

2023 FINAL PUBLIC PARTICIPATION PLAN

FOR

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 transportation planning funds provided through the
Bipartisan Infrastructure Law (BIL)

ACKNOWLEDGEMENTS

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Alex Gubbels	Dakota County, Nebraska

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Justin Luther	Federal Highway Administration – Nebraska
Darla Hugaboom	Federal Highway Administration – Iowa
Greg Heitmann	Federal Highway Administration – So. Dakota
Sarah Gilkerson	South Dakota Department of Transportation
Craig Wacker	Nebraska Department of Transportation
Lucinda Dowding	Nebraska Department of Transportation
Kaine McClelland	Nebraska Department of Transportation
Dakin Schultz	Iowa Department of Transportation

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Mark Nahra	Woodbury County
Curt Miller	Siouxland Regional Transit System

NON-VOTING MEMBERS

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

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REGIONAL TRANSIT SYSTEM STAFF

Michelle Bostinelos	Executive Director
Curt Miller	Transit/Facility Director
Brian Pearson	Transit Director
Josh Bush	Interim Finance Director
Erin Berzina	Regional Planning Director
Dawn Kimmel	Regional Planner II
Corinne Erickson	Regional Planner I
Ryan Brauer	Regional Planner I
Adam Martin	Regional Planner I
Sharon Burton	Executive Assistant
Emily Guthrie	Administrative Assistant II

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INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization (MPO) and the Siouxland Regional Transportation Planning Association (SRTPA) have 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 (excluding the Metropolitan Planning Area), Ida, and Monona Counties in Iowa. This PPP complies with standards as established through 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 residents of the Metropolitan Planning Area and Regional Planning Area an opportunity to voice opinions and express concerns about transportation issues of the Metropolitan Planning Area’s and Regional Planning Area’s multimodal and intermodal transportation planning and programming vision and initiatives. SIMPCO MPO/SRTPA/SRTS are responsible for the preparation of this PPP, in accordance with local and county officials, the SIMPCO MPO/SRTPA Transportation Technical Committees, Policy Boards, 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.

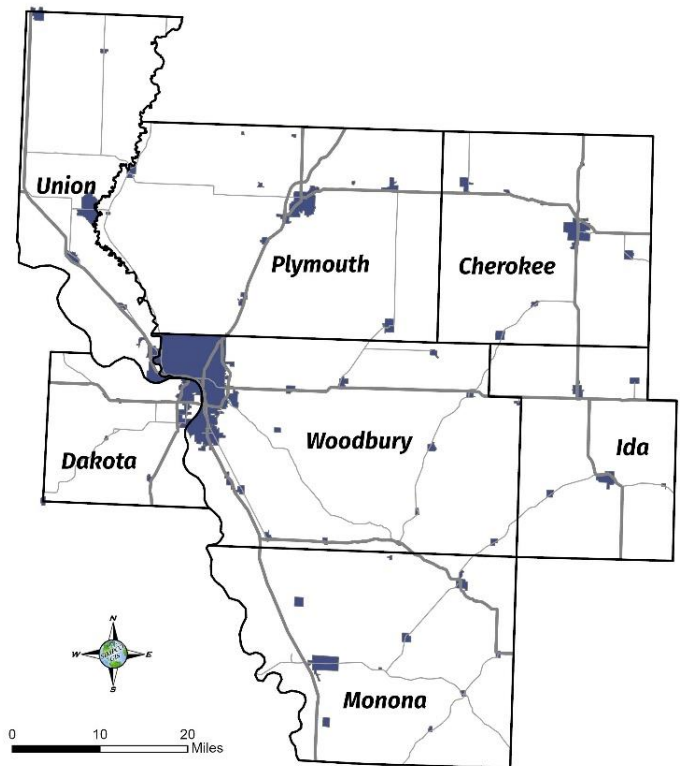
Michelle Bostinelos, Executive Director
Siouxland Interstate Metropolitan Planning Council
1122 Pierce St.
Sioux City, Iowa 51105
Telephone (712) 279-6286
Fax (712) 279-6920
Email: mbostinelos@simpco.org

AGENCY OVERVIEW

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

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, Housing, and Siouxland Regional Transit System (SRTS).



BOARDS AND COMMITTEES

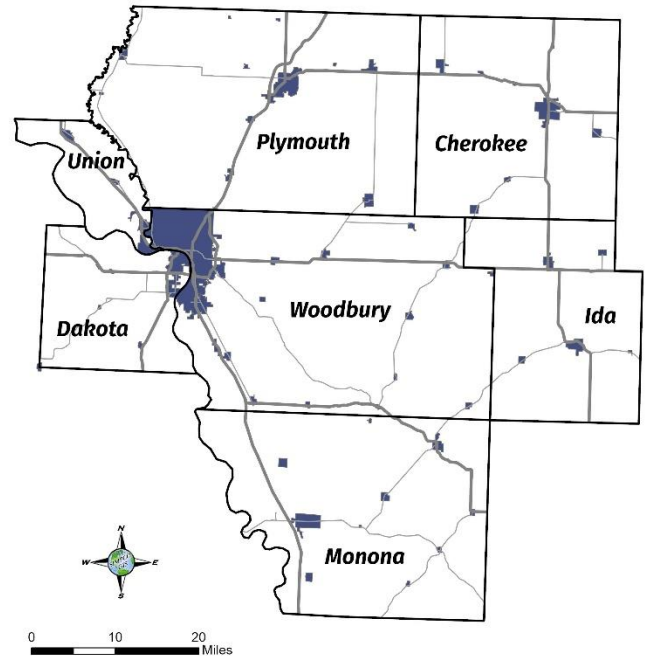
- SIMPCO Executive/Finance Committee
- SIMPCO Board of Directors
- Comprehensive Economic Development Strategy Committee (CEDS)
- SIMPCO Regional Policy and Legislative Affairs Committee
- SIMPCO Metropolitan Planning Organization (MPO) Transportation Technical Committee
- SIMPCO Metropolitan Planning Organization (MPO) Policy Board
- SIMPCO Metropolitan Planning Organization (MPO) Bicycle/Pedestrian Roundtable
- Siouxland Regional Transportation Planning Association (SRTPA) Technical Advisory Committee
- Siouxland Regional Transportation Planning Association (SRTPA) Policy Board
- SIMPCO Transportation Advisory Group (TAG)
- Siouxland Regional Transit System (SRTS) Board of Directors
- Western Iowa Community Improvement Regional Housing Trust Fund (WICIRHTF) Board of Directors
- Dakota County Rural Economic Development (RED) Committee
- Water Resources Committee
- Iowa West Coast Initiative Committee (IWCI)
- Region IV Local Emergency Planning Committee (LEPC)
- Region IV Hazardous Materials Response Commission (HMRC)
- Tri-State Incident Management Team (TSIM)

SRTS

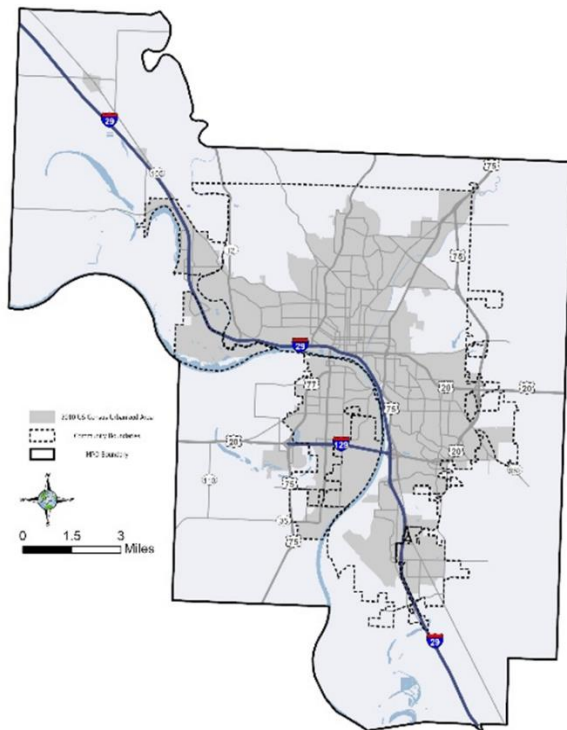
SRTS is a demand-responsive, ADA accessible, public transit system which provides public transportation services to the general public of Cherokee, Ida, Monona, Plymouth and Woodbury Counties in Iowa, Dakota County, Nebraska, and Southern Union County, South Dakota. SRTS is dedicated to providing transportation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

BOARDS AND COMMITTEES

- Siouxland Regional Transit System (SRTS) Board of Directors



MPO



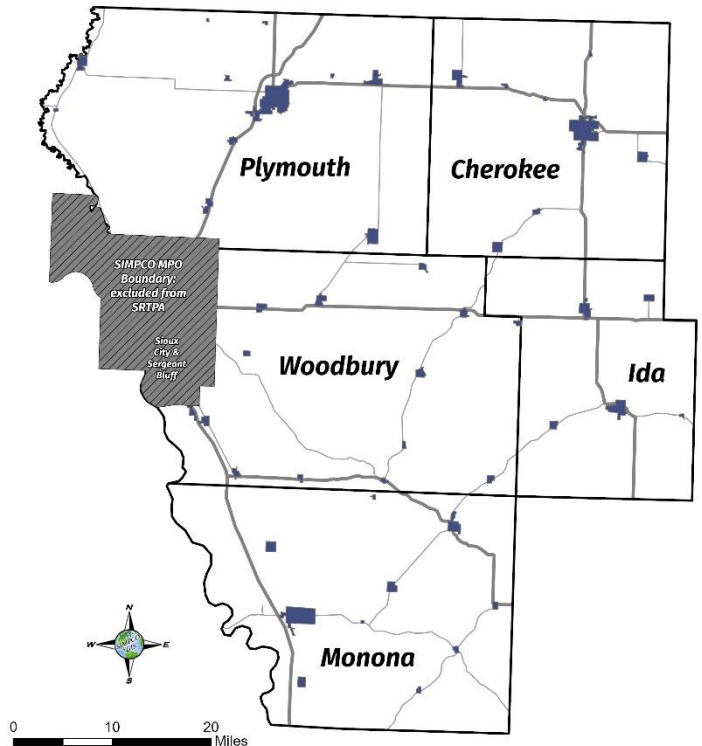
An MPO is a group composed of locally elected officials, state department of transportation officials, and transit operators serving as a forum to determine transportation objectives to meet the needs of their respective areas of representation. The Metropolitan Planning Area, SIMPCO's MPO, is responsible for the counties of Woodbury and Plymouth, 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.

BOARDS AND COMMITTEES

- SIMPCP Metropolitan Planning Organization (MPO) Transportation Technical Committee
- SIMPCP Metropolitan Planning Organization (MPO) Policy Board
- SIMPCO Metropolitan Planning Organization (MPO) Bicycle/Pedestrian Roundtable
- SIMPCO Transportation Advisory Group (TAG)

SRTPA

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 Long Range 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

- 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 statues 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 origins of the PPP are founded in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 which greatly expanded public involvement in transportation planning and programming. Legislation and related guidance presented a performance-based approach to public involvement allowing state and local transportation agencies to custom design their own public involvement processes in response to local conditions. In 1998, the Transportation Equity Act for the 21st Century (TEA-21) was signed into law, building on initiatives established by ISTEA. TEA-21 combined the progressive planning initiatives of ISTEA programs with new standards as needed to address the challenges of improving safety during record-level increases in traffic volume. In 2005, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU required updates for SIMPCO's MPO/SRTPA/SRTS Public Participation Plan to include specified groups and agencies that would need to be contacted during the development of future plans. The SIMPCO MPO/SRTPA/SRTS assembled a contact list of groups representing populations and organizations within SAFETEA-LU's criteria and invited them to designate representative(s) to participate as stakeholders and/or interested parties in the public participation process. This list is maintained and updated regularly. Contacts are used for a distribution list when SIMPCO MPO/SRTPA/SRTS documents are available for public review and comment. The Fixing America's Surface Transportation (FAST) Act of 2015 was approved and replaced the Moving Ahead for Progress in the 21st Century (MAP-21) Act (2012). MAP-21 continued the emphasis on public accessibility of planning documents and deliberate outreach efforts expanding on community meetings and interactive participation. The FAST Act streamlined performance-based measurements for transportation projects but offered minimal variation specific to public participation.

The Infrastructure Investment and Jobs Act (IIJA), also known as Bipartisan Infrastructure Law (BIL), was signed into legislation on November 15, 2021, replacing the FAST Act. Much of the procedural process and requirements from the FAST Act were brought into and combined with new regulations. Regarding the public participation process, requirements continue to build upon those developed under ISTEA, TEA-21, SAFETEA-LU, MAP - 21, and the FAST Act. Equity is an enhanced focus of the IIJA/BIL which emphasizes promoting awareness of rights to access of plans and planning documents to the public, especially historically underrepresented populations, and parties likely affected by a planned project.

Specific legislation apart from transportation programming guidance further dictates the public participation process. The following serve as standards in guiding principles.

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 national origin in programs that receive federal financial assistance. To learn more about Title VI, log on to www.usdoj.gov and search for Title VI of the Civil Rights Act of 1964.

The SIMPCO MPO, SRTPA and SRTS is committed to ensuring everyone in the Siouxland area, including low-income and minority population groups, have sufficient access to the transportation planning process and are given every opportunity to voice their opinions in decision-making. Staff members will utilize the following in the public participation process:

- Continue developing a comprehensive listing of human service and transit providers throughout the region as part of the Coordinated Human Service Plan/Passenger Transportation Plan.
- Share relevant information regularly with these providers on related transit/transportation activities.
- Make additional efforts to engage minority and low-income residents in public participation.
- If requested, we will provide an interpreter and/or ADA accommodation
- Evaluate challenges encountered when hearing opinions from groups.
- Distribute information to newspapers serving Limited English Populations.
- If requested, documents can be translated through telephone or local services.
- Continue to utilize all social media outlets.

EXECUTIVE ORDER 13166

Executive Order 13166, also known as the “Limited English Proficiency” (LEP) Executive order, was signed by the President in 2000. The purpose of the order is to ensure that the people who do not speak English as their primary language and who have limited ability to read, speak, write, or understand English have access to important government services and programs. The order requires federal agencies to provide language assistance services to people with limited English proficiency, such as translation services and interpreters. The order also requires all recipients of federal financial assistance to comply with Title VI which provides protection to LEP persons under national origin.

SRTS LEP plan: https://simpco.org/wp-content/uploads/2023/03/Limited-English-Proficiency-Plan_Oct-2020.pdf

Sioux City Transit LEP plan: available upon request

Source: <https://www.justice.gov/crt/executive-order-13166>

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. Executive Order 12898 and related information can be found online.

Sources: <https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice>
<https://www.fema.gov/executive-order-12898-environmental-justice-low-income-minority-populations-1994>

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. More information on Chapter 21 Open Meeting Law of Iowa can be found online.

Source: <https://www.legis.iowa.gov/docs/ico/chapter/21.pdf>

The Nebraska Open Meetings Act was passed by the Nebraska 84th Legislature in 1975. This Act allows public access to all meetings and gives guidelines and provisions to attendees and those holding the meeting. Nebraska Open Meetings Act information can be found online.

Sources: <http://nebraskalegislature.gov/laws/statutes.php?statute=84-1411>
<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. The South Dakota Open Meetings Law can be found online.

Source: <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. More on the Chapter 22 Public Records Law is available online.

Sources: https://ipib.iowa.gov/sites/default/files/chapter_22.pdf
<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 one of the provided online resources.

<https://nebraskalegislature.gov/laws/statutes.php?statute=s8407012000>
<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. The South Dakota Open Records Law and related information can be found online.

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

FEDERAL REGULATIONS

- A. 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:
1. 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 for:
 - i. 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.
 - ii. Providing timely notice and reasonable access to information about transportation issues and processes.
 - iii. Employing visualization techniques to describe metropolitan transportation plans and TIPs.
 - iv. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web.
 - v. Holding any public meetings at convenient and accessible locations and times.
 - vi. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP.
 - vii. 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.
 - viii. 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.

- ix. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part.
 - x. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
2. 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.
 3. 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.
- B. In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
1. Recipients of assistance under title 49 U.S.C. Chapter 53;
 2. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 3. Recipients of assistance under [23 U.S.C. 201](#)–204.
- C. (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- D. (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

- E. (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in [paragraphs \(b\), \(c\), and \(d\)](#) of this section, which may be included in the agreement(s) developed under [§ 450.314](#).

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 and available on our website.

NEWS RELEASES

News releases will be distributed to all newspapers and radio and television stations that either originate or have significant circulation coverage 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 notice of activities including internet links to view plans and products online will be sent to the County seat within the planning region.

SOCIAL MEDIA

Staff promotes available documents and materials through the SIMPCO website and on social media sites such as [Facebook](#). This outlet is also used to notify the public of comment periods and Public Input Meetings.

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 BIL 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 arise.

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/commission meeting, or other local public meeting.

OPEN MEETINGS

Meetings of the SIMPCO MPO/SRTPA Transportation Technical/Advisory Committees (TTC/TAC), Policy Boards, and SRTS Board of Directors are open to the public. The meeting rooms are accessible for persons with disabilities. The MPO TTC typically meets on the first Wednesday of every other month, while the MPO Policy Board meets on the first Thursday of every month. Additionally, SRTPA TAC usually meets on the third Wednesday, and SRTPA Policy Board and SRTS Board usually meets on the fourth Thursday of every month. Meeting notices, in the form of a regular agenda, and minutes will be sent to media outlets and posted on the SIMPCO website and announced in electronic notices. These meetings take place at the SIMPCO/SRTS office and because we are not on a transit route, SRTS can provide transportation from the nearest transit stop if requested 24 hours in advance. To request special accommodations at a meeting, please contact the SIMPCO/SRTS office at (712) 279-6286.

MAJOR DOCUMENTS AND PUBLIC PARTICIPATION TECHNIQUES

The SIMPCO MPO/SRTPA/SRTS will actively seek input for all documents and processes concerning the IJJA/BIL 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 IJJA/BIL. 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 IJJA/BIL 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 IJJA/BIL. 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. Copies of the draft are also available at the SIMPCO/SRTS office and a notice of the development of the plan will be sent to SRTPA/MPO/SRTS members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon request.

Source: <http://simpco.org/divisions/transportation-planning/long-range-transportation-plans-lrtp/>

- 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 updated on the SIMPCO website and copies will be available at the SIMPCO/SRTS office and a notice of the development of the plan will be to SRTPA/MPO/SRTS members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon request. 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. We will seek out comments from underserved populations through stakeholders and/or focus groups. Public comments and concerns will be addressed by staff as appropriate and recorded in the document's appendix. Before approval, staff will present the public's comments and concerns to the MPO/SRTPA Policy Board and SRTS Board of Directors. If there is a significant change of the document prior to approval, staff will recommend additional time for the public to view and comment on the document.
- 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 and hard copies can be found at the SIMPCO/SRTS office or by request.

Source: <http://simpco.org/divisions/transportation-planning/long-range-transportation-plans-lrtp/>

In regard 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/projects 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 IJA/BIL, 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 the SIMPCO/SRTS office and a notice of the development of the plan will be sent to SRTPA/MPO/SRTS members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon request. 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. Copies of the draft are also available at the SIMPCO/SRTS office and a notice of the development of the plan will be sent to SRTPA/MPO/SRTS members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon request.
Source: <http://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>
- 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 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/SRTS office and participating city halls and county courthouses upon request. 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. Public comments and concerns will be addressed by staff as appropriate and recorded in the document's appendix. Before approval, staff will present the public's comments and concerns to the MPO/SRTPA Policy Board and/or SRTS Board of Directors. If there is a significant change of the document prior to approval, staff will recommend additional time for the public to view and comment on the document.
- 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 and hard copies can be found at the SIMPCO/SRTS office or by request.

Source: <http://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>

In regard 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.

	Administrative Modification	Amendment
Project Cost	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
Schedule Changes	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
Funding Sources	Changing amounts of existing funding sources	Adding other federal funding sources to a project
Scope Changes	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 provide a request in writing. 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. Notice of the meeting will also be published in the Sioux City Journal and the agenda will be posted in the SIMPCO/SRTS offices. All meetings of the MPO/SRTPA are open to the public providing an opportunity to comment on all TIP amendments/administrative modifications.

Source: <http://simpco.org/about-us/agendas/>

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. Copies of the draft are also available at the SIMPCO/SRTS office and participating local city halls and county courthouses upon request.
Source: <http://simpco.org/divisions/transportation-planning/transportation-planning-work-programs-tpwp/>
- 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/SRTS office and a notice of the development of the plan will be sent to SRTPA/MPO/SRTS members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon request. 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 on the SIMPCO website and hard copies can be found at the SIMPCO/SRTS office or by request.

Source: <http://simpco.org/divisions/transportation-planning/transportation-planning-work-programs-tpwp/>

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 ensure 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 IJJA/BIL 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 a notice of the development of the plan will be sent to SRTPA/MPO/SRTS members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon request. 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 IJJA/BIL require 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. Copies of the draft are also available at the SIMPCO/SRTS office and a notice of the development of the plan will be sent to SRTPA/MPO/SRTS members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon request.

Source: <https://simpco.org/divisions/transportation-planning/passenger-transportation-plan/>

- 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/SRTS office and a notice of the development of the plan will be sent to SRTPA/MPO/SRTS members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon request. 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 and hard copies can be found at the SIMPCO/SRTS office and or by request

Source: <http://simpco.org/divisions/transportation-planning/passenger-transportation-plan/>

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. Copies of the draft are available at the SIMPCO/SRTS office and participating local city halls and county courthouses upon request. Source: <http://simpco.org/public-involvement/>
- 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 and a notice of the development of the plan will be sent to SRTPA/MPO/SRTS members including city halls and county courthouses. Notices will include a website link to view the plan. Hard copies of the plan will be provided upon. 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 and hard copies can be found at the SIMPCO/SRTS office or by request.

Source: <http://simpco.org/divisions/transportation-planning/public-participation-process-ppp/>

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 Siouland 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. When the Siouland Regional Transit System (SRTS) Board of Directors has deemed necessary that a fare change 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.

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. The SRTS office is ADA 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

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

SIMPCO/SRTS STAFF

Michelle Bostinelos – Executive Director / Mbostinelos@simpco.org

Erin Berzina – Regional Planning Director / Erinb@simpco.org

Dawn Kimmel – Regional Planner II / Dawn@simpco.org

Corinne Erickson – Regional Planner I / Corinne@simpco.org

Ryan Brauer – Regional Planner I / Ryan@simpco.org

Adam Martin – Regional Planner I / Adam@simpco.org

Curt Miller – Transit/Facilities Director / Curt@simpco.org

Josh Bush – Interim Finance Director / Joshua@simpco.org

Sharon Burton – Executive Assistant / Sharon@simpco.org

Emily Guthrie – Administrative Assistant / Emily@simpco.org

MAILING ADDRESS

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
- Downloadable versions of 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 2017 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 2023 survey was sent out in March and due back in April. 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.

MPO POLICY BOARD

Iowa	City of South Sioux City	Nebraska FHWA
City of Sergeant Bluff	Dakota County	South Dakota FHWA
City of Sioux City	South Dakota	FTA
City of Sioux City	City of Jefferson	Iowa DOT
Sioux City Transit System	City of North Sioux City	Nebraska DOT
Plymouth County	Dakota Dunes CID	South Dakota DOT
Woodbury County	Union County	
Nebraska	Non-voting Members	
City of Dakota City	Iowa FHWA	

MPO TRANSPORTATION TECHNICAL COMMITTEE

Iowa	Woodbury County	City of North Sioux City
City of Sergeant Bluff	Nebraska	Dakota Dunes CID
City of Sioux City	City of Dakota City	Union County
City of Sioux City Transit	City of South Sioux City	Non-voting Members
Plymouth County	Dakota County	Iowa FHWA
Sioux Gateway Airport	South Dakota	Nebraska FHWA

South Dakota FHWA
FTA

Iowa DOT
Nebraska DOT

South Dakota DOT

S RTPA POLICY BOARD

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 RTPA TRANSPORTATION TECHNICAL COMMITTEE

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

NATURAL RESOURCES/CULTURAL AGENCIES

Iowa

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	Cherokee County Farm Bureau Federation
185th Air Refueling Wing/Iowa Air National Guard	Cherokee Soils & Water Conservation District
ABC Travel	Chicago Central and Pacific Railroad
ABF Freight System Inc.	Con-Way Freight Control
AGP	Conway Freight Control
Americold Logistics	Dakota Valley
AMD Distribution	Dakota Valley School District
American Indian Council	Dean Foods
Big Soo Terminal	Don Buhrman Trucking
BPI	Downtown Partners Sioux City
Brown Transfer Co	Ducks Unlimited
Burlington Northern Santa Fe Railroad	Easter Seals Iowa
Central Petroleum Transport Co	Easter Seals Nebraska
Central Valley Ag Cooperative	Fastenal Company
CF Industries	Fedex Freight
Cherokee Area Economic Development	First Avenue
Cherokee Aviation Authority	Gelita USA
Cherokee County EMA	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 State University Extension & Outreach
Iowa Workforce Center
Istate Truck Center
ISU Extension – Woodbury County
J&J Fitting, LLC
JPS Trucking Co
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 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 Unidada 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

Akron Hometown
Aurela Star-Dispatch
Cherokee Chronicle Times
Daily Sentinel
Dakota County Star
Dakota Dunes/North Sioux City Times

Danbury Review
Hinton Times
Ida County Courier
Leader-Courier
Mapleton Press
Marcus News
Merville Record

Onawa Democrat
Onawa Sentinel
Remsen Bell-Enterprise
Sergeant Bluff Advocate
The Sioux City Journal
The Record (Kingsley)

RADIO STATIONS

KCHE Radio
KSCJ

KWIT Radio

TELEVISION STATIONS

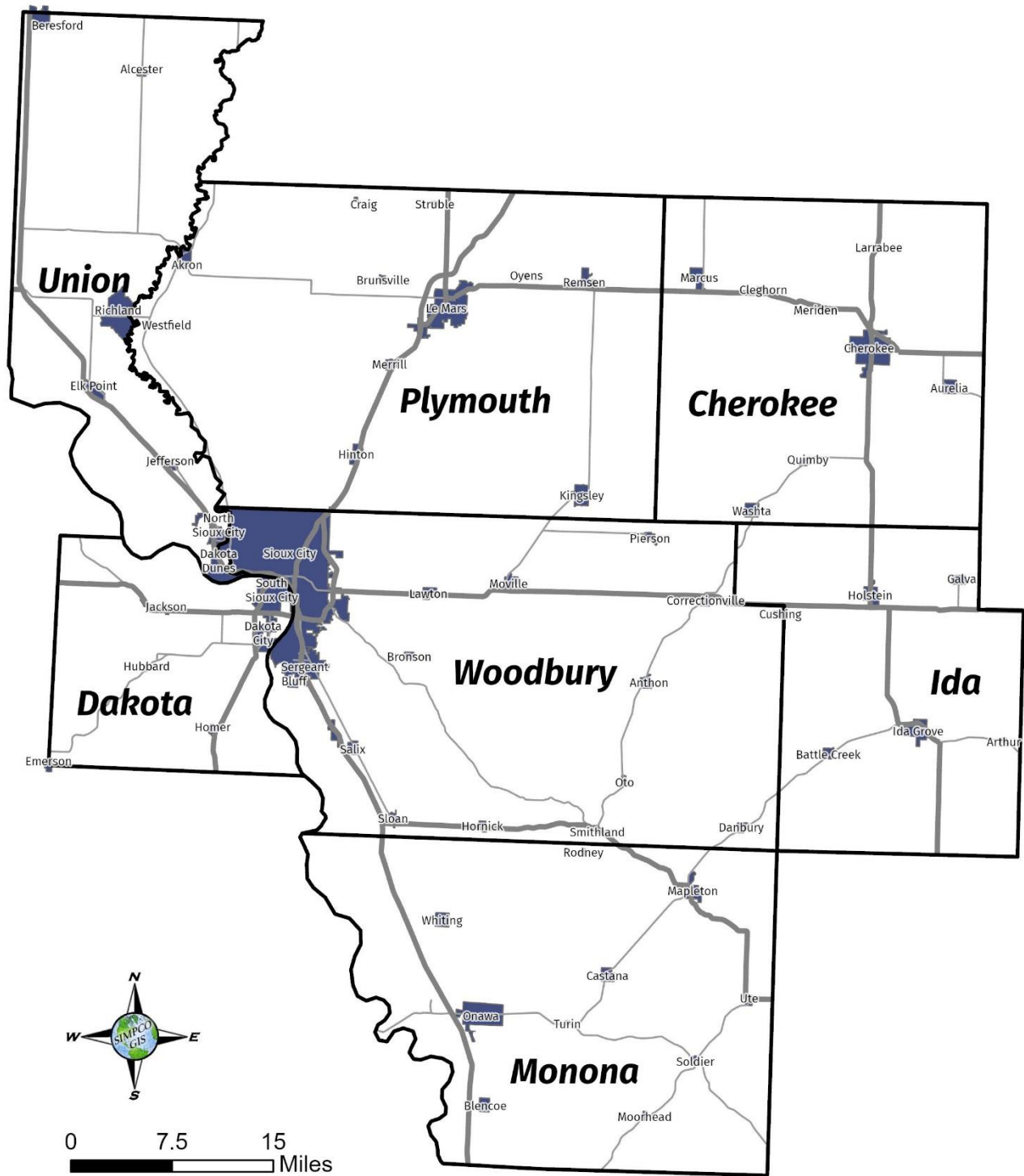
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Plan	Description	Updated	Draft Development	Public Meetings/Draft Availability	Public Comment Period	Adoption	Availability
Long Range Transportation Plan (LRTP)	A guiding document of information on existing transportation related systems and to project future needs out 25 years	Every five years	Staff; with input from interested state and local parties, environmental and cultural/historic agencies	A draft is posted on SIMPCO's website and can be found at local city halls and county courthouses upon request	30 Day Comment Period with a public input meeting during the comment period	Adopted during a regularly scheduled MPO/SRTPA meeting	SIMPCO/SRTS office and website and can be found at member city halls and county courthouses upon request
Transportation Improvement Program (TIP)	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 upon request	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/SRTS office and website and can be found at local city halls and county courthouses upon request
Transportation Planning Work Program (TPWP)	A guiding document of information addressing current and projected transportation needs within a 4 year span	Annually	Staff; with input from interested state and local parties	A draft is posted on SIMPCO's website and can be found at local city halls and county courthouses upon request	15 Day Comment Period following a media announcement verifying its location	Adopted during the regularly scheduled MPO/SRTPA meeting; usually in May	SIMPCO/SRTS office and website and can be found at local city halls and county courthouses upon request

Passenger Transportation Plan (PTP)	A document that coordinates transportation access to minimize duplication and keep cost effective service	Every five years	Staff; Transportation Advisory Group (TAG)	A draft is posted on SIMPCO's website and can be found at local city halls and county courthouses upon request	30 Day Comment Period following a Transportation Advisory Group (TAG) approval	Adopted during a regularly scheduled MPO/SRTPA meeting; usually in March	SIMPCO/SRTS office and website and can be found at local city halls and county courthouses upon request
Public Participation Plan (PPP)	A document that outlines the steps taken to involve the public throughout the planning process	Every five years	Staff; with input from interested state and local parties, environmental and cultural/historic agencies	A draft is posted on SIMPCO's website and can be found at local city halls and county courthouses upon request	45 Day Comment Period with a public input meeting during the comment period	Adopted during a regularly scheduled MPO/SRTPA meeting	SIMPCO/SRTS office and website and can be found at local city halls and county courthouses upon request

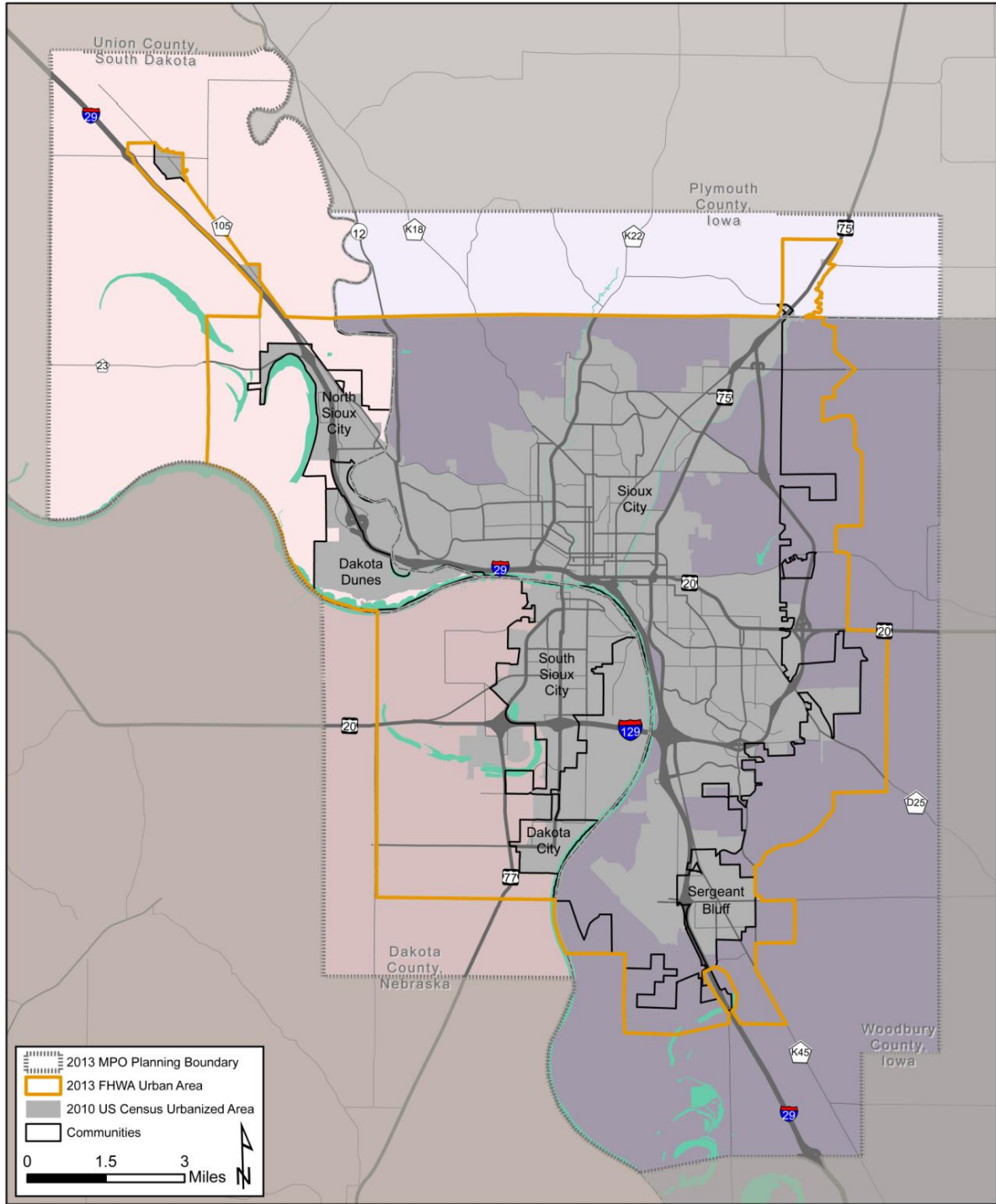
MAP: SIMPCO PLANNING AREA



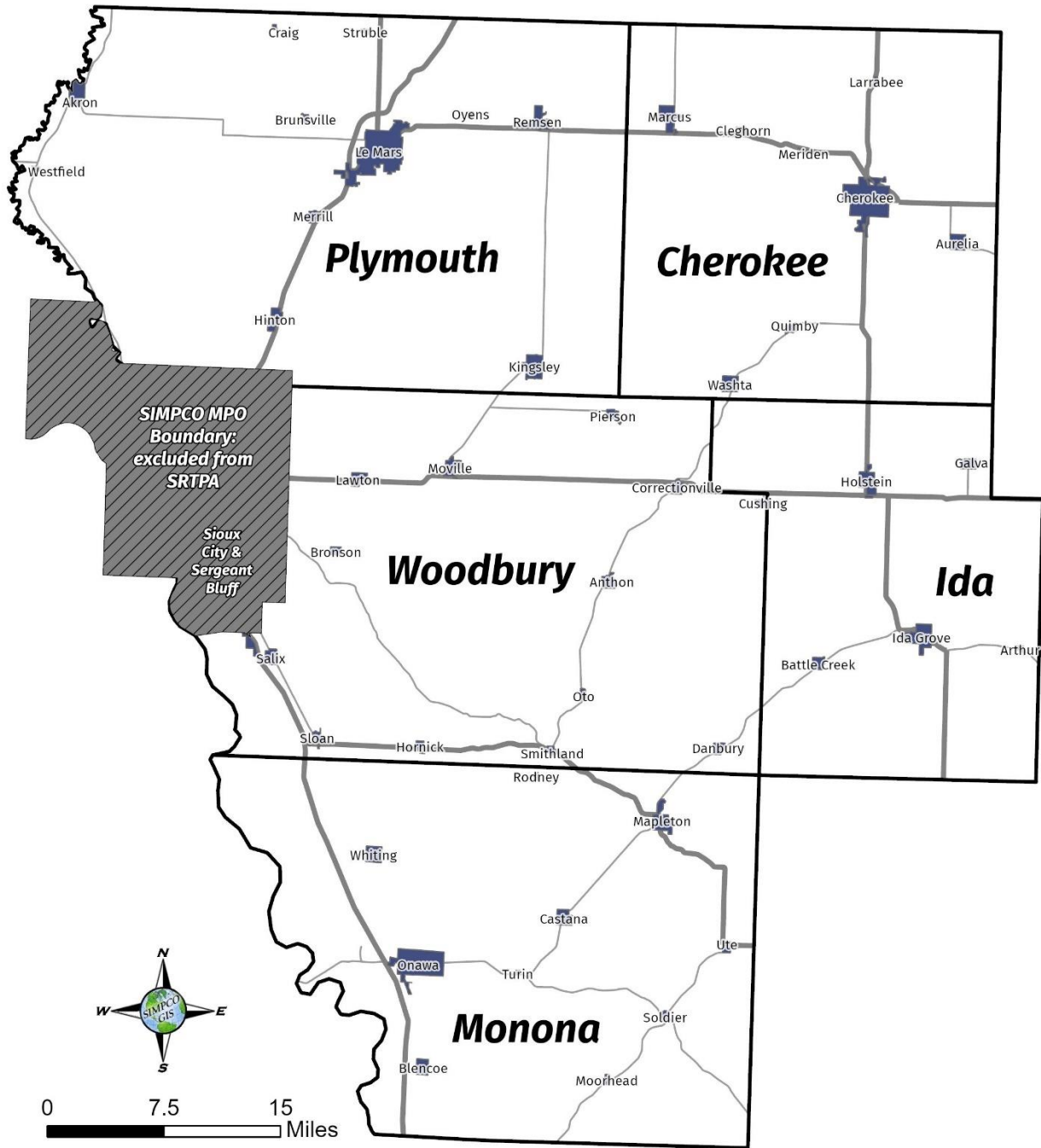
MAP: SIMPCO MPO PLANNING AREA

Map 1.1
SIMPCO MPO
Location Map

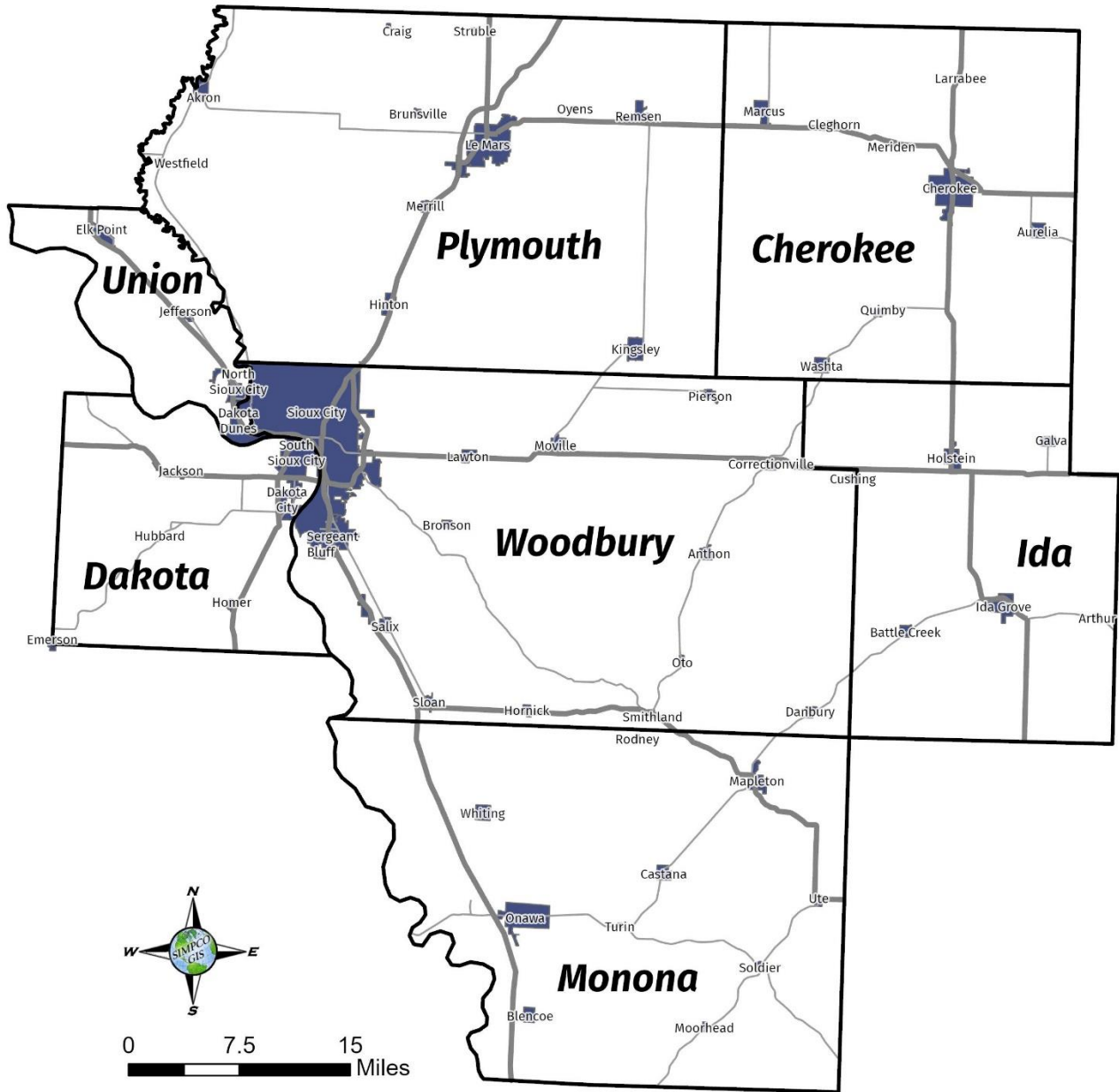
The MPO Planning Boundary represents the projected metropolitan area out 20 years from designation. The FHWA urban boundary is that which determines eligibility for federal funding programs. The Census Urbanized Area is used for the purpose of tabulating and presenting Census Bureau statistical data.



MAP: SIMPCO SRTPA PLANNING AREA



MAP: SRTS SERVICE 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

Siouxland Regional Transportation Planning Association (SRTPA) Resolution 2024-3

Siouxland Regional Transit System (SRTS) Resolution 2024 – 1

SIMPCO Metropolitan Planning Organization (MPO) Resolution 2024-6

A RESOLUTION ADOPTING THE SRTPA, SRTS, AND SIMPCO MPO PUBLIC PARTICIPATION PLAN

WHEREAS, the Siouxland Regional Transportation Planning Association (SRTPA) 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 Dakota County in Nebraska and SIMPCO is the designated MPO for the Sioux City Metropolitan Area; and

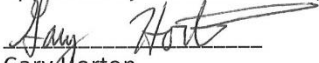
WHEREAS, the SRTPA, SRTS and SIMPCO MPO desire to incorporate a public participation process that fosters public involvement throughout the transportation planning and decision-making process; and

WHEREAS, the SRTPA, SRTS and SIMPCO MPO have prepared the Public participation Plan that complies with the Bipartisan Infrastructure Law; 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 SRTPA Policy Board, the SRTS Board of Directors and the SIMPCO MPO Policy Board hereby approve the Public Participation Plan.

Approved by the SRTPA Policy Board on this 22nd day of June 2023.



Gary Morton
SRTPA Policy Board Chairperson

Approved by the SRTS Board of Director on this 22nd day of June 2023.



Keith Radig
SRTS Board of Directors Chairperson

Approved by the MPO Policy Board on this 29th day of June 2023.



Ken Beaulieu
SIMPCO MPO Policy Board Chairperson

ATTEST



Michelle Bostinelos
SIMPCO Executive Director