



RPA-1

PUBLIC
PARTICIPATION PLAN

Adopted March 2021

FINAL

Serving the Northeastern Iowa counties of:
**Allamakee, Clayton, Fayette,
Howard, and Winneshiek**



Prepared by:
**Upper Explorerland Regional Planning
Commission**

For:
Iowa Department of Transportation

March 17th, 2021

Upper Explorerland Regional Planning Commission
Regional Planning Affiliation 1 (RPA-1)
Public Participation Plan



Submitted to the Iowa Department of Transportation
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By

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Cover base image: Effigy Mounds National Monument, Allamakee County
(Credit: National Park Service)

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RESOLUTION OF ADOPTION

**UPPER EXPLORERLAND TRANSPORTATION POLICY BOARD
REGIONAL PLANNING AFFILIATION 1 (RPA-1)
RESOLUTION 2021 - 01**

**RESOLUTION TO APPROVE
THE RPA-1 PUBLIC PARTICIPATION PLAN (PPP)**

WHEREAS, the Iowa Department of Transportation (Iowa DOT) requires that RPA-1 develop and update its Public Participation Plan (PPP) at least every five years to comply with state and federal transportation planning requirements; and

WHEREAS, the RPA-1 PPP was last updated and approved by the Upper Explorerland Transportation Policy Board in 2016; and

WHEREAS, the Upper Explorerland Transportation Policy Board members and members of its advisory committees have assisted in developing the PPP and have had a chance to review the updated draft RPA-1 PPP; and

WHEREAS, in accordance with the requirements of the current RPA-1 PPP, the updated draft RPA-1 PPP has been available for public review and comment for at least 45 days prior to adoption;

BE IT THEREFORE RESOLVED that the Upper Explorerland Transportation Policy Board hereby approves the updated RPA-1 Public Participation Plan (PPP).

Passed and adopted this 17th day of March, 2021.

Signed: 
Janell Bradley, Chair
Upper Explorerland Transportation Policy Board
Regional Planning Affiliation 1

Attest: 
Aaron Detter, Senior Transportation Planner
Upper Explorerland Regional Planning Commission

INTRODUCTION TO RPA-1

Upper Explorerland Regional Planning Commission (UERPC) serves as Regional Planning Affiliation 1 (RPA-1), comprised of the counties of Allamakee, Clayton, Fayette, Howard, and Winneshiek in northeast Iowa. As one of the 18 designated Regional Planning Affiliations (RPAs) for the Iowa Transportation Commission, RPA-1 is responsible for the planning, programming, and administration of state- and federally-funded transportation activities and projects within the five-county region. The RPA-1 Transportation Policy Board serves as the governing body for RPA-1 and is committed to transparency as it develops and implements plans, programs, and projects within the region. This Public Participation Plan is documentation of the planned efforts to engage and inform the public in and of the decisions and activities of the Policy Board and its committees.



RPA-1 is responsible for programming and administering federal transportation funds as well as some state transportation funds; completing required Iowa DOT planning processes and work products; and managing RPA-1 projects in Iowa DOT's online programming system (TPMS). RPA-1 is also involved in various state and regional initiatives that work to improve or support the multimodal transportation network within the region. RPA-1 serves as the region's transportation resource by providing ongoing transportation technical assistance as requested by communities, agencies, committees, and citizens. In addition, RPA-1 maintains regional transportation data and provides project development assistance.

The RPA-1 Transportation Policy Board is comprised of representation from each of the five counties and the two cities in the region with populations over 5,000, Decorah and Oelwein. The Transportation Policy Board guides and sets policy for local transportation planning; ensures compliance with state and federal legislation; and approves funding for roads, streets, bridges, bicycle and pedestrian projects, and regional transit. Supporting the Policy Board are committees whose memberships represent expertise and/or interest in the focus of each committee:

- The **Technical Committee**, which consists of the five county engineers and representatives from Decorah and Oelwein, advises the Policy Board on matters of roadway maintenance and operations and recommends projects to receive funding.
- The **Enhancement Committee** consists of the five county conservation board directors and other regional stakeholders with interests in regional trails, walking and bicycling, and various tourism and economic development activities. The Enhancement Committee also recommends projects for funding, with a specific focus on building out the region's system of paved, multi-use trails.
- The **Transportation Advisory Group (TAG)** advises the Policy Board on passenger transportation matters and works to provide a coordinated system that supports those who do not have access to personal transportation options or who choose not to drive or own a car. This group consists of local transit representatives, private transportation providers, human services providers, and others concerned with transportation for non-drivers.

The five counties in RPA-1 cover an area of 3,313 square miles, the equivalent of 2,120,320 acres. There are 52 incorporated communities within the region, with only four cities having populations over 2,500 and eight other communities with populations over 1,000. The U.S. Census Bureau counts the total 2010 population for the five counties as 83,961 persons, a decrease of 3.05% since the 2000 census. On average, there are just over 25 persons per square mile, which is less than half the statewide average of 54.5. As a result, engaging residents from across this large, rural region can present challenges. By implementing the public outreach activities outlined in this document, RPA-1 believes it will reach and offer all residents ample participation opportunities in the region's transportation planning process.

POLICY BOARD AND COMMITTEE LISTS

Transportation Policy Board

NAME	TITLE	COUNTY/CITY/AGENCY
Larry Schellhammer	County Supervisor	Allamakee
Ray Peterson	County Supervisor	Clayton
Janell Bradley*	County Supervisor	Fayette
Dean Eastman	County Supervisor	Howard
Mark Vick	County Supervisor	Winneshiek
Lorraine Borowski	Mayor	City of Decorah
Brett DeVore	Mayor	City of Oelwein
Non-voting and ex-officio members:		
Krista Billhorn	District 2 Planner	Iowa Department of Transportation
Rachelle Howe	Executive Director	UERPC
Aaron Detter	Senior Transportation Planner	UERPC
Lori Egan	Transportation Director	NEI Community Action - Regional Transit

*Chairperson

Transportation Technical Committee

NAME	TITLE	COUNTY/CITY/AGENCY
Brian Ridenour	County Engineer	Allamakee
Rafe Koopman	County Engineer	Clayton
Joel Fantz	County Engineer	Fayette
Nick Rissman*	County Engineer	Howard
Lee Bjerke	County Engineer	Winneshiek
Jeremy Brill	Engineer	City of Decorah
Victor Kane	Utility Superintendent	City of Oelwein
Non-voting and ex-officio members:		
Krista Billhorn	District 2 Planner	Iowa Department of Transportation
Rachelle Howe	Executive Director	UERPC
Aaron Detter	Senior Transportation Planner	UERPC

*Chairperson

Transportation Enhancement Committee

NAME	TITLE	COUNTY/CITY/AGENCY
Jim Janett	Director	Allamakee Co. Conservation
Val Reinke	Director	Allamakee Co. Tourism and Ec. Dev.
Andy Kelleher	Director	Lansing Main Street
Jenna Pollock	Director	Clayton Co. Conservation
Darla Kelchen	Director	Clayton Co. Econ. Dev.
Roger Thomas	Resident	Clayton County
Rod Marlatt*	Director	Fayette Co. Conservation
Sheryl Struthers	Resident	Fayette County
Joshua Johnson	Park Superintendent	City of Oelwein
Jeff Korsmo	Director	Howard Co. Conservation
Craig Fencl	Park Ranger	Howard Co. Conservation

Elaine Govern	Resident	City of Riceville
Barb Schroeder	Director	Winneshiek Co. Conservation
Brian Fuhrmann	Member	Decorah Parks and Recreation Board
Stephanie Fromm	Director	Winneshiek Co. Development, Inc.
Non-voting and ex-officio members:		
Krista Billhorn	District 2 Planner	Iowa Department of Transportation
Mallory Hanson	Project Coordinator	NEI RC&D
Jared Nielsen	Marketing & Design Specialist	NEI RC&D
Aaron Detter	Senior Transportation Planner	UERPC

*Chairperson

Public Transportation Advisory Group

NAME	TITLE	COUNTY/CITY/AGENCY
Peggy Shea	Housing Coordinator	Helping Services of Northeast Iowa
Spiff Slifka	Development Coordinator	Howard County Business and Tourism
Amy Chicos	Rehabilitation Counselor	Iowa Vocational Rehabilitation Services
Janna Diehl	Operations Manager	Northeast Iowa Area Agency on Aging
Lori Egan	Transportation Director	NEI Community Action - Regional Transit
Aaron Detter	Senior Transportation Planner	UERPC

REGULATIONS AND REQUIREMENTS

Transportation Planning and Programming

Federal and state regulations require Metropolitan Planning Organizations (MPOs) and Regional Planning Affiliations (RPAs) to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points. At a minimum, this includes:

- Developing the Public Participation Plan.
- Providing adequate public notice of public participation activities and time for public review and comment at key decision points.
- Providing timely notice and reasonable access to information about transportation issues and processes.
- Making public information (technical information, meeting notices, etc.) available in electronically accessible formats and means.
- Holding all public meetings at accessible locations.
- Demonstrating explicit consideration and response to public input received during the development of transportation plans and the Transportation Improvement Program.
- Considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.
- Providing an additional opportunity for public comment, if final transportation plans and/or the Transportation Improvement Program differ significantly from the version that was previously made available for public comment, or raises new material issues which interested parties could not have reasonably foreseen from the initial public involvement efforts.
- Coordinating with the Iowa DOT's public involvement and consultation processes for DOT-sponsored statewide and regional projects.
- Periodically reviewing the effectiveness of the procedures and strategies contained in this Public Participation Plan to ensure an open and effective public participation process.
- When significant written and oral comments are received on draft transportation plans and the Transportation Improvement Program, a summary of comments will be included within the final document(s).
- Providing a public comment period for a minimum of 45 days before the Public Participation Plan is adopted.
- Providing copies of the approved Public Participation Plan to the Iowa DOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), and posting it on the agency's Website.
- In developing transportation plans and the Transportation Improvement Program, consulting with agencies and officials responsible for other planning activities within the region that are affected by transportation, such as those involved with economic development, environmental protection, airport operations, and freight movement. To the maximum extent practicable, coordinate the planning process with such activities.

Other Applicable Federal Laws

RPA-1 has developed a Title VI plan in compliance with Title VI of the federal 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.

This Public Participation Plan is also subject to the Americans with Disabilities Act of 1990 (ADA), a civil rights law that protects individuals from discrimination based on disabilities; and Executive Order 12898: *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The executive order states that programs, policies, and activities that affect human health or the environment should identify and avoid disproportionately high and adverse effects on minority and low-income populations. Environmental Justice laws exist to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from governmental programs and policies.

Finally, RPA-1 will observe Executive Order 13166: *Improving Access to Services for Persons with Limited English Proficiency*. This executive order states that efforts should be taken to evaluate all services provided by a federal agency, to ensure that persons with limited English proficiency are able to meaningfully access the services provided, without unduly burdening the fundamental mission of the agency.

State Regulations

Chapters 21 and 22 of the Iowa Code—the open meetings and records or “sunshine” laws—were created to ensure that Iowa governments at all levels are transparent and accountable to the public. A governmental body is covered by these laws if it was created by statute or by executive order, or if it is a local board, council, commission or other governmental unit exercising policy-making authority. In addition, agencies established under 28E and the Iowa Association of School Boards must comply with public meetings and records laws.

Governmental bodies are required to give adequate notice of the time, date, and place of a meeting, and post a tentative agenda. They must keep minutes of their meetings, which then become public records. The RPA operates in accordance with the open meetings and records law. The public is welcome and encouraged to attend RPA meetings and all minutes of the meetings are available for review.

ABOUT THE PUBLIC PARTICIPATION PLAN

The Public Participation Plan is developed and used to define a process for providing the public with reasonable opportunities to be involved in the transportation planning process. This includes anyone who lives, works, has an interest in, or does business in the five-county region and could potentially be affected by transportation decisions. This plan will consider how to engage people and groups who are traditionally underserved by existing transportation systems such as minorities, low-income communities, older persons, individuals with disabilities, and others. RPA-1 values public input as a rich source of ideas from people who are familiar with the region's transportation issues and challenges and are invested in seeing short- and long-term improvements come to fruition.

RPA-1 solicits public comments on the documents governing its policies and operations when these major documents are initially approved or undergo amendments. Each document includes details on how the public was engaged in the process. These documents include:

- The **Transportation Planning Work Program (TPWP)** contains the budgetary information and details of the transportation planning and technical assistance activities that RPA-1 will carry out in support of a safe multimodal transportation system in the region. The TPWP identifies specific work elements that will occur in a fiscal year as they pertain to administration, transportation improvement programming, long and short-range planning, and transportation technical assistance.
- The **Transportation Improvement Program (TIP)** describes the state- and federally-funded transportation projects and activities that are planned for the RPA-1 region over a four-year period. The projects identified within the document may receive federal funding from a number of different sources. The document reflects a multimodal transportation system by the inclusion of investments in transit, walking and bicycling infrastructure, streets, highways, and bridges. The TIP is developed in compliance with the provisions of the Fixing America's Surface Transportation Act (FAST Act) and is required to maintain a fiscally responsible program.
- The **Long-Range Transportation Plan (LRTP)** encourages and promotes the development of a regional transportation system that safely and equitably serves all users of the transportation system, providing safe, efficient, and economical movement of people and freight. The LRTP plays an important role in the region's vision for its future. The plan includes a description of the region's existing conditions; forecasts future population and potential growth corridors; identifies current and projected future transportation needs; and identifies various strategies to address those needs. In addition, the LRTP discusses the funding necessary for implementation of the plan. The information and data included in the LRTP are also a resource for regional leaders and elected officials, economic developers, and transportation project developers.
- The **Passenger Transportation Plan (PTP)** outlines the region's plans for establishing an efficient and effective passenger transportation network. Developed with input from transportation providers, human service, economic development, and workforce organizations, as well as the general public, the plan identifies strengths and issues in the region's passenger transportation network and lays out strategies for improvement over the life of the plan.
- The **Public Participation Plan (PPP)** specifies methods and best practices for public involvement in the transportation planning process in the RPA-1 region.

Periodically, the RPA may engage in initiatives or produce documents above and beyond the plans and programs listed above. As appropriate and necessary, public participation will be encouraged and solicited as laid out in this Public Participation Plan.

GOALS OF THE PUBLIC PARTICIPATION PLAN

The Public Participation Plan focuses on two broad goals. The first goal is to **distribute information about the transportation planning process to as many interested members of the general public as possible**. The second goal is to **actively seek input from the region regarding transportation problems, priorities, and potential solutions**.

The RPA has identified several tactics and techniques that can be used to ensure broad dissemination of information and ease of access for members of the public in offering input into the transportation planning process.

TACTICS AND TECHNIQUES

RPA-1 is responsible for numerous tasks in any given year. These include the development of several transportation planning work products; selection of regional projects to receive federal Surface Transportation Block Grant (STBG) funds and Iowa's Transportation Alternatives Program (Iowa's TAP) funds; administering modifications to projects in the Transportation Improvement Program; and participating in special projects as they occur. Seeking public input varies by task, but generally, input is needed for ideas *prior* to any action, opinions *during* any action and feedback *after* any action.

Information Distribution

RPA-1 utilizes several methods for distributing information throughout the region. The information that needs to be distributed includes the dates, locations, and minutes of public hearings and transportation meetings, the availability of applications for STBG and TAP funds, and planning projects. As appropriate, the RPA will use the following methods to distribute information:

Dates, Locations, and Minutes of Meetings:

- Agendas posted in the Decorah and Postville offices of Upper Explorerland at least one week in advance
- Agendas posted on the Upper Explorerland "Transportation Agendas and Minutes" website page at least one week in advance
- Agendas e-mailed to Transportation Policy Board, committees and/or other stakeholders¹ at least one week in advance
- Approved minutes posted on the Upper Explorerland "Transportation Agendas and Minutes" website page within one week of approval

Dates, Locations, and Minutes of Public Hearings:

- Public hearing notices published in at least one local newspaper
- Notices posted in the Decorah and Postville offices of Upper Explorerland at least one week in advance
- Notices posted on the Upper Explorerland "Items for Public Comment" website page at least one week in advance
- Notices e-mailed to Transportation Policy Board, committees and/or other stakeholders at least one week in advance
- Approved minutes posted on the Upper Explorerland "Transportation Agendas and Minutes" website page within one week of approval

¹ Other stakeholders may include local governing bodies; neighborhood or community members directly affected by proposals or projects; groups formed to address various transportation issues such as SRTS Coalitions and parent groups; clients of TAG agencies; Upper Explorerland housing clients; other nonprofit agencies and clients

Availability of STBG and TAP Applications:

- Electronic distribution by e-mail to Transportation Policy Board and committees; city and county clerks, administrators, and elected officials; regional trail groups; conservation groups; and other eligible applicants within the region
- Press releases sent to the local newspapers within the region
- Announcement included in the Upper Explorerland monthly e-newsletter, website newsfeed, and the periodic “Funding Announcement” e-mails
- Announcement made through Upper Explorerland’s social media networks

Transportation Planning Projects:

- Electronic distribution by e-mail to targeted audiences within the region
- Press releases sent to appropriate local newspapers within the region based on applicable geographic areas
- Announcements on local radio stations as appropriate based on geographic areas
- Announcement included in the Upper Explorerland monthly e-newsletter
- Announcement made through Upper Explorerland’s social media networks

Collecting Input

RPA-1 collects input on a variety of plans and activities. Feedback from the public is sought when there are changes being made to projects supported by federal aid and when future transportation policies, goals, and strategies are being developed within the region.

Project Changes²:

- The public is invited to make comments on proposed changes by attending the designated public hearing or meeting
- Proposed changes may be reviewed on the Upper Explorerland “Items for Public Comment” website page and comments can be submitted through the online form on that page
- Comments may be mailed, e-mailed, or called in to the RPA-1 Transportation Planner or any Transportation Policy Board or Committee member prior to the date of the decision

Transportation Planning Projects:

- The public is invited to offer input by attending Transportation Policy Board and committee meetings
- Online and/or in-person surveys may be utilized for some topics
- Public forums may be hosted within the targeted geographic area
- Focus groups or stakeholder groups may be convened to provide input
- The Upper Explorerland “Items for Public Comment” website page with comment form may be used to get feedback on draft documents

² See TIP Revision Process on page 14 for more details on project changes

Outreach

To assist the public in understanding the responsibilities and activities of RPA-1, the following methods of outreach are utilized:

- Presentations to groups and organizations (public officials, human service providers, planning and zoning boards, conservation boards, economic development boards, etc.)
- A comprehensive website that offers access to all plans, agendas, and minutes documenting the work of RPA-1
- Periodic news stories submitted to local newspapers and through the Upper Explorerland newsletter and social media networks

Marginalized and/or Disadvantaged Populations

The RPA understands the importance of engaging voices of community members who may be marginalized by language, financial means, and physical barriers. In order to offer full access to RPA-1's planning processes, the RPA employs the following practices to reduce barriers to participation:

- Meetings and public hearings will be held in locations that are accessible to people with disabilities
- As appropriate, meetings and public hearings will be held in locations most affected by the proposed activity or plan
- Meetings and public hearings will be held at a time when targeted audiences, if any, are most likely able to attend
- For People with Limited English Proficiency (LEP), RPA-1 utilizes Language Services Associates, a telephone interpreting service
- Information distributed electronically or in paper form can be recreated in large print for persons with vision disabilities
- Information can be provided to persons with hearing disabilities through Relay Iowa 711
- RPA-1 maintains a Title VI program to address any civil rights or discrimination issues or complaints
- RPA-1 utilizes visualization techniques and tools to aid the public in understanding proposed plans or changes when possible and as appropriate

Summary Table of Document Development and Public Participation

Plan:	Scheduled:	Draft:	Public Engagement:	Public Comment Period:	Adoption:	Public Access to Document:
Transportation Planning Work Program (TPWP)	Annually	Developed by RPA Staff with input from all Transportation Committees and Transit Agency	Draft presented at Policy Board and all Trans. Committee meetings, posted on UERPC website and available upon request	Available at least 15 days prior to adoption	Resolution at Policy Board meeting	UERPC Website and offices
Transportation Improvement Program (TIP)	Annually	Developed by RPA Staff with input from all Transportation Committees and Transit Agency	Draft presented at Policy Board, Tech and Enhancement Committee meetings, posted on UERPC website and available upon request	Available at least 15 days prior to adoption	Public Hearing and Resolution at Policy Board meeting	UERPC Website and offices
Long Range Transportation Plan (LRTP)	Updated every 5 years	Developed by RPA Staff with input from all Transportation Committees and Transit Agency	Public Input sessions conducted in each county, posted on UERPC website, PR in newspapers, and document available upon request	Available at least 15 days prior to adoption	Public Hearing and Resolution at Policy Board meeting	UERPC Website and offices
Passenger Transportation Plan (PTP)	Updated every 5 years	Developed by RPA Staff with input from Transportation Policy Board, Transportation Advisory Group, and Transit Agency	Draft presented at Policy Board and TAG meetings, posted on UERPC website and available upon request	Available at least 15 days prior to adoption	Public Hearing and Resolution at Policy Board meeting	UERPC Website and offices
Public Participation Plan	Updated every 5 years	Developed by RPA Staff with input from all Transportation Committees	Draft presented at Policy Board and all Trans. Committee meetings, posted on UERPC website and available upon request	Available at least 45 days prior to adoption	Public Hearing and Resolution at Policy Board meeting	UERPC Website and offices

TIP Revision Process

The Transportation Improvement Program may require revisions between annual updates. There are two types of revisions: amendments (major revisions) and administrative modifications (minor revisions). RPA-1 utilizes the following definitions and thresholds to determine whether a change is considered an amendment or an administrative modification:

- 1) An **amendment** is a revision to the TIP that involves a major change to any project within the TIP. This includes an addition or deletion of a project, a major change in project cost, additional federal funding for a project (or a change from state to federal funding), or a major change in design concept or scope (e.g. changing project termini or the number of through lanes). If the change to the TIP is an amendment, there are two primary procedural requirements: that the amendment follow the agency's public participation process, and that it be approved by the Transportation Policy Board. In addition, when the TIP is amended, the RPA is required to re-demonstrate fiscal constraint of the TIP/STIP. Changes to projects that are included for illustrative purposes only do not require an amendment.
- 2) An **administrative modification** is a revision to the TIP that involves minor changes such as project phase costs that do not constitute a "major" change, scheduling changes to projects within the four years of the TIP and minor changes to the project scope. An administrative modification is a revision that does not require public review and comment.

The parameters for determining whether a revision constitutes an amendment or an administrative modification are as follows:

- 1) **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% or total federal-aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification. When funding changes from state to federal (i.e. the project is "federalized"), an amendment is required.
- 2) **Schedule changes** - Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which are added or deleted from the TIP/STIP will be processed as amendments.
- 3) **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 (unless the change is from state to federal, as per number 1 above).
- 4) **Scope 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 are changing the type of work from an overlay to reconstruction or changing a project to include widening of the roadway.

RPA-1 processes amendments through a documented public hearing and subsequent Policy Board approval (see public participation process for public hearing). Administrative modifications requested by the project sponsor are processed by UERPC transportation planning staff by seeking the approval of a review committee consisting of both the Chair of the Technical Committee and the Chair of the Policy Board. The Policy Board is updated and informed of any administrative modifications at each meeting of the board. Upon approval for either amendments or administrative modifications, UERPC transportation planning staff update the project in IDOT's online project programming database.

DOCUMENTATION AND EVALUATION

RPA-1 is committed to considering all input from the public and incorporating it into the decision-making process when appropriate. To ensure that the public input is valued and considered, Upper Explorerland maintains records of its public involvement activities and the input, comments and issues as identified by the public. The RPA will reply to requests for written documentation or published information within a reasonable time frame and, where feasible, will respond to input received during the public participation phase of information gathering.

To ensure that the tactics outlined in this Public Participation Plan are effective, ongoing evaluation is an important step in the process and will occur on an ongoing basis. At each event or meeting, public attendance will be recorded and as appropriate, attendees will be asked how they found out about the event or meeting. Public engagement tactics will be reviewed annually and adjusted as necessary. The entire Public Participation Plan will be updated at least every five years.

APPENDIX A – REGIONAL MEDIA LIST

Newspapers

Name:

- Calmar Courier
- Clayton County Register
- Cresco Times
- Decorah Public Opinion
- Driftless Journal
- Union Echo Leader
- Ossian Bee
- Oelwein Daily Register
- North Iowa Times
- Postville Herold
- Strawberry Point Press Journal
- Guttenberg Press
- Waukon Standard

Online News

- Decorahnews.com

Radio

<u>Call Sign</u>	<u>Frequency</u>	<u>City of License</u>	<u>Licensee</u>
• KADR	1400 AM	Elkader	Design Homes, Inc.
• KCTN	100.1 FM	Garnavillo	Design Homes, Inc.
• KCZQ	102.3 FM	Cresco	Mega Media, Ltd.
• KDEC	1240 AM	Decorah	Wennes Communications Stations, Inc.
• KDEC-FM	100.5 FM	Decorah	Wennes Communications Stations, Inc.
• KFXE	1160 AM	Waukon	Wennes Communications Stations, Inc.
• KKHQ-FM	92.3 FM	Oelwein	The Cedar Rapids Divestiture Trust, Allen N. Blum, Trustee
• KLCD	89.5 FM	Decorah	Minnesota Public Radio
• KLNI	88.7 FM	Decorah	Minnesota Public Radio
• KNEI-FM	103.5 FM	Waukon	Wennes Communications Stations, Inc.
• KOEL	950 AM	Oelwein	Townsquare Media Waterloo License, LLC
• KRJE	89.9 FM	Hawkeye	Hawkeye Seventh-Day Adventist Church
• KVIK	104.7 FM	Decorah	Wennes Communications Stations, Inc.
• KWLC	1240 AM	Decorah	Luther College