



RPA 14/ATURA
Transportation Planning Affiliation

PUBLIC PARTICIPATION PLAN

FY 2021 – FY 2026

PREPARED BY RPA-14/ATURA STAFF



Approved by the Policy Board

On May 12th, 2020

RESOLUTION

ADOPTION OF THE PUBLIC PARTICIPATION PLAN

WHEREAS, The RPA-14/ATURA Transportation Planning Affiliation is organized to provide transportation planning recommendations for Region 14, and;

WHEREAS, the RPA-14/ATURA Policy Board has reviewed and approved the Public Participation Plan;

THEREFORE, BE IT RESOLVED, that the RPA-14/ATURA Transportation Planning Affiliation adopts FY 2021-2026 Public Participation Plan (PPP).

Adopted by the RPA-14/ATURA Policy Board on May 12, 2020.

Signed:



Ron Riley, Supervisor Union County

RPA-14/ATURA Chairperson

Attest:



John Twombly, Supervisor Adair County

RPA-14/ATURA Vice-Chair/Secretary

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INTRODUCTION AND PURPOSE

This document serves as the updated Public Participation Plan (PPP) for the transportation planning efforts of RPA-14/ATURA. Public involvement in transportation decision-making is central to accomplishing the vision of The FAST Act and RPA-14/ATURA. The FAST Act authorizes the Federal surface transportation programs for highways, highway safety, and transit. This legislation recognizes that transportation investment decisions have far reaching effects and thus require that regional, metropolitan and statewide decisions consider a wide array of factors including land use impacts and the overall social, economic, safety, energy, and environmental effects of transportation decisions.

RPA-14/ATURA is charged with the responsibility of gathering input from the public and involving the public in setting priorities in the planning process. Developing an effective public involvement program is a strategic effort that requires assembling a variety of techniques to meet the needs of the given transportation plan, program, or project. This Public Participation Plan (PPP) is the initial step in the development of a new Long-Range Transportation Plan (LRTP) and a framework for achieving ideal public participation in all transportation plans developed by RPA 14/ATURA. The following is an outline of this plan:

OVERVIEW

This section provides a brief background on the RPA and its structure and a short statistical and geographical overview of the region.

REGULATIONS AND REQUIREMENTS

This section contains state and federal regulations relation to the transportation planning efforts of the RPA.

ROUTINE ACTIVITIES AND PROCEDURES

This section describes the public participation activities that are used routinely for each of the major transportation planning documents that are maintained by the RPA.

ONGOING PUBLIC PARTICIPATION STRATEGIES

This section describes other strategies that will be used by the RPA to solicit comments and engage the public.

HOW TO GET INVOLVED

This section gives contact information and other information that can be used by the public to become involved in the transportation planning process.

OVERVIEW

BACKGROUND

RPA-14/ATURA REGION AND STRUCTURE

RPA-14/ATURA oversees transportation planning and programming for Adair, Taylor, Union, Ringgold, Adams Counties as well as the City of Creston in Southern Iowa. It is governed by a Policy Board, which includes one person from each county of the service area and each city with a population of 5,000 or more people. The service area includes Adams, Adair, Union, Taylor, and Ringgold Counties and the only city with a population currently over 5,000, the City of Creston.

Policy Board members are county supervisors, the mayor of Creston, or city council members elected from the jurisdiction they represent. Members are appointed by their respective Boards of Supervisors or City Councils and are the final RPA decision-making authority. The Policy Board guides and sets policy of the local transportation planning affiliation on matters necessary to comply with state and federal legislation. The Policy Board also has the power to conduct comprehensive transportation studies and master plans for the uniform and efficient development of surface transportation facilities within its service area. It allocates federal-aid funds to eligible projects within its service area. It annually adopts a four-year Transportation Improvement Program (TIP) and Transportation Planning Work Program (TPWP). The Board also adopts a Long-Range Transportation Plan (LRTP), Public Participation Plan (PPP), and Passenger Transportation Plan (PTP) at least every five years in accordance with Federal and State transportation planning guidelines.

ATURA POLICY BOARD MEMBERS

- | | |
|-------------------|---|
| ▪ John Twombly | Adair County Board of Supervisors Member |
| ▪ Merlin Dixon | Adams County Board of Supervisors Member |
| ▪ Lyle Minnick | Ringgold County Board of Supervisors Member |
| ▪ Charles Ambrose | Taylor County Board of Supervisors Member |
| ▪ Ron Riley | Union County Board of Supervisors Member |
| ▪ Gabe Carroll | City of Creston Mayor |

The TTC is composed primarily of lead technical staff from the member entities and provides recommendations to the Policy Committee. The Transportation Technical Committee consists of the five County Engineers from the service area, the Creston Public Works Director, the Regional Transit Director, and an Iowa DOT representative. There is one Transportation Technical Committee vote for each member, with the exception of Iowa DOT. The Transportation Technical Committee is directly responsible to the Board for the initiation, review, and recommendations of transportation related activities.

ATURA TRANSPORTATION TECHNICAL COMMITTEE (TTC) MEMBERS

- | | |
|---------------------|---|
| ▪ Nick Kauffman | Adair County Engineer |
| ▪ Travis Malone | Adams County Engineer |
| ▪ Jared Johnson | Ringgold County Engineer |
| ▪ Trevor Wolf | Taylor County Engineer |
| ▪ Zachary Gunsolley | Union County Engineer |
| ▪ Kevin Kruse | City of Creston Public Works Director |
| ▪ Leesa Lester | Southern Iowa Trolley, Transit Director |
| ▪ Scott Suhr | Iowa DOT Representative (non-voting) |

SOUTHERN IOWA COUNCIL OF GOVERNMENTS

The Southern Iowa Council of Governments (SICOG) provides professional staff for the development and maintenance of ATURA planning and programming responsibilities. SICOG is the coordinating body responsible for the submission of various transportation documents to the Iowa DOT and for public distribution. SICOG works with the ATURA Policy Board and Transportation Technical Committee to fulfill the transportation planning and program requirements of federal legislation, such as The FAST Act. Area citizens are provided the opportunity to comment on all aspects of the transportation planning process through ATURA Policy Board meetings, focus and advisory groups, public hearings, surveys, and individual correspondence. SICOG facilitates the development of the Transportation Planning Work Program (TPWP), Transportation Improvement Program (TIP), Passenger Transportation Plan (PTP) and Long-Range Transportation Plan (LRTP) and the processes involved in those documents, as well as the creation of this Public Participation Plan (PPP).

STAFF MEMBERS

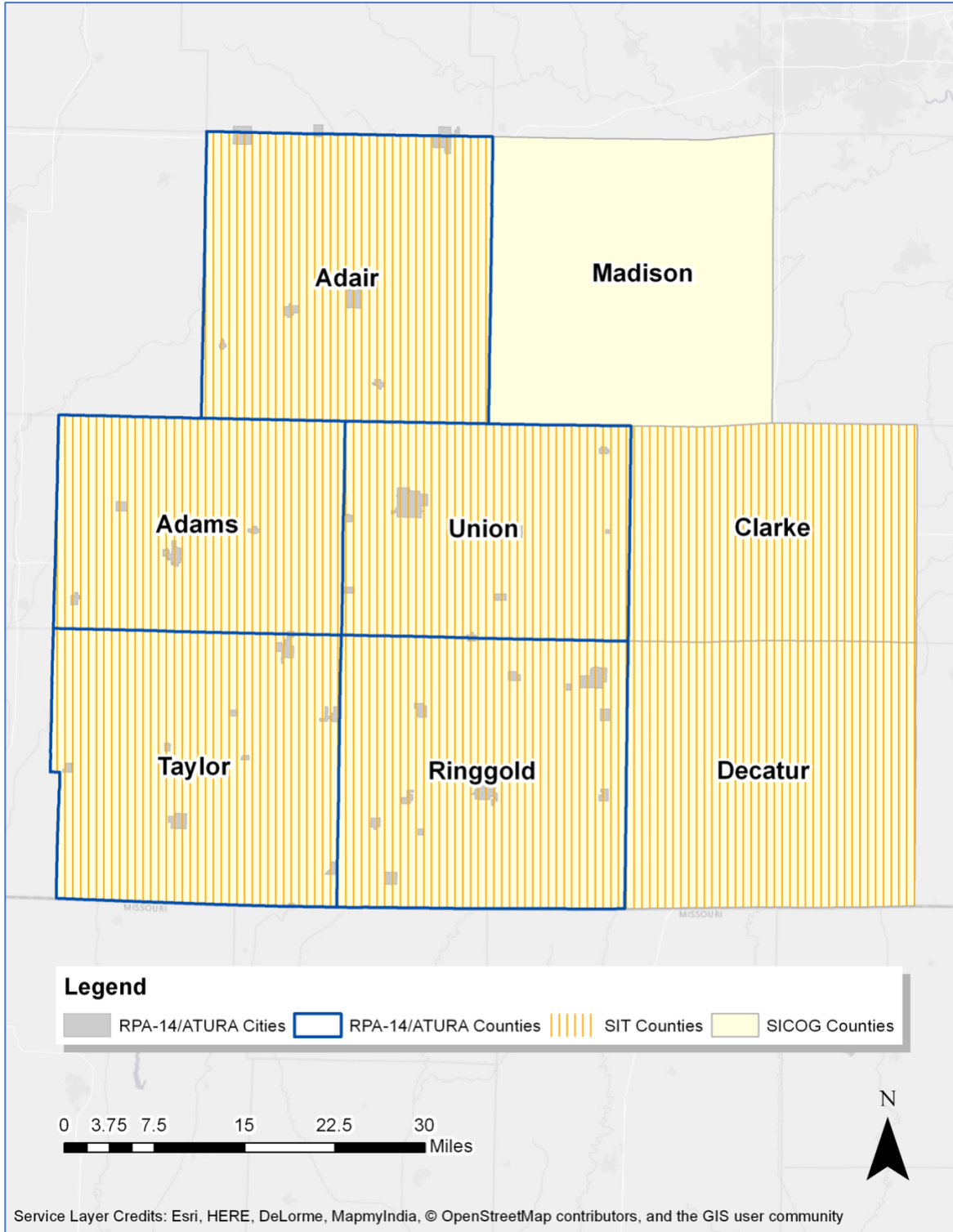
- | | |
|--------------------|-----------------------------------|
| ▪ Timothy Ostroski | Executive Director |
| ▪ Stu Burzette | Transportation / Regional Planner |
| ▪ Nancy Groth | Office Manager/H-RLF Specialist |
| ▪ Judy Brimm | Finance Director |
| ▪ Jeremy Rounds | Regional Planner |
| ▪ Joel Lamb | Regional Planner |

IOWA DEPARTMENT OF TRANSPORTATION

The Iowa Department of Transportation provides technical assistance and guidance for the work carried out by RPA 14 / ATURA Transportation Planning Affiliation in its duties.

AREA CONTEXT

MAP OF SICOG, RPA-14/ATURA, AND SOUTHERN IOWA TROLLEY REGIONS



DEMOGRAPHICS

POPULATION

The region is extremely rural with an average of 13.9 persons per square mile (down from 14.3 in 2010). This is a stark difference from the state average of 55.4 persons per square mile. The region has also consistently seen population decline in every county while Iowa has grown. Only one city, Creston, has a population exceeding 2,500 people according to 2017 American Community Survey 5-year estimates. Bedford (1,492), Corning (1,581), Greenfield (1,821), Lenox (1,438), Mount Ayr (2,029), and Stuart (1,455) have populations over 1,000. The next table details population information compared to the state.

	<i>State of Iowa</i>	<i>Adair County</i>	<i>Adams County</i>	<i>Ringgold County</i>	<i>Taylor County</i>	<i>Union County</i>
<i>Population (2010)</i>	3,046,355	7,682	4,029	5,131	6,317	12,534
<i>Population (2017)</i>	3,118,102	7,192	3,785	4,986	6,214	12,497
<i>Population Change</i>	71,747	-490	-244	-145	-103	-37
<i>Population Density (2010)</i>	54.1 persons/mi ²	13.5 persons/mi ²	9.5 persons/mi ²	9.5 persons/mi ²	11.8 persons/mi ²	29.4 persons/mi ²
<i>Population Density (2017)</i>	55.4 persons/mi ²	12.6 persons/mi ²	8.9 persons/mi ²	9.3 persons/mi ²	11.6 persons/mi ²	29.3 persons/mi ²
<i>Population Density Change</i>	1.3 persons/mi ²	-0.9 persons/mi ²	-0.6 persons/mi ²	-0.3 persons/mi ²	-0.2 persons/mi ²	-0.1 persons/mi ²

MEDIAN HOUSEHOLD INCOME

The median household income in the region varies slightly from county to county. All counties in the region have median household incomes below the state average with Ringgold County having the highest median household income in 2017. The table below details the median household income in the region compared to the state overall.

	<i>State of Iowa</i>	<i>Adair County</i>	<i>Adams County</i>	<i>Ringgold County</i>	<i>Taylor County</i>	<i>Union County</i>
<i>Median Household Income (2010)</i>	\$48,872	\$45,202	\$40,368	\$42,336	\$40,300	\$40,879
<i>Median Household Income (2017)</i>	\$56,570	\$49,477	\$49,745	\$50,642	\$46,825	\$47,597
<i>Median Household Income Change</i>	\$7,698	\$4,275	\$9,377	\$8,306	\$6,525	\$6,718

RACE AND ETHNICITY

Race and ethnicity demographics in RPA-14/ATURA counties is shown in the next figure. Every county is at least 97 percent white with the exception of Taylor County, which is a little under 96 percent white. The table below details the racial make-up of the region compared to the state of Iowa overall.

	<i>State of Iowa</i>	<i>Adair County</i>	<i>Adams County</i>	<i>Ringgold County</i>	<i>Taylor County</i>	<i>Union County</i>
<i>White</i>	90.6%	98.0%	97.4%	97.1%	95.6%	97.0%
<i>Black or African American</i>	3.4%	0.3%	0.4%	0.1%	0.3%	1.2%
<i>Asian</i>	2.3%	0.5%	0.6%	0.9%	0.7%	0.7%
<i>Native American or Native Alaskan</i>	0.3%	0.0%	0.2%	0.3%	0.3%	0.3%
<i>Native Hawaiian or Other Pacific Islander</i>	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%
<i>Other Race</i>	1.3%	0.1%	0.4%	1.1%	2.3%	0.2%
<i>Two or More Races</i>	2.0%	1.1%	1.0%	0.4%	0.8%	0.6%

The region is largely non-Hispanic or Latino as well. Only Taylor County has a Hispanic or Latino population greater than the state average. All other counties are under three percent for this category. The past two decades have seen Taylor County's Hispanic or Latino population grow, likely linked to employment opportunities at Michaels, Inc., an egg processing plant, located in Lenox. There have been some very small increases in diversity within the population in Union County, possibly linked to the availability of manufacturing jobs in Creston. The table below details the Hispanic and Latino populations in the region

	<i>State of Iowa</i>	<i>Adair County</i>	<i>Adams County</i>	<i>Ringgold County</i>	<i>Taylor County</i>	<i>Union County</i>
<i>Non-Hispanic or Latino</i>	94.3%	98.3%	98.8%	97.8%	92.5%	97.2%
<i>Hispanic or Latino</i>	5.7%	1.7%	1.2%	2.2%	7.5%	2.8%

LIMITED ENGLISH PROFICIENCY (LEP)

The growing Hispanic or Latino population in and around Lenox and Creston may present an increased need for transportation to Bedford or Creston, the nearest population centers that offer essential medical and community services. Language barriers may also need to be addressed when assisting this particular population. In 2017, all counties were below the State of Iowa average LEP populations with the exception of Taylor County, which is 0.4 percent higher. Regionally, the percent of LEP individuals is 1.56 percent and totals only 509 individuals over the age of five. The table below provides more detail on this subject.

	<i>State of Iowa</i>	<i>Adair County</i>	<i>Adams County</i>	<i>Ringgold County</i>	<i>Taylor County</i>	<i>Union County</i>
<i>Total Population over 5 years of age</i>	2,921,617	6,808	3,559	4,695	5,878	11,787
<i>Total LEP Population</i>	95,071	31	9	18	218	233
<i>Percent of Total LEP Population over 5 years of age</i>	3.3%	0.5%	0.3%	0.4%	3.7%	2.0%
<i>Total LEP Population - Spanish</i>	49,811	22	9	2	209	120
<i>Total LEP Population - Other Indo-European Languages</i>	13,736	5	0	8	0	89
<i>Total LEP Population - Asian and Pacific Island Languages</i>	24,888	4	0	8	9	24
<i>Total LEP Population - Other Languages</i>	6,636	0	0	0	0	0

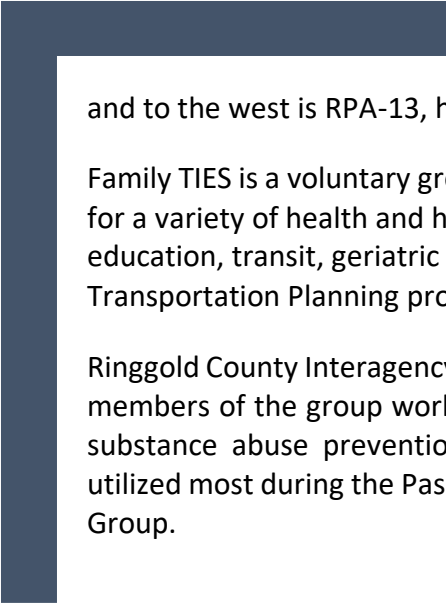
Region

<i>Total Population over 5 years of age</i>	32,727
<i>Total LEP Population</i>	509
<i>Percent of Total LEP Population over 5 years of age</i>	1.56%
<i>Total LEP Population - Spanish</i>	362
<i>Total LEP Population - Other Indo-European Languages</i>	102
<i>Total LEP Population - Asian and Pacific Island Languages</i>	45
<i>Total LEP Population - Other Languages</i>	0

RELATED AND NEIGHBORING GROUPS OR AGENCIES

RPA-14/ATURA is the transportation affiliation housed within SICOG. Staff members for RPA-14/ATURA are provided by SICOG.

RPA-14/ATURA is one of many regional planning affiliations in the State of Iowa. To the east is Chariton Valley Planning and Development, which houses RPA-17. To the northeast is the Central Iowa Regional Transportation Planning Alliance (CIRTPA), which is housed by the Des Moines Area Metropolitan Planning Organization (DMAMPO). To the north is Region XII transportation



and to the west is RPA-13, housed by the Southwest Iowa Planning Council (SWIPCO).

Family TIES is a voluntary group that meets monthly in Creston. The members of the group work for a variety of health and human services areas including housing, substance abuse prevention, education, transit, geriatric care, and childcare. This group is utilized most during the Passenger Transportation Planning process as a Transportation Advisory Group.

Ringgold County Interagency Group is a voluntary group that meets bimonthly in Mount Ayr. The members of the group work for a variety of health and human service areas including housing, substance abuse prevention, education, transit, geriatric care, and childcare. This group is utilized most during the Passenger Transportation Planning process as a Transportation Advisory Group.

REGULATIONS & REQUIREMENTS

THE FAST ACT

On December 4, 2015, the President signed into legislation the Fixing America's Surface Transportation (FAST) Act. The FAST Act is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty. The FAST Act builds off the streamlined, performance-based process for transportation programs that was outlined under prior federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21). This legislation also places an emphasis on reaching out to citizens and interested parties, making planning documents widely accessible to the public, and employing visualization techniques to enhance and describe plans.

TITLE VI, ADA, AND ENVIRONMENTAL JUSTICE

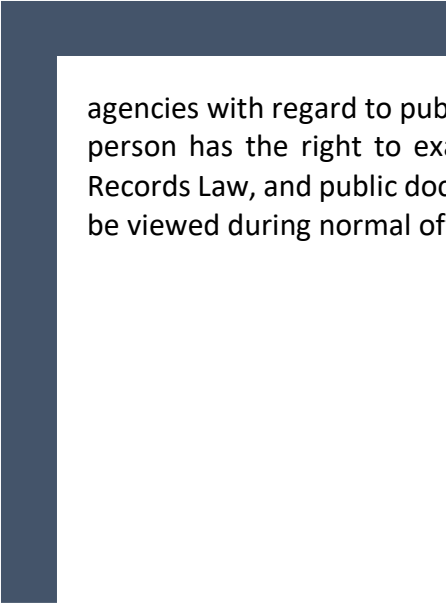
RPA plans are required to be consistent with Title VI of the Civil Rights Act of 1964, which ensures that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. RPA plans also comply with the Americans with Disabilities Act of 1990. This is a civil rights law that protects individuals from discrimination based on disabilities. RPA plans must also observe Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. This requires that programs, policies, and activities that affect human health or the environment should identify and avoid disproportionately high or adverse effects on minority and low-income populations. Environmental Justice aims to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences as the result of governmental programs and policies.

OPEN MEETING LAW

The Iowa Open Meeting Law (Iowa Code, Ch. 21) is designed to facilitate public access to government decisions. It applies to government bodies, including boards, councils, commissions, and task forces created by the state or its political subdivisions. The law defines what constitutes a meeting and lists requirements for public notices, agendas, meeting procedures, and minutes, as well as regulations concerning closed meetings. The RPA operates in accordance with the Open Meeting Law. The public is welcome and encouraged to attend RPA meetings. RPA meeting notices are published in area newspapers and area radio stations receive meeting notices. Information about RPA meetings, including minutes and agendas, is also available at the SICOG office and online on the RPA 14/ ATURA website.

PUBLIC RECORDS LAW

The Iowa Public Records Law (Iowa Code, Ch. 22) provides for openness from government



agencies with regard to public records. With the exception of certain confidential records, every person has the right to examine and copy public records. The RPA complies with the Public Records Law, and public documents are available for review at the SICOG office. Documents may be viewed during normal office hours, with a nominal fee for copies.

ROUTINE ACTIVITIES AND PROCEDURES

MAJOR DOCUMENTS

RPA-14/ATURA maintains and updates five documents periodically; the Transportation Planning Work Program, the Transportation Improvement Program, the Long-Range Transportation Plan, the Passenger Transportation Plan, and the Public Participation Plan. Each require different levels of public engagement. The plan for public participation contained in this document applies to and will be followed in the development of this Public Participation Plan and major planning documents described in this section.

TRANSPORTATION PLANNING WORK PROGRAM (TPWP)

The purpose of the comprehensive annual TPWP is to coordinate all transportation and transportation-related planning activities that the RPA intends to accomplish during the program year utilizing federal, state, and/or local resources. The TPWP also serves as a management and working guide for staff activities throughout the year.

DRAFT TPWP

- The Draft TPWP is developed early in the year by RPA staff along with input from the RPA-14/ATURA TTC and completed annually by April 1st.

PUBLIC COMMENT PERIOD AND PUBLIC HEARINGS

- The general public shall be given the opportunity to provide comments on the draft TPWP and revisions to the TPWP.
- Following development of the draft TPWP, a public notice will be advertised through appropriate media sources with a minimum of a 15-day comment period to submit comments via letter, phone, email, or in person.
- Copies of the draft TPWP will be available at the RPA offices, on the RPA website, and upon request.
- An online public meeting may be held prior to any RPA-14/ATURA Policy Board meeting in which adoption of a final version or revisions is on the agenda.
- The Policy Board will hold a public hearing during a regularly scheduled RPA-14/ATURA meeting prior to adoption of the final TPWP. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than twenty days and no less than four days before the date of the hearing.

FINAL TPWP

- Following the public hearing, RPA-14/ATURA Policy Board members will adopt a final version of the TPWP, including a summary of comments and responses if any are made.
- The final TPWP will be submitted to the Iowa DOT, the FHWA, and the FTA by June 1st. The document will also be made available on the RPA website, at the RPA offices, and upon request.
- The public participation process associated with the TPWP will be evaluated and updated as needed.

REVISIONS

- Revisions to the TPWP will be made as needed and will require a minimum 15-day comment period.
- Major revisions will follow a prescribed process that includes an amendment to the TPWP with an online public meeting, a public hearing, and approval by the RPA-14/ATURA Policy Board, Iowa DOT, and FHWA. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than twenty days and no less than four days before the date of the hearing.
- Minor revisions may be made at the RPA level as administrative modifications.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The purpose of the TIP is to provide members of the RPA, transportation providers, the general public, and other affected groups and individuals with a general description of the capital transportation projects to be accomplished during the time frame of the document. The document is the prioritized program for federally funded transportation improvements within the RPA over a minimum of four years.

DRAFT TIP

- The draft TIP will be developed with input from the Transportation Committee regarding project selection for regional STBG and TAP funding and completed annually in June.

PUBLIC COMMENT PERIOD AND PUBLIC HEARINGS

- The general public shall be given the opportunity to provide comments on the draft TIP and revisions to the TIP.
- Following development of the draft TIP or to revisions of the TIP, a public notice will be advertised through appropriate media sources with a minimum of a 15-day comment period to submit comments via letter, phone, email, or in person.
- Copies of the draft TIP will be available at the RPA-14/ATURA offices, on the RPA website, and upon request.
- An online public meeting may be held prior to any RPA-14/ATURA Policy Board meeting in which adoption of a final version or revisions is on the agenda.
- The Policy Board will hold a public hearing during a regularly scheduled RPA-14/ATURA meeting prior to adoption of the final TIP. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than twenty days and no less than four days before the date of the hearing.
- Application forms for STBG and TAP funding shall be available online on the RPA website, in the RPA office, or upon request at all times.

FINAL TIP

- Following the public hearing, the RPA-14/ATURA Policy Board will adopt a final version of the TIP, including a summary of comments and responses.
- The final TIP will be submitted to the Iowa DOT, the FHWA, and the FTA by July 15th.
- The final version of the TIP will be available at the RPA offices, RPA website, and upon request.
- The public participation process associated with the TIP will be evaluated and updated as needed.

REVISIONS

- Revisions to the TIP will be made as needed and will require a minimum 15-day comment period.
- Revisions will be made in one of two ways: and amendment or an

administrative modification.

- An amendment, will be required if 1) an addition or subtraction in federal aid of more than 30 percent or more than \$2.0 million is made, 2) projects are added or deleted from the TIP/STIP, 3) additional funding sources are utilized, or 4) a major change in the scope of work is performed or changed in the project. The TTC must review any proposed amendment and recommend an action to the Policy Board. The Policy Board must pass a resolution authorizing the amendment to the TIP.
- All amendments will require a public hearing to be held at a regularly scheduled RPA-14/ATURA Policy Board meeting. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than 20 days and no less than four days before the date of the hearing.
- An administrative modification at the RPA may be used if the change does not qualify for an amendment including revisions to STBG-SWAP funding, a change in federal aid of less than 30% or by less than \$2.0 million, a project schedule change within the four-year timeframe, or a change in funding from one source to another.
- The Iowa DOT will be consulted during the entire process to ensure cohesion between State plans and Region plans.

LONG RANGE TRANSPORTATION PLAN (LRTP)

The purpose of this document is to provide the overall transportation goals and objectives of the RPA through quantitative analysis, public input, and regional stakeholder input. The LRTP is the guiding document for program operations and planning for the region. The document is based on a 20-year horizon plus a five-year renewal schedule and includes both short and long-range implementation strategies.

DRAFT LRTP

- The draft LRTP will be developed by RPA staff with input from the RPA-14/ATURA TTC.
- Input will be sought from residents, affected public agencies, public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, users of public transportation, users of pedestrian walkways and bicycle transportation facilities, persons with disabilities, and other interested parties, and other interested parties.

NOTICES AND PUBLIC MEETINGS

- A minimum of one public input session will be held regarding the LRTP with attempts to have at least one public input session in each of the counties in RPA-14/ATURA.
- All meetings will be held in accessible facilities.
- Notices for public input sessions will be advertised through appropriate media to attract the highest number of individuals
- Notices may be posted at governmental offices, public libraries, local businesses the RPA office, the RPA website, and other public or popular places.
- Notices may also be sent directly to organizations serving traditionally underserved populations, such as minority, low-income, and elderly populations.

PUBLIC COMMENT PERIOD AND PUBLIC HEARINGS

- The general public shall be given the opportunity to provide comments on the draft LRTP and revisions to the LRTP.
- Following development of the draft LRTP, a public notice will be advertised through appropriate media sources with a minimum of a 45-day comment period to submit comments via letter, phone, or in person.
- Copies of the draft LRTP will be made available at the RPA offices, RPA website, and upon request.
- An online public meeting will be held 1) prior to any RPA-14/ATURA Policy Board meeting in which adoption of a final version or revisions is on the agenda and/or 2) throughout the planning process if it is found to be necessary or advantageous.
- The Policy Board will hold a public hearing during a regularly scheduled RPA-14/ATURA meeting prior to adoption of the final LRTP. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than twenty days and no less than four days before the date of the hearing.

FINAL LRTP

- Following the public hearing, the RPA-14/ATURA Policy Board will adopt a final version of the LRTP
- A final version of the LRTP will be submitted to the Iowa DOT
- The final version of the LRTP will be made available at the RPA offices, RPA website, and upon request.
- The public participation process associated with the LRTP will be evaluated and updated as needed.

REVISIONS

- Revisions to the LRTP will be made as needed and will require a minimum 15-day comment period
- All projects in the TIP should also be included in the LRTP. The TIP is updated annually and projects included in the TIP may be moved forward or backward in time or have changes made to their cost or scope. Therefore, the LRTP may be revised between full document updates to reflect current project information as shown in the TIP.
- Amendments will require a public hearing to be held at a regularly scheduled RPA-14/ATURA Policy Board meeting. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than 20 days and no less than four days before the date of the hearing.

PASSENGER TRANSPORTATION PLAN (PTP)

The purpose of this document is to provide members of RPA-14/ATURA, transportation providers, general public, human service organizations and the general public and affected groups with a coordinated passenger transportation development plan that addresses the needs of all residents of the region. The PTP is updated every five years, but coordination efforts and input gathering continue between updates. The next full PTP document is due in draft form on February 1, 2025 and the final Policy Board approved document is due May 1, 2025.

DRAFT PTP

- The draft PTP will be developed by RPA-14/ATURA staff with input from the RPA-14/ATURA TTC, TAGs, the Southern Iowa Trolley, and other relevant agencies or interested parties.

PUBLIC COMMENT PERIOD AND PUBLIC HEARINGS

- The general public shall be given the opportunity to provide comments of the draft PTP and revisions to the PTP.
- Following development of the draft PTP or to revisions of the PTP, a public notice will be advertised through appropriate media sources with a minimum of a 15-day comment period to submit comments via letter, phone, or in person.
- Copies of the draft PTP will be available at the RPA offices, on the RPA website, and upon request.
- An online public meeting will be held 1) prior to any RPA-14/ATURA Policy Board meeting in which adoption of a final version or revisions is on the agenda and/or 2) throughout the planning process if it is found to be necessary or advantageous.
- The Policy Board will hold a public hearing during a regularly scheduled RPA-14/ATURA meeting prior to adoption of the final PTP. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than twenty days and no less than four days before the date of the hearing.

FINAL PTP

- Following the public hearing, the RPA-14/ATURA Policy Board will adopt a final version of the PTP.
- A final version of the PTP will be submitted to the Iowa DOT.
- The final version of the PTP will be made available at the RPA offices, the RPA website, and upon request.
- The public participation process associated with the PTP will be evaluated and updated as needed.

REVISIONS

- Revisions to the PTP will be made as needed.
- Major revisions to the PTP will require a 15-day comment period and a public hearing to be held at a regularly scheduled RPA-14/ATURA Policy Board meeting. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public

hearing will be published no more than twenty days and no less than four days before the date of the hearing.

- Minor revisions may be made as an administrative modification.

PUBLIC PARTICIPATION PLAN (PPP)

RPA 14 / ATURA solicits public participation and comments on major documents governing its policies and operations while they are being developed, initially approved or undergo major amendment. The Public Participation Plan is updated on an as-needed basis or at least once every five years.

DRAFT PPP

The draft PPP will be developed by RPA-14/ATURA staff with input from the RPA-14/ATURA TTC and other relevant agencies or interested parties.

PUBLIC COMMENT PERIOD AND PUBLIC HEARING

- The general public shall be given the opportunity to provide comments of the draft PPP and revisions to the PPP.
- Following the development of the draft PPP or to revisions of the PPP, a public notice will be advertised through appropriate media sources with a minimum of a 15-day comment period to submit comments via letter, phone, or in person.
- Copies of the draft PPP will be made available at the RPA offices, on the RPA website, and upon request.
- An online public meeting may be held prior to any RPA-14/ATURA Policy Board meeting in which adoption of a final version or revisions is on the agenda.
- The Policy Board will hold a public hearing during a regularly scheduled RPA-14/ATURA meeting prior to adoption of the final PPP. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than twenty days and no less than four days before the date of the hearing.

FINAL PPP

- Following the public hearing, the RPA-14/ATURA Policy Board will adopt a final version of the PPP.

- A final version of the PPP will be submitted to the Iowa DOT.
- The final version of the PPP will be made available at the RPA offices, the RPA website, and upon request.
- The public participation process associated with the PPP will be evaluated and updated as needed.

REVISIONS

- Revisions to the PPP will be made as needed.
- Major revisions to the PPP will require a 15-day comment period and a public hearing to be held at a regularly scheduled RPA-14/ATURA Policy Board meeting. All meetings will be held in accessible locations whenever possible. Reasonable accommodations will be made if needed. A notice of the public hearing will be published no more than twenty days and no less than four days before the date of the hearing.
- Minor revisions may be made as an administrative modification.

SUMMARY OF MAJOR DOCUMENTS

	<i>Update Schedule</i>	<i>Draft Development</i>	<i>Draft Comment Period</i>	<i>Adoption</i>	<i>Revision Comment Period</i>
<i>Transportation Planning Work Program (TPWP)</i>	Annually (April-May-June)	RPA Staff with input from TTC and other interested parties	At least 15 days and/or an online public meeting	Public hearing and resolution at Policy Board meeting	At least 15 days and an online public meeting
<i>Transportation Improvement Program (TIP)</i>	Annually (May-June-July)	RPA Staff with input from TTC and other interested parties	At least 15 days and/or an online public meeting	Public hearing and resolution at Policy Board meeting	At least 15 days and an online public meeting
<i>Long-Range Transportation Program (LRTP)</i>	Every 5 years (next in 2021)	RPA Staff with input from TTC and other interested parties	At least 45 days and at least one online public meeting	Public hearing and resolution at Policy Board meeting	At least 15 days and an online public meeting
<i>Passenger Transportation Plan (PTP)</i>	Every 5 years (next in 2025)	RPA Staff with input from TTC, TAGs, and other interested parties	At least 15 days and at least one online public meeting	Public hearing and resolution at Policy Board meeting	At least 15 days and an online public meeting
<i>Public Participation Plan (PPP)</i>	Every 5 years or as needed (next in 2025)	RPA Staff with input from TTC and other interested parties	At least 15 days and/or an online public meeting	Public hearing and resolution at Policy Board meeting	At least 15 days and an online public meeting

Copies of all documents will be kept at the RPA office, on the RPA website, or upon request.

ONGOING PUBLIC PARTICIPATION STRATEGIES

The public is encouraged to participate in the development of all transportation-related documents and submit any concerns or ideas they may have at all times. Forums and events for accomplishing this include:

- All RPA-14/ATURA meetings held January, March (frequently cancelled), May, July, September (frequently cancelled), and November unless otherwise noted
- All work sessions, focus groups, open houses, public input sessions, surveys, interviews, public events, and public hearings during the development of other major transportation projects.
- Newsletter publications
- Newspaper articles with area media as requested
- Presentations to local government officials including, but not limited to, city councils, planning commissions, and county board of supervisors
- Presentations to local resident groups and related organizations
- Information available on the RPA website or the SICOG Facebook page

Additionally, members of the RPA-14/ATURA Policy Board and TTC, in appropriate circumstances, may be contacted regarding questions or comments involving any regional transportation matter.

HOW TO GET INVOLVED

To get involved in the transportation planning process, the public can directly contact the RPA-14/ATURA staff listed below by mail, email, phone, or in person.

Timothy Ostroski: Executive Director

Phone: 641-782-8491

Email: ostroski@sicog.com

Stu Burzette: Transportation/Regional Planner

Phone: 641-782-8491

Email: burzette@sicog.com

Other Information:

Website: <http://www.sicog.com/atura-transportation-affiliation/>

Facebook: <https://www.facebook.com/SICOG/>

Online Public Meeting Platform: TBD. Please refer to the website and/or Facebook page

Address:

101 E. Montgomery Street
Creston, IA 50801-2406
(641) 782-8491

