

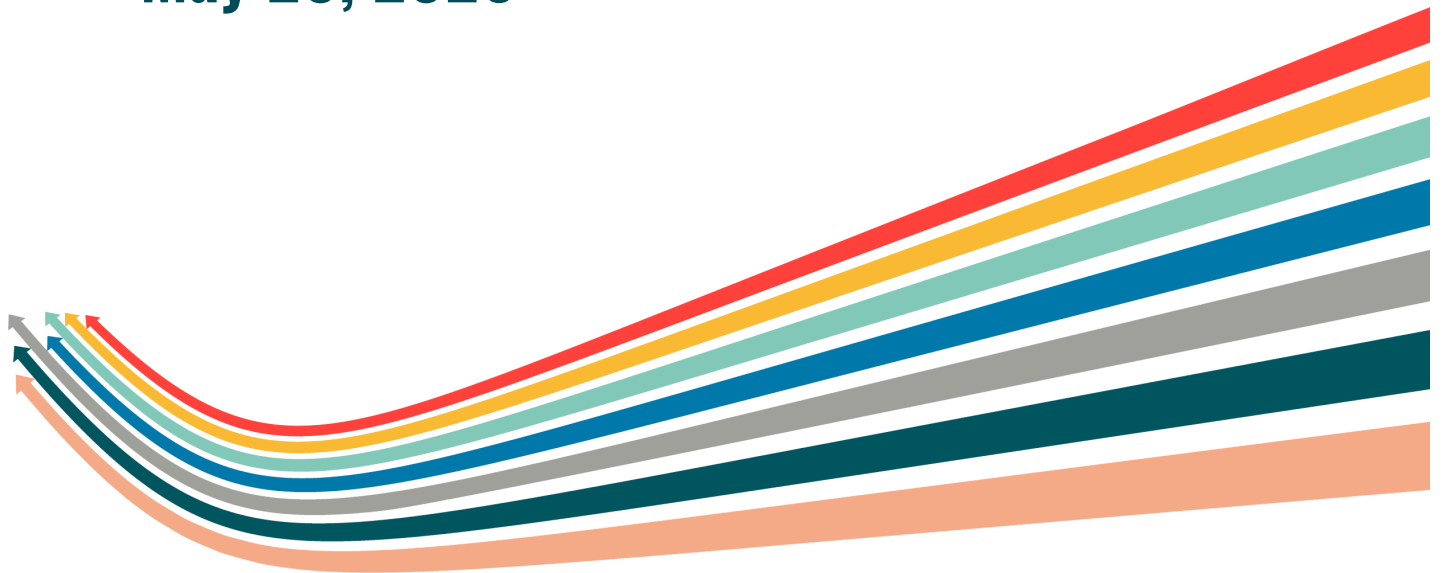


Regional Planning Affiliation - 18

State Fiscal Year 2027

**FINAL Transportation Planning Work
Program (TPWP)**

May 20, 2026



Administered by
Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, Nebraska 68102

The preparation of this report 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 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Si necesita ayuda con la traducción, comuníquese con la oficina de MAPA utilizando la información de contacto a continuación.

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Regional Planning Affiliation – Region 18

Policy Board Members

Angie Winquist – Mayor, City of Glenwood
Jay Christensen – Mayor, City of Harlan
Roger Marshall – Mayor, City of Missouri Valley
Tony Smith – Supervisor, Harrison County
Richard Crouch – Supervisor, Mills County
Susan Miller, Vice-Chair – Supervisor, Pottawattamie County
Charles Parkhurst, Chair – Supervisor, Shelby County

Technical Committee Members

Voting Members:

Jamey Clark – Public Works Director, City of Glenwood
Jeff Musich – Street Superintendent, City of Harlan
Richard Gochenour – Public Works Director, City of Missouri Valley
John Rasmussen – County Engineer, Harrison County
Jacob Ferro, Chair – County Engineer, Mills County
Andy Wicks – County Engineer, Pottawattamie County
Chris Fredericksen – County Engineer, Shelby County
John McCurdy – Executive Director, SWIPCO

Non-Voting Members:

Gerri Doyle – Community Planner, FTA
Sean Litteral – Planning & Development Team Leader, FHWA
Lance Brisbois – Deputy Director, Golden Hills RC&D
Scott Suhr – District 4 Transportation Planner, Iowa DOT

MAPA Staff

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INTRODUCTION

ORGANIZATION AND MANAGEMENT

The Regional Planning Affiliation 18 (RPA-18) is the designated transportation planning organization for Harrison, Mills, and Shelby Counties and approximately the eastern three quarters of Pottawattamie County in southwest Iowa. It is one of 18 Regional Planning Affiliations organized by the Iowa Department of Transportation (DOT). The governing bodies designated the Metropolitan Area Planning Agency (MAPA) to provide transportation and transportation-related planning functions for RPA-18.

RPA-18’s Long Range Transportation Plan is the current policy document guiding transportation investments for the region. This plan identified significant maintenance needs in this region, priorities which are reflected in the projects programmed in the Regional Transportation Improvement Program (TIP).

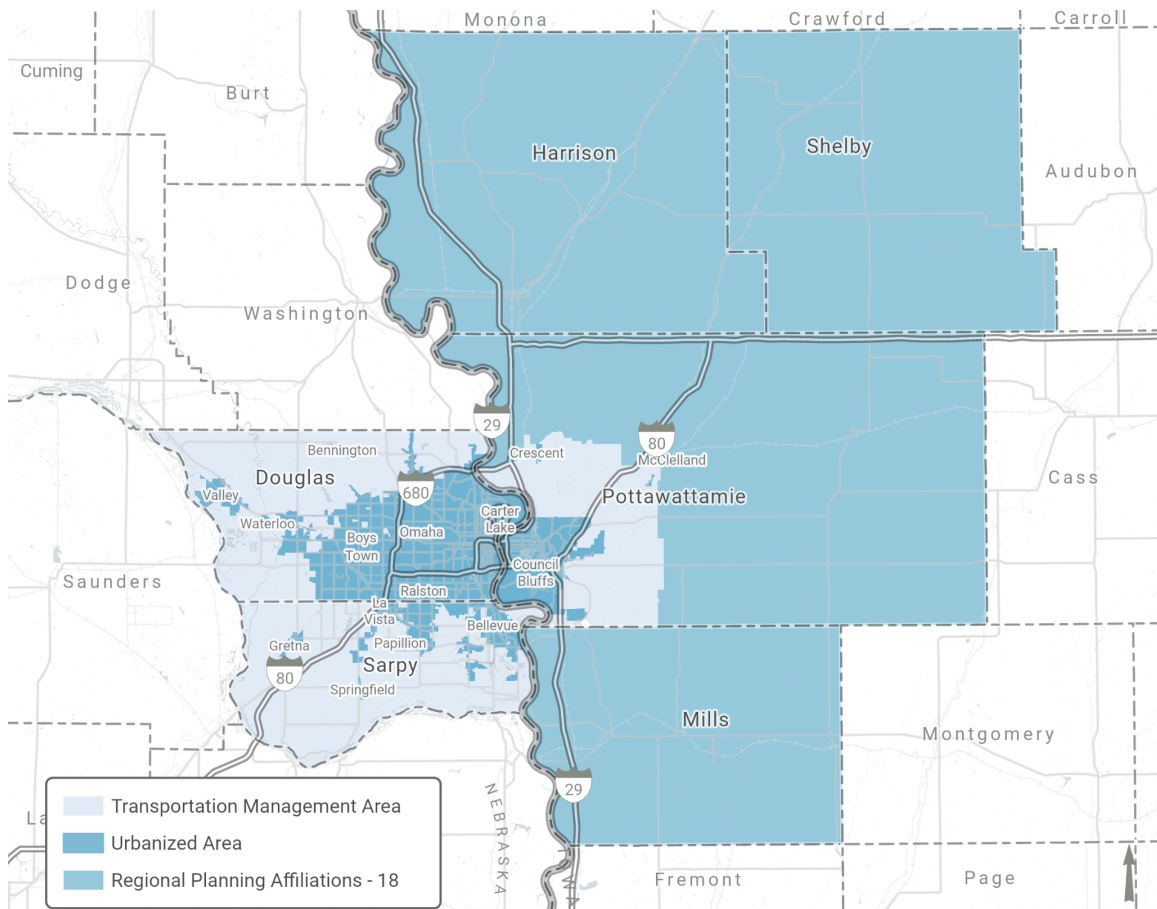


Figure 1: RPA-18 Region

WORK PROGRAM

The RPA-18 Transportation Planning Work Program (TPWP) identifies tasks for the continued transportation planning process work for the fiscal year (FY) 2027, and will serve as the basis for funding within the fiscal year.

The development of a TPWP, as prescribed by guidance from Iowa DOT, is to serve as a means to promote the integration of planning coordination and to relate these activities to the 3C process: continuing, comprehensive, and cooperative planning.

During the development of the FY2027 Transportation Planning Work Program (TPWP), a priority setting process was used to identify programs and projects that should be included in the work program.

Participants in this process included senior MAPA Staff, MAPA's Council of Officials, RPA-18 Policy Board, and RPA-18 Technical Committee. Results of this process are reflected by the tasks in this work program and the associated funding levels. The RPA-18 Technical Committee provides the direction for the development of the TPWP and monitors progress of the work.

Public comment and review of the TPWP is made available during the open meetings of the RPA-18 Policy Board and Technical Committee. Additionally, a copy of the draft and final [TPWP](#) is available online (www.mapacog.org) and at the MAPA office for review and comment.

A description of the specific transportation-related tasks to be performed, previous work accomplished, anticipated products, and financial estimates are contained in the following projects:

- Management & Administration
- Regional Transportation Planning
- TIP & Local Projects

MAJOR PLANNING PRIORITIES AND CHALLENGES

For FY2027, the MAPA team will prioritize work efforts in the region to develop and coordinate safety planning efforts, trail development work, and seek out funding opportunities. Staff will work to develop next steps for the Safe Streets for All discretionary grant work. This will include developing and/or administering grants that align with the priorities set forth in the localized safety action plans. MAPA staff will also work with local communities and partner organizations to develop awareness and safety education initiatives through safety audits, new partnerships, and coordination with county EMS, fire, and law enforcement agencies to support enforcement and safety training.

MAPA staff will work with local communities, county officials, trail groups, and RPA committees to implement the updated Long Range Transportation Plan. This year's focus will be on exploring how to better link projects between the long-range plan and the transportation improvement program. Staff will work with local communities, the RPA-18 Policy Board and Technical Committee to ensure new priorities emphasized by the RPA-18 Long Range Transportation Plan are leveraged to secure funding. MAPA staff will continue to provide oversight and guidance to changes in funding opportunities at Iowa Department of Transportation (DOT) including the availability of federal-aid swap programs, Transportation Alternatives Program, Recreational Trails program, and additional administrative guidance.

Additional planning challenges are detailed below, organized within the RPA-18 2050 Long Range Transportation Plan Goals:

Safety & Security: Increase the safety and security of the transportation system for motorized and non-motorized users.

Increase the safety and security of the transportation system for motorized and non-motorized users to meet the needs of local communities. MAPA staff will work with the Policy Board and Technical Committee to engage in elevating safety projects identified in the Long Range Transportation Plan, the SS4A Local Roadways safety project, and the County SS4A safety action plans to leverage and accelerate project implementation. MAPA staff will work with county engineers and local community members to help accelerate the implementation of the safety action plans for the region. MAPA staff will work closely with the Iowa DOT office of safety, County Engineers, and local communities to help coordinate efforts in reducing fatal and severe crashes within RPA-18.

Transportation Options: Enhance accessibility, mobility, and connectivity between modes and choices available to residents in the region.

MAPA staff will engage and work closely with the RPA-18 Policy Board and Technical Committee members to prioritize, identify, and leverage funding opportunities to enhance sidewalk and trail development in the region. Staff will work closely with local communities to enhance walking and biking by developing safe routes to school projects, facilitate virtual block talks, and community walk audits. MAPA will continue to work with the Frontier Iowa Trails Group (FIT), Mills County Trail Groups, and county conservation boards to help identify, pursue, and program funding for the regional trail facilities that serve to connect local

communities. Of interest is the connection within the region for the Great American Rail Trail which spans across the country. Most recently MAPA worked with Pottawattamie Conservation to apply for several funding opportunities to help advance development of the trail. MAPA staff will also work in preparation for the next Passenger Transportation Plan update. Staff will work with the Policy Board and Technical Committee to advance the strategies from the plan and identify potential funding opportunities, leverage and help local communities apply for discretionary funding opportunities to develop regionally significant transit connections throughout the region.

Preservation & Resilience: Maintenance, reliability, ability to recover from natural disasters, e.g., flooding

For FY2027, MAPA staff will use the latest data from the Long Range Transportation Plan (LRTP) to identify critical investment areas. During the LRTP development, pavement, bridge, freight, and flood forecast data were aggregated and will be incorporated into the project selection process. Staff will work with local communities to refine and better understand these data and leverage resources to address key needs for regional priorities and concerns, including at-grade rail crossings and pavement and bridge conditions. MAPA will coordinate with Iowa DOT to maintain and update datasets to keep local partners informed. The next year MAPA will work to develop ways to visualize and summarize spatial data for the region, making information easier to access.

The RPA-18 region faces several challenges regarding natural hazards, chief among them being the potential for flooding and intermittent disruptions to the transportation infrastructure when flooding events occur. The region has immediate challenges in response to flood events in the form of coordination and materials to effectively conduct temporary closures. The longer-term impact to county roads and local communities when state highways divert traffic to local roads are increased volumes and faster deterioration of the pavement condition. This represents a local cost share burden to local communities as the increased volumes do not proportionally correspond to higher cost shares. From LRTP discussions, the lack of cost share is a great concern for local communities as regional RPA-18 funds are insufficient to meet the increased needs. Furthermore, some roadways within the region are impacted by persistent flooding events, requiring additional investment to repair and maintain operational reliability for the traveling public. MAPA will work with Iowa DOT and regional partners to identify potential mitigation and funding opportunities.

In collaboration with the Policy Board and Technical Committee, staff will review and update the project selection process to align LRTP goals, state plans, and regionally significant projects. MAPA will also continue outreach to counties, cities, and partner agencies to support applications for funding that address system preservation in light of natural hazards in the region.

Economic Vitality: Transportation facilities that promote economic development and enhance travel and tourism.

County trail planning will continue to be a key priority, largely facilitated through the Frontier Iowa Trails Group, Mills County Trails, and others. MAPA has helped bring partners from the

FIT group together with Nebraska stakeholders to better understand opportunities for regional trail marketing and infrastructure improvements. Promotional mapping and data collection of trails will further enhance the trail experience and track its growth within the region. Additionally, the new sidewalk layer in Pottawattamie County will help facilitate and identify gaps in complete street implementation. MAPA staff will continue to develop localized sidewalk gaps in local communities to help prioritize investments. MAPA staff will work closely with local jurisdictions and the State to help enhance and prioritize safety projects.

Land Use and Growth & Sustainability: Consistency between transportation improvements and planned growth and economic development patterns, energy conservation

MAPA staff will work with local communities on the development of comprehensive plans and land use policies. In recent years the prevalence of natural disasters in the region have become both more frequent and negatively impactful. MAPA staff will continue to provide technical assistance and play a role in recovery work throughout the region. Communities within the RPA-18 region are facing population declines, reduction in local small farms, and increased urbanization.

RPA-18 Long Range Transportation Goals						
		Safety & Security	Transportation Options	Preservation & Resilience	Economic Vitality	Land Use and Growth &
Planning Emphasis Areas	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	X	X		X	X
	Increase the safety of the transportation system for motorized and non-motorized users	X	X	X	X	X
	Increase the security of the transportation system for motorized and non-motorized users	X	X	X	X	
	Increase accessibility and mobility of people and freight	X	X		X	X
	Protect & enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between State and local transportation improvements, planned growth, and economic development patterns	X	X	X	X	X
	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	X	X	X		X
	Promote efficient system management and operation	X	X	X	X	
	Emphasize the preservation of the existing transportation system	X	X	X		X
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	X		X	X	X
	Enhance travel and tourism	X	X	X	X	X
DOT Plans	Transportation Asset Management Plans	X	X	X	X	X
	Strategic Highway Safety Plan	X	X		X	X
	State Freight Plan	X	X	X	X	
Transit Providers	Transit Asset Management Plans	X	X	X	X	
	Transit Safety Plan	X	X	X	X	

PROPOSED BUDGET

Budget summary tables are attached which show estimated expenditures by project. Local dues are provided by each participating county to match the federal funds allocated for RPA-18's planning activities.

The RPA-18 program is funded using Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG) funds, Federal Transit Agency (FTA) Section 5311 funds, FHWA State Planning and Research (SPR) funds, and local funding from each of the four member counties (based on the percentage of population of each county from the 2020 U.S. Census of the Population). RPA-18's planning funds are spent according to the attached cost allocation methodology. RPA-18 does not use FHWA planning funds for outside purchases.

IOWA REGIONAL TRANSPORTATION PLANNING

The following sections detail the FY2027 Work Program for the RPA-18 transportation planning and programming process for Harrison, Mills, and Shelby Counties, and the non-urbanized portion of Pottawattamie County. This year RPA-18 will not be seeking a contract opportunity for FY2027. RPA-18 will not seek any funding for equipment purchases exceeding the \$5,000 threshold.

410 – MANAGEMENT & ADMINISTRATION

Objective

Develop and implement RPA-18's Transportation Planning Work Program (TPWP) in accordance with Iowa DOT requirements. Provide a forum for coordination and cooperation among the RPA-18 Policy Board and Technical Committee, public and private agencies, organizations, and stakeholders involved and interested in the multi-faceted efforts and disciplines needed to provide transportation services. To provide ongoing technical and policy education for planning and research activities. To provide for leadership and efficient administration of RPA-18's transportation programs.

Previous Work

- Developed, maintained the TPWP and associated agreements documents and certification reviews.
- Organized, facilitated, conducted public outreach in relation to programs and committees for RPA-18. Including schedules, and program administration of the Policy and Technical committees.
- Organized, facilitated, and attended workshops, training educational activities. Coordinated meetings, webinars, staff development workshops and conferences including but not limited to Iowa DOT quarterly meetings, pavement conditions, safety forums, etc.
- Participated in training activities such as conferences and workshops to develop staff capacity and remain up-to-date with information necessary for planning activities. Participated in regular meetings of ICOG leadership.

- Personnel management for transportation activities. Financial management of budget and contracts. General administrative activities related to organization support and operations.
- Developed, wrote, and formalized the Title VI Civil Rights Policy for MAPA.

Work Activities

1. RPA-18 work plan: write, implement, and amend as necessary the RPA-18 FY2027 TPWP and work to develop and adopt the FY2028 TPWP. Develop, review, and submit quarterly reports.
2. Administer, support continuing, comprehensive, and coordinated transportation planning program through support of the RPA-18 Policy Board and Technical Committee. The committee will oversee the approval of the TIP, LRTP, Civil Rights Plan, Work Plan, Passenger Transportation Plan, Public Participation Plan. Attend, as required, relevant meetings of County Supervisors and City Councils to address issues of RPA-18.
3. Technical, Policy and Professional Development Activities: Participate and travel to ongoing staff education and development activities such as workshops, conferences and webinars devoted to planning and research-related policy and technical information. Event sponsors include, but are not limited to, Federal Highway Administration, Federal Transit Administration, Iowa DOT, National Association of Development Organizations (NADO), Iowa Association of Councils of Government (ICOG), Association of Metropolitan Planning Organizations (AMPO), American Planning Association (APA), and other organizations.
4. Program Management & Administration: Provide oversight and administrative support for RPA-18 transportation and data staff activities. Development and maintenance of process documentation, project management platform, and staff coordination meetings. On-going Human Resources activities including recruitment, professional development, personnel management, and staff reviews. Monitor, maintain, and develop fiscal and contract management oversight for MAPA projects, programs, budgets, and on-going activities. This includes quarterly reporting and invoices for the Iowa Department of Transportation.

Product

Develop yearly reports including TPWP, TIP, and quarterly reports on transportation programs and facilitate review, comment, and approval by the RPA-18 Policy Board and Technical Committee.

Provide staff support, outreach, social media and actions designed to provide transportation planning assistance on a regional basis. The RPA-18 Policy Board and Technical Committee meetings and actions taken will be documented. These committees are scheduled to meet a minimum of six times annually.

Maintain awareness of changes to state and federal policies and programs. Coordination of information with state and federal partners and other regional planning agencies in Iowa.

Maintain adequate staffing to support RPA-18 activities. Budget and agreements implemented in support of RPA-18 transportation planning programs. Efficient administration and management of invoices, contracts and other administrative duties of RPA-18 projects and programs.

410 Total Staff Budget & Hours			
Total	Federal	Local	Hours
\$14,199	\$11,359	\$2,840	254

420 – REGIONAL TRANSPORTATION PLANNING

Objective

Develop short-term multi-modal planning guidance and documentation to assist local jurisdictions in the planning, conceptual development, programming, and implementation of current transportation improvements within RPA-18. Provide comprehensive, cooperative, and continuous opportunities for stakeholders and the public to participate in and receive timely information regarding key decisions about the transportation planning process. Increase awareness of the LRTP goals and vision, on-going coordination with State and Local partners on policy development, and implementation. Improve the region's transportation network to incorporate non-motorized transportation. Develop long-term, multi-modal, planning guidance and documentation to assist local jurisdictions in the planning, conceptual development, programming and implementation of current and future transportation improvements within RPA-18, including human services transportation. Develop and maintain regional data resources regarding local mapping, demographics, and activities for public participation to support the transportation planning process.

Previous Work

- Adopted the 2050 RPA-18 LRTP and worked with transit providers, stakeholders, and the public to identify and coordinate mobility and human service transportation needs.
- Coordinated with the Southwest Iowa Transit Agency (SWITA) to provide rural transit and participated in quarterly TAG meetings. Participated and coordinated with Frontier Iowa Trails group and coordinated with the implementation of the Loess Hills recreation plan
- Participated in Frontier Iowa Trails Group meetings in support of the H2050 Action Plan.
- Supported activities to enhance and develop safety and multi-modal projects.

Work Activities

1. Implement and amend the RPA-18 2050 Long Range Transportation Plan Update as necessary. Work with local agencies to monitor and maintain performance metrics.
2. Support local long-range planning initiatives: comprehensive plans and other transportation and multi-modal studies. MAPA will work with local trail and resources agencies, transportation service providers (SWITA), schools, human service agencies, and related stakeholders to encourage, coordinate, and implement plans, actions, and programs to enhance the multi-modal transportation opportunities of the elderly, people with disabilities, and economically disadvantaged and incorporate elements of other related transit programs into the RPA-18 transportation planning activities.
3. Other Long-Range Studies: Provide technical assistance and related transportation system travel, financial, and socioeconomic data to the states and local jurisdictions as requested to assist in conducting long-range corridor, location, subarea, feasibility, and other project level studies requiring coordination with cities, counties, states, utilities, and other stakeholders.
4. [Public Participation Plan \(PPP\)](#) & Public Engagement Activities: Implement the

- policies identified in the Public Participation Plan (adopted August 2023). Conduct public involvement and engagement efforts related to the transportation planning process. Host public forums and panel discussions on topics related to and impacted by transportation planning. Conduct presentations and meetings with service clubs, neighborhoods, community leaders, elected officials, and others to foster strong relationships and engage the public in the planning process. Efforts will include outreach and engagement activities. Develop, produce, and disseminate MAPA reports and materials. Maintain, develop and update MAPA's website and social media assets on a consistent basis. Conduct community relations with partners and participate in Federal, State and Local forums to support the transportation planning process. Examples include, public events or hearings related to transportation projects, state commission meetings, and ongoing coordination meetings between state partners (Iowa DOT) and MPOs/RPAs. Coordination with other local, transportation-related activities. Implement the adopted Public Participation Plan for the RPA-18 region. Review and maintain the public participation process to ensure compliance with Federal Title VI and Civil Rights Requirements.
5. Livable Streets Planning Activities: Participate in bicycle/pedestrian planning activities for the region, including the development and implementation of regional complete streets policy, designs and work groups at local, State and Federal levels. Work with local cities to develop Active Mobility Master Plans or Bicycle and Pedestrian specific plans, transit expansion plans, ADA transition plans, Complete Street Plans and trail plans. Work with regional partners to implement Access to Trails and the natural surface trails.
 6. Support MAPA transportation activities and programs related to Heartland 2050 including semi-annual workshops and seminars.
 7. MAPA will coordinate and continue maintenance of the Passenger Transportation Plan (adopted in FY2023) through a joint effort of RPA-13 and RPA-18. Continue collaborative work with transportation service providers, human service agencies, and stakeholders to encourage, coordinate, and implement plans, actions, and programs to enhance the transportation opportunities of the elderly, disabled, and economically disadvantaged. Participate in statewide mobility management coordination through Iowa DOT. Provide data, technical analysis, and coordination in support of short-range and long-range transit planning. Collaborate with SWITA, committees, local governments, nonprofit agencies, and other stakeholders in the transit planning process. Support regional transportation strategy implementation.
 8. Safety Planning & Coordination with federal, state and local partners. Monitor safety performance with state and local partners. Participate in monthly Highway Safety Committee meetings with Iowa DOT and FHWA- Iowa. Coordinate with state and local partners to implement County Safety Plans, and comprehensive action plans. Work with local agencies to implement Safe Streets 4 All action plans.
 9. Preservation and Resilience: Work with federal, state, and local agencies to monitor natural hazards. Coordinate with local agencies to develop educational materials, and conduct training. Work with major institutional partners, including universities, utilities and transportation agencies to develop regional travel demand management strategies. Activities may include grant preparation and oversight and other funding opportunities.
 10. Regional Data Development & Maintenance: Maintain and update an integrated geographic database system and develop other computerized tools to assist in the

analysis and manipulation of data. Create maps, graphs, and analysis as requested for jurisdictions and the general public. Coordinate GIS activities in the region to support the planning process. Collect and help disseminate local travel data including detailed data regarding traffic counts (such as time of day, occupancy, and vehicle classification), speed, and delay as available from local jurisdictions and other secondary sources. Collaborate with data partners toward the development of the GOHub Regional Data portal and Natural Resources Inventory (NRI). Review pavement, traffic counts, and other roadway characteristics for Iowa DOT Highway Performance Monitoring System (HPMS) report.

- 11. Drone Data Services: Utilize MAPA drone for photography and data collection activities. Staff time on drone services contracts with partner communities and members. Development of MAPA image library in coordination with local partners. Drone project planning, data processing and creation of deliverables such as photography, video and other data products.

Product

Provide staff support for the maintenance of the Long Range Transportation Plan. Provide transportation information to the general public. This will be accomplished in accordance with the MAPA PPP. Maintenance of RPA-18 materials on the MAPA website. Updated Public Participation Plan for MAPA and RPA-18 planning activities. Coordinate with community leaders in the Heartland 2050 Regional Planning Advisory Committee. Coordinate transit activities and incorporate human service considerations into the RPA-18 planning process. Provide input and participate in maintenance and implementation of the SWITA PTP and related activities, which include attending two TAG meetings per year. Participation in bi-monthly Trail meetings. Ongoing coordination with County engineers to implement safety action plans. Update RPA-18 resources to the GOHub regional open data portal. Development of Story Maps for RPA-18 Planning products. Data development for the Long Range Transportation Plan. MAPA aerial photography image library available for the transportation planning process and member communities.

420 Total Staff Budget & Hours			
Total	Federal	Local	Hours
\$35,497	\$28,397	\$7,099	634

430 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP) & LOCAL PROJECTS

Objective

Develop and maintain a fiscally constrained Transportation Improvement Program (TIP) that coordinates short-term regional transportation investments and supports implementation of local, state, and federal transportation priorities within the RPA-18 region. Provide technical assistance to local jurisdictions related to project development, transportation programming, federal-aid processes, and discretionary funding opportunities.

Previous Work

- Implementation of the FY2025-2028 Transportation Improvement Program (TIP).
- Follow directives stated in the MAPA/RPA-18 PPP to announce Policy Board and Technical Committee meetings, make the RPA-18 TIP available for public comment, and forward public comments to the respective jurisdictions and committees. Maintenance of MAPA's website to make RPA-18 materials available to the public.

Work Activities

1. Development & Maintenance of Transportation Improvement Program: Administer the FFY2027 TIP and develop the FFY2028 TIP. Develop TIP to provide a program of multi-modal transportation projects scheduled for implementation during fiscal years 2027 to 2030. The program will include a prioritized list of projects to maintain regional fiscal constraints of the TIP and ensure LRTP consistency for the four-year period and a financial plan that will lead to project implementation. Solicitation for project information begins in November with a draft TIP completed by the end of May and the final TIP approved in July.
2. Project Selection Activities: The selection process includes the development and review of federal-aid eligible projects for STBG and TAP.
3. Update, amend, and revise the Iowa DOT TPMS to reflect a verbatim representation of RPA-18 transportation and transportation-related projects and activities. Assist communities with federal-aid project implementation, discretionary funding activities, and ongoing TIP administration throughout the year.
4. Transportation Funding Analysis & Project Support: Identify and assess innovative financing, research funding opportunities available to the region from federal and state sources. Monitor congressional reauthorization conversations and facilitate regional dialogue about federal transportation funding opportunities. Support implementation/administration of regional apportionments of discretionary funding in coordination with state and local partners. Provide technical assistance to coordinate project delivery with State and Local partners. MAPA may serve to provide technical assistance for locally-led transportation planning projects. Provide technical support and assist in grant writing, grant administration, and development of letters of support for transportation funding requests, and other funding opportunities. MAPA staff will respond to requests for demographic, traffic, and other data requests from members. MAPA staff will respond to mapping and GIS requests for demographic, traffic, and other data requests from members.

Product

Provide an approved, staged, Transportation Improvement Program document representing federally-funded transportation projects programmed for development and implementation within a four-year time frame. Project solicitation for the TIP begins in November with a draft completed by the end of May and the final FY2027-2030 TIP approved in July. Provide an updated and current representation of transportation projects in the Iowa DOT TPMS. Draft FY2027-2030 TIP will be developed in May.

430 Total Staff Budget & Hours			
Total	Federal	Local	Hours
\$21,298	\$17,038	\$4,260	380

REVISION AND APPROVAL PROCEDURES

OVERVIEW

[2 CFR 200](#) describes the uniform administrative rules for Federal grants and cooperative agreements and subawards to State, local and Indian tribal governments. These requirements apply to metropolitan planning (PL) and State Planning and Research (SPR) grants. FTA has similar requirements and procedures documented in [FTA Circular 5010.1E](#), which apply to all applicable FTA program grants. Iowa uses a Consolidated Planning Grant (CPG) where FHWA and FTA planning funds are combined into a single grant managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs. FTA is the lead agency administering the CPG.

WAIVER OF APPROVALS

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

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

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

Types of revisions that require Iowa DOT approval include:

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

Types of revisions that require MPO/RPA approval include:

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

REVISION / APPROVAL PROCEDURES

- All revision requests from MPOs and RPAs should be submitted electronically to the Iowa DOT Systems Planning Bureau and the agency's Iowa DOT District Planner. If all necessary information is provided, the request will then be forwarded to the FHWA and FTA for review and any necessary approvals.
 - Revision requests shall, at a minimum, include:
 - A letter detailing the work program revision(s)
 - A resolution or meeting minutes showing the revision's approval.
 - Budget summary table with changes highlighted.
 - Amended work program with any modified section(s) highlighted.
- Revisions where **FHWA/FTA** is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the **Iowa DOT Systems Planning Bureau** is the designated approving agency shall require written approval by the Iowa DOT Systems Planning Bureau prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the **MPO or RPA** is the approving agency shall be approved by the Policy Board.
- Notification by the approving agency will be in writing.

Revision Deadlines

- Amendments requiring federal approval must be approved prior to the start of Quarter 4 performance period (March 31, 2027).
- Amendments requiring an additional STBG transfer must be submitted prior to December 1, 2026. These additional transfers are only done in extreme circumstances.

NOTE: All necessary TPWP approvals shall be in place prior to the commencement of activity, purchasing of equipment, or request for reimbursement. More specifically, with regard to the procurement of equipment and services, there should be no notification of award, signed contract, placement of an order, or agreement with a contractor prior to receiving the necessary TPWP approvals.

Work Program Budget

EXPENDITURES		2025	2026	2027
<u>Line Item Costs</u>	Staff	\$94,723	\$70,508	\$70,993
	Sub-Total - MAPA Staff Activities	\$94,723	\$70,508	\$70,993
	Safe Streets for All - Consultant Contract	\$25,000	\$100,000	\$0
	Total	\$119,723	\$170,508	\$70,993
REVENUES				
<u>Overview</u>	Federal	\$95,778	\$136,406	\$56,794
	Local - Dues and Contract Match	\$18,945	\$15,102	\$14,199
	State - HSIP SWAP Funding	\$5,000	\$19,000	\$0
	Sub-Total - MAPA Staff Activities	\$94,723	\$70,508	\$70,993
	Total	\$119,723	\$170,508	\$70,993
<u>Federal</u>	FTA Sec 5311 Funds	\$27,746	\$28,203	\$28,397
	FHWA SPR	\$27,746	\$28,203	\$28,397
	Subtotal New Funding	\$55,492	\$56,406	\$56,794
	FHWA SPR Carryover Funds	\$20,286	\$0	\$0
	FTA 5311 Carryover	\$0	\$0	\$0
	Subtotal Carryover Funding	\$20,286	\$0	\$0
	Sub-Total - MAPA Staff Activities	\$75,778	\$56,406	\$56,794
	USDOT SS4A - Consultant Contract	\$20,000	\$80,000	\$0
Total Federal	\$95,778	\$136,406	\$56,794	
<u>Non-Federal</u>	Carryover Match	\$5,072	\$0	\$0
	Harrison (26.0%)	\$3,607	\$3,666	\$3,692
	Mills (25.8%)	\$3,579	\$3,638	\$3,663
	Pottawattamie (27.2%)	\$3,773	\$3,836	\$3,862
	Shelby (21.0%)	\$2,913	\$2,961	\$2,982
	Sub-Total - MAPA Staff Activities	\$18,945	\$14,102	\$14,199
	State- HSIP/SWAP Match Consultant Contract	\$5,000	\$19,000	\$0
	Additional Non-federal Match Consultant Contract	\$0	\$1,000	\$0
	Total	\$23,945	\$34,102	\$14,199

Estimated Staff Time By Work Activity for FY2027

Code	Activity	Expenditure	Hours
410	Management & Administration	\$14,198	254
420	Regional Transportation Planning	\$35,497	634
430	TIP & Local Projects	\$21,298	380
Total		\$70,993	1268

Work Program Budget: Activities

FY2027 RPA-18 WORK PROGRAM BUDGET FOR HARRISON, MILLS, SHELBY COUNTIES AND THE NON - URBAN PORTION OF POTTAWATTAMIE COUNTY

Activity/Work Element		FTA 5311 New*	FHWA SPR	FHWA SPR/FTA 5311 Carryover	Total Federal	Local Match	Total	Staff Hours
410	Management & Administration	\$5,679	\$5,679	\$0	\$11,359	\$2,840	\$14,199	254
420	Regional Transportation Planning	\$14,199	\$14,199	\$0	\$28,398	\$7,099	\$35,497	634
430	TIP & Local Projects	\$8,519	\$8,519	\$0	\$17,038	\$4,260	\$21,298	380
	Totals	\$28,397	\$28,397	\$0	\$56,794	\$14,199	\$70,993	1,268

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

Public Comment

- 0 Public comments received
- Iowa DOT comment resolutions Budget and Employee time included in work program activity table
- Iowa DOT comment signatures on Final document. Completed at board approval.

Certificate of Indirect Cost Proposal/Indirect Costs

This is to certify that I have reviewed the indirect cost proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal 03/02/2026 to establish a:

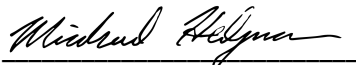
- Cost Allocation Plan
 Indirect Cost Rate

for State Fiscal Year 2027 are allowable in accordance with the requirements of the Federal awards to which they apply and with Subpart E—Cost Principles of Part 200 as they apply to my:

- Governmental Organization
 Non-Profit Organization

- (2) This proposal does not include any costs which are unallowable under Subpart E—Cost Principles of Part 200 such as (without limitation): public relations costs, contributions and donations, entertainment costs, fines and penalties, lobbying costs, and defense of fraud proceedings; and
- (3) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seq.), and the Department of Labor's implementing regulations, (29 CFR Part 22), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.



(Signature)

Michael Helgerson

Executive Director

(Title)

Metropolitan Area Planning Agency

(Name of Organization)

3/02/2026

(Date Signed)

RPA Self-Certification of Procurement and Consultant Selection Procedures

This is to certify that I have reviewed the [Iowa DOT Purchasing Rules](#) (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds \$5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Systems Planning Bureau, through email or hard copy, invoices documenting the expenditure(s) and proof of payment at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.



(Signature)

Michael Helgerson

Executive Director

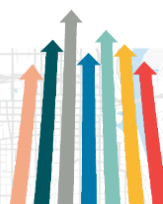
(Title)

Metropolitan Area Planning Agency

(Name of Organization)

3/02/2026

(Date Signed)



Resolution

**OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
REGIONAL PLANNING AFFILIATION 18**

Adoption of FY2027 Transportation Planning Work Program (TPWP)

WHEREAS, MAPA is the designated Regional Planning Affiliation (RPA) for the Regional Planning Affiliation 18 Transportation Study Area (RPA-18); and,

WHEREAS, it is the responsibility of the RPA, in conjunction with the States, to certify that the transportation planning process complies with all applicable federal laws and regulations; and,

WHEREAS, the Transportation Planning Work Program (TPWP) for fiscal year 2027, covering the period of July 1, 2026 to June 30, 2027, has been prepared and submitted to the Iowa Department of Transportation, made available for public comment for thirty (30) days and has been reviewed and recommended by the Policy Board and Technical Committee of RPA-18; and,

WHEREAS, these work elements are consistent with the regional priorities for transportation planning and the implementation of the Long Range Transportation Plan (LRTP); and therefore be it

RESOLVED, that RPA-18 Policy and Technical Committees approve and adopt the attached FY2027 Transportation Planning Work Program (TPWP) and recommend it be forwarded to the appropriate State and Federal agencies.

PASSED this 20th day of MAY, 2026.


Charles Parkhurst, Chairman
RPA-18 Policy Board