

## Appendix A:

### I. Public Participation in the Long Range Transportation Plan

The purpose of this section is to document the involvement of the Siouxland residents, the Siouxland Regional Transportation Planning Association (SRTPA) committee members, and public and private transportation providers. SRTPA has made the 2045 Long Range Transportation Plan available online on the SIMPCO website at <https://simpco.org/divisions/transportation-planning/long-range-transportation-plans-lrtp/>.

#### A. Long Range Transportation Plan Meetings

- January 16, 2019: Presented Draft Chapters 1 – 3 to the SRTPA Technical Advisory Committee
- February 7, 2019: Presented Draft Chapters 1 – 3 to the SRTPA Policy Board
- March 12, 2019: Presented Draft Chapter 4 to the SRTPA Technical Advisory Committee
- March 21, 2019: Presented Draft Chapter 4 to the SRTPA Policy Board
- May 15, 2019: Presented Draft Chapters 5 – 7 to the SRTPA Technical Advisory Committee
- May 23, 2019: Presented Draft Chapters 5 – 7 to the SRTPA Policy Board
- September 11, 2019: Presented Final Draft of LRTP to SRTPA Technical Advisory Committee
- September 26, 2019: Presented Final Draft of LRTP to SRTPA Policy Board
- October 24, 2019: Public Input meeting in Correctionville, Iowa
- October 30, 2019: Public Input meeting in Holstein, Iowa

#### B. Long Range Transportation Plan Information Recipients

SRTPA sent a memo/letter inviting interested organizations, entities, and members of the public to the LRTP Open Houses. The following tables show the two different groups that were on either SRTPA's mailing or email list.

**Table A.1: LRTP Email List**

Contact Person	Organization	Email
Sarah Tracy	Cherokee County	stracy@co.cherokee.ia.us
Wane Miller	Cherokee County	wmiller@co.cherokee.ia.us
Rick Mongan	Cherokee County	rick@monganpainting.net
Amy Loughlin	City of Cheorkee	loughlin700@gmail.com
John Meis	City of Cherokee	meis@frontiernet.net
Jason Vacura	City of Le Mars	jvacura@lemarsiowa.com
John Rexwinkel	City of Le Mars	johnny@premieronline.net
Andrea White	DOT	ANDREA.WHITE@iowadot.us
Cindy Shearer	DOT	Cindy.Shearer@iowadot.us
Dakin Schultz	Iowa DOT	Dakin.Schultz@iowadot.us
Darla Hugaboom	FHWA	Darla.Hugaboom@dot.gov
Sean Litteral	FHWA	Sean.Litteral@dot.gov
Daniel Nguyen	FTA	daniel.nguyen@dot.gov
Jeff Williams	Ida County	jwilliams@idacountyia.us
Rhett Leonard	Ida County	rhett.alan.leonard@gmail.com
Dustin Wallis	Monona County	mocoeng@longlines.com
Tammy Bramley	Monona County	bramley_tammy@hotmail.com
Tom Rohe	Plymouth County	TRohe@co.plymouth.ia.us
Gary Horton	Plymouth County	garymhorton@yahoo.com
Curt Miller	SRTS	curt@simpco.org
Mark Nahra	Woodbury County	mnahra@woodburycountyiowa.gov
Ben Kusler	Woodbury County	bkusler@woodburycountyiowa.gov
Keith Radig	Woodbury County Board of Supervisors	kradig@woodburycountyiowa.gov

### C. Media Outlets

S RTPA has sent periodic updates on the plan to area newspapers, radio stations, and television stations. Table A.2 is a list of the media outlets receiving updates and public meeting times concerning the LRTP.

**Table A.2: S RTPA Media Contacts**

Newspaper	Address
The Journal	515 Pavonia St., Sioux City, IA 51101
Daily Sentinel	41 1st Ave. NE, Le Mars, IA 51031
Cherokee Chronicle Times	111 South 2nd St., Cherokee, IA 51012
Onawa Democrat	720 Iowa Ave., Onawa, IA 51040
Onawa Sentinel	1014 9th St., Onawa, IA 51040
Ida County Courier	214 Main St. PO Box 249, Ida Grove, Iowa 51445
Mapleton Press	502 Main St. PO Box 187, Mapleton, Iowa 51034
Ryan Publishing Company (Whiting)	621 Whittier St., Whiting, Iowa 51063
Marcus News	401 N. Main St., Marcus, Iowa 51035
The Record (Kingsley)	
Remsen Bell-Enterprise	246 S Washington St., Oyens, Iowa 51045
Akron Hometownner	110 Reed St. PO Box 797, Akron, Iowa, 51001
Aureila Star-Dispatch	PO Box 249, Ida Grove, Iowa 51445
Danbury Review	209 Thomas St., Danbury, Iowa 51019
Hinton Times	33599 Jade Ave., Iowa, 51024-8967
Moville Record	238 Main St. PO Box 546, Moville, Iowa 51039
Radio Station	Address
KCHE Radio	201 S 5th St. PO Box 141, Cherokee, Iowa 51012
KLEM Radio	37 2nd AvE. NW, Le Mars, Iowa 51031-3529
KWIT Radio	4647 Stone Ave., Sioux City, Iowa 51106
Television Station	Address
KTIV	2929 Signal Hill Dr., Sioux City, Iowa, 51108
KCAU TV	5993 Gordon Drive, Sioux City, Iowa 51106
KPTH	100 Gold Circle, Dakota Dunes, South Dakota, 57049
KSCJ	2000 Indian Hills Dr., Sioux City, Iowa 51104
KMEG	100 Gold Circle, Dakota Dunes, South Dakota, 57049

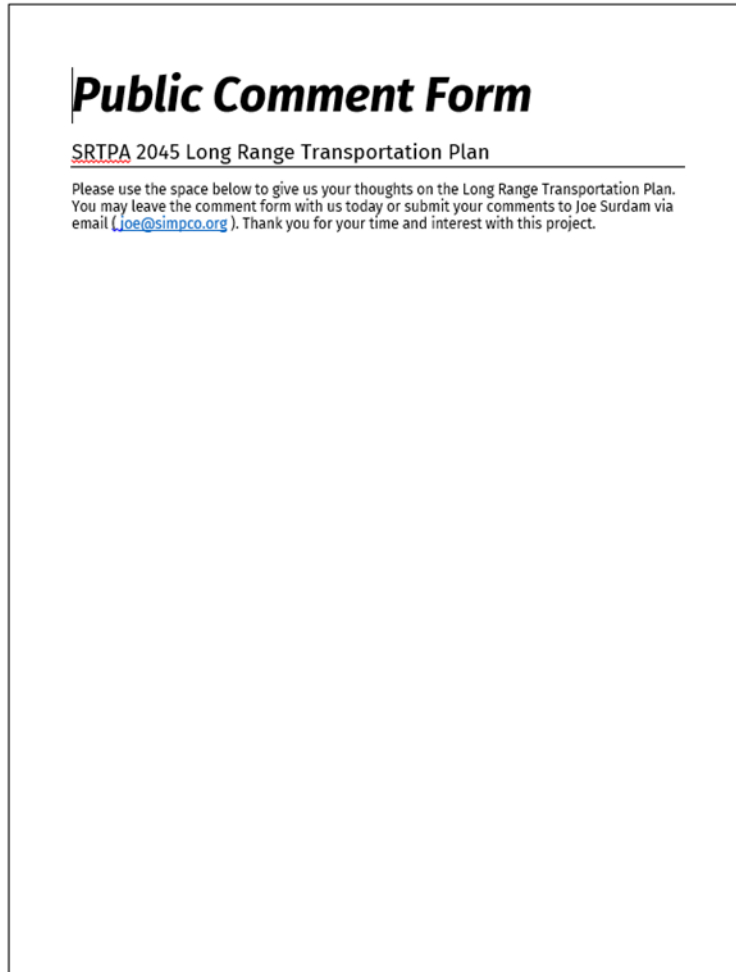
A press release concerning the LRTP Public Open House can be found in the following paragraph. The press release was sent to the regional media outlets a month and one week prior to the event and the week of the open house.

The Siouxland Regional Transportation Planning Associations (S RTPA) is culminating the 2045 Long Range Transportation Plan process with open houses; October 24th from 4:30-5:30 p.m. at the Correctionville Community Center: 312 Driftwood St, Correctionville, IA 51016 and on October 30th from 4:30-5:30 p.m. at the Holstein Community Center- Lohff-Schumann Memorial: 301 Lohff-Schumann Dr, Holstein, IA 51025. S RTPA is soliciting residents of the Regional Planning Area for input on the plan. The 2045 Long Range Transportation Plan updates the 2040 Long Range Transportation Plan adopted by the S RTPA Policy Board in 2014. The 2045 plan serves as an update on the issues covered in the previous plan by encompassing all modes of transportation. Plan updates will occur at least every five years, maintaining a consistency with forecasted transportation and land use conditions. Adoption of the S RTPA Long Range Transportation Plan is slated for November of 2019. The Siouxland Regional Transportation Planning Association includes the cities of Le Mars and Cherokee and the counties of Cherokee, Ida, Monona, Plymouth, and Woodbury, excluding the Metropolitan Planning Organization area. For more information on the open house, contact the office at 712-279-6286.

#### **D. Input at the Long Range Transportation Plan Public Open House**

S RTPA actively invited those attending the open house to make comment and query the staff. Individuals, not only during the open house but also during the 45 day public input period, were encouraged to comment and question the plan. The two open houses notifications were not mailed out to S RTPA's mail, email, and media list, but were posted on the SIMPCO Facebook and Twitter pages. Figure A.1 is the form used to elicit opinion from interested parties.

**Figure A.1: S RTPA LRTP Public Comment Form**



**Public Comment Form**

S RTPA 2045 Long Range Transportation Plan

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Please use the space below to give us your thoughts on the Long Range Transportation Plan. You may leave the comment form with us today or submit your comments to Joe Surdam via email ([joe@simpco.org](mailto:joe@simpco.org)). Thank you for your time and interest with this project.

**E. Comments from the Long Range Transportation Plan Public Open House and Public Comment Period**

Comments of the Long Range Transportation Plan consisted of the following:

- Increase safety and raise awareness on the issues at the Highway 20 and Highway 59 intersection.
- Add deceleration lane going into assisted living facility in Holstein.
- Speed through City of Holstein and Highway 20 intersection is a concern.
- A comment was made about a road project located just north of Correctionville and the impact it may have on residents who live alongside the road.

IDOT also provided chapter by chapter comments to SRTPA staff during the process of writing this plan. Many of these comments asked to provide more detail, to clarify things, or edits to maps concerning the marking of roads and projects.

**F. Attendees of the Long Range Transportation Plan Open House**

First Open House Meeting:

# Sign-In Form

SRTPA 2045 Long Range Transportation Plan

NAME	ORGANIZATION	EMAIL
Bill Forbes	CEDCORP INC	bforbes@longlines.com
Phil Swearing	CORNER HARDWARE	ASWING@hotmail.com
Jon Cunningham	CITIZEN CIVILLE	
Andy Dase	Anthony	AndyJoDase@gmail.com

Second Open House Meeting:

# Sign-In Form

SRTPA 2045 Long Range Transportation Plan

NAME	ORGANIZATION	EMAIL
Theresa Pcienz	City of Holstein	
Conniehead	City of Holstein	N/A

## ***Appendix C: Iowa 5% Most Severe Safety Needs Report***

IDOT created a new Highway Safety Improvement Program (HSIP), whose job it is to reduce traffic fatalities and serious injuries on public roads. The whole idea of this plan is to raise public awareness of highway safety needs and challenges. The plan gives out a ranking of the top 5% fatal and major injury crashes, and gives the corridor that is the problem, potential solutions, estimated costs, and a description. More information and maps of where Region IV's safety concerns are can be found at:

[http://www.iowadot.gov/crashanalysis/fivepercent/2010/iowa\\_5percent\\_consolidatedreport\\_2010\\_final.pdf](http://www.iowadot.gov/crashanalysis/fivepercent/2010/iowa_5percent_consolidatedreport_2010_final.pdf)

## ***Appendix D: Acronyms***

### ***Acronyms Commonly Used By SRTPA***

AADT	Annual Average Daily Traffic (number of vehicles per day)
ACS	American Community Survey
AMHP	America's Marine Highway Program
BNSF	Burlington Northern Santa Fe Corporation
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CC&P	Chicago Central & Pacific Railroad
D&I	Dakota & Iowa Railroad Company
DNR	Department of Natural Resources (Iowa)
DOT	Department of Transportation
FAST	Fixing America's Surface Transportation Act
FFC	Federal Functional Classification
FHWA	Federal Highway Administration (part of U.S. DOT)
FTA	Federal Transit Administration (part of U.S. DOT)
GIS	Geographic Information System- computerized mapping and planning tool
GPS	Global Positioning System
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
ICAAP	Iowa Clean Air Attainment Program
IDOT	Iowa Department of Transportation
IHAP	Iowa Habitat Access Program
ITS	Intelligent Transportation System
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MPO	Metropolitan Planning Organization
NAFTA	North American Free Trade Agreement
NEPA	National Environmental Policy Act
NGO	Non-Governmental Organization
NHS	National Highway System – network identified by Congress
NHPP	National Highway Performance Program
OPA	Other Principal Arterial

PCI	Pavement Condition Index
PDO	Property Damage Only
RISE	Revitalize Iowa's Sound Economy (Iowa)
RPA	Regional Planning Affiliation
RUTF	Road Use Tax Fund (Iowa)
SAFETEA – LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users
SI&A	Structure Inventory and Appraisal
SIMPCO	Siouxland Interstate Metropolitan Planning Council
SRTPA	Siouxland Regional Transportation Planning Association
SRTS	Siouxland Regional Transit System
STBG	Surface Transportation Block Grant
STP	Surface Transportation Program
TAC	Technical/Transportation Advisory Committee
TAP	Transportation Alternatives Program
TIME-21	Transportation Investment Moves the Economy in the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
VMT	Vehicle Miles of Travel – number of miles traveled over a given highway.

## **Appendix E: Glossary**

### **Glossary of Definitions:**

Sources: FHWA, IA DOT

**Arterial:** A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

**Arterial Highway:** A major highway used primarily for through traffic

**Arterial Street:** A class of street serving major traffic movements (high speed, high volume) for travel between major points

**Average Annual Daily Traffic (AADT):** The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

**Collector Streets:** The principal purpose of this category of roadways is to connect the local street network to the arterial and primary system. They may also include land access (stores, buildings, etc.), particularly to larger more intense land uses, but 'through' trips and total capacity starts to become important. Speeds are higher than on local streets.

**Congestion Mitigation & Air Quality Improvement Program (CMAQ):** A categorical Federal-aid funding program created with the ISTEA. Directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).

**Department of Transportation (DOT):** Establishes the nation's overall transportation policy. Under its umbrella there are ten administrations whose jurisdictions include highway planning, development and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines. The Department of Transportation (DOT) was established by act of October 15, 1966, as amended (49 U.S.C. 102 and 102 note), "to assure the coordinated, effective administration of the transportation programs of the Federal Government" and to develop "national transportation policies and programs conducive to the provision of fast, safe, efficient, and convenient transportation at the lowest cost consistent therewith."

**Federal Highway Administration (FHWA):** A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads. The Federal agency within the U.S. Department of Transportation responsible for administering the Federal-Aid Highway Program. Became a component of the Department of Transportation in 1967 pursuant to the Department of Transportation Act (49 U.S.C. app. 1651 note). It administers the highway transportation programs of the Department of Transportation under pertinent legislation



**Federal Transit Administration (FTA):** A branch of the US Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the Nation's communities and natural environment, and to strengthen the national economy. (Formerly the Urban Mass Transportation Administration) operates under the authority of the Federal Transit Act, as amended (49 U.S.C. app. 1601 et seq.). The Federal Transit Act was repealed on July 5, 1994, and the Federal transit laws were codified and re-enacted as chapter 53 of Title 49, United States Code. The Federal Transit Administration was established as a component of the Department of Transportation by section 3 of Reorganization Plan No. 2 of 1968 (5 U.S.C. app.), effective July 1, 1968. The missions of the Administration are 1) to assist in the development of improved mass transportation facilities, equipment, techniques, and methods, with the cooperation of mass transportation companies both public and private. 2) to encourage the planning and establishment of areawide urban mass transportation systems needed for economical and desirable urban development, with the cooperation of mass transportation companies both public and private. and 3) to provide assistance to State and local governments and their instrumentalities in financing such systems, to be operated by public or private mass transportation companies as determined by local needs; and 4) to provide financial assistance to State and local governments to help implement national goals relating to mobility for elderly persons, persons with disabilities, and economically disadvantaged persons.

**Geographic Information Systems (GIS):** 1) Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information. 2) A system of hardware, software, and data for collecting, storing, analyzing, and disseminating information about areas of the Earth. For Highway Performance Monitoring System (HPMS) purposes, Geographical Information System (GIS) is defined as a highway network (spatial data which graphically represents the geometry of the highways, an electronic map) and its geographically referenced component attributes (HPMS section data, bridge data, and other data including socioeconomic data) that are integrated through GIS technology to perform analyses. From this, GIS can display attributes and analyze results electronically in map form.

**Global Positioning System (GPS):** A navigation system that uses satellites to provide a receiver on earth with extremely accurate measurements of its three-dimensional position, velocity and time.

**Intelligent Transportation Systems (ITS):** The application of advanced technologies to improve the efficiency and safety of transportation systems.

**Intermodal:** The ability to connect, and the connections between, modes of transportation

**Iowa Clean Air Attainment Program (ICAAP):** To fund highway/street, transit, or trail projects or programs which help maintain Iowa's clean air quality by reducing transportation-related emissions.

**Local Streets:** The principal purpose of these facilities is to provide transportation access to local land uses. Consequently, 'through' movement on local streets is not a priority and in many cases is actively discouraged. Speeds are nominal and capacities are usually low.

**Long Range Transportation Plan (LRTP):** A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

**Metropolitan Planning Organization (MPO):** Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. 2) Formed in cooperation with the state, develops transportation plans and programs for the metropolitan area. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing 75 percent of the affected population (in the metropolitan area), including the central cities or cities as defined by the Bureau of the Census, or in accordance with procedures established by applicable State or local law (23 U.S.C. 134(b)(1)/Federal Transit Act of 1991 Sec. 8(b)(1)). (FHWA2) \* source FHWA website <http://www.fhwa.dot.gov/planning/glossary>

**Moving Ahead for Progress in the 21<sup>st</sup> Century (Map-21):** Passed on June 29, 2012; signed on July 6, 2012 (Pub. L. 112-141).

**North American Free Trade Agreement (NAFTA):** A formal agreement, or treaty, between Canada, Mexico and the United States of America to promote means for improved and increased free trade between the three countries; the effect of NAFTA on transportation was to increase the need to upgrade existing, and build new, transportation facilities between and within the countries.

**National Environmental Policy Act (NEPA):** Federal law providing for environmental assessments of impacts and public input into all federally funded projects; an environmental study could be either an environmental impact statement or environmental assessment.

**National Highway System (NHS):** This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b). (23CFR500)

**Other Principal Arterial (OPA):** Major streets or highways, many of multi-lane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel.

**Pavement Conditional Index (PCI):** A 0-100 rating representing the condition of state highway pavements (0 worst – 100 best); PCI is a measure of pavement condition only and does not consider geometrics, safety or congestion; the index is used as a network-level performance measure and as one of many tools to identify pavement improvement needs.

**Pavement Management System (PMS):** A system relays data on the physical characteristics of the roadway system such as depth of subsurface, cracking, heaving, thickness, etc. This system is operated in cooperation with several statewide MPO's and the Iowa DOT with some contributing financially.

**Regional Planning Affiliation (RPA):** Regional transportation planning became the focal point in Iowa when the Intermodal Surface Transportation Efficiency Act (ISTEA) became law in 1991. As a starting point for forming a new state/regional transportation planning partnership, the Iowa Transportation Commission designated 16 regional transit-planning regions as the initial basis for organization. Local officials representing the cities and counties were provided the opportunity to indicate their preference to remain in their current transit-planning region, join with another region, or partner with other counties to form a new regional planning affiliation (RPA). Currently, there are 18 regional planning affiliations covering the state from border to border. The metropolitan planning organizations (MPOs) were not included in the regions, but all planning agencies are encouraged to cooperate in planning efforts and coordinate planning.

**Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU):** Serves as an update to ISTEA and TEA-21 and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009

**Safe Routes to School:** Federal initiative to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

**Siouxland Interstate Metropolitan Planning Council (SIMPCO):** a council of governments serving the tri-state area of Iowa, Nebraska and South Dakota.

**Siouxland Regional Transportation Planning Association (SRTPA):** a regional planning affiliation (RPA) providing transportation planning services for Cherokee, Ida, Monona, Plymouth & Woodbury Counties excluding the metropolitan planning organization (MPO) area.

**Siouxland Regional Transit System (SRTS):** The mission of Siouxland Regional Transit System is to provide safe, dependable, and efficient public transit services for all citizens within our service area in a manner that will help them maintain and improve their quality of life. Siouxland Regional Transit services are open to the general public, including persons with disabilities.

**Surface Transportation Program (STP):** Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

**Transportation Improvement Program (TIP):** A document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA funds for the next one- to three-year period.

**Vehicle-Miles Traveled (VMT):** The total distance traveled in miles in a given time period.

## Appendix F: Resolution



Siouxland Interstate Metropolitan Planning Council

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### **Siouxland Regional Transportation Planning Association (SRTPA)**

#### **Resolution 2020-3**

##### FINAL APPROVAL OF SRTP LONG RANGE TRANSPORTATION PLAN

WHEREAS, the development of the SRTPA Long Range Transportation Plan is developed under the guidance of the Fixing America's Surface Transportation Act of 2016 is continuing, cooperative and comprehensive in accordance with 23 C.F.R 450 and 49 C.F.R. 613, subject to the concurrence of the Iowa Department of Transportation; and

WHEREAS, the 2045 SRTPA Long Range Transportation Plan is consistent with the goals and objectives of all members and cooperating agencies;

NOT, THEREFORE, BE IT RESOLVED, that the SRTPA Policy Board approves the 2045 SRTPA Long Range Transportation Plan as the long-range transportation Plan for the RPA Region IV.

Approved by the SRTPA Policy Board and signed this 21<sup>st</sup> day of November, 2019.

  
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John Rexwinkel  
SRTPA Policy Board Chairperson

  
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Michelle Bostinelos  
Executive Director

