



Final FY 2014 Public Participation Plan

Of the

**SIouxLAND INTERSTATE
METROPOLITAN PLANNING
COUNCIL (SIMPCO)**

**METROPOLITAN PLANNING
ORGANIZATION (MPO)**

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Moving Ahead for Progress in the 21st Century (MAP-21)**

ACKNOWLEDGMENTS

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INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization (MPO) has developed this **Public Participation Plan (PPP)** for the Sioux City Metropolitan Planning Area (herein after referred to as the “Metropolitan Planning Area”). The Metropolitan Planning Area consists of the cities of Sioux City and Sergeant Bluff, Iowa; Dakota City and South Sioux City, Nebraska; North Sioux City, Dakota Dunes Community Improvement District, and Jefferson, South Dakota; the unincorporated portions of Woodbury and Plymouth County, Iowa; Dakota County, Nebraska and Union County, South Dakota within the planning boundary. This PPP was put together under the direction of the Federal Highway Administration, Federal Transit Administration, Iowa Department of Transportation (Iowa DOT), Nebraska Department of Roads (NDOR), and South Dakota Department of Transportation (SDDOT).

It is the purpose of the **SIMPCO MPO Public Participation Plan** to provide all citizens of the Metropolitan Planning Area an opportunity to voice their opinions and express their concerns about the transportation issues of the Metropolitan Planning Area’s multimodal and intermodal transportation planning and programming vision and initiatives. The SIMPCO MPO was responsible for the preparation of this PPP, with guidance given by local and county officials, the SIMPCO MPO Transportation Technical Committee, Policy Board, and through citizen input. The information in this plan represents the first step in a continuing participation process that will be reviewed and modified as necessary to meet the demands of its charge.

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REGULATIONS AND REQUIREMENTS

It is the purpose of this Public Participation Plan to adhere to the principles of environmental justice as defined by Title VI of the Civil Rights Act of 1964, Executive Order 12898, and all other U.S. DOT statutes and regulations. It is also the purpose of this PPP to follow the legislation passed in Iowa, Nebraska, and South Dakota that allows public involvement in the process by following versions of the Open Meeting Law and the Public Records Law.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 greatly expanded public involvement in transportation planning and programming. The legislation and related guidance take a performance approach to public involvement where State and local transportation agencies custom design their own public involvement processes in response to local conditions. In 1998, the Transportation Equity Act for the 21st Century (TEA-21) was signed into law. TEA-21 built on the initiatives established by ISTEA, which was at the time, a major authorizing legislation for surface transportation. TEA-21 combined the continuation and improvement of ISTEA programs with new initiatives to meet the challenges of improving safety as traffic continued to increase at record levels. In 2005, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU required that the SIMPCO MPO update the Public Participation Plan to include certain groups and agencies which needed to be contacted during the development of future plans. The SIMPCO MPO assembled a list of individuals based on SAFETEA-LU criteria and invited those individuals to participate as stakeholders and/or interested parties in the public participation process and are notified when the SIMPCO MPO documents are available for public review and comment.

On July 6, 2012, the President signed into legislation the Moving Ahead for Progress in the 21st Century (MAP-21). The MAP-21 legislation creates a streamlined, performance-based process for transportation programs. The public participation process builds upon the process outlined under ISTEA, TEA-21, and SAFETEA-LU with an emphasis in reaching out to citizens and interested parties. MAP-21 also emphasizes making

planning documents widely accessible to the public and employing visualization techniques to enhance and describe plans.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or natural origin in programs that receive federal financial assistance. To learn more about Title VI, log on to www.usdoj.gov and search for Title VI of the Civil Rights Act of 1964.

Executive Order 12898

Executive Order 12898, enacted in 1994, addresses environmental injustices in minority areas and low-income areas. It gives the right for all people to be treated equally when it comes to environmental issues. To read more about Executive Order 12898, visit <http://www.epa.gov/fedrgstr/eo/eo12898.pdf>

Open Meeting Laws

The Open Meeting Law of Iowa was established in 1999. It states that meetings should be open to the public except if permitted as closed. The Committee must keep minutes; they must show the date, time, members present, and the actions that happened during the meeting. These public records must be placed in an accessible form for public inspection. To read more of the Chapter 21 Open Meeting Law of Iowa at http://www.state.ia.us/government/ag/images/pdfs/Openmeetings_out.pdf

The Nebraska Open Meetings Act was passed by the Nebraska 84th Legislature in 1975. This Act allows public access to all meetings and gives guidelines and provisions to attendees and those holding the meeting. To read more of the Nebraska Open Meetings Act, visit http://www.ago.ne.gov/public_records/open_meetings_act

The South Dakota Open Meetings Law states that all public agency meetings shall be open to the public with special provisions dealing with teleconference meetings. To read

more about the South Dakota Open Meetings Law visit, <http://legis.state.sd.us/statutes/DisplayStatute.aspx?Statute=1-25-1&Type=Statute>

Public Record Laws

The Public Records Law of Iowa was established in 1999. This legislation makes sure that every person has a right to look at public records and may copy them. Citizens are allowed to look at these records during normal business hours or at another arranged time. To read more of the Chapter 22 Public Records Law of Iowa visit, http://www.state.ia.us/government/ag/images/pdfs/Openrecords_out.pdf

The Nebraska Public Records Statues which was last amended in 2000 gave citizens the right to copy public records. This differed from the 1961 amendment to the Nebraska Public Records Statues which allowed citizens to make memoranda or abstracts of the document. To learn more about the Nebraska Public Records Statues visit, <http://nebraska.edu/docs/NebraskaPublicRecordsLaw.pdf>

The South Dakota Open Records Law requires that a public servant should keep records and documentation that is available to the public at their request during normal business hours. To learn more about the South Dakota Open Records Law, visit <http://legis.state.sd.us/statutes/DisplayStatute.aspx?Type=Statute&Statute=1-27-1>

ROUTINE/ONGOING ACTIVITIES

Media is an important outlet to share transportation issues with the public. Here is a list of the following activities, with short descriptions, that the SIMPCO MPO is committed to doing to keep the public informed.

- ◆ Newsletters and Email Blasts: Currently, the SIMPCO MPO distributes newsletters quarterly through the mail and over email to local and statewide officials. MAP-21 updates will be included in these mailings, which are sent to every local government in the area, economic development officials, transit interests, legislators, interested citizens, bicycle/pedestrian groups, freight stakeholders, environmental resources agencies, and cultural/historic agencies. Email blasts are sent on a more regular basis when information is necessary to get out to organizations and agencies between the newsletter distributions.

- ◆ News Releases: News releases will be distributed to all newspapers and radio and television stations that either originate, or have significant coverage of circulation, in the area. These news releases will announce informational meetings, plans, and products (i.e. Public Participation Plan, Transportation Planning Work Program, and Transportation Improvement Program) and will always be made available for public review in at least one location per county.

Gatherings are another important outlet to share transportation issues with the public. Here is a list of the following gatherings that are organized and held when needed or asked, with short descriptions.

- ◆ Advisory Committee: If necessary, an Advisory Committee shall be composed of individuals representing different groups, low-income populations, community organizations, minorities, public bodies, and local stakeholders. The committee will serve as a source of contact for the public and will provide input to the SIMPCO MPO on MAP-21 documents and processes.

- ◆ Presentations to Organizations: Presentations to various organizations will occur when requested and may be done at the suggestion of the SIMPCO MPO should the need warrant.

- ◆ Public Input Meetings: Public input meetings will primarily be held to inspect documents such as this Public Participation Plan (PPP), the Long-Range Transportation Plan (LRTP), and the Transportation Improvement Program (TIP). The official notice for the public hearing will be placed in the newspapers and posted on the SIMPCO MPO's website.

- ◆ Meetings with Cities: Staff will be available to speak at any city council meeting or other local public meeting.

- ◆ Open Meetings: The Transportation Technical Committee and Policy Board meetings of the SIMPCO MPO shall be open to the public. Notice of these meetings, in the form of regular agenda and minute's dispersal, will be sent to media outlets through the normal process and will also be posted on the SIMPCO MPO's website

- ◆ Social Media: Staff promotes available documents and materials through the SIMPCO website on various social media sites such as Facebook, Twitter, and Flickr. This outlet is also used to notify the public of comment periods and Public Input Meetings.

MAJOR DOCUMENTS AND PUBLIC PARTICIPATION TECHNIQUES

The SIMPCO MPO will actively seek input for all documents and processes concerning MAP-21 and its implementation within and beyond the Metropolitan Planning Area. Several methods of seeking public opinion have been practiced in the past by the SIMPCO MPO and other agencies. These methods were revisited to ascertain their applicability to MAP-21. In addition, new methods to seek public input were added to the list. This list, like those found elsewhere in this document, is not all-inclusive. Methods to inform the public and receive their opinions and concerns about MAP-21 and its work products will be added and tried when necessary and warranted. Conversely, methods, which prove to be unreliable or unfeasible, will be discarded when possible. Required meetings/public input meetings will be maintained regardless of their performance. These methods will be used to varying degrees depending on the purpose for their use. All methods will be studied for use at any particular time and the greatest number of methods, which prove practical and useful, will be utilized. The SIMPCO MPO's public notice of public involvement activities and time established for public review and comments in the TIP will satisfy the Program of Projects (POP) requirements.

Long Range Transportation Plan (LRTP)

The purpose of a Long Range Transportation Plan (LRTP) is to serve as a guiding document of information on existing transportation related systems and to project future needs based on locally derived goals, and objectives to support growth in the Metropolitan Planning Area. The Long Range Transportation Plan is not a funding plan, but a framework for the selection of future transportation projects based on identifying areas of need and developing a means of addressing such while maintaining a "fiscal constraint," a requirement of MAP-21. The Long Range Transportation Plan is updated once every five years with the exception for updating the plan with amendments to the document. The following is a general guideline process for the Long Range Transportation Plan:

- ◆ During the draft development phase, staff develops a document with the input from interested state and local parties. Some of these organizations include but are not restricted to, concerned citizens, natural resources agencies, cultural/historic agencies, the media, and numerous others.
- ◆ Once a draft is developed, staff posts it on the SIMPCO website at <http://www.simpco.org/transportation/publications.html>. Copies of the draft are also available at the SIMPCO office, in local city halls, and county courthouses.
- ◆ The SIMPCO MPO informs the local media about informational meetings on the current plan.
- ◆ Once the entire Long Range Transportation Plan is established, the SIMPCO MPO will open up the 30-day comment period and will hold a public input meeting for the public to discuss the document. The Long Range Transportation Plan will be once again updated on the SIMPCO website and copies will be available at the SIMPCO office, local city halls and county courthouses. There will be a public input meeting during the 30-day comment period that gives the public time to review the document further and contact the staff with suggestions/concerns via mail, email, telephone, fax, or in person.
- ◆ The adoption of the document will be held after the 30-day comment period has commenced. The adoption of the Long Range Transportation Plan takes place at a regularly scheduled MPO meeting.
- ◆ After the document's adoption, copies can be found on the SIMPCO website <http://www.simpco.org/transportation/publications.html> and hard copies can be found at the SIMPCO office, local city halls and county courthouses.

In regards to the Amendments and Review process, the Long Range Transportation Plan is a working document and will be updated and revised as various local, regional, state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around the Metropolitan Planning Area. The LRTP will be updated at least once every five years. The review and updating will ensure continual citizen involvement and the LRTP's overall viability as the Metropolitan Planning Area's long-range transportation planning document.

As required by MAP-21, the plan shall be subject to a public comment period of no less than 30 days, announced in the regional newspapers via public notice, and available at SIMPCO and in every courthouse and city hall in the Sioux City Metropolitan Planning Area. This process shall be approved by both the MPO Transportation Technical Committee and the Policy Board. Amendments to this process shall be made in similar fashion.

Transportation Improvement Program (TIP)

The purpose of a Transportation Improvement Program (TIP) is to serve as an organized structure of information on improvements to be made in the Metropolitan Planning Area to transportation. The Transportation Improvement Program is updated annually with the exception for updating the plan with amendments to the document. The following is a general guideline process for the Transportation Improvement Program:

- ◆ During the draft development phase, staff develops a document with the input from interested state and local parties. Some of these organizations include but are not restricted to, concerned citizens, natural resources agencies, cultural/historic agencies, the media, and numerous others.
- ◆ Once a draft is developed, staff posts it on the SIMPCO website at <http://www.simpc.org/transportation/publications.html>. Copies of the draft are also available at the SIMPCO office, local city halls and county courthouses.
- ◆ The SIMPCO MPO informs the local media about informational meetings on the current plan.
- ◆ Once the entire Transportation Improvement Program is established, the SIMPCO MPO will open up the 15-day comment period and will hold a public input meeting for the public to discuss the document. The Transportation Improvement Program will be once again updated on the website and there will be copies in the SIMPCO office, local city halls and county courthouses. There will be a public input meeting during 15-day comment period that gives the public time to review the document further and contact staff with suggestions/concerns via mail, email, telephone, fax, or in person.

- ◆ The adoption of the document will be held after the 15-day comment period has commenced. The adoption of the Transportation Improvement Program takes place at a regularly scheduled MPO meeting usually in the month of July.
- ◆ After the document's adoption, copies can be found on the SIMPCO website <http://www.simpco.org/transportation/publications.html> and hard copies can be found at the SIMPCO office, local city halls and county courthouses.

In regards to the amendment and review process of the TIP, the TIP is a programming document and will be updated and revised as various local, regional, and state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around the Metropolitan Planning Area. The TIP will be reviewed at least once annually. The review and updating will ensure continual citizen involvement and the TIP's overall viability as the Metropolitan Planning Area's transportation improvement document.

Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or "Amendment". The second is a minor revision or "Administrative Modification".

Amendment

An amendment is a revision to a TIP that involves a major change to a project included in the TIP. This includes an addition or deletion of a project or a major change in project cost, project phase initiation dates, design concept, or scope (e.g. change project termini or the number of through lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination. Changes that affect fiscal constraint must take place by amendment of the TIP.

Administrative Modification

A minor revision to a TIP is an administrative modification. It includes minor changes to project phase costs, funding sources, previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination.

Amendment vs. Administrative Modification

There are four main components that can be used to determine whether a project change constitutes an amendment or an administrative modification. They include the following:

- ◆ **Project costs** – Determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30 percent or total federal aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification.
- ◆ **Schedule changes** – Changes in schedules of projects which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which are added or deleted from the TIP/STIP will be processed as amendments.
- ◆ **Funding sources** – Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.
- ◆ **Scope of Changes** – Changing project termini or changing the amount of through traffic lanes will be processed as an amendment. Other examples of changes that require amendment include changing the type of work from an overlay to reconstruction, or changing a project to include widening of the roadway.

Amendment/Administrative Modification Procedures

When requesting an amendment or administrative modification to the TIP, member entities must complete an Amendment Form or an Administrative Modification Form.

These must be filled out and returned to staff 10 days before the MPO TTC meeting so that the information can be reviewed and verified by staff. This will also allow the revisions to be posted in the agenda before it is sent out to members and to follow public participation procedures of posting changes at least 24 hours in advance of the meeting. The second step of the process is the TTC review of the amendment or administrative modification proposal and recommendation to the Policy Board. A favorable vote from the Policy Board will allow the amendment to be added to the TIP. It is important to note that all TIP amendments/administrative modifications that require action by the Policy Board will be listed on the MPO Agenda prior to the meeting. This agenda will be posted 24 hours in advance of the meeting on the SIMPCO website: <http://www.simpco.org/simpco/agendas.html>. Notice of the meeting will also be published in the Sioux City Journal and the agenda will be posted in the SIMPCO offices. All meetings of the MPO are open to the public and where the public will have opportunity to comment on TIP amendments/administrative modifications.

Major updates will be conducted as follows:

- Step 1** Member entities fill out Amendment Form or Administrative Modification Form and return to staff 10 days in advance of the MPO TTC meeting
- Step 2** TTC review and recommendation of proposed changes to the Policy Board
- Step 3** Policy Board review and possible recommendations to the TTC
- Step 4** Policy Board final review after possible requested TTC changes
- Step 5** Policy Board final approval of the TIP

Transportation Planning Work Program (TPWP)

The purpose of a Transportation Planning Work Program (TPWP) is to serve as a guiding document of information addressing current and projected transportation needs for the Metropolitan Planning Area from a planning perspective. The Transportation Planning Work Program is updated annually with the exception for updating the plan with amendments to the document. The following is a general guideline process for the Transportation Planning Work Program:

- ◆ During the draft development phase, staff develops a document with the input from interested state and local parties. Some of these organizations include but are not restricted to, concerned citizens, natural resources agencies, cultural/historic agencies, the media, and numerous others.
- ◆ Once a draft is developed, staff posts it on the website at <http://www.simpc.org/transportation/publications.html>. Copies of the draft are also available at the SIMPCO office, local city halls and county courthouses.
- ◆ The SIMPCO MPO informs the local media about informational meetings on the current Work Program.
- ◆ Once the entire Transportation Planning Work Program is established, the SIMPCO MPO will make a statement to the media to inform the public where a copy of the Work Program can be found. The Transportation Planning Work Program will be once again updated on the website and there will be copies in the SIMPCO office, in the local city halls and county courthouses. There will be a 15 day comment period that follows the media announcement. This gives the public time to review the document further and contact staff with suggestions/concerns via mail, email, telephone, fax, or in person.
- ◆ The adoption of the document will be held after the 15-day comment period has commenced. The adoption of the Transportation Planning Work Program takes place at a regularly scheduled MPO meeting usually in the month of May.
- ◆ After the document's adoption, copies can be found in the SIMPCO website <http://www.simpc.org/transportation/publications.html> and hard copies can be found at the SIMPCO office, local city halls and county courthouses.

In regards to the amendment and review process of the TPWP, the TPWP is a planning document that identifies the transportation planning needs of the Metropolitan Planning Area, and forecasts the work that will need to be completed by SIMPCO staff. The TPWP will be updated and revised as various local, regional, state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around the Metropolitan Planning Area. The TPWP will be reviewed at least once annually. The review and updating will insure continual citizen

involvement and the TPWP’s overall viability as the Metropolitan Planning Area’s transportation planning work programming document.

This work program for the transportation planning in MAP-21 requirements of the MPO shall be subject to public review for no less than 15 days, announced in the regional newspapers via public notice, and available in every courthouse and city hall in the Sioux City Metropolitan Planning Area. This process shall be approved by both the MPO Transportation Technical Committee and the Policy Board. Amendments to this process shall be made in similar fashion.

The Federal Highway Administration requires a waiver of approvals when necessary regarding any TPWP revisions. All work program changes require prior written Federal approval, unless waived by the awarding agency. The following table denotes the approving agency for various changes to the TPWP.

Request for additional Federal funding [49 CFR 18.30(c)(1)(i) and FTA Circular 5010.0C,I.6.e(1)].	FHWA/FTA
Transfer of funds between categories, projects, functions, or activities which exceed 10 percent of the total work program budget when the Federal award share of the total work program budget exceeds \$100,000 [49 CFR 18.30(c)(1)(ii)].	FHWA/FTA
Revision of the scope or objectives of the activities (i.e. adding or deleting of activities or major change in scope of activity) [49 CFR 18.30(d)(1)].	FHWA/FTA
Transferring substantive programmatic work to a third party (i.e. consultant) [49 CFR 18.30(d)(4)].	FHWA/FTA
Capital expenditures including the purchasing of equipment [OMB Circular A-87)].	FHWA/FTA
Transfer of funds between categories, projects, functions, or activities which do not exceed 10 percent of the total work program budget or when the Federal award share of the total work program budget exceeds \$100,000 [49 CFR 18.30(c)(1)(ii)].	Iowa DOT / NDOR/SD DOT
Transfer of funds allotted for training allowances [49 CFR 18.30(c)(1)(iii)].	Iowa DOT / NDOR / SD DOT

Extending the period of performance past the approved work program period [49 CFR 18.30(d)(2)].	MPO
Changes in key persons in cases where specified in an application or grant award (i.e. change in lead consultant for a project) [49 CFR 18.30(d)(3)].	MPO

Revision and Approval Procedures

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. Requests from the MPO shall be submitted in writing (four hard copies of the updates to the work program) to the Iowa DOT Office of Systems Planning through the District Planner, and then forwarded to FHWA and FTA for approval. Notification by the approving agency will be in writing in reverse order.

Revisions where the **Iowa DOT / NDOR/ SD DOT** is the designated approving agency shall require written approval by the Iowa DOT / NDOR/ SD DOT prior to commencement of activity, purchasing of equipment, or request for reimbursement. Requests from the MPO shall be submitted in writing (four hard copies of the updates to the work program) to Iowa DOT Office of Systems Planning through the District Planner/ MPO Liaison/ MPO Coordinator. Copies will be forwarded to FHWA/FTA. Notification by the approving agency will be in reverse order.

Revisions where the **MPO** is the approving agency shall be approved by the Policy Board. Hard copy updates to the work program shall be provided to the District Planner, Iowa DOT Office of Systems Planning, FHWA and FTA.

Passenger Transportation Plan (PTP)

The human services transportation provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) required the development of a Coordinated Public Transit Human Services Transportation Plan. The SIMPCO MPO coordinated plan is called the Passenger Transportation Plan (PTP) and focuses on improvement of transportation services for persons with a disability, older adults, and individuals with lower incomes by ensuring communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services and facilitate the most appropriate cost effective services possible with available resources. The purpose of the Passenger Transportation Plan (PTP) is to incorporate the federal requirement for coordinated planning. The Passenger Transportation Plan (PTP) is updated every five years. The following is a general guideline process for the Passenger Transportation Plan:

- ◆ During the draft development phase, staff develops a document with the input from the Transportation Advisory Group (TAG) formerly the Coordinated Transportation Issues Committee (CTIC) which is made up of representatives from public, private, and non-profit transportation and human services providers as well as the public.
- ◆ Once a draft is developed, staff posts it on the website at <http://www.simpc.org/transportation/publications.html>. Copies of the draft are also available at the SIMPCO office, local city halls and county courthouses.
- ◆ The SIMPCO MPO informs the local media about informational meetings on the current plan
- ◆ Once the entire Passenger Transportation Plan is established, the SIMPCO MPO will present the plan at Transportation Advisory Group meetings for the public to discuss the document. The Passenger Transportation Plan will be once again updated on the website and there will be copies in the SIMPCO office, in the local city halls and county courthouses. There will be a 30-day comment period that follows a Transportation Advisory Group approval. This gives the public time to

review the document further and contact staff with suggestions/concerns via mail, email, telephone, fax, or in person.

- ◆ The adoption of the document will be held after the 30-day comment period has commenced. The adoption of the Passenger Transportation Plan takes place at a regularly scheduled MPO meeting usually during the month of March.
- ◆ After the document's adoption, copies can be found in the SIMPCO website <http://www.simpc.org/transportation/publications.html> and hard copies can be found at the SIMPCO office, local city halls and county courthouses.

Any change in the proposed 5310-funded projects will require an amendment to the PTP. The amendment should be reviewed with the Transportation Advisory Group and be approved by the MPO Transportation Technical Committee and Policy Boards.

Public Participation Plan

It is the purpose of the MPO Public Participation Plan (PPP) to provide the citizens of the Metropolitan Planning Area an opportunity to voice their opinions and express their concerns about the transportation issues of the Metropolitan Planning Area's multimodal and intermodal transportation planning vision and initiatives. The purpose of a Public Participation Plan is to serve as a guiding document to receive public input throughout the region. The Public Participation Plan is updated once every five years with the exception for updating the plan with amendments to the document. The following is a general guideline process for the Public Participation Plan:

- ◆ During the draft development phase, staff develops a document with the input from interested state and local parties, citizens, environmental resource agencies, cultural/historic agencies, and local stakeholders.
- ◆ During the development phase, staff reviews the list of interested parties and updates information as necessary.
- ◆ Once a draft is developed, staff posts it on the website at <http://www.simpc.org/transportation/publications.html>. Copies of the draft are available at the SIMPCO office, local city halls and county courthouses.

- ◆ The SIMPCO MPO informs the local media about informational meetings on the current plan.
- ◆ Once the entire Public Participation Plan is established, the SIMPCO MPO will open up the 45-day comment period and will hold a public input meeting for the public to discuss opinions about the document. The Public Participation Plan will be once again updated on the SIMPCO website and there will be copies in the office, in the local city halls and county courthouses. There will be a public input meeting during the 45-day comment period that gives the public time to review the document further and contact staff with suggestions via mail, email, telephone, fax, or in person.
- ◆ The adoption of the document will be held after the 45-day comment period has commenced. The adoption of the Public Participation Plan takes place at a regularly scheduled MPO meeting.
- ◆ After the document's adoption, copies can be found on the SIMPCO website <http://www.simpco.org/transportation/publications.html> and hard copies can be found at the SIMPCO office, local city halls and county courthouses.

To compare the similarities and differences of the Public Participation Process for each plan, refer to the Summary Chart of the Major Documents located on page 22.

HOW TO GET INVOLVED

Any public input is always welcome. Staff can be contacted at the following:

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<http://www.simpco.org>

-Meeting times and dates can be found on the website calendar

-A downloadable version of the drafts and documents can be found on the website at <http://www.simpco.org/transportation/publications.html>.

Information can also be obtained by contacting or visiting staff during normal business hours from 8:00 AM to 5:00 PM; Monday to Friday.

INDIVIDUALS AND ORGANIZATIONS

The following are non-exhaustive lists of individuals and organizations within the Metropolitan Planning Area that are to be contacted about the Public Participation Planning Process and the implementation in the Metropolitan Planning Area. In addition, this contact list will also be used in the development of the SIMPCO MPO planning documents. The list was initially developed under the FY 2008 SIMPCO MPO PPP. During the development on the FY 2014 SIMPCO MPO PPP, the list was re-evaluated and updated with current information. All organizations, businesses, interested parties, etc. were invited to respond to a survey that was sent out to the non-exhaustive lists. Interested parties that responded during the 2008 surveys that they did “not want to be notified of future transportation issues/projects in the Metropolitan Planning Area” were given the opportunity to update that information or continue to not receive information regarding transportation planning documents. The 2013 survey was sent out in July and due back in August. The interested parties were asked to choose from the following options on being contacted:

- Please contact me by email when documents are available on the SIMPCO website www.simpco.org
- Please contact me by letter when documents are available on the SIMPCO website www.simpco.org
- I do not want to be notified of future transportation issues/projects in the planning area

The following is a master list of organizations to be contacted regarding transportation planning document updates including those interested parties that responded in favor of receiving transportation plan updates.

MPO Policy Board

Iowa

City of Sergeant Bluff
Plymouth County
City of Sioux City
Woodbury County
City of Sioux City Transit System

Nebraska

City of Dakota City
City of South Sioux City
Dakota County

South Dakota

Union County
City of North Sioux City
Dakota Dunes Community Improvement District
City of Jefferson

Non-voting Members

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Iowa Department of Transportation (IowaDOT)
Nebraska Department of Roads (NDOR)
South Dakota Department of Transportation (SDDOT)

MPO Transportation Technical Committee

Iowa

City of Sergeant Bluff
City of Sioux City
Sioux Gateway Airport
City of Sioux City Transit System
Plymouth County
Woodbury County

Nebraska

Dakota County
City of South Sioux City
City of Dakota City

South Dakota

Dakota Dunes Community Improvement District
City of North Sioux City
Union County

Non-voting Members

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Iowa Department of Transportation (IowaDOT)
Nebraska Department of Roads (NDOR)
South Dakota Department of Transportation (SDDOT)

Natural Resources /Cultural Agencies

Iowa

Iowa Department of Natural Resources – Air Quality Bureau
Iowa Department of Natural Resources – Water Quality Bureau
Iowa Department of Natural Resources – Water Quality Certification
Iowa Department of Natural Resources – Forestry Bureau
Iowa Department of Natural Resources - Conservation and Recreation Division
Iowa Department of Natural Resources – Environmental Hazardous Conditions
Iowa Department of Transportation - Office of Location and the Environment
Office of State Archaeologist
State Historical Society of Iowa
Iowa Environmental Council
Iowa Natural Heritage Foundation

Nebraska

Nebraska Department of Environmental Quality
Nebraska Game and Parks Commission
State Historical Society of Nebraska
Nebraska Department of Natural Resources
U.S. Fish and Wildlife Services
National Park Service
Natural Resources Conservation Service
U.S. Army Corps of Engineers
Nebraska Industrial Council on the Environmental

South Dakota

South Dakota State Historic Preservation Office
South Dakota Department of Game, Fish and Parks
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Services
South Dakota Department of Environment of Natural Resources

Federal

U.S. Environmental Protection Agency
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Services
Natural Resources Conservation Services

Other Interested Parties

Siouxland Trails Foundation
Tri-State Trekkers Walking Club of Siouxland
Siouxland Cyclists
Easter Seals Iowa
Easter Seals Nebraska
1000 Friends of Iowa
Sierra Club Iowa Chapter
Sierra Club Nebraska Chapter
Sierra Club South Dakota Chapter
Siouxland Chamber of Commerce
South Sioux City Chamber of Commerce
Home Builders Association of Greater Siouxland
Mid America Transportation and Aviation Museum
Milwaukee Railroads Historic District
Downtown Partners Sioux City
Sioux City Growth Organization
Siouxland Economic Development Corporation
The Siouxland Initiative
185th Air Refueling Wing/Iowa Air National Guard
Union Pacific Railroad
Burlington Northern Santa Fe Railroad
Chicago Central and Pacific Railroad
Nebraska Northeastern Railway
Mel's Trucking
Weinrich Truck Lines
Brown Transfer Co
Marx Distribution
JPS Trucking Co
R TI Trucking
Terra Express Inc
Tera Industries
Don Buhrman Trucking
ABF Freight System Inc.
Vitran Express
Central Petroleum Transport Co
Saber Inc.
Midwest Continental Inc.
Big Soo Terminal
Yellow Transportation Inc.
Fedex Freight
Con-Way Freight-Central
Ponca Tribe of Nebraska
American Indian Council
La Casa Latina
Siouxland Unidad Latina
New Iowan Center
Great West Casualty Company

Media

Newspapers

Sergeant Bluff Advocate
Sioux City Globe
The Weekender
Dakota County Star
Leader-Courier
North Sioux City Times
Sioux City Journal

Radio Stations

KGLI – KG95
KKMA – Kool 95
KMNS
KMSC
KSCJ
KSEZ
KSFT
KSUX
KTFC
KWIT/KJOI

Television Stations

KCAU
KTIV
KMEG
KPTH
Cableone

Plan	Description	Updated	Draft Development	Public Meetings/Draft Availability	Public Comment Period	Adoption	Availability
Long Range Transportation Plan (LRTP)	A guiding document of information on existing transportation related systems and to project future needs out 25 years	Every five years	Staff; with input from interested state and local parties, environmental and cultural/historic agencies	A draft is posted on SIMPCO's website under the publications tab and can be found at local city halls and county courthouses	30 Day Comment Period with a public input meeting during the comment period	Adopted during a regularly scheduled MPO meeting	SIMPCO office and website under the publications tab and can be found at local city halls and county courthouses
Transportation Improvement Program (TIP)	An organized structure of information on improvements to be made within the Metropolitan Planning Area	Annually	Staff; with input from interested state and local parties, environmental and cultural/historic agencies	A draft is posted on SIMPCO's website under the publications tab and can be found at local city halls and county courthouses	15 Day Comment Period; Public input meeting is generally scheduled in June for approval during the July meeting	Adopted during the regularly scheduled MPO meeting; usually in July	SIMPCO office and website under the publications tab and can be found at local city halls and county courthouses
Transportation Planning Work Program (TPWP)	A guiding document of information addressing current and projected transportation needs within a 4 year span	Annually	Staff; with input from interested state and local parties	A draft is posted on SIMPCO's website under the publications tab and can be found at local city halls and county courthouses	15 Day Comment Period following a media announcement verifying its location	Adopted during the regularly scheduled MPO meeting; usually in May	SIMPCO office and website under the publications tab and can be found at local city halls and county courthouses
Passenger Transportation Plan (PTP)	A document that coordinates transportation access to minimize duplication and keep cost effective service	Every five years	Staff; Transportation Advisory Group (TAG)	A draft is posted on SIMPCO's website under the publications tab and can be found at local city halls and county courthouses	30 Day Comment Period following a Transportation Advisory Group (TAG) approval	Adopted during a regularly scheduled MPO meeting; usually in March	SIMPCO office and website under the publications tab and can be found at local city halls and county courthouses
Public Participation Plan (PPP)	A document that outlines the steps taken to involve the public throughout the planning process	Every five years	Staff; with input from interested state and local parties, environmental and cultural/historic agencies	A draft is posted on SIMPCO's website under the publications tab and can be found at local city halls and county courthouses	45 Day Comment Period with a public input meeting during the comment period	Adopted during a regularly scheduled MPO meeting	SIMPCO office and website under the publications tab and can be found at local city halls and county courthouses

Map of the SIMPCO MPO Planning Area

