

CHAPTER 1: INTRODUCTION

The 2040 Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP) is an update to the 2035 LRTP. This plan continues the 3C process (Co-operative, Continuing and Comprehensive) that has been the hallmark of transportation planning for 50 years. The LRTP is a tool for developing safe and efficient transportation improvements for the SIMPCO MPO region through the year 2040. These improvements encompass all modes of transportation, including public transit, bicycle and pedestrian travel, and street and highway travel. In accordance with the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21), this plan addresses the deficiencies of the existing transportation system in the SIMPCO MPO planning area, analyzes the projected demand on that system, and identifies projects and policies to both preserve and enhance mobility.

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Image of downtown Sioux City, along 4th Street. Photo taken by Randy Williams

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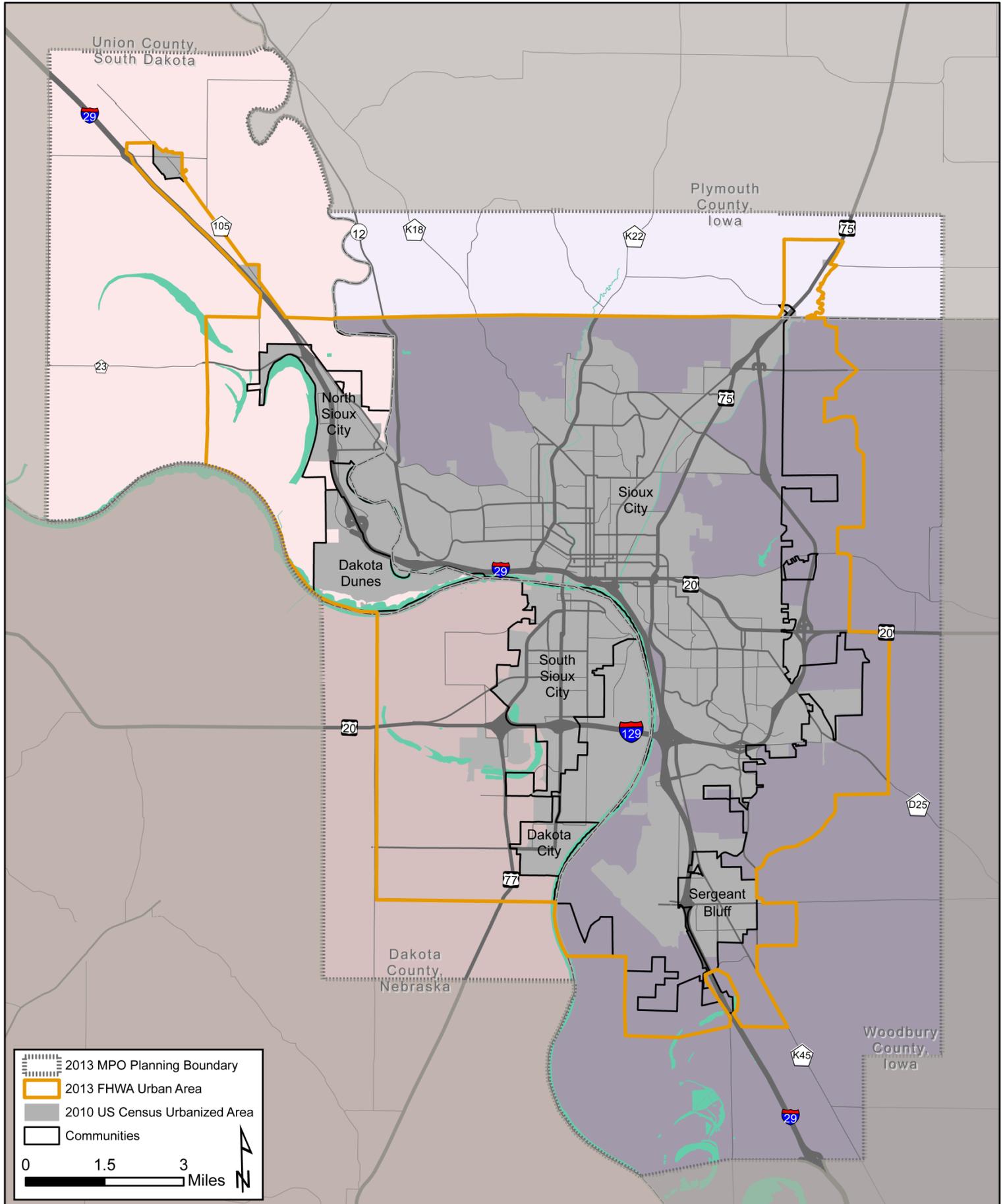
The 2040 SIMPCO MPO L RTP is organized into the following chapters:

1. **Introduction** - outlines the SIMPCO metropolitan area, the MPO, purpose of the plan, the goals and objectives of the plan, and the public participation process used for developing and reviewing transportation documents.
2. **Community Overview** – describes of the socio-economic characteristics within the MPO planning area.
3. **Alternative Transportation** – presents recent work, discusses future infrastructure and initiatives, examines existing facilities and gives future recommendations for the bicycle and pedestrian networks.
4. **Transit**– identifies issues, existing operating characteristics, safety, security, and future needs and projects for Sioux City Transit, Sioux City Paratransit, and Siouxland Regional Transit System. Includes the use of Intelligent Transportation Systems and examines environmental justice.
5. **Street and Highway**– summarizes existing conditions of the MPO planning area’s road network, safety of that network, travel demand and system deficiencies, and 2040 recommendations. Incorporates the expansion of Intelligent Transportation Systems, as well as the environmental justice of the network.
6. **Intermodal Facilities** –examines current intermodal facilities including truck, rail, air, and barge and gives recommendations to future intermodal facilities.
7. **Environmental Impacts** –details impacts on and effects of the environmental features of the MPO planning area. Accounts for environmentally sensitive areas, as well as habitats and ecosystems affected by transportation. Sets a series of recommendations for the area, aimed at limiting environmental degradation.
8. **Financial Summary and Conclusion** –examines available funding sources for the projects in the plan, the revenue forecasting methodology, 2040 revenue forecasts, proposed transportation projects, and the 2040 financial summary.

Map 1.1

SIMPCO MPO Location Map

The MPO Planning Boundary represents the projected metropolitan area out 20 years from designation. The FHWA urban boundary is that which determines eligibility for federal funding programs. The Census Urbanized Area is used for the purpose of tabulating and presenting Census Bureau statistical data.



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THE SIMPCO METROPOLITAN PLANNING ORGANIZATION

The SIMPCO council of governments houses the SIMPCO MPO, and is responsible for the submission of transportation planning documents to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Iowa Department of Transportation (Iowa DOT), Nebraska Department of Roads (NDOR), South Dakota Department of Transportation (SDDOT), and public distribution.

The SIMPCO MPO is responsible for developing transportation plans and programming projects for the metropolitan planning area. It is unique as it is 1 of the 5 tri-state MPOs in the nation, out of 384 MPOs total. The following units of government comprise the SIMPCO MPO and can be seen on Map 1.1:

- City of Sioux City, IA
- City of Sergeant Bluff, IA
- City of South Sioux City, NE
- City of Dakota City, NE
- City of Jefferson, SD
- City of North Sioux City, SD
- Dakota Dunes CID, SD
- Woodbury County, IA
- Plymouth County, IA
- Union County, SD
- Dakota County, NE

The SIMPCO MPO has a 19-member Transportation Technical Committee that advises a 20-member Policy Board, listed in the Acknowledgements page at the beginning of this document.

The SIMPCO MPO professional staff is available to aid member agencies' staff, local officials, and citizens, in implementing community improvement programs. Staff encourages and assists with various programs that emphasize regional cooperation and coordination.

THE 2040 LONG RANGE TRANSPORTATION PLAN

The SIMPCO MPO 2040 LRTP serves as a revision of the issues covered in the previous 2035 LRTP, which was adopted by the MPO Policy Board in 2011. The intent of the plan is to identify projects of all transportation modes that will develop the safest and most efficient transportation system for the MPO area. Plan updates occur at least every five years, as federally required, to maintain consistency with planned and forecasted transportation and land use conditions, changes, and trends.

There are 8 factors outlined in MAP-21 that are considered as part of the metropolitan LRTP planning process, and kept in mind when developing and working on transportation projects in the area:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.

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5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.

GOALS

The SIMPCO MPO's overall transportation goals and objectives for the 2040 LRTP were approved as part of the adoption of the 2035 LRTP and continue to reflect the MPO's focus for local transportation planning for the current plan. More specific goals and objectives have been developed for each of the modes addressed in the plan and may be found in the transit, alternative transportation, and streets and highways chapters. The 9 goals that this plan upholds are:

- | | |
|----------------------------|---------------------------------|
| 1. Economic Development | 6. Environment |
| 2. Safety | 7. Connectivity & Compatibility |
| 3. Security | 8. Livability |
| 4. Mobility and Efficiency | 9. Fiscal Responsibility |
| 5. Accessibility | |

These goals are compared against the 8 MAP-21 planning factors in the Table 1.2 on page 1-9. From this table, it is evident that the 2040 LRTP's goals align with the planning factors from MAP-21.

Preservation and maintenance is often a key goal or priority to many areas, while the SIMPCO MPO's 2040 LRTP does not have a specific goal that outlines this characteristic, it is believed that many of the above goals meet it through their objectives or exemplifies criteria. Throughout this document, each chapter will further discuss preservation and maintenance in regards to each mode.

Because goals are subjective and therefore open to interpretation, the 9 MPO LRTP goals and their definitions were ranked by participants in public input workshops. The meetings involved a visual preference survey, project mapping activity, and goal ranking activity. The first workshop hosted local stakeholders from member agency staff, elected officials, and others who participate in meetings that SIMPCO either hosts or attends. The second workshop was with the Sioux City Mayor's Youth Commission, which is a group of middle and high school students from the metro area. Appendix A details these meetings and the data derived from them.

During the goal ranking activity, participants ranked each goal from 1 to 7, with 1 being the most important goal and 7 being the least. The rank that each goal received was then used to assign a weight to the goal (Table 1.2). When summed, the weight of all 9 goals is equal to 100, and the individual weight of each goal corresponds to the averaged rank from each of the public input workshops (i.e. the goal with the highest rank from the public input workshops has the highest weight). This data allows for a systematic and data-driven process for understanding how important the public sees each goal.

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Furthermore, each goal has been given objectives, evaluation criteria, and guidelines for evaluating and scoring projects according to how well they align with said goal. The objectives were tied to a tangible measurement, such as a quantitative performance measure or qualitative definition. These objectives provide the basis for the weighting process for each project's relevance to each goal. Each project was given a score between 0-3 (with 0 not meeting the goal and 3 best meeting the goal), based on how well the project met the goals' objectives. Once a project was ranked and weighted, the scores were multiplied by the goal's weight and then summed to obtain the project's final result. Once all the projects were calculated in this fashion, they were sorted from highest result to lowest result, thus giving the projects' level of prioritization.

Consistent with MAP-21's emphasis on performance-based planning, the SIMPCO MPO has established several performance measures and targets in the 2040 LRTP. These will enable the SIMPCO MPO to monitor and evaluate the performance of the region's transportation system relative to the goals of the LRTP over time. These performance measures can be found within each modal chapter of the plan and are summarized in Appendix A. The SIMPCO MPO will annually evaluate these performance measures.

Table 1.1: SIMPCO MPO's 9 goals, with their respective weight that was derived from public input ranking.

Goal/Name	Goal's Weight	Goal/Name	Goal's Weight
Mobility and Efficiency	17	Economic Development	10
Connectivity & Compatibility	16	Fiscal Responsibility	8
Safety	14	Environment	6
Livability	13	Security	4
Accessibility	12		

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Table 1.2: SIMPCO MPO's 9 2040 LRTP Goals versus MAP-21's 8 Planning Factors

SIMPCO MPO's 2040 LRTP Goals versus MAP-21's Planning Factors		SIMPCO MPO's 2040 LRTP Goals								
		Economic Development	Safety	Security	Mobility and Efficiency	Accessibility	Environment	Connectivity & Compatibility	Livability	Fiscal Responsibility
Map-21 Planning Factors	Support Economic Vitality	●			●	●	●	●	●	●
	Increase safety of the transportation system		●	●					●	
	Increase the security of the transportation system		●	●					●	
	Increase the accessibility and mobility of people and freight	●			●	●		●	●	
	Protect and enhance the environment and promote conservation						●		●	
	Enhance the integration and connectivity of the system across and between modes				●	●		●	●	
	Promote efficient system management and operations	●			●	●		●	●	●
	Emphasize the preservation of the existing transportation system	●					●	●		●

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GOAL 1: ECONOMIC DEVELOPMENT (WEIGHT OF 10)

OBJECTIVES

Promote the balanced and sustained economic growth of the SIMPCO MPO planning area through the efficient movement of goods and people in a safe, energy efficient, and environmentally sound manner. The following objectives capture these favorable conditions for promoting economic development:

- Give priority consideration to transportation projects and system improvements that facilitate local job creation and retention.
- Promote efficient land-use patterns appropriate for commercial and industrial development locations and redevelopment opportunities in the metropolitan planning area.
- Give consideration of the true costs and benefits of providing the transportation facilities necessary to move goods in the SIMPCO MPO planning area.

Projects that Exemplify Economic Development

- Use transportation programming to encourage desired development patterns by encouraging economic development in areas that are compatible and accessible to the existing network.
- Consider regional travel patterns and community in the development of the transportation network to allow access to jobs in and around the planning area.
- Improve air freight, barge, rail, and truck terminals including access and connectivity improvements to enable competitiveness and address reliability and capacity needs for productivity and efficiency.
- Seek grants through all funding sources for infrastructure improvements and economic development projects.
- Continue to improve the transportation network to accommodate projected increases in traffic due to economic development.

Evaluation Criteria

None (0): Not adjacent to land with economic benefits.

Low (1): Bottom third of projects with the highest percentage of adjacent land with commercial/office/ industrial zoning and/or future land uses.

Medium (2): Middle third of projects with the highest percentage of adjacent land with commercial/office/ industrial zoning and/or future land uses.

High (3): Top third of projects with the highest percentage of adjacent land with commercial/office/ industrial zoning and/or future land uses.



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GOAL 2: SAFETY (WEIGHT OF 14)

OBJECTIVES

Promote and implement transportation system improvements for all modes that minimize the occurrence and potential of crashes that might result in the loss of health, life, and/or property. The following objectives capture these favorable conditions for promoting a safer transportation system:

- Develop a transportation plan giving priority consideration to transportation system improvements preventing crashes, injuries, and losses.
- Promote the standardization of geometric design criteria across transportation agencies.

Projects that exemplify Safety

- Maintain the various types of transportation facilities properly, including streets, buses, sidewalks, trails, and other modes.
- Upgrade the street system to minimum width standards based on overall system plan.
- Focus on high crash areas for transportation improvements.
- Minimize motor vehicle, truck, bus, train, bicycle, and pedestrian conflicts.
- Develop and extend the pedestrian and bicycle network by tying the street system with greenway systems and major activity centers.
- Create a centralized safe driver campaign and educational program.

Evaluation Criteria

None (0): Project doesn't separate alternative modes from vehicular traffic; changes do not promote safety measures

Low (1): The proposed project does provide a few changes or promotes minimal types of safety measures.

Medium (2): The proposed project addresses a safety area or a location with medium accident rates or provides some separation of vehicular to alternative modes.

High (3): The proposed project directly addresses known safety areas or high accident rates or provides separation of automobile travel with alternative modes.



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GOAL 3: SECURITY (WEIGHT OF 4)

OBJECTIVES

Promote and implement transportation system improvements for all modes maximizing security of the transportation system.

- Develop a transportation plan giving priority consideration to security improvements.
- Support programs that ensure the safe and secure operation of the transportation system for motorized and non-motorized users.
- Minimize security risks at transportation facilities such as the airport, roadways, trails, and public transit.
- Improve disaster, emergency, and incident response preparedness and recovery.

Projects that exemplify Security

- Utilize Intelligent Transportation Systems (ITS) technology for surveillance of the transportation network and facilities.
- Encourage optimal lighting and other security measures on all transportation facilities.
- Support activities that enhance the communication of emergency personnel within the SIMPCO MPO planning area.
- Promote activities that educate the public on security issues.

Evaluation Criteria

None (0): The proposed project does not support security.

Low (1): The proposed project provides minimal improvements to a secure transportation system.

Medium (2): The proposed project addresses a few safety or emergency concerns in the transportation network.

High (3): The proposed project addresses or provides several fixes to promote or fix security or emergency issues in the transportation system.



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GOAL 4: MOBILITY AND EFFICIENCY (WEIGHT OF 17)

OBJECTIVES

Develop, maintain, and promote the most efficient and effective transportation system for the movement of people and goods.

- Develop transportation investment decisions by maximizing the useful life of existing elements of the transportation system.
- Alleviate traffic congestion and reduce travel time between locations within the SIMPCO MPO planning area.
- Promote coordination of transportation services to improve the mobility of the elderly, lower income populations, and individuals with disabilities.

Projects that exemplify Mobility and Efficiency

- Utilize appropriate management systems to identify and implement optimal maintenance strategies.
- Limit number of roadways operating at a level of service (LOS) lower than the Base Level of Service Standard “D” during peak hour/peak season/peak direction conditions. For all roads in unincorporated areas, “C” peak hour/peak season is the Base Level of Service Standard.
- Systematically maintain public transit equipment and rolling stock to achieve an efficient, cost effective, and customer attractive system.
- Utilize ITS technology applications to meet transportation system demands.
- Continue to support efforts to coordinate transportation through meetings and committees that bring together both public transit and health/human service providers.

Evaluation Criteria

None (0): The proposed project does not add to the improvement of the mobility or efficiency of the current transportation system.

Low (1): The proposed project makes minimal fixes in developing, maintaining, and promoting an efficient and effective transportation system.

Medium (2): The proposed project makes a few to multiple fixes in developing, maintaining, and promoting an efficient and effective transportation system.

High (3): The proposed project makes maximum fixes in developing, maintaining, and promoting an efficient and effective transportation system.



GOAL 5: ACCESSIBILITY (WEIGHT OF 12)

OBJECTIVES

Develop a transportation system that is reliable and accessible to all potential users. In efforts to capture an accessible and reliable transportation system the following objectives are used:

- Encourage multimodal accessibility to employment, shopping and other commerce, medical care, housing and leisure.
- Establish an integrated transportation system supportive of the land use goals of the cities' and counties' master plans.
- Give appropriate consideration to the needs and requirements of disabled and underserved populations.
- Facilitate increased communication between government agencies and officials, the system users, the public, and other interested parties.

Projects that exemplify Accessibility

- Design driveways and medians to meet appropriate access management standards. Coordinate driveways and medians with on-site standards, on-site traffic operations, and parallel access roads. They shall be designed to maximize roadway capacity and safety and minimize median and curb cuts.
- Require safe and convenient on-site traffic flow and parking for all development. The facilities shall be designed with efficient internal circulation and curb cuts shall be limited in order to reduce points of congestion or conflict with traffic flow on adjacent streets. Encourage adequate neighborhood circulation and multiple access points from neighborhoods to the arterial/collector system. Curvilinear design and low speeds will be utilized to minimize the attractiveness to through traffic.
- Provide reliable public transit vehicles that accommodate all patrons.

Evaluation Criteria

None (0): The proposed project does not help in improving accessibility to the transportation system.

Low (1): The proposed project provides a minimal improvement to accessibility.

Medium (2): The proposed project provides multiple improvements to accessibility to the transportation system.

High (3): The proposed project provides maximum improvements to accessibility to the transportation system.

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GOAL 6: ENVIRONMENT (WEIGHT OF 6)

OBJECTIVES

Preserve and enhance the SIMPCO MPO Planning area's unique and natural environmental features by protecting the integrity of air, land, water, energy, cultural, and aesthetic resources. In order to do this, the following objectives are laid out:

- Avoid, minimize, and mitigate adverse impacts of transportation systems on the environment, such as noise and water runoff.
- Initiate, promote, and support projects, programs, and services that are designed to improve the SIMPCO MPO Planning area's air quality and energy conservation in the transportation system.

Projects that exemplify Environment

- Plan and develop a transportation system that preserves environmentally sensitive areas, conserves energy and natural resources, and minimizes adverse environmental impacts, particularly related to storm water management.
- New or reconstructed roadways or rail routes shall be designed to prevent and control soil erosion, minimize clearing and grubbing operations, minimize storm runoff, and avoid unnecessary changes in drainage patterns.
- Pursue and support transportation programs (e.g. Express buses, high occupancy vehicles, public transit alternatives, and bikeways) that reduce air quality degradation, help conserve energy and provide the community with travel alternatives.

Evaluation Criteria

None (0): The proposed project impacts more than one environmental area and does not promote use of alternative modes of transportation.

Low (1): The proposed project impacts an environmentally sensitive area, but promotes use of alternative modes of transportation.

Medium (2): The proposed project does not impact an environmentally sensitive area.

High (3): The proposed project does not impact environmentally sensitive area, and promotes use of alternative modes of transportation.



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GOAL 7: CONNECTIVITY/COMPATIBILITY (WEIGHT OF 16)

OBJECTIVES

Encourage and implement system improvements which promote the efficient and effective movement of people and goods by integrating and linking various modes of transportation. The following objectives lay out how this can be achieved:

- Identify a multimodal network of facilities to meet the requirements for moving people, goods, and services in an efficient manner throughout the SIMPCO MPO.
- Minimize conflicts between and within roadways, public transit, rail, bicycle, and pedestrian facilities.
- Encourage the development of efficient intermodal freight facilities, with access to all, to encourage effective shifts among modes.

Projects that exemplify Connectivity/Compatibility

- Address, encourage, and enhance intermodal facility connections.
- Incorporate public transit, bicycle, and pedestrian accessibility in the review of all development.
- Consider off-roadway travel corridors, such as drainage canal, railroad, and utility right-of-way properties, as potential corridors.
- Include the construction of bicycle/pedestrian infrastructure in conjunction with the construction, reconstruction, or changes in any State facilities, and assure that all transportation improvements address the needs of bicyclists and pedestrians where bikeways and sidewalks are needed.

Evaluation Criteria:

None (0): The proposed project does not provide any connectivity improvements to the current transportation system.

Low (1): The proposed project provides minimal connectivity or compatible improvements to the current transportation system.

Medium (2): The proposed project provides some connectivity or compatible improvements to the current transportation system.

High (3): The proposed project provides maximum connectivity or compatible improvements to the current transportation system.



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GOAL 8: LIVABILITY (WEIGHT OF 13)

OBJECTIVES

Promote a transportation system that encourages the use of environmentally sustainable modes as a vital means of transport, including transit, walking and bicycling to support the creation of livable communities.

- Give priority consideration to transportation projects that consider all modes of transportation.
- Promote land use patterns and development that allow for the use of sustainable transportation.
- Promote consideration of actions that make better use of the existing system such as carpooling, van pools, walking, and bicycling.

Projects that exemplify Livability

- Encourage Complete Street projects throughout the metropolitan area by considering comprehensive street design.
- Encourage development that is accessible by all modes of transportation.
- Promote and market alternative modes of transportation and their benefits.
- Coordinate transportation amongst various modes, jurisdictions, and organizations.
- Educate the community on bicycle and pedestrian safety practices.
- Obtain funding to expand non-motorized transportation opportunities.

Evaluation Criteria

None (0): The proposed project does nothing to improve the livability of the area or access to multiple modes of transportation.

Low (1): The proposed project provides minimal improvement to livability of the area.

Medium (2): The proposed project has some improvements to better the livability of the area.

High (3): The proposed project improves the maximum livability of the area and has multiple modes of transportation considered.



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GOAL 9: FISCAL RESPONSIBILITY (WEIGHT OF 8)

OBJECTIVES

Utilize available personnel and financial resources efficiently, ensuring that the transportation system meets the users' needs and remains financially stable.

- Provide a balanced and viable funding mechanism for transportation systems and services within the metropolitan area.
- Develop a positive working relationship with the system users, the public, and political officials who can provide funding increases when necessary.
- Develop transportation investment decisions that consider the full costs and benefits.
- Give priority to funding the transportation needs identified in state, regional, and local transportation system plans.

Projects that exemplify Fiscal Responsibility

- Identify stable, long term sources of local, state, and federal funding for construction and maintenance of a multimodal transportation system to address the maintenance deficit.
- Identify private-public partnerships for funding large-scale transportation projects.
- Accept maintenance responsibility for any state roads only with a concurrent shift in adequate maintenance revenues from state sources.
- Apply to grants annually for projects that benefit air quality.
- Continue to support the optional management systems originally established under ISTEA to generate information to establish priorities for allocation of transportation funds.

Evaluation Criteria:

None (0): The proposed project has no outside funding sources and is usually a new construction project.

Low (1): The proposed project has a funding source but minimal cost vs benefit ratio, is usually a full reconstruction

Medium (2): The proposed project has one outside funding source and a medium cost vs benefit ratio, and is usually a widening or reconstruction.

High (3): The proposed project has multiple funding sources and a maximum cost vs benefit ratio, is typically a resurface or pavement rehab.



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PUBLIC PARTICIPATION PLAN

For the 2040 LRTP, SIMPCO used its 2013 Public Participation Plan (PPP) for distributing LRTP updates, drafts, and the final plan. This allowed citizens and other public offices and agencies to express their transportation opinions, concerns, and issues with the 2040 transportation planning and programming initiatives. In addition to this distribution plan, the SIMPCO MPO staff gathered public input from several different venues throughout the development of the plan.

PUBLIC PARTICIPATION GOALS AND OBJECTIVES

Three goals and corresponding objectives have been identified for the 2040 LRTP's public participation. They were developed to provide a foundation for utilizing public opinion in every stage of the LRTP process.

GOAL 1: To provide early and continuing opportunities for public involvement.

Goal Objectives:

- Notifying individuals and groups that the plan is being developed and that they can contact SIMPCO to learn more about the LRTP process.
- Sending press releases describing recent project developments and public involvement opportunities to the various regional media.
- Maintaining a web home page (www.simpco.org) with planning recommendations and documents with a comment form and e-mail access.
- Distributing a public survey before the development of the plan to gain public opinion on the current transportation system and to gauge priorities for the future.
- Sharing updates and information on the plan on social networking internet sites including Facebook (<https://www.facebook.com/SIMPCOCOG>), and Twitter (www.twitter.com/SIMPCOCOG).

GOAL 2: To provide adequate time for public review and comment at key decisions points in the plan update.

Goal Objectives:

- Allowing a 30-day comment period before final approval of the LRTP.
- Providing SIMPCO staffs contact information, including phone number, fax number, address, and email on all public notices, mailings, and web page.

GOAL 3: To develop public support for planning recommendations and the plan.

Goal Objectives:

- Facilitating focus groups for specific elements or concerns of planning recommendations and documents.
- Demonstrating results of public involvement influences of past projects.
- Publishing public comments in adopted planning recommendations and documents.



Students at the Sioux City Mayor's Youth Commission participating in the public input workshop

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PUBLIC INPUT WORKSHOPS

As mentioned on page 1-5 and 1-6, two public input workshops were held to gather input from local stakeholders, member agency staff, elected officials, as well as others who participated in meetings that SIMPCO either hosts or attends. The other meeting was with the Sioux City Mayor's Youth Commission, which is a group of middle and high school students from the metropolitan area. A complete list of attendees for each meeting, as well as the documents handed out and the collected data can be found in Appendix A.



SIMPCO Board of Directors meeting.

L RTP REVISIONS AND REVIEWS

The SIMPCO MPO 2040 LRTP 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. Revisions are defined as changes to a LRTP 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 the LRTP that involves a major change to a project included in the LRTP. This includes an addition 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 redemonstration of fiscal constraint or a conformity determination. Changes that affect fiscal constraint must take place by amendment of the LRTP.

ADMINISTRATIVE MODIFICATION

A minor revision to the LRTP 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 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:

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- **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** – Projects which are added to LRTP 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 LRTP, member entities must request an amendment or administrative modification to staff. Once an amendment or administrative modification has been requested, staff will, as per Public Participation Plan (PPP) requirements, have the document available for public review for no less than 30 days, announced in the regional newspapers via public notice, and available in every courthouse and city hall in the Sioux City metropolitan planning area. Staff will follow the steps for public participation that are laid out in the FY 2013 MPO PPP. The Transportation Technical Committee will then review the amendment or administrative modification after the 30 day public comment period and make a recommendation to the Policy Board. A favorable vote from the Policy Board will allow the amendment or administrative modification to be added to the LRTP. All meetings of the MPO are open to the public and provide further opportunity for public comment on any LRTP amendments and administrative modifications.



Downtown Sioux City, looking west along 3rd street