



Public Participation Plan

Northwest Iowa Planning & Development Commission Region 3 RPA

Approved

June 2017

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INTRODUCTION

The Northwest Iowa Planning & Development Commission (NWIPDC) has developed this Public Participation Plan (PPP) for Regional Planning Area 3. The NWIPDC Regional Planning Area consists of Buena Vista, Clay, Dickinson, Emmet, Lyon O'Brien, Osceola, Palo Alto and Sioux in Iowa, and over 85 communities of which the following Spencer, Storm Lake, Estherville, Sioux Center, Orange City/Alton, Sheldon, and Iowa Great Lakes Communities are considered small urban centers. This PPP was put together under the direction of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Iowa Department of Transportation (Iowa DOT).

It is the purpose of the NWIPDC Public Participation Plan to provide all citizens of the Regional Planning Area an opportunity to voice their opinions and express their concerns about the region's multimodal and intermodal transportation planning and programming vision and initiatives. The NWIPDC was responsible for the preparation of this PPP, with guidance given by local and county officials, the Region 3 Transportation Technical Committee, Policy Council, 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.

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 that allows public involvement in the process by following the Open Meetings Law and the Public Records Law. A brief history of the previous transportation programs that began the PPP process and molded into the current system follows.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 greatly expanded public involvement in transportation planning. The legislation and related guidance take

a performance approach to public involvement where State and local transportation agencies custom design their own public involvement processes in response to local conditions. In 1998, the Transportation Equity Act for the 21st Century (TEA-21) was signed into law. TEA-21 built on the initiatives established by ISTEA, which was at the time, a major authorizing legislation for surface transportation. TEA-21 combined the continuation and improvement of ISTEA programs with new initiatives to meet the challenges of improving safety. In 2005, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU required that the Public Participation Plan was updated to include certain groups and agencies which needed to be contacted during the development of future plans.

In July 2012, the President signed into legislation the Moving Ahead for Progress in the 21st Century (MAP-21) bill. The MAP-21 legislation creates a streamlined, performance-based process for transportation programs. The public participation process builds upon the process outlined under ISTEA, TEA-21, and SAFETEA-LU with an emphasis on reaching out to citizens and interested parties. MAP-21 also emphasizes making planning documents widely accessible to the public and employing visualization techniques to enhance and describe plans.

The current transportation legislation is the Fixing America's Surface Transportation (FAST) Act. This act continues the performance based planning principles began in MAP-21.

Title VI of the Civil Rights Act of 1964

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

Executive Order 12989

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

Iowa Open Meetings Law

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

Iowa Public Records Law

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

ROUTINE/ONGOING ACTIVITIES

Below is a list of the activities, with short descriptions, that the NWIPDC are committed to doing to keep the public informed.

- ◆ Newsletters and Email Blasts: Currently, electronic newsletters are not available or provided by NWIPDC, but key news items or bulletins are sent to an expansive electronic listing that includes the cities, counties, elected officials and stakeholders periodically as the need arises. Management indicates that an electronic quarterly newsletter is planned to be undertaken by the start of calendar year 2018. Legislative updates will be included in these electronic mailings, which are sent to every local government in the area, economic development

officials, transit interests, legislators, interested citizens, bicycle/pedestrian groups, freight stakeholders, environmental resources agencies, and cultural/historic agencies. Letters, as is currently undertaken, will continue to be mailed to those who have not provided an email address.

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

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

- ◆ Advisory Committee: If necessary, an Advisory Committee shall be composed of individuals representing different groups, low-income populations, community organizations, minorities, public bodies, and local stakeholders. The committee will serve as a source of contact for the public and will provide input to the NWIPDC on documents and processes.
- ◆ Presentations to Organizations: Presentations to various organizations will occur when requested and may be done at the suggestion of the NWIPDC should the need warrant.
- ◆ Public Input Meetings: Public input meetings will primarily be held to inspect documents such as this Public Participation Plan (PPP), the Long-Range Transportation Plan (LRTP), and the Transportation Improvement Program (TIP). The official notice for the public hearing will be placed in newspapers of regional distribution and posted on the Northwest Iowa Planning & Development Commission (NWIPDC) website.

- ◆ Meetings with Cities and Counties: The staff will be made available to speak at any city council or county supervisor meeting or other local public meeting as requested.
- ◆ Open Meetings: The Transportation Technical Committee and Policy Council meetings of the NWIPDC shall be open to the public. Notice of these meetings, in the form of regular agenda and minute's dispersal, will be sent to media outlets through the normal process and will also be posted on the NWIPDC website.
- ◆ Social Media: Staff promotes available documents and materials through the NWIPDC website. Agency management is in discussion with the Policy Council on adding various social media sites for information dissemination. These sites would most likely include Facebook and Twitter. If added, these sites would be used to notify the public of comment periods and Public Input Meetings.

MAJOR DOCUMENTS AND PUBLIC PARTICIPATION TECHNIQUES

The NWIPDC will actively seek input for all documents and processes concerning the FAST Act and its implementation within the Regional Planning Area. Several methods of seeking public opinion have been practiced in the past by the NWIPDC and other agencies. These methods were reviewed for their applicability to the FAST Act. In addition, new methods to seek public input were added to the list. This list, like those found elsewhere in this document, is not all-inclusive. Methods to inform the public and receive their opinions and concerns will be added and tried when necessary and needed. Conversely, methods, which prove to be unreliable or unfeasible, will be discarded. Required meetings/open houses 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 and the greatest number of methods, which prove practical and useful, will be utilized.

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. 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. The Long Range Transportation Plan is fully updated once every five years with the exception of any annual amendments which may occur during that same time period. The following is a general guideline process for the Long Range Transportation Plan:

- ◆ During the draft development phase, the 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, the staff posts it on the NWIPDC website at www.NWIPDC.org. Copies of the draft are also available at the NWIPDC office, in local city halls, county courthouses, and county engineers offices.
- ◆ The NWIPDC informs the local media about informational meetings on the current plan.
- ◆ Once the entire Long Range Transportation Plan is established, the NWIPDC will open up the 30 day comment period and will hold a public input meeting for the public to discuss the document typically at a regularly scheduled Policy Council meeting. The Long Range Transportation Plan will be once again updated on the NWIPDC website and there will be copies available at the NWIPDC office and local city halls, county courthouses, and county engineers offices. There will be a public input meeting during the 30 day comment period that gives the public time to review the document further and contact the staff with suggestions/concerns via mail, email, telephone, fax, or in person.
- ◆ The adoption of the document will be held after the 30 day comment period has ended. The adoption of the Long Range Transportation Plan takes place at a regularly scheduled NWIPDC Policy Council meeting.
- ◆ After the document's adoption, copies can be found in the NWIPDC office and on the NWIPDC website at www.NWIPDC.org.

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

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 NWIPDC and in every courthouse and city hall in NWIPDC planning area. This process shall be approved by both the NWIPDC Technical Advisory Committee and the Policy Board. Amendments to this process shall be made in similar fashion.

Transportation Improvement Program (TIP)

The purpose of a Transportation Improvement Program (TIP) is to serve as an organized structure of information on improvements to be made in the region to the federal funded transportation systems, addressing the future needs, goals, and objectives of the region. The Transportation Improvement Program is updated annually, or as needed with amendments to the document periodically throughout the year. The following is a general guideline process for the Transportation Improvement Program:

- ◆ During the draft development phase, the staff develops a document with the input from interested state and local parties. Some of these organizations include but are not restricted to, county engineers, public works departments, state officials, concerned citizens, natural/conservation resources agencies, cultural/historic agencies, and numerous others.
- ◆ Once a draft is developed, staff posts it on the NWIPDC website at www.NWIPDC.org. Copies of the draft are also available at the NWIPDC office, local city halls, county courthouses, and county engineer offices.
- ◆ The NWIPDC informs the local media about availability of the draft plan and the upcoming Policy Council public hearing.

- ◆ The adoption of the document will be held after a 15 day comment period has expired. The adoption of the Transportation Improvement Program takes place at a regularly scheduled NWIPDC Transportation Policy Council meeting.
- ◆ After the document's adoption, copies can be found on the NWIPDC website at www.NWIPDC.org and hard copies can be found at the NWIPDC office, local city halls, county courthouses, and county engineer offices.

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

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

Amendment

An amendment is a major revision to the TIP that involves a major change to a project. An amendment requires public review and comment, redemonstration of fiscal constraint, or a conformity determination. Changes that affect fiscal constraint must take place by amendment of the TIP.

Administrative Modification

A minor revision to 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 NWIPDC staff and does not require Policy Council review, public review and/or comment, redemonstration of fiscal constraint, or a conformity determination. NWIPDC

staff will discuss administrative modifications with the Policy Council and Transportation Technical Committee, but formal action will not be required.

Amendment vs. Administrative Modification

	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 contact NWIPDC staff typically a month prior to the next scheduled Policy Board meeting with the details of the proposed changes. 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 is to complete the proposed draft changes and disseminate to the Policy Council members. 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 NWIPDC Agenda prior to the meeting. This agenda will be posted 24 hours in advance of the

meeting on the NWIPDC website: <http://www.NWIPDC.org>. Notice of the meeting will also be disseminated to all regional cities, counties, and other interested parties electronically or by hard paper copy, notice will also be posted in the NWIPDC offices. All NWIPDC meetings are open to the public and provide the public an opportunity to comment on TIP amendments/administrative modifications.

Major updates will be conducted as follows:

Step 1 Member entities contact NWIPDC staff and inform of details required to complete amendment. Staff completes draft amendment and prepares material for next available Policy Board meeting. Notice of proposed amendment is sent with next agenda to Policy Board members.

Step 2 Notice of meeting and public hearing, and details of the proposed amendment are sent to all regional cities, counties and other interested groups either electronically or by hard paper copies

Step 3 Conduct public hearing at Policy Board meeting

Step 4 Policy Board final approval of the TIP

Transportation Planning Work Program (TPWP)

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

- ◆ During the draft development phase, the staff develops a document with potential input from interested state and local parties.
- ◆ Once a draft is developed, staff posts it on the website at <http://www.NWIPDC.org/>. Copies of the draft are also available at the NWIPDC office, local city halls and county courthouses.
- ◆ The NWIPDC informs the local media about the upcoming public meeting on the draft plan, and provides opportunity for public comment on the draft

- ◆ The adoption of the document will be held after the completion of the public hearing and the addressing of any concerns, comments or potential changes from the draft emanating from public input. The adoption of the Transportation Planning Work Program takes place at a regularly scheduled NWIPDC Policy Council meeting following a public hearing.
- ◆ After the document's adoption, copies can be found in the NWIPDC website at <http://www.NWIPDC.org> and hard copies can be found at the NWIPDC office, local city halls and county courthouses.

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

This work program shall be subject to public review for no less than 15 days, announced in the regional newspapers via public notice, and available in every courthouse and member cities, city hall in the Regional Planning Area. This process shall be approved by the Policy Board. Amendments to this process shall be made in similar fashion.

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

Revision type	Approving Agency
Request for additional Federal funding [49 CFR 18.30(c)(1)(i) and FTA Circular 5010.0C,I.6.e(1)].	FHWA/FTA

Transfer of funds between categories, projects, functions, or activities which exceed 10 percent of the total work program budget when the Federal award share of the total work program budget exceeds \$100,000 [49 CFR 18.30(c)(1)(ii)].	FHWA/FTA
Revision of the scope or objectives of the activities (i.e. adding or deleting of activities or major change in scope of activity) [49 CFR 18.30(d)(1)].	FHWA/FTA
Transferring substantive programmatic work to a third party (i.e. consultant) [49 CFR 18.30(d)(4)].	FHWA/FTA
Capital expenditures including the purchasing of equipment [OMB Circular A-87)].	FHWA/FTA
Transfer of funds between categories, projects, functions, or activities which do not exceed 10 percent of the total work program budget or when the Federal award share of the total work program budget exceeds \$100,000 [49 CFR 18.30(c)(1)(ii)].	Iowa DOT
Transfer of funds allotted for training allowances [49 CFR 18.30(c)(1)(iii)].	Iowa DOT
Extending the period of performance past the approved work program period [49 CFR 18.30(d)(2)].	RPA
Changes in key persons in cases where specified in an application or grant award (i.e. change in lead consultant for a project) [49 CFR 18.30(d)(3)].	RPA

Revision and Approval Procedures

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

Revisions where the **Iowa DOT** is the designated approving agency shall require written approval by the Iowa DOT prior to commencement of activity, purchasing of equipment, or request for reimbursement. Requests from the RPA shall be submitted in writing (four

hard copies of the updates to the work program) to Iowa DOT Office of Systems Planning through the District Planner/ RPA Liaison/ RPA Coordinator. Copies will be forwarded to FHWA/FTA. Notification by the approving agency will be in reverse order.

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

Passenger Transportation Plan (PTP)

The human services transportation provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) required the development of a Coordinated Public Transit Human Services Transportation Plan. The NWIPDC 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 fully updated every five years. The following is a general guideline process for the Passenger Transportation Plan:

- ◆ During the draft development phase, the 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 website at <http://www.NWIPDC.org/>. Copies of the draft are also available at the NWIPDC office, local city halls and county courthouses.
- ◆ The NWIPDC informs the local media about informational meetings on the current plan.
- ◆ Once the entire Passenger Transportation Plan is established, the NWIPDC 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 NWIPDC office, in the local city halls and county courthouses. There will be a 30 day comment period that follows a Transportation Advisory Group approval. This gives the public time to review the document further and contact staff with suggestions/concerns via mail, email, telephone, fax, or in person.

- ◆ The adoption of the document will be held after the 30 day comment period has commenced. The adoption of the Passenger Transportation Plan takes place at a regularly scheduled NWIPDC Policy Council meeting.
- ◆ After the document's adoption, copies can be found on the NWIPDC website at <http://www.NWIPDC.org/> and hard copies can be found at the NWIPDC office, local city halls and county courthouses.

Any change in the proposed 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 NWIPDC Policy Board Council.

Public Participation Plan

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

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

- ◆ The NWIPDC inform the local media about the draft plan, where it can be obtained and the comment period.
- ◆ Once the entire Public Participation Plan is established, the NWIPDC will open a 45 day comment period and will hold a public input meeting for the public to discuss the document. The Public Participation Plan will be once again updated on the NWIPDC website and there will be copies in the office, in the local city halls and county courthouses. There will be a public input meeting during the 45 day comment period that gives the public time to review the document further and contact staff with suggestions via mail, email, telephone, fax, or in person.
- ◆ The adoption of the document will be held after the 45 day comment period has commenced. The adoption of the Public Participation Plan takes place at a regularly scheduled NWIPDC Policy Council meeting.
- ◆ After the document's adoption, copies can be found on the NWIPDC website and hard copies can be found at the NWIPDC office, local city halls and county courthouses.

To compare the similarities and differences of the Public Participation Process for each plan, refer to the Summary Chart of the Major Documents located on page 21.

HOW TO GET INVOLVED

Any public input is always welcome. NWIPDC transportation staff can be contacted at the following:

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www.NWIPDC.org

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

-A downloadable version of the drafts and documents can be found on the website at www.NWIPDC.org

Information can also be obtained by contacting or visiting staff during normal business hours from 8:00 AM to 4:30 PM; Monday to Friday.

INDIVIDUALS AND ORGANIZATIONS

The following are non-exhaustive lists of individuals and organizations within the Regional Planning Area that are to be contacted about the Public Participation Plan Process and its. In addition, this contact list will also be used in the development of the NWIPDC planning documents. The list was initially developed prior to FY 2005. The list has been re-evaluated and updated with current information over time. 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 were given the opportunity to update that information or continue to not receive information regarding transportation planning documents. The latest survey was sent out in July of 2015 and was due back in August. The interested parties were asked to choose from the following options on being contacted:

- Please contact me by email when documents are available on the NWIPDC website www.NWIPDC.org
- Please contact me by letter when documents are available on the NWIPDC website www.NWIPDC.org

- I do not want to be notified of future transportation issues/projects in the planning area

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

NWIPDC Policy Board

Voting Members (representatives of)

Buena Vista County, Iowa (3)

Clay County, Iowa (3)

Dickinson County, Iowa (3)

Emmet County, Iowa (3)

Lyon County, Iowa (3)

O'Brien County, Iowa (3)

Osceola County, Iowa (3)

Palo Alto County, Iowa (3)

Sioux County, Iowa (3)

Non-voting Members

Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)

Iowa Department of Transportation (Iowa DOT)

NWIPDC Transportation Technical Committee

Voting Members

Buena Vista County Engineer

City of Storm Lake

Clay County Engineer

City of Spencer

Dickinson County Engineer

City of Spirit Lake

Emmet County Engineer

City of Estherville

Lyon County Engineer

City of Rock Rapids

O'Brien County Engineer

City of Sheldon

Osceola County Engineer

City of Sibley

Palo Alto County Engineer

City of Emmetsburg

Sioux County Engineer

City of Sioux Center

Regional Transit Authority

Woodbury County, Iowa

Non-voting Members

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Iowa Department of Transportation (Iowa DOT)

Natural Resources/Cultural Agencies

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

Other Interested Parties

Iowa Lakes Corridor Development Corporation
Lyon County Economic Development Consortium
O'Brien County Economic Development
Osceola County Economic Development
Northwest Iowa Economic Developers
Small Business Development Center of Iowa
Kossuth/Palo Alto County Economic Development
Spencer SRTS
Ducks Unlimited
Pheasants Forever
The Nature Conservancy

Media**Newspapers**

Algona Publishing Company
Sioux County Capital Democrat
Osceola County Gazette and Tribune
Dickinson County News
Lakes Area Shopper
Emmetsburg News
Estherville Daily News
Iowa Information Publication
Northwest Iowa Review
Lyon County Reporter
Spencer Daily Reporter

Radio Stations

KDCR

KSOU

Sheldon Broadcasting Company

KIWA

KICD

Hot 100

KUQQ

KUOO

Television Stations

KCAU (regional)

KTIV (regional)

KMEG (regional)

SMU – local cable network channel

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

Map of the NWIPDC – Region 3 Planning Area

