

# THE PUBLIC PARTICIPATION PLAN

***Of the***

SIouxLAND INTERSTATE METROPOLITAN PLANNING COUNCIL  
(SIMPCO)

METROPOLITAN PLANNING ORGANIZATION (MPO)

SIouxLAND REGIONAL TRANSPORTATION PLANNING  
ASSOCIATION (SRTPA)

&

SIouxLAND REGIONAL TRANSIT SYSTEM (SRTS)

***This process was prepared with funds provided through the  
Fixing America's Surface Transportation (FAST) Act***

# ACKNOWLEDGMENTS

---

## **MPO Policy Board Members**

Ken Beaulieu, Chairperson	Dakota Dunes CID, South Dakota
Richard Owens, Vice Chairperson	Sioux City Transit System, Sioux City, Iowa
Carol Schuldt	City of South Sioux City, Nebraska
Keith Radig	Woodbury County, Iowa
Alex Watters	City of Sioux City, Iowa
Doug Berg	City of North Sioux City, South Dakota
Mike Dailey	Union County, South Dakota
Vacant	City of Dakota City, Nebraska
Bill Rohde	Dakota County, Nebraska
Craig Anderson	Plymouth County, Iowa
Dan Moore	City of Sioux City, Iowa
Bill Gaukel	City of Sergeant Bluff, Iowa

## **MPO Transportation Technical Committee Members**

Aaron Lincoln, Chairperson	City of Sergeant Bluff, Iowa
Jill Wanderscheid, Vice Chairperson	City of Sioux City, Iowa
Mark Nahra	Woodbury County, Iowa
Dave Carney	City of Sioux City, Iowa
Bob Livermore	City of South Sioux City, Nebraska
Jeff Harcum	City of Sioux City, Iowa / Transit System
Jeff Dooley	Dakota Dunes CID, South Dakota
Mike Collett	Sioux Gateway Airport, Sioux City, Iowa
Ted Cherry	City of North Sioux City, South Dakota
Alyssa Silhacek	City of Dakota City, Nebraska
Tom Rohe	Plymouth County, Iowa
Jerry Bumm	Union County, South Dakota
Fred Kellogg	Dakota County, Nebraska

## **MPO Non-Voting Members**

Daniel Nguyen	Federal Transit Administration – Region VII
Justin Luther	Federal Highway Administration – Nebraska
Darla Hugaboom	Federal Highway Administration – Iowa
Mark D. Hoines	Federal Highway Administration –S. Dakota
Brad Remmich	South Dakota Department of Transportation
Paul Gavin	Nebraska Department of Roads
Dakin Schultz	Iowa Department of Transportation

## **SRTPA & SRTS Policy Board Members**

Jeff Simonsen, Chairperson *	Cherokee County, Iowa
John Rexwinkel, Vice-Chairperson	City of Le Mars, Iowa
Gary Horton	Plymouth County, Iowa
Matthew Ung*	Woodbury County, Iowa
Jim Agnitsch	City of Cherokee, Iowa
Tammy Bramley *	Monona County, Iowa
Rhett Leonard *	Ida County, Iowa

\* Denotes SRTS Board Members

**SRTPA Transportation Technical Committee Members**

Curt Miller, Chairperson	Siouxland Regional Transit System
Tom Rohe, Vice Chairperson	Plymouth County, Iowa
John Meis	City of Cherokee
Dustin Wallis	Monona County, Iowa
Jeff Williams	Ida County, Iowa
Scott Langel	City of Le Mars, Iowa
Brandon Billings	Cherokee County, Iowa
Mark Nahra	Woodbury County

**Non-Voting Members**

Daniel Nguyen	Federal Transit Administration – Region VII
Dakin Schultz	Iowa Department of Transportation
Darla Hugaboom	Federal Highway Administration – Iowa

**Siouxland Interstate Metropolitan Planning Council/**

**Siouxland Regional Transit System Staff**

Michelle Bostinelos	Executive Director
Curt Miller	Transit/Facility Director
Bill Cole	Finance Director
Jacob Heil	Regional Planning Director
Nicole Peterson	Regional Planner II
Joseph Surdam	Regional Planner I
Gabriel Appriah	Regional Planner I
Dawn Kimmel	Regional Planner I
Sharon Burton	Executive Assistant
Emily Coppock	Administrative Assistant

# TABLE OF CONTENTS

---

ACKNOWLEDGEMENT.....	2
INTRODUCTION.....	5
REGULATIONS AND REQUIREMENTS.....	8
ROUTINE/ONGOING ACTIVITIES.....	11
MAJOR DOCUMENTS AND PUBLIC PARTICIPATION TECHNIQUES.....	13
HOW TO GET INVOLVED.....	24
INDIVIDUALS AND ORGANIZATIONS.....	25
SUMMARY CHART OF MAJOR DOCUMENTS.....	31
SIMPCO MPO/SRTPA STUDY AREA MAP.....	33

## INTRODUCTION

---

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization (MPO) and the Siouxland Regional Transportation Planning Association (SRTPA) has developed this **Public Participation Plan** (PPP) for the Sioux City Metropolitan Planning Area (herein after referred to as the “Metropolitan Planning Area”), the Regional Planning Area, and the Siouxland Regional Transit System (SRTS). 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. The SRTPA Regional Planning Area consists of Plymouth, Cherokee, Woodbury (does not include Metropolitan Planning Area), Ida, and Monona Counties in Iowa. This PPP was put together under the direction of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Iowa Department of Transportation (Iowa DOT), Nebraska Department of Transportation (NDOT), and South Dakota Department of Transportation (SDDOT).

It is the purpose of the **SIMPCO MPO/SRTPA/SRTS 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/SRTPA/SRTS was responsible for the preparation of this PPP, with guidance given by local and county officials, the SIMPCO MPO/SRTPA Transportation Technical Committee, Policy Board, SRTS Board of Directors, 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.

Michelle Bostinelos  
**Executive Director** Siouxland Interstate Metropolitan Planning Council  
1122 Pierce St.  
Sioux City, Iowa 51102  
Telephone (712) 279-6286  
Fax (712) 279-6920 Email: [mbostinelos@simpco.org](mailto:mbostinelos@simpco.org)

A brief description on the organizations responsible for the preparation of this PPP and a listing of the boards and committees associated is provided in the following.

### **SIMPCO**

SIMPCO is a council of government serving seven counties in the Tri State area of Iowa, Nebraska and South Dakota. SIMPCO's service area covers over 75 local governments, special districts, school districts, and non-profit organizations. SIMPCO's services are provided amongst six divisions including Transportation, Community Development, Economic Development, GIS Mapping, and Housing.

The Boards and Committees associated with SIMPCO are listed in the following:

- SIMPCO Executive/Finance Committee
- SIMPCO Board of Directors
- Comprehensive Economic Development Strategy Committee (CEDS)
- SIMPCO Regional Policy and Legislative Affairs Committee
- Missouri River Recovery Implementation Committee

### **SRTS**

SRTS is a demand-responsive, ADA accessible, public transit system which provides public transportation services to the general public of Cherokee, Ida, Monona, Plymouth and Woodbury County in Iowa and Southern Union County in South Dakota. SRTS is dedicated to providing transportation for personal of all ages, including those who may require specialized transportation.

The Boards and Committees associated with SRTS are listed in the following:

- Siouxland Regional Transit System (SRTS) Board of Directors
- SIMPCO Transportation Advisory Group (TAG)

### **MPO**

An MPO is a group composed of locally elected officials, state department of transportation officials, and transit operators who provide a forum in order to determine transportation objectives to meet the needs of their respective metropolitan planning area. The Metropolitan Planning Area SIMPCO's MPO is responsible for includes the counties of Woodbury and Plymouth County, Iowa; Dakota County, Nebraska; and Union County, South Dakota and the cities of Sioux City and Sergeant Bluff, Iowa; South Sioux City and Dakota City, Nebraska; and North Sioux City, Dakota Dunes and Jefferson, South Dakota. MPO has a Policy Board comprised of elected officials representing the different areas within the boundary of the MPO. This board is advised by the MPO Transportation Technical Committee (TTC) that consists of technical staff from such areas as planning, engineering, and public administrations from jurisdictions within each MPO.

The Boards and Committees associated with MPO are listed in the following:

- SIMPCO MPO Transportation Technical Committee
- SIMPCO MPO Policy Board
- SIMPCO MPO Bicycle/Pedestrian Roundtable
- SIMPCO Transportation Advisory Group (TAG)
- Grow Siouxland Task Force

### **S R T P A**

SIMPCO's RPA is one of 18 RPAs in the state of Iowa. An RPA has an established transportation planning process aimed at the adoption of a Regional Transportation Plan, which includes both long-term and short-term strategies and actions that lead to the development of an integrated, intermodal transportation system. Regional Transportation Plans are reviewed and updated every five years. An RPA is composed of a technical advisory committee and a policy board that guides the planning and programming process of the region. The technical advisory committee is made up of professional staff, including engineers and planners. The policy board includes local elected officials.

Boards and Committees associated with the RPA are listed in the following:

- Siouxland Regional Transportation Planning Association (SRTPA) Technical Advisory Committee
- Siouxland Regional Transportation Planning Association (SRTPA) Policy Board
- SIMPCO Transportation Advisory Group (TAG)

## **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 21<sup>st</sup> 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/SRTPA/SRTS 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/SRTPA/SRTS assembled a list of individuals based on SAFETEA-LU criteria and invited those individuals and groups to participate as stakeholders and/or interested parties in the public participation process and are notified when the SIMPCO MPO/SRTPA/SRTS documents are available for public review and comment.

On December 4, 2015, the President signed into legislation the Fixing America's Surface Transportation (FAST) Act. The approval of the FAST signaled the replacement of the existing Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act; however the requirements established in MAP-21 are carried out in FAST. The FAST legislation creates a streamlined, performance-based process for transportation programs. The public participation process builds upon the process outlined under ISTEA, TEA-21, SAFETEA-LU, and MAP - 21 with an emphasis in reaching out to citizens and interested parties. The FAST Act 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](http://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 <https://www.fema.gov/executive-order-12898-environmental-justice-low-income-minority-populations-1994> or <https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice>.

#### ***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, visit <https://www.legis.iowa.gov/docs/ico/chapter/21.pdf>.

The Nebraska Open Meetings Act was passed by the Nebraska 84<sup>th</sup> 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://nebraskalegislature.gov/laws/statutes.php?statute=84-1411> or <https://ago.nebraska.gov/open-meetings>.

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://sdlegislature.gov/statutes/DisplayStatute.aspx?Type=Statute&Statute=1-25>.

#### **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, [https://ipib.iowa.gov/sites/default/files/chapter\\_22.pdf](https://ipib.iowa.gov/sites/default/files/chapter_22.pdf) or <https://www.ipib.iowa.gov/public-records>.

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> or <https://ago.nebraska.gov/public-records>.

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://www.sdlegislature.gov/statutes/DisplayStatute.aspx?Type=Statute&Statute=1-27>.

#### **FEDERAL REGULATIONS**

Per 23 CFR 450,316, this federal regulation states “the MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting

programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process". Specifically, SIMPCO's MPO must comply with the following requirements:

- The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes.
- Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP.
- Providing timely notice and reasonable access to information about transportation issues and processes.
- Employing visualization techniques to describe metropolitan transportation plans and TIPs.
- Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web.
- Holding any public meetings at convenient and accessible locations and times.
- Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP.
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.
- Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.
- Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part.
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the

disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

- A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

## 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/SRTPA/SRTS is committed to doing to keep the public informed.

- **Newsletters and Email Blasts:** Currently, the SIMPCO MPO/SRTPA/SRTS distributes electronic newsletters monthly through email to local and statewide officials, economic development officials, transit interests, legislators, interested citizens, bicycle/pedestrian groups, freight stakeholders, environmental resources agencies, and cultural/historic agencies as requested via a newsletter sign. Electronic notices are sent 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/SRTPA/SRTS on FAST-Act 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/SRTPA/SRTS 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 newspapers, posted on the SIMPCO website, and sent out via electronic notice.

- **Meetings with Cities and Counties:** Staff will be available to speak at any city council meeting, county supervisor meeting, or other local public meeting.
- **Open Meetings:** The SIMPCO MPO/SRTPA Transportation Technical Committee, Policy Board, and SRTS Board of Directors meetings of the SIMPCO MPO/SRTPA/SRTS 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 website and announced in electronic notices.
- **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/SRTPA/SRTS will actively seek input for all documents and processes concerning the FAST Act and its implementation within and beyond both the MPO and SRTPA/SRTS area. Several methods of seeking public opinion have been practiced in the past by the SIMPCO MPO/SRTPA/SRTS and other agencies. These methods were revisited to ascertain their applicability to the FAST Act. 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 the FAST Act 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/SRTPA/SRTS'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 both the MPO and SRTPA service 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 the FAST Act. 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://simpco.org/divisions/transportation-planning/long-range-transportation-plans-lrtp/>. Copies of the draft are also available at the SIMPCO office, in local city halls, and county courthouses.
- The SIMPCO MPO/SRTPA informs the local media about informational meetings on the current plan.
- Once the entire Long Range Transportation Plan is established, the SIMPCO MPO/SRTPA 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 be 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/SRTPA meeting.
- After the document’s adoption, copies can be found on the SIMPCO website <http://simpco.org/divisions/transportation-planning/long-range-transportation-plans-lrtp/> and hard copies can be found at the SIMPCO office, local city halls, and county courthouses.

In regards to the amendments and administrative modifications 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 both the

Metropolitan Planning Area and SRTPA 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 both the Metropolitan Planning Area and SRTPA planning area long-range transportation planning document.

### ***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:

- ***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.

As required by the FAST Act, 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 both the Sioux City Metropolitan Planning Area and SRTPA planning area. This process shall be approved by both the Transportation Technical Committee/Transportation Advisory Committee and the Policy Board. All meetings of the TTC/TAC and Policy Boards are open to the public and provide further opportunity for public comment on any LRTP amendments and administrative modifications. 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 both the Metropolitan Planning Area and SRTPA planning area to transportation and related systems, addressing the future needs, goals, and objectives of the region. 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://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>. Copies of the draft are also available at the SIMPCO office, local city halls and county courthouses.
- The SIMPCO MPO/SRTPA informs the local media about informational meetings on the current plan.
- Once the entire Transportation Improvement Program is established, the SIMPCO MPO/SRTPA 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 a 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/SRTPA meeting usually in the month of June or July.
- After the document's adoption, copies can be found on the SIMPCO website <http://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>.

[improvement-programs/](#) 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 both the Metropolitan Planning Area and Regional 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 both the Metropolitan Planning Area and Regional Planning Area's transportation improvement document.

Revisions are defined as changes to the TIP 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 major revision to the TIP that involves a major change to a project included in the TIP. Changes to a project that are included only for illustrative purposes do not require an amendment. An amendment is a major 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. Major changes that require an amendment are shown in the table below.

#### ***Administrative Modification***

A minor revision to the TIP is an administrative modification and may be made to the TIP throughout the year. An administrative modification is a revision that can be made by SIMPCO staff and does not require policy board review, public review and comment, redemonstration of fiscal constraint, or a conformity determination. SIMPCO staff will discuss administrative modifications with the Policy Board and TTC/TAC, but formal action will not be required. Minor changes that require an administrative modification are shown in the table below.

### ***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:

	<b><i>Administrative Modification</i></b>	<b><i>Amendment</i></b>
<b><i>Project Cost</i></b>	Federal aid changed by less than 30% and total federal aid increases less than \$2,000,000	Federal aid changed by more than 30% or total federal aid increases by more than \$2,000,000
<b><i>Schedule Changes</i></b>	Changes in schedule for projects in the first four years of the TIP	Adding or deleting a project from the first four years of the TIP
<b><i>Funding Sources</i></b>	Changing amounts of existing funding sources	Adding other federal funding sources to a project
<b><i>Scope Changes</i></b>	Moving funding between existing stages of project scope, such as from design to construction	Changing project termini, number of lanes, or significant changes in project type, such as changing 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/SRTPA TTC/TAC 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/TAC 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/SRTPA Agenda prior to the meeting. This agenda will be posted 24 hours in advance of the meeting on the SIMPCO website: <http://simpco.org/about-us/agendas/>. 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/SRTPA are open to the public providing an opportunity to comment on all TIP amendments/administrative modifications.

It should be noted that all bridge projects will not be following the MPO/RPA amendment/administrative modification process. Going forward, all bridge projects will follow their respective local jurisdiction's public input process for an amendment.

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/SRTPA TTC/TAC meeting
- Step 2** TTC/TAC review and recommendation of proposed changes to the Policy Board
- Step 3** Policy Board review and possible recommendations to the TTC/TAC
- Step 4** Policy Board final review after possible requested TTC/TAC 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 both the Metropolitan Planning Area and Regional Planning Area using 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://simpco.org/divisions/transportation-planning/transportation-planning-work-programs-tpwp/>. Copies of the draft are also available at the SIMPCO office, local city halls and county courthouses.
- The SIMPCO MPO/SRTPA informs the local media about informational meetings on the current Work Program.
- Once the entire Transportation Planning Work Program is established, the SIMPCO MPO/SRTPA 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/SRTPA meeting usually in the month of May.

- After the document's adoption, copies can be found in the SIMPCO website at <http://simpco.org/divisions/transportation-planning/transportation-planning-work-programs-tpwp/> and hard copies can be found at the SIMPCO office, local city halls and county courthouses.

The TPWP 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 and Regional 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 and Regional Planning Area TPWP document.

This work program for the transportation planning in FAST Act requirements of the Metropolitan Planning Area and Regional Planning Area 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 MPO and RPA areas. This process shall be approved by both the TTC/TAC and the Policy Board. Amendments to this process shall be made in similar fashion.

### **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 documented in FTA Circular 5010.1C, which apply to FTA metropolitan planning grants. Iowa uses a Consolidated Planning Grant where FHWA and FTA planning funds are combined into a single fund managed through FTA's TEAM system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs.

### **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](#) 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 and Approval Procedures***

- All revision requests from MPOs should be submitted electronically to the state DOT Offices. Four hard copies of the revision shall also be sent to DOT Planning Divisions, which will be forwarded to the DOT/DOR District, FHWA, and FTA for review and any necessary approvals.
  - Revision requests shall, at a minimum, include:
    - A resolution or meeting minutes showing the revision's approval.
    - Budget summary table with changes highlighted/noted.
    - Modified section(s) of the plan's work elements with changes highlighted/noted.
- 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 **state DOT** is the designated approving agency shall require written approval by the state DOT prior to commencement of activity or request for reimbursement.
- Revisions where the **MPO/RPA** is the approving agency shall be approved by the Policy Board.
- Notification by the approving agency will be in writing.

### **PASSENGER TRANSPORTATION PLAN (PTP)**

The human services transportation provisions of the FAST required the development of a Coordinated Public Transit Human Services Transportation Plan. The SIMPCO MPO/SRTPA 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) 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 SIMPCO website at <http://simpco.org/divisions/transportation-planning/passenger-transportation-plan/>. Copies of the draft are also available at the SIMPCO office, local city halls and county courthouses.
- The SIMPCO MPO/SRTPA informs the local media about informational meetings on the current plan
- Once the entire Passenger Transportation Plan is established, the SIMPCO MPO/SRTPA 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/SRTPA meeting usually during the month of March.
- After the document's adoption, copies can be found on the SIMPCO website at <http://simpco.org/divisions/transportation-planning/passenger-transportation-plan/> and hard copies can be found at the SIMPCO office, local city halls and county courthouses.

Any change in both the proposed 5310 and 5311-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, SRTPA Technical Advisory Committee, and Policy Boards.

## **PUBLIC PARTICIPATION PLAN (PPP)**

It is the purpose of the MPO/SRTPA/SRTS Public Participation Plan (PPP) to provide the citizens of both the Metropolitan Planning Area and Regional Planning Area an opportunity to voice their opinions and express their concerns about the transportation issues of both the Metropolitan Planning Area and region's multimodal and intermodal transportation planning vision and initiatives. The purpose of a PPP is to serve as a guiding document to receive public input throughout the region. The PPP 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 PPP:

- 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 SIMPCO website at <http://simpco.org/public-involvement/>. Copies of the draft are available at the SIMPCO office, local city halls and county courthouses.
- The SIMPCO MPO/SRTPA informs the local media about informational meetings on the current plan.
- Once the entire PPP is established, the SIMPCO MPO/SRTPA 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/SRTPA meeting.
- After the document's adoption, copies can be found on the SIMPCO website <http://simpco.org/divisions/transportation-planning/public-participation-process-ppp/> 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 32.

***SRTS FARE INCREASES AND/OR MAJOR REDUCTION OF TRANSIT SERVICE***

When the Siouxland Regional Transit System (SRTS) Board of Directors has deemed necessary that a fare increase and/or a major reduction of transit service be considered for continued financial stability, SRTS will set a period during which it will receive public comment both at a public input meeting and in written form. A major reduction of transit services is defined as a reduction of twenty (20) percent of the buses or twenty (20) percent of the hours.

SRTS will publish notice of a fourteen (14) day public comment period in county newspapers of general circulation. Notice shall include the date of a public input meeting to be held within this time frame. Notification of the public comment period and public input meeting will also be posted on the SRTS website. The notice of public input meeting will state the intent and outline the date, time and place. It will also provide information on how to submit written comments.

The public input meeting will normally be held at the SRTS office, 1122 Pierce Street in Sioux City. The SRTS office is wheelchair accessible in conformance with the Americans with Disabilities Act with regard to public participation. If there is a need to relocate the public input meeting the facility that the public input meeting is held will be wheelchair accessible in conformance with Americans with Disability Act with regard to public participation. Upon request special provisions will be made available for hearing impaired and vision impaired participants.

At the public input meeting a representative from SRTS will present information which outlines the amount of fare increases and/or a major reduction of transit service along with the purpose therefore. The public will be permitted to offer comment on the proposed increase and/or major reduction of transit service. Written comments received during the fourteen (14) day comment period will be made available during the public input meeting. At the end of this time the public comment period will be closed. A representative of SRTS shall prepare a report of the comment period for the SRTS Board of Directors.

At a SRTS Board of Directors meeting following the public comment period or at a special meeting of the Board set for the purpose of considering a fare increase and/or major reduction of transit service, a report shall be presented to the Board of Directors on the public comments obtained so they can consider comments in their deliberations before setting the final fare increase amount or determining whether there should be an increase enacted and/or if major transit services should be reduced. The action of the Board of Directors is final.

## HOW TO GET INVOLVED

---

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

### **SIMPCO/SRTS Staff**

Michelle Bostinelos – Executive Director / [Mbostinelos@simpco.org](mailto:Mbostinelos@simpco.org)

Jacob Heil – Regional Planning Director / [jacob@simpco.org](mailto:jacob@simpco.org)

Nicole Peterson—Regional Planner II / [Nicole@simpco.org](mailto:Nicole@simpco.org)

Dawn Kimmel – Regional Planner I / [Dawn@simpco.org](mailto:Dawn@simpco.org)

Gabriel Appiah— Regional Planner I / [Gabriel@simpco.org](mailto:Gabriel@simpco.org)

Joseph Surdam – Regional Planner I / [Joe@simpco.org](mailto:Joe@simpco.org)

Curt Miller – Transit/Facilities Director / [Curt@simpco.org](mailto:Curt@simpco.org)

Bill Cole – Finance Director / [Bill@simpco.org](mailto:Bill@simpco.org)

Sharon Burton – Executive Assistant / [Sharon@simpco.org](mailto:Sharon@simpco.org)

Emily Coppock – Administrative Assistant / [Emily@simpco.org](mailto:Emily@simpco.org)

### **Our Mailing Address is:**

Siouxland Interstate Metropolitan Planning Council

1122 Pierce St.

Sioux City, IA 51102

Telephone (712) 279-6286

Fax (712) 279-6920

<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://simpco.org/divisions/transportation-planning/>.

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, Regional Planning Area, and SRTS service area that are to be contacted about the Public Participation Planning Process and the implementation in the Metropolitan Planning Area, Regional Planning Area, and SRTS service area. In addition, this contact list will also be used in the development of the SIMPCO MPO/SRTPA planning documents. 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 2014 surveys that they did “not want to be notified of future transportation issues/projects in the Metropolitan Planning Area and Regional Planning Area” were given the opportunity to update that information or continue to not receive information regarding transportation planning documents. The 2017 survey was sent out in September and due back in October. The interested parties were asked to choose from the following options on being contacted:

- Please contact me by letter when documents are available on the SIMPCO website.
- Please contact me by email when documents are available on the SIMPCO website.

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.

**M P O P O L I C Y B O A R D**

**Iowa**

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

**Nebraska**

City of Dakota City  
 City of South Sioux City  
 Dakota County

**South Dakota**

City of Jefferson  
 City of North Sioux City  
 Dakota Dunes CID  
 Union County

**Non-voting Members**

Iowa FHWA  
 Nebraska FHWA  
 South Dakota FHWA  
 FTA  
 Iowa DOT  
 Nebraska DOT  
 South Dakota DOT

**M P O T R A N S P O R T A T I O N  
 T E C H N I C A L C O M M I T T E E**

**Iowa**

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

Sioux Gateway Airport  
 Woodbury County

**Nebraska**

City of Dakota City  
 City of South Sioux City  
 Dakota County

**South Dakota**

City of North Sioux City  
 Dakota Dunes CID  
 Union County

**Non-voting Members**

Iowa FHWA  
 Nebraska FHWA  
 South Dakota FHWA  
 FTA  
 Iowa DOT  
 Nebraska DOT  
 South Dakota DOT

**S R T P A P O L I C Y B O A R D**

**Voting Members**

Cherokee County, Iowa  
 City of Cherokee, Iowa  
 City of Le Mars, Iowa  
 Ida County, Iowa  
 Monona County, Iowa  
 Plymouth County, Iowa  
 Woodbury County, Iowa

**Non-voting Members**

FHWA  
 FTA  
 Iowa DOT

**S R T P A T R A N S P O R T A T I O N  
T E C H N I C A L C O M M I T T E E**

**Voting Members**

Cherokee County, Iowa  
City of Cherokee, Iowa  
City of Le Mars, Iowa  
Ida County, Iowa  
Monona County, Iowa  
Plymouth County, Iowa

Siouxland Regional Transit System  
Woodbury County, Iowa

**Non-voting Members**

FHWA  
FTA  
Iowa DOT

**N A T U R A L R E S O U R C E S / C U L T U R A L A G E N C I E S  
I o w a**

Iowa Department of Natural Resources – Air Quality Bureau  
Iowa Department of Natural Resources - Conservation and Recreation Division  
Iowa Department of Natural Resources – Environmental Hazardous Conditions  
Iowa Department of Natural Resources – Forestry Bureau  
Iowa Department of Natural Resources – Water Quality Bureau  
Iowa Department of Natural Resources – Water Quality Certification  
Iowa Department of Transportation - Office of Location and the Environment  
Iowa Environmental Council  
Iowa Natural Heritage Foundation  
Natural Resources Conservation Services  
Office of State Archaeologist  
State Historical Society of Iowa  
U.S. Army Corps of Engineers  
U.S. Environmental Protection Agency  
U.S. Fish and Wildlife Services

**Nebraska**

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

**South Dakota**

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

**Federal**

Natural Resources Conservation Services

U.S. Army Corps of Engineers

U.S. Environmental Protection Agency

U.S. Fish and Wildlife Service

**OTHER INTERESTED  
PARTIES**

1000 Friends of Iowa  
185th Air Refueling Wing/Iowa Air  
National Guard  
ABC Travel  
ABF Freight System Inc.  
AGP  
AMD Distribution  
American Indian Council  
Big Soo Terminal  
BPI  
Brown Transfer Co OPEN  
Burlington Northern Santa Fe Railroad  
Central Petroleum Transport Co  
Central Valley Ag Cooperative  
CF Industries  
Cherokee Area Economic Development  
Cherokee Aviation Authority  
Cherokee County EMA  
Cherokee County Farm Bureau  
Federation  
Cherokee Soils & Water Conservation  
District  
Chicago Central and Pacific Railroad  
Con-Way Freight Control  
Conway Freight Control  
Dakota Valley  
Dakota Valley School District  
Dean Foods  
Don Buhrman Trucking  
Downtown Partners Sioux City  
Ducks Unlimited  
Easter Seals Iowa  
Easter Seals Nebraska  
Fastenal Company  
Fedex Freight  
First Avenue  
Gelita USA  
Great West Casualty Company  
Grow Siouxland Task Force  
Hawthorne Global Aviation

HCI Distribution  
Hirschbach Motor Lines Inc.  
Ho Chunk Inc.  
Holzman Trucking  
Home Builders Association of Greater  
Siouxland  
Hy-Vee, Inc.  
Ida County Economic Development  
Corporation  
Ida County Economic Development  
Ida County EMA  
Iowa Association of Business &  
Industry  
Iowa State University Extension &  
Outreach  
Iowa Workforce Center  
Istate Truck Center  
ISU Woodbury County Extension  
J&J Fitting, LLC  
JPS Trucking Co  
K&B Transportation Inc.  
K&B Transportation Inc.  
Larsen Logistics  
Le Mars Chamber of Commerce  
Le Mars/Plymouth County Fire Rescue  
Department  
Loess Hills Alliance  
Martin Brothers Distributing Co.  
Marx Distribution  
Mary Treglia Community House  
Mel's Trucking  
Mid America Transportation and  
Aviation Museum  
Mid American Transportation and  
Aviation Museum  
Midwest Continental Inc.  
Midwest Medical Transport Company  
Milwaukee Railroads Historic District  
Mobren Transport Inc.  
Monona County ISU Extension &  
Outreach  
Monona Historical Museum

Moville/Woodbury County Fire Rescue  
Department  
Nebraska Department of Aeronautics  
Nebraska Extension in Dakota County  
Nebraska Northeastern Railway  
New Iowan Center  
NNG Environmental Inspector  
Northwest Area Education Agency 12  
NRCS/General Administration  
Omaha Tribe Environmental Protection  
Onawa Fire Department  
Plymouth County EMA  
Plymouth County ISU Extension and  
Outreach  
Ponca Tribe of Nebraska  
Prince Manufacturing Corporation  
Quimby/Cherokee Fire Department  
Richardson Milling, Inc.  
RJ Thomas MFG Co. Inc.  
Rod Krahmer Trucking Inc.  
Sabre Industries  
Saia Motor Freight  
Schuster Trucking Company  
Seaboard Triumph Foods  
Sergeant Bluff Historical Society  
Sergeant Bluff-Luton Community  
School District  
Sierra Club Iowa Chapter  
Sierra Club Nebraska Chapter  
Sierra Club South Dakota Chapter  
Sioux City Community School Dist.  
Sioux City Fire Rescue (Fire  
Department)  
Sioux City Growth Organization  
Sioux City Historic Preservation  
Committee  
Sioux City Public Schools Foundation  
Siouxland Chamber of Commerce  
Siouxland Cyclists  
Siouxland District Health  
Siouxland Economic Development  
Corporation

Siouxland Historical Railroad  
Association  
Siouxland Trails Foundation  
Siouxland Trails Foundation  
Siouxland Unidad Latina  
Soil Solutions LLC  
South Sioux City Chamber of Commerce  
South Sioux City Community Schools  
Tegra  
The Nature Conservancy - Little Sioux  
Project Office  
The Nature Conservancy – Nebraska  
The Nature Conservancy South Dakota  
Field Office/ Western Dakotas Program  
(Western South Dakota Office)  
Tiefenthaler Quality Meats  
Transco Railway Products Inc.  
Tri-State Trekkers Walking Club of  
Siouxland  
Tyson Foods  
U.S. 20 Association  
Union Pacific Railroad  
UPS Store #4018  
USDA Rural Development  
Vitran Express  
VP – Conlon Construction Co.  
VT Industries  
W.C. Emergency Management/Services  
WC Rural Economic Development  
Weinrich Truck Lines  
Wells Blue Bunny  
Westendorf MFG Co.  
Western Iowa Tech Community College  
Westwood Community School Dist.  
Windstar Lines  
Winnebago Tribe of Nebraska  
XPO Logistics  
Yellow Transportation Inc.

**MEDIA**

**NEWSPAPERS**

Dakota County Star

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

***RADIO STATIONS***

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

***TELEVISION STATIONS***

Cableone  
KCAU  
KMEG  
KPTH  
KTIV

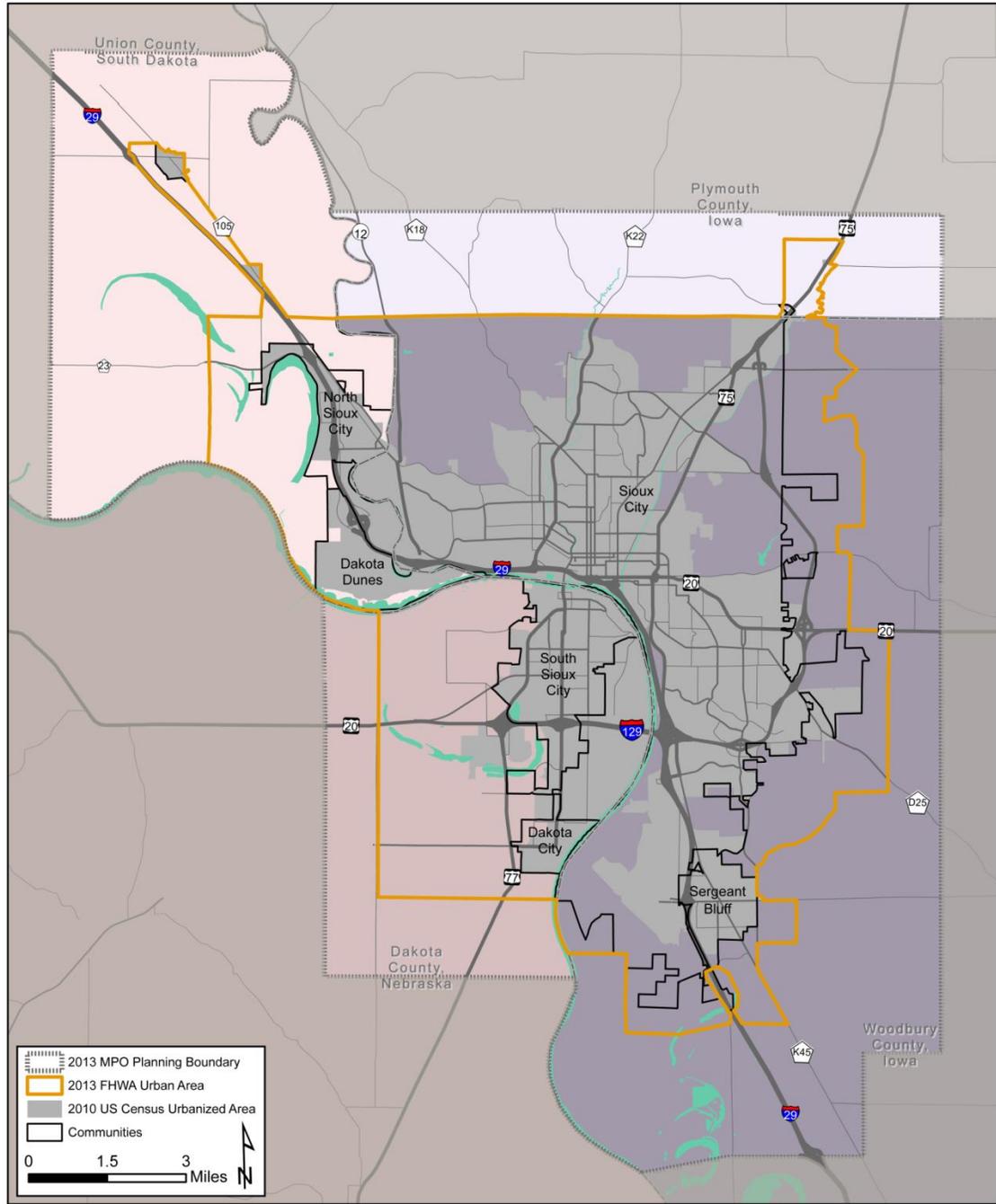
<b>Plan</b>	<b>Description</b>	<b>Updated</b>	<b>Draft Development</b>	<b>Public Meetings/Draft Availability</b>	<b>Public Comment Period</b>	<b>Adoption</b>	<b>Availability</b>
<b>Long Range Transportation Plan (LRTP)</b>	A guiding document of information on existing transportation related systems and 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 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/SRTPA meeting	SIMPCO office and website and can be found at local city halls and county courthouses
<b>Transportation Improvement Program (TIP)</b>	An organized structure of information on improvements to be made within the Metropolitan Planning Area and Regional 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 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/SRTPA meeting; usually in July	SIMPCO office and website and can be found at local city halls and county courthouses
<b>Transportation Planning Work Program (TPWP)</b>	A guiding document of information addressing current and projected transportation needs within a 4	Annually	Staff; with input from interested state and local parties	A draft is posted on SIMPCO's website 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/SRTPA meeting; usually in May	SIMPCO office and website and can be found at local city halls and county courthouses

	year span						
<b><i>Passenger Transportation Plan (PTP)</i></b>	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 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/SRTPA meeting; usually in March	SIMPCO office and website and can be found at local city halls and county courthouses
<b><i>Public Participation Plan (PPP)</i></b>	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 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/SRTPA meeting	SIMPCO office and website and can be found at local city halls and county courthouses

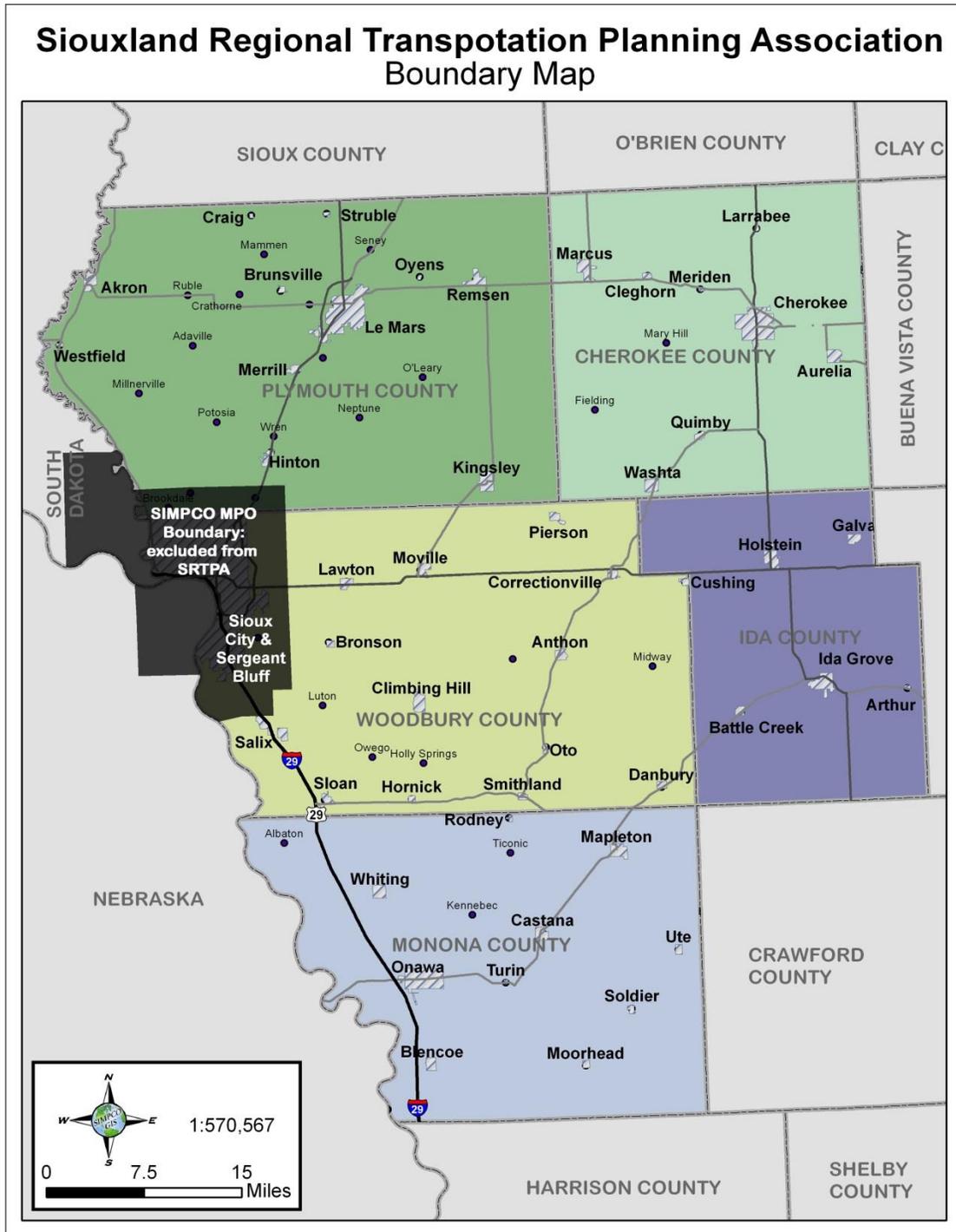
# MAP OF THE SIMPCO MPO PLANNING AREA

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.



MAP OF THE SIMPCO SRTPA PLANNING AREA





Siouxland Interstate Metropolitan Planning Council

1122 PIERCE STREET • SIOUX CITY IOWA • 51105 • PHONE 712.279.6286 • FAX 712.279.6920 • EMAIL SIMPCO@SIMPCO.ORG

### **SIMPCO MPO Resolution 2018 – 11**

**A RESOLUTION ADOPTING THE SIMPCO METROPOLITAN PLANNING ORGANIZATION (MPO), SIOUXLAND REGIONAL TRANSPORTATION PLANNING ASSOCIATION (SRTPA) AND SIOUXLAND REGIONAL TRANSIT SYSTEM (SRTS) PUBLIC PARTICIPATON PLAN**

**WHEREAS**, the Siouxland Interstate Metropolitan Planning Council (SIMPCO) is the designated Metropolitan Organization (MPO) for the Sioux City Metropolitan Area, and the Siouxland Regional Transportation Planning Association is the Regional Planning Affiliation covering the rural portions of Woodbury, Plymouth, Cherokee, Ida and Monona counties in Iowa and Siouxland Regional Transit System (SRTS) is the designated recipient for all federal, state and local transit assistance in rural Woodbury, Plymouth, Cherokee, Ida and Monona counties in Iowa ; and

**WHEREAS**, the SIMPCO MPO, SRTPA and SRTS desires to incorporate a public participation process that fosters public involvement throughout the transportation planning and decision making process; and

**WHEREAS**, the SIMPCO MPO, SRTPA and SRTS has prepared the Public Participation Plan that complies with the FAST-Act, regulations; and

**WHEREAS**, the draft Public Participation Plan has been available for public comment for 45 days and the comment period on the draft has now expired.

**NOW, THEREFORE Be IT RESOLVED**, that the SIMPCO MPO Policy Board, SRTPA Policy Board and SRTS Board of Directors hereby approves the Public Participation Plan

Approved by the SIMPCO MPO Policy Board on this 3<sup>rd</sup> day of May, 2018

Ken Beaulieu  
SIMPCO MPO Policy Board Chairperson

Aaron Lincoln  
SIMPCO MPO TTC Chairperson

Approved by the SRTPA Policy Board and SRTS on this 24<sup>th</sup> day of May, 2018

Jeff Simonsen, SRTPA Policy Board Chairperson,  
SRTS Board of Directors Chairperson

Curt Miller  
SRTPA TAC Chairperson

ATTEST

Michelle Bostinelos  
SIMPCO Executive Director

