 Other Potential Projects	
PROJECT DESCRIPTION	FUNDING NEEDED
Eliminate existing pond on airport property	\$284,000
Environmental assessment	\$40,000
Acquire land	\$257,000
Replace perimeter fence	\$161,000
	TOTAL \$742,000

3. LOCAL SERVICE AIRPORT – These airports support local aviation activity with little or no airport service.

A. Albia Municipal Airport –

The Albia Municipal Airport is owned and operated by the City of Albia but is managed by the local Albia Airport Commission. The airport is not included in the National Plan of Integrated Airport Systems (NPIAS). The Iowa Aviation System Plan (IASP) Airport Summary Report (ASR) identifies it as a Local Service Airport.

Local service airports in Iowa provide an important means of accessing the communities and regions they serve and provide a link to the national transportation system. The Albia Municipal Airport serves the general aviation needs of Monroe County and the City of Albia. The airport is mainly utilized by single engine aircraft but is utilized by a few multi-engine planes. The airport offers 100LL fuel, 7 aircraft apron tie-downs, 15 hanger parking spaces.



The Albia Municipal Airport is located in Monroe County approximately 3 miles south-southeast of the City of Albia.

1. Existing facilities and services – The Albia Municipal Airport offers one runways. The Runway is 13/31 and is 3,400 feet in length and 60 feet wide. The runway has

MIRL lighting system on the entire runway strip. The airport has a rotating beacon and lighted wind indicator. Landside facilities include 7 apron tie-downs and 15 hanger parking spaces. The facility does have 10LL fuel available.

2. Airport Facility and Service Needs – The IASP ASR recommends maintaining services and facilities at the Centerville Airport and the following project developments:

Table 25: Albia 2011-2030 Development Needs

2011-2030 Development Needs	
PROJECT DESCRIPTION	FUNDING NEEDED
Runway 13/31 major rehabilitation	\$271,534
Acquire land to building restriction line	\$189,000
Acquire land for Runway 13/31 runway protection zone	\$94,000
Acquire land	\$318,000
	TOTAL \$872,534

Source: 2011-2016 CIP Plans, LRNA plans, Iowa Statewide 2010 Pavement Management Report, Mead & Hunt, Inc.

B. Lamoni Municipal Airport

The Lamoni Municipal Airport is owned and operated by the City of Lamoni but is managed by the local Lamoni Airport Commission. The airport is not included in the National Plan of Integrated Airport Systems (NPIAS). The Iowa Aviation System Plan (IASP) Airport Summary Report (ASR) identifies it as a Local Service Airport.



Local service airports in Iowa provide an important means of accessing the communities and regions they serve and provide a link to the national transportation system. The Lamoni Municipal Airport serves the general aviation needs of Decatur County and the City of Lamoni. The airport is mainly utilized by single engine aircraft. The airport offers 100LL fuel, 4 aircraft apron tie-downs, 14 hanger parking spaces.

The Lamoni Municipal Airport is located in Decatur County approximately 2 miles northeast of the City of Lamoni.

1. Existing facilities and services – The Lamoni Municipal Airport offers one runways. The Runway is 18/36 and is 2,900 feet in length and 60 feet wide. The runway has MIRL lighting system on the entire runway strip. The airport has a rotating beacon, lighted wind indicator and the weather reporting system ASOS. Landside facilities include 4 apron tie-downs and 14 hanger parking spaces. The facility does have 10LL fuel available. Pilots also have a private area, a restroom, and access to a computer and wireless internet.
2. Airport Facility and Service Needs – The IASP ASR recommends maintaining services and facilities at the Centerville Airport and the following project developments:

Table 26: Lamoni 2011-2030 Development Needs

2011-2030 Development Needs	
PROJECT DESCRIPTION	FUNDING NEEDED
Apron major rehabilitation	\$150,339
Acquire land for 35ft building restriction line	\$253,680
Grading for runway 18/36	\$344,000
Extend runway 18/36	\$444,220

Extend apron	\$487,833
Construct connector taxiway	\$352,975
	TOTAL \$2,033,047

Source: 2011-2016 CIP Plans, LRNA plans, Iowa Statewide 2010 Pavement Management Report, Mead & Hunt, Inc.

Regional Transportation Needs & Issues

The key findings for the RPA 17 transportation region have identified in the Long Range Transportation Plan:

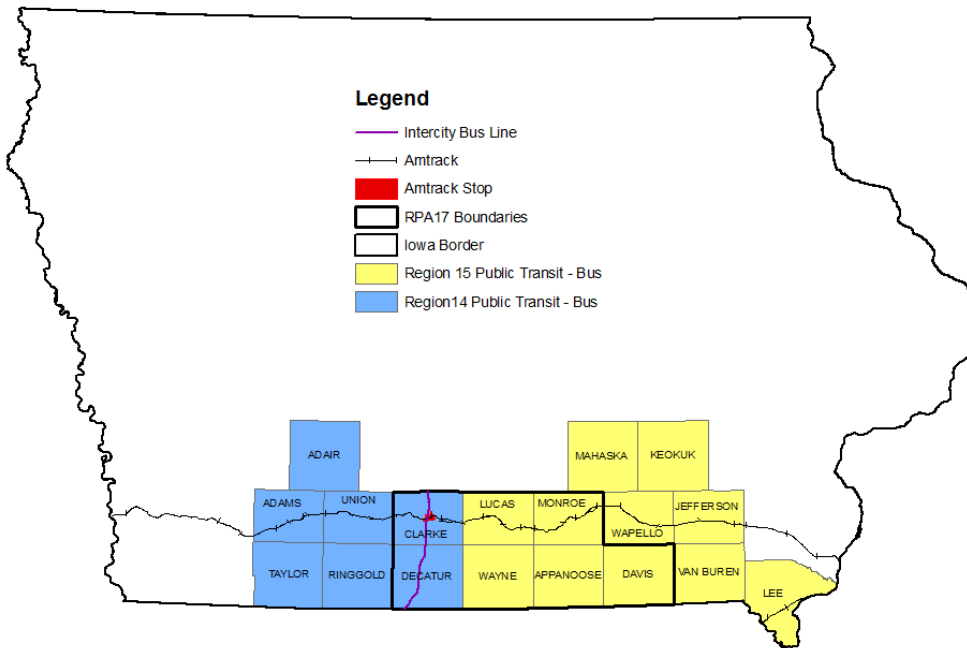
- Aviation facilities within the region generally meet the needs of business and industry; the only exception being the lack of regularly scheduled passenger air services.
- Regularly scheduled passenger air service must be obtained outside the RPA 17 region. The closest facilities offering the service are in Des Moines, Kansas City, Omaha or St Louis.
- Chariton and Centerville Airports should continue to pursue federal and state 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.

Action Plan

The following improvements are identified needs or suggested improvements to the previously listed inventory of the regional transportation network. This is not a list of programmed activities and is not project specific. It is a tool to be used as justification for Transportation Improvement Program project development over the next 20 years. The action of the RPA 17 region is to support facility updates and expansions of the public airports in the region.

F. Public Transit

Figure 17: Public Transit in RPA 17



Source: Iowa DOT GIS data compiled by CVTPA

RPA 17 is covered by two different public transit agencies, Southern Iowa Trolley (Region 14) and 10-15 Transit (Region 15). Amtrak passes through RPA 17, but the only station in this region is in Osceola in Clarke County. Just outside of RPA 17 is an Amtrak station in Ottumwa in Wapello County. Jefferson Lines, an intercity bus line, passes through Clarke and Decatur Counties, the western most two counties in RPA 17.

The additional transportation services in the Osceola area include shuttles to the casino and a private taxi service. The communities of Lamoni and Leon offer an inter-city shuttle service for local travel. The local hospitals throughout the region also usually provide shuttle service to a limited proximity.

This region is very rural in nature and the population relies heavily on individual private transportation. Transportation can always be a challenge in this setting; however, the technical committee felt that the current transit services appear to meet the needs at this time.

1. Public Transportation

Both public transit systems in the Chariton Valley Transportation Planning Region (CVTPA) provide demand response services to the general public. There are specific established routes that both transit agencies operate. For example, 10-15 Transit operates demand response, New Freedom services and Job Access Reverse Commute (JARC) operations. (JARC is a federally funded PUBLIC transportation system.) Southern Iowa Trolley has established routes that provide transport Leon to Lamoni and return

three days a week, monthly commutes to Des Moines for the communities of Osceola and Leon (in addition to other communities in RPA 14), and multiple other routes throughout RPA 14 region.

Service is available to anyone needing transportation by either transit provider. Riders may use the bus to; go to work, go to childcare, and return home. Easy four (4) steps to get service; call the transit provider directly or brokerage company TMS for those that are covered under Title 19 , state your destination and pick up time, and state if you will need a return pick up time; they notify the closest provider's dispatcher. The fleets of both public transit providers consist of lift-equipment vehicles making the system accessible to anyone.

The transportation systems provide all citizens access to basic services. The goals for both transit



systems are to meet all basic transportation needs for the general population within the bounds of operational budgets. Objectives for both agencies are to accommodate special needs populations and expand rolling stock and service options for all riders as permissible by financial constraints.

Transit service is provided to a diverse population throughout the region. Individuals with special needs, public and/or private school student riders, ages ranging from pre-kindergarten through college levels and senior

citizens are all frequent patrons of Southern Iowa Trolley and 10-15 Transit systems.

10-15 TRANSIT AUTHORITY:

10-15 Transit Agency provides service for eleven counties in southern Iowa including Appanoose, Davis, Lucas, Monroe, Wayne, Wapello, Mahaska, Keokuk, Van Buren, Jefferson, and Lee. A Board of Directors composed of elected, county supervisors from the counties in the 10-15 Transit service area governs the operations of the agency. Transit Administrator, Mark Hagist, manages the transit system's personnel, operations, contracts, and capital programs. Administrative headquarters and dispatch are co-located with Ottumwa Transit Authority in the City of Ottumwa, at 2417 South Emma Street, Ottumwa, Iowa 52501.

Of the eleven counties in 10-15 Transit's service area, the RPA 17 counties served by 10-15 Transit include Appanoose, Davis, Lucas, Monroe and Wayne.

SOUTHERN IOWA TROLLEY:

Southern Iowa Trolley is the public transit provider for the Iowa counties of Adair, Adams, Clarke, Decatur, Ringgold, Taylor, and Union. The agency is co-located with the Area XIV Agency on Aging and directed by the Area XIV Agency on Aging Board of Directors.

Chariton Valley counties served by Southern Iowa Trolley include Clarke and Decatur. Headquarters and dispatch are located in Creston, at 215 East Montgomery Street, Creston, Iowa 50801 with Pamela Stow, Transit Manager, coordinating transit programs and services.

FUNDING FOR TRANSIT SERVICES

10-15 Transit and Southern Iowa Trolley have multiple resources available through the Iowa DOT, Federal DOT, and Federal Transit Administration. The resources include general operating and maintenance, capital improvements, and program specific funding. In addition, 10-15 and Southern Iowa Trolley have regional resources through the availability of STP funds from respective RPAs. STP dollars may be used for planning activities and capital improvements.

Funding resources pursued and obtained by RPA public transit agencies include the following: State Transit Assistance, Capital Grants Program (5309), Non-Urbanized Area Formula Program (5311), New Freedom (5317), and regional Surface Transportation Program (STP). The funding levels are projected to increase by 3% over each year. A transit agency may also apply for additional 5317 funds if other transit agencies did not use all of their allocation through the STP. Federal funds utilized by the transit agencies include Statewide Transportation Planning Program, special Needs Formula Program, Non-urbanized Area Formula Programs, and the Older Americans Act. Other extensive financial supports come from contract revenue, passenger revenue, general levy fund, and senior living program.

TABLE 27: FUNDING TOTALS 2010 Program Funding Source	Southern Iowa Trolley Budget Amount	10-15 Transit Budget Amount
FEDERAL TRANSIT ASSISTANCE PROGRAMS:	--	--
Statewide Transportation Planning Program (Section 5304)	--	--
Capital Investment Program (Section 5309)	--	\$483,000
Special Needs Formula Program (Section 5310)	--	--
Non-urbanized Area Formula Programs (Section 5311)	\$257,977	\$526,195
Rural Training Assistance Program (RTAP) (Section 5311 (b)(3))	\$566,669	\$512,729
Intercity bus Assistance Program (Section 5311 (f))	--	--
Job Access/Reverse Commute (JARC) Program (5316)	--	\$25,000
New Freedom (NF) Program (5317)	--	\$22,562
Over-the-Road Bus Accessibility Program (Section 3038)	--	--
Older Americans Act	\$44,243	\$119,756
Head start	--	\$109,641
Medicaid	--	--
Federal Economic Stimulus	--	--
STATE TRANSIT ASSISTANCE PROGRAMS	--	--
STA Formula Program	\$243,240	\$344,895

STA Fellowship Program	--	--
FEDERAL FLEXIBLE FUNDS AVAILABLE TO TRANSIT	--	--
Surface Transportation Program (STP)	--	--
OTHER	\$500	--
Contract Revenue	\$465,000	\$924,884
Passenger Revenue	\$55,000	\$48,868
General Levy Fund	\$53,018	\$163,051
Senior Living Program	\$26,085	--
Program Income	\$19,000	--

Finding new or additional financial resources has been an ongoing challenge for agencies involved in transportation. Additional federal transit dollars from specialized programs such as Section 5317 (New Freedoms), Section 5316 (Job Access and Reverse Commute), or STA Special Projects programs are being investigated. However, the costs and time required of staff to administer and run such programs in the RPA 17 region would be considered, especially taking into consideration the relatively low population, small employers, and widespread distribution of employees. As transportation providers raise rates to cover their increased costs of providing services, they risk losing their current or potential new riders due to the high fares.

The affordability of transportation services relates not just to individuals riders but to the health and human services organizations that use public transit services for their consumers. Costs of vehicles, maintenance, fuel and insurance continue to rise, as do wages for staff to drive vehicles. Funding for such services must keep pace with the costs in order to continue to provide or increase transit services.

Each year Southern Iowa Trolley and 10-15 Transit take into consideration the various federal, state, and local funding streams available, as well as anticipated revenues to meet the operational expenses and capital expenses for the agency over the coming four-year period. Funds are programmed to meet the anticipated purchases necessary to operate the organization and to replace or expand rolling stock within that time period.

2. Rail Service

The Chariton Valley Transportation Planning Affiliation (CVTPA) is covered by one railroad passenger transit route. This is the route of the California Zephyr Route connecting Chicago, Denver, and Emeryville, California. This line is used by the current long distance intercity Amtrak service. Amtrak is the only federally subsidized, for-profit passenger rail provider serving this region.

The only city in the Chariton Valley Region with an Amtrak stop is Osceola in Clarke County. However, there is a stop in Ottumwa in the county immediately to the east and in Creston in the county immediately to the west of the RPA 17 Region. The rail stops in Osceola are during the hours of 7am-10am or 7pm-9pm seven days a week. The current long distance Amtrak rail service is limited in its ability to provide an effective alternative to auto and air travel in the state.

3. Commercial Bus / Taxi Service

Currently RPA 17 is served by commercial bus service offering nationwide transportation is located at Osceola in Clarke County. Those bus stops are for commercial carriers such as Greyhound and Jefferson Lines. They are located just inside the Southern Iowa Trolley region for transit. There is a taxi service for the area located in Osceola in Clarke County. It provides a local option for residents around the Osceola, Clarke County region. The company charges a flat rate per trip and doesn't have a restricted length of trips. The flat rate for transport to Creston is \$40 and Des Moines is \$85.00 for one way transport. Their current policy is that the return trip will be half the established price and it is \$15.00 per hour to wait for the client during down time. They have multiple vehicles, including one van that allows for wheelchair transport. They do offer Title 19 transportation and are registered with the current State brokerage system. This is a privately owned business and has been rather reluctant to share any other data.

4. Central Iowa Rideshare

Des Moines Area Regional Transit Authority (DART) offers many alternatives to driving in the area. It is serviced by residents of Osceola and Chariton. DART assists coordination and vehicle efforts for routine route riders and drivers within RPA 17 by providing carpools and vanpools. Three vans will also transport from Osceola and Chariton to the Des Moines Metro area, offering direct competition for Southern Iowa Trolley at a price below what Southern Iowa Trolley is able to offer.

Central Iowa Rideshare serves 14 counties in Central Iowa. It is a service that can have an annual Savings per vanpooler of \$6,000, an average rider can commute over 90 miles per day and the average monthly fare is \$70.00.

Regional Transportation Needs & Issues

The key findings for the RPA 17 transportation region have identified in the Long Range Transportation Plan:

- Public transit is primarily provided for within the regional by two transit providers – Southern Iowa Trolley 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 in order to provide the most public transit capability throughout the region.

Action Plan

The following improvements are identified needs or suggested improvements to the previously listed inventory of the regional transportation network. This is not a list of programmed activities and is not project specific. It is a tool to be used as justification for Transportation Improvement Program project development over the next 20 years. The action plan would include:

- Include a Transit Advisory Group to assist with decision making throughout the Passenger Transportation Plan where applicable.
- Identify and develop new service areas and new patrons without compromising service to existing Patrons.
- Replace the transit fleet as necessary and as funds allow.
- Study the feasibility of constructing or acquiring a new fleet maintenance/office facility of Southern Iowa Trolley that provides secure, covered parking, maintenance and vehicle washing facility and adequate office space with parking.

G. Trails

The focus of this nation’s surface transportation program for many years has been the development of highway system for the efficient movement of goods and people. Our highways offer unprecedented mobility benefits, but increasing concerns about air quality, open space, and traffic congestion led Congress to create several new programs through the 2005 SAFETEA- LU bill. These programs broaden the Federal focus on transportation from much more than just building highways to funding tied to planning requirements aimed at promoting a transportation system to meet a greater range of mobility needs, to ensure that communities are more sustainable. One key concept established in TEA-21 and carried forward in SAFETEA-LU was the idea of multi-modal transportation planning and safety. This chapter will focus on the development of bike and pedestrian segments of the region’s transportation system.

Trails development in RPA 174 has followed patterns of increasing development, similar to those in the rest of the U.S. While there has been a general increase in trails construction, some areas have been more active and more successful than in others. This is also the case in RPA 17, where some counties have had more success: in particular Appanoose and Lucas Counties. Appanoose County made great achievements in trail development due to the construction of Honey Creek Resort on Lake Rathbun State Park.

In the year 2000, the Chariton Valley Transportation Planning Affiliation prepared a trails plan for the region that proposed five goals for trail programs in the seven county areas. This trails plan was the product of an extensive stakeholder and public participation process that brought focus groups together in Chariton, Centerville, and Osceola on numerous occasions to identify the demand for trails and potential trail projects. The goals of this plan are listed below.

Goal 1. Provide Trail Connections Across Southern Iowa

- Connect cities and other regions of the state
- Connect public lands, recreational areas, and residential areas
- Link existing trails with future trails
- Look outside the seven county area

Goal 2. Provide A Trail System With Many Opportunities

- Provide a trail completely around Rathbun Lake

- Accommodate a broad user base
- Decide on locations that will be acceptable for the seven county area
- Identify new trail and recreational opportunities
- Improve the quality of existing trails
- Increase the use and exposure of Honey Creek State Park
- Increase the variety of trail types (motorized and non- motorized)
- Provide entry points to the trail from major towns

Goal 3. Involve The Community

- Broad level of public and private support
- Convince people that trails will improve the quality of life
- Develop bench marks to measure progress
- Form committee to develop plan
- Identify logical project sponsors and managers
- Determine priorities within the plan that will lead to a system

Goal 4. Enhance Tourism

- Increase opportunities for tourists
- Promote and market the area - including trails and communities
- Improve total recreation usage of the region
- Increase tourism in southern Iowa

Goal 5. Ensure Sufficient Funding Sources Are Available

- Determine funding sources and opportunities, including TEA-21 And others
- Find a way to tie in money to help with Lake erosion
- Establish a realistic cost estimate
- Design a trail system across southern Iowa that will qualify for federal and state funding

From these goals a proposed trails map was developed that includes incorporating the limited existing trails with an expanded trails system. This new system would take advantage of the many abandoned rail lines throughout the region as well as purpose built trails and shared trails along roadways. In addition to foot and bicycle trails, equestrian trails are also proposed, including a route that will be incorporated into the Honey Creek Resort State Park at Rathbun Lake. (See Figure 18 below)

Existing trails in the RPA 17 region include:

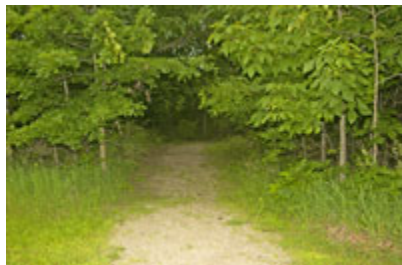
- McGowen Trail in Davis County. There are plans to expand this trail to the High School and Recreation Center.
- Lake Miami recreational trails in Monroe County.
- East Lake Park Trails in Clarke County.
- Lucas County would like to see the three trails of Cinder Path, the city's Twin Lakes, and Red Haw Trails eventually connect and lead to the Lake Rathbun Trails in Appanoose County.
- Lake Rathbun in Appanoose County. There are currently 10 miles of trails around Lake Rathbun and Honey Creek Resort and State Park.

- John King Bike Path/Walking Trail in the city limits of Albia, Monroe County.
- Decatur County offers little River Scenic Pathway, Nine Eagles Lake Recreation Trail, and Lameni Recreational Trails.
- Bobwhite State Park trails and Corydon Lake Park trails in Wayne County.

McGowan Recreation and Wildlife Area, Davis County, Iowa

The McGowen Recreation and Wildlife Area continue to improve and update its facilities to meet the needs of those who love the outdoors. Rental cabins have been added to help generate income for the park. During the 2006-2007 seasons, a 12-space campground was added for the convenience of those wishing to take in the park’s wildlife experience.

Funds from the state’s Wildlife Habitat Stamp grant and the state’s REAP funds were used to purchase the property, which consisted of 290 acres. “No local tax money was used to purchase the property,” said Krenz.



The campground facility is on the north side of 215th Street. Two cabins are available for rent on a year-round basis and feature both heating and air conditioning. The 12-space RV campground is located just west of the cabins. The cabins are available for rent by

the night or by the week.

There were four ponds on the farm at the time it was purchased. Since that time, five more have been built, including three new ones in 2004. The far south pond was built using fish habitat funds. Two ponds were built using excess dirt from a recent road construction project on the property. Of the nine ponds, all of them are stocked and should provide decent fishing for anglers.

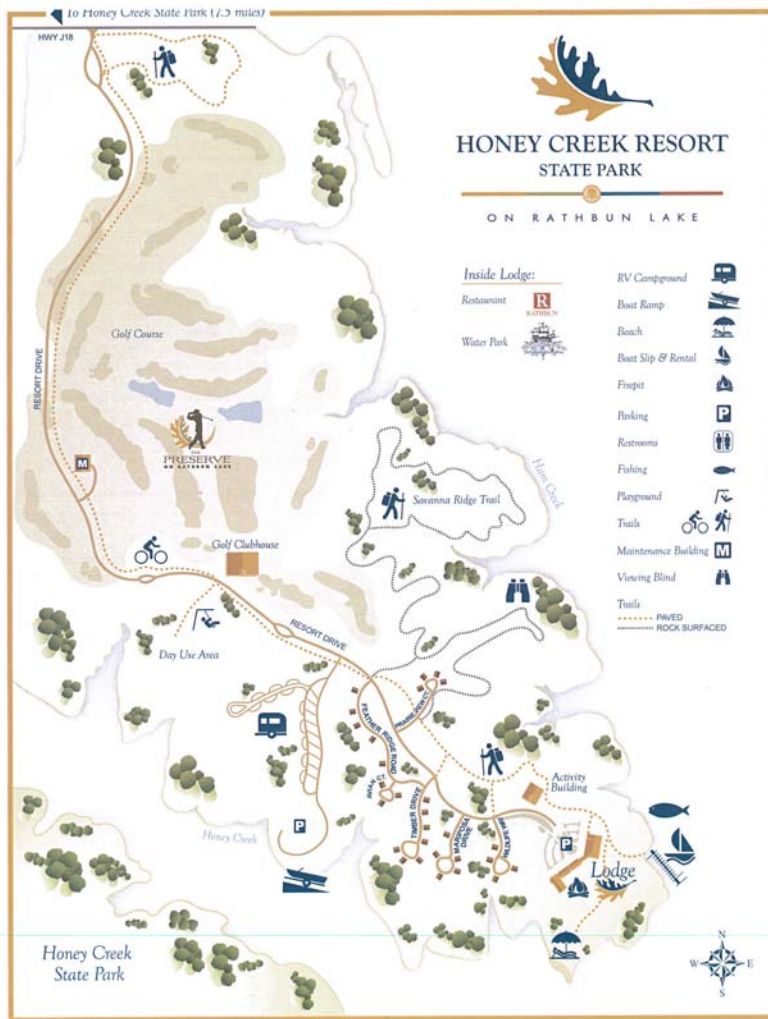
Over the years, thousands of trees and three acres of prairie grass/wild flowers have been planted. A timber stand improvement has helped native hardwoods re-establish themselves.

The Davis County Conversation Board started a trail system for hiking and horseback riding. A lime chip trail was also constructed with memorial funds. The new trail created better access to the fishing ponds as well.

The Conservation Board and the City of Bloomfield are also looking into securing funds to help finish the trail that they want to construct from the Mutchler Center (school) to the McGowen area.

Lake Rathbun Recreational Trails, Appanoose County, Iowa

Figure18: Honey Creek Resort at Lake Rathbun



Honey Creek Resort State Park opened September 19th, 2008. The golf course, 105 room lodge, Water Park, restaurant and conference center, docks and 28 cottages are all open. Work continues on the boat ramp and picnic area as well as landscaping of the entire area.

Honey Creek Resort State Park, located on the shores of Rathbun Lake, was developed as a high quality natural area with high quality amenities for use by outdoor enthusiasts during all four seasons.

The Iowa Department of Natural Resources (IDNR) owns the facilities which include a 105 room lodge, an indoor water park, a large conference center, eighteen-hole golf course, courtesy docks, RV Park and two and one-half miles of nature/primitive hiking

trails. Also included in the park are: approximately 15 miles of walking/hiking/biking trails, 45 miles of snowmobile trails and 20.7 miles of water trails, and twenty-eight modern cottages. Picnic shelters, a boat ramp, swimming beach and an activities center are under development.

Rathbun North Shore Trail

Currently under construction, the Rathbun North Shore Trail will consist of an 8.1 mile surfaced trail that will connect Prairie Ridge Park to Honey Creek Resort State Park. Designed for hiking and biking, the trail will offer vistas of the lake and tours through Southern Iowa prairie and woodlands. The trail is expected to be completed in 2012.

Honey Creek Resort State Park

There are 3.5 miles of granular surface nature trail and 3 miles of paved trail in the park.

Snowmobile Trail

Forty-five miles of varied terrain of the lake's north shore is available for snowmobile use. The trail includes bridges across draws and access to the project's natural areas. The trail is mown

once per year in the fall. Trail-heads are in Buck Creek and Honey Creek State Park with other access points along the way.

The Rathbun snowmobile trail is maintained by the volunteers of the Rathbun Snow Riders snowmobile club. The Iowa DNR provides financial support through the disbursement of snowmobile registration fees.

Sharron Bluffs State Park, Appanoose County, Iowa

The Sharon Bluffs State Park is located in Appanoose County in the State of Iowa. Fishing enthusiasts are particularly interested in this lake, however, there are plenty of other outdoor activities offered in the picnic area, wooded trails and Nature Center on the banks of the Chariton River. There are approximately 3 miles of natural terrain trails and camping.

Lelah Bradley Park, Centerville, Appanoose County, Iowa

Lelah Bradley Park offers fishing, boating, 7.7 miles hiking trails, hunting, camping, picnicking and nature study. Special permits for boating on the upper or lower reservoirs are available at the Law Center. The park is located in the southwest part of Centerville, Iowa.

Cinder Path Trail, Lucas & Wayne County, Iowa

This trail is Iowa's first rails-to-trails conversion. It follows a scenic corridor along the Chariton River and includes some covered bridges. The trail is 13.5-miles long, running from Chariton to Humeston. The trail is built on the old CB&Q railroad.



The trail runs between Chariton and Derby in Lucas County. The 9.5-mile Cinder Path is Iowa's oldest rails-to-trails conversion trail, having been established by the Lucas County Conservation Board after the route was abandoned by Burlington Northern in 1972. Most of the trail follows the valley of the Chariton River, which provides a densely wooded corridor and lots of shade for bicycling in southern Iowa's hot summers. Near the Chariton end of the trail is Barber Woods, a county nature preserve in the Chariton River lowlands that contains a stand of hickory trees, otherwise



rare in the area. There are several observation stands and rest stops built along this stretch that make nice spots for wildlife observation or a picnic. About two-thirds of the way to Derby you will encounter a covered wooden bridge, which was built after the railroad abandonment. This is a great trail for those looking for a quieter, more natural setting and a bit more of a riding challenge than the usual rail trail provides.

Woodburn Unit at Stephens State Forest, Clarke County, Iowa

Stephens State Forest is the largest in Iowa, with seven separate units totaling 14,112 acres. The Woodburn Unit is designated as the backpacking unit and contains 2,011 acres of rolling hills dissected by Sand and Bluebird Creeks. A gravel road divides the unit into two parts, allowing hikers to follow the two 2.5-mile loop trails in a figure-eight fashion to maximize trail length. There are five “backcountry” campsites in the unit, but because none is more than 2 miles from the parking area, you may want to walk the loop several times before calling it a day and pitching your tent

Little River Scenic Pathway, Decatur County, Iowa

Since 1994, the Little River Scenic Pathway has offered something for everyone to enjoy. Users can enjoy nature while hiking, biking, jogging, or exercising at various fitness areas along the trail or by just taking a leisurely stroll and enjoying a picnic. The trail, which lies on the old Chicago Burlington & Quincy Railroad, is open year-round for all to enjoy

Lamoni Recreational Trail, Decatur County, Iowa

The Lamoni Rail-Trail travels three miles from downtown Lamoni to the Welcome Center on Interstate 35.

Lake Miami Recreational Trail, Monroe County

Monroe County Conservation is located in south central Iowa, and is home to the Lake Miami Recreation Area. The Monroe CCB manages the Lake Miami, which is a 135 acre lake that also offers camping, overnight cabins, wildlife exhibit, 5 miles of recreational trails, playground, open and enclosed shelters and much more!

Nine Eagles Lake Recreational Trail, Decatur County, Iowa

Just 2 miles north of the Missouri border, sixty-two-acre Nine Eagles Lake nestles among a large band of forested hills. Spring-blooming wildflowers abound below the oak-hickory canopy. A short jaunt on the 3.1-mile loop trail around the lake, equipped with a fishing rod and binoculars, will land you a nice pan-fried dinner and a glimpse of migrating warblers or waterfowl in spring and fall. If you want, 4.1 miles of equestrian trails add some length to the walk.

John King Bike Path, City of Albia, Iowa, and Monroe County

This is a 1.48 mi Walk in Albia, IA. The Walk has a total ascent of 32.81 ft and has a maximum elevation of 964.57 ft.

Red Haw State Park Trails, Lucas County, Iowa

This state park is a nice place to visit all year round. In this 420-acre site is located a 72-acre lake that has a sandy beach. The lake is noted for its clear water and for large bluegills.

Hiking trails wind through the park and around the lake. A multi-use trail which allows snowmobiles follows the lake shore on the east and south side of the lake with several loops to offer some diversity. A hiking trail for pedestrians only follows along the west end of the lake.

The campground that overlooks the lake in one spot has a playground for children and a modern shower building. Visitors will find that 60 of the 80 campsites offer electrical hookups, paved roads, modern rest rooms, showers and a trailer dumping station. A playground provides fun for little campers. A boat ramp is conveniently located near the campground.

Red Haw State Park has recently purchased an additional 229 acres south of the existing park. Designated for public hunting, this area offers upland hunting opportunities and can be accessed by a county road south of the park.

In the spring the park has many beautiful redbud trees in bloom. Hiking trails are available; swimming, boating, and fishing are allowed. The 649-acre park is filled with hawthorns, oaks, maples and pine trees. During the summer months, visitors can enjoy swimming and boating. In the winter, visitors can enjoy ice skating, sledding, skiing and snowmobiling. Hiking trails wind through the park and around the sparkling clear 72- acre lake.

Twin Lakes Trail, City of Chariton, Lucas County, Iowa - Chariton City Parks

Nine city parks totaling over 60 acres provide enjoyment and recreational opportunities. These parks offer a swimming pool, tennis courts and provide facilities for Little League and Babe Ruth baseball, girls' softball, as well as adult softball. The Twin Lakes Reservoir Trail offers three quarters of a mile handicap accessible scenic walking.



Bobwhite State Park, Wayne County, Iowa

As Wayne County's only State Park, Bobwhite State Park offers an abundance of activities. This 390 acre park, with a 90 acre lake, has facilities for: Hiking (3 miles), picnicking, swimming, boating (restricted to electric motors only), camping (you can even "pitch your tent" where 500 covered wagons camped on the original 1846 Mormon Pioneer Trail). A Park Ranger is located at the park year round. The park is located one mile west of Allerton.

City of Corydon Lake Park to Walden Park (thru Van Terry Living Classroom (near elementary)) Wayne County, Iowa

Corydon Lake Park 1 mile southwest of Hwy. 2. Corydon Reservoir was constructed in 1919 and is located in south central Iowa on the west edge of Corydon, Iowa. The reservoir is an on-stream impoundment on a tributary of West Jackson Creek. The reservoir has a surface area of 58 acres when completely full and is split into two sections by railroad tracks. The main area of the reservoir is 52 acres, and the remaining 6 acres are a shallow marsh like area. The mean depth of the reservoir is approximately 5.9 feet and the volume is almost 15 million cubic feet when full. Corydon Reservoir is

located within the Corydon Lake Park (approx. 160 acres), managed by the Wayne County Conservation Board. The park and reservoir are used primarily for camping, fishing, boating, picnicking and hiking.

Pin Oak Marsh Trails – Lucas County, Iowa



In 1994, construction of a 160 acre wetlands was completed along Highway 14 South of Chariton. The addition of this wetland to already existing woodland and riverine habitats made Pin Oak Marsh a nature enthusiast's dream. Each year during the spring and fall migrations, you can see numerous ducks, geese, shorebirds and songbirds. Also with the abundance of vegetation around the wetland, you can catch a glimpse of beavers, muskrats, mink and river otters. Recreational opportunities are so available such as hiking, birding, nature photography and hunting.

Regional Transportation Needs & Issues

The key findings for trails and sidewalks for the RPA 17 transportation region have identified in the Long Range Transportation Plan:

- 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.

Action Plan

The following improvements are identified needs or suggested improvements to the previously listed inventory of the regional transportation network. This is not a list of programmed activities and is not project specific. It is a tool to be used as justification for Transportation Improvement Program project development over the next 20 years. The action plan would include:

- Focus on new trail developments at specific sites instead of a regional network. Geographic distances and limited funding limit the extent of developing a locally funded and maintained regional trail network. Regional funding on trails is ideally spent at precise locations or connecting adjacent sites and facilities.
- Place development priorities on facilities that have the greatest public use and need and will enhance the safety of cyclist and pedestrians.
- Continued effort for all trails and sidewalks to be ADA compliant throughout the region.

The key findings for the RPA 17 transportation region have identified in the Long Range Transportation Plan:

- 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.

CHAPTER 5 – Planning and the Environment

The region is rural and agricultural territory with most of the communities having less than 3,000 people. The only exception is Centerville, which has a population of 5,528 according to the 2010 US census. The seven largest communities have land use plans, however, many of them have not been updated in the last five years.

In some areas of the region there is concern about development of property that lies outside of corporate boundaries and in rural subdivisions that create a demand for public services. Providing roadways capable of handling the quantity and type of traffic generated by these developments must be considered. Large animal confinements cause a dilemma because, while they contribute to the region's economy, they can also add contamination to the watershed through accidental manure spills, and could affect the air quality for neighbors. Likewise, ethanol plans entail a great need of water and generate much heavy truck traffic but provide a local market for farmers. Concerns over this type of development point to an increasing call for serious conversations and up-to-date land use plans throughout RPA 17.

A. Parks, Historic Trails, Forests & Wildlife Refuges

1. National Parks

There are no National Parks located in the RPA 17 region.

2. State forests

Stephens State Forest is managed in accordance with the Iowa DNR's and the Bureau of Forestry's missions, visions, and goals for several benefits including wildlife habitat, production of wood products, water quality, recreation, demonstration and research, and protection of rare ecosystems, plants, and animals. The forest land is divided into areas that will be actively managed, areas that will receive limited management, and non-forest areas (See Appendix O for locations of each unit). Specific management goals and objectives can be obtained by assessing the Stephens State Forest Management Plan.

Flora

The flora of the region consists of the tall grass prairie association, upland hardwood association, bottomland hardwood association, and their transition zones.



Since the forest area is located mainly on soils which formed under forest vegetation, plants of the prairie are not common. However, big bluestem, switch grass, Indian grass, prairie cord grass, purple coneflower, round headed bush clover, lead plant, mountain mint, and various other native grasses and forbs do occur in open, non-forest areas. These non-forest areas are also managed in accordance with the Stephens State Forest Management Plan.

On the more productive upland sites, white oak, red oak, and hickory are common. The less fertile sites contain more black oak, bur oak, shingle oak, and hickory. The bottomland timber type includes red and white elm, cottonwood, hackberry, ash, silver maple, and black walnut.

Many areas around the forest had been planted to coniferous trees and non-native hardwoods. Many of these plantings were completed by the CCC for reforestation or by state forest staff for research and demonstration. These plantings include a variety of pines, spruce, black locust, tulip poplar, and many others.

Fauna

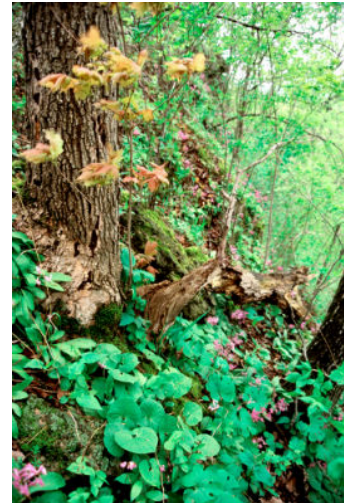
The forest is home to whitetail deer, gray and fox squirrels, raccoon, cottontail rabbits, woodchuck, muskrat, skunk, red and gray fox, coyote, beaver, opossum, and many other small animals.

Non-poisonous snakes are common but the two poisonous snakes, rattlesnake and copperhead, are very rare.

There is a variety of birds native to the woodland and its edges. Numerous songbirds utilize the diverse habitat. Game birds include pheasant, quail, and wild turkey. The woodcock is a seasonal visitor to the forest. Stephens State Forest was designated as a Bird Conservation Area in 2008.

a. Lucas, Whitebreast, and Woodburn Units

These units are contiguous and are located southwest of the town of Lucas, Iowa. Most of the recreational development on Stephens State Forest has taken place on the Lucas and Whitebreast units. The Lucas and Whitebreast units each have two ponds that are stocked with bluegill, largemouth bass, and catfish. Recreational activities include fishing, picnicking, camping, hunting, hiking, equestrian riding, snowmobiling, cross-country skiing, mountain biking, and wildlife watching.



The Whitebreast Unit is 3,517 acres in size and has two lakes, three equestrian campgrounds, and one group-camp area. This unit is served by an all-weather road.

The Lucas Unit is 1,267 acres in size and has two small lakes and three campgrounds. This unit is located just southwest of the intersection of Hwy 65 and Hwy 34. This unit is served by an all-weather road.

The Woodburn Unit is 2,098 acres in size and has over six miles of backpacking trails and five pack-in campsites. This unit has an all-weather road along its west side and through the middle of the unit. Parking and trail heads for the backpack trails is on 330th Avenue in Clarke County. These sites are primitive; there is no electricity, no modern restroom facilities, and no water available. There is a picnic table and fire ring at each site.

b. Cedar Creek, Chariton and Thousand Acres Unit

These units do not have any developed recreational facilities such as picnic areas, campgrounds, or designated trails. They are less well served by all-weather roads; however, there are many dirt roads and access lanes. These units are well suited to hunting, hiking, and wildlife watching.

The Cedar Creek Unit is 1,937 acres in size and is four miles east and one mile south of the town of Williamson. This unit is bisected by an all-weather road.

The Chariton Unit is 1,503 acres in size and is six miles east of the town of Williamson. An all-weather road runs along its east side.

The Thousand Acres Unit is 2,376 acres in size and is northeast of and contiguous with the Chariton Unit. The all-weather county line road serves as the boundary between the Thousand Acres Unit and the Chariton Unit and the east side of the Thousand Acres Unit is assessable by graveled roads.

c. Unionville Unit

The Unionville Unit is 2,470 acres in size and is comprised of eleven separate compartments in northeast Appanoose County and northwest Davis County. There are no developed recreational facilities such as picnic areas, campgrounds, or trails. Several tracts are served by all-weather roads. The Unionville Unit provides good hiking, hunting, and wildlife watching opportunities.

3. State Parks

State parks that are identified in the Chariton Valley Transportation Affiliation Planning Region include the following:

- Honey Creek Resort, Appanoose County
- Honey Creek State Park, Appanoose County
- Lake Wapello State Park, Davis County
- Nine Eagles State Park, Decatur County
- Red Haw State Park, Lucas County
- Stephens State Forest, Lucas County

4. Wildlife Management Areas

The Iowa Department of Natural Resources (DNR) manages wildlife areas to provide habitat for Iowa's native wildlife species and those species that migrate through our state. Developing and restoring wildlife habitat ensures that wildlife species have a safe place to breed, rest, and feed is the primary management objective. Wildlife dependent recreational activities are allowed to enable residents and non-residents to enjoy these wildlife species.

Game Key:

D=deer, T=turkey, S=squirrel, P=pheasant, G=grouse, W=waterfowl, R=rabbit, Q=quail, Dv=dove

Area	Game	Acreage/Description	Location/Directions
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Appanoose

Rathbun Rathbun Index NW & NE Maps SW & SE Maps	D,P,W,Q	15,822 acres; 1/4 Lake, 1/4 Timber, 1/2 Upland	6 miles S of Russell on S56
Sedan Bottoms	D,T,P,W,Dv	5,508 acres; 1/4 Upland, 1/4 Timber, 1/4 Marsh	4 miles W of Moulton
Soap Creek	D,T,S	250 acres; Timber	3 miles NE of Unionville on T61
Tubaugh	D,T,S,R,Q	561 acres; 3/4 Timber, 1/4 Crop	8 miles E of Moravia

Game Key:

D=deer, T=turkey, S=squirrel, P=pheasant, G=grouse, W=waterfowl, R=rabbit, Q=quail, Dv=dove

Area	Game	Acreage/Description	Location/Directions
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Davis

Eldon	D,T,S	1,290 acres; 1/3 Upland, 3/4 Timber	4 miles E of Floris on J15, 1 mile N
Soap Creek	D,T,S	517 acres; Timber	4 miles S of Blakesburg on T61, 2 miles SE

Game Key:

D=deer, T=turkey, S=squirrel, P=pheasant, G=grouse, W=waterfowl, R=rabbit, Q=quail, Dv=dove

Area	Game	Acreage/Description	Location/Directions
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Decatur

DeKalb	D,T,P,R,Q,Dv	2,170 acres; 3/4 Timber, 1/4 Upland	5.5 miles W of Grand River on J20, 0.75 mile N on gravel road
Little River	D,P,W,R,Q	1,509 acres; 1/3 Lake, 2/3 Upland	1 mile W of Leon on Hwy 2, 1 mile N on blacktop
Sand Creek	D,T,P,R,Q	3,550 acres; 3/4 Timber, 1/4 Upland	3 miles N of Grand River on R15, 1 mile W on gravel road

Game Key:

D=deer, T=turkey, S=squirrel, P=pheasant, G=grouse, W=waterfowl, R=rabbit, Q=quail, Dv=dove

Area	Game	Acreage/Description	Location/Directions
Lucas			
Browns Slough	D,T,S,Q,Dv	158 acres; 2/3 Timber, 1/3 Upland	4.5 miles S of Russell on S56, 1 mile E and 1 mile S on gravel road
Colyn	D,T,P,W,Dv	853 acres; 1/3 Marsh, 1/3 Timber, 1/3 Upland	4.5 miles S of Russell on S56, 0.75 mile W and 0.5 mile S on gravel road
Rathbun Rathbun Index NW & NE Maps SW & SE Maps	D,P,W,Q,Dv	15,822 acres; 1/4 Lake, 1/4 Timber, 1/2 Upland	6 miles S of Russell on S56
Red Haw	D,P,R,Q,Dv	233 acres; Upland	2 miles SE of Chariton on H40 gravel road

Game Key:

D=deer, T=turkey, S=squirrel, P=pheasant, G=grouse, W=waterfowl, R=rabbit, Q=quail, Dv=dove

Area	Game	Acreage/Description	Location/Directions
Monroe			
Cottonwood Pits	P,R	55 acres; 1/3 Lake, 2/3 Upland	0.5 mile S of Albia on Hwy 5, 0.5 mile S on T35, 1 mile E and 0.5 mile S on gravel road
Hardfish Access	W	12 acres; River access	1 mile SW of Eddyville
LaHart	D,T,R,Q	556 acres; 1/2 Timber, 1/2 Upland	1 mile S of Lovilla on Hwy 5, 3 miles SW on T19
Miami Lake	D,T,R,Q	833 acres; 1/4 Lake, 1/4 Upland, 1/2 Timber	2 miles N of Albia on Hwy 137, 1.5 miles W on H33, 2 miles N on T31, 0.5 mile W and 1.5 miles N on gravel
Tyrone	D,T,S	1,080 acres; 1/4 Upland, 3/4 Timber	7 miles S of Albia on Hwy 34, 2 miles S on T19, 1 mile E on gravel road

Game Key:

D=deer, T=turkey, S=squirrel, P=pheasant, G=grouse, W=waterfowl, R=rabbit, Q=quail, Dv=dove

Area	Game	Acreage/Description	Location/Directions
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Wayne			
Rathbun Rathbun Index NW & NE Maps SW & SE Maps	D,P,W,Q	15,822 acres; 1/4 Lake, 1/4 Timber, 1/2 Upland	6 miles S of Russell on S56
Wolf Hollow	D,S,R	40 acres; Timber	1 mile N of Cambria on J22, 1 mile N on 90th

5. County Parks

In 1995 Iowa created the Iowa County Conservation Board system which was created to “acquire, develop, maintain, and make available to the inhabitants of the county, public parks, museums, preserves, parkways, playgrounds, recreational centers, county forests, wildlife and other conservation areas and to promote the orderly development and conservation of the natural resources, and to cultivate good citizenship by providing adequate programs of public recreation”. The listing of County Managed public facilities can be found on www.mycountypark.com and the following in RPA 17 region:

Table 28: Public Park Facilities

PARKS	CITY	COUNTY
ELK CREEK WILDLIFE AREA	LEON	DECATUR
KOBVILLE	GARDEN GROVE	DECATUR
LITTLE RIVER RECREATION	LEON	DECATUR
SHEWMAKER PARK	GRAND RIVER	DECATUR
SLIP BLUFF PARK	LAMONI	DECATUR
SPRINGER WOODS	DECATUR CITY	DECATUR
TRAILSIDE PARK	GARDEN GROVE	DECATUR
PIN OAK MARSH LODGE	CHARITON	LUCAS
LAKE MIAMI PARK	LOVILIA	MONROE
MONROE COUNTY SPORTS COMPLEX	ALBIA	MONROE
BOBWHITE STATE PARK	ALLERTON	WAYNE
CORYDON LAKE PARK	CORYDON	WAYNE
LAKESIDE PARK	HUMESTON	WAYNE
MEDICINE CREEK WILDLIFE AREA	LINEVILLE	WAYNE
MOORE/GOSCH PARK	LINEVILLE	WAYNE
SEYMOUR LAKE PARK	SEYMOUR	WAYNE

B. Water

It appears that Iowa is rich in water resources when data indicates there are more than 71,665 miles of streams and rivers and more than 161,000 acres of lakes/ponds/wetlands. However, less than one percent of the state’s land area is covered with water. Therefore, it is vital that these limited resources, both above ground and below, be protected from pollution and available for Iowans to use for drinking water, recreation, and industries. Protecting the safety of Iowans and the quality of Iowa’s waters are the two main goals of the Iowa Department of Natural Resources (DNR) water quality bureau. The bureau sets standards for the quality of our surface waters; issues permits to limit pollution; provides technical assistance and training to communities, industries and homeowners. Many of Iowa’s

programs are based upon federal laws administered by the United States Environmental Protection Agency.

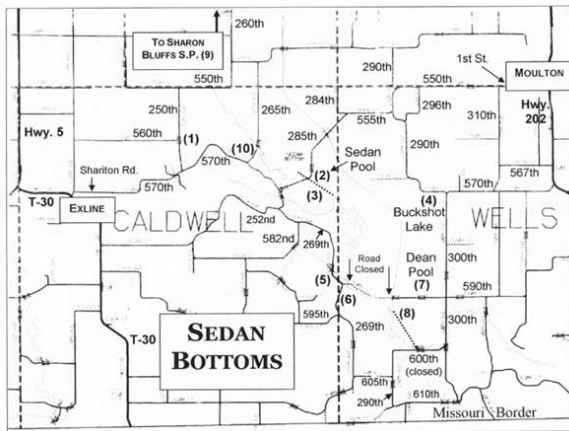
1. Rivers

There are numerous rivers and tributaries that run through the RPA 17 counties. Many provide an economic and cultural asset to the region, however there are no rivers that are formally designated as wild and scenic by virtue of the Wild and Scenic Rivers Act.

2. Wetlands and Riparian Areas

Wetlands and riparian areas are part of hydrological, eco-logical and cultural systems that function within watersheds. Based on National Wetlands Inventory (NWI) data, the largest percentage (approximately 59.9%) of Iowa's existing wetland and riparian areas are vegetated wetlands (such as marshes, potholes, sloughs, fens and riparian forests). Approximately 30% of Iowa's wetlands and riparian areas are pond, lake and reservoir habitats. The Chariton Valley Transportation Planning Affiliation (RPA 17) has hundreds of acres of vegetated wetlands, pond, lake, and reservoir habitat, as well as river and stream habitats. For more specific information, contact the U.S. Fish and Wildlife Service National Wetlands Inventory.

The Sedan Bottoms Wildlife Management Area and private wetlands are found south of Moulton, Iowa



(Appanoose County) on Highway 202 for about 2 miles then turn east on 570th St for 2 miles. The private lands are south off 570th on 300th Ave. to 590th stand the east for one-half miles and observe from the road. Go south again for about one-half mile on 300th and walk to the top of the dikes to observe these private wetlands to the east. Don't go too far south or you have just started your Missouri list. Private wetlands along the Chariton are being developed here also. A few miles north of the Sedan area and bisecting the Chariton River again is Sharon

Bluffs State Park. This is an excellent area for warblers, vireos, flycatchers, and thrushes during migration. Summer residents include Acadian Flycatcher, Cerulean, Kentucky, and Northern Paula Warblers. Summer and Scarlet Tanagers are also summer residents. Lake Rathbun and surrounding areas have great birding areas and wetlands are found in the western portions of the lake.

Private land owners Steve Archer and Richard Doll own about 1,000 acres of wildlife habitat, including timber, wetlands, prairie and pasture in southeast Appanoose County – excellent habitat for trumpeter swans, which gravitate to riverine wetlands, lakes, ponds, and marshes; open wooded regions; and prairies.

The Archer/Doll land sits adjacent to two publicly owned and managed recreation areas – the Sedan Bottoms Wildlife Management Area, 4,400 acres of wetlands long the Chariton River Bottoms; and Rebel’s Cove Conservation Area, 4,225 acres of forestland, cropland, grassland, wetlands and ponds in Missouri. “This is a block of area where everything is being managed the same way,” said Archer. “We help each other and get things from each other.”

More than 350 acres of the Archer/Doll land is enrolled in the Wetlands Reserve Program (WRP), a voluntary program offering landowners the opportunity to protect, restore, and enhance wetlands on their property. The USDA Natural Resources Conservation Service (NRCS) provides technical and financial support to help landowners with their wetland restoration efforts. The goal is to achieve the greatest wetland functions and values, along with optimum wildlife habitat, on every acre enrolled in the program. All but 55 acres of the adjacent Sedan Bottoms area is also enrolled in WRP.

Medicine Creek Wildlife Area

Located 5 miles east of Lineville, is a 1028 acre area with facilities for: Hunting and fishing, as well as upland timber ground, a restored prairie area, and 140 acres of wetland.

3. Floodplains

The Iowa Department of Natural Resources (DNR), along with the Iowa Flood Center and other partners, are creating new, comprehensive floodplain maps for Iowa Cities and counties. Starting in 2011, many Iowans will know if their property is at risk of flooding for the first time due to the precise mapping that is occurring. These work maps will show the boundaries of flooded areas for the 1% annual chance (formerly 100 year) and .2% annual chance (formerly 500 year) floods. As the maps become available, individuals and local governments can use that information to better determine risks to protect their properties. The DNR also works with communities and counties to develop and administer local floodplain management programs.

4. Sole Source Aquifers

There are no sole sources aquifers in Iowa.

5. Coastal Barrier Resource Act

There are no coastal management areas in Iowa.

6. Watersheds

A watershed is all of the land that drains water into a particular point, usually a stream, lake or river. Watersheds can be found in all shapes and sizes. They can cover entire states or regions like the Mississippi River watershed above, or they can be as small as a few city blocks or farm fields, like the aerial photograph below. The shaded areas of color on the map above represent the Mississippi River watershed.

When it rains, the soil absorbs some of the water. Whatever the soil cannot absorb travels along the land, becoming runoff and will likely end up in the nearest stream, lake or river. The runoff carries with it soil particles, oil and dissolved substances, including fertilizers and pesticides, taking them into the nearest water body.

Water that is absorbed by the soil may be used by plants or it may enter the groundwater system. Groundwater flows like a very slow underground river, often ending up in a nearby stream.

The soil, sand and rocks that the groundwater flows through can act as a filter, removing pollutants from the water. However, if the soil is contaminated, the filter may no longer function properly, making it a concern for the many lowans that use groundwater for drinking.

The largest watershed for the RPA 17 region is Rathbun Lake Watershed.

A. Rathbun Lake Watershed

The watershed and 11,000-acre Rathbun Lake are home to the state's largest rural drinking water supply, largest fish hatchery and Honey Creek Resort State Park.

Sediment and nutrients from soil erosion can cause increased cloudiness in the water, algal blooms and resulting sags in oxygen. Incentive programs are established for local farmers to voluntarily participate to establish native grasses to improve water quality and can increase upland bird populations under favorable weather. Current land use is predominantly annual row crop production and habitat fragmentation is prevalent.

The six counties in the Rathbun Lake watershed (347,537 acres) include:

Appanoose - 52,063 acres, 15 percent of the watershed

Clarke - 15,500 acres, 4 percent of the watershed

Decatur - 7,280 acres, 2 percent of the watershed

Lucas - 90,997 acres, 26 percent of the watershed

Monroe - 5,623 acres, 2 percent of the watershed

Wayne - 181,697 acres, 51 percent of the watershed

The counties in the Rathbun Lake watershed are among the least prosperous in Iowa based on per capita income. These counties suffer some the highest poverty and unemployment rates and lowest levels of income and farm sales in the state. Approximately 15,000 people live in the Rathbun Lake watershed. There are nine communities and an estimated 857 farms in the watershed. The majority of farms are family owned and operated. Almost all the residents in the watershed rely on Rathbun Lake for their drinking water.

B. Current Improvement Activities –

The overall mission of the Water Division's Watersheds and Wetlands Branch (WWB) of the Environmental Protection Agency is to enhance State, Tribal, and local water quality and aquatic habitat management efforts through an active watershed and resource based approach. The Branch implements the provisions of Section 319 of the Clean Water Act, providing assistance to States to address Non-Point Source runoff.

The Branch protects high quality wetlands, increasing wetland acreage, and enhancing and restoring wetlands that have been lost. The Branch serves as the focal point for all activities related to the identification and listing of water bodies which are not attaining water quality standards per 303(d) of

the Clean Water Act, and application of tools to address impairments, including the development of Total Maximum Daily Loads (TMDLs).

The following are current enhancement projects to Watersheds in the Chariton Valley Transportation Planning Region:

1. Bob White Lake Water Quality Project

This project sought to restore 50,000 feet of terraces on 360 acres and aided in the construction of 35,000 feet of new terraces on 180 acres of highly erodible land to reduce sediment and agriculture chemicals entering the Lake. The project also offered training and demonstrations on nutrient and pest management practices, and implemented a water quality-monitoring program with residents, landowners, and lake users. Four structures and 2 alternate watering systems also helped improve the water. Year Started: 2000 County Affected: Wayne



2. Centerville— City’s Upper Reservoir Project

A 1988 assessment indicated both city reservoirs used as a water supply were only partially supporting their designated uses. Sediment, nutrient enrichment, and pesticides from ag lands were impairing the water use. Nine partners contributed funds toward shifting land uses and implementing best management practices on highly erodible lands in the upper reservoir watershed. A highlight was the construction of the Fenton Wetland, which filtered water before it entered the city reservoir. Year Started: 1993 County Affected: Appanoose

3. Corydon Lake Project

Goals of the Corydon Lake Watershed Project were to reduce sediment and improve water quality by addressing both point and nonpoint sources of pollution. A number of partners and landowners worked together to apply conservation practices, coordinate integrated crop management programs, and establish demonstration sites. About 10 miles of terraces were built and 850 acres of integrated crop management were applied. Landowners, IDALS, and other partners contributed more than \$200,000 to the project. Year Started: 1990 County Affected: Wayne

4. Corydon Reservoir Water Quality

This project included water quality monitoring as well as applying best management practices in the watershed to reduce sediment, nutrients, and pesticides entering the Corydon Reservoir. The TMDL pilot project in a 1680-acre watershed encouraged 9 producers to practice nutrient and pest management, build 8,000 feet of terraces, build 3,500 feet of fence, and convert about 100 acres of cropland to buffers and pastures and haylands. Year Started: 2001 County Affected: Wayne

5. Fox River Impaired Waters Treatment Project

The focus of the \$3 million project is to address erosion and livestock contribution associated with ammonia nitrogen levels and other water quality problems in the impaired reach of the Fox River. Targeted impairments addressed were overgrazed pastures, unimpeded livestock access to the stream, cattle loafing in riparian areas, sheet and rill erosion on croplands, and gullies. Concentrated runoff from crop fields is also contributing high levels of phosphorous and nitrates into the Fox River. Year Started: 1999 County Affected: Davis

6. Fox River Middle Branch Resources Protection (Appanoose-Davis)

This project was implemented to focus on reducing non-point sources of sediment and nutrients. This included stabilizing gullies, reducing sheet and rill erosion, protecting riparian areas, improving grazing land management, installing animal waste systems, implementing nutrient management plans, and implementing new household septic systems and upgrades as demonstration projects throughout the watershed. Fox River projects from Appanoose, Davis, and Van Buren Counties were combined in 2003. Year Started: 2000 County Affected: Appanoose

7. Fox River Water Quality Project

More than 60 grade stabilization structures and 116 water and sediment control basins have been built in the watershed to control sheet and gully erosion on cropland and overgrazed pastures and to keep sediment out of the river. An active watershed board in five Iowa and Missouri counties is leading the charge to reduce the amount of sediment reaching the Fox River by 8,500 tons annually. Landowners have contributed more than \$800,000, and IDALS more than \$2 million from the Watershed Protection Fund. Year Started: 2003 County Affected: Davis

8. Hanthorn Watershed Water Quality Protection

Excessive sedimentation, runoff from a seasonal feedlot, and the risk of chemicals entering Little River Lake in the event of a chemical spill were primary problems in the Hanthorn Watershed Water Quality Protection Project. Three water retention structures were built to reduce pollutants and sedimentation entering the lake. One structure below a farm supply operation was equipped with a shut off valve to contain a chemical spill, in the event of such an emergency. Year Started: 1990 County Affected: Decatur

9. Humeston Reservoir Rehabilitation Project

The Iowa Department of Agriculture and Land Stewardship assisted the city of Humeston with rehabilitating the spillway of the city's water supply reservoir in this project. The project involved removal and replacement of deteriorated portions of the concrete spillway, patching damaged portions of the spillway, repairing the spillway sub-drain system, sealing joints and cracks in the spillway and seeding land adjacent to the spillway. The city paid about three fourths of the cost of repair. Year Started: 2004 County Affected: Wayne

10. Lake Fisher Water Quality Project

Cropland terraces and a series of strategically placed erosion control dams have been successful in dramatically reducing the amount of sediment now reaching Lake Fisher, a popular 100-acre recreation lake and water supply for the city of Bloomfield. The practices installed as part of the project treated 900 acres of cropland with more than 2 miles of terraces, water and sediment control basins, ponds and constructed wetlands to cut the amount of sediment reaching the lake by 60 percent. Year Started: 1998 County Affected: Davis

11. Lake Wapello Nonpoint Source Watershed Project

With steep topography and heavily wooded timberland, sheet and rill erosion and downcutting gullies are primary problems in the Lake Wapello watershed. Project goals include installing 28 water and sediment control basins on state owned land, as well as 150 acres of riparian buffers and planned grazing systems on private land. IDALS and other partners expect to fund more than \$500,000 in conservation practices to be installed in the watershed.

Year started: 2006 County Affected: Davis

12. Lucas County Lakes Water Quality Project

The goal of this project was to educate, encourage and assist producers and landowners in applying best management practices to significantly reduce all identified non-point sources of pollution that impair water quality and threaten the long-term usefulness of the county lakes. Water and sediment control basins were one of the best management practices applied to both highly erodible and non-highly erodible land. IDALS contributed \$473,543 towards practices that reduce sediment delivery to the lakes. Year Started: 1995 County Affected: Lucas

13. Rathbun Lake On-Road Structure Demonstration

Structures or dams built on roads help stop gullies, improve water quality and reduce long-term costs of road maintenance for the counties involved. The Rathbun Lake On-Road Structure Demonstration Project developed curriculum for a training course on planning, design, construction and maintenance of on-road structures, conducted 2 on road structure training courses, and constructed 4 demonstration on-road structures. Also, 7 tours of the structures were conducted.

Year started: 2000 County affected: Wayne

14. Rathbun Lake Special Project

The goal of the Rathbun Lake Special Project is to demonstrate that the targeted application of best management practices on priority land is a cost effective approach to achieve water quality protection in Rathbun Lake. The 6-county project is targeting the delivery of sediment and phosphorus to Rathbun Lake and water bodies in its watershed. More than 125 miles of terraces, about 150 water and sediment basins, 80 grade stabilization

structures, and 7 off-stream watering tanks have been installed.

Year started: 2003 County Affected: Wayne

15. Rathbun Lake Clean Water Project

The Rathbun Lake Clean Water Project was a cooperative effort that involved more than 20 partners and included use of 10 different conservation practices, including on-road structures. The project included assessments of sediment sources, planning and construction of 6 on-road structures, construction of 4 other structures, and development of wetlands and improved grazing systems. Demonstrations were part of the emphasis on building partnerships and public awareness of water quality practices.

Year started: 1997 County Affected: Wayne

16. Rathbun Lake Livestock Waste Management Project

To improve water quality in Rathbun Lake, this project addressed runoff from areas of livestock concentration and the use of livestock waste. Through 8 livestock waste management demonstration systems in the 6-county area, it demonstrated low cost methods of livestock waste management. Nutrient management training, relocation of feeding areas, and bacterial analyses were primary points of discussion. A number of partners were involved.

Year started: 2001 County Affected: Wayne

17. Soap Creek Watershed Project (Appanoose)

The Soap Creek Watershed Project was an effort by soil and water conservation districts in Appanoose, Davis, Monroe, and Wapello Counties to determine whether existing flood control structures were filling with sediment more rapidly than expected, and whether landowners were interested in building erosion control structures in gullies to slow that sediment. The finding was that there was accelerated sedimentation; landowner interest led to an application for watershed protection funds in 2009.

Year started: 2006 County Affected: Appanoose

18. Slip Bluff Water Quality Project

Goals of the Slip Bluff Water Quality Project were to improve water quality in Slip Bluff Lake by reducing siltation and wave erosion. The goal was to reduce siltation into the lake by 80 percent. The project resulted in 8 water detention structures being built along with two sediment and water control basins. Wave erosion was reduced with installation of riprap along the shoreline. The Decatur County Conservation Board, IDALS, landowners, and the NRCS were cooperative partners in the project.

Year started: 2001 County Affected: Decatur

19. Soap Creek Watershed Project (Davis)

Two potentially dangerous bridges along county roads in Davis County were replaced with tubes as part of the Soap Creek Watershed Project. The unsafe bridges could be

replaced because the project built 3 structures upstream to provide erosion control, improve water quality, improve road safety, provide downstream flood control for public and private facilities, and improve wildlife habitat. This project saved county funds in future maintenance and also eliminated a potential hazard.

Year started: 2000 County Affected: Davis

20. Southern Iowa Grazing (Warm Water Streams) Project

The Southern Iowa Grazing Project was undertaken to address beef cow impacts on water quality in a dozen southern Iowa counties. Problems addressed included stream bank degradation, organic enrichment, wildlife habitat damage, and sheet and rill erosion. Practices applied included 1,000 acres of planned grazing; more than a mile of stream bank stabilization; 4 grade stabilization structures; 4 alternative water supplies; 11 stream crossings; 5 miles of stream corridor fencing; and improved record keeping.

Year started: 1994 County Affected: Clarke

21. Upper Whitebreast Creek Water Quality Project

The objective of the Upper Whitebreast Creek Project is to improve water quality and reduce erosion, especially in the portion of White Breast Creek designated as impaired in Iowa's 303(d) List of Impaired Waters and Iowa's 305(b) Water Quality Report. Practices applied include 15 grade stabilization structures, 300 acres of pasture plantings and 500 acres of prescribed grazing, 4 stream crossings, 28 acres of livestock exclusion, and more than a mile of fencing.

Year started: 2008 County Affected: Clarke

22. West Lake Water Quality Protection Project

A specific goal of the West Lake Water Quality Protection Project was to reduce atrazine levels to acceptable levels for safe drinking water in West Lake, a water supply for the city of Osceola. The plan was to apply best management practices that would reduce atrazine and other polluting runoff from fields in the watershed. The project was successful in applying filter strips, riparian buffers, and constructed wetlands in the watershed. Partners included the City of Osceola, NRCS, Clarke SWCD, and Trees Forever.

Year started: 1998 County Affected: Clarke



23. Williamson Pond Watershed Project

Turbidity, suspended sediment, and phosphorus are problems in Williamson Pond in Lucas County. The Williamson Pond Watershed Project proposes to reduce sediment delivery to Williamson Pond by 484 tons per year with the expectation that this will also result in a corresponding reduction in phosphorus delivery. The project was undertaken to implement the water quality requirements outlined in meeting total maximum daily loads (TMDLs).

Year started: 2009 County Affected: Lucas

(source: www.iowaagriculture.gov)

C. Agricultural Lands

There are no unique agricultural lands as designed by the U.S. Department of Agriculture (Natural Resource Conservation Service) under the Federal Farmlands Protection Act in any of the seven RPA 17 counties. All of the counties are rural in nature, with the exception of land occupied by the small towns, and are considered to be prime farmland, prime farm land if drained, or farmland of statewide importance.

D. Air Quality

Ambient (outdoor) air quality affects everyone everywhere. Whether it is agricultural dust, pollution from vehicles, or smog from major industry, outdoor air can have major impacts on the health of residents. The Chariton Valley Transportation Planning Affiliation/RPA 17 is mostly rural and that tends to promote better air quality than those areas that are heavily populated.

The Ambient Air Quality division of the University Hygienic Laboratory works in conjunction with the Iowa Department of Natural Resources (DNR) and the Environmental Protection Agency (EPA) to preserve the air quality of the state. There are currently no non-attainment areas in Iowa.

The Iowa Air Monitoring Annual Report: 2010 may be found at www.iowadnr.gov/air/prof/monitor/files/10ambient.pdf for more information.

E. Historic and Archeological Resources

The RPA 17 region is rich in cultural history. There are numerous historical districts, sites, buildings, structures, and objects that can be found with the region. The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. The following historic locations related to transportation are listed on the National Register:

Table 29: National Historic Register Locations

PROPERTY	ADDRESS	CITY
CHICAGO, BURLINGTON & QUINCY DEPOT	215 NORTH MAIN ST	OSCEOLA, IA
GRAND RIVER BRIDGE	RURAL CO RD OVER GRAND RIVER	RURAL LEON, IA
MISSOURI, IOWA, & NEBRASKA RAILWAY CO DEPOT (WELDON DEPOT)	NORTH MAIN ST @ DECATUR COUNTY LING	WELDON, IA
BURLINGTON RAILROAD OVERPASS	CO RD S23	CHARITON, IA
CHICAGO, BURLINGTON, AND QUINCY FREIGHT HOUSE	JCT OF AUBURN & BROOKDALE	CHARITON, IA
CHICAGO, BURLINGTON & QUINCY DEPOT	1124 S 18 TH ST	CENTERVILLE, IA
WABASH COMBINATION DEPOT-MORAVIA	W NORTH ST	MORAVIA, IA
"LOCKKEEPER'S" HOUSE	WHITEFISH TRAIL	ELDON, IA
CLAY AVENUE BRIDGE	CLAY AVE & 118 TH ST	DRAKESVILLE

1. Native American Tribes

Native American Tribes have a strong history in southern Iowa and the RPA 17 region. Section 106 of the National Historic Preservation Act (16 U.S.C. §470 et seq.) provides definitions and procedures for consultation between federal agencies and Native American tribes for federal undertakings, as defined in 36 CFR §800.16(y). Consultation with some or all of the following federally recognized Indian tribes may be desired or even required, particularly when projects are federally funded:

Iowa Tribe of Oklahoma (Davis, Appanoose, Clarke, Decatur, Lucas, Monroe, Wayne)

Iowa Tribe of Kansas and Nebraska (Davis, Appanoose, Clarke, Decatur, Lucas, Monroe, Wayne)

Sac & Fox Nation of Missouri in Kansas and Nebraska (Davis, Appanoose, Monroe)

Sac & Fox Nation, Oklahoma (Davis, Appanoose, Monroe)

Sac & Fox Tribe of the Mississippi in Iowa (Davis, Appanoose, Monroe)

Sac & Fox Tribe of Missouri (Davis, Appanoose, Monroe)

Sac & Fox Tribe of Indians of Oklahoma (Davis, Appanoose, Monroe)

2. Threatened or Endangered Species

According to the U.S. Fish & Wildlife Service, the following animals and plants located in the RPA 17 region are considered threatened or endangered. See Appendix I for a complete by county.

Figure 19: Indiana Bat



Source: US Fish and Wildlife Service, photo by Adam Mann, Environmental Solutions and innovations, <http://www.fws.gov/midwest/Endangered/esday/index.html>

Figure 20: Western Prairie Fringed Orchid



Source: Iowa Department of Natural Resources, <http://www.iowadnr.com/other/images/platanthera.jpg>

Figure 21: Prairie Bush Clover



Photo by USFWS: Phil Delphey

Source: US Fish and Wildlife Service, photo by Phil Delphey <http://www.fws.gov/midwest/endangered/nlants/>

F. Environmental Justice

Since 1964 it has been the policy of the federal government to ensure that federally funding programs or activities discriminate against no one. Title VI of the 1964 Civil Rights Act states that “each Federal

agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subject to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion". In addition, the Civil Rights Act of 1987 required that recipients of federal aid, sub-recipients, and contractors also needed to comply with Title VI of the 1964 Civil Rights Act. In 1994, Executive Order 12898 was signed by the President to require federal agencies and those who work with federal agencies or receive funds from them identify projects that have an adverse effect on minority or low-income populations. Furthermore, to the extent possible, these adverse affects need to be avoided or minimized.

In compliance with these regulations and the National Environmental Policy Act (NEPA) process, projects receiving federal aid have been reviewed to determine if the project will have an adverse impact on minority or low-income populations. Projects must identify any adverse effects they will have on minority or low-income populations. In the event that there are adverse impacts on either of these groups, projects must also identify mitigation actions being taken to minimize these impacts.

G. Possible Projects Affecting Environmentally Sensitive Areas

The only proposed project in the RPA 17 region that could have impact on an environmentally sensitive area is in Monroe County. Monroe County has indicated a project that would renovate a former coal wash plant with some potential environmental issues that have all yet to be determined. A staged wetland expansion is also planned as a critical part of this project.

CHAPTER 6 – Implementing the Action Plan (Years 1-5)

One of the most difficult tasks of long-range planning is developing future cost estimates. The level of difficulty increases when taking into account that public funding commitments to a mode are not perpetual and private funding develops its own spending priorities. The uncertainty of federal funding compounds the challenge in the current political climate. The only reasonable evaluation of transportation infrastructure is that cost for constructing, maintaining, and preserving all facilities will increase.

Documents utilized for Planning Assistance:

Iowa Department of Transportation

Iowa's highway network is the backbone of the state transportation system and accounts of the vast majority of investments. The Iowa DOT prepares and publishes highway transportation studies and plans to:

- *Provide guidance for the expenditure of limited resources for highway improvements.
- *Determine sufficiency ratings for the state primary road system.
- *Determine improvement needs for the entire public road and street system.

Each year a primary road sufficiency rating is published for all primary highways. Each mile of primary highway is evaluated based on structural adequacy, safety and service. Sufficiency ratings are another of the many tools used in making highway investment decisions.

County Five-Year Plans

Each county within the RPA 17 region prepares a five-year plan of projects and spending for improvements to their network of roadways and bridges. This fiscally constrained plan is developed and approved through a process of open, public meetings of the county boards of supervisors.

RPA 17

Each year the region prepares a Transportation Improvement Plan (TIP) document that addresses federal spending on roadways, bridges, and enhancement projects within the region during the upcoming four-year period. Each of the seven counties submit fiscally constrained roadway and bridge projects eligible for regional federal funding from their five-year plans. The City of Centerville also submits fiscally constrained roadway and bridge projects eligible for regional funding for inclusion in the TIP. Development of the TIP is accomplished using target funding estimates prepared by the Iowa DOT. Cities with a population less than 5,000, Southern Iowa Trolley, 10-15 Transit, and sponsors of transportation enhancement projects may also submit applications to the RPA 17 for Surface Transportation Program (STP) and Transportation Enhancement (TE) funding for eligible projects as well. Projects approved for funding by the Policy Board are included in the TIP. The TIP development process

also provides opportunities for public input and comments and is approved at an open, public meeting by the RPA 17 Policy Board.

NEPA

Transportation improvements by this LRTP will be planned and engineered taking into consideration the land use requirements of each local jurisdiction. Compatibility and coordination among different jurisdictions will be encouraged and considered in the programming stage of the transportation improvement.

The National Environmental Policy Act (NEPA) establishes national environmental policy and goals for the protection, maintenance, and enhance of the environment, and it provides a process for implementing these goals within the federal agencies. Any transportation projects that use federal funds must undergo a NEPA review to insure that environmental considerations are preformed.

The NEPA process may involve detailed studies investigating the environmental impact of a transportation-related project. It generally occurs prior to the actual engineering and design stage of project development. Issues that need to be mitigated to protect environmental concerns are addressed and integrated into the engineering of the project.

The NEPA process will guide efforts to mitigate those environmental concerns associated with transportation improvements and activities. Local jurisdictions carry the brunt of mitigating environmental concerns.

Historical Preservation

The RPA 17 region is rich in history and American heritage. Buildings, structures, Native American historic and archeological sites, as well as prehistoric artifact locations can be found in the area. SAFETEA-LU continues its efforts to protect these resources and so does the tent of this LRTP.

Projects that use federal funding mandate a study for historical sites that may be affected or disrupted by the introduction of a new transportation facility or the major improvement to an existing transportation element. Such a study will be made under the NEPA process and mitigated accordingly.

Endangered Species and Environments

The flora and fauna of a region provide any area with a diverse and unique setting. Woodland animals, birds, fish, land forms and even insects provide an area with a certain signature and co-exist with the people who live there.

Transportation projects often infringe on the natural habitat of non-human species and the natural environment. Relevant issues to the habitat of endangered species and indigenous species will be

mitigated as required in order to maintain their existence while still allowing for the transportation improvements what are within the region.

Mitigation of these issues (endangered species, wet lands, habitats, etc) will occur under the NEPA process on federally funded projects.

Context Sensitive Design

Context Sensitive Design is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. Context Sensitive Design is an approach that considers the total context within which a transportation improvement project will exist.

Efforts and mitigation activities identified through the NEPA process, project design and ultimately project implementation will consider all aspects of the environment and incorporate those concerns when practical and feasible.

Air Quality

The Environmental Protection Agency (EPA) requires all states to conduct ambient air monitoring. The purpose of this is to collect and evaluate data to determine the overall risks associated with inhaling the ambient air. Local air quality affects how we live and breathe. Like the weather, it can change from day to day or even hour to hour.

The Clean Air Act, which was last amended in 1990, requires the EPA to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and environment. The State of Iowa monitors pollutants that, in sufficient quantities, are anticipated to endanger public health. Air quality concerns are addressed under the NEPA process.

Water Quality

The Environmental Protection Agency (EPA) is charged with providing for the quality of groundwater, rivers, and creeks. Issues related to water quality and pollution directly related to new transportation projects will be addressed in the NEPA review process and will receive continued support of transportation officials.

Land Use

Actions and policies presented by the LRTP will act guide transportation officials to work with local governments to provide cooperation and coordination of transportation planning and land use activities.

Rational for Project Selection

Input by county officials indicates that general procedure for project selection occurs by the same standards across the RPA 17 region. Engineers evaluate the condition of roadways, intersections and bridges continuously throughout the year and try to ensure safety is addressed first with all funding. Special consideration is then given to average daily traffic, detour length, availability of funding,

commercial traffic, and special considerations. Special considerations include the access for emergency personnel such as fire and ambulance, business trucking to facilities, school buses, and Post Office routes.

The following excerpts are from the DOT approved Transportation Improvement Program. To see the complete document view Appendix K.

TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015

Prepared for Chariton Valley Transportation Planning Affiliation – RPA 17



Final August 22, 2011

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Introduction

Chariton Valley Planning and Development Council of Governments (CVPD) serve as the planning administrator for Region 17/Chariton Valley Transportation Planning Affiliation (CVTPA) and prepare the Transportation Improvement Program (TIP) for Iowa's Region 17 (Appanoose, Clarke, Davis, Decatur, Lucas, Monroe and Wayne Counties, as well as City of Centerville, Southern Iowa Trolley Transit and 10-15 Transit Agency).

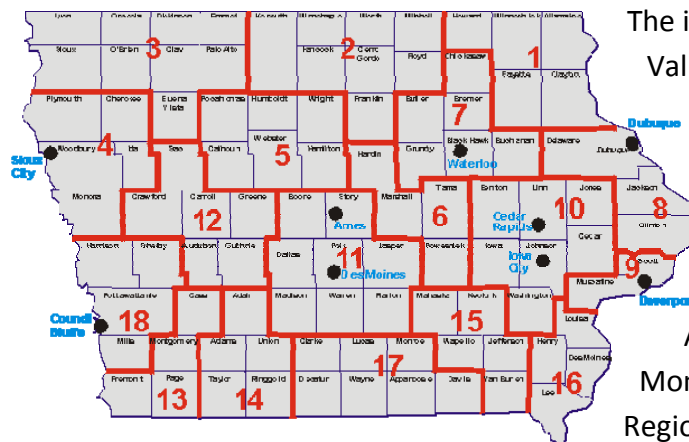
The CVTPA Technical Committee (TAC) recommends projects consistent with the region's Long-Range Transportation Plan and planning needs to the Policy Board committee for approval. A formula of allocation of federal funds is made to each county, City of Centerville, and Transit Authority to be used in funding those projects. The TIP has been formulated by incorporating city, county and state transportation projects of regional significance considered eligible for federal-aid funding in the year. Cities in the region that are over the 5,000 population total are invited to submit eligible projects to the RPA 17/CVTPA TAC committee for funding consideration. Final review and approval of those projects for inclusion in the TIP are the responsibility of the RPA 17/CVTPA Policy Board.

The program is fiscally constrained by adjusting the region's program to match estimated targets of available federal funds for the next four (4) years. The transit portion of the TIP is developed in cooperation with Southern Iowa Trolley (SIT) and 10-15 Transit Authority (10-15). Transit projects that are programmed through the TIP use year of expenditure costs estimates based on an annual 3% increase of costs. Transit projects and their estimated costs are suggested by the individual transit agency and selected through the Passenger Transportation Plan (PTP) process with RPA 17/CVTPA. Those funding amounts are then reviewed by the TAC committee and recommended to the Policy Board for final approval.

RPA 17/CVTPA submits our region's TIP to the Iowa Department of Transportation where it then becomes part of the Statewide Transportation Improvement Program (STIP). The STIP is then submitted to the FHWA/FTA for review, so that the projects can then receive federal funding.

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

FFY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM



The information provided in the Chariton Valley Transportation Planning Affiliation (CVTPA) Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2012-2015 was developed through the cooperation of city and county governments in the counties of Appanoose, Davis, Decatur, Clarke, Lucas, Monroe, and Wayne Counties known as Regional Planning Affiliation (RPA) 17.

Economic development organizations, special interest groups, 2 transit agencies and the general public were also consulted through a public participation process in compliance with the SAFETEA-LU.

The TIP outlines projects supported and sponsored federal aid as well as those recommended by the RPA 17. Projects included in the program include multimodal and transit planning activities, federal aid bridge and highway projects, Transportation Enhancement projects, and transit capital improvements as sponsored directly by the RPA 17 or funded by federal dollars. Funding sources for the program activities include Federal Transit 5311 funding, Surface Transportation Program (STP) dollars, bridge replacement and rehabilitation funds, Transportation Enhancement monies, and State Planning and Research (SPR) resources.

Members of the CVTPA Policy Board, Technical Advisory Committee, and Transit Advisory sub-committee contributed to elements of the draft TIP which in turn was submitted and reviewed with the Technical Advisory Committee. General information was distributed to the public. All meetings were open to the public.

A public hearing was held on March 29, 2011 to review the information with the general public. Members of the Technical Advisory Committee, Policy Board and Iowa Department

of Transportation planning staff were in attendance at the hearing. General discussion occurred but no public comments were made.

Following the public hearing, the Technical Advisory Committee submitted a recommended program to the Policy Board. The Policy Board reviewed the draft TIP and considered comments as presented by the general public, committee members, and staff from the Iowa Department of Transportation and Federal Highway Administration. Subsequently, a final TIP will be approved by the Policy Board on June 21, 2011, as per the bylaws, and directed to the U.S. and Iowa Departments of Transportation.

Description of the Public Involvement Process

Transportation Improvement Program (TIP)

The TIP includes a four (4) year street and highway improvement program, the urban transit capital and operating programs, the transportation enhancement program, and information on other Federal funding programs. It provides details on all significant transportation projects in the area that are receiving federal aid, including their costs, aid received, and stage of completion. The following are actions that will be undertaken annually to ensure public involvement.

Draft TIP

- The draft TIP will be developed by the Technical Committee with input from the Policy Board. CVTPA meetings are open to the public.

Notices and Public Meetings

- Following the development of the draft TIP, public input will be sought to identify concerns or comments. Comments will also be gathered from Iowa DOT, members of cities and counties and Chariton Valley Planning & Development Council (CVPD).
- TIP content and public comments may be sought through public open houses that will be advertised through local media, and posts at CVPD and other governmental offices, public offices and on the CVPD website at www.charitonvalleyplanning.com.
- Notices will be sent to those areas of low-income, minority and elderly populations.
- Any person needing special arrangements for reading, sight, or language barriers should contact the CVPD staff at least 48 hours prior to a session. Arrangements will be made to accommodate those needs.

Public Comment Period

- Written and oral comments will be solicited during open houses. At least a 15 day comment period will follow the open houses, during which comments will be accepted via fax, email or mail.
- A public hearing will be held at a regularly scheduled CVTPA meeting. A notice of the public hearing will be published and posted no more than 20 days and not less than four (4) before the date of the hearing.

Final TIP

- Following the public hearing, CVTPA will adopt the final version of the TIP, including a summary of comments and responses.
- The final TIP will be submitted to the Iowa DOT, the FHWA, and the FTA.
- The final TIP will be available on the CVPD website, at the office so of CVPD and upon request.
- The public participation process associated with the TIP will be evaluated and updated as needed.

Revisions

- The TIP is a document that may need to be revised in between annual updates. There are two (2) types of revisions – administrative modifications and amendments.
 - Minor revisions may be made to the TIP as necessary throughout the year. These are considered administrative modifications, and may be made by CVPD staff without public review and comment or re-demonstration of fiscal constraint. CVPD will discuss administrative modifications with the Technical Committee and Policy Board but formal action will not be required.
 - Major revisions may be made to the TIP as necessary throughout the year. These are considered amendments, and require public review and comment and Policy Board approval. A public hearing will be held at a regularly scheduled CVTPA meeting to consider and approve TIP amendments. A notice of the public hearing will be posted and/published.

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

	Administrative Modification	Amendment
Project Cost	Federal aid changed by less than 30% and the total federal aid increases less than \$2,000,000.	Federal aid changed to more than 30% or total federal aid increases by more than \$2,000,000.
Schedule Changes	Changes in schedule for projects in the first four (4) years of the TIP.	Adding or deleting a project from the first four (4) years of the TIP
Funding Sources	Changes to the amounts of existing funding sources.	Adding other federal funding sources to a project.
Scope Changes	Moving funding between existing stages of project scope, such as from design to construction.	Changing project, ex. – number of lanes, location, or significant changes to the project type, such as changing an overlay to reconstruction.

Fiscal Constraint

The region’s county roadway and bridge projects in the TIP program attempt to be fiscally constrained by adjusting the region’s program to match the estimated targets of available federal funds over the next four (4) years. Neither of the use of targets nor the estimation of the year expenditure costs are exact. Therefore, each county engineer is responsible for

estimating the year of expenditure costs for their roadway and bridge projects using anticipated funds that are available. Each county engineer must strongly rely upon their professional skills, experience, and previous knowledge on what to estimate those anticipated or inflated costs will be during the period covered by the TIP and what should be fiscally constrained.

The transit portion of the TIP is developed in cooperation with the two (2) transit agencies. The agency will allow for vehicle program costs with an increase Of 3% annually in order to satisfy year end expenditure requirements. Projects included in the transit element of the TIP are generally for infrastructure, planning, or replacement of rolling stock that are beyond their useful life expectancy. This may also include those with high mileage or have reached a point where continued maintenance is no longer cost effective. All transit projects included in the TIP are justified through the Passenger Transportation Plan (PTP) process followed by RPA 17/CVTPA. This process includes the opportunity for public input and approval by the RPA 17/CVTPA Policy Board.

RPA 17/CVTPA submits the region's TIP to the Iowa Department of Transportation where is then become part of the Statewide Transportation Improvement Program (STIP). The STIP then is submitted to the FHWA/FTA so that the projects can receive federal funding.

EXECUTIVE POLICY BOARD MEMBERS

NAME:	TITLE:	COUNTY, CITY OR AGENCY
Linda Rouse	County Supervisor	Appanoose County, Iowa
Marsha Mitchell	Mayor	Centerville, Iowa
Don Reasoner	County Supervisor	Clarke County, Iowa
Glenn Schaff	City Councilperson	Osceola, Iowa
Ron Bride	County Supervisor	Davis County, Iowa
Chris Miller	Mayor	Bloomfield, Iowa
JR Cornett	County Supervisor	Decatur County, Iowa
Larry Moffett	City Councilperson	Leon, Iowa
Larry Davis	County Supervisor	Lucas County, Iowa
Vern Vogel	City Councilperson	Chariton, Iowa
Dennis Ryan, Chairperson	Monroe County Supervisor	Chairperson
Richard Clark	Mayor	Albia, Iowa
Amy Sinclair	County Supervisor	Wayne County, Iowa
Tom Dent	City Councilperson	Humeston, Iowa
Gary Bishop, Ex-Officio	Technical Committee, Chairperson	Appanoose County, Iowa
Ex-Officio	Executive Director	10-15 Transit
Pam Stow, Ex-Officio	Transportation Director	Southern Iowa Trolley
Scott M. Suhr, Ex-Officio	Transportation Planner	Iowa Dept. of Transportation

TECHNICAL ADVISORY COMMITTEE MEMBERS

The Technical Advisory Committee reviews all transportation plans and programs and provides recommendations to the Policy Board Committee on all aspects of these plans and programs.

NAME:	TITLE:	COUNTY, CITY OR AGENCY:
Gary Bishop	County Engineer	Appanoose County
Bill Buss	Economic Development	Appanoose County
Richard McKnight	County Engineer	Decatur County
Bill Trickey	Economic Development	Clarke County Development Corp.
David Grove	County Engineer	Davis County
Ted Henderson	Public Works Director	City of Bloomfield

Tom Andersen	County Engineer	Clarke County
Keith Hinds	Secondary Roads	Decatur County
Todde Folkerts	County Engineer	Lucas County
Ruth Ryun	City Manager – Pro-tem	City of Chariton
John Goode	County Engineer	Monroe County
Dan Tometich	Economic Development	Albia Industrial Development
Tim Ehrich	County Engineer	Wayne County
Doug Mounce	Economic Development	Wayne County Development Corp.
	Transit Director	10-15 Transit
Pam Stow	Transit Director	Southern Iowa Trolley
Scott M. Suhr, Ex-officio	Transportation Planner	Iowa Dept. of Transportation

FINANCIAL CONSTRAINT SUMMARY

RPA 17 – Federal-Aid –(STP Funds)

	2012	2013	2014	2015
STP Balance (Carryover)	\$ 4,395,078	\$3,440,078	\$3,592,078	\$3,413,478
STP Target	\$1,423,000	\$1,423,000	\$1,423,000	\$1,423,000
Total Available for Programming	\$5,818,078	\$4,863,078	\$5,015,078	\$4,836,478
Total STP Programmed	\$2,378,000	\$ 1,271,000	\$1,601,600	\$759,000
Balance of STP Funds	\$3,440,078	\$3,592,078	\$3,413,478	\$4,077,478
<i>Based off of 2011 STP Targets</i>				

RPA 17- Federal Aid- (TE Funds)

	2012	2013	2014	2015
TE Balance (Carryover)	\$ -110,034	\$ 4,231	\$ 496	\$ 114,761
TE Target	\$ 114,265	\$ 114,265	\$ 114,265	\$ 114,265
Total Available for Programming	\$ 4,231	\$ 118,496	\$ 114,761	\$ 229,026
Total TE Programmed	\$ 0	\$ 118,000	\$ 0	\$ 0
Balance of TE Funds	\$ 4,231	\$ 496	\$ 114,761	\$ 229,026

FORECASTED EXPENDITURES & REVENUE

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

	2012	2013	2014	2015
County Operations	\$ 7,004,118	\$ 7,284,283	\$ 7,575,654	\$ 7,878,680
County Maintenance	\$ 12,801,187	\$ 13,313,234	\$ 13,845,763	\$ 14,399,593
City Operations	\$ 1,655,174	\$ 1,721,380	\$ 1,790,236	\$ 1,861,845
City Maintenance	\$ 3,896,851	\$ 4,052,725	\$ 4,214,834	\$ 4,383,427
Total Operations & Maintenance	\$ 25,357,330	\$ 26,371,622	\$ 27,426,487	\$ 28,523,545
<i>Based off of 2010 County & City O-M reports</i>				
<i>Assumes a 4% increase</i>				

RPA 17 Forecasted Non-Federal-Aid Revenues

	2012	2013	2014	2015
Farm to Market	\$ 4,500,048	\$ 4,680,049	\$ 4,867,251	\$ 5,061,941
Secondary Road Fund	\$ 23,601,289	\$ 24,545,340	\$ 25,527,153	\$ 26,548,239
City Street Fund	\$ 4,457,238	\$ 4,635,527	\$ 4,820,948	\$ 5,013,786
Total Non-Federal-Aid Revenues	\$ 10,901,976	\$ 11,338,055	\$ 11,791,577	\$ 12,263,240
<i>Based off of 2010 FM, Secondary Road & City Street reports – Assumes a 4% increase</i>				

SUMMARY OF FEDERAL PROGRAMMING

Type of Federal Aid	Total Cost-2012	Fed. Aid	Total Cost-2013	Fed. Aid	Total Cost – 2014	Fed. Aid	Total Cost – 2015	Fed. Aid
STP	\$ 5,254	\$ 3,504	\$ 4,462	\$ 3,577	\$1,006	\$ 522	\$1,000	\$ 800
ENH	\$ 0	\$ 0	\$ 147	\$ 118	\$ 0	\$ 0	\$ 0	\$ 0
HBP	\$ 5,338	\$ 4,259	\$ 4,574	\$3,519	\$ 1,962	\$ 1,253	\$1,363	\$ 1,064
ER-(ILL)	\$ 0	\$ 0	\$ 2,700	\$ 0	\$ 2,550	\$ 0	\$ 650	\$ 0
PRF	\$1,966	\$ 0	\$ 1,115	\$ 0	\$ 650	\$ 0	\$ 650	\$ 0
TOTAL	\$ 12,558	\$ 7,763	\$ 12,998	\$ 7,214	\$ 6,168	\$ 1,775	\$ 3,663	\$ 1,864

Chapter 7 – Long Range Plan (Years 6-20)

This chapter summarizes the tools and processes used to develop guidance for the long term (years 6-20). Specific projects, their projected costs, and funding sources are not included for years 6-20 because this information cannot be reliably attained this far in advance. However, the information in this chapter, together with the Action Plans stated within this document, should be used as guidance for project selection during years 6 through 20.

A. DEVELOPMENT TOOLS/PROCESS

1.

SWOT Analysis

The goals and objectives included in the Action Plan were developed through a variety of methods, including an analysis of the strengths, weaknesses, opportunities and threats (SWOT analysis) of the region's transportation system. A SWOT analysis occurred on September 20, 2011. This meeting was publicized by postings in each of the respective county courthouses in the RPA 17 region and was attended by RPA TAC members. This analysis occurred at the beginning of this planning process and has helped steer the direction of this plan. The Analysis revealed areas of concerns as well as priorities within the region and provided momentum and direction for this plan. See Appendix M for notes from the SWOT analysis.

Online Survey

Another method of gathering input from residents of the region for the Action Plan was an online survey that was conducted by the RPA. The link to the survey was sent to each of the cities and counties in the region, economic development organizations, elected officials, TAC and Policy members, and other interested individual to obtain their input into this LRTP. Sixty-nine people participated in the survey and the results indicated responses representing a good cross-section of residents or workers in this region.

The survey allowed the RPA to gather data that supported what was revealed through the SWOT analysis and confirmed what the Transportation Technical Advisory Committee and Policy Board members shared about the priorities of the people within the region. This information assisted the RPA in development of the Action Plan and supported projects proposed in both the short and long term. See Appendix L for a copy of the survey.

A majority of the people (97%) who completed the online survey have indicated that the automobile is their primary source of income. Considering this element, the participants have indicated that better maintenance of existing streets/highways is a priority to improve the mobility of residents. The better maintenance is also a critical element to improving the safety of citizens in the region. Businesses owners concur with this opinion by stating the same priority of better highway/street maintenance is critical to their business for the delivery of goods or commodities and that such efforts would also strengthen our regional economy.

The priority of maintaining existing streets, bridges and highways are evident by the responses throughout the survey. The following chart clearly states that participants believe this category should take precedence in making funding decisions.

Figure 22: Survey Results

Keeping in mind that transportation funds are limited, please rank the following options according to the priority you feel they should be given in FUNDING DECISIONS for the region.					
	Very Important	Important	Somewhat Important	Not Important	Response Count
Maintaining existing streets, bridges, & highways	92.1% (58)	6.3% (4)	1.6% (1)	0.0% (0)	63
Safety & traffic flow improvements	14.3% (9)	38.1% (24)	39.7% (25)	7.9% (5)	63
Maintaining public transit services	9.5% (6)	39.7% (25)	36.5% (23)	14.3% (9)	63
Construction of new sidewalks/repair existing	19.7% (12)	31.1% (19)	34.4% (21)	14.8% (9)	61
Construction of regional bicycle or walking trails	6.5% (4)	24.2% (15)	38.7% (24)	30.6% (19)	62
Hardsurfacing additional county roads	17.5% (11)	34.9% (22)	20.6% (13)	27.0% (17)	63
Airport improvements	11.7% (7)	25.0% (15)	33.3% (20)	30.0% (18)	60
Passenger/freight rail expansion or improvements	14.5% (9)	30.6% (19)	27.4% (17)	27.4% (17)	62

2. Chariton Valley Planning & Development Comprehensive Economic Development Strategy (CEDS)

In 2008, Chariton Valley Planning and Development Council of Governments completed a Comprehensive Economic Development Strategy (CEDS) for four counties in the RPA 17 region. The information was gathered by surveys all the cities, counties, economic development groups, and county board members representing a variety of interests from the region. CVPD works with these entities to establish their priorities (both short and long term) and assist them in developing goals. Transportation concerns were identified as a growing concern throughout these counties, as well as in the outer lying county who’s CEDS are conducted by either Southern Iowa Council of Governments or Area XV Planning

Commission. This concern is for the maintenance of roads and bridges on the secondary roads system in the RPA 17 region. Cities and counties are unable to fund the work needed to maintain that roadway system with budgets that are already stretched very thin.

Economic Development considerations were frequently taken into account in the planning process of the LRTP. Information and data considered in the development of this plan had sometimes already been collected and examined as a result of activities involved in the Comprehensive Economic Development Strategy (CEDS) for the region. Economic development planning and transportation planning activities were closely linked throughout this planning process; and as a result, the knowledge gained in the CEDS process could be used in the transportation planning process. Likewise, the knowledge acquired in the LRTP process is valuable to the CEDS process as well.

B.Years 6-20 Priorities

The results of the SWOT analysis and online survey have been valuable tools used by RPA 17 in developing guidelines for projects in this long range plan. Additional input has been gathered from elected officials, residents, business leaders, and the general public throughout the planning process. Through this process, the following priorities have been established for years 6-20. They are listed by transportation mode and are meant to complement items in the Action Plan and provide direction for planning future projects.

Highway

- | | |
|----|---|
| 7. | Continue ongoing rehabilitation of existing roads and bridges |
| 8. | Develop or improve roadways as needed to enhance economic development |
| 9. | Improve roadways as needed to enhance safety |

Transit

- | | |
|---|---|
| • | Provide safe, efficient, effective and quality service |
| • | Replace or expand Southern Iowa Trolley or 10-15 Transit fleet as needed |
| • | Promote mobility |
| • | Study the feasibility of construction or purchase a fleet maintenance and storage facility for Southern Iowa trolley. |

Pedestrian Facilities

- | | |
|---|--|
| • | Develop trails to increase quality of life |
| • | Maintain and promote connection of existing trails |

- Promote community efforts to repair or construct sidewalks for safety and mobility

Aviation

- Expand runways as needed to promote economic development
- Support facility updates and expansions at airport facilities to ensure quality services

Rail

- Pursue safety improvements at rail crossings
- Support rail access development to enhance economic development
- Promote passenger rail opportunities throughout the region

Intermodal

- Support opportunities of intermodal facility development in or near the region with emphasis on value-added agriculture.

Chapter 8 – Funding the Plan

The following section provides a brief description of major transportation funding sources currently available to develop the regional transportation network. A listing of public funding sources and application requirements can be found in the Iowa DOT funding guide www.iowadot.gov/pol_leg_services/funding_guide.htm. The Iowa DOT is the direct funding sponsor on all listed sources, unless otherwise noted.

Each of these funding sources requires matching funds, unless otherwise noted. In most cases, counties or cities provide the necessary local match through yearly budget allocations. In some cases, state and private funds may be used to match federal funds. The specific guidelines for each funding program should be consulted before assumptions are made.

A. AVIATION

Federal Airport Improvement Program (AIP) – Funding for airport improvements and airport planning. Public agencies owning public-use airports in the Federal Aviation Administration’s (FAA) National Plan of Integrated Airport Systems are eligible to request funds.

State Airport Improvement Program – funding for publicly owned airports in Iowa for airport development, emergency operation repairs and pavement maintenance.

Airport Vertical Infrastructure Program – state funding for publicly owned commercial service and general aviation airports for improvements to vertical infrastructure.

B. HIGHWAYS & BRIDGES

Highway Bridge Program – Federal funding that’s available to agencies with public road jurisdiction for the replacement or rehabilitation of structurally deficient or obsolete public roadway bridges.

Iowa Clean Air Attainment Program (ICAAP) – Funds roadway, transit, or trail projects or programs that help maintain Iowa’s clean air quality by reducing transportation related emissions. Eligible roadway projects must be on a federal-aid system, which includes all federal functional class routes except local

and rural minor collectors. The State, a county or a city may sponsor as an applicant or may co-sponsor for private, non-profit organizations and individuals.

Surface Transportation Program (STP) – Federal funding for any road or bridge project on the federal aid system (excluding local and minor collectors). Any agency with public road jurisdiction, public transit responsibilities, or transportation planning responsibilities is eligible to apply for STP funding. Application and approval is handled by the regional planning affiliation (RPA 17).

County and City Bridge Construction Fund – State funds for the replacement or rehabilitation of obsolete or deficient public roadway bridges in cities or counties.

Revitalize Iowa’s Sound Economy (RISE) – Funding available to Iowa counties and cities to promote Economic development in Iowa through construction or improvements of roads and streets.

Innovative Bridge Research and Deployment Program – Funding for the demonstration and application of innovative material technology in the construction of bridges and other structures.

High Risk Rural Roads (HRRR) Program – Federal funding to Iowa Counties for safety improvements on rural roads (paved roads, classified as rural major, rural minor or rural local roads) with a fatal and major injury crash rate above the statewide average or likely to experience an increase in traffic volume that will lead to a crash rate in excess of the statewide average.

Safe Routes to School – Provides infrastructure and noninfrastructure improvements which result in more students walking or bicycling to school. State, local and regional agencies, including nonprofits, school, and parent-teacher associations may apply for funding. Annual funding is approximately \$1.5 million (subject to funding availability).

C. RAIL

Local governments typically have little control over the strategies used by railroads for improvements. Local projects are generally limited to railroad crossing or warning device improvements, projects designed to promote economic development or make improvements to historic rail depots.

State Grade Crossing Surface Repair Fund – This allocates \$900,000 annually from Iowa’s Road Use Tax Fund to assist railroads, cities, and counties to repair railroad crossings. The program covers the remaining 60%.

State Grade Crossing Safety Program – assists in railroad crossing signals maintenance through an annual \$700,000 appropriation from Iowa’s Road Use Tax Fund.

Federal Railway –Highway Crossing Safety Fund – offers assistance for improvements to the railroad crossings for safety. The program can be used for projects that “install new crossing signals devices, upgrade existing signals, improve crossing surfaces, and provide low-cost improvements, such as increased sight distance, widened crossing, increased signal lens size or crossing closure”.

Transportation Enhancement – programs provide funds for projects in three categories: trails and bikeways, historic and archaeological or scenic and environmental. The Transportation Enhancements program has helped successfully restore several of RAP 17's historic rail depots.

Railroad Revolving Loan and Grant Program (RRLGP) – provides funds for projects that promote economic development, job growth, and preservation/improvement of the rail transportation system. The program distributes funds as either loans or grants; however, grants are limited to 50% of the total program funds available.

Railroad Rehabilitation and Improvement Financing (RRIF) – is a credit assistance program to assist railroads with refinancing, line acquisition, track rehabilitation, or development of new intermodal facilities.

Railroad Rehabilitation and Improvement Financing Program - provides direct loans and loan guarantees to acquire, improve or rehabilitate intermodal or rail equipment or facilities; refinance outstanding debt; or develop new intermodal or rail road facilities.

D. TRAILS & ENHANCEMENTS

State Recreational Trails Program – provides funds for public recreation trails. State agencies, counties or cities and non-profit organizations are eligible to apply for funding. Sponsors must provide 25% match, guarantee the maintenance of the trail for 20 years and projects must be a part of a local, area-wide, regional, or statewide trail plan. Annual funding level is \$2 million (funding varies by year depending on allocation by the state legislature).

Federal Recreational Trails Program – provides funds to maintain motorized and non-motorized trails a trail-related project. Public agencies, non-profit organizations, and private organizations can request funding through this program; however, private organizations must have a public agency as a co-sponsor. Sponsors must provide a 20% match and guarantee the maintenance of the trail for 20 years. Annual funding level is \$1.25 million (subject to funding availability).

Federal Transportation Enhancement Program – to provide funds for the enhancement or preservation activities of transportation related projects including trails, bikeways, historical, archeological, scenic, and environmental. Public agencies, non-profit organizations, and private organizations can request funding through this program; however, private organizations must have a public agency as a co-sponsor. A 30% match is required for statewide enhancements and 20% match is required for regional enhancement projects. Projects must be related to existing or planned surface transportation facilities. Annual funding for statewide projects is \$4.5 million and \$4.5 million for regional projects.

Safe Routes to School – Provides infrastructure and non-infrastructure improvements which result in more students walking or bicycling to school. State, local and regional agencies, including nonprofits, school, and parent-teacher associations may apply for funding. Annual funding is approximately \$1.5 million (subject to funding availability).

Iowa DOT/DNR Fund – Any tax-levying body may seek funding for roadside beautification of primary system corridors with woody-type plant materials. Annual funding level is \$300,000 (subject to funding availability).

Living Roadway Trust Fund – Implements Integrated Roadside Vegetation Management Programs (IRVM) on city, county or state rights of way or areas adjacent to traveled roadways. Individual applicants must have written support from the agency responsible for maintaining the right of way in which the project is proposed. Either the county engineer or the county conservation board must sponsor county projects.

National Scenic Byways Program – Funds eligible projects associated with at state or nationally designated Scenic Byway. A minimum of 20% match is required.

Pedestrian Curb Ramp Construction – assist cities in complying with the Americans with Disabilities Act on Primary Roads.

E. TRANSIT

State Transit Assistance – local transit agencies (public or private not-for-profit) may apply for assistance for transit operations, capital improvements, and planning activities.

Capital Grants Program (Section 5309) – Local transit agencies (public or private not-for-profit) may apply for assistance for capital improvements, including bus/bus facility replacement or expansions, fixed guide way modernization and New Starts.

Elderly Individuals and Individuals with Disabilities Program (Section 5310) - provides federal funding for support of transit activities in rural and urban areas and to support transit activities providing service to elderly persons and persons with disabilities.

Non-Urbanized Area Formula Program (Section 5311) – provides capital and operating assistance for rural and small urban transit systems.

Iowa Clean Air Attainment Program (ICAAP) - Funds roadway, transit, or trail projects or programs that help maintain Iowa's clean air quality by reducing transportation related emissions. Eligible roadway projects must be on a federal-aid system, which includes all federal functional class routes except local and rural minor collectors. The State, a county or a city may sponsor as an applicant or may co-sponsor for private, non-profit organizations and individuals. Transit systems may apply directly.

Surface Transportation Program (STP) – provides flexible spending funding that may be used for transit projects. Application and approval is handled by the regional planning affiliation (RPA 17).

Job Access and Reverse Commute Program (Section 5316) Federal Transit Funds – Local transit agencies (public or private not-for-profit) may apply for assistance to develop transportation services to connect welfare recipients and low-income persons to employment and support services.

New Freedom – Local transit agencies (public or private not-for-profit) may apply for assistance to expand transportation services for persons with disabilities.

Intercity Bus Assistance (Section 5311) – provides funds to private intercity bus companies, public transit agencies and local communities for: existing intercity bus routes that tie Iowa to the rest of the country; new feeder routes which will give smaller communities access to existing intercity routes; marketing for new or existing routes; and providers’ efforts to upgrade equipment and facilities to become compliant with the Americans with Disabilities Act (ADA) of 1990.

Over-the-Road Bus Accessibility Program (Section 3038) - provides funds to intercity fixed route carriers to implement accessibility requirements for over-the-road buses, as required by ADA.

Chapter 9 – Public Involvement Process & Results

Provided below is a timeline showing various public involvement activities and opportunities incorporated into the planning process of this LRTP.

SWOT Analysis

DATE: September 20, 2011

An analysis of the region’s strengths, weaknesses, opportunities and threats (SWOT analysis) occurred on September 20, 2011. This meeting was publicized by postings in the respective county courthouses in the RPA 17 region and was attended by the RPA 17 policy board members and technical committee members. See Appendix M for notes from that SWOT analysis.

Transportation Technical Advisory Group and Policy Board Meetings

2009-2011

Mapping began in 2009 and progress of the LRTP was made over the following years. Updates on the progress were made and discussed at various Technical Advisory Group and Policy Board meetings over this time. When appropriate, other interested parties, such as Transit agencies or county engineers proved to be an excellent source of information for the plan.

Online Survey

December 2011

Input was gathered from residents of the region through an online survey conducted in December 2011. See Appendix L for a copy of the survey. Links to the survey were emailed to each of the cities and counties in the region, as well as businesses, economic development organizations, elected officials, and other interested individuals to obtain their input into this LRTP.

Review by Iowa DOT

October & December of 2011

Iowa DOT staff was provided the opportunity to review and make comments on the proposed draft LRTP document during October and December 2011.

LRTP Public Hearing

December 2011

A public hearing was held on December 20th, 2011 at 2:30pm at Rathbun Region Water facility in Centerville, Iowa. This hearing was an opportunity for any interested persons to review the draft document, ask questions, and make comments on the document. A draft document was on hand to review and interested people were asked to give contact information to receive a copy of the plan. This meeting was held according to the Open Meeting law and was publicized in the Daily Iowegian on December 13, 2010 as seen in Appendix N.

Public Comment Period

December 20, 2011 – January 20, 2012

Comments received during the thirty-day public comment period will be considered and appropriate action taken to address those comments if needed.

RPA 17/Chariton Valley Transportation Planning Affiliation – TAC and Policy Board Review

January 20, 2012

The RPA 17 Technical Advisory Committee and Policy Board were previously provided with multiple opportunities to review and make comments on some chapters of the draft LRTP over the process. A final opportunity for review of the entire draft LRTP document was planned for January 2012. The TAC and Policy Board will be given an additional opportunity to make comments and provide input on the document prior to submitting it to public for review and comments.

Draft Submission to Iowa DOT for review

January 2012

The draft plan of the RPA 17 Long Range Transportation Plan will be submitted for recommendations.

Transportation Technical Advisory Committee recommendation of approval

April _____, 2012

The Technical Advisory Committee members were asked to officially recommend adopting the Final LRTP and forward it to the Policy Board for approval on April _____, 2012.

Resolution Adopting Final RPA 17 2012-2025 Long Range Transportation Plan by Policy Board.

Chapter 10 – Future Regional Transportation Planning Activities

The Chariton Valley Transportation Planning Affiliation (CVTPA), RPA 17, Long Range Transportation Plan will be reviewed on a five-year cycle and updated or revised as needed to reflect changes in priorities, socioeconomic and spatial changes, and financial availability. Any and all revisions, changes, or amendments shall be subject to the RPA 17 transportation planning process. The process includes review by the Technical Advisory Committee and Policy Board. Procedures and actions concerning review and updates of this document will conform to all specifications contained under federal and state mandates and the RPA 17 Public Involvement Plan.

During the creation of this document, a variety of transportation issues were identified and discussed. The information presented in this document is meant to offer guidance for future transportation planning efforts within this region.

The critical issue identified in this plan is the funding shortfalls for all modes of transportation. RPA 17 and the cities and counties located within the region face major challenges in ensuring funds are available for the maintenance of the existing transportation system. The jurisdictions in the region will complete as many projects as possible in an attempt to meet the goals and objectives set forth in this plan. However, due to funding shortage and uncertainty of federal transportation funding in the future, RPA 17 acknowledges the limitations the region will face if additional funds for transportation are not secured.

Appendix A: RPA 17 Trails Mapping

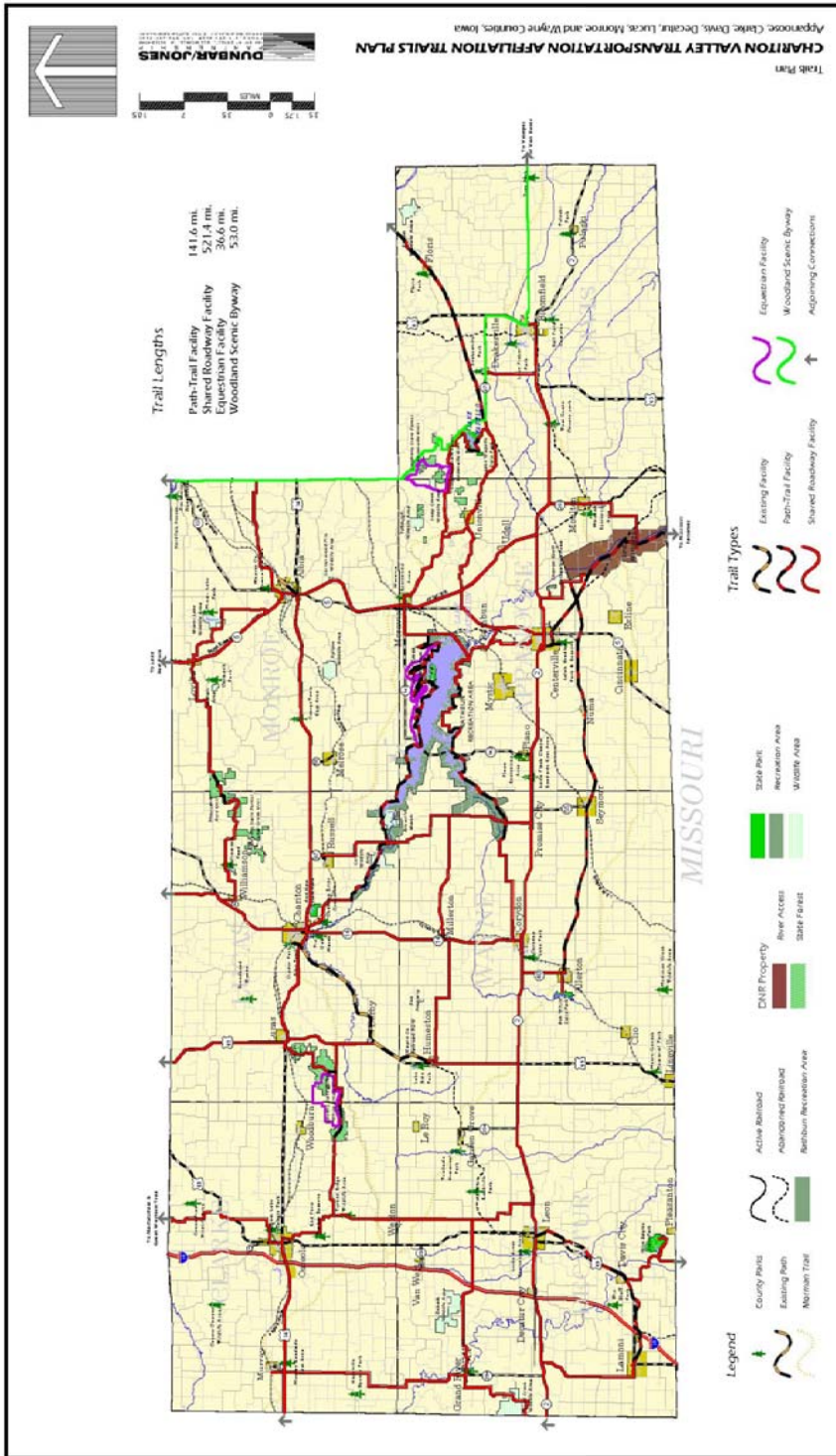
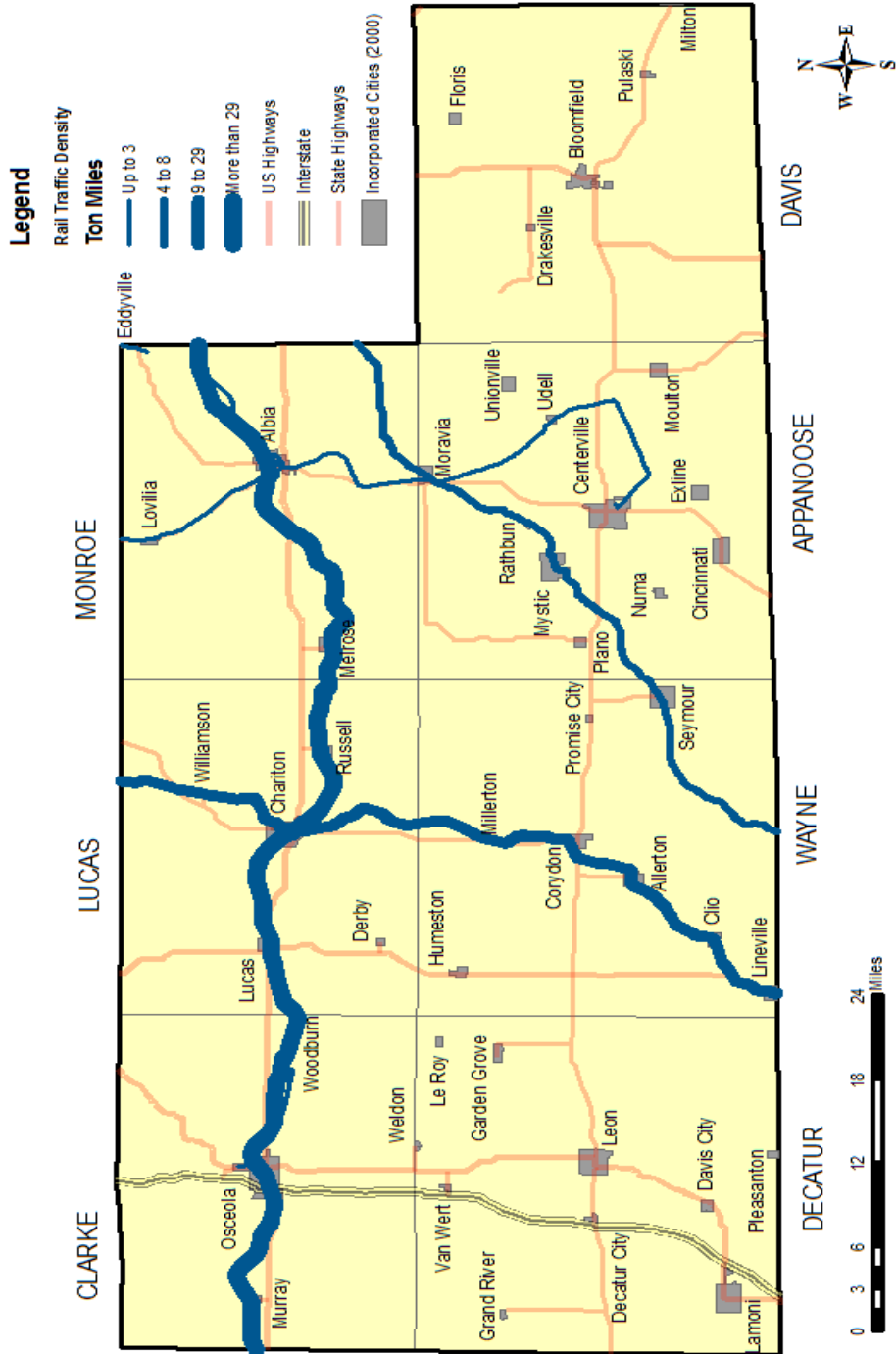


Figure 12

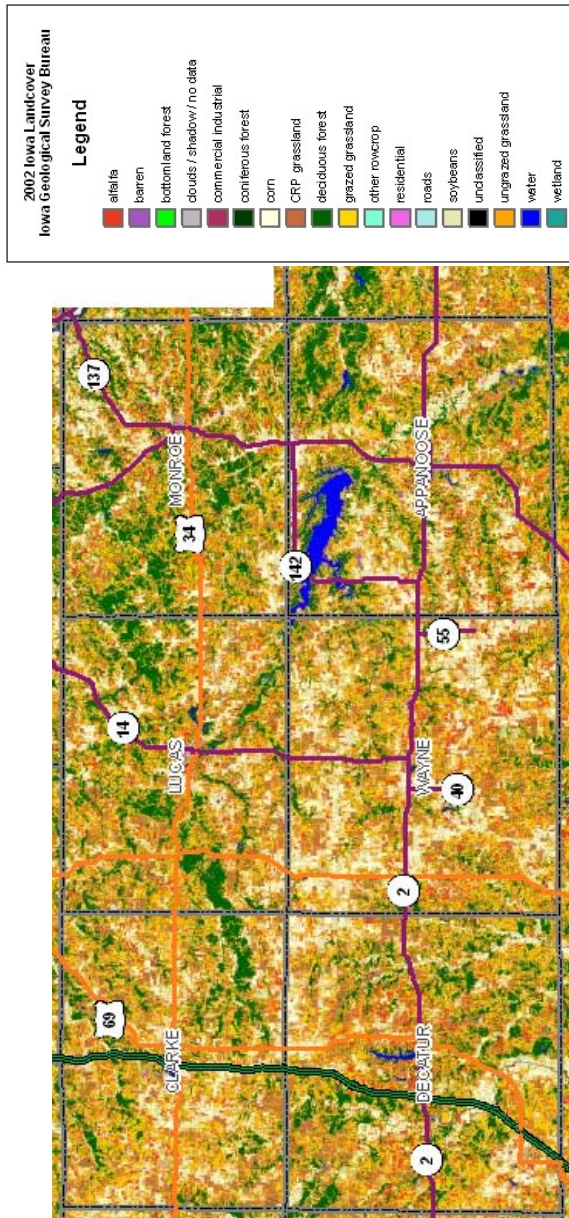
Appendix B: RPA 17 Rail Traffic

Density



Source: Iowa DOT GIS data compiled by CVTPA

Appendix C: Generalized Land Use - Landcover



Source: Iowa Geographic Map Server (<http://ortho.gis.iastate.edu/>), 2002 Iowa Landcover Map

Appendix D: National Wetlands Inventory Maps

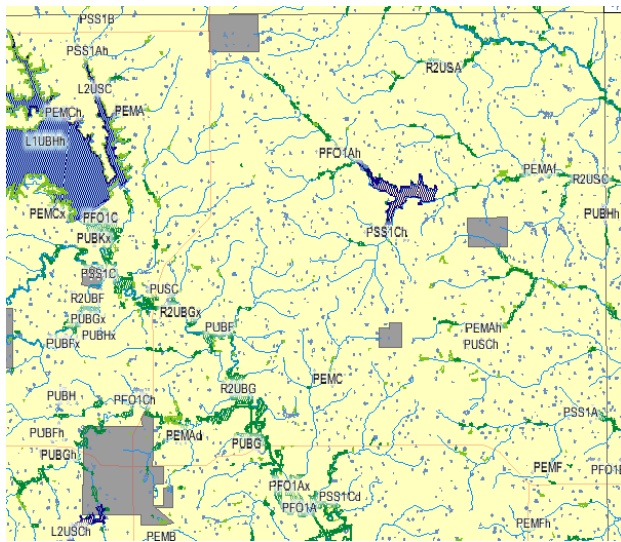
The following Fish and Wildlife Service wetland maps are displayed roughly by county quadrants. Not all wetlands are accompanied by a descriptive label at this scale thus if additional information is needed, the FWS should be consulted. Alternately, the GIS maps used to develop these maps by CVTPA may be zoomed into an area of interest to reveal more detailed information.

The descriptive labels are codes that are deciphered by the FWS Wetlands and Deepwater Habitats Classification charts which follow the maps in this appendix. The majority of wetlands in CVTPA are Palustrine types which are commonly referred to as marshes, bogs, or ponds; most of these are likely to be agriculture ponds created or maintained by land owners for farm or recreation purposes. Descriptions of the types of wetlands are included following the maps along with typical cross sections of each type.



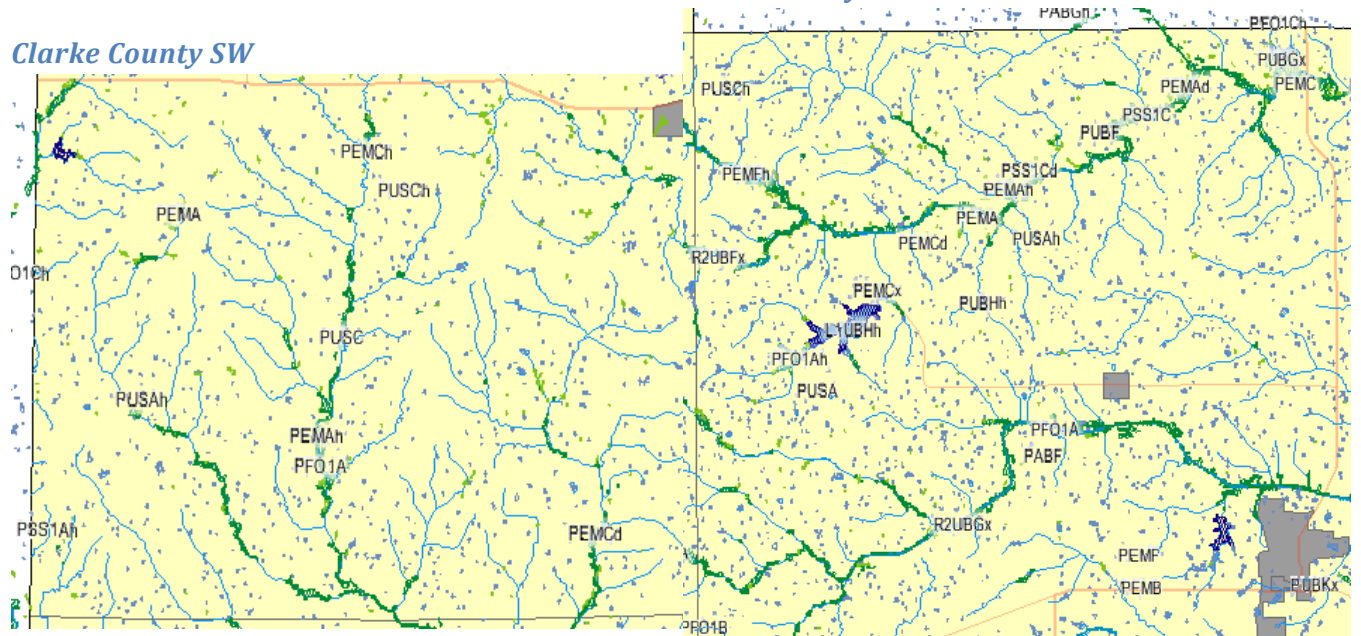
Appanoose County NW

Appanoose County NE



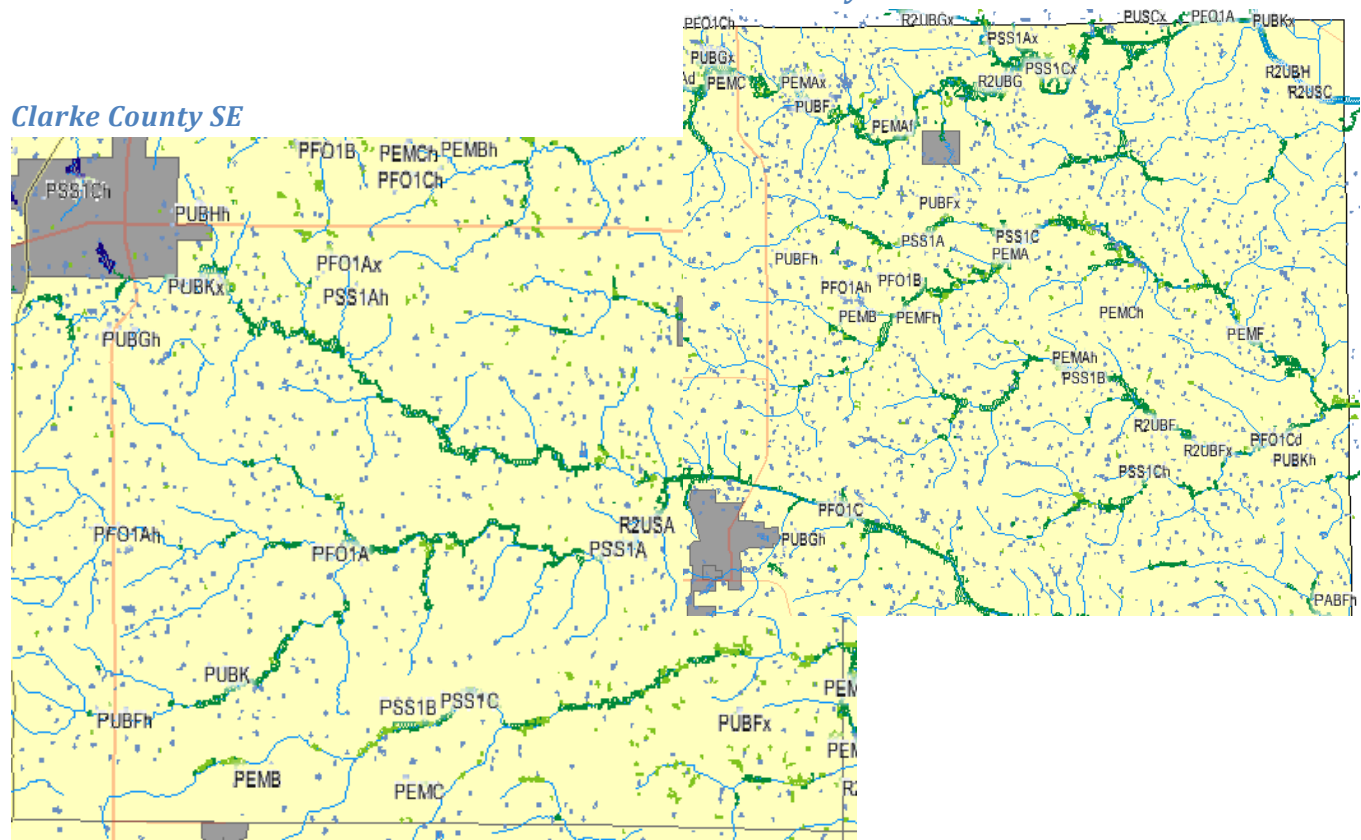
Davis County NW

Clarke County SW

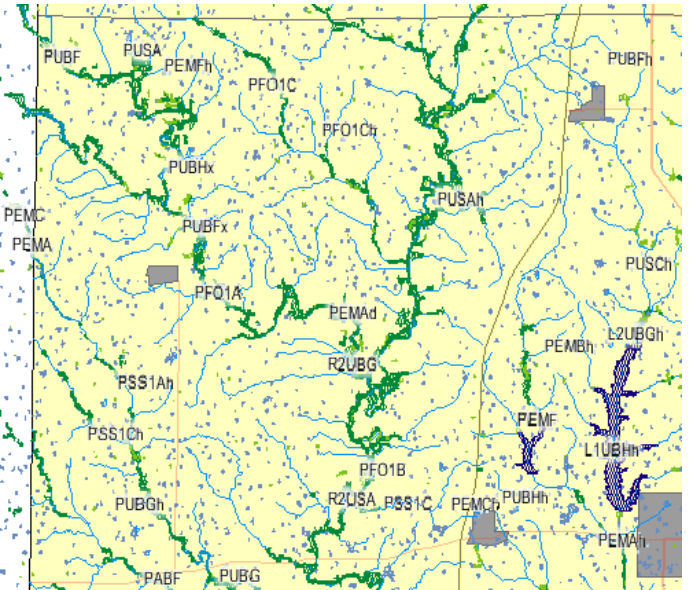


Davis County NE

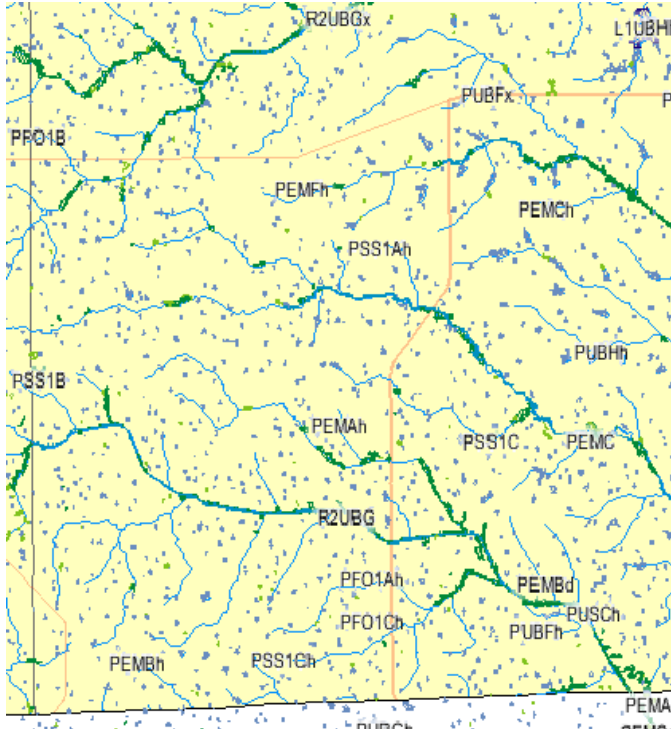
Clarke County SE



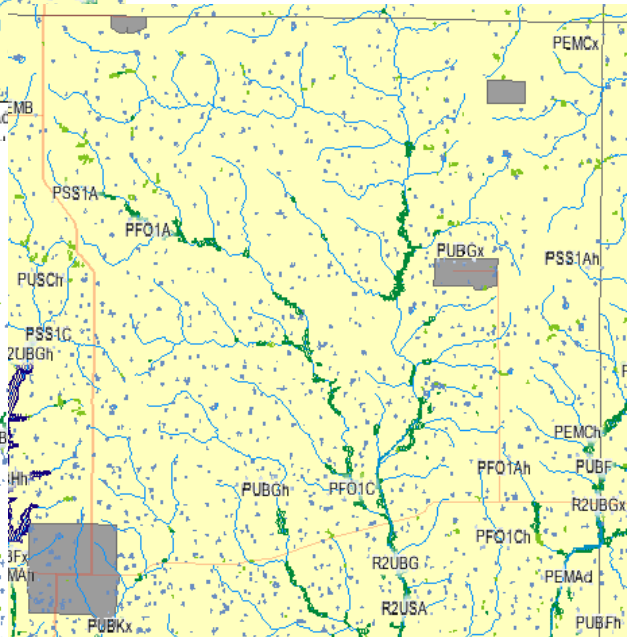
Decatur County NW



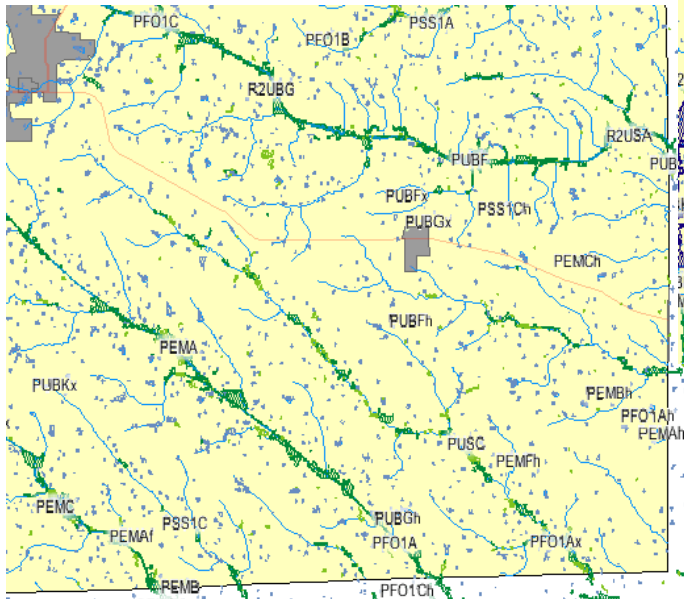
Davis County SW



Decatur County NE

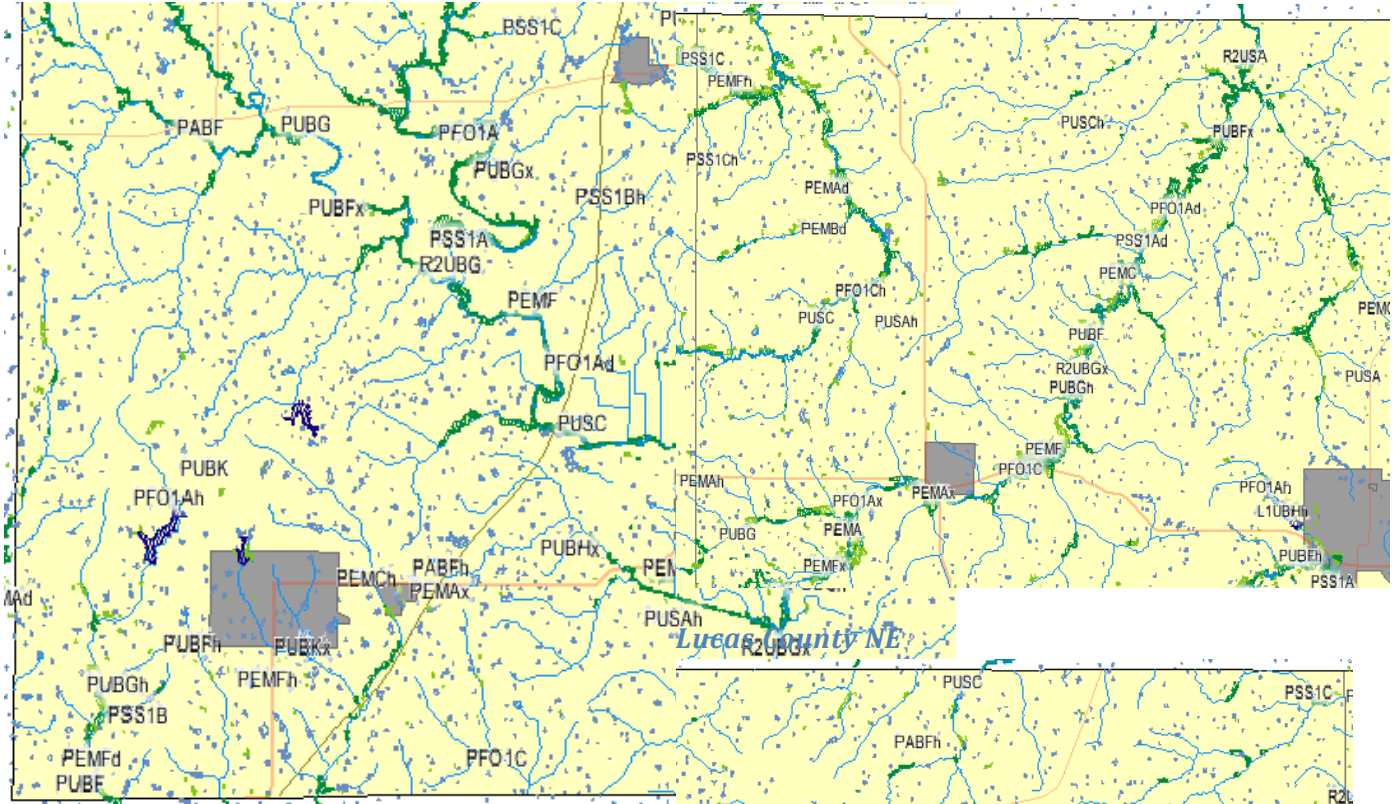


Davis County SE

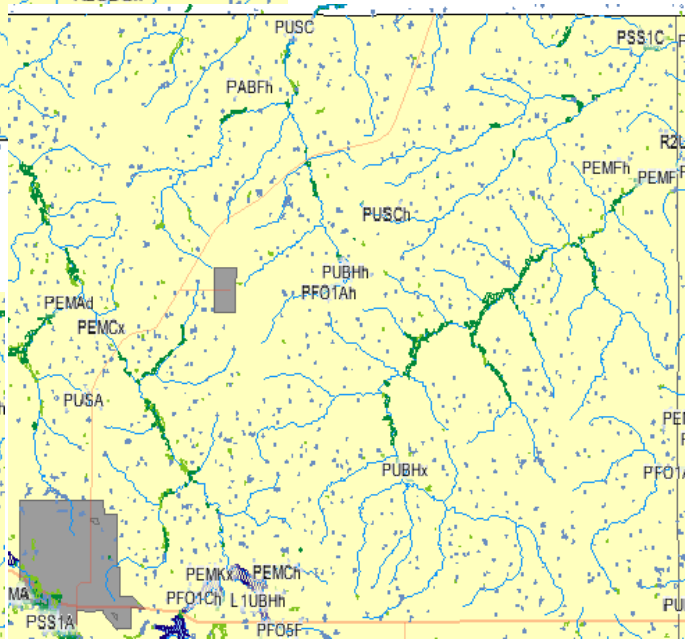
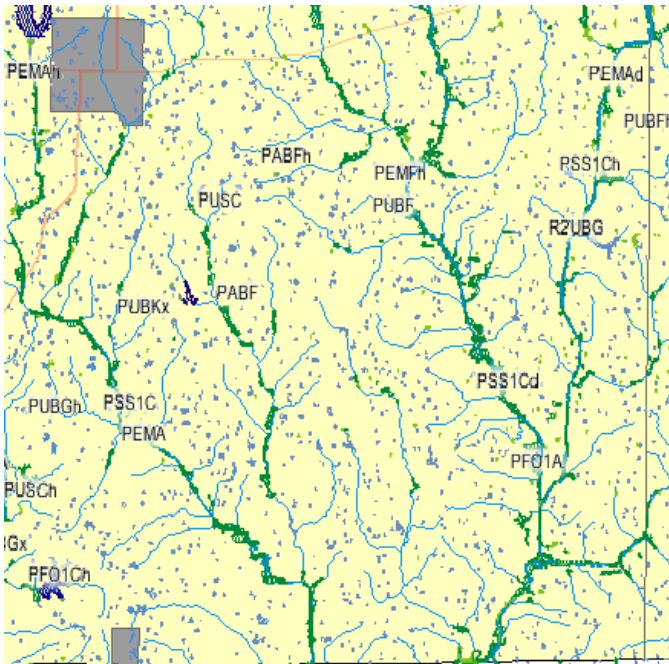


Decatur County SW

Lucas County NW



Decatur County SE

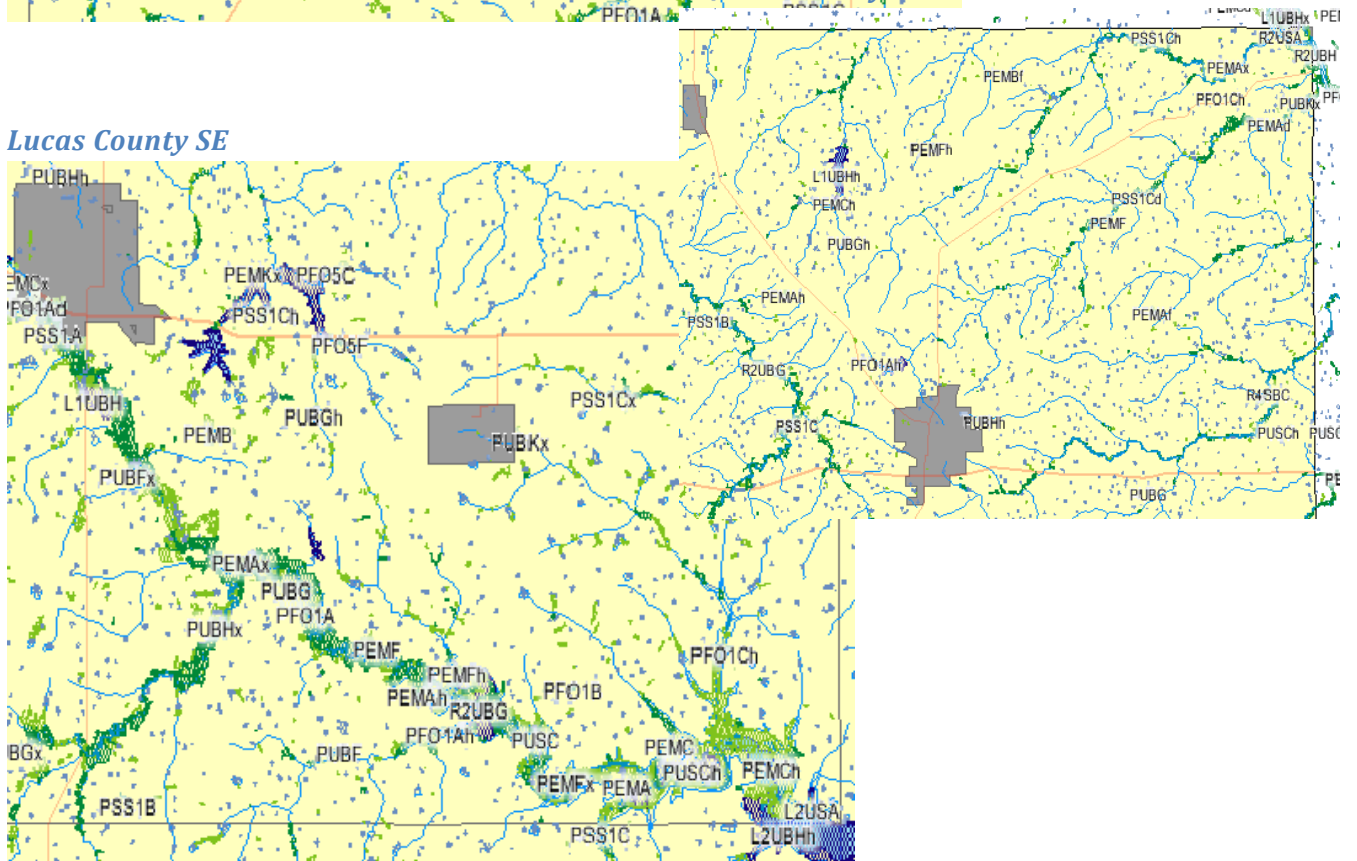


Lucas County SW

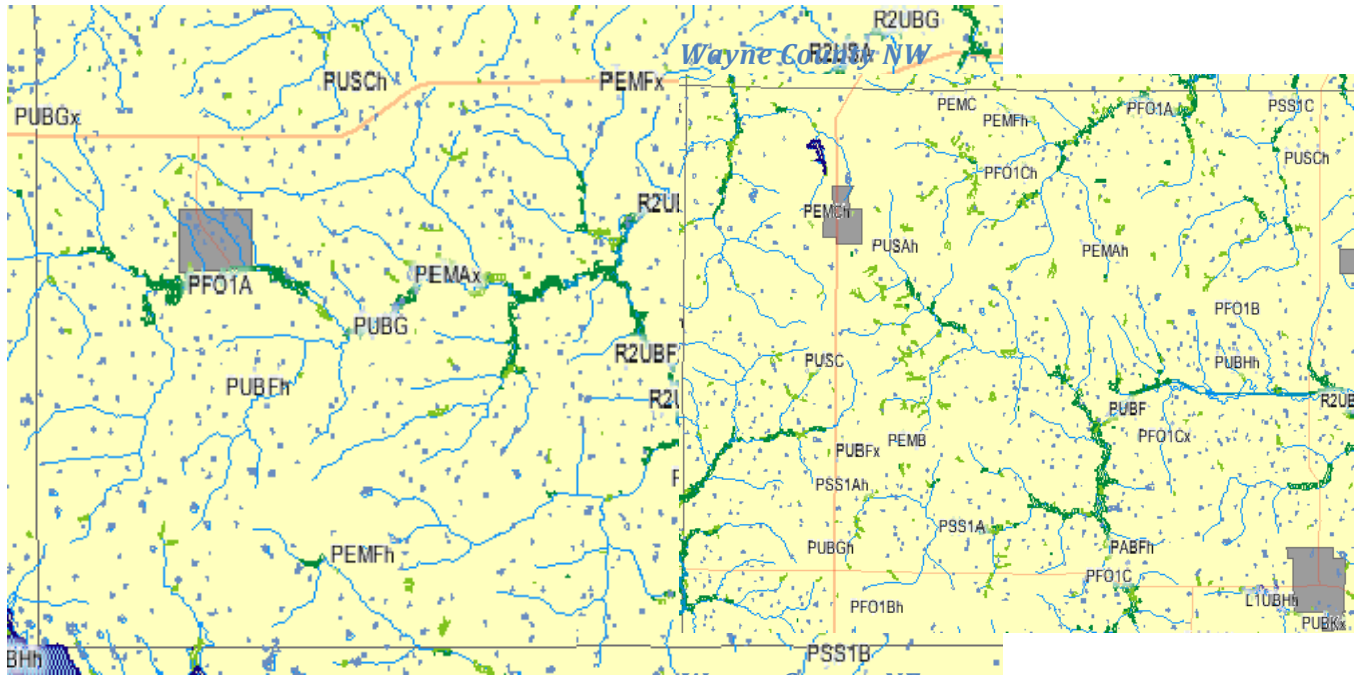
Monroe County NW



Lucas County SE



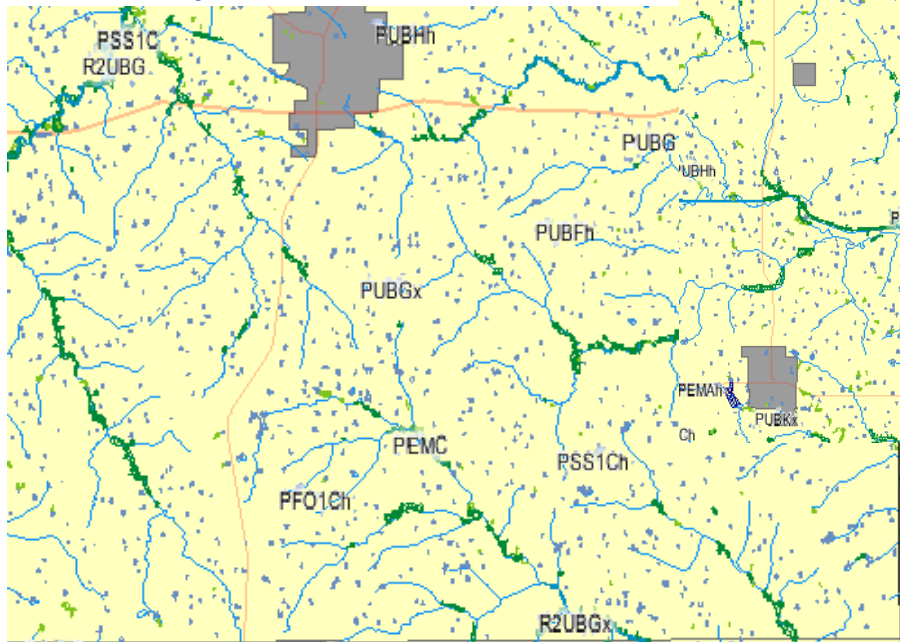
Monroe County SW



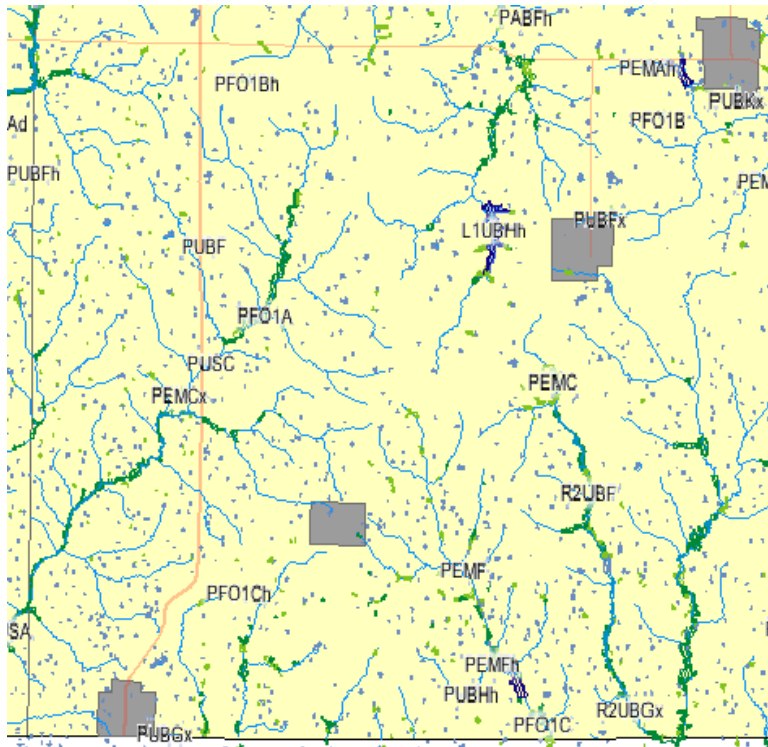
Wayne County NE



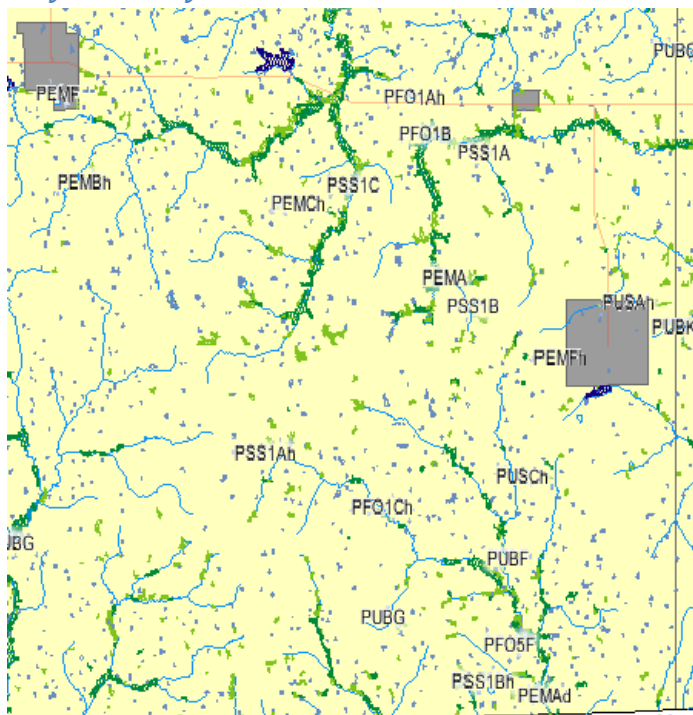
Monroe County SE



Wayne County SW



Wayne County SE

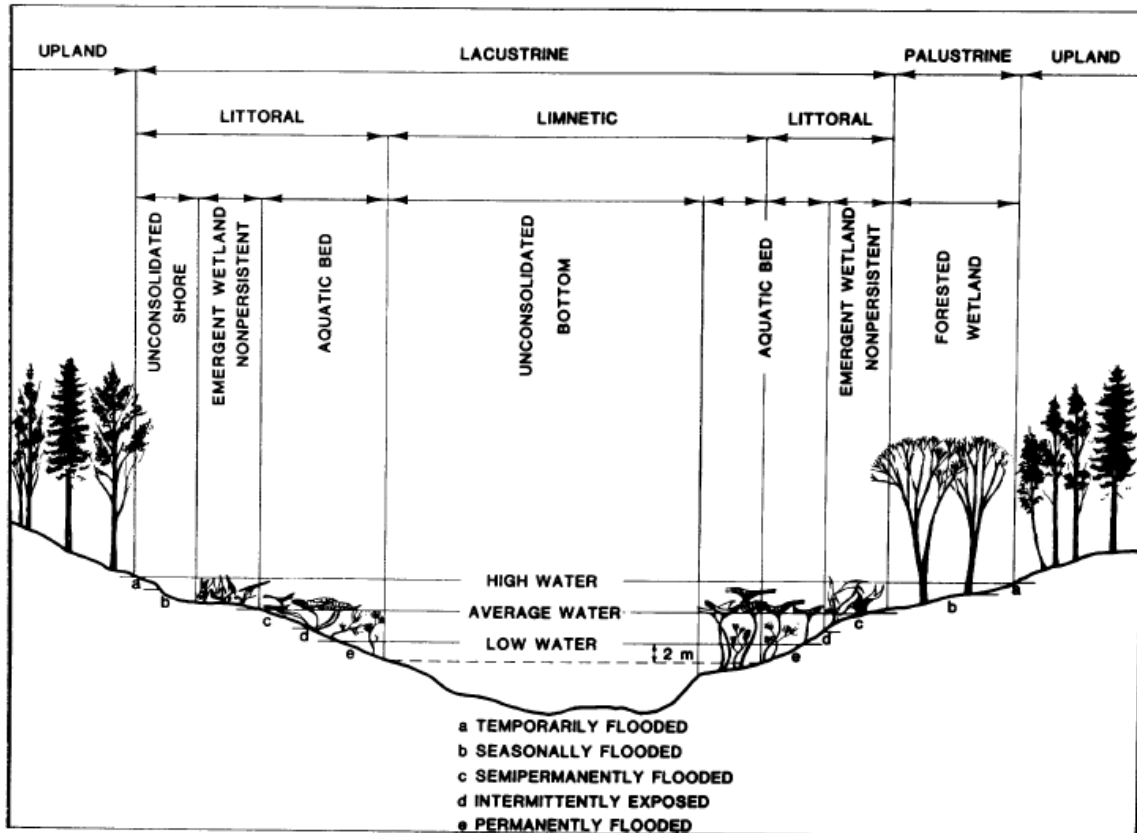
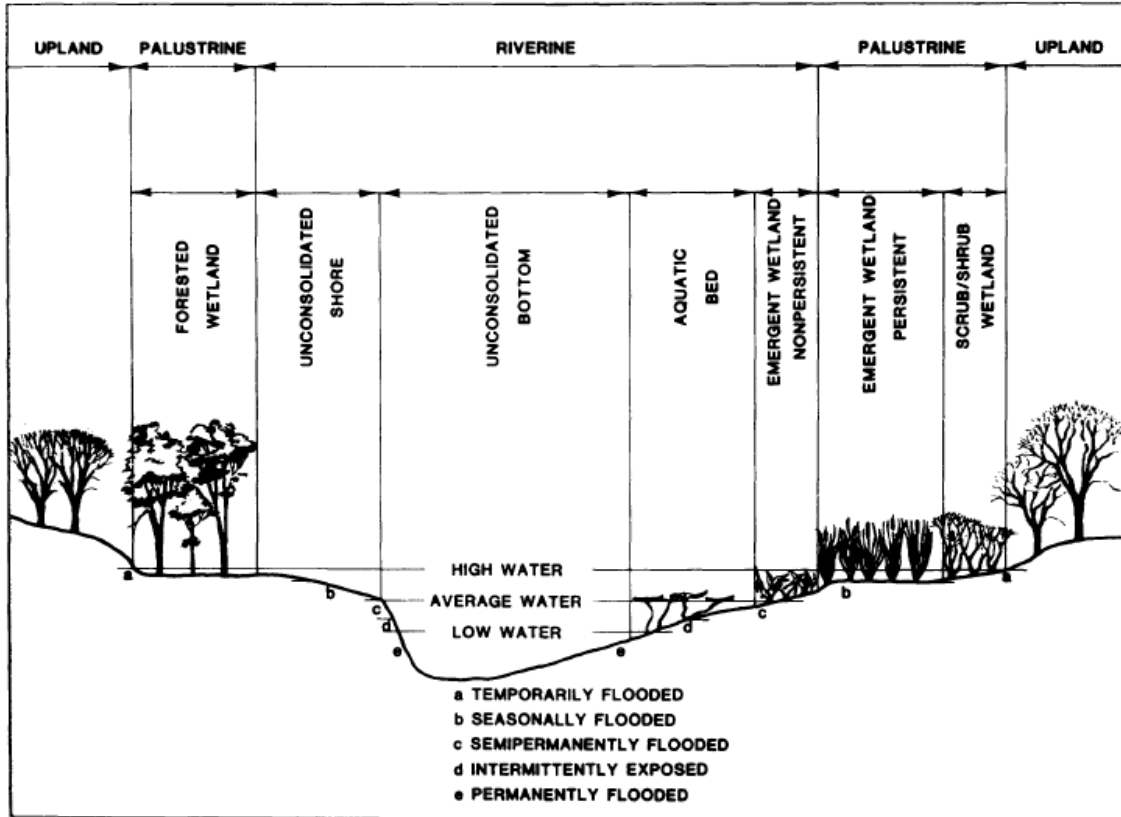


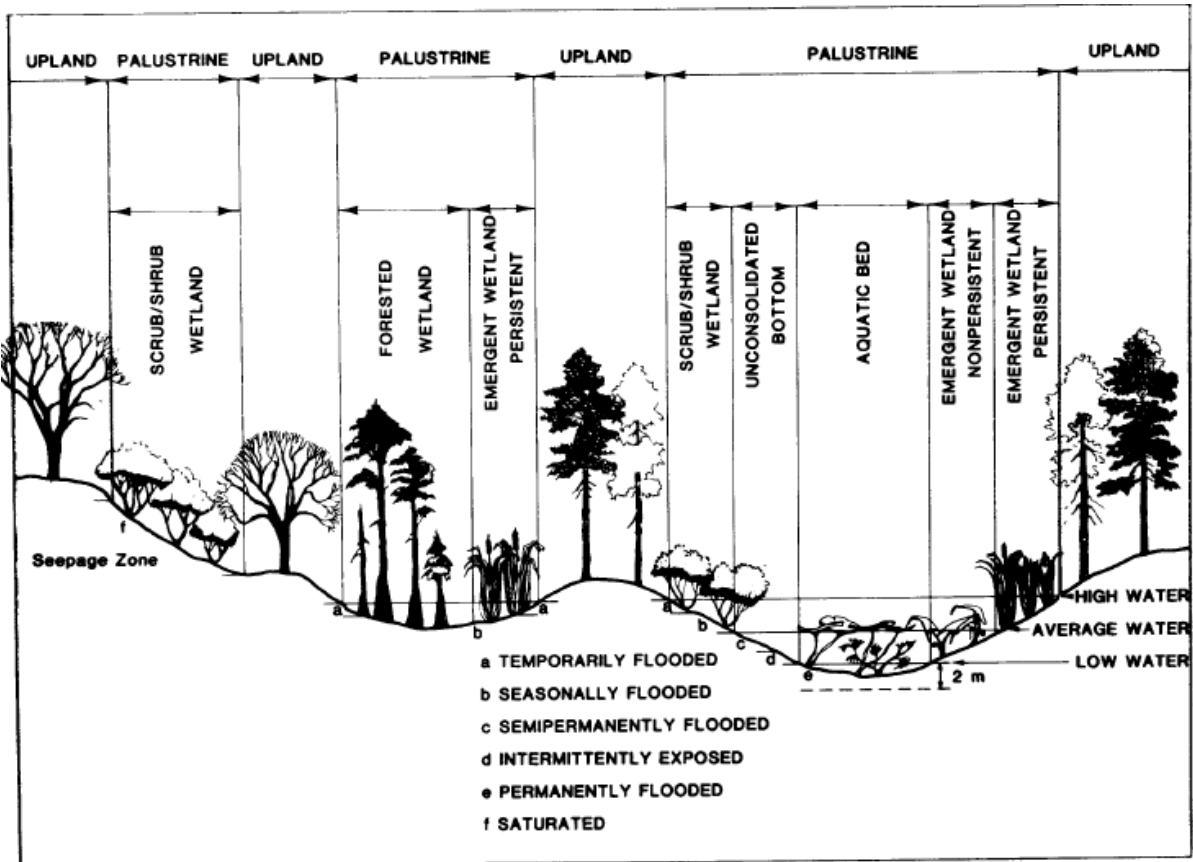
Description of General Types of Wetlands

Palustrine systems are the "vegetated wetlands traditionally called by such names as marsh, swamp, bog, fen, and prairie, which are found throughout the United States. It also includes the small, shallow, permanent or intermittent water bodies often called ponds. Palustrine wetlands may be situated shoreward of lakes, river channels, or estuaries; on river floodplains; in isolated catchments; or on slopes. They may also occur as islands in lakes or rivers. The erosive forces of wind and water are of minor importance except during severe floods.

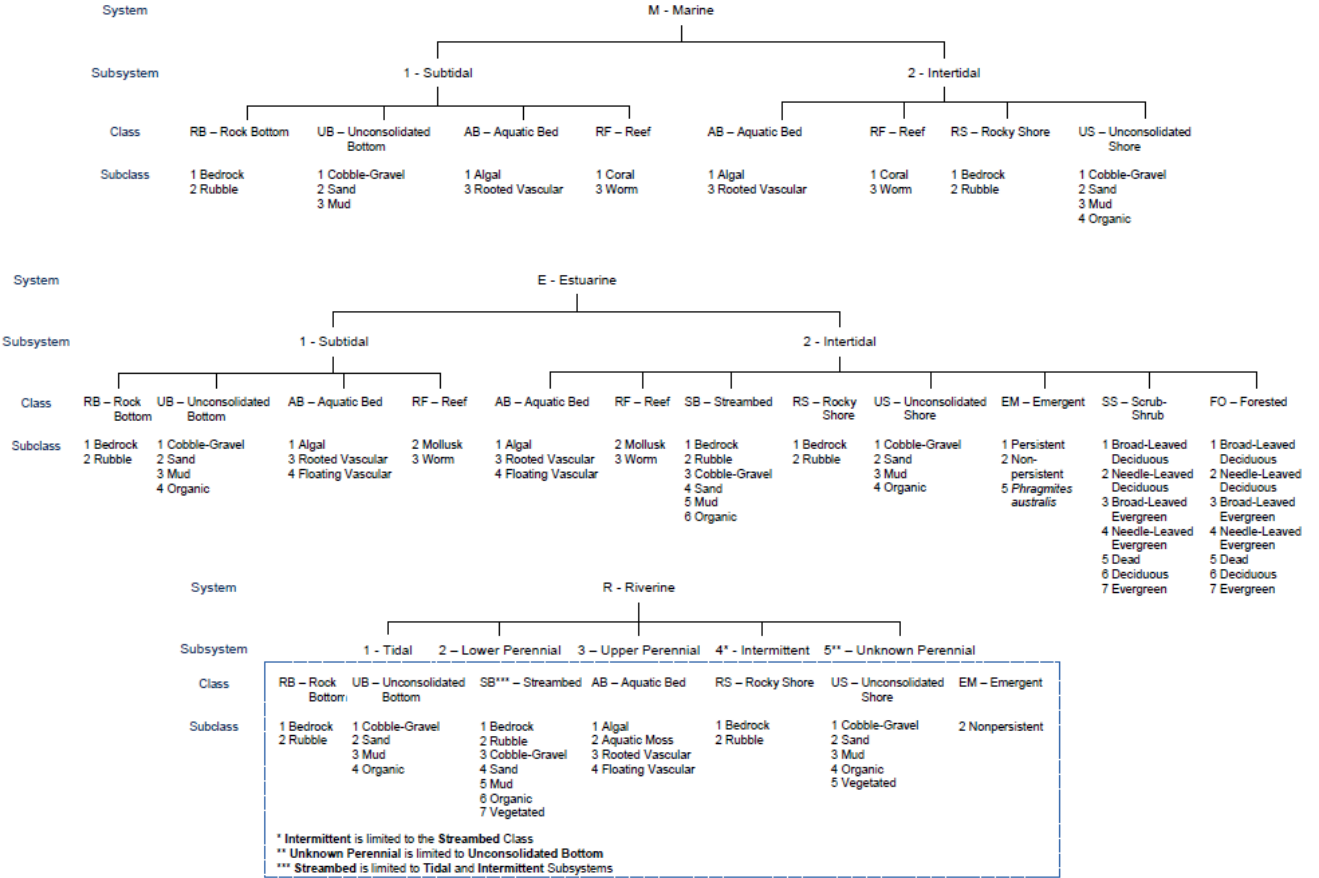
Lacustrine Systems includes permanently flooded lakes and reservoirs (e.g., Rathbun Lake), intermittent lakes, and tidal lakes with ocean-derived salinities below 0.50‰ (e.g., Grand Lake, Louisiana). Typically, there are extensive areas of deep water and there is considerable wave action. Islands of Palustrine wetland may lie within the boundaries of the Lacustrine System.

Riverine Systems includes all wetlands and deepwater habitats contained within a channel, with two exceptions: (1) wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and (2) habitats with water containing ocean derived salts in excess of 0.50‰. A channel is "an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water"



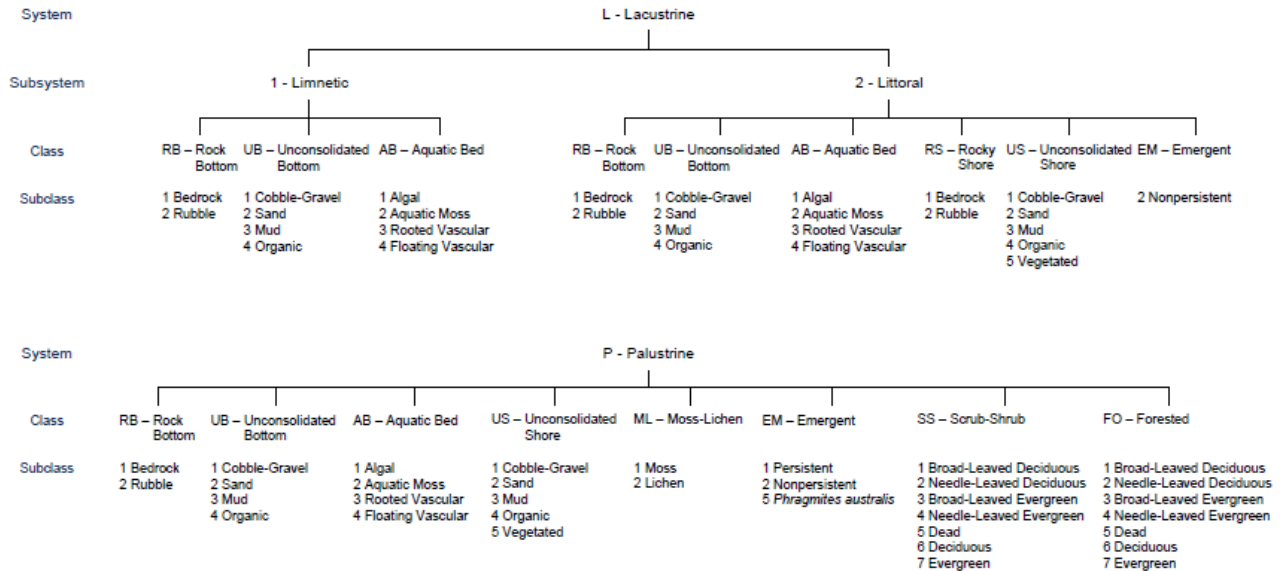


WETLANDS AND DEEPWATER HABITATS CLASSIFICATION



Classification of Wetlands and Deepwater Habitats of the United States, Cowardin *et al.* 1979

WETLANDS AND DEEPWATER HABITATS CLASSIFICATION



MODIFIERS							
In order to more adequately describe the wetland and deepwater habitats, one or more of the water regime, water chemistry, soil, or special modifiers may be applied at the class or lower level in the hierarchy. The farmed modifier may also be applied to the ecological system.							
Water Regime			Special Modifiers	Water Chemistry			Soil
Nontidal	Saltwater Tidal	Freshwater Tidal		Coastal Halinity	Inline Salinity	pH Modifiers for all Fresh Water	
A Temporarily Flooded	L Subtidal	S Temporarily Flooded-Tidal	b Beaver	1 Hyperhaline	7 Hypersaline	a Acid	g Organic n Mineral
B Saturated	M Irregularly Exposed	R Seasonally Flooded-Tidal	d Partly Drained/Ditched	2 Euhaline	8 Eusaline	t Circumneutral	
C Seasonally Flooded	N Regularly Flooded	T Semipermanently Flooded-Tidal	f Farmed	3 Mixohaline (Brackish)	9 Mixosaline	I Alkaline	
E Seasonally Flooded/ Saturated	P Irregularly Flooded	V Permanently Flooded-Tidal	h Diked/Impounded	4 Polyhaline	0 Fresh		
F Semipermanently Flooded			r Artificial	5 Mesohaline			
G Intermittently Exposed			s Spoil	6 Oligohaline			
H Permanently Flooded			x Excavated	0 Fresh			
J Intermittently Flooded							
K Artificially Flooded							

Image Sources: Fish and Wildlife Service, Classification of Wetlands and Deepwater Habitation in the United States

(http://www.fws.gov/wetlands/_documents/gNSDI/ClassificationWetlandsDeepwaterHabitatsUS.pdf),

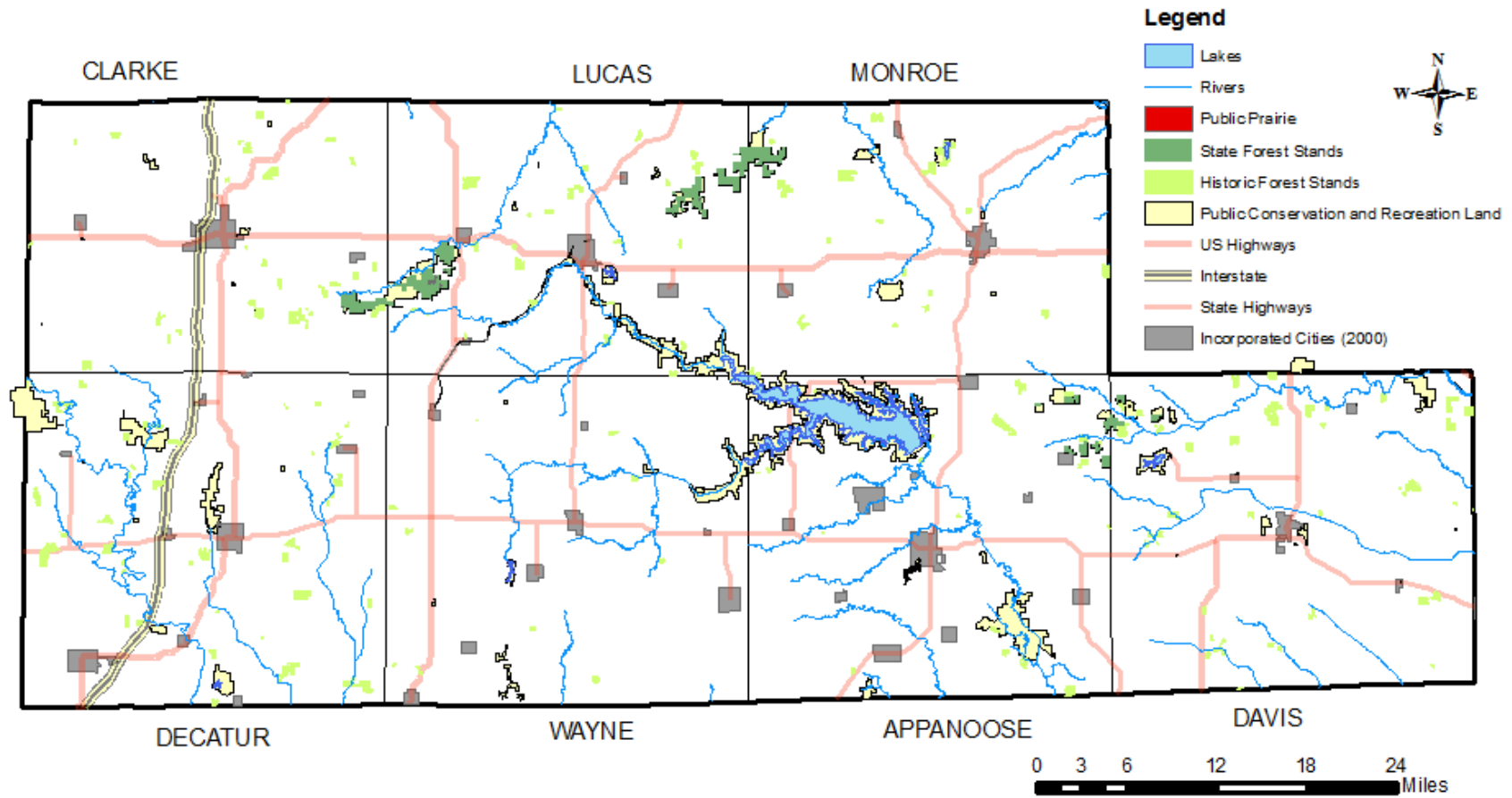
Reprinted 1992 and Wetlands and Deepwater Habitats Classification

(http://www.fws.gov/wetlands/_documents/gNSDI/WetlandsDeepwaterHabitatsClassification.pdf)

Map Source: Iowa DOT GIS data and Fish and Wildlife Services WMS data

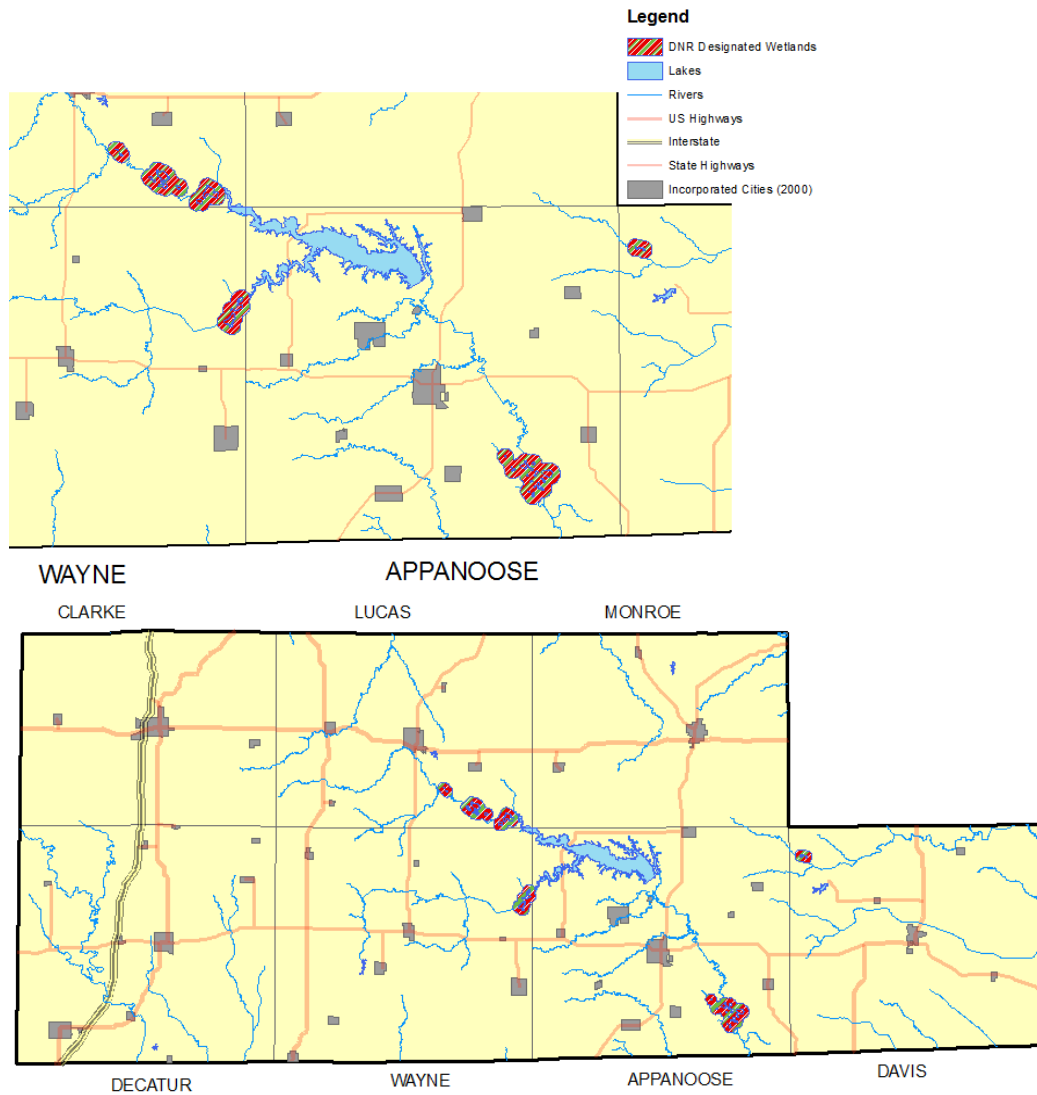
(<http://www.fws.gov/wetlands/Data/WMSServiceInfo.html>) compiled by CVTPA

Appendix E: General Land Use Features



Source: Iowa DOT GIS data compiled by CVTPA

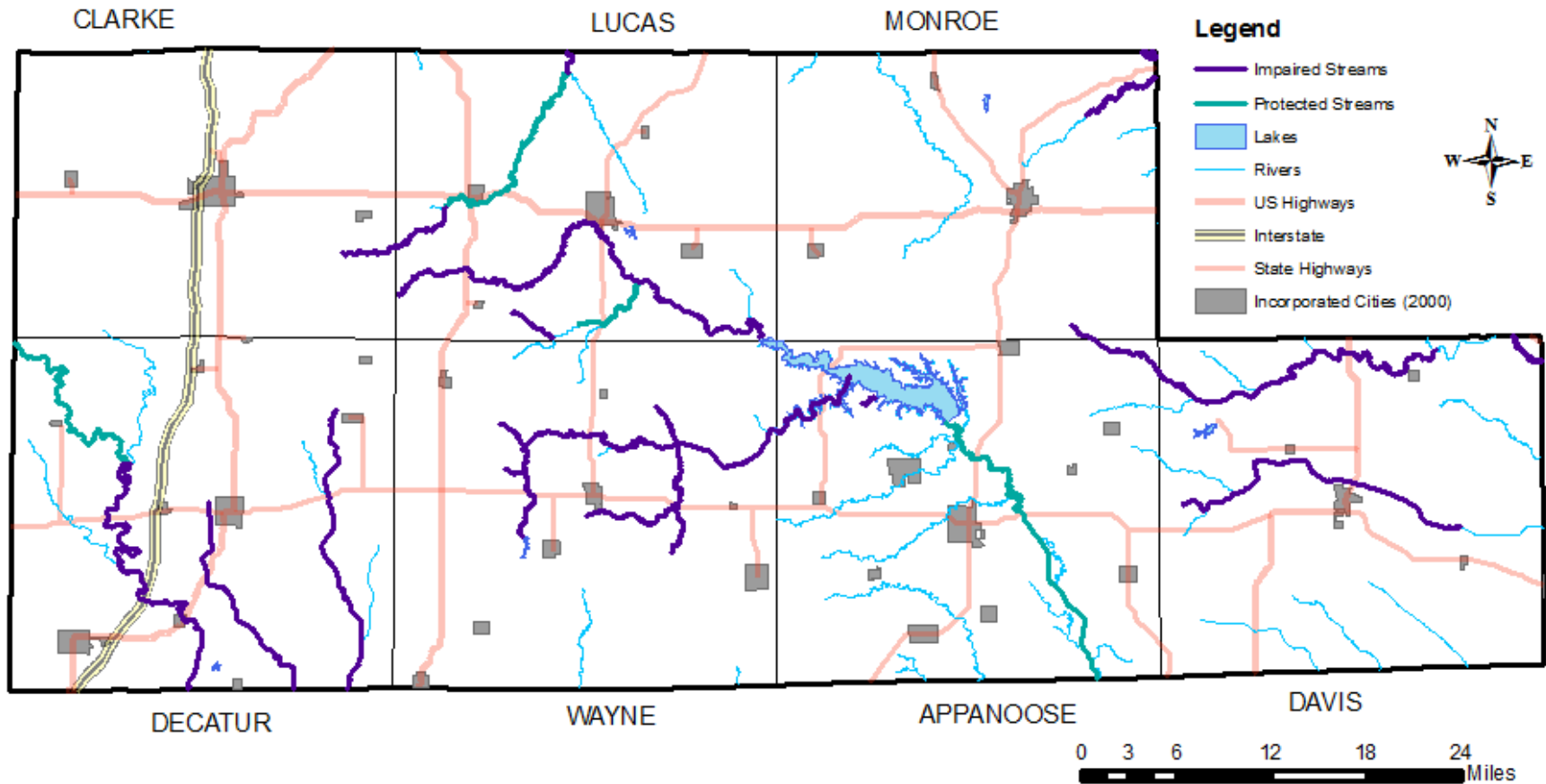
Appendix F: Iowa DNR Wetlands with Setbacks



Source: Iowa DOT and Iowa DNR GIS data compiled by CVTPA

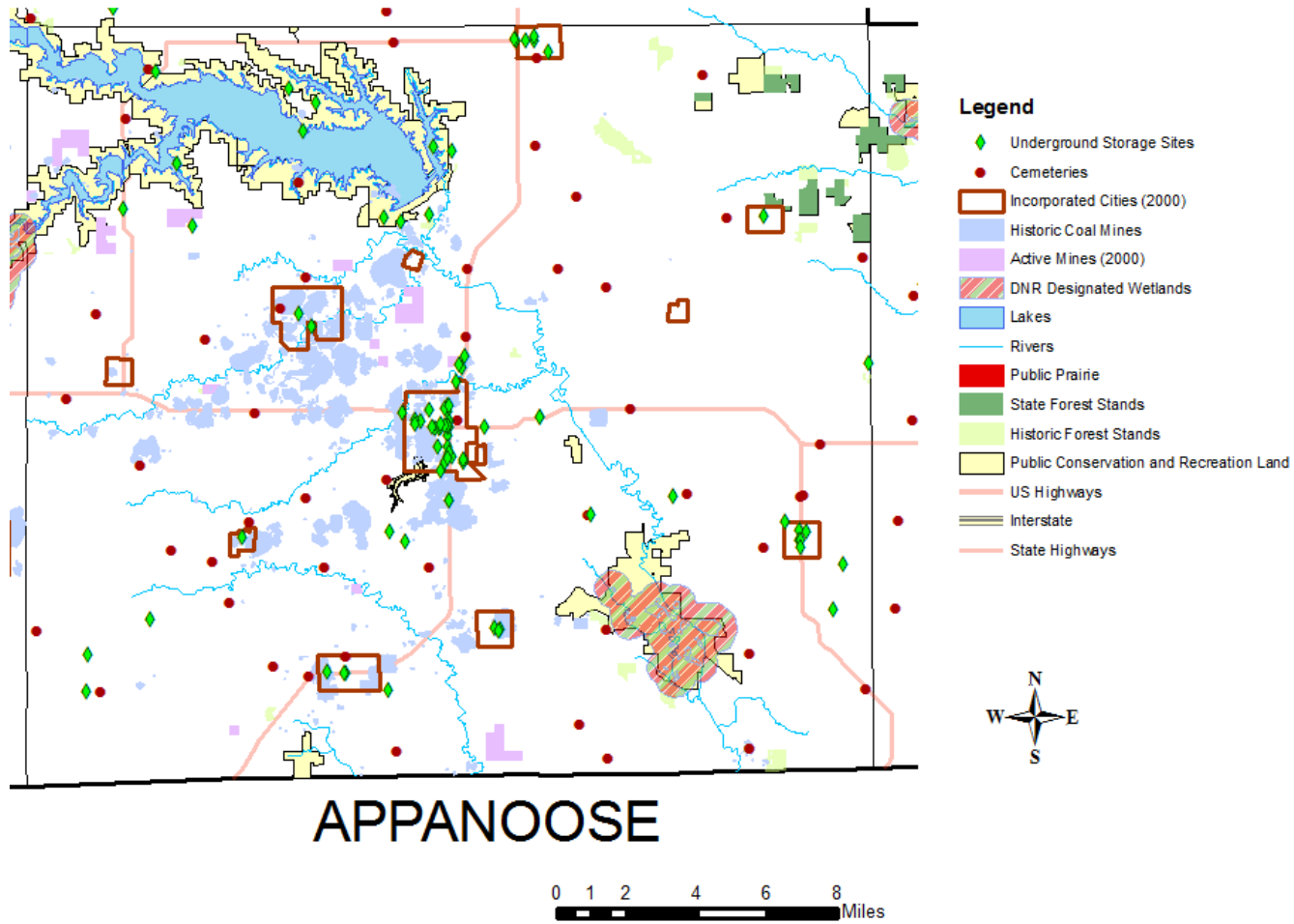
Appendix G: Protected and Impaired Streams

Protected and Impaired Streams

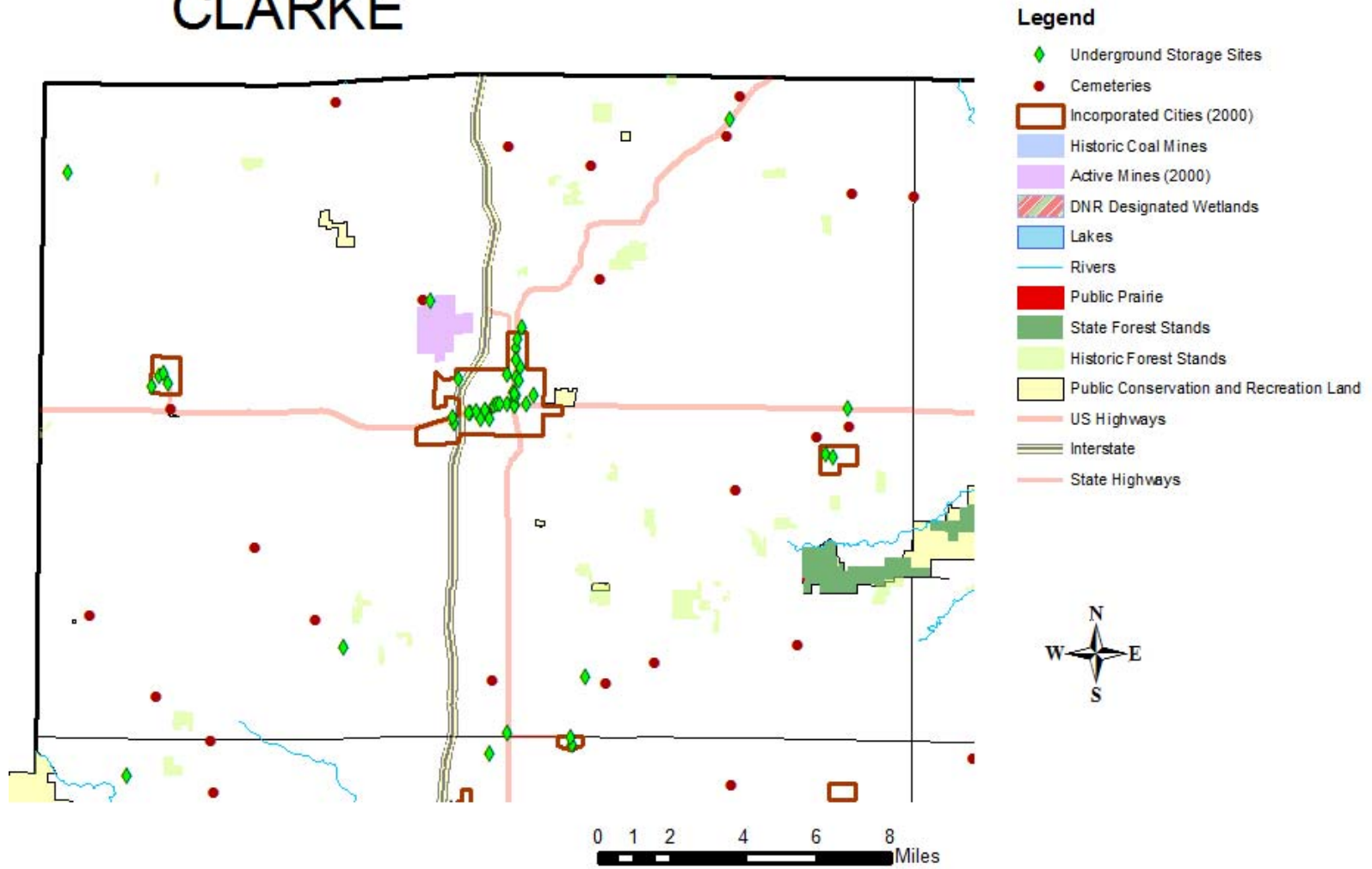


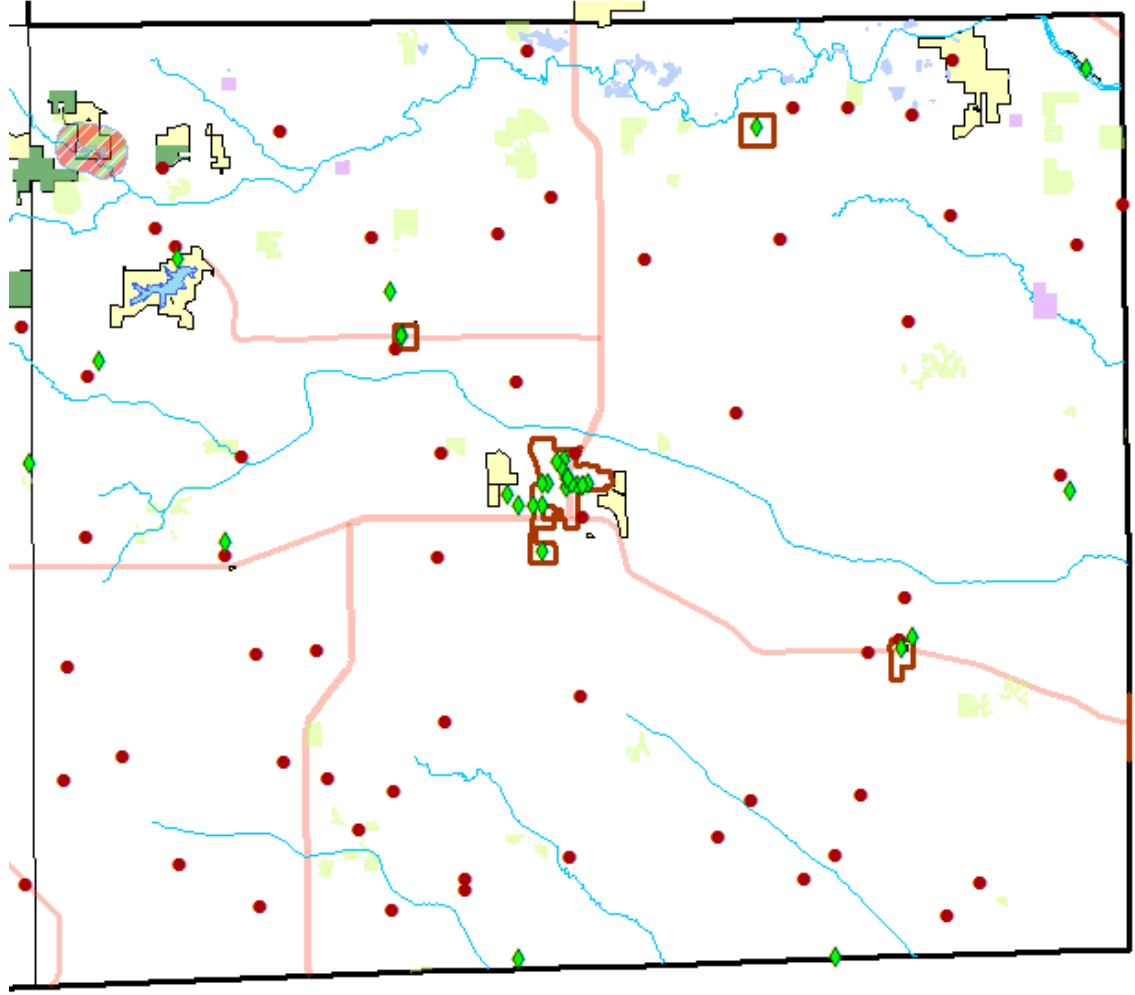
Source: Iowa DOT and DNR GIS data compiled by CVTPA . Note: DNR river data is slightly more generalized than DOT data resulting in slightly different paths, most notably for the Chariton River in the southeast quadrant of Appanoose County in this map.

Appendix H: Environmental Land Use Features by County



CLARKE

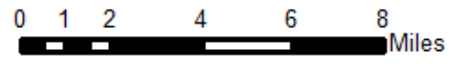


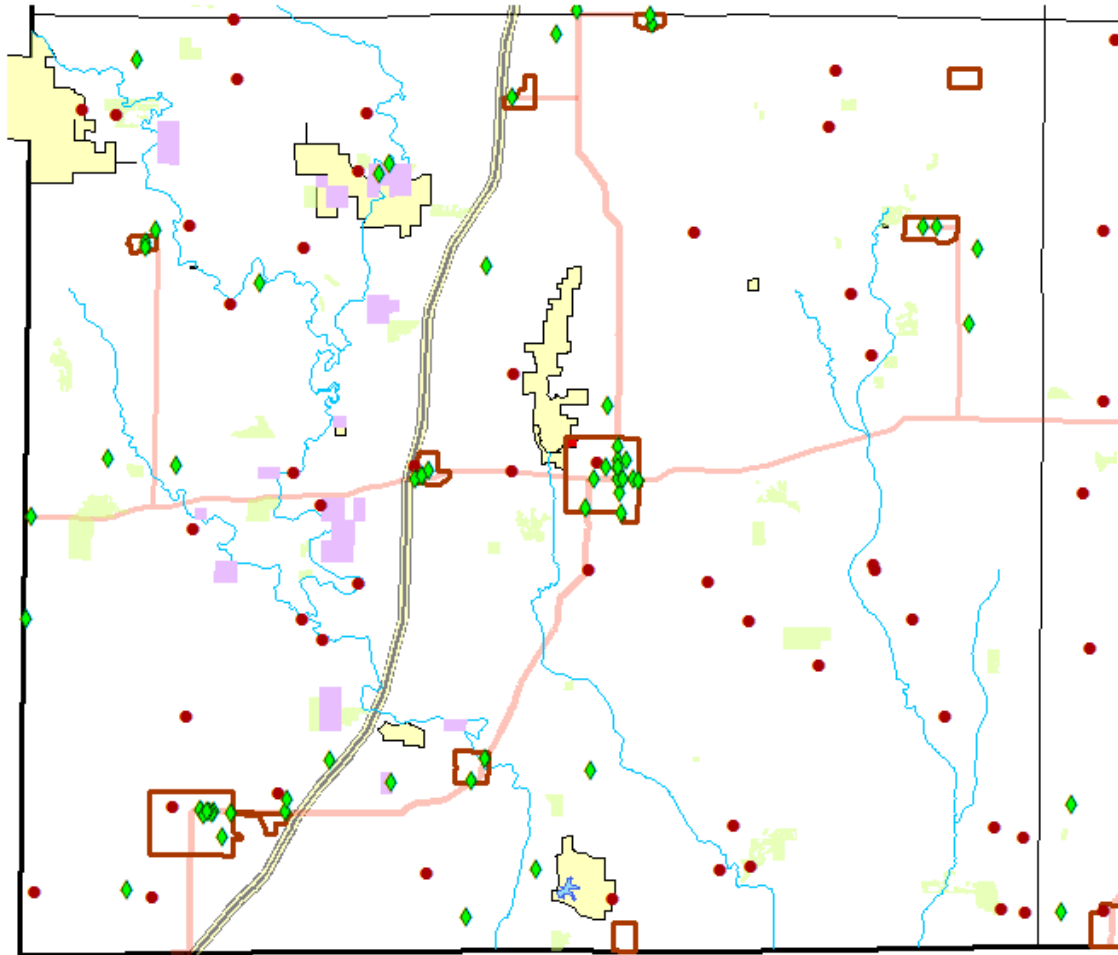


- Legend**
- ◆ Underground Storage Sites
 - Cemeteries
 - ▭ Incorporated Cities (2000)
 - ▭ Historic Coal Mines
 - ▭ Active Mines (2000)
 - ▨ DNR Designated Wetlands
 - ▭ Lakes
 - Rivers
 - ▭ Public Prairie
 - ▭ State Forest Stands
 - ▭ Historic Forest Stands
 - ▭ Public Conservation and Recreation Land
 - US Highways
 - Interstate
 - State Highways



DAVIS



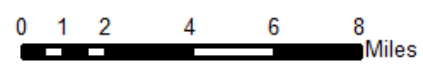


Legend

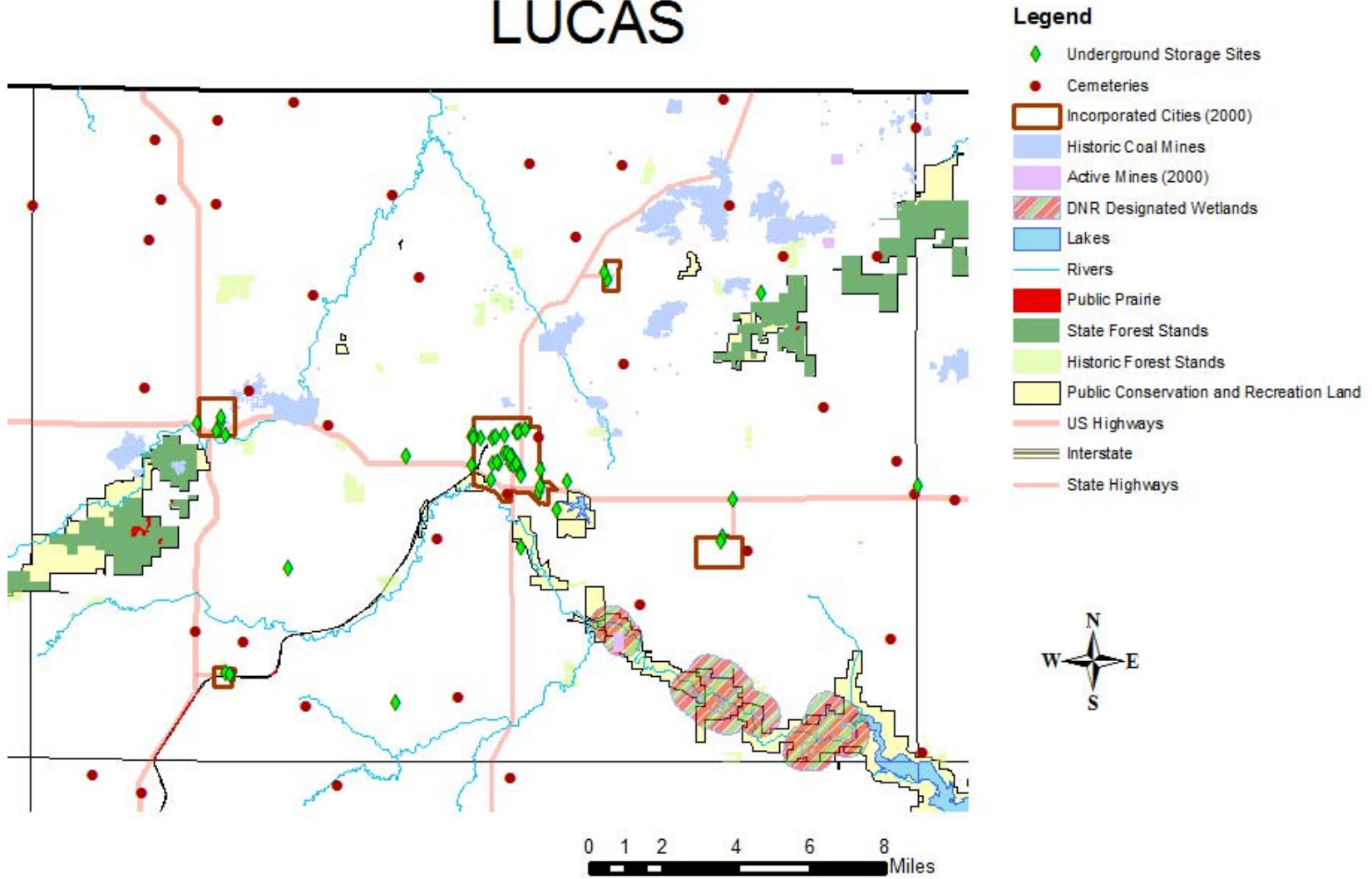
- ◆ Underground Storage Sites
- Cemeteries
- Incorporated Cities (2000)
- Historic Coal Mines
- Active Mines (2000)
- DNR Designated Wetlands
- Lakes
- Rivers
- Public Prairie
- State Forest Stands
- Historic Forest Stands
- Public Conservation and Recreation Land
- US Highways
- Interstate
- State Highways



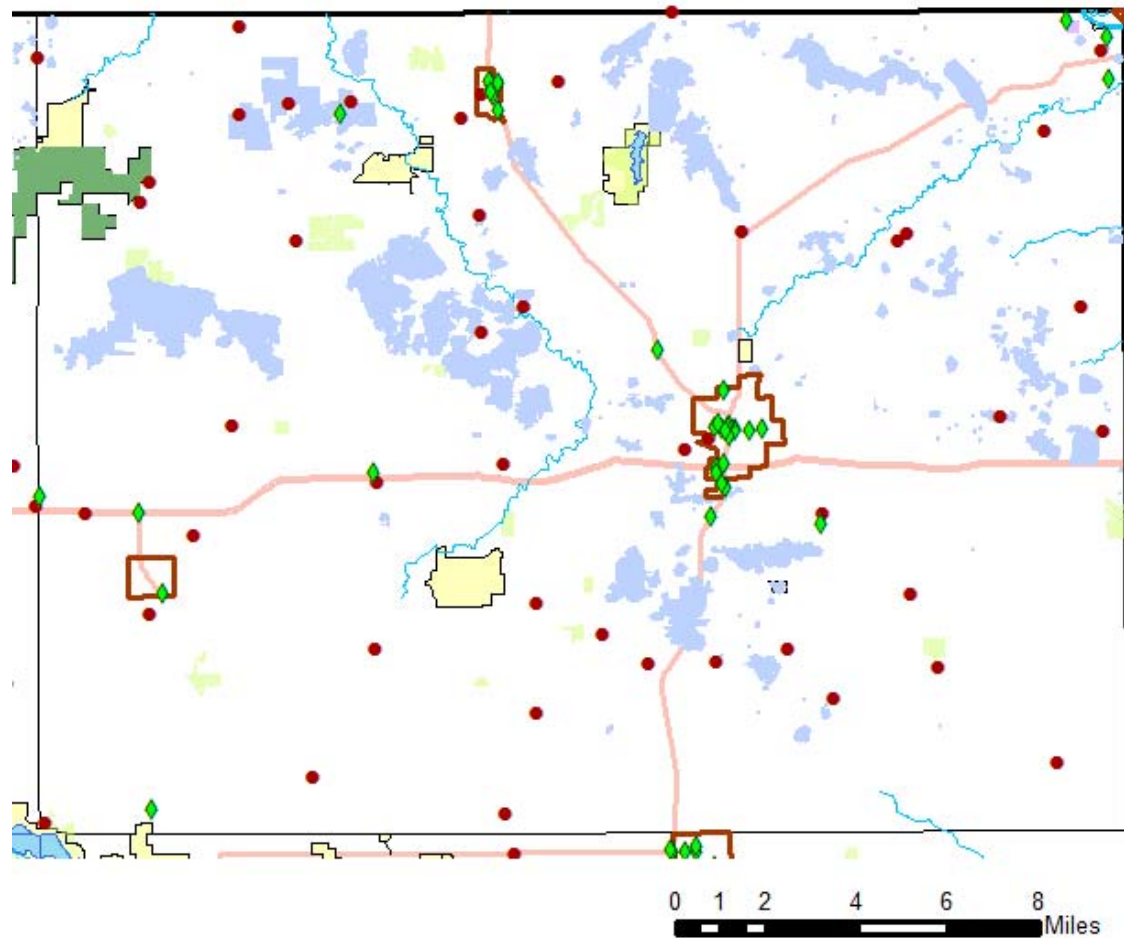
DECATUR



LUCAS



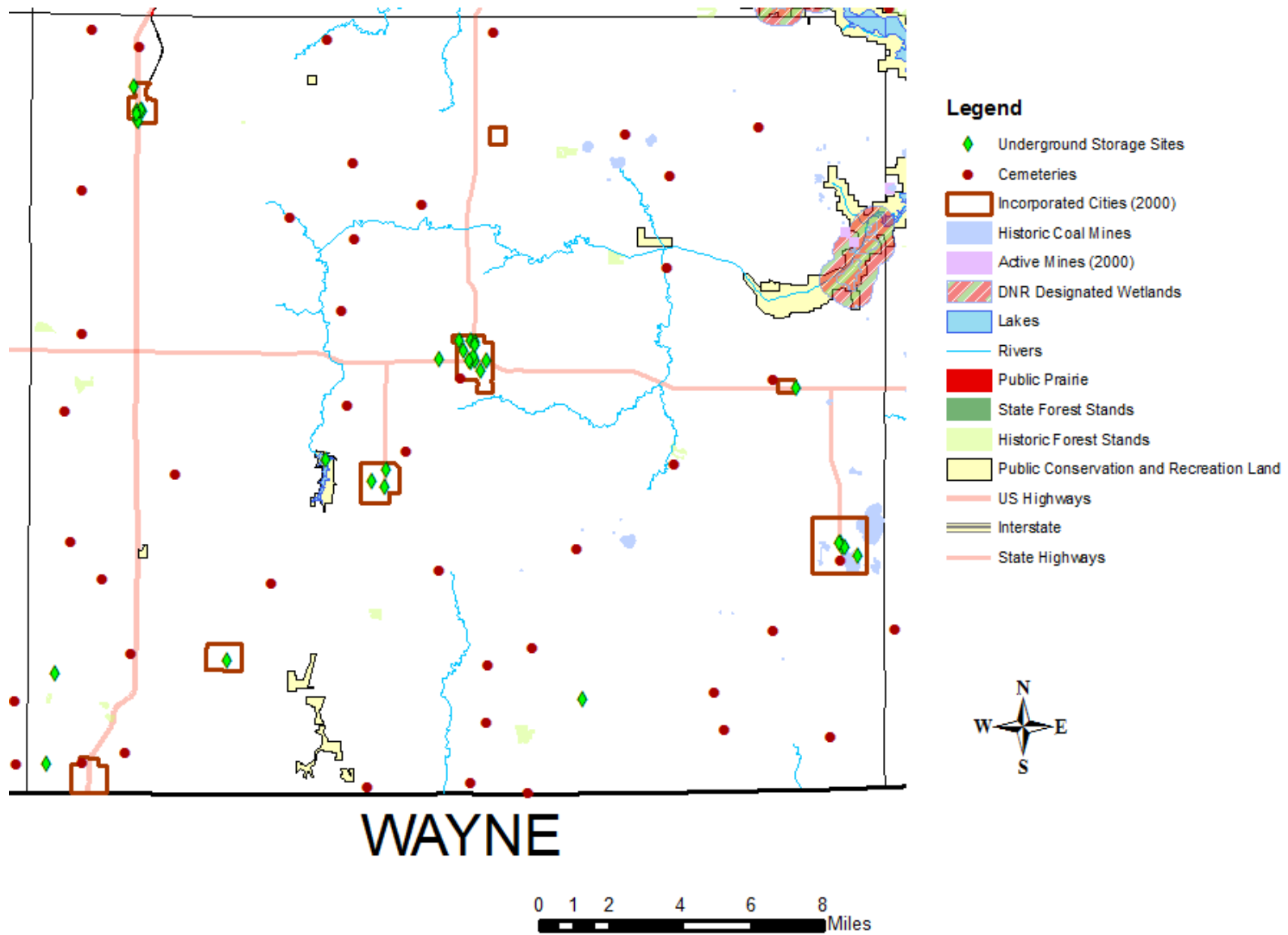
MONROE



Legend

- ◆ Underground Storage Sites
- Cemeteries
- ▭ Incorporated Cities (2000)
- Historic Coal Mines
- Active Mines (2000)
- ▨ DNR Designated Wetlands
- Lakes
- Rivers
- Public Prairie
- State Forest Stands
- Historic Forest Stands
- Public Conservation and Recreation Land
- US Highways
- Interstate
- State Highways





Appendix I: Endangered Species by County

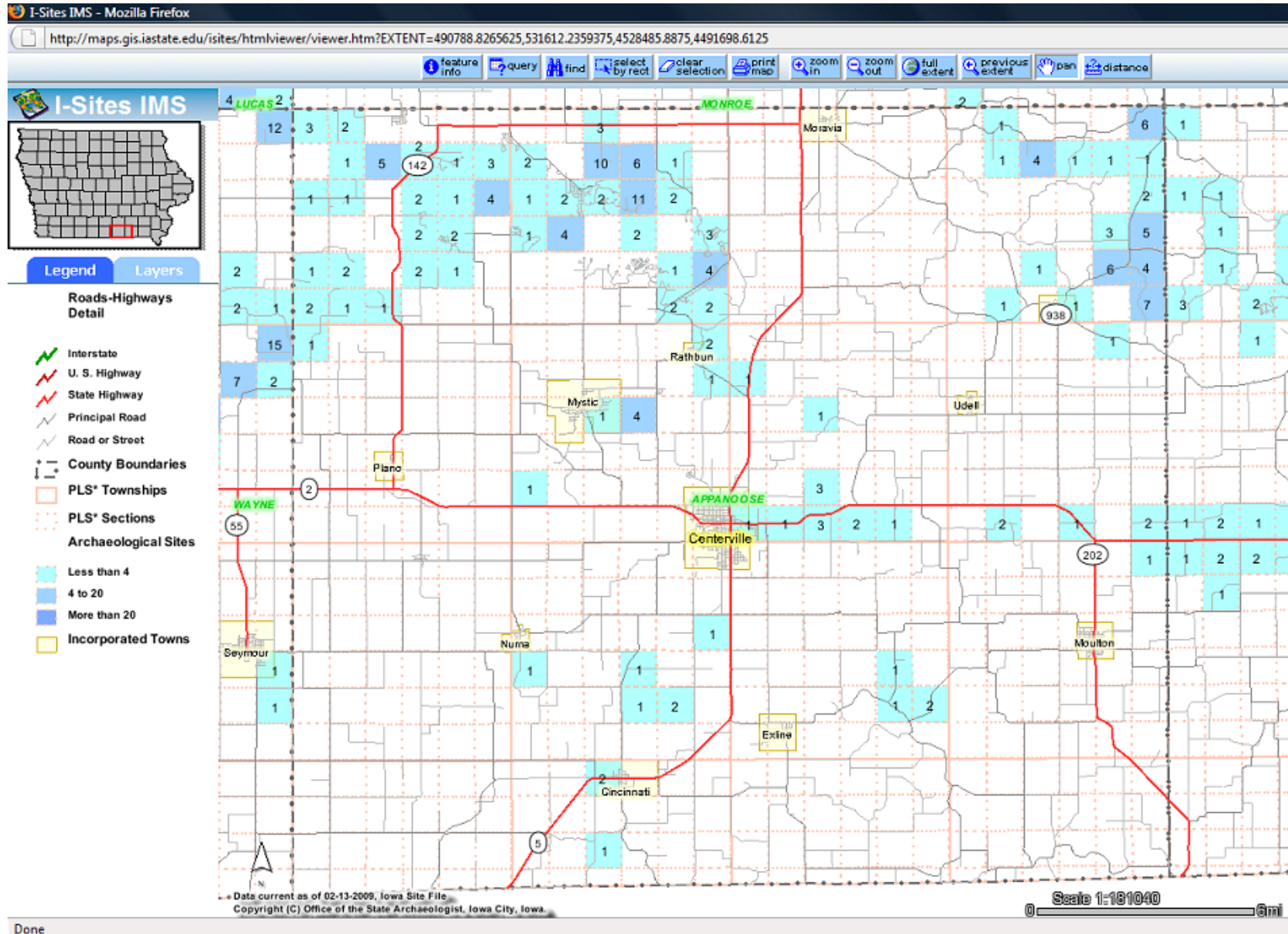
Appanoose	Western prairie fringed orchid	<i>Platanthera praeclara</i>	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Clarke	Western prairie fringed orchid	<i>Platanthera praeclara</i>	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Mead's milkweed	<i>Asclepias meadii</i>	Threatened	
	Sheepnose mussel	<i>Plethobasus cyphus</i>	Candidate	
Davis	Western prairie fringed orchid	<i>Platanthera praeclara</i>	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Decatur	Western prairie fringed orchid	<i>Platanthera praeclara</i>	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid	<i>Platanthera leucophaea</i>	Threatened	Mesic to wet prairies
	Mead's milkweed	<i>Asclepias meadii</i>	Threatened	Virgin prairies

Lucas	Western prairie fringed orchid	<i>Platanthera praeclara</i>	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Sheepnose mussel	<i>Plethobasus cyphus</i>	Candidate	Rivers
Monroe	Western prairie fringed orchid	<i>Platanthera praeclara</i>	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Wayne	Western prairie fringed orchid	<i>Platanthera praeclara</i>	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)

Source: US Fish and Wildlife Service: Iowa Endangered Species by County (<http://www.fws.gov/midwest/endangered/lists/iowa07-cty.pdf>), September 2007

Appendix J: Archeological Sites by County

Appanoose County

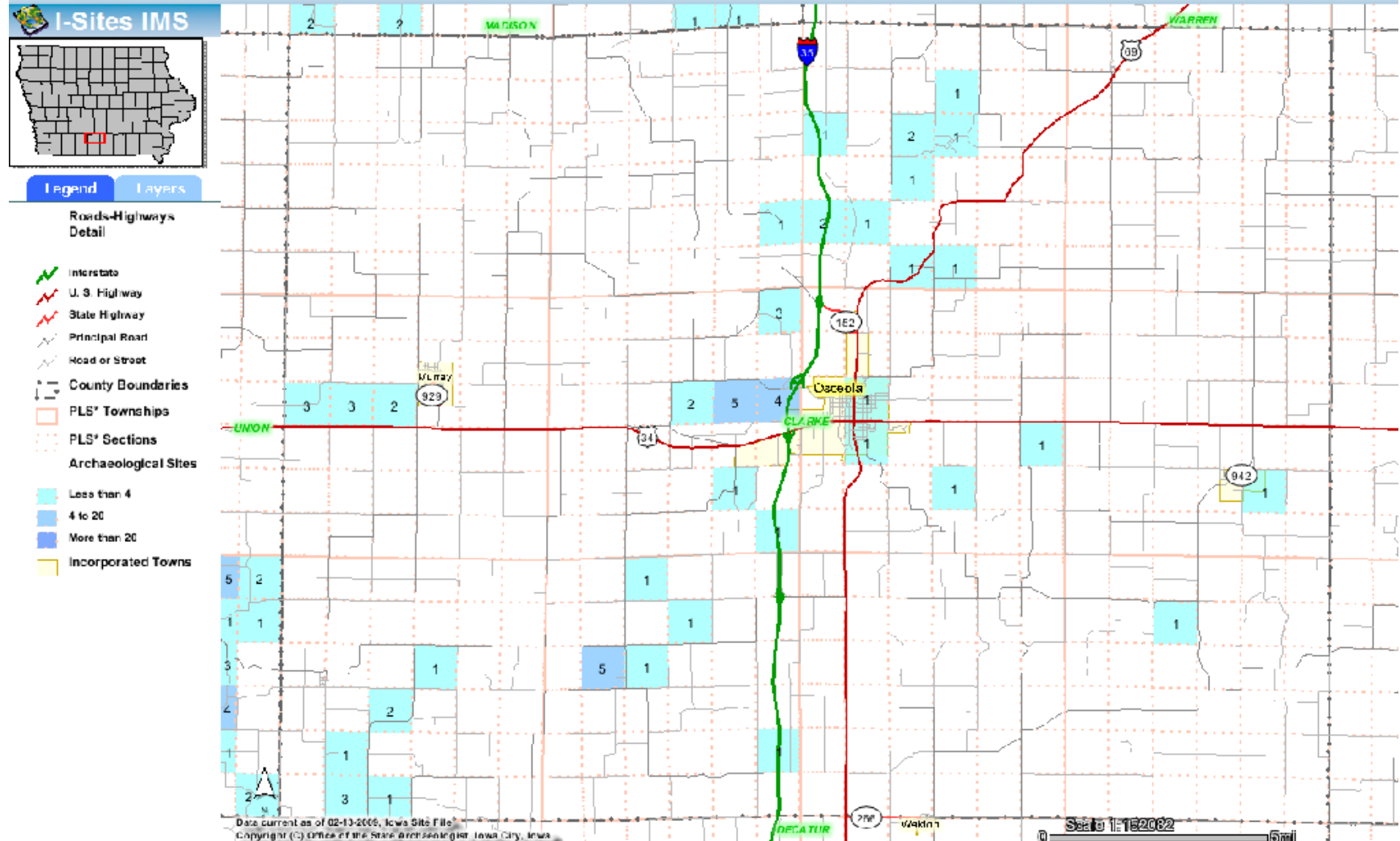


Clarke County

I-Sites IMS - Mozilla Firefox

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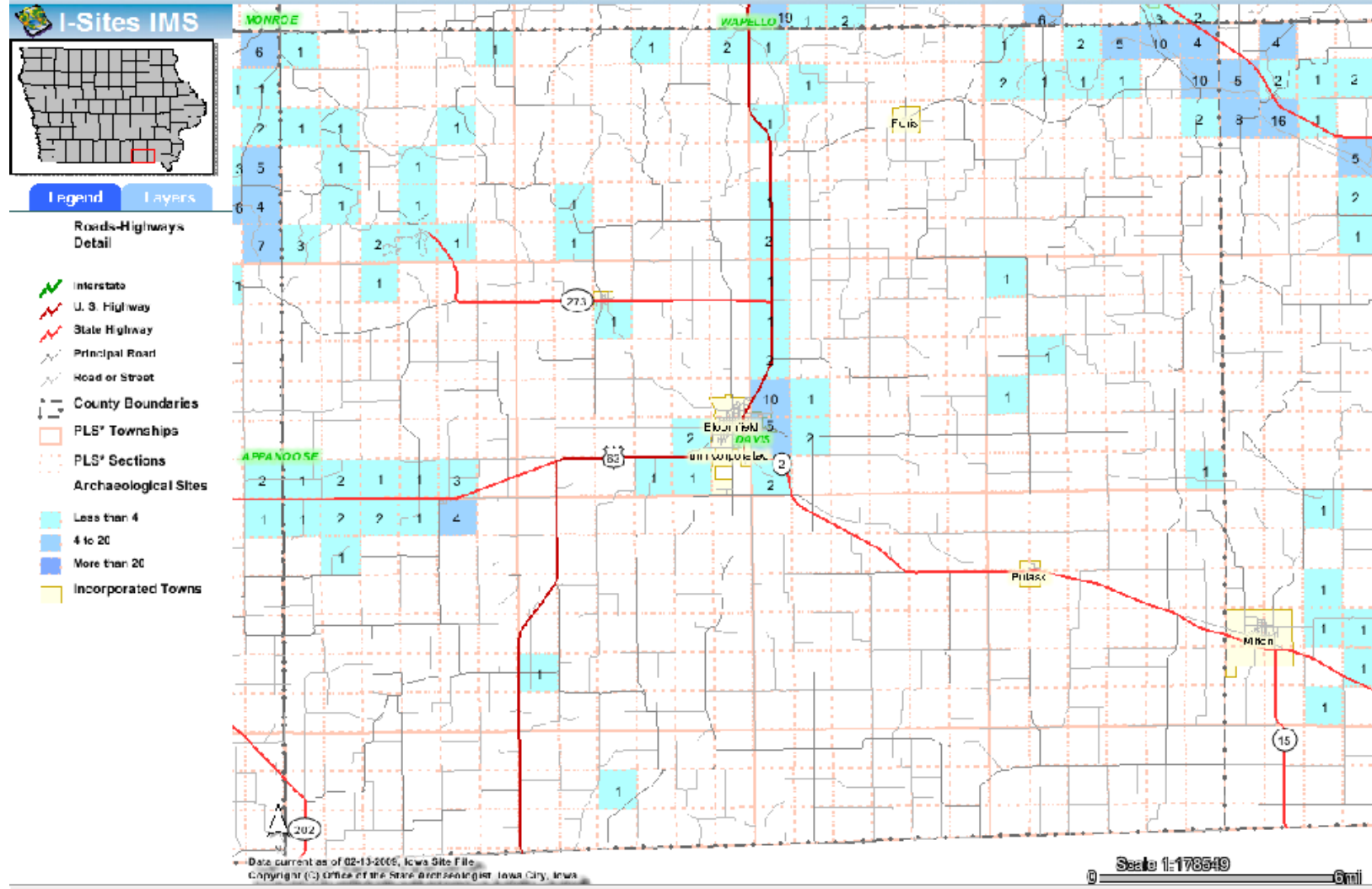
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Davis County

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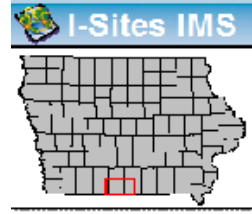


Decatur County

I-Sites IMS - Mozilla Firefox

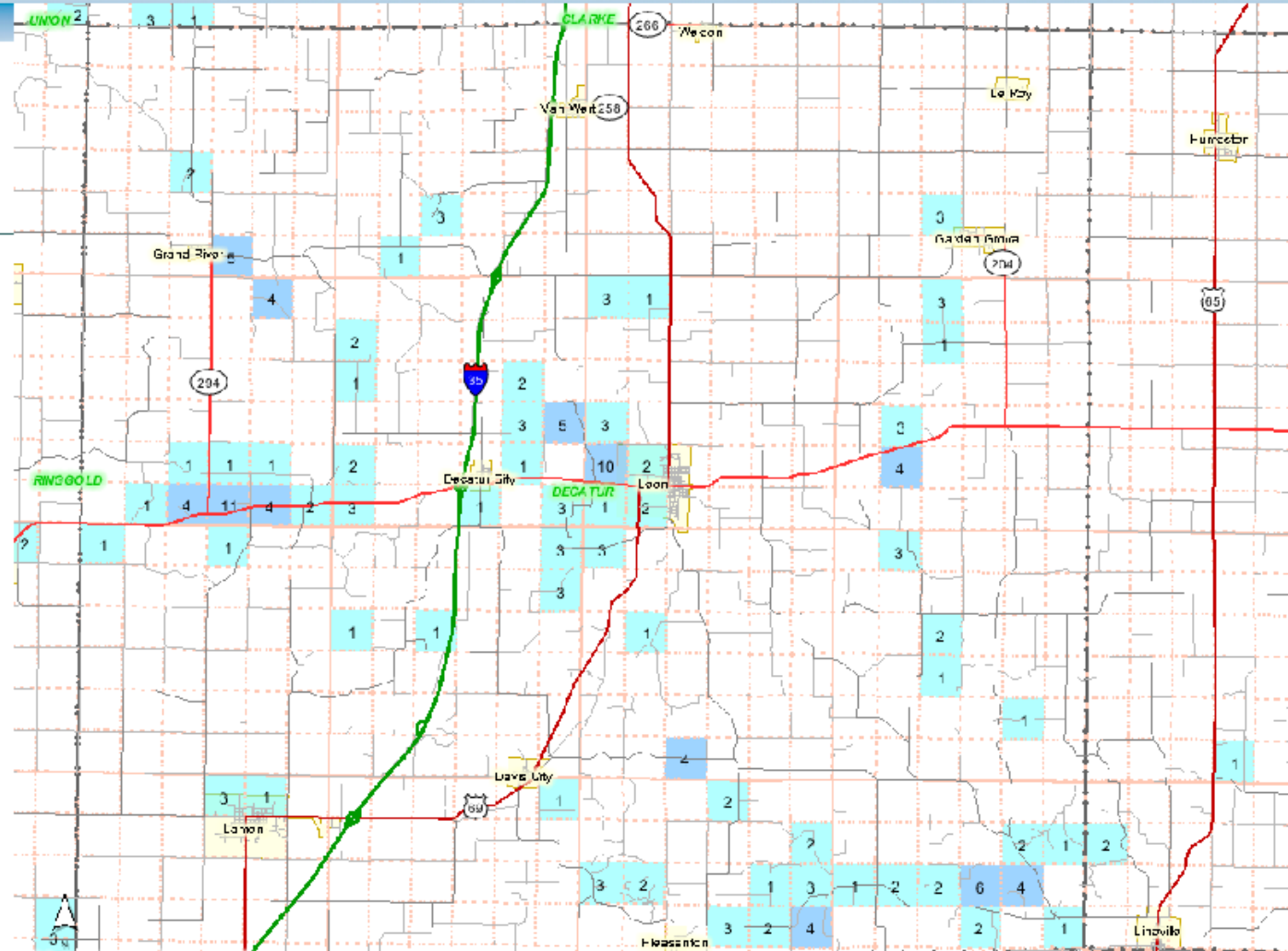
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- Measure min
- Layers
- Find
- Select by text
- Clear selection
- Print list
- Zoom in
- Zoom out
- Full extent
- Previous extent
- Home
- Distance



Legend Layers

- Roads-Highways
Detail
- Interstate
 - U.S. Highway
 - State Highway
 - Principal Road
 - Road or Street
- County Boundaries
- PLS* Townships
 - PLS* Sections
- Archaeological Sites
- Less than 4
 - 4 to 20
 - More than 20
- Incorporated Towns

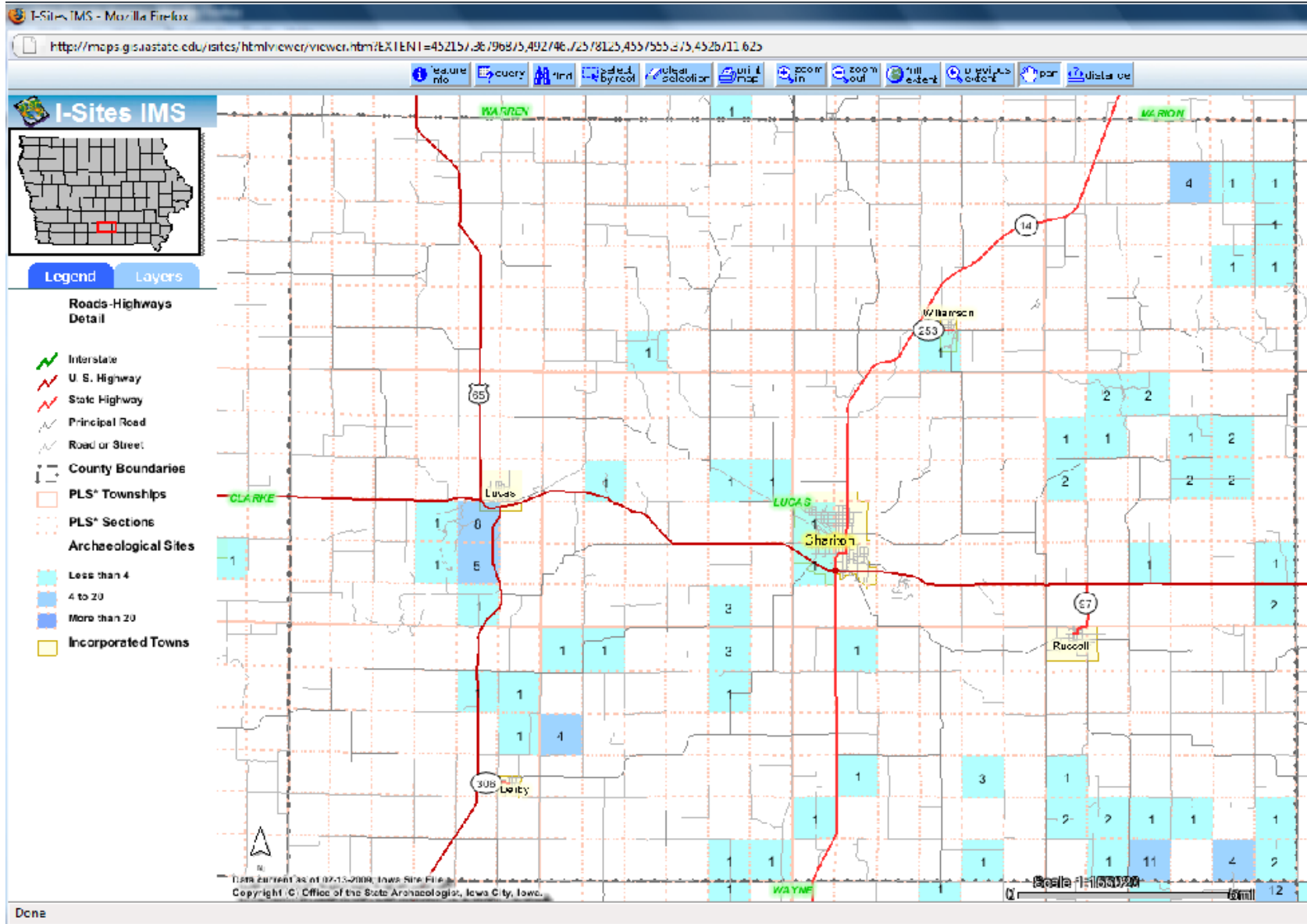


Date current as of 02-13-2005, Iowa Site File
Copyright (C) Office of the State Archaeologist, Iowa City, Iowa

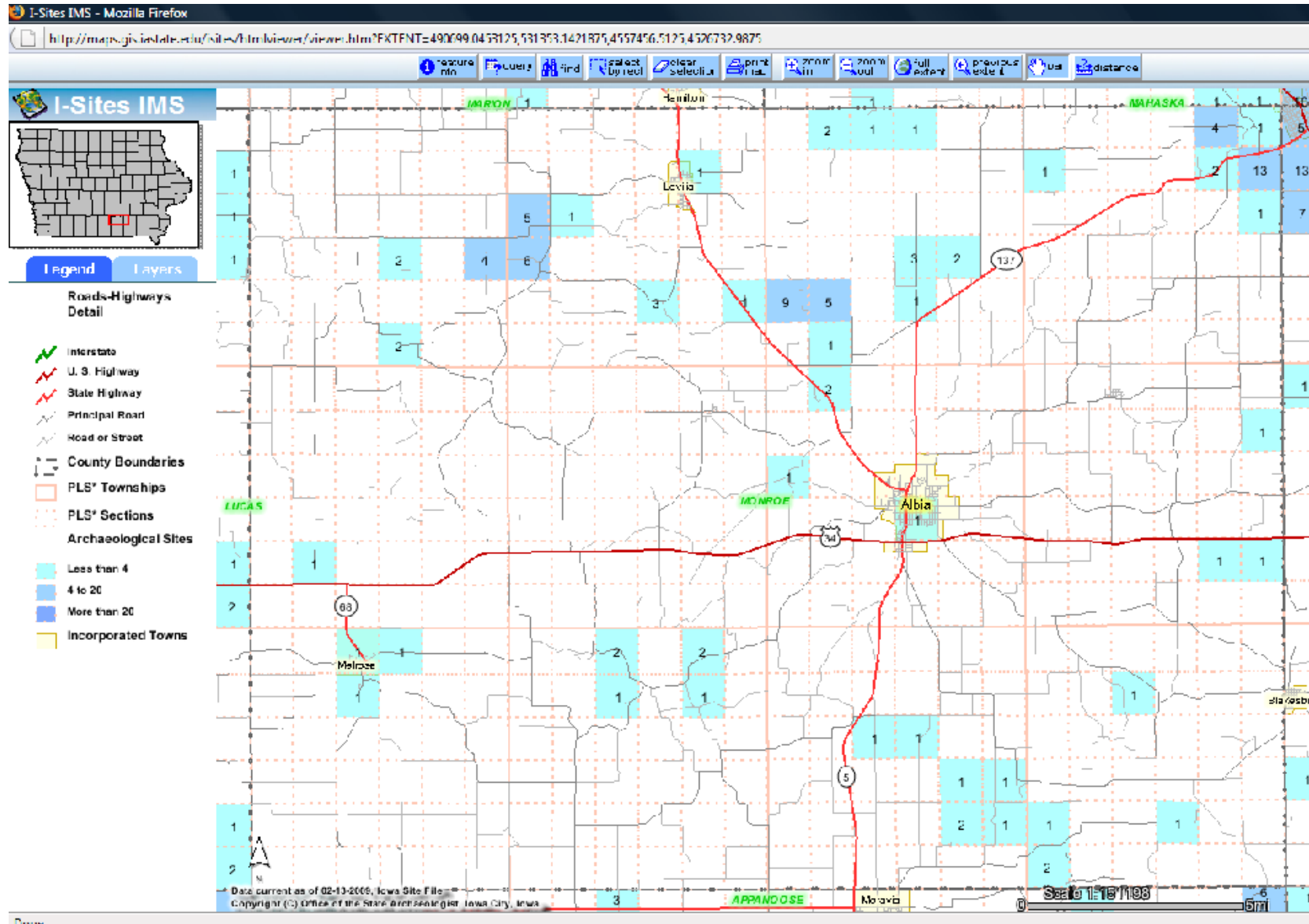
Scale 1:185335

Done

Lucas County



Monroe County

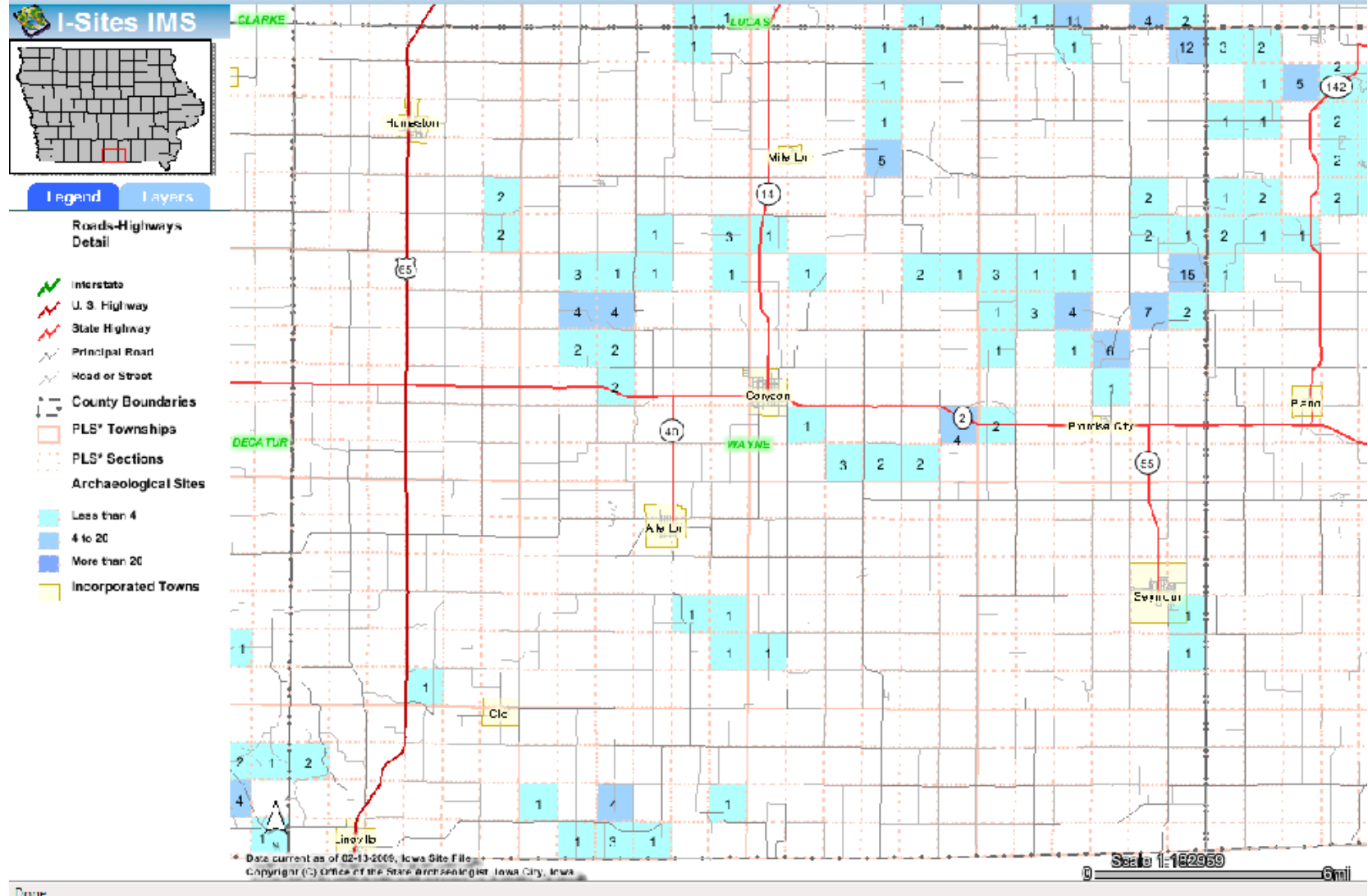


Wayne County

I-Sites IMS - Mozilla Firefox

http://maps.gis.iastate.edu/sites/1/Inkiewer/viewer.html?FKTFNT=451873,3328125,492767,5546875,4528510,175,4491332,825

Measure, Layers, Find, Select by rect, Clear selection, Print, Zoom in, Zoom out, Full extent, Previous scale, Home, Distance



Appendix K: CVTPA Transportation Improvement Program



***TRANSPORTATION IMPROVEMENT PROGRAM
FY 2012-2015***

Prepared for Chariton Valley Transportation Planning Affiliation – RPA 17

Final August 22, 2011

Prepared By:

Chariton Valley Planning & Development Council of Governments

Nichole L. Moore, Executive Director

308 North 12th Street

Centerville, Iowa 52544

Phone: 641-437-4359

The preparation of this document has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 of Title 23, U.S. Code. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Introduction

Chariton Valley Planning and Development Council of Governments (CVPD) serves as the planning administrator for Region 17/Chariton Valley Transportation Planning Affiliation (CVTPA) and prepares the Transportation Improvement Program (TIP) for Iowa's Region 17 (Appanoose, Clarke, Davis, Decatur, Lucas, Monroe and Wayne Counties, as well as City of Centerville, Southern Iowa Trolley Transit and 10-15 Transit Agency).

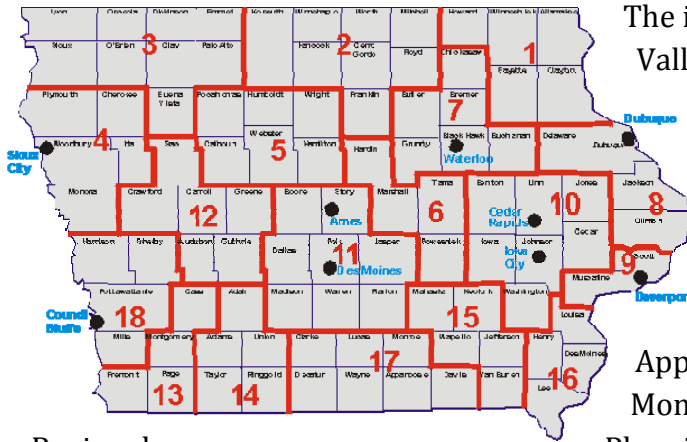
The CVTPA Technical Committee (TAC) recommends projects consistent with the region's Long-Range Transportation Plan and planning needs to the Policy Board committee for approval. A formula of allocation of federal funds is made to each county, City of Centerville, and Transit Authority to be used in funding those projects. The TIP has been formulated by incorporating city, county and state transportation projects of regional significance considered eligible for federal-aid funding in the year. Cities in the region that are over the 5,000 population total are invited to submit eligible projects to the RPA 17/CVTPA TAC committee for funding consideration. Final review and approval of those projects for inclusion in the TIP are the responsibility of the RPA 17/CVTPA Policy Board.

The program is fiscally constrained by adjusting the region's program to match estimated targets of available federal funds for the next four (4) years. The transit portion of the TIP is developed in cooperation with Southern Iowa Trolley (SIT) and 10-15 Transit Authority (10-15). Transit projects that are programmed through the TIP use year of expenditure costs estimates based on an annual 3% increase of costs. Transit projects and their estimated costs are suggested by the individual transit agency and selected through the Passenger Transportation Plan (PTP) process with RPA 17/CVTPA. Those funding amounts are then reviewed by the TAC committee and recommended to the Policy Board for final approval.

RPA 17/CVTPA submits our region's TIP to the Iowa Department of Transportation where it then becomes part of the Statewide Transportation Improvement Program (STIP). The STIP is then submitted to the FHWA/FTA for review, so that the projects can then receive federal funding.

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

FFY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM



The information provided in the Chariton Valley Transportation Planning Affiliation (CVTPA) Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2012-2015 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 Planning Affiliation (RPA) 17. Economic

development organizations, special interest groups, 2 transit agencies and the general public were also consulted through a public participation process in compliance with the SAFETEA-LU.

The TIP outlines projects supported and sponsored federal aid as well as those recommended by the RPA 17. Projects included in the program include multimodal and transit planning activities, federal aid bridge and highway projects, Transportation Enhancement projects, and transit capital improvements as sponsored directly by the RPA 17 or funded by federal dollars. Funding sources for the program activities include Federal Transit 5311 funding, Surface Transportation Program (STP) dollars, bridge replacement and rehabilitation funds, Transportation Enhancement monies, and State Planning and Research (SPR) resources.

Members of the CVTPA Policy Board, Technical Advisory Committee, and Transit Advisory sub-committee contributed to elements of the draft TIP which in turn was submitted and reviewed with the Technical Advisory Committee. General information was distributed to the public. All meetings were open to the public.

A public hearing was held on March 29, 2011 to review the information with the general public. Members of the Technical Advisory Committee, Policy Board and Iowa

Department of Transportation planning staff were in attendance at the hearing. General discussion occurred but no public comments were made.

Following the public hearing, the Technical Advisory Committee submitted a recommended program to the Policy Board. The Policy Board reviewed the draft TIP and considered comments as presented by the general public, committee members, and staff from the Iowa Department of Transportation and Federal Highway Administration. Subsequently, a final TIP will be approved by the Policy Board on June 21, 2011, as per the bylaws, and directed to the U.S. and Iowa Departments of Transportation.

Description of the Public Involvement Process

Transportation Improvement Program (TIP)

The TIP includes a four (4) year street and highway improvement program, the urban transit capital and operating programs, the transportation enhancement program, and information on other Federal funding programs. It provides details on all significant transportation projects in the area that are receiving federal aid, including their costs, aid received, and stage of completion. The following are actions that will be undertaken annually to ensure public involvement.

Draft TIP

- The draft TIP will be developed by the Technical Committee with input from the Policy Board. CVTPA meetings are open to the public.

Notices and Public Meetings

- Following the development of the draft TIP, public input will be sought to identify concerns or comments. Comments will also be gathered from Iowa DOT, members of cities and counties and Chariton Valley Planning & Development Council (CVPD).
- TIP content and public comments may be sought through public open houses that will be advertised through local media, and posts at CVPD and other governmental offices, public offices and on the CVPD website at www.charitonvalleyplanning.com.
- Notices will be sent to those areas of low-income, minority and elderly populations.
- Any person needing special arrangements for reading, sight, or language barriers should contact the CVPD staff at least 48 hours prior to a session. Arrangements will be made to accommodate those needs.

Public Comment Period

- Written and oral comments will be solicited during open houses. At least a 15 day comment period will follow the open houses, during which comments will be accepted via fax, email or mail.
- A public hearing will be held at a regularly scheduled CVTPA meeting. A notice of the public hearing will be published and posted no more than 20 days and not less than four (4) before the date of the hearing.

Final TIP

- Following the public hearing, CVTPA will adopt the final version of the TIP, including a summary of comments and responses.
- The final TIP will be submitted to the Iowa DOT, the FHWA, and the FTA.
- The final TIP will be available on the CVPD website, at the office so of CVPD and upon request.
- The public participation process associated with the TIP will be evaluated and updated as needed.

Revisions

- The TIP is a document that may need to be revised in between annual updates. There are two (2) types of revisions – administrative modifications and amendments.
 - Minor revisions may be made to the TIP as necessary throughout the year. These are considered administrative modifications, and may be made by CVPD staff without public review and comment or re-demonstration of fiscal constraint. CVPD will discuss administrative modifications with the Technical Committee and Policy Board but formal action will not be required.
 - Major revisions may be made to the TIP as necessary throughout the year. These are considered amendments, and require public review and comment and Policy Board approval. A public hearing will be held at a regularly scheduled CVTPA meeting to consider and approve TIP amendments. A notice of the public hearing will be posted and/published.

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

	Administrative Modification	Amendment
Project Cost	Federal aid changed by less than 30% and the total federal aid increases less than \$2,000,000.	Federal aid changed to more than 30% or total federal aid increases by more than \$2,000,000.
Schedule Changes	Changes in schedule for projects in the first four (4) years of the TIP.	Adding or deleting a project from the first four (4) years of the TIP
Funding Sources	Changes to the amounts of existing funding sources.	Adding other federal funding sources to a project.
Scope Changes	Moving funding between existing stages of project scope, such as from design to construction.	Changing project, ex. – number of lanes, location, or significant changes to the project type, such as changing an overlay to reconstruction.

Fiscal Constraint

The region's county roadway and bridge projects in the TIP program attempt to be fiscally constrained by adjusting the region's program to match the estimated targets of available federal funds over the next four (4) years. Neither of the use of targets nor the estimation of the year expenditure costs are exact. Therefore, each county engineer is responsible for estimating the year of expenditure costs for their roadway and bridge projects using anticipated funds that are available. Each county engineer must strongly rely upon their professional skills, experience, and previous knowledge on what to estimate those anticipated or inflated costs will be during the period covered by the TIP and what should be fiscally constrained.

The transit portion of the TIP is developed in cooperation with the two (2) transit agencies. The agency will allow for vehicle program costs with an increase Of 3% annually in order to satisfy year end expenditure requirements. Projects included in the transit element of the TIP are generally for infrastructure, planning, or replacement of rolling stock that are beyond their useful life expectancy. This may also include those with high mileage or have reached a point where continued maintenance is no longer cost effective. All transit projects included in the TIP are justified through the Passenger Transportation Plan (PTP) process followed by RPA 17/CVTPA. This process includes the opportunity for public input and approval by the RPA 17/CVTPA Policy Board.

RPA 17/CVTPA submits the region's TIP to the Iowa Department of Transportation where is then become part of the Statewide Transportation Improvement Program (STIP). The STIP then is submitted to the FHWA/FTA so that the projects can receive federal funding.

Acknowledgements

Planning Staff Chariton Valley Planning & Development Council of Governments

Nichole L. Moore

Executive director

JULIE PRIBYL

PROGRAM SUPPORT SPECIALIST



Chariton Valley
PLANNING & DEVELOPMENT

308 North 12th Street
Centerville, Iowa 52544

EXECUTIVE POLICY BOARD MEMBERS

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

NAME:	TITLE:	COUNTY, CITY OR AGENCY
Linda Rouse	County Supervisor	Appanoose County, Iowa
Marsha Mitchell	Mayor	Centerville, Iowa
Don Reasoner	County Supervisor	Clarke County, Iowa
Glenn Schaff	City Councilperson	Osceola, Iowa
Ron Bride	County Supervisor	Davis County, Iowa
Chris Miller	Mayor	Bloomfield, Iowa
JR Cornett	County Supervisor	Decatur County, Iowa
Larry Moffett	City Councilperson	Leon, Iowa
Larry Davis	County Supervisor	Lucas County, Iowa
Vern Vogel	City Councilperson	Chariton, Iowa
Dennis Ryan, Chairperson	Monroe County Supervisor	Chairperson
Richard Clark	Mayor	Albia, Iowa
Amy Sinclair	County Supervisor	Wayne County, Iowa
Tom Dent	City Councilperson	Humeston, Iowa
Gary Bishop, Ex-Officio	Technical Committee, Chairperson	Appanoose County, Iowa
Ex-Officio	Executive Director	10-15 Transit
Pam Stow, Ex-Officio	Transportation Director	Southern Iowa Trolley
Scott M. Suhr, Ex-Officio	Transportation Planner	Iowa Dept. of Transportation

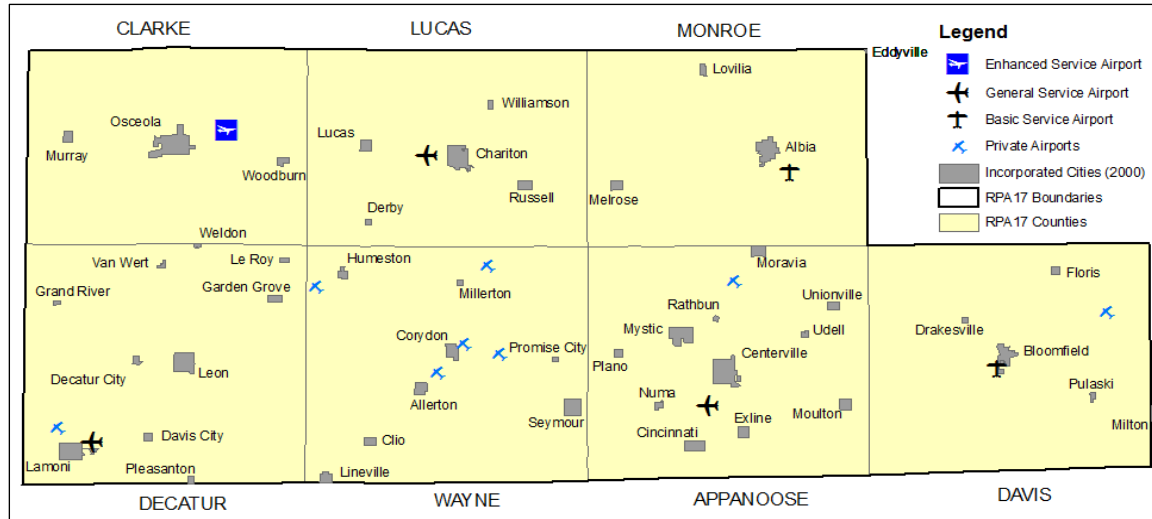


TECHNICAL ADVISORY COMMITTEE MEMBERS

The Technical Advisory Committee reviews all transportation plans and programs and provides recommendations to the Policy Board Committee on all aspects of these plans and programs.

NAME:	TITLE:	COUNTY, CITY OR AGENCY:
Gary Bishop	County Engineer	Appanoose County
Bill Buss	Economic Development	Appanoose County
Richard McKnight	County Engineer	Decatur County
Bill Trickey	Economic Development	Clarke County Development Corp.
David Grove	County Engineer	Davis County
Ted Henderson	Public Works Director	City of Bloomfield
Tom Andersen	County Engineer	Clarke County
Keith Hinds	Secondary Roads	Decatur County
Todde Folkerts	County Engineer	Lucas County
Ruth Ryun	City Manager – Pro-tem	City of Chariton
John Goode	County Engineer	Monroe County
Dan Tometich	Economic Development	Albia Industrial Development
Tim Ehrich	County Engineer	Wayne County
Doug Mounc	Economic Development	Wayne County Development Corp.

	Transit Director	10-15 Transit
Pam Stow	Transit Director	Southern Iowa Trolley
Scott M. Suhr, Ex-officio	Transportation Planner	Iowa Dept. of Transportation



PUBLIC HEARING MINUTES RELATED TO TRANSPORTATION IMPROVEMENT PROGRAM

March 29, 2011

Larry Davis, Policy Board Director, called the public hearing to order at 1 PM on March 29, 2011 at the Manhattan Restaurant, Centerville, Iowa.

The public hearing focused on three components for the Chariton Valley Transportation Planning Affiliation. 1) The SFY 12 Transportation Planning Work Program; 2) The FFY 12-15 Transportation Improvement Program; 3) Public Involvement Plan.

General discussion occurred related to the FFY 12-15 Transportation Improvement Program including the development process, public outreach and the resulting projects, as well as public involvement and the transportation work program.

With no input from the general public, Davis moved to close the public hearing at 1:30 PM.

Recommended Goals for CVTPA/RPA 17

FFY 2012-2015

1. Support rail transportation systems for economic benefit

- a. Investigate use of the current passenger rail system and proposed expansion of statewide systems;
- b. Support rail systems that promote job retention and growth including a potential rail spur between Monroe/Appanoose and the Honey Creek State Park Resort.

2. Support commercial and passenger air service for region

- a. Investigate each county's needs and capital improvements plans;
- b. Determine interest in developing a regional air facility

3. Advocate transit improvements for 10-15 Transit and Southern Iowa Trolley

- a. Promote continued funding of transit capital and operating needs beyond existing levels;
- b. Determine needs of transit systems and convey to stakeholders and public sectors.

4. Coordination with national, state, regional & local governments

- a. Send monthly press releases to legislators, travel personnel, and policy makers regarding priority projects;
- b. Implement outreach campaigns via electronic, print, and video media.

5. Utilize existing local and regional organizations to implement the four-year goals

- a. Establish local stakeholder committees in all counties;
- b. Identify affinity groups for each goal;
- c. Convince affinity groups to adopt goals;

- d. Committee members will make monthly report on goals' progression to Policy Board.

FY 2012- FY 2015 TIP APPROVED PROJECTS
FOR RPA-17/CVTPA REGION

(Projects Begin on the next page)

Total 7pages

FY 2012- FY 2015 TIP APPROVED TRANSIT PROJECTS
FOR RPA-17/CVTPA REGION

(Projects Begin on the next page)

Total 2 pages

Transit Section:

Appendix C & D include information on both transit agencies in region. This information is from the approved FY12 Passenger Transportation Development Plan (PTP) showing the transit agencies' inventory.

RECOMMENDED PROJECTS

First Year Priorities

The first year priorities for RPA 17 can be identified through the gap analysis that was conducted earlier in this document. Transportation service should continue to be offered through extended hours to accommodate medical appointments, entertainment, and employment schedules. 10-15 Transit will continue to coordinate efforts with Seneca AAA and RSVP to apply for STA Coordination funds in 2011. This funding source allows for additional hours for services for medical appointments and needs at the senior centers. During this second year, the transit agency will be searching for a long term funding source. 10-15 will also continue to apply for New Freedom funding so that additional evening services can be provided for other than medical reasons.

Southern Iowa Trolley continues to monitor the need for expanded service or additional hours throughout their service region, including the two counties of Decatur and Clarke. At this time, there has not been a demand for evening hours for those counties but it will be an ongoing offer that will be entertained. A new service has been added in January 2011 to the list of scheduled routes in Decatur County. This bus route will provide very cost effective transportation from Leon to Lamoni three times a week. It is recommended that SIT continue its effort to make fares as affordable as possible through cost-saving measures and coordination of services whenever possible. It is also recommended that SIT continue to offer the innovative programs it has developed in order to make sure that rides are affordable. One way of helping those riders that cannot afford the existing fares and who are not eligible for existing funding streams is the new "mobility fund" designed by the Area Agency on Aging and SIT to assist riders. It is the intention of SIT to continue to explore sources of funding for the "mobility fund" and publicize its availability. SIT also plans to work at better educating its senior riders about the availability of their "donation only" option to paying fares. SIT plans to again offer its "Summer Fun Bus" program that provides free in-town rides throughout the summer to all students in the eight (8) cities that they serve. The "Summer Fun Bus" has proven successful for assisting families in

transporting children to events in the summer. It began as a pilot project in Creston but has now been extended to include all communities we have buses in daily.

The RPA 17 public transit providers should also work with employers to assist with any transportation needs that may arise. 10-15 Transit is working with Vermeer on a new service that would include four routes in the communities of Ottumwa, Centerville, Oskaloosa and Eddyville to transport employees to the work site. It is hopeful that JARC funds would assist Vermeer with some of the operation costs of this service. Southern Iowa Trolley has offered similar support to S.C.I.C.A.P in their relocation from Leon to Chariton. The initial coordination of transportation identified a need but then later it was determined that the interest had diminished so that it would no longer be cost effective to offer the vanpooling service. Both public transit agencies will continue to coordinate efforts with employers who express such an interest.

RPA 17 transit providers will need to replace buses each year in order to maintain its vehicle fleet and remove the oldest and highest mileage vehicles from service. 10-15 Transit and Southern Iowa Trolley will attempt to replace three to seven buses each year by applying for 5309 funds at the Iowa DOT and STP funds from RPA's 14, 15, and 17 that are respective to each provider. In addition to expanding services and purchasing replacement vehicles, RPA 17 public providers should request funding under the 5311 program to assist with the costs of operations, including administration and maintenance. See **Appendix D** shows the total costs for RPA 17's requests, the funding source if identified, and the desired year for the project.

Southern Iowa Trolley has identified the need to have update radio equipment installed into all vehicles in the fleet. This process has already begun and will continue so that SIT is in compliance with low-band regulations. However, SIT dispatchers have noted that there are locations within the service area that still lack radio coverage even with the new equipment. Currently, drivers have remedied the situation by using cell phones in order to communicate. SIT is searching for options to remedy this situation and are possibly considering the need to install a new repeater. The dispatchers can now better communicate with drivers on this system and track reservations on new computers recently purchased this fiscal year.

Iowa has implemented a new brokerage system to dispatch transportation requests to providers late in the year of 2010. This service has increased passenger usage and is bringing on new passengers to providers; however, there are still glitches to the system that continue to be worked out by all parties involved. Customers are stating that there have been long wait times to schedule rides; they are being directed to transportation providers that do not serve their area, or are asked to find a closer provider. Transit agencies are struggling to handle scheduling appoints on short notice due to the current

process. All parties involved with the process will have to work to adapt to the new TMS system and create fluent process for comprehensive services. Transit administrators will provide open communication with all parties so that residents are provided with a simple and positive experience on the transit systems.

10-15 Transit has installed surveillance cameras on 20 of the vehicles in the fleet. The cameras have provided documented evidence to assure quality service, assistance when there are accusations of improper treatment/conduct, and security for all parties in the vehicle. This has proved beneficial for personnel issues as well as threatening litigation over accusations from patrons. 10-15 will continue to strive for additional funding in order to equip the entire fleet with such cameras. There are 20 remaining in the inventory that need cameras at the expense of approximately \$3,500 each.

2-5 Year Priorities

The priorities for the second through fifth years will be to maintain existing services and to replace the aging fleet of vehicles. In order to maintain services, it is crucial to request funding from New Freedom funds in 2012 so that extended evening services will be offered by 10-15 Transit. Also critical to maintaining service, is the continued funding of 5311 to support the operating costs of both transit agencies. This assistance will allow the transit authorities to keep down costs for passengers.

It is an ongoing priority for the transit agencies to provide safe and reliable transportation to the public. Transit managers continually monitor the replacement schedules for the oldest and highest mileage buses to assure safe transportation. In order to replace the most needed buses and upgrade its fleet, Southern Iowa Trolley and 10-15 Transit will apply for assistance using 5309 funds and STP funding from respective RPA's 14, 15, and 17. This will allow for 10-15 Transit to replace between two and six buses each year and Southern Iowa Trolley replaces two vehicles during this fiscal year. Both agencies have greatly benefited from the funding offered through the "State of Good Repair" during the current fiscal year and have ordered new additions to the fleets and expected deliver is in spring of 2011.

10-15 Transit and Ottumwa Transit Authority share the same maintenance building in Ottumwa. Jointly they are interested in purchasing a hoist to install in the maintenance shop to service buses from both fleets. This in-house service would improve the performance and maintenance capabilities and lowering expenses necessary for hiring outside contracted work. The hoist is expected to cost approximately \$75,000. The agencies are working to identify possible funding sources that could help support the expense of the equipment.

10-15 Transit has installed surveillance cameras on 20 of the vehicles in the fleet. The cameras have provided documented evidence to assure quality service, assistance when there are accusations of improper treatment/conduct, and security for all parties in the vehicle. This has proved beneficial for personnel issues as well as threatening litigation over accusations from patrons. 10-15 will continue to strive for additional funding in order to equip the entire fleet with such cameras. There are 20 remaining in the inventory that need cameras at the expense of approximately \$3,500 each.

Both transit agencies, of 10-15 Transit and Southern Iowa Trolley, have seen an increase for the need of a lift system capable of serving riders who weigh in excess of 600 pounds. The transit administrators are actively searching for such equipment to safely accommodate these patrons. However, it has been a challenge to locate any options. If or when either of the agencies are able to locate such equipment, it will need to be inspected to determine that it meets the recommendations and funding for it will be sought at that time.

Southern Iowa Trolley has identified the need to improve the Transit facility for their agency. Many options are considered at this time. They are looking into the possibility of purchasing the existing building that they lease, to build at another location, or to purchase a different building that could adequately meet their needs. Such a location would need to house their office space, a spacious shop that would allow them to service their own vehicles on site, and also host a lot that would allow the vehicles to be securely locked and covered. The current leased facility is not large enough for adequate office space nor is there a secure location that provides coverage to the fleet, so therefore would need remodeling or additions. The SIT staff members are identifying the needs for a new facility and are working with Southern Iowa Council of Governments and ATURA to assemble a feasibility study and possible funding options.

Both public transit agencies, within RPA 17 region, recognize the critical need for ongoing education and promotion of services they provide throughout the entire region in order to maintain and/or increase ridership. More traditional approaches of brochures, flyers, and publications are still effective, but it has now been recognized by transportation providers that electronic promotion can reach out to many households as well. It is important for the transit agencies to maintain a current and update website that clearly identifies services provided to each specific county in the service area. It is recommended that agencies work with staff members to emphasize the importance of successful marketing and divide duties to accomplish this.

Figure C-1: 10-15 Transit Inventory

VEH		VEH ID	YEAR	CHASSIS	MODEL
COUNT					
1	Engine	983	1998	FORD	ELDORADO
2		989	1998	FORD	ELDORADO
3		011	2001	FORD	SUPREME
4		013	2001	FORD	SUPREME
5		014	2001	FORD	SUPREME
6		015	2001	FORD	SUPREME
7	Engine	016	2001	FORD	SUPREME
8		017	2001	FORD	SUPREME
9		031	2003	FORD	ELDORADO
10		032	2003	FORD	ELDORADO
11		033	2003	FORD	ELDORADO
12		034	2003	FORD	ELDORADO
13		035	2003	FORD	ELDORADO
14		041	2004	FORD	ELDORADO
15		042	2004	FORD	ELDORADO
16		043	2004	FORD	ELDORADO
17		044	2004	FORD	ELDORADO
18		045	2004	FORD	ELDORADO
19		046	2004	FORD	ELDORADO
20		051	2005	GMC	SIERRA TRUCK
21		052	2006	FORD	SUPREME

22	053	2006	FORD	SUPREME
23	054	2006	FORD	SUPREME
24	055	2006	FORD	SUPREME
25	056	2006	FORD	SUPREME
26	057	2006	FORD	SUPREME
27	071	2007	FORD	ELDORADO
28	072	2007	FORD	ELDORADO
29	073	2007	FORD	ELDORADO
30	074	2007	FORD	ELDORADO
31	075	2007	FORD	ELDORADO
32	076	2007	FORD	ELDORADO
33	981L	1998	International	El Dorado
34	982L	1998	International	El Dorado
35	032L	2003	Ford	El Dorado
36	012L	2001	International	Supreme
37	081	2008	CHEVY	UPLANDER
38	082	2008	CHEVY	UPLANDER
39	083	2008	FORD	SUPREME
40	084	2008	FORD	SUPREME
41	085	2008	FORD	SUPREME
42	086	2008	FORD	SUPREME
43	087	2008	FORD	SUPREME
44	088	2008	FORD	SUPREME
45	089	2008	FORD	SUPREME
46	101	2010	FORD	ELDORADO
47	102	2010	FORD	ELDORADO
48	103	2010	FORD	ELDORADO
49	104	2010	FORD	ELDORADO
50	105	2010	FORD	ELDORADO
51	106	2010	FORD	ELDORADO

52 107 2010 FORD ELDORADO

53 108 2010 FORD ELDORADO

Transportation Provider:		Southern Iowa Trolley				Date Prepared:		April 21, 2010	
Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/ Wheelchairs		Base Location	Assignments	No. of Hours Per Week Used	Is it Used Evg/Wknd?	Projected Annual Miles	
2001 Ford Aerotech	71	20	2	Creston	General Public	30	Very rare	15,000	
2001 Ford Aerotech	72	20	2	Osceola	General Public	25		12,000	
2001 Ford Aerotech	73	20	2	Creston	General Public	40		25,000	
2001 Ford Supreme	75	11	0	Creston	General Public	30	occasionally	7,000	
2002 Ford Supreme	76	20	2	Creston	General Public	30		12,000	
2002 Chevy Activan	77	5	2	Creston	General Public	25	Occasionally	5,000	
2003 Chevy Activan	78	5	2	Bedford	General Public	15	Occasionally	11,000	
2003 Ford Challenger	79	16	2	Creston	General Public	25	Occasionally	12,000	
2003 Ford Challenger	80	16	2	Mt. Ayr	General Public	35	Occasionally	15,000	
2003 Ford Challenger	81	16	2	Osceola	General Public	40	Occasionally	14,000	
2003 Ford Crusader	82	11	2	Osceola	General Public	40	No	20,000	
2004 Ford Goshen	83	10	2	Bedford	General Public	30		11,000	
2004 Ford Goshen	84	10	2	Leon	General Public	40	Occasionally	11,000	
2004 Ford Coach	85	10	2	Creston	General Public	40	Occasionally	11,000	
2004 Ford Coach	86	15	2	Creston	General Public	40	Occasionally	15,000	
2005 Dodge Caravan	87	3	2	Creston	General Public	10/15	Occasionally	25,000	
2005 Dodge Caravan	88	3	2	Osceola	General Public	15/20	Occasionally	15,000	
2005 Ford Supreme	89	16	2	Leon	General Public	40	Occasionally	13,000	
2008 Ford Supreme	90	16	2	Leon	General Public	40	No	11,000	

2008 Ford Eldorado	91	16		2	Osceola	General Public	45	Occasionally	10,000
2008 Ford Eldorado	92	16		2	Creston	General Public	45	Occasionally	10,000
2008 Chevy Uplander	93B	3		2	Bedford	General Public	35	Occasionally	10,000
2009 Ford Eldorado Bus	94	16		2	Osceola	General Public	40	Occasionally	
2009 Mini Van	S10	5		2	Osceola	General Public	40	Occasionally	
2009 Mini Van	S11	5		2	Creston	General Public	40	Occasionally	
2009 Mini Van	S12	5		2	Greenfield	General Public	40	Occasionally	
2009 Mini Van	S13	5		2	Bedford	General Public	40	Occasionally	
2009 Eldorado Aerotech Bus	S14	16		2	Osceola	General Public	40	Occasionally	
2010 Eldorado Aerotech Bus	S15	16		2	Osceola	General Public	40	Occasionally	
2009 Eldorado Aerotech Bus	S16	16		2	Osceola	General Public	40	Occasionally	
2009 Eldorado Aerotech Bus	S17	16		2	Osceola	General Public	40	Occasionally	
2010 Eldorado Aerotech Bus	S18	16		2	Creston	General Public	40	Occasionally	
2009 Eldorado Aerotech Bus	S19	16		2	Creston	General Public	40	Occasionally	
2010 Eldorado Aerotech Bus	S20	16		2	Creston	General Public	40	Occasionally	

Figure C-2: Southern Iowa Trolley Inventory

APPENDIX D - Recommendation Chart

Provider Name	Project Description	Type of Project	2012 Total/Fed cost	2013-2016 Total Total/Fed	Recom. Funding source
10-15 Transit	176" LD Bus	Capital	\$59,000/47,000		STP
10-15	176" LD Bus	Capital		\$48,000	STP

Transit					
10-15 Transit	176" LD Bus	Capital	\$59,000/47,000		STP
10-15 Transit	Purchasing & installing hoist	Capital		\$75,000	--
10-15 Transit	Installing surveillance cameras to fleet (20)	Capital		\$3,500 ea totals \$70,000	Transit Investment (local funds)
10-15 Transit	Installing lift capable of 600+ lbs	Capital			--
10-15 Transit	Continue extended hours for medical appts.	Operations	\$45,124	\$45,124	New Freedom
10-15 Transit	Upgrade radio equipment	Capital			Other- local funds
10-15 transit	Promotional work	Operations			Other- local funds
	10-15 Transit TOTALS		\$163,124/\$94,000	\$286,124	

Provider Name	Project Description	Type of Project	2012 Total/Fed	2013-2016 Total/Fed	Recomd Funding source
Southern Iowa Trolley (SIT)	ADA mini-van w/ surveillance (\$30,000STP- RPA 14)	Capital	\$46,000/\$86,180		5311
SIT	176" LD bus w/ Surveillance	Capital	\$78,000/ \$64,740		
SIT	176" LD bus w/ Surveillance	Capital	\$78,000/ \$64,740		5309
SIT	176" LD bus w/ Surveillance	Capital		\$80,340/ \$66,682	5309
SIT	176" LD bus w/ Surveillance	Capital		\$80,340/ \$66,682	5309
SIT	176" LD bus w/ Surveillance	Capital		\$80,340/ \$66,682	5309
SIT	Installing lift capable of 600+ lbs	Capital			--
SIT	Installing radio equipment	Capital			

SIT	Complete feasibility study to upgrade facility	Planning			
SIT	Promotional work	Operations			

	2012	2013	2014	2015
STP Balance (Carryover)	\$ 4,395,078	\$3,440,078	\$3,592,078	\$3,413,478
STP Target	\$1,423,000	\$1,423,000	\$1,423,000	\$1,423,000
Total Available for Programming	\$5,818,078	\$4,863,078	\$5,015,078	\$4,836,478
Total STP Programmed	\$2,378,000	\$ 1,271,000	\$1,601,600	\$759,000
Balance of STP Funds	\$3,440,078	\$3,592,078	\$3,413,478	\$4,077,478
<i>Based off of 2011 STP Targets</i>				
SOUTHERN IOWA TROLLEY TOTALS			\$1,268,580/ \$426,537	\$1,389,508/ \$469,278

FINANCIAL CONSTRAINT SUMMARY

RPA 17 - Federal-Aid -(STP Funds)

RPA 17- Federal Aid- (TE Funds)

	2012	2013	2014	2015
TE Balance (Carryover)	\$ -110,034	\$ 4,231	\$ 496	\$ 114,761
TE Target	\$ 114,265	\$ 114,265	\$ 114,265	\$ 114,265
Total Available for Programming	\$ 4,231	\$ 118,496	\$ 114,761	\$ 229,026

Total TE Programmed	\$ 0	\$ 118,000	\$ 0	\$ 0
Balance of TE Funds	\$ 4,231	\$ 496	\$ 114,761	\$ 229,026

FORECASTED EXPENDITURES & REVENUE

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

	2012	2013	2014	2015
County Operations	\$ 7,004,118	\$ 7,284,283	\$ 7,575,654	\$ 7,878,680
County Maintenance	\$ 12,801,187	\$ 13,313,234	\$ 13,845,763	\$ 14,399,593
City Operations	\$ 1,655,174	\$ 1,721,380	\$ 1,790,236	\$ 1,861,845
City Maintenance	\$ 3,896,851	\$ 4,052,725	\$ 4,214,834	\$ 4,383,427
Total Operations & Maintenance	\$ 25,357,330	\$ 26,371,622	\$ 27,426,487	\$ 28,523,545
<i>Based off of 2010 County & City O-M reports</i>				
<i>Assumes a 4% increase</i>				

RPA 17 Forecasted Non-Federal-Aid Revenues

	2012	2013	2014	2015

Farm to Market	\$ 4,500,048	\$ 4,680,049	\$ 4,867,251	\$ 5,061,941
Secondary Road Fund	\$ 23,601,289	\$ 24,545,340	\$ 25,527,153	\$ 26,548,239
City Street Fund	\$ 4,457,238	\$ 4,635,527	\$ 4,820,948	\$ 5,013,786
Total Non-Federal-Aid Revenues	\$ 10,901,976	\$ 11,338,055	\$ 11,791,577	\$ 12,263,240
<i>Based off of 2010 FM, Secondary Road & City Street reports - Assumes a 4% increase</i>				

SUMMARY OF FEDERAL PROGRAMMING

Type of Federal Aid	Total Cost-2012	Fed. Aid	Total Cost-2013	Fed. Aid	Total Cost – 2014	Fed. Aid	Total Cost – 2015	Fed. Aid
STP	\$ 5,254	\$ 3,504	\$ 4,462	\$ 3,577	\$1,006	\$ 522	\$1,000	\$ 800
ENH	\$ 0	\$ 0	\$ 147	\$ 118	\$ 0	\$ 0	\$ 0	\$ 0
HBP	\$ 5,338	\$ 4,259	\$ 4,574	\$3,519	\$ 1,962	\$ 1,253	\$1,363	\$ 1,064
ER-(ILL)	\$ 0	\$ 0	\$ 2,700	\$ 0	\$ 2,550	\$ 0	\$ 650	\$ 0
PRF	\$1,966	\$ 0	\$ 1,115	\$ 0	\$ 650	\$ 0	\$ 650	\$ 0
TOTAL	\$ 12,558	\$ 7,763	\$ 12,998	\$ 7,214	\$ 6,168	\$ 1,775	\$ 3,663	\$ 1,864

Chariton Valley Transportation Planning Affiliation – RPA 17
FY 2012-2015 Transportation Improvement Plan

Submitted to:

Iowa Department of Transportation

800 Lincoln Way

Ames, Iowa 50010

By:

Chariton Valley Planning & Development Council

Nichole L. Moore, Executive Director

308 North 12th Street

Centerville, Iowa 52544

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The RPA 17 FY 2012-2015 Transportation Improvement Program was prepared on behalf of the member counties, cities and transit agencies with assistance on the Technical Advisory Committee and Policy Board as well as, The Federal Highway Administration, Federal Transit Administration, and the Iowa Department of Transportation.

Draft TIP (2012)

In Prep
Submitted
TIP Approved
DOT Approved
FHWA Approved
Authorized

for RPA-17

RPA-17

2012 - 2015 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Twship:Range	Project Funding	Programmed Amounts			PA:Co:SEQ PA ID # STIP ID #
				FY12	FY13	FY14	
[1] STP - Surface Transportation Program							
Region Wide - 00							
1001	RGPL-PAI7(RTP)--ST-00 RPA-17 DOT Approved	--	Project Total Federal Aid Regional FA	\$67 \$59 \$59	\$67 \$59 \$59	\$67 \$59 \$59	-- -- 20443
6820	RGPL-PAI7(UDS)--ST-00 RPA-17 DOT Approved	--	Project Total Federal Aid Regional FA	\$5 \$4 \$4	\$5 \$4 \$4	\$5 \$4 \$4	-- 17:0:280 -- 20542
19716	RGTR-PAI7(O)--PL-00 RPA-17 DOT Approved	--	Project Total Federal Aid Regional FA	-- -- --	\$81 \$67 \$67	-- -- --	-- -- :0:484
19717	RGTR-PAI7(BUS 045)--PL-00 RPA-17 DOT Approved	--	Project Total Federal Aid Regional FA	\$59 \$47 \$47	-- -- --	-- -- --	-- :0:461 -- 20444
19714	RGTR-PAI7(BUS054)--PL-00 RPA-17 DOT Approved	2.3 Mi -- 6:71:13	Project Total Federal Aid Regional FA	-- -- --	\$59 \$47 \$47	-- -- --	-- :0:459 -- --
19715	RGTR-PAI7(BUS057)--PL-00 RPA-17 DOT Approved	0.21 Mi -- 0:0:0	Project Total Federal Aid Regional FA	-- -- --	\$59 \$47 \$47	-- -- --	-- :0:460 -- --
Clarke County - 20							
16557	STP-S-C020(75)--5E-20 DOT Letting: Jan/21/2015 H-45:ON H-45 WEST FROM R-15 TO HOPEVILLE AND W. SIDE OF SEC. 12 IN KNOX TWP. Clarke CRD DOT Approved	3.6 Mi --	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$1000 \$800 \$800	17:20:59 -- -- --
Davis County - 26							
5876	STP-S-C026(72)--5E-26 DOT Letting: Dec/20/2011 J40:TIMBER AVE to WHEAT AVE Davis County - 26 DOT Approved	3.93 Mi -- 28:69:12	Project Total Federal Aid Regional FA	\$2500 \$1295 --	-- -- --	-- -- --	17:26:59 -- 20238
Decatur County - 27							
1687	STP-S-C027(32)--5E-27 DOT Letting: Jul/17/2012 J-55:RINGGOLD COUNTY LINE to R18 INTERSECTION Decatur CRD DOT Approved	3 Mi -- 6:67:27	Project Total Federal Aid Regional FA	-- -- --	\$3000 \$2400 \$2400	-- -- --	17:27:38 -- -- --
Lucas County - 59							
15424	STP-S-C059(44)--5E-59 DOT Letting: Jun/18/2013 S-45:Iowa Highway 14 to Marion County Line Lucas CRD DOT Approved	3.5 Mi -- 22:73:21	Project Total Federal Aid Regional FA	-- -- --	\$1250 \$1000 \$1000	-- -- --	17:59:49 -- -- --
20917	STP-O--2C-59 IA 14:CHARITON TO CO RD H20 Pavement Rehab/Widen DOT-D05-RPA17 DOT Approved	4.5 --	Project Total Federal Aid Regional FA	\$2400 \$1920 --	-- -- --	-- -- --	17:59:60 -- -- 20499
Monroe County - 68							
19987	STP-U-0065(0)--70-68 DOT Letting: Dec/18/2012 S 13TH ST:2104 ft N of US 34 TO 4TH AVENUE EAST - PHASE 2 Albia DOT Approved	0.53 Mi -- 0:0:0	Project Total Federal Aid Regional FA	\$223 \$179 \$179	-- -- --	-- -- --	-- :68:78 -- 20001

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Twship:Range	Project Funding	Programmed Amounts			PA:Co:SEQ PA ID # STIP ID #	
				FY12	FY13	FY14		FY15
Wayne County - 93								
15604 Wayne CRD DOT Approved	STP-S-C0930--5E-93 S 23: Highway 2 to 1/2 mile north of Newton Road Grading, Outside Services ROW	1.25 Mi -- 69:22:22	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$875 \$412 \$412	-- -- --	17:93:69 -- --
[3] HBP - Highway Bridge Program								
Appanoose County - 04								
20041 Appanoose CRD DOT Approved	BROS-C0040--5F-04 120th Ave: 524th St S 1.2 MI Bridge Replacement	0.2 Mi 064790 9:68:19	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$262 \$210 --	-- 4:72 --
4660 Appanoose CRD In Prep	BROS-C004(80)--5F-04 DOT Letting: Nov/15/2016 290th Ave: Nea W1/4 Cor Bridge Replacement	0.1 Mi 063610 17:67:16	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$230 \$184 --	17:4:47 -- --
7244 Appanoose CRD DOT Approved	BROS-C004(81)--5F-04 DOT Letting: Oct/18/2011 405th St: Near NE Cor Bridge Replacement	0.1 Mi 065820 09:70:16	Project Total Federal Aid Regional FA	\$240 \$192 --	-- -- --	-- -- --	-- -- --	17:4:36 -- 20195
4659 Appanoose CRD DOT Approved	BROS-C004(82)--5F-04 DOT Letting: Nov/17/2015 610th St: Near NE Cor Bridge Replacement	0.1 Mi 063670 23:67:16	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$333 \$266 --	17:4:46 -- --
19222 Appanoose CRD DOT Approved	BROS-C004(85)--8J-04 DOT Letting: Nov/20/2012 Dewey Road: 260th Avenue W 0.4 MI Bridge Replacement	0.1 Mi 064360 10:68:17	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$300 \$240 --	-- -- --	4:70 -- --
19261 Appanoose CRD DOT Approved	BRS-C004(20106)--60-4 J5T: 430th Street N 0.5 MI Culvert Replacement	0.2 Mi -- 18:70:17	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$400 \$300 --	4:71 -- --
Clarke County - 20								
20053 Clarke CRD DOT Approved	BHOS-C020(90)--89-20 DOT Letting: Mar/20/2012 Local: Just East of Leisure St. on 218th. Ave. Bridge Rehabilitation	11:4680 1:72N:26W	Project Total Federal Aid Regional FA	\$125 \$100 --	-- -- --	-- -- --	-- -- --	20:75 -- 20229
20127 Clarke CRD DOT Approved	BHS-C020(91)--63-20 DOT Letting: Mar/20/2012 R45: JUST SOUTH OF PINE ST. ON R-45 Bridge Rehabilitation	11:5150 16:73:25	Project Total Federal Aid Regional FA	\$125 \$100 --	-- -- --	-- -- --	-- -- --	20:76 -- 20230
8904 Clarke CRD DOT Approved	BROS-C020(68)--8J-20 DOT Letting: Nov/19/2013 170TH AVE.: 1 MI. S. OF OAKWOOD ST. ON 170TH. AVE. Bridge Replacement	11:5470 29:72:26	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$250 -- --	17:20:56 -- --
20915 DOT-D05-RPA17 DOT Approved	BHF-0--2L-20 IA 152: IA 152 OVER I-35 Bridge Replacement, Right of Way	020210	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$15 \$1933 --	17:20:74 -- --
19829 DOT-D05-RPA17 DOT Approved	BRF-350--38-20 I-35: SQUAW CREEK 2.5 MILES NORTH OF IA 152 (SB) Bridge Replacement	020250	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$1638 \$1310 --	17:20:66 -- --
19832 DOT-D05-RPA17 DOT Approved	BRF-350--38-20 I-35: SOUTH SQUAW CREEK 0.7 MILE NORTH OF IA 152 (SB) Bridge Replacement	020230	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$1638 \$1310 --	17:20:69 -- --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Twinshp:Range	Project Funding	Programmed Amounts					PA:Co:SEQ PA ID # STIP ID #
				FY12	FY13	FY14	FY15		
Davis County - 26									
15661 Davis CRD DOT Approved	BROS-C026(023400)--8J-26 160th Street:Over Tributary of Lake Creek Bridge New	135300 34:70:12	Project Total Federal Aid Regional FA	--	--	\$121	--	17:26:70	
8939 Davis CRD DOT Approved	BROS-C026(71)--8J-26 DOT Letting: Jun/19/2012 Jade Ave.:Near Dewey Harper Bridge Replacement	0.1 Mi 134850 34:69:14	Project Total Federal Aid Regional FA	\$230	--	--	--	17:26:75	
15659 Davis CRD DOT Approved	BROS-C026(841502)--5F-26 Jade Ave. :Over Wyacondah Creek Bridge New	133770 15:68:14	Project Total Federal Aid Regional FA	\$115	--	--	--	17:26:69	
Decatur County - 27									
7666 Decatur CRD DOT Approved	BROS-C027(30)--5F-27 DOT Letting: Mar/20/2012 R-34:Over Local Stream Bridge Replacement	137310 15:68:26	Project Total Federal Aid Regional FA	\$107	--	--	--	17:27:23	
14499 Decatur CRD DOT Approved	BROS-C027(48)--8J-27 DOT Letting: May/15/2012 Old US 69:Over Little River Bridge Replacement	0.01 Mi 137070 19:68:25	Project Total Federal Aid Regional FA	\$626	--	--	--	17:27:36	
20985 Decatur CRD DOT Approved	BRS-C027(0)--60-27 R46:Over McGruder Creek Bridge Replacement	136990 4:68:25	Project Total Federal Aid Regional FA	--	--	\$432	--	27:45	
20984 Decatur CRD DOT Approved	BRS-C027(49)--60-27 DOT Letting: Oct/16/2012 J66:Over Un-Named Creek Bridge Replacement	136290 18:67:25	Project Total Federal Aid Regional FA	\$216	--	--	--	27:44	
Lucas County - 59									
16082 Chariton DOT Approved	BRM-1237(606)--8N-59 DOT Letting: Feb/21/2012 Russell Blvd:Over UPRR Bridge Replacement	001780	Project Total Federal Aid Regional FA	\$1250	--	--	--	17:59:50	
14464 Lucas CRD DOT Approved	BROS-C059(39)--8J-59 DOT Letting: Jun/17/2014 250th Avenue:Over Tributary to White Breast Creek Bridge Replacement	0.1 Mi 227250 16:73:21	Project Total Federal Aid Regional FA	--	--	\$380	--	17:59:40	
14571 Lucas CRD DOT Approved	BROS-C059(40)--8J-59 DOT Letting: Jun/16/2015 130th Trail:Over Otter Creek Bridge Replacement	0.1 Mi 227880 22:73:23	Project Total Federal Aid Regional FA	--	--	--	\$368	17:59:52	
12434 Lucas CRD DOT Approved	BROS-C059(49)--8J-59 DOT Letting: Oct/16/2012 Watrous / 400th Street:Over Union Pacific Railroad Bridge Replacement	0.1 Mi 340690 32:71:21	Project Total Federal Aid Regional FA	\$520	--	--	--	17:59:38	
18971 Lucas CRD DOT Approved	BROS-C068(66)--8J-59 500TH AVE:H:16 N 0.5 MI Bridge Replacement	253810 01:73:20	Project Total Federal Aid Regional FA	--	\$225	--	--	59:57	
20916 DOT-D05-RPA17 DOT Approved	BRF-140--38-59 IA 14:ENGLISH CREEK 1.5 MI N OF CORD S45 Bridge Replacement, Right of Way	034460	Project Total Federal Aid Regional FA	--	--	\$15	--	17:59:59	
Monroe County - 68									
8498 Monroe CRD DOT Approved	BROS-C068(58)--8J-68 DOT Letting: Oct/18/2011 692 Ave:Between 235th St and 245th St Bridge Replacement	0.2 Mi 251730 8:71:16	Project Total Federal Aid Regional FA	\$400	--	--	--	17:68:49	

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Township:Range	Project Funding	Programmed Amount			PA:Co:SEQ PA ID # STIP ID #
				FY12	FY13	FY14	
8501 Monroe CRD DOT Approved	BROS-C068(64)--5F-68 DOT Letting: Dec/20/2011 189 Trl:695th Ave W 0.3 MI Bridge Replacement	0.2 Mi 252585 20:72:16	Project Total Federal Aid Regional FA	\$640 \$512 --	-- -- --	-- -- --	17:68:62 -- 20319
3996 Monroe CRD DOT Approved	BROS-C068(66)--8J-68 DOT Letting: Jun/19/2012 500th Ave:H16 N 0.5 MI Bridge Replacement	0.1 Mi 253810 6:73:19	Project Total Federal Aid Regional FA	\$225 \$180 --	-- -- --	-- -- --	17:68:76 -- 20317
8450 Monroe CRD DOT Approved	BRS-C068(41)--60-68 DOT Letting: Apr/16/2013 H49:Blakesburg W 2.4 MI Bridge Replacement	0.2 Mi 251761 10:71:16	Project Total Federal Aid Regional FA	-- \$400 \$320	-- -- --	-- -- --	17:68:32 -- --
8494 Monroe CRD DOT Approved	BRS-C068(45)--60-68 H35:Near US 34 Bridge Replacement DOT Note: 5	0.2 Mi 252695 20:72:17	Project Total Federal Aid Regional FA	-- -- --	\$450 \$360 --	-- -- --	17:68:48 -- --
Wayne County - 93							
1701 Wayne CRD DOT Approved	BROS-C093(37)--8J-93 DOT Letting: Jun/09/2020 Watrous:Over UPRR Bridge Replacement	340690 05:70:21	Project Total Federal Aid Regional FA	\$519 \$416 --	-- -- --	-- -- --	17:93:54 -- 20387
17225 Wayne CRD In Prep	BROS-C093(66)--5F-93 DOT Letting: Dec/16/2014 J-44:Over Walnut Creek Bridge Replacement	0.1 Mi 338860 5:68:20	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	93:79 -- --
15135 Wayne CRD DOT Approved	BROS-C093(67)--5F-93 DOT Letting: Dec/17/2013 S34:over Duck Creek to Bridge Replacement	0.001 Mi 339120 29:68:21	Project Total Federal Aid Regional FA	-- -- --	\$329 \$159 --	-- -- --	17:93:68 -- --
13713 Wayne CRD DOT Approved	BRS-C093(68)--60-93 DOT Letting: Dec/18/2012 J54:Over Stream Bridge Replacement	0.0104 Mi 338050 03:67:21	Project Total Federal Aid Regional FA	-- -- --	\$343 \$159 --	-- -- --	17:93:58 -- --
[19] ENH - Transportation Enhancement Program							
Region Wide - 00							
16840 RPA-17 DOT Approved	STP-E-PA170--8V-00 TBD:Multiple county project for trails planning, RPA 17 counties Planning Study	--	Project Total Federal Aid Regional FA	-- -- --	\$31 \$25 \$25	-- -- --	17:0:397 -- --
Decatur County - 27							
16731 Decatur CRD DOT Approved	STP-E-C0270--8V-27 Phase 3 Depot Restoration: 1306 S Main St Rehab Historic Trans	-- 33:69:25	Project Total Federal Aid Regional FA	-- -- --	\$116 \$93 \$93	-- -- --	17:27:37 -- --
[19] PRF - Primary Road Funds							
Appanoose County - 04							
16950 DOT-D05-RPA17 DOT Approved	BRFN-50--39-04 IA 5:ICE RR 1.0 MILE SOUTH OFCO RD J-18 Bridge Deck Overlay	602160	Project Total Federal Aid Regional FA	\$629 -- --	-- -- --	-- -- --	17:4:61 -- --
Davis County - 26							
18603 DOT-D05-RPA17 DOT Approved	BRFN-630--39-26 US 63:SOAP CREEK 0.9 MILE SOUTH OFWAPELLO CO Bridge Deck Overlay	022560	Project Total Federal Aid Regional FA	-- -- --	\$465 -- --	-- -- --	17:26:73 -- --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec: Twnshp: Range	Project Funding	Programmed Amounts PA: Co: SEQ					
				FY12	FY13	FY14	FY15	PA ID # STIP ID #	
18602 DOT Approved	STPN-202-1(2)-2J-26 IA 202: MISSOURI BORDER TO MOULTON Culvert Replacement, Right of Way	7.2 Mi	Project Total Federal Aid Regional FA	\$647	--	--	--	17:26:72	
Decatur County - 27									
11798 DOT-D05-RPA17 DOT Approved	IMN-350--0E-27 I-35: DECATUR-CLARKE-WARREN COUNTIES Patching	--	Project Total Federal Aid Regional FA	\$650	\$650	\$650	\$650	17:27:28	
19835 DOT-D05-RPA17 DOT Approved	IMN-350--0E-27 I-35: DECATUR-CLARKE-WARREN-POLK CO Wetland Mitigation	--	Project Total Federal Aid Regional FA	\$40	--	--	--	17:27:43	
[24] ILL - Illustrative Regional Project									
8897 Clarke CRD DOT Approved	ILL-C020(62)--92-20 DOT Letting: Jan/16/2013 190TH. AVE.: 1 MI. S. HWY. 34 ON ON 190TH AVE. Bridge Replacement	114740 22:72:26	Project Total Federal Aid Regional FA	--	--	--	\$350	17:20:30	
8898 Clarke CRD DOT Approved	ILL-C020(63)--92-20 DOT Letting: Aug/19/2014 CLARKE-LUCAS AV.: JUST S. CARTER ST. . 1 MI. ON CLARKE LUCAS AVE. Bridge Replacement	113650 24:71:24	Project Total Federal Aid Regional FA	--	--	--	\$250	17:20:31	
8899 Clarke CRD DOT Approved	ILL-C020(67)--92-20 DOT Letting: Jan/16/2013 SCOTT STREET.: 25 MI. W. OF 195TH AVE. ON SCOTT ST. Bridge Replacement	115340 9:73:26	Project Total Federal Aid Regional FA	--	\$300	--	--	17:20:55	
17964 Clarke CRD DOT Approved	ILL-C020(82)--92-20 DOT Letting: Jan/15/2014 R69:2.5 MILES NORTH OF HWY. 34 ON R-69 Bridge Replacement	114370 2:72:24	Project Total Federal Aid Regional FA	--	--	--	\$500	:20:65	
19097 Clarke CRD DOT Approved	ILL-C020(85)--92-20 DOT Letting: Jan/16/2013 MILL ST.: Just North of Sherman ST. on Mill St. in town of Woodburn Bridge Replacement	012810 0:0:0	Project Total Federal Aid Regional FA	--	--	--	\$200	:20:72	
Davis County - 26									
15651 Davis CRD DOT Approved	ILL-C026(78)--92-26 DOT Letting: Apr/17/2012 Bunch Road: Appanoose Co. Line to Eagle Blvd	5.07 Mi	Project Total Federal Aid Regional FA	\$1547	--	--	--	17:26:77	
Monroe County - 68									
15653 Monroe CRD DOT Approved	ILL-C068(0)--92-68 H44:552nd Ave NW 1 MI Bridge Replacement	0.1 Mi 252330 11:71:19	Project Total Federal Aid Regional FA	--	--	--	\$300	17:68:66	
19094 Monroe CRD DOT Approved	ILL-C068(147316)--92-68 T55: Between 117th Ln and 140th St Bridge Replacement	0.2 Mi 253230 14:73:16	Project Total Federal Aid Regional FA	--	\$400	--	--	:68:77	
3985 Monroe CRD DOT Approved	ILL-C068(36)--92-68 S65: Between 170th Ln and 505th Trl Bridge Replacement	0.1 Mi 253000 08:72:19	Project Total Federal Aid Regional FA	--	--	--	\$600	17:68:79	
1048 Monroe CRD DOT Approved	ILL-C068(37)--92-68 644th Pl: Hwy 5 W 0.1 MI Bridge Replacement	037450 33:72:17	Project Total Federal Aid Regional FA	--	--	--	\$200	17:68:75	

Inclusion in this list DOES NOT guarantee Federal Aid Eligibility

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Twship:Range	Project Funding	Programmed Amount				PA:Co:SEQ PA ID # STIP ID #
				FY12	FY13	FY14	FY15	
8449 Monroe CRD DOT Approved	ILL-C068(40)--92-68 H16: Between 697th Ave and 717th Ave Bridge Replacement	0.2 Mi 253150 3:73:16	Project Total Federal Aid Regional FA	--	--	\$400	--	17:68:43
8496 Monroe CRD DOT Approved	ILL-C068(57)--92-68 710 Ave: 130 St S 0.1 MI Bridge Replacement	0.1 Mi 253250 15:73:16	Project Total Federal Aid Regional FA	--	--	--	\$400	17:68:30
16483 Monroe CRD DOT Approved	ILL-C068(61)--92-68 T55: 8 Mi. South of Hwy 137 S 0.25 MI Bridge Replacement	0.25 Mi -- 14:73N:16W	Project Total Federal Aid Regional FA	--	\$2000	--	--	17:68:69
[101] FM - Farm-to-Market Funds								
Appanoose County - 04								
20042 Appanoose CRD DOT Approved	FM-C004(92)--55-04 DOT Letting: Jun/19/2012 J59:257th Street E 0.7 MI Bridge Replacement	0.63800 24:67:17	Project Total Federal Aid Regional FA	--	--	--	\$210 \$168	:4:XX
20042 Appanoose CRD DOT Approved	FM-C004(92)--55-04 DOT Letting: Jun/19/2012 J59:257th Street E 0.7 MI Bridge Replacement	0.63800 24:67:17	Project Total Federal Aid Regional FA	--	--	--	\$210 \$168	:4:XX

Inclusion in this list DOES NOT guarantee Federal Aid Eligibility

Appendix L: Public Survey and Results

[SURVEY PREVIEW MODE] New Survey

Page 1 of 1

New Survey

Exit this survey

Introduction

This survey is being conducted by an Iowa DOT Regional Planning Affiliation, RPA 17 (administered by Chariton Valley Planning and Development Council of Governments in Centerville, Iowa). It is designed to seek input and opinions on transportation matters within the seven county region of Chariton Valley Transportation Planning Affiliation (Appanoose, Davis, Decatur, Clarke, Lucas, Monroe, Wayne Counties and the City of Centerville). The information will be used in the development of a Long Range Transportation Plan for the next 20 years in the region.

This quick, 10 question survey has no personally identifiable information that will be gathered through this survey process and the confidentiality of those who respond is assured.

Those who want to be involved in the development of the CVTPA Long Range Transportation Plan beyond this survey please contact our office for more opportunities.

Julie Pribyl & Nichole Moore
RPA 17/Chariton Valley Transportation Planning Affiliation
Chariton Valley Planning & Development COG
308 N 12th Street
Centerville, IA 52544
(641) 437-4359

Next

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New Survey

[Exit this survey](#)

Tell us about yourself

Questions 1-5 in the "Tell us about yourself" section of this survey are only used to show that a cross section of residents participated in this survey. No personally identifiable information will be collected.

1. In which county do you primarily live and/or work?

- Appanoose County
- Clarke County
- Davis County
- Decatur County
- Lucas County
- Monroe County
- Wayne County
- Outside the 7 County region

2. Describe your use of the following modes of personal transportation for travel in and around your community for things such as shopping, medical care, transportation to work, etc

	Primary Method of Transptn	Secondary method of Transptn	Occasional Method of Transptn	Never or Infrequently used Transptn
Automobile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (motorcycle, golf cart, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Have you utilized public transit services from Southern Iowa Trolley or 10-15 Transit during the last year?

- Yes
- No

4. What is your annual household income? (This question is only being asked to show that respondents from a cross section of income levels have been included in this survey. Your answer will not be personally identifiable.)

- \$9,999 or under

- \$10,000-\$29,999
 \$30,000-\$49,999
 \$50,000-\$69,999
 \$70,000-\$89,999
 \$90,000-\$249,999
 Over \$250,000
 Prefer not to respond

5. Which category best describes your occupation/business?

- | | | |
|---|--|---|
| <input type="checkbox"/> Architecture & Engineering | <input type="checkbox"/> Health Care Support | <input type="checkbox"/> Retired |
| <input type="checkbox"/> Farming, Fishing & Forestry | <input type="checkbox"/> Production | <input type="checkbox"/> Sales & Related |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Community & Social Services | <input type="checkbox"/> Transportation/Material Moving |
| <input type="checkbox"/> Arts, Design, Entertainment, Sports, & Related | <input type="checkbox"/> Healthcare Practitioner & Technical | <input type="checkbox"/> Life, Physical & Social Services |
| <input type="checkbox"/> Food Preparation & Serving | <input type="checkbox"/> Production | <input type="checkbox"/> Management |
| <input type="checkbox"/> Office/Administrative Support | <input type="checkbox"/> Protective Service | <input type="checkbox"/> Elected official |
| <input type="checkbox"/> Building/Grounds Cleaning & Maintenance | <input type="checkbox"/> Installation, Maintenance, & Repair | <input type="checkbox"/> Educational, Training, Library |
| <input type="checkbox"/> Government | <input type="checkbox"/> Computer & Mathematical Sciences | <input type="checkbox"/> Other |
| <input type="checkbox"/> Personal Care & Services | <input type="checkbox"/> Construction & Extraction | |
| <input type="checkbox"/> Business/Financial Operations | <input type="checkbox"/> Legal | |

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New Survey

Exit this survey

Please share your opinion about improving mobility

6. How important would the following changes to the transportation system be in IMPROVING THE MOBILITY OF YOU AND YOUR FAMILY?

	Very Important	Important	Somewhat Important	Not Important
Better maintenance of existing streets/highways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved/additional public transit services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New 4 lane streets & highways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Additional sidewalks where none currently exist	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Repair existing sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved/additional bus connections (i.e. Greyhound, Trailways)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved/additional interstate passenger rail options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airport runway/facility improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved/additional transit routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Please share your opinion about improving safety

7. How important are the following changes to the transportation system in IMPROVING THE SAFETY of you and your family?

	Very Important	Important	Somewhat Important	Not Important
Additional sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better enforcement of traffic laws	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better maintenance of highways and streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better notification about construction zones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike lanes on streets and highways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved railroad crossings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased maintenance of bridges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lower speed limits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More pedestrian crossing signals at intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wider and/or paved shoulders on highways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Please share your opinion about strengthening the regional economy.

8. Which of the following changes to the transportation system, if any, do you feel would **BEST** improve the **DELIVERY OF GOODS/COMMODITIES AND STRENGTHEN OUR REGIONAL ECONOMY?**

- Better connection among different kinds of transportation (i.e. truck, air, rail)
- Better maintenance of highways and streets
- A change/shift in the amount of goods shipped by truck, rail or air
- New or wider streets and 4-lane highways
- Traffic flow improvements
- Rail infrastructure improvements

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Please share your opinion about funding decisions

9. Keeping in mind that transportation funds are limited, please rank the following options according to the priority you feel they should be given in FUNDING DECISIONS for the region.

	Very Important	Important	Somewhat Important	Not Important
Maintaining existing streets, bridges, & highways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety & traffic flow improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintaining public transit services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction of new sidewalks/repair existing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction of regional bicycle or walking trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hardsurfacing additional county roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airport improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Passenger/freight rail expansion or improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. Rate the following in importance to your business.

	Very Important	Important	Somewhat Important	Not Important
Better maintenance of highways, streets & bridges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New or more 4 lane highways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety & traffic flow improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wider and/or paved shoulders on highways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hard surfacing additional county roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better enforcement of	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

highway traffic laws

Better notification of
highway construction
zones

Improved freight rail
access/infrastructure

Improved airport
facilities/infrastructure

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Thank You

Thank you very much for taking the time to answer these questions. Your answers are very valuable and will be used in the planning process for the RPA 17 Long Range Transportation Plan.

Please feel free to forward the link to this survey to anyone else that you feel might be interested in providing their opinions about transportation.

Paper copies can also be obtained from:

Chariton Valley Planning & Development COG
Attn: CVTPA
308 North 12th Street
Centerville, IA 52544
641-437-4359

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Response Summary

Total Started Survey: 69
Total Completed Survey: 64 (92.8%)

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#2. Tell us about yourself [»](#)

PAGE: TELL US ABOUT YOURSELF

1. In which county do you primarily live and/or work? [Create Chart](#) [Download](#)

	Response Percent	Response Count
Appanoose County	63.2%	43
Clarke County	1.5%	1
Davis County	1.5%	1
Decatur County	1.5%	1
Lucas County	14.7%	10
Monroe County	5.9%	4
Wayne County	8.8%	6
Outside the 7 County region	5.9%	4
answered question		68
skipped question		1

2. Describe your use of the following modes of personal transportation for travel in and around your community for things such as shopping, medical care, transportation to work, etc [Create Chart](#) [Download](#)

	Primary Method of Transptn	Secondary method of Transptn	Occasional Method of Transptn	Never or Infrequently used Transptn	Response Count
Automobile	97.1% (67)	4.3% (3)	5.8% (4)	0.0% (0)	69
Bicycle	0.0% (0)	2.3% (1)	25.0% (11)	72.7% (32)	44
Public Transit	2.6% (1)	2.6% (1)	2.6% (1)	92.3% (36)	39
Walking	2.0% (1)	34.7% (17)	40.8% (20)	22.4% (11)	49
Other (motorcycle, golf cart, etc)	0.0% (0)	9.3% (4)	20.9% (9)	69.8% (30)	43

answered question 69
skipped question 0

3. Have you utilized public transit services from Southern Iowa Trolley or 10-15 Transit during the last year? [Create Chart](#) [Download](#)

	Response Percent	Response Count
Yes	4.4%	3
No	95.6%	65

answered question 68
skipped question 1

4. What is your annual household income? (This question is only being asked to show that respondents from a cross section of income levels have been included in this survey. Your answer will not be personally identifiable.) [Create Chart](#) [Download](#)

	Response Percent	Response Count
\$9,999 or under	0.0%	0
\$10,000-\$29,999	4.3%	3
\$30,000-\$49,999	15.9%	11
\$50,000-\$69,999	15.9%	11
\$70,000-\$89,999	21.7%	15
\$90,000-\$249,999	39.1%	27
Oyer \$250,000	1.4%	1
Prefer not to respond	1.4%	1

answered question 69
skipped question 0

5. Which category best describes your occupation/business? [Create Chart](#) [Download](#)

	Response Percent	Response Count
Architecture & Engineering	5.8%	4
Farming, Fishing & Forestry	11.6%	8
Manufacturing	7.2%	5
Arts, Design, Entertainment, Sports, & Related	5.8%	4
Food Preparation & Serving	1.4%	1
Office/Administrative Support	4.3%	3
Building/Grounds Cleaning & Maintenance	0.0%	0
Government	18.8%	13

Personal Care & Services	0.0%	0
Business/Financial Operations	2.9%	2
Health Care Support	1.4%	1
Production	0.0%	0
Community & Social Services	5.8%	4
Healthcare Practitioner & Technical	2.9%	2
Production	0.0%	0
Protective Service	0.0%	0
Installation, Maintenance, & Repair	0.0%	0
Computer & Mathematicall Sciences	0.0%	0
Construction & Extraction	2.9%	2
Legal	0.0%	0
Retired	13.0%	9
Sales & Related	2.9%	2
Transportation/Material Moving	2.9%	2
Life, Physical & Social Services	0.0%	0
Management	8.7%	6
Elected official	1.4%	1
Educational, Training, Library	11.6%	8
Other	1.4%	1

answered question 69

skipped question 0

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« #2. Tell us about yourself »

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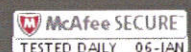
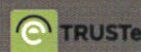
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Response Summary

Total Started Survey: 69
 Total Completed Survey: 64 (92.8%)

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«
#3. Please share your opinion...
»

PAGE: PLEASE SHARE YOUR OPINION ABOUT IMPROVING MOBILITY

6. How important would the following changes to the transportation system be in IMPROVING THE MOBILITY OF YOU AND YOUR FAMILY?

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	Very Important	Important	Somewhat Important	Not Important	Response Count
Better maintenance of existing streets/highways	83.6% (56)	13.4% (9)	1.5% (1)	1.5% (1)	67
Improved/additional public transit services	7.7% (5)	27.7% (18)	30.8% (20)	33.8% (22)	65
New 4 lane streets & highways	41.5% (27)	12.3% (8)	21.5% (14)	24.6% (16)	65
Additional sidewalks where none currently exist	29.7% (19)	29.7% (19)	21.9% (14)	18.8% (12)	64
Repair existing sidewalks	34.8% (23)	34.8% (23)	18.2% (12)	12.1% (8)	66
Improved/additional bus connections (i.e. Greyhound, Trailways)	3.0% (2)	24.2% (16)	42.4% (28)	30.3% (20)	66
Improved/additional interstate passenger rail options	7.7% (5)	23.1% (15)	36.9% (24)	32.3% (21)	65
Airport runway/facility improvements	6.1% (4)	25.8% (17)	28.8% (19)	39.4% (26)	66
Improved/additional transit routes	10.6% (7)	16.7% (11)	42.4% (28)	30.3% (20)	66

answered question 67

skipped question 2

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«
#3. Please share your opinion...
»

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Response Summary

Total Started Survey: 69
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«
#4. Please share your opinion...
»

PAGE: PLEASE SHARE YOUR OPINION ABOUT IMPROVING SAFETY

7. How important are the following changes to the transportation system in IMPROVING THE SAFETY of you and your family?

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	Very Important	Important	Somewhat Important	Not Important	Response Count
Additional sidewalks	32.8% (21)	28.1% (18)	23.4% (15)	15.6% (10)	64
Better enforcement of traffic laws	19.0% (12)	39.7% (25)	28.6% (18)	12.7% (8)	63
Better maintenance of highways and streets	72.3% (47)	23.1% (15)	4.6% (3)	0.0% (0)	65
Better notification about construction zones	12.7% (8)	34.9% (22)	39.7% (25)	12.7% (8)	63
Bike lanes on streets and highways	20.0% (13)	20.0% (13)	35.4% (23)	24.6% (16)	65
Improved railroad crossings	13.8% (9)	43.1% (28)	33.8% (22)	9.2% (6)	65
Increased maintenance of bridges	43.1% (28)	40.0% (26)	16.9% (11)	0.0% (0)	65
Lower speed limits	3.1% (2)	15.6% (10)	28.1% (18)	53.1% (34)	64
More pedestrian crossing signals at intersections	10.8% (7)	20.0% (13)	40.0% (26)	29.2% (19)	65
Wider and/or paved shoulders on highways	28.1% (18)	42.2% (27)	20.3% (13)	9.4% (6)	64

answered question **66**

skipped question **3**

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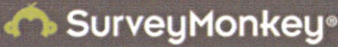
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Response Summary

Total Started Survey: 69
 Total Completed Survey: 64 (92.8%)

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« #5. Please share your opinion... ▾ »

PAGE: PLEASE SHARE YOUR OPINION ABOUT STRENGTHENING THE REGIONAL ECONOMY.

8. Which of the following changes to the transportation system, if any, do you feel would BEST improve the DELIVERY OF GOODS/COMMODITIES AND STRENGTHEN OUR REGIONAL ECONOMY?

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	Response Percent	Response Count
Better connection among different kinds of transportation (i.e. truck, air, rail)	40.9%	27
Better maintenance of highways and streets	74.2%	49
A change/shift in the amount of goods shipped by truck, rail or air	6.1%	4
New or wider streets and 4-lane highways	40.9%	27
Traffic flow improvements	18.2%	12
Rail infrastructure improvements	39.4%	26
answered question		66
skipped question		3

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« #5. Please share your opinion... ▾ »

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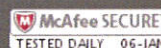
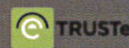
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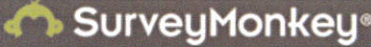
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Response Summary

Total Started Survey: 69
 Total Completed Survey: 64 (92.8%)

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#6. Please share your opinion...

PAGE: PLEASE SHARE YOUR OPINION ABOUT FUNDING DECISIONS

9. Keeping in mind that transportation funds are limited, please rank the following options according to the priority you feel they should be given in **FUNDING DECISIONS** for the region. [Create Chart](#) [Download](#)

	Very Important	Important	Somewhat Important	Not Important	Response Count
Maintaining existing streets, bridges, & highways	92.1% (58)	6.3% (4)	1.6% (1)	0.0% (0)	63
Safety & traffic flow improvements	14.3% (9)	38.1% (24)	39.7% (25)	7.9% (5)	63
Maintaining public transit services	9.5% (6)	39.7% (25)	36.5% (23)	14.3% (9)	63
Construction of new sidewalks/repair existing	19.7% (12)	31.1% (19)	34.4% (21)	14.8% (9)	61
Construction of regional bicycle or walking trails	6.5% (4)	24.2% (15)	38.7% (24)	30.6% (19)	62
Hardsurfacing additional county roads	17.5% (11)	34.9% (22)	20.6% (13)	27.0% (17)	63
Airport improvements	11.7% (7)	25.0% (15)	33.3% (20)	30.0% (18)	60
Passenger/freight rail expansion or improvements	14.5% (9)	30.6% (19)	27.4% (17)	27.4% (17)	62
answered question					63
skipped question					6

10. 10. Rate the following in importance to your business. [Create Chart](#) [Download](#)

	Very Important	Important	Somewhat Important	Not Important	Response Count
Better maintenance of highways, streets & bridges	77.4% (48)	17.7% (11)	1.6% (1)	3.2% (2)	62
New or more 4 lane highways	35.0% (21)	23.3% (14)	20.0% (12)	21.7% (13)	60

Safety & traffic flow improvements	12.7% (8)	41.3% (26)	34.9% (22)	11.1% (7)	63
Wider and/or paved shoulders on highways	17.7% (11)	41.9% (26)	25.8% (16)	14.5% (9)	62
Hard surfacing additional county roads	17.7% (11)	32.3% (20)	19.4% (12)	30.6% (19)	62
Better enforcement of highway traffic laws	9.7% (6)	32.3% (20)	35.5% (22)	22.6% (14)	62
Better notification of highway construction zones	1.6% (1)	31.1% (19)	47.5% (29)	19.7% (12)	61
Improved freight rail access/infrastructure	11.3% (7)	25.8% (16)	37.1% (23)	25.8% (16)	62
Improved airport facilities/infrastructure	12.9% (8)	16.1% (10)	33.9% (21)	37.1% (23)	62
answered question					63
skipped question					6

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« #6. Please share your opinion... »

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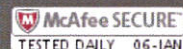
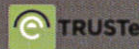
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Appendix M: LRTP Committee SWOT Analysis Worksheets & Notes

CVTPA – Long Range Transportation Planning

September 20, 2011

Follow-up Work

David Grove

Davis County

Largest Employers

Davis County Schools, 608 S. Washington St., Bloomfield	170
Davis County Hospital, 509 N. Madison St., Bloomfield	?
Davis County's Second Largest Employer	
Christensen Farms, 23971 County Road 10 Sleepy Eye, MN	85
Performance Pipe, 412 230 th St., Bloomfield	63
Bloomfield Foundry, P. O. Box 200, Bloomfield	60
Troy Elevator, 105 S Madison St., Bloomfield	40
City of Bloomfield, 111 W Franklin St., Bloomfield	38
Southern Iowa Electric, 22458 Hwy 2, Bloomfield	24
Davis County Highway Department, 21585 Lilac Ave., Bloomfield	23
Golden Furrow, 906 Karr Ave., Bloomfield	14

Largest County Freight Traffic Generators

Douds Stone Inc., 16664 Walnut Ave., Floris
Troy Elevator, 105 S Madison St., Bloomfield
Bloomfield Foundry, P. O. Box 200, Bloomfield
Christensen Farms, 23971 County Road 10 Sleepy Eye, MN 4 trucks
Golden Furrow, 906 Karr Ave., Bloomfield
Hoskin Elevators Inc., 29067 Juniper Ave., Bloomfield
IA-MO Grain, 24246 295th St., Bloomfield

Amish

There is a number of Amish in Davis County. I do not know the count. There are at least 14 Amish schools, the number changes from time to time.

There are at least 87 Amish businesses in Davis County and this number changes quite often. A number of these businesses generate large truck traffic: two lumber yards, six sawmills and pallet companies, at least ten greenhouses and a Produce Auction, to

list a few. Over half of the businesses are on gravel roads and the increased large truck traffic causes damage and extra maintenance and gravel.

Amish do not pay gas tax directly. They pay indirectly through the use of taxies they hire to drive them for personal destinations and taxies to transport them to and from various jobs. The Amish lumber yards, on gravel roads, generate a lot of truck traffic. The Amish do a lot of construction jobs. Often whoever they are working for transports them. Picks them up in the morning and takes them home in the evening.

Their buggies do not weigh much but the narrow steel wheels crush the granular in to powder where ever there is a lot of buggy traffic.

Supposedly Cargill is going to build a feed mill on Hwy 2 just west of Bloomfield. Along with a Cargill feed mill a soybean processing plant is usually built. Supposedly the reason for the feed mill is because 160 more hog barns are planned in the area. Cargill would not return my calls so at this point this just a rumor.

Planned projects overlaid on environmentally-sensitive areas:

NONE

Planned projects overlaid on environmental justice populations:

NONE

Miles of roadways in your county:

Total Miles of Road	849
Highway	91
Gravel	648
Farm to Market	277
Earth (Mud)	62

The condition of Davis County's paved roads are in a deteriorated condition. Some have had gravel placed over the pavement in order to smooth out the bumps and pot holes.

As long as the weather is dry, Davis County's gravel roads are in a fair condition. In 2008 and 2010 the weather was very wet; half of the county roads were passable only with four-wheel drive trucks. People living in the country and

working in town had to stay in town in order to get to work. The school busses could run on hard surfaced roads only. The Davis County Highway Department does not have sufficient funds to keep an adequate amount of granular on the roads.

Number of bridges in Davis County, 20 feet or longer: 203

# with sufficiency rating over 50	109
# with sufficiency rating under 50	94
# with sufficiency rating under 30	40
# closed waiting for funds to replace	6
# closed and road vacated due to lack of funds to replace in the last 5 years	4

There ten bridges closed or about to be closed. See the attached pictures for some of them

Apple Ave.	953089	\$350,000
Asteria Boulevard, Closed & Vacated	051709	525,000
Clay Ave.		600,000
Fawn Ave.	853609	625,000
Harvest Ave.	740803	400,000
Harvest Ave. (Old Hwy 63) Closed & Vacated	853609	400,000
Oak Ave.	930439	300,000
Timber Ave.	721737	475,000
Yukon Ave.	822557	300,000
163 rd St., Closed & Vacated	023322	250,000
Total		4,200,000

Miles of railway in Davis County"

NONE

CVTPA – Long Range Transportation Planning

September 20, 2011

Follow-Up Work

Name: JOHN GOODE

County: MONROE

1. List the Largest employers of your county & their location.

CARGILL, AJINOMOTO USA, HEARTLAND LYSENE, WHACKER
ALL LOCATED IN MONROE COUNTY, NEAR EDDYVILLE.

2. List the large freight traffic generators (e.g. grain elevators, grain processors, electric generation plants, large factories, large warehouses, ethanol plants, etc).

CARGILL PROCESSES ABOUT 400,000 BU. OF CORN DAILY.

MOST IS RECEIVED BY TRUCK, BUT THEY HAVE EXPANDED
THEIR RAIL YARD AND WILL RELY ON THAT FOR EXPANSION.

3. Any Planned projects overlayed on environmentally-sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/ cultural sites, etc)?

~~EXAMPLE~~

MONROE COUNTY PLANS TO RENOVATE A FORMER COAL
WASH PLANT WITH SOME POTENTIAL ENVIRONMENTAL
ISSUES. A STAGED WETLAND EXPANSION IS PLANNED
AS A KEY PART OF THAT PROJECT.

4. Any Planned projects overlayed on environmentally – sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/cultural sites, etc.)

SAME AS 3

5. Planned projects overlayed on environmental justice populations (minorit, low-income, elderly, etc) in your region?

NONE

6. Miles of roadways in your county:

a. Highway 52.7
b. Gravel 492.4
c. Farm to Market 273.5

7. Number of Bridges in your county:

a. # rating over 50 91
b. # rating below 50 58

149

8. Miles/Services of Railway in your county:

a. Type of rail service FREIGHT AND AMTRACK (OTUMWA)
b. # of miles of rail APNC - 11.3 MILES ; BNSF - 38.47 MILES ;
DME - 9.90 MILES ; UP - 0.80 MILES

CVTPA – Long Range Transportation Planning

September 20, 2011

Follow-Up Work

Name: Richard D. McKnight
 County: Decatur County

1. List the Largest employers of your county & their location.

Decatur County Hospital		Leon	Interpower Corporation	Electrical Cords	Lamoni
Central Decatur Schools		Leon	Lamoni Livestock Auction	Cattle Sales	Lamoni
CTI Marketing	Cattle Feed	Leon	ProCom Inc.	Call Center	Lamoni
Grand River Mutual	Phone Company	Leon	Graceland University	Private, Higher Education	Lamoni
McGahuey Implement	John Deere Dealership	Leon			
Hog Slat Inc.	Hog slats	Decatur City			
Lamoni Schools		Lamoni			
A-Z Mfg Inc	Metal Fabrication	Lamoni			
Industrial Hardfacing Inc.	Custom Machine Shop	Lamoni			

2. List the large freight traffic generators (e.g. grain elevators, grain processors, electric generation plants, large factories, large warehouses, ethanol plants, etc).

CTI Marketing	Cattle Feed	Leon	Smith Feeder Supply	Grain Elevator	Leon
McGahuey Implement	John Deere Dealership	Leon	Baswell Bros. Elevator	Grain Elevator	Davis City
Hog Slat Inc.	Hog slats	Decatur City	South Central Co-op	Grain Elevator	Lamoni
A-Z Mfg Inc	Metal Fabrication	Lamoni	K&M Ranch	Cattle & Hog Farms	Pleasanton
Industrial Hardfacing Inc.	Custom Machine Shop	Lamoni	Patty's	Cattle Ranch	Leon
Interpower Corporation	Electrical Cords	Lamoni	Grand River Feeders	Cattle Feeding	Grand River
Lamoni Livestock Auction	Cattle Sales	Lamoni			

3. Any Planned projects overlayed on environmentally-sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/ cultural sites, etc)?

4. Any Planned projects overlayed on environmentally – sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/cultural sites, etc.)

5. Planned projects overlayed on environmental justice populations (minority, low-income, elderly, etc) in your region?

6. Miles of roadways in your county:

- a. Highway 61 pcc ; 55 asphalt
- b. Gravel 522
- c. Farm to Market 325

7. Number of Bridges in your county:

- a. # rating over 50 137
- b. # rating below 50 37

174 TOTAL BRIDGES

8. Miles/Services of Railway in your county:

- a. Type of rail service Ø
- b. # of miles of rail Ø

CVTPA – Long Range Transportation Planning

September 20, 2011

Strength & Weakness by Mode

Name: JOHN GOODE

County: MONROE

1. Highways: STRENGTH - GOOD SYSTEM
WEAKNESS - FUNDING IS DEFICIENT TO FIX ALL BRIDGES AND PURCHASE ROCK FOR ROADS
2. Railways: STRENGTH - PROVIDES ALTERNATIVES FOR TRANSPORTATION FOR INDUSTRY
WEAKNESS - CONTINUAL ISSUE WITH UPKEEP OF GRADE CROSSINGS AND POSTED BRIDGES.
3. Public Transportation Options: STRENGTH - 10:15 PROVIDES BUS SERVICE
WEAKNESS - NO TAXI OR COMMERCIAL BUS SERVICE
4. Aviation Facilities: STRENGTH - GOOD AIRPORT FOR SMALL PLANES
5. Trails STRENGTH - 0.5 MILE TRAIL IN ALBIA
WEAKNESS - IF WE HAD MORE TRAILS WE COULDN'T AFFORD TO MAINTAIN THEM

CVTPA – Long Range Transportation Planning

September 20, 2011

Follow-Up Work

Name: JOHN GOODE

County: MONROE

1. List the Largest employers of your county & their location.

CARGILL, AJINOMOTO USA, HEARTLAND LYSENE, WHACKER
ALL LOCATED IN MONROE COUNTY, NEAR EDDYVILLE.

2. List the large freight traffic generators (e.g. grain elevators, grain processors, electric generation plants, large factories, large warehouses, ethanol plants, etc).

CARGILL PROCESSES ABOUT 400,000 BU. OF CORN DAILY.
MOST IS RECEIVED BY TRUCK, BUT THEY HAVE EXPANDED
THEIR RAIL YARD AND WILL RELY ON THAT FOR EXPANSION.

3. Any Planned projects overlayed on environmentally-sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/ cultural sites, etc)?

~~EXAMPLE~~

MONROE COUNTY PLANS TO RENOVATE A FORMER COAL
WASH PLANT WITH SOME POTENTIAL ENVIRONMENTAL
ISSUES. A STAGED WETLAND EXPANSION IS PLANNED
AS A KEY PART OF THAT PROJECT.

CVTPA – Long Range Transportation Planning

September 20, 2011

Strength & Weakness by Mode

Name: Richard D. McKnight
County: DeCATUR County

1. Highways: Secondary highways are in good shape, but half of the road highways built in the 20s/30s/40s are in need of overlay or replacement. Seal coat roads in rural areas are severely deteriorated and are being converted to rock roads. Rock surfaced roads are in fair to good condition, but weak funding is beginning to show from lack of sufficient road rock.

2. Railways: N/A

3. Public Transportation Options:

Southern Lowland Trolleys serve DeCATUR County. The service is fine, but it is expensive and lacks availability to many rural residents. There is bus service in Leon & Lamoni for inter city travel, but no local taxi service.

4. Aviation Facilities:

There is one public airport in Lamoni. It is small, but meets their immediate needs.

5. Trails There are several trails in the county's Parks and a public walking trail in Leon and one in Lamoni.

4. Any Planned projects overlayed on environmentally – sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/cultural sites, etc.)

SAME AS 3

5. Planned projects overlayed on environmental justice populations (minorit, low-income, elderly, etc) in your region?

NONE

6. Miles of roadways in your county:

a. Highway 52.7
b. Gravel 492.4
c. Farm to Market 273.5

7. Number of Bridges in your county:

a. # rating over 50 91
b. # rating below 50 58

149

8. Miles/Services of Railway in your county:

a. Type of rail service FREIGHT AND AMTRACK (OTTUMWA)
b. # of miles of rail APNC - 11.3 MILES ; BNSF - 38.47 MILES ;
DME - 9.90 MILES ; UP - 0.80 MILES

CVTPA – Long Range Transportation Planning

October 4, 2011 10:30AM - 11:30AM

CVPD office, Centerville, IA

AGENDA

1. Attendance – sign in sheet
2. Review **Chapters 1, 2, & 3** that were drafted from information collected at the last meeting. Any changes or recommendations?? Approval.....
3. **Chapter 4** will be completed when Todde submits his info. General consensus is: Roadways need more funding for rock & bridges; railways are an asset but there is little funding to maintain crossings; Public transportation options are acceptable for the region but the rural nature possess challenges for scheduling & accessibility; Aviation is satisfactory as there are no large airports in the region but the small providers in each county meets the needs of the area; trails available throughout the region vary on the amount available as well as the conditions.

This information will also create data for **Chapter 7**.

4.

Today's work -

Specific zones that have safety concerns
- intersections, turning lanes,

① What are the 5yr forecasts for this region? (Chapters 5 & 6)

- Population change? Mode changes? Road conditions? Traffic changes?

② Review 5yr plan (Chapter 9)

- What are your current projects?

- How do you prioritize?

Create Worksheet

Print TIP

CVTPA - Long Range Transportation Planning

September 20, 2011

Rec'd
09/20/11
TBA(20)

Strength & Weakness by Mode

Name: Thomas B. Andersen, P.E.
County: CLARKE(20)

1. Highways: Good State & Federal Highway U.S. 34, 69, & I-35 and Iowa 152. Pretty good county network --- need more funding for maintenance, flood repair, and improvement to current design guidelines
2. Railways: Good railroad network from east to west Amtrak stop in Osceola
3. Public Transportation Options: Private taxi services in Osceola Lakeside Casino and Resort has their own shuttle service.
4. Aviation Facilities: Excellent airport in Osceola --- all weather access road (asphalt). Many hangers available at airport.
5. Trails --- not many trails. Only trails available within East Lake Park

CVTPA – Long Range Transportation Planning

September 20, 2011

Follow-Up Work

Name: Thomas B. Anderson, P.E.
County: CLARKE(20)

1. List the Largest employers of your county & their location.

Osceola Foods ^{Agriculture}
Terrible's Lakeside Casino & Resort
Mosaic Wal-Mart
Local Governments Clarke County Hospital
Banks
Grocery Stores (Fareway & Hy-Vee)
Numerous Motels & Restaurants

2. List the large freight traffic generators (e.g. grain elevators, grain processors, electric generation plants, large factories, large warehouses, ethanol plants, etc).

Osceola Foods
Agricultural Industry
Through Traffic on I-35

3. Any Planned projects overlaid on environmentally-sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/ cultural sites, etc)? NONE

CVTPA – Long Range Transportation Planning

September 20, 2011

Strength & Weakness by Mode

Name: Gary Bishop

County: Appanoose

1. Highways: Strength State highways bisect the County in both North South and East West directions. Other County Roads in the grid provide good access to most in the County.
- Weaknesses. Cannot keep roads maintained properly with the present level of funding. Have not crack sealed the pavements for several years and this work prolongs the need for major repairs and eventually causes safety problems with roads. Brush cutting and mowing are being neglected.

2. Railways:

The Dakota, Minnesota and Eastern railroad crosses Appanoose but does not stop so there is not much benefit.

Weakness. The County road Department has to deal with the Traffic crossing.

Strength The Public owned Appanoose County rail road Spur does offer rail freight delivery to local factories.

3. Public Transportation Options:

Weakness. Railroad short of funds for maintenance.

Strength — SIEDA does offer some public transportation. Appanoose is a rural county with minimal public transportation services.

4. Aviation Facilities:

There is one public airport at Centerville that does provide access to Appanoose County via air.

There are no scheduled airlines or FBO's at any airport in Appanoose County

Possibly one private field.

5. Trails Appanoose does have several trails. The trails around the Reservoirs are maintained by County conservation. In ~~the~~ Centerville, Rathbun Lake — 10 miles of trails by Hungry Creek Resort miles of water trail in Rathbun lake.

4. Any Planned projects overlayed on environmentally – sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/cultural sites, etc.)

Not that I am aware of

5. Planned projects overlayed on environmental justice populations (minority, low-income, elderly, etc) in your region?

None that I am aware of.

6. Miles of roadways in your county:

a. Highway 116.317
b. Gravel 606
c. Farm to Market 290.124

7. Number of Bridges in your county:

a. # rating over 50 129
b. # rating below 50 64
193 total

8. Miles/Services of Railway in your county:

a. Type of rail service Freight-DME Freight APNC spur
b. # of miles of rail 19 miles ± 21 miles ±
No local service only pass through. Access to Industrial Park factories. — Train component for zone.

CVTPA – Long Range Transportation Planning

September 20, 2011

Follow-Up Work

Name: Gary Bishop

County: Appanoose County

1. List the Largest employers of your county & their location.

Barker Company – Industrial Park
Wells Manufacturing – Industrial Park
School District – various sites
L & C machinery – industrial Park
Curwood Products – industrial Park
Ideal Ready Mix – south side town
SSG – Agricultural Products.
L & W Quarry – 2 quarries

2. List the large freight traffic generators (e.g. grain elevators, grain processors, electric generation plants, large factories, large warehouses, ethanol plants, etc).

SSG, Smith feedland grain – all types of grain
hauling, fertilizer delivery, agricultural products
L & W Quarries – limestone gravel/rock products
Ideal Ready Mix – south side town – concrete
Freight – Trucks.
School System buses –
Grain trucks from various farms
– Metal Salvage yard – Do not know name.

3. Any Planned projects overlayed on environmentally-sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/ cultural sites, etc)?

not that I am aware of.

CVTPA – Long Range Transportation Planning

September 20, 2011

Strength & Weakness by Mode

Name: TODDE W. FOLKERTS

County: LUCAS

1. Highways: US Highways 34 + 65 (Needs Resurfaced entire length of Lucas Co)
Iowa Highway 14 (Needs Resurfaced from Williamson to Corydon)
County Highway 523, 545, 556, H20, H30, H32, + H50
(545 & H20 needs Resurfaced)

2. Railways:
UNION PACIFIC
BNSF
Amtrak

3. Public Transportation Options:

10/15 Transit
Regular routes from small towns (Derby, Williamson, Lucas + Russell)
for Elderly to Chanton. ^{who} Need Groceries and Senior Center Visits

4. Aviation Facilities:

Chanton Airport
needs Jet Fuel Depot

5. Trails

Cinder Path
City Lake Trails
Red Haw Trails } Connect all three together
and eventually to Rathbun
Lake
trails

CVTPA – Long Range Transportation Planning

September 20, 2011

Follow-Up Work

Name: TOUPE FOLKERTS

County: LUCAS

1. List the Largest employers of your county & their location.

HY VEE FREEZER, PRODUCE, & DRY GOODS WAREHOUSE
490th Street OSCEOLA AVENUE, CHARITON

JOHNSON MACHINE WORKS 22nd Street CHARITON

C+C Cycle Hwy 34

CHARITON COMMUNITY SCHOOLS

LUCAS COUNTY

CITY OF CHARITON (Water Department & WASTE WATER DEPARTMENT)

2. List the large freight traffic generators (e.g. grain elevators, grain processors, electric generation plants, large factories, large warehouses, ethanol plants, etc).

HY VEE WAREHOUSES

JOHNSON MACHINE WORKS

SOUTH CENTRAL COOP

LOCKRIDGE LUMBER

IDEAL READY MIX

CHARITON COMMUNITY SCHOOLS

MORTON BUILDINGS

C+C Cycle

PAMIDA

CHARITON FEED + GRAIN

CHARITON FORD

CASEYS GENERAL STORES

ELLIS GREENHOUSE

LUCAS COUNTY HEALTH CENTER

CHARITON MACHINERY AUCTION

ARS CONSTRUCTION

KEVIN KENT CONSTRUCTION

3. Any Planned projects overlaid on environmentally-sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/ cultural sites, etc)?

No

4. Any Planned projects overlayed on environmentally – sensitive areas: (e.g. wetlands, threatened and endangered species, protected areas, archeological/historical/cultural sites, etc.)

No

5. Planned projects overlayed on environmental justice populations (minorit, low-income, elderly, etc) in your region?

N/A

6. Miles of roadways in your county:

- a. Highway 52.1 miles
b. Gravel 492.2 miles
c. Farm to Market 214.9 miles

7. Number of Bridges in your county:

- a. # rating over 50 _____
b. # rating below 50 _____

8. Miles/Services of Railway in your county:

- a. Type of rail service _____
b. # of miles of rail _____

BNSF - Coal from Wyoming to Eastern Power Plants
30 miles of dual track

UNION PACIFIC - Freight service thru County North/south
22 miles of track

AMTRAK - uses BNSF LINE stops in Osceola/Ottumwa

CVTPA – Long Range Transportation Planning

October 4, 2011 10:30AM
CVPD office, Centerville, IA

WORKSHEET

1. List the locations that have safety concerns for your county(i.e. intersections, turning lanes, etc):

*I18 access to Resort
- Emerg Trucks, Drifting*

2. What are the 20yr forecasts for this region? I.E. population predictions for your county, mode of transportation changes, road conditions, change of traffic routes?

- a. More bridges closed?
- b. Higher gas prices = more carpooling or increase in public transit?
- c. More commuting to larger cities if local businesses close?

*More road closures due to Bridges
or No #*

↳ Opposite shown in last 10/15

- See more culverts instead of bridges

3. Review the 5 year plan for your county. Please review the TIP printed for you. Highlight the projects you have identified in the next five years? How do you prioritize these projects?

- ① Detour Route
- ② Traffic Count
- ③ Conditions

Decatur -

BOS
*Tom - Every Monday 9am
Clark
Migellian*
Davis - Every Monday 9am
Morroe Tues 9:30
~~*Clark Mon 11*~~
App - 1+3rd Monday @ 9
Lucas - Wed

*Will hold public hearings
to review LRTP doc during
BOS meetings @ each county
- Give info handout why
Plan important*

Tom

CVTPA – Long Range Transportation Planning

October 4, 2011 10:30AM

CVPD office, Centerville, IA

WORKSHEET

1. List the locations that have safety concerns for your county(i.e. intersections, turning lanes, etc):

Iowa Highway No. 152, east of I-35
U.S. Highway No. 34, west of Osceola

2. What are the 20yr forecasts for this region? I.E. population predictions for your county, mode of transportation changes, road conditions, change of traffic routes?

- a. More bridges closed? *Yes*
- b. Higher gas prices = more carpooling or increase in public transit? *Yes*
- c. More commuting to larger cities if local businesses close? *Yes*

3. Review the 5 year plan for your county. Please review the TIP printed for you. Highlight the projects you have identified in the next five years? How do you prioritize these projects?

Local review of Clarke County Secondary Road Department Personnel and the Clarke County Board of Supervisors, public input is encouraged and implemented, if appropriate.

Monroe

CVTPA – Long Range Transportation Planning

October 4, 2011 10:30AM

CVPD office, Centerville, IA

WORKSHEET

1. List the locations that have safety concerns for your county(i.e. intersections, turning lanes, etc): ANY MIX OF REGULAR TRAFFIC AND AMISH TRAFFIC. T61 & Hwy 137 DUE TO SEMI TRAFFIC TO THE CARGILL COMPLEX.

2. What are the 20yr forecasts for this region? I.E. population predictions for your county, mode of transportation changes, road conditions, change of traffic routes?
 - a. More bridges closed? YES. BUDGETS WILL REQUIRE
 - b. Higher gas prices = more carpooling or increase in public transit? YES
 - c. More commuting to larger cities if local businesses close?

3. Review the 5 year plan for your county. Please review the TIP printed for you. Highlight the projects you have identified in the next five years? How do you prioritize these projects?

DAVIS COUNTY

CVTPA – Long Range Transportation Planning

October 4, 2011 10:30AM

CVPD office, Centerville, IA

WORKSHEET

1. List the locations that have safety concerns for your county (i.e. intersections, turning lanes, etc):

180th St. + Hwy 63
~~Tim Hales~~ ^{PH} Monarch + Quail Ave

2. What are the 20yr forecasts for this region? I.E. population predictions for your county, mode of transportation changes, road conditions, change of traffic routes?

- a. More bridges closed? *without additional money or additional AD.*
b. Higher gas prices = more carpooling or increase in public transit?
c. *only have 10-15 transit so more carpooling* More commuting to larger cities if local businesses close?

I do not think there will be an increase in long distance commuting - because of the ^{current} economic conditions many adjustments have been made. We have more people moving to Davis Co to retire or have a hunting property or country home.

3. Review the 5 year plan for your county. Please review the TIP printed for you. Highlight the projects you have identified in the next five years? How do you prioritize these projects?

Pick the worst Pavements and do what the money allows

Bridges - we do not even have money to replace the Bridges the FHWA calls + tells us to close

I fix Bridges first that have Farm to Market + Fed funds

CVTPA – Long Range Transportation Planning

October 4, 2011 10:30AM

CVPD office, Centerville, IA

WORKSHEET

1. List the locations that have safety concerns for your county(i.e. intersections, turning lanes, etc):

J18 - Honey Creek Resort & traffic on J18 has increased drastically. Safety concerns at intersections. Serious drifting on J18 causes problems, especially because Fire and ambulance protection come from Moravia to the H.C. Resort and all campgrounds. This whole area experienced high seasonal traffic. - all roads are experiencing heavier truck & farm implements

2. What are the 20yr forecasts for this region? I.E. population predictions for your county, mode of transportation changes, road conditions, change of traffic routes?

- a. More bridges closed?
- b. Higher gas prices = more carpooling or increase in public transit?
- c. More commuting to larger cities if local businesses close?

3. closing bridges where feasible

- b. farms are larger and farm equipment is heavier and larger. - Actually our existing system is inadequate to handle these wider, heavier loads.
- d. More rural residents working in town so more rural car traffic

3. Review the 5 year plan for your county. Please review the TIP printed for you. Highlight the projects you have identified in the next five years? How do you prioritize these projects?

1. Finish the extension of Drobe Avenue to the Numa Rd
2. Pave TB1 from Unionville to ~~SHZ~~ SHZ
3. Bridges are a real problem we have 6 bridges closed now.

Appendix N: Public Meeting Notices

PROOF OF PUBLICATION
By Affidavit

STATE OF IOWA, Monroe County, ss:

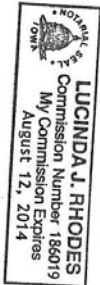
I, David A. Patten, being first duly sworn, upon my oath and of my personal knowledge depose and say, that I am editor of The Monroe County News, a weekly newspaper published by the Albia Publishing Co., printed wholly in the English language, established and published regularly for a period of more than one year last past, having a bona fide paid circulation recognized by the postal laws of the United States, and of general circulation in and published within Monroe County, State of Iowa; and that the attached printed notice was published in said

newspaper for one consecutive weeks, the dates of publication being on December 13, 2011

Subscribed and sworn to before me by said David A. Patten on the 13 day of December 2011

Lucinda J. Rhodes
Notary Public in and for said Monroe County,
State of Iowa.

Publisher's Fee \$ 19.30



**NOTICE OF PUBLIC HEARING
FOR PUBLIC INVOLVEMENT
FOR PROPOSED ACTIVITIES OF THE
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 the development of the regional Long Range Transportation Plan (L RTP), which outlines transportation and other intermodal transportation needs for the counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe and Wayne, as well as the City of Centerville and other communities.

The hearing will be held on December 20, 2011 at 2:30 PM at the Rathbun Regional Water Maintenance Building, 20225 Highway 5 North, Centerville, Iowa 52544.

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

If you are unable to attend this hearing but have comments or would like to be involved in future public meetings, please call Nicholas 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, and will be recorded in the hearing minutes.

By: Dennis J. Ryan, Chairperson
Chariton Valley Transportation Planning
Affiliation

Dec. 13, 15, 2011

PUBLISHER'S CERTIFICATE

STATE OF IOWA
Appanoose County

} ss.

On this 12th day of December 20 11
personally appeared before the undersigned, within and
for said County and State _____

Rebecca Maxwell

Publisher of the

AD-EXPRESS AND DAILY IOWEGIAN

a daily newspaper published in **Centerville, County of**

Appanoose, State of Iowa, who being duly sworn states

on oath that the Chariton Valley

Transportation Planning Board
Meeting Notice
LRTTP a true copy of which

is hereto attached was published in said paper in the

issue of _____

Monday, December 12, 2011

Rebecca Maxwell Publisher

Subscribed and sworn to before me this 12th day

of December 20 11

[Signature]
Notary Public

Notary Expiration Date 1-2013

Printer's Fee \$19.19

NOTICE OF PUBLIC HEARING FOR PUBLIC INVOLVEMENT FOR PROPOSED ACTIVITIES OF THE 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 the development of the regional Long Range Transportation Plan (L RTP), which outlines transportation and other intermodal transportation needs for the counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe and Wayne, as well as the City of Centerville and other communities.

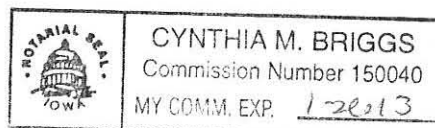
The hearing will be held on December 20, 2011 at 2:30 PM at the Rathbun Regional Water Maintenance Building, 20225 Highway 5 North, Centerville, Iowa 52544.

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

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, and will be recorded in the hearing minutes.

By: Dennis J. Ryan, Chairperson
Chariton Valley Transportation Planning Affiliation

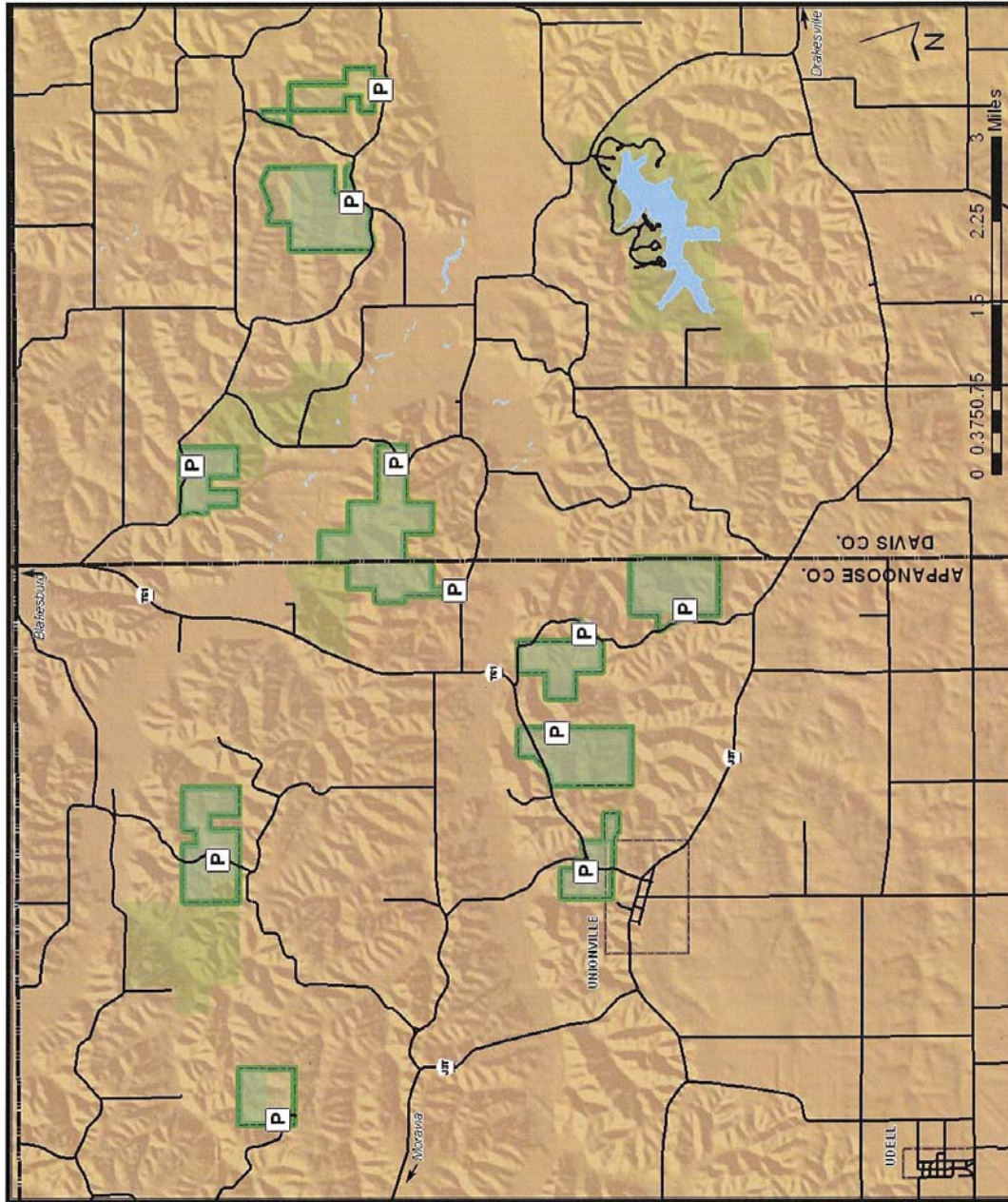
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December 12th, 2011



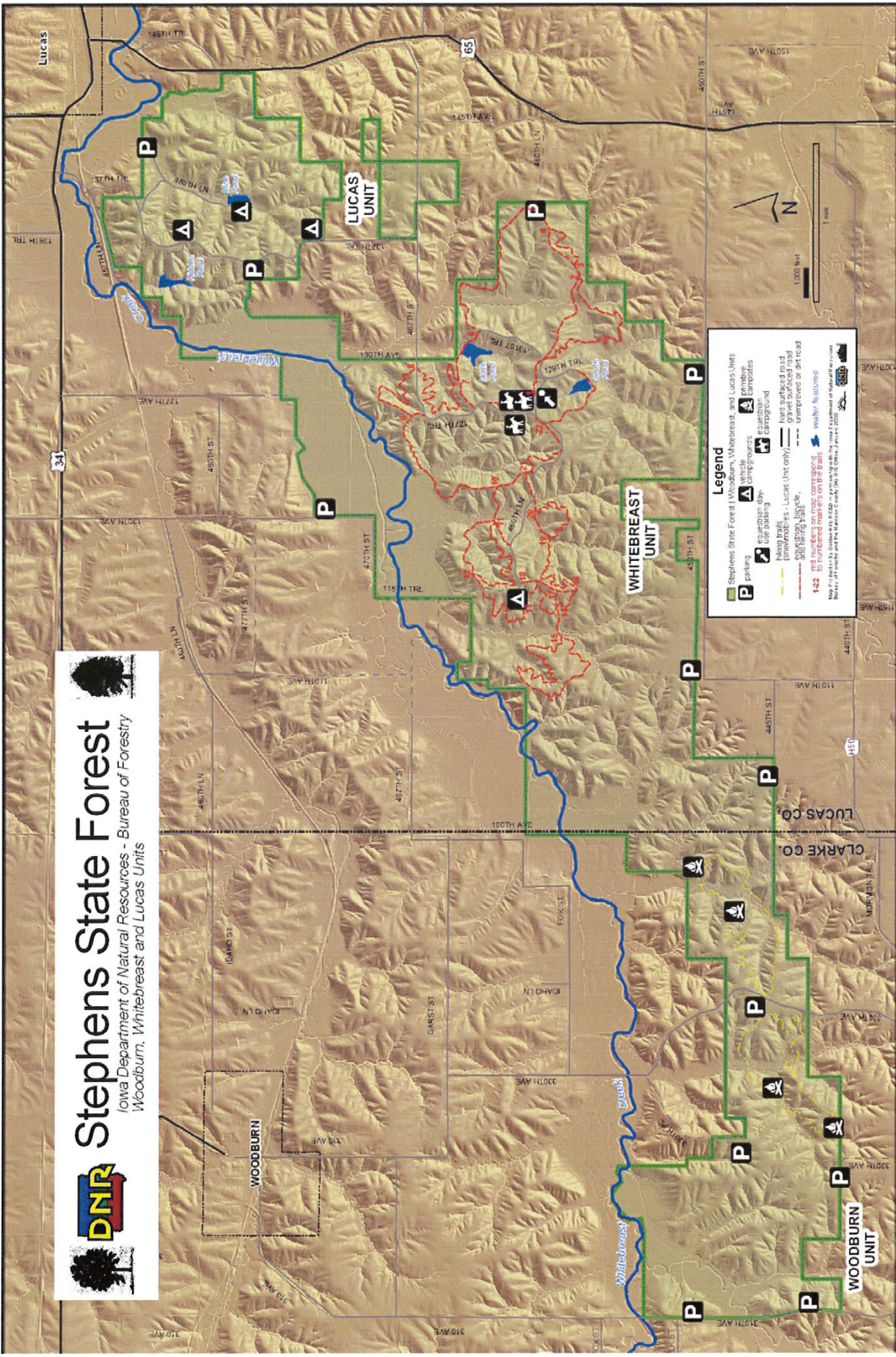
Appendix O: Map of Stephen's State Forest

Stephens State Forest

Iowa Department of Natural Resources - Bureau of Forestry
Unionville Unit



DNR **Stephens State Forest**
 Iowa Department of Natural Resources - Bureau of Forestry
 Woodburn, Whitebreast and Lucas Units



Appendix P: CVTPA Public Involvement Plan

Chariton Valley Transportation Planning Affiliation

**Public
Involvement
Plan**

FY 2011

Serving Appanoose, Clarke, Davis, Decatur, Lucas, Monroe
& Wayne Counties

Public Involvement Process

Region 17 Guidelines for Involving the Public in Decision-
Making Processes Related to Intermodal Transportation
Elements

FINAL March 29, 2011

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**The preparation of this Public Involvement 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

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.

Under the 1998 Transportation Equity Act for the 21st Century (TEA 21), governments are directed to continue to solicit public involvement as initiated under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The Chariton Valley TPA recognizes that transportation choices are important to the shaping of economic development and quality of life. With this in mind, 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.

ISTEA

The ISTEA legislation implemented in 1991 was passed as a means to develop a National Intermodal Transportation System. The Regional Planning Affiliation (RPA), in Region 17 of the State of Iowa, known as the Chariton Valley TPA consists of a body of officials representing transportation interests in the counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne and the City of Centerville. Each RPA was directed under ISTEA to develop a long range (20 year) plan and a short-range (three year) transportation improvement program (TIP) for their respective areas. ISTEA shifted some responsibility for transportation planning from the state to the regional and local levels and required transportation planners to consider alternatives to constructing roads including: transit, transportation management, high occupancy vehicle facilities, park-and-ride lots, biking, walking, and intermodal connectors.

Federal rules and regulations specified under ISTEA that the RPAs facilitate public involvement. By providing the opportunity for public input into the decision-making process, it is expected that regional transportation planning and programming operations can be enhanced.

TEA 21

The TEA 21 legislation calls for continued public involvement as initiated under ISTEA. Key priorities for the TEA 21 legislation as outlined by President Clinton include: improving safety, protecting public health and the environment, and creating opportunity for all Americans. It provides record levels of investment to continue rebuilding America's highways and transit systems, doing so within a balanced budget.

The Chariton Valley TPA firmly believes that the people who use a transportation system, or are affected by it, should have an early and continuous voice in the decision-making process. As such, Chariton Valley TPA will play an active role in the solicitation of public comment by:

- Promoting an atmosphere within government, which encourages citizen participation in local planning by providing information sharing and technical assistance as feasible;

- Supporting outreach efforts by the State of Iowa in which RPAs can participate and which may serve as a part of the RPA public participation process, as appropriate;

- Monitoring the progress of required public participation within the region.

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 3 years or as needed)

-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, etc. 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 TPA 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.

A citizen's advisory committee, known as the Technical Committee, shall consist of community and business representatives as well as user groups involved in transportation will meet regularly. The membership of the Technical Committee will represent 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 TPA 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 Chariton Valley TPA has adopted the aforementioned procedures and guidelines for assuring continued public involvement.

Section 2: Regulations & Requirements

Regulations & Requirements

Federal transportation legislation of recent years has included ISTEA, TEA-21, and SAFETEA-LU. All three place a significant emphasis on public participation in the transportation planning process. The current federal legislation, SAFETEA-LU, was signed into law in 2005 and governs federal surface transportation spending through 2009. SAFETEA-LU sets specific requirements for state-level and metropolitan-level planning. The RTA is modeling its public participation plan after the metropolitan requirements for public involvement included in SAFETEA-LU. This section discusses SAFETEA-LU guidelines, as well as other legislation the RTA adheres to.

The RTA adheres to SAFETEA-LU guidelines (23 CFR, Part 450.316(a)) 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 and TIP.
- Provide timely notice and reasonable access to information about transportation issues and processes.
- Employ visualization techniques in the LRTP 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 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 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 and TIP as part of the final LRTP 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) Tuesday of the month starting at 12:30 p.m. (Meeting times and locations are subject to change.) CVTPA meeting notices and agenda are mailed or emailed out to region which requests the notifications. 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.charitonvalleyplanning.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

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)

The LRTP 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 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 development.

Draft LRTP

- 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 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.
- 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 as well as online to www.charitonvalleyplanning.com. Notices will also be sent to organizations serving those areas. Copies of the LRTP 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 48 hours prior to a session. Arrangements will be made to accommodate those needs.

Public Comment Period

- Written and oral comments will be solicited during the input sessions. The public will also have a 15 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

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

Revisions

- The LRTP is a long range transportation planning document, and all projects in the TIP should first be included in the LRTP. 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 may be revised between full document updates to reflect those changes.
- Other amendments to the LRTP 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 open houses that will be advertised through local media, and posts at CVPD and other governmental offices, public offices and on the CVPD website at www.charitonvalleyplanning.com.
- Notices will be sent to those areas of low-income, minority and elderly populations.
- Any person needing special arrangements for reading, sight, or language barriers should contact the CVPD staff at least 48 hours prior to a session. Arrangements will be made to accommodate those needs.

Public Comment Period

- Written and oral comments will be solicited during open houses. At least a 15 day comment period will follow the open houses, during which comments will be accepted via fax, email or mail.
- A public hearing will be held at a regularly scheduled CVTPA meeting. A notice of the public hearing will be published and/or posted no more than 20 days and not less than four (4) before the date of the hearing.

Final TIP

- Following the public hearing, CVTPA will adopt the final version of the TIP, including a summary of comments and responses.
- The final TIP will be submitted to the Iowa DOT, the FHWA, and the FTA.
- The final TIP will be available on the CVPD website, at the office so of CVPD and upon request.
- The public participation process associated with the TIP will be evaluated and updated as needed.

Revisions

- The TIP is a document that may need to be revised in between annual updates. There are two (2) types of revisions – administrative modifications and amendments.
 - Minor revisions may be made to the TIP as necessary throughout the year.

These are considered administrative modifications, and may be made by CVPD staff without public review and comment or re-demonstration of fiscal constraint. CVPD will discuss administrative modifications with the Technical Committee and Policy Board but formal action will not be required.

- Major revisions may be made to the TIP as necessary throughout the year. These are considered amendments, and require public review and comment and Policy Board approval. A public hearing will be held at a regularly scheduled CVTPA meeting to consider and approve TIP amendments. A notice of the public hearing will be posted and/published.

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

	Administrative Modification	Amendment
Project Cost	Federal aid changed by less than 30% and the total federal aid increases less than \$2,000,000.	Federal aid changed to more than 30% or total federal aid increases by more than \$2,000,000.
Schedule Changes	Changes in schedule for projects in the first four (4) years of the TIP.	Adding or deleting a project from the first four (4) years of the TIP
Funding Sources	Changes to the amounts of existing funding sources.	Adding other federal funding sources to a project.
Scope Changes	Moving funding between existing stages of project scope, such as from design to construction.	Changing project, ex. – number of lanes, location, or significant changes to the project type, such as changing an overlay to reconstruction.

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 specific tasks are identified by the objective, previous 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 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.
- 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.

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, 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.

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 and 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.

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)	Every five (5) years	Prepared by CVPD w/ input from CVTPA/focus groups	Public Sessions, draft available upon request	Following public sessions and after CVTPA regular meeting	After public hearing during regular CVTPA meeting	CVPD office and website
Transportation Improvement Plan (TIP)	Annually	Prepared by CVPD w/input from Technical Committee	Draft available upon request	Following public sessions and after CVTPA regular meeting	Public hearing during regular meeting	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	CVPD office and website
Public Participation Plan (PPP)	As needed	Prepared by CVPD w/input from CVTPA.	Draft available upon request	After draft completion	Adopted at regular CVTPA meeting	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	CVPD office and website

Input from the general 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.charitonvalleyplanning.com.

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 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.

SAFETEA-LU Requirements

SAFETEA-LU 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 and TIP.	Public hearings are held during regular CVTPA meetings for the LRTP 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.charitonvalleyplanning.com website, or upon request from the office of CVPD.
Employ visualization techniques in the LRTP and TIP.	Provide maps, graphs, charts, and photographs in the LRTP 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) Tuesday 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 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 or TIP differs significantly from the versions presented.	If the LRTP 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 and TIP as part of the final LRTP and TIP.	Documents will include a listing of relevant comments and responses during the draft review.

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, Transit Administrator: 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.charitonvalleyplanning.com

Hours: Monday – Friday 9 am to 4 am

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.

- CVTPA Policy Board
- CVTPA Technical Advisory Committee
- Transit Advisory Committee
- Media Contacts
- CVPD staff

Policy Board

- Dennis Ryan, Monroe County
- Larry Davis, Lucas County
- Linda Rouse, Appanoose County
- Don Reasoner, Clarke County
- JR Cornett, Decatur County
- Vern Vogel, Chariton
- Amy Sinclair, Wayne County
- Gary Bishop, Ex-Officio- Appanoose County
- Pam Ward, Ex-Officio- Transit Director 10-15
- Pam Stow – Ex-Officio- Transit Director SIT
- Ron Bride, Davis County
- Marsha Mitchell, Centerville
- Richard Clark, Albia
- Andy Loonan, IDOT
- Larry Moffett, Decatur County
- Glen Schaff, Osceola
-

Technical Advisory Committee

- * Gary Bishop, Appanoose Co.
- * Bill Buss, Appanoose Co.
- * Bill Trickey, Clarke Co.
- * David Grove, Davis Co.
- * Ted Henderson, Bloomfield
- * Richard McKnight, Decatur Co.
- * Tom Anderson, Clarke Co.
- * Keith Hinds, Decatur Co.
- * Todde Folkerts, Lucas Co.
- * Nels Christensen, Chariton
- * John Goode, Monroe Co.
- * Dan Tometich, Albia
- * Tim Ehrich, Wayne Co.
- * Doug Mounce, Wayne Co.
- * Pam Ward, Transit Director
- * Pam Stow – Transit Director
- * Andy Loonan, IDOT

Regional Median Contacts

- Daily lowegian – Ad- Express
- 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
- KTVO – Channel 3 television

CVPD Staff

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

Transit Advisory Group

- Same as Technical Advisory Committee

Section 7: CVTPA Background

CVTPA Background

This section will show the 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.

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 - 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 V. - 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 with the requirements of Chapter 21 of the Code of Iowa.

ARTICLE VI - 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 VII - 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 VIII - 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 IX - 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 updated and adopted this ___th day of _____, 2010 in the County of Appanoose, Iowa.

Dennis J. Ryan, Chairperson
Chariton Valley Transportation Planning Affiliation

Nichole L. Moore, Notary Public
Attested

Sample Public Meeting Notice

**NOTICE OF PUBLIC MEETING
FOR
PUBLIC INVOLVEMENT
IN THE DEVELOPMENT OF PROPOSED
REGIONAL TRANSPORTATION PLANS**

YOU ARE HEREBY NOTIFIED the Chariton Valley Transportation Planning Affiliation Policy Board will hold a regional public participation meeting to gather public input on regional transportation needs and projects. The input will be considered in the development of the Regional Long-Range Transportation Plan (LRTP) and to be included in the election of projects for the Regional Transportation Improvement Program (TIP).

This meeting will be held on _____

(please specify date m/d/y)

at _____ in the _____.

(please specify time)

(please specify location of meeting)

The purpose of the meeting is to provide an opportunity for the public to propose or comment on projects to be included in the Chariton Valley Regional Transportation Plan (RTP). The RTP is to include both long-range and short-term strategies and actions that lead to the development of an integrated, intermodal transportation system required by the region.

The Regional Long-Range Transportation Plan (LRTP) will forecast and coordinate the regional facilities and services needed in the next 20 years or more. The identification of needs and issues of concern to the public is an important element of the plan.

The Regional Transportation Improvement Program (TIP) includes a priority list of proposed surface transportation projects, transportation enhancement activities, and transit programs to be carried out during the next 3-5 years by participating cities, counties, public transit agencies, the state and others.

All persons who appear at this public meeting will be given a reasonable opportunity to participate in the RTP development process in accordance with the CVTPA's approved Public involvement Plan.

If you are unable to attend this meeting but have comments or would like to be involved in future public meetings, please call

_____.

(enter representative's name)

We encourage comments about the LRTP and/or TIP to be written and mailed to _____.

(enter designated address)

COUNTY OF _____, IOWA

(your county name)

By: _____

(specify name)

Section 8: Resolution

Resolution

WHEREAS, governmental bodies in the seven-county region of Appanoose, Davis, Decatur, Clarke, Wayne, Monroe, and Lucas have established the Chariton Valley Transportation Planning Affiliation; and

WHEREAS, the Chariton Valley Transportation Planning Affiliation was organized by the seven-county region to fulfill the requirements of Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 legislation by granting greater public participation in the planning and programming of Surface Transportation Program (STP) and Enhancement funding; and

WHEREAS, the Chariton Valley Transportation Planning Affiliation recognizes the continued responsibility to educate and inform the public with continued public participation efforts as directed by the Transportation Equity Act for the 21st Century; and

WHEREAS, the Chariton Valley Transportation Planning Affiliation acknowledges the benefits of enhanced public involvement in the transportation planning process; and

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

To amend the 1999 public involvement plan and adopt the Chariton Valley Transportation Planning Affiliation Public Involvement Process as reviewed and recommended by the Chariton Valley Transportation Planning Affiliation's Technical Committee on August 4, 1999.

Adopted on this _____ day of _____, 2011.

Dennis J. Ryan, Chairperson
Chariton Valley Transportation Planning Affiliation

Nichole L. Moore, Notary Public

Section 9: Glossary of Acronyms

ADA	Americans with Disabilities Act of 1990
BROS	Bridge Replacement Off Systems
CMAQ	Congestion Mitigation and Air Quality
CVRED	Chariton Valley Rural Economic Development, Inc.
CVTPA	Chariton Valley Transportation Planning Affiliation
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
GPS	Global Positioning System
IDOT	Iowa Department of Transportation
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Smart Systems
L RTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
NHS	National Highway System
PB	Policy Board
PIP	Public Involvement Plan
RPA	Regional Planning Affiliation
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TEA 21	Transportation Equity Act for the 21st Century (1998)
TIP	Transportation Improvement Program
TPWP	Transportation Planning Work Program

Appendix Q: RPA 17 Population by Race

Title	Appanoose	Clarke	Davis	Decatur	Lucas	Monroe	Wayne	Iowa	CVTPA	%
Total Population (2000) (2010)	13,721 12,975	9,133 9,068	8,541 8,549	8,689 8,321	9,422 9,410	8,016 7,612	6,730 6,329	2,926,320 3,046,335	64,252 62,264	100.0
Single-Race classification (2000) (2010)	13,624 12,738	9,080 9,023	8,472 8,477	8,592 8,218	9,361 9,367	7,975 7,612	6,687 6,259	2,894,550 2,965,776	63,791 61,694	99.0
"" White (2000) (2010)	13,469 12,601	8,826 8,772	8,400 8,353	8,381 7,934	9,275 9,237	7,888 7,434	6,648 6,199	2,748,640 2,820,692	62,887 60,530	97.2
"" Black or African-American (2000) (2010)	58 33	10 3	15 49	85 75	12 5	16 46	4 0	61,853 105,734	200 211	0.3
American Indian or Native Alaskan (2000) (2010)	23 4	30 6	18 54	21 24	10 86	29 93	8 0	8,989 26,595	139 267	0.4
"" Asian(2000) (2010)	36 86	32 33	17 6	55 87	28 39	32 39	10 60	36,635 58,802	210 350	0.5
"" Native Hawaiian or Pacific Islander(2000) (2010)	1 0	3 0	4 0	10 0	1 0	0 0	4 0	1,009 2,330	23 0	0.0*
"" Other (2000) (2010)	37 14	179 209	18 15	40 98	35 0	10 0	13 0	37,420 55,813	332 336	0.5
Two or more races classified (2000) (2010)	97 237	53 45	69 72	97 103	61 43	41 0	43 70	31,778 50,491	461 570	0.9
Hispanic or Latino (2000) (2010)	135 161	369 628	61 50	148 209	82 53	40 16	48 0	82,473 136,932	883 1117	1.8

Appendix X: Glossary

306.3 Definition throughout Code.

As used in this chapter or in any chapter of the Code relating to highways:

1. "*Area service*" or "*area service system*" means those secondary roads that are not part of the farm-to-market road system.
2. "*County conservation parkways*" or "*county conservation parkway system*" means those parkways located wholly within the boundaries of county lands operated as parks, forests, or public access areas.
3. "*Farm-to-market roads*" or "*farm-to-market road system*" means those county jurisdiction intracounty and intercounty roads which serve principal traffic generating areas and connect such areas to other farm-to-market roads and primary roads. The farm-to-market road system includes those county jurisdiction roads providing service for short-distance intracounty and intercounty traffic or providing connections between farm-to-market roads and area service roads, and includes those secondary roads which are federal aid eligible. The farm-to-market road system shall not exceed thirty-five thousand miles.
4. "*Interstate roads*" or "*interstate road system*" means those roads and streets of the primary road system that are designated by the secretary of the United States department of transportation as the national system of interstate and defense highways in Iowa.
5. "*Municipal street system*" means those streets within municipalities that are not primary roads.
6. "*Primary roads*" or "*primary road system*" means those roads and streets both inside and outside the boundaries of municipalities which are under department jurisdiction.
7. "*Public road right-of-way*" means an area of land, the right to possession of which is secured or reserved by the state or a governmental subdivision for roadway purposes. The right-of-way for all secondary roads is sixty-six feet in width, unless otherwise specified by the county board of supervisors of the respective counties.
8. "*Road*" or "*street*" means the entire width between property lines through private property or the designated width through public property of every way or place of whatever nature if any part of such way or place is open to the use of the public, as a matter of right, for purposes of vehicular traffic.
9. "*Secondary roads*" or "*secondary road system*" means those roads under county jurisdiction.
10. "*State park, state institution, and other state land road system*" consists of those roads and streets wholly within the boundaries of state lands operated as parks, or on which institutions or other state governmental agencies are located.

State of Iowa Code, retrieved on May 12, 2009

<http://www.legis.state.ia.us/IACODE/2003/306/3.html>