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**CITIZEN PARTICIPATION  
IN TRANSPORTATION PLANNING:  
THE IOWA APPROACH**

by  
**Saleem Baig**

**July, 1981**

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CITIZEN PARTICIPATION IN TRANSPORTATION

PLANNING: THE IOWA APPROACH

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Saleem Baig

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## I. OBJECTIVE

It is generally agreed that transportation has played a significant role in the development of societies around the world, from the very early days of "The Great Roman Empire" to the present era of the "Space Age". In the long history of mankind, many remote geographic areas of natural beauty were opened to the joy and amazement of millions of people by providing transportation facilities for an easy and reasonably fast access to these areas.

In a country such as the United States of America, the availability of automobiles to the majority of people along with improved transportation facilities has played a key role in creating a highly mobile society that exists today. The former U.S. Secretary of Transportation, Brock Adams, in his statement concerning the "Transportation Policy for a Changing America" said: (1)

"Transportation is a fundamental, indeed an essential, part of our country's economic life, of our individual working lives, and of our family and social lives, it is our lifestream."

It is because of these very reasons that citizens of the nation are deeply concerned over the social, economic and environmental impacts of the policies and projects concerning transportation. They want to be a part of the decision making process which leads to the establishment of policies concerning energy conservation, environmental protection, resource allocation, and the quality of life in general. They do not want to be told by transportation professionals



what is good for them and their communities; rather they wish to be listened to by providing meaningful input in reaching a mutually acceptable transportation alternative that would affect them as individuals, as a community and as a region. They would like to establish the priorities and the criteria for selection of transportation alternatives and they would like to have better and more balanced transportation facilities at a minimum capital cost with due consideration to the social, economic and environmental effects of those facilities.

Over the last few years, particularly in the 60's, federal policies have addressed themselves to the need of public involvement in the areas of location and relocation of highways. The states' highway departments began to conduct public hearings with the specific purpose of informing the public of highway projects in their areas affecting social and economic patterns of their lives. The public hearings process with its inherent drawbacks has failed to achieve the effective citizen involvement that was expected.

The Iowa Department of Transportation believes that an effective citizen participation in the development of its policies and programs is an integral part of the transportation planning process. Recognizing this, the Iowa Department of Transportation, since its formation, has been directing its efforts in achieving a meaningful citizens participation in order to develop and update its statewide transportation plan. TransPlan '76, TransPlan '77 and TransPlan '79 are, indeed,

the product of this successful effort.

This report will focus on the techniques and strategies employed by the Iowa Department of Transportaion which have been successful in achieving an effective citizens participation in developing statewide transportation policy, plan and programs.



## II. HISTORICAL PERSPECTIVE

Highway transportation facilities have contributed to the nation's growth by increasing social and economic mobility. Good roads are vital to the well-being of local and regional economies, employment opportunities, efficiency of goods movement and access to health, education, cultural and recreational facilities. The value of good roads to farming and to agricultural land has been recognized fairly generally. Farm land located on hard surfaced roads typically sells for more than comparable land on gravel or dirt roads.

As early as 1800 when the United States of America was a country less than a quarter of a century old, transportation was one of the most pressing problems for the citizens of the nation. Henry Adams, the great American historian once wrote: "Physical contact alone could make one country of these isolated empires." (2)

People have always, as they do today, desired to build and use the most efficient and safe transportation facilities in conducting their business. In the State of Iowa, during the early part of this century, efforts of highway builders were directed to get Iowa "out of the mud". The attention was focused on building reasonably hard surfaced roads so that farmers could haul their products to the market. Public pressure to get Iowa out of the mud was so great that the 43rd General Assembly in 1929 allowed \$118,000,000 of bonds to be sold. Within three years Iowa was indeed "out of the mud". (3)

The highway concept has changed significantly in recent years in terms of purpose, scope and complexity - from basically an engineering endeavor to a powerful tool for social and economic change. The development of the automobile and increased mobility that it afforded the public created an urban sprawl that allowed a person to live a considerable distance away from his or her work or place of business. As this urban growth continued, more and more people moved away from the center of the city and the transfer of great numbers of people from their residences to their jobs created a transportation demand that could not be met by the existing transportation system. The massive demand that the automobile has created on transportation in the cities led to the development of urban freeways and expressways to alleviate the problem.

#### Highway Trust Fund

Recognizing the need for an interstate highway system to connect major cities in the country from coast to coast, the United States Congress, in 1956, enacted into law the Federal-Aid Highway Act of 1956 and the Highway Revenue Act of the same year. The Highway Revenue Act of 1956 established the Highway Trust Fund as a mechanism for financing the accelerated highway program. Revenues accruing to the fund were dedicated to the financing of Federal-aid highways. The Federal-aid program was placed on a wholly pay-as-you build basis by these two Federal-Aid Acts of 1956. The 1956 Federal-Aid Highway Act also established a system of



urban area of more than 50,000 population be based on "continuing comprehensive transportation planning process carried on cooperatively by states and local communities". (As cited in Ref. 6).

The 1968 Federal-Aid Highway Act required expanded payments for relocation assistance and dual public hearings for obtaining citizens input for highway projects planning purposes.

The National Environmental Policy Act (NEPA) of 1969 represents concern for the protection of the environment. It required the development and approval of the "environmental impact statements" (EIS) on all federally-funded highway projects. The EIS for a highway project is to include an in-depth analysis of noise, air and water pollution and of the historic and cultural sites in the area involved. Only those highway projects would be approved by the Federal Highway Administration for which the environmental impact statements show that no adverse environmental effects will result if those projects are built. The General Revenue Sharing program, initiated by President Nixon in 1970, had been an attempt to delegate some of the decision-making power to local elected officials. The "National Urban Policy" announced by former President Carter stated: (7)

"Neighborhood residents are closest to some of the problems and often best able to judge what solutions will be most effective. No urban policy can succeed if it ignores the views of neighborhood and voluntary groups and if it does not secure their continuous involvement".



The philosophy behind this policy is equally applicable to the transportation planning process as well as it is certainly a step in the right direction.

#### Citizen Participation Requirements

The principal Federal laws and regulations pertaining to citizen participation in transportation planning are presented on the next page (8).

In addition to the laws and regulations shown on page No. 10, the U. S. Department of Transportation has recently announced the "final policy and proposed guidelines on citizen participation in local transportation planning". This is published in October 30, 1980, Federal Register, Vol. 45, No. 212, Washington, D. C.

The policy statement explains the key elements of active citizen participation and clarifies the existing position of the U. S. Department of Transportation of encouraging citizens to participate in and to influence the decision-making process in transportation planning.

"The goal of this policy is to help communities plan transportation systems that are safe, efficient, cost-effective, energy-efficient, environmentally satisfactory, and responsive to the needs of the broadest range of citizens..."

The office of consumer liaison, in the Office of the Secretary will be responsible to oversee the implementation of the policy and the guidelines and to coordinate the development projects of modal administrations of the department.



## Citizen Participation Requirements

### Legislative:

23 USC 109h	Participation in the assessment of the environmental impacts of highways
23 USC 128	Hearings on highway plans
49 USC 1602d	Hearings on transit plans
47 USC 1604i	Hearings on transit plans
49 USC 1716d	Hearings to determine the impacts of an airport development project

### Administrative

14 CFR 151.65	Hearings on the location of airport development projects
14 CFR 152.73	Hearings to determine the impacts of airport development projects
23 CFR 450.120	Participation in the joint urban transportation planning process
23 CFR 771	Participation in the assessment of the impacts of highway projects
23 CFR 790	Hearings on highway plans
23 CFR 795	Participation in the development of environmental action plans and as part of those plans
49 CFR 613	Companion to 23 CFR 450
UMTA External Operating Procedures Manual pp. IIB-11,12	Hearings on transit plans

### III. PUBLIC HEARINGS

A number of changes have occurred since 1950 which directly relate to public involvement in highway programs. Public hearings, five-year construction programs, cooperative, comprehensive and continuing transportation planning studies in metropolitan areas, economic impact studies and environmental analyses have been added to enable the transportation officials to define and implement highway programs which are responsive to public need (9).

The Federal Government has made it mandatory for transportation departments to seek citizens involvement in the planning stages of all Federal-Aid highway projects. The 1956 Federal-Aid Highway Act required the state highway departments to conduct public hearings to inform the public about planned highway projects and to receive public comments. In 1958 the public hearing requirement was expanded to apply to a greater number of projects (10).

The records of the Iowa Department of Transportation indicate that the first public hearing was conducted on September 14, 1956 by the then Iowa State Highway Commission. The project involved a section of Interstate Highway System in Iowa from the Warren County line to the Rider Corner (Jct. Ia. 141 and I-35 & I-80). The project length was twenty-five (25) miles and its cost was estimated to be \$16,800,000.



## Relocation Assistance

The 1968 Federal-Aid Highway Act has placed increased emphasis on obtaining a meaningful citizen participation through public hearing mechanism. It created the controversial "dual hearing" requirement and it also upgraded the relocation assistance program. The following are the landmark provisions of this act pertaining to the compensatory payments to those individuals whose lives are disrupted by a highway project: (11).

1. That resident home owners shall be paid up to \$5,000 above fair market value where this is necessary to enable them to purchase fully comparable replacement property;

2. That renters shall be paid up to \$1,500 where necessary to achieve the same objective (the payment may be used to subsidize rent for up to two years, or as part of a home purchase down payment);

3. That property owners shall be reimbursed for all expenses incidental to the sale (e.g., transfer taxes, penalty costs for mortgage prepayment);

4. That individuals and businesses displaced by a highway project may elect to receive actual reasonable moving expenses (no arbitrary limit);

5. That displaced businesses (unless they are members of chains) may be paid up to \$5,000 for loss of neighborhood patronage and good will;



6. That each state shall provide relocation advisory assistance to those displaced; and

7. That all payments shall be made promptly, even (where necessary to avert hardship) in advance.

Specific requirements and payment limits for the relocation program were subsequently supplanted by provisions of the uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 that applies to all Federal construction projects (12).

The 1970 act expanded the scheduled moving payment and displacement allowance to \$500 and the supplemental housing payments to \$15,000 for long-term owner-residents and to \$4,000 for short-term owner-residents and tenant-residents. The act also required the payment for increased interest expense resulting from a change in mortgages and payment for incidental expenses incurred in the purchase of a replacement home. Both the 1968 and 1970 acts required that residents relocate into "decent, safe, and sanitary" housing to qualify for the supplemental housing payments (13).

Both the 1968 and 1970 acts reflect the changing attitude and concern of the government for the general good of the society and protection of the rights of its citizens.



## Dual Hearings

As mentioned earlier, the 1968 Federal-Aid Highway Act made a two-hearing procedure mandatory on all Federally funded highway projects. Transportation officials were not only supposed to inform the public of the upcoming highway projects but they were to actively seek the citizens input through these hearings. It was hoped that the two hearing procedure would provide ample opportunity for citizens involvement and participation in the decision making process.

In January, 1969, the Federal Highway Administration (FHWA), U.S. DOT issued a Policy and Procedure Memorandum (PPM) 20-8 entitled "Public Hearings and Location Approval" (14). It described in detail the new requirements and procedures of public hearings to be conducted by the state highway departments. The main thrust of this memorandum was to place a greater emphasis on achieving an effective public participation in the planning of Federal-Aid highway projects. In describing the purpose of this PPM, it said:

"... the rules, policies, and procedures established by this PPM are intended to afford full opportunity for effective public participation in the consideration of highway location and design proposals by highway departments..."

It went on to say,

"... it provides for extensive coordination of proposals with public and private interests. In addition, it



provides for a two-hearing procedure designed to give all interested persons an opportunity to become fully acquainted with highway proposals of concern to them and to express their views at those stages of a proposal's development when the flexibility to respond to those views still exists".

The PPM 20-8 also defined the nature of the two public hearings as follows:

a. A "corridor public hearing" is a public hearing that:

(1) Is held before the route location is approved and before the State highway department is committed to a specific proposal;

(2) Is held to ensure that an opportunity is afforded for effective participation by interested persons in the process of determining the need for, and the location of, a Federal-Aid highway; and

(3) Provides a public forum that affords a full opportunity for presenting views on each of the proposed alternative highway locations and the social, economic, and environmental effects of those alternate locations.

b. A "highway design public hearing" is a public hearing that:

(1) Is held after the route location has been approved, but before the State highway department is committed to a specific design proposal;



(2) Is held to ensure that an opportunity is afforded for effective participation by interested persons in the process of determining the specific location and major design features of a Federal-Aid highway; and

(3) Provides a public forum that affords a full opportunity for presenting views on major highway design features, including the social, economic, environmental, and other effects of alternate designs.

Both a corridor public hearing and a design public hearing must be held on all Federal-Aid highway projects which are on new locations, would change the function of connecting roads or would have a substantially different social, economic, or environmental effect.

State highway departments were also encouraged to hold additional public hearings or informal public meetings before and/or during the course of the study of alternate routes in the corridor if such meetings would serve the public interest.

The PPM 20-8 was superseded by a directive from the Federal Highway Administration (FHWA), U.S. DOT, entitled "Public Hearings and Location/Design Approval", dated December 30, 1974 (15). However, the requirements and procedures for the two public hearings remain the same as before.



## Public Hearings in Iowa

The requirements of Policy and Procedure Memorandum 20-8 became effective in Iowa on January 18, 1969. The records of the old Highway Commission show that the first formal "Corridor Public Hearing" was conducted on May 2, 1969. The project involved a section of proposed Freeway 520 in Webster County from U.S. 169 East to about the Hamilton County Line. This project was 14.9 miles in length and its estimated cost was \$14,394,000. Records also indicate that 155 persons attended this meeting.

Prior to July, 1980, the Office of Project Planning (Planning and Research Division) and Development Support (Highway Division) of the Iowa Department of Transportation were responsible for conducting public hearings on highway projects. The Office of Project Planning conducted both information meeting and formal corridor public hearings whereas Development Support Office with the help of Design and Right of Way Offices conducted the design public hearings.

Starting in 1981 fiscal year, the Office of Development Support was abolished in the reorganization process of the Highway Division. The functions of this office pertaining to the public hearing process were, however, transferred to the Office of Project Planning, Planning and Research Division. It is now the responsibility of the Project Planning Office to also conduct the design public hearings with the assistance from Design and Right of Way Offices.

All informational meetings and formal public hearings are conducted with the assistance from the Staff of the Highway



Division District with the District Engineer acting as hearing moderator at the formal hearings. Information meetings prior to the formal public hearings are not always held. The scope of the project dictates the necessity of holding an informational meeting or meetings. All public hearings in Iowa are recorded with the aid of at least one tape recorder.

The Office of Project Planning also prepares the "Environmental Impact Statement" on all Federal-Aid highway projects and it coordinates environmental planning with the appropriate Federal, State or local agencies. Responsibilities of the Office of Project Planning and examples of the Iowa Department of Transportation public meeting and hearing notices are shown in Appendices 1 through 4. The Office of Project Planning is located centrally at the Iowa Department of Transportation headquarters in Ames, Iowa.

In 1975, the Virginia Highway and Transportation Research Council conducted a study to seek information pertaining to public involvement techniques employed in the public hearing strategy of the nation's state highway and transportation departments (16). Information for this study was obtained through interviews with appropriate transportation officials of each agency and written comments submitted by them. Most agencies submitted their "action plans". The information collected was classified into three separate categories, i.e.; "pre-hearing" strategy, "hearing" and "post-hearing" strategies.



The study found:

"...In 29 agencies the programs have centralized administrations whereby the majority of mandates emanate from the central office. In the remaining 21 agencies the responsibility for hearing administration is delegated to district or regional offices. The study also showed the existence of a growing trend for agencies to utilize independent moderators at public hearings, especially if the hearings are likely to produce controversy. Also it was found that the most efficient and widely used pre-hearing technique is the informal pre-hearing meeting".

The results of the study also indicated that fourteen (14) of the nation's transportation agencies had designated a single division responsible for conducting both the environmental studies and public hearings and for a general public involvement program.

#### Action Plan

The "Action Plan" is a Federal law requirement. The guidelines developed in response to the provisions of Section 136(b) of the 1970 Federal-Aid Highway Act called on each state to prepare an action plan that outlines the organizational arrangements and the procedures the state will adopt to ensure that the following four fundamental objectives are accomplished in the development of a highway project: (10).

1. State highway departments must develop a real competence to identify and objectively study economic, social, and environmental effects of proposed highway projects.



2. An interdisciplinary approach must be used in the development of highway project from system planning to design.
3. Other agencies and the public must be involved in system planning, location planning, and design.
4. Alternative solutions must be considered (including no action at all).

The first "Action Plan" was developed in 1973 by the then Iowa State Highway Commission which outlined the organizational structure and procedures to accomplish the above mentioned objectives. This action plan was prepared in compliance with Section 109 (H), Title 23, United States Code which directs the following: (as cited in Reference 9).

"Not later than July 1, 1972, the Secretary, after consultation with appropriate Federal and State officials, shall submit to Congress, and not later than 90 days after such submission, promulgate guidelines designed to assure that possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-Aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest, taking into consideration the need for fast, safe and efficient transportation, public services, and the costs of eliminating or minimizing such adverse effects and the following:



1. Air, noise and water pollution;
2. Destruction or disruption of man-made and natural resources, esthetic values, community cohesion and the availability of public facilities and services;
3. Adverse employment effects, and tax and property value losses;
4. Injurious displacement of people, businesses and farms; and
5. Disruption of desirable community and regional growth.

Such guidelines shall apply to all proposed projects with respect to which plans, specifications and estimates are approved by the Secretary after the issuance of such guidelines".

The 1973 Iowa Action Plan was updated in 1977. The 1977 revision to the Iowa Action Plan was to update public hearing procedures in line with Federal Highway Administration guidelines and to change the nomenclature from Iowa State Highway Commission to Iowa Department of Transportation (17).

The State Director of Transportation is responsible for the continuing implementation and application of the Action Plan. The Division of Planning and Research annually reviews the Action Plan to determine the need for revision or change as a result of the new Federal or State laws, policies, procedures, and experience. These changes are made by mutual agreement between the Department of Transportation Director and the



Federal Highway Administration Division Administrator (18).

The 1979 Iowa Action Plan consists of four sections and an appendix.

- Section 1 describes the process and procedures to be utilized by the Department of Transportation in planning and development of State Primary Highways.
- Section 2 describes the relationship of the counties to the Transportation Commission and summarizes the procedures they will follow in project development.
- Section 3 outlines the relationship of the Transportation Commission to municipalities receiving Federal aid reimbursements for street projects. It also includes procedures the municipalities will follow in system planning and project development plus some cross references to Section 1 where the State procedures are applicable.
- Section 4 explains how state park and institution road projects are related to Transportation Commission operation and the procedures followed in project planning and development.

The appendix includes a description of the present organization of the Department of Transportation and defines terms common to transportation planning and design development activities.

The Iowa Action Plan is not intended to override or supersede State or Federal laws and/or Federal-Aid program



manuals and procedures. The duties and responsibilities of the Iowa DOT offices involved in the development of Federal-Aid highway projects (from conception to completion) are described in detail in the Action Plan.

#### Shortcomings

In spite of meeting all the mandatory requirements mentioned earlier for conducting public hearings on Federally-funded highway projects, public hearings have failed to accomplish their primary objective, i.e., achieve an effective and meaningful citizen involvement in the decision-making process. Public hearings have historically failed to convince citizens that their views are essential to the planning process and that the final decision will, indeed, reflect their concerns, needs and priorities. Citizens have expressed their frustrations by protesting against and blocking highway construction projects through court actions against state transportation agencies. A few of the drawbacks most commonly cited by citizens regarding the public hearing process are:

- It does not provide a mechanism for a meaningful citizens involvement in all phases of transportation planning process.
- It does not provide the interaction between the technical process and the citizen participation process.
- It does not provide for an effective two-way communication channel.



- Public hearings are not generally scheduled at a time or location most convenient for a greater number of people to attend.
- Transportation officials do not generally provide free access to all relevant and detailed information concerning the project.

A 1970 study of the public hearing process in the State of Virginia by Walton and Saroff identified the following problems: (19)

1. Plans for the proposed project are not generally easily accessible to the community. If the average citizen has not examined plans in detail prior to the public hearing, how can he contribute informed feedback at the public hearing?
2. Highway hearings as currently conducted are too formal and technical.
3. Current procedure for receiving testimony tends to intimidate some citizens.
4. Visual aids should be upgraded. Many citizens seem to have difficulty orienting to the exact location of the project.
5. Less than nine percent of the citizens responding to the questionnaire indicated that they learned of the public hearing by legal notices placed in the newspapers.

The study points out that one possible shortcoming of the present procedure is that it does not consider the fact that engineers work with the plans for several years



and yet citizens are expected to evaluate the project after a 15 minute technical presentation.

John Robinson, discussing citizen participation in the highway planning process in California, points out that: (20)

"In the past century, communities actually came to pitched battles over which one would get the railroad. Today they are fighting to keep the freeway out of their communities".

As a public relations instrument, the hearing has long been outmoded. In his opinion, there are three (3) basic shortcomings in the present public hearing process.

1. Studies have to be started years before the hearing.  
If routing is controversial, the word gets around quickly and the opposition begins to shape up.
2. Public hearing is not a very democratic process.  
It is more like a court trial where the evidence is heard and the decision is made almost simultaneously and the public is apt to think the jury was rigged.
3. The no-action possibility is not a part of the hearing.  
A route-adoption hearing says a freeway is needed and here are some choices on where we want to put it.

One of the major problems is the citizens perception of these hearings and the lack of credibility of the transportation agencies. Most citizens feel that their views expressed at the hearing will not be considered seriously and that the comments will not have any impact on the final decision made by those in power.



#### IV. CITIZEN PARTICIPATION

Citizen participation is now generally recognized as an essential and even a desirable feature in the overall transportation planning process. Today, most transportation planners and engineers are striving to find ways and appropriate techniques which could be employed in order to achieve effective and meaningful citizen participation in planning transportation facilities.

Citizen participation means different things to different people. It will, therefore, be worthwhile to mention a few definitions from various sources in this paper.

##### Definition

A panel of authorities developed a useful definition at a conference on citizen participation as follows: (21)

"Citizen participation is an open process in which the rights of the community to be informed, to influence, and to get a response from government are reflected and in which a representative cross section of affected citizens interacts with appointed and elected officials on issues of transportation supply at all stages of planning and development. The participants in the process identify and examine all reasonable alternatives and their consequences to assist the appropriate decision-makers in choosing the course that they best feel will



serve the needs and objectives of the community".

In another definition, Sherry Arnstein links citizen participation to citizen power: (as cited in Reference 22).

"It (citizen participation) is the redistribution of power that enables the have-not citizens, presently excluded from the political and economic processes, to be deliberately included in the future. It is the strategy by which the have-nots join in determining how information is shared, goals and policies are set, tax resources are allocated, programs are operating, and benefits like contracts and patronage are parceled out. In short, it is the means by which they can induce significant social reform which enables them to share in the benefits of the affluent society".

The 1975 National Transportation Policy Statement of The American Association of State Highway and Transportation Officials (AASHTO) defines citizen participation as follows: (as cited in reference 23).

"...effective citizen participation requires adequate and continuing commitment of public resources, impartial technical aid, and free access to all relevant information. Citizen participation is not a substitute for decision making by responsible public officials, but it is an essential contribution to well informed decision making".



The Federal Highway Administration (FHWA) of the U.S. Department of Transportation defines citizen participation in one of its 1976 reports as follows: (8)

"The purpose of citizen participation is to see that the decisions of government reflect the preferences of the people. The basic intention of citizen participation is to insure the responsiveness and accountability of government to the citizens. Secondary reasons for citizen participation are: It helps create better plans, it increases the likelihood of implementing the plan, and it generates support for the agency. In the final analysis, however, its contribution to the democratic process is the significant factor".

In essence, the citizen participation process provides an opportunity to the general public to help decide issues which may affect their lives in the years to come.

#### Essential Characteristics

In order for citizens to be effective and to be able to influence the decision-making process, they should be willing to spend time and energy to understand and analyse the complex transportation issues and various project alternatives. They should be afforded an opportunity to get involved in the very early stages of the transportation planning process and must be motivated to continue to participate effectively until a final decision is reached. Citizens must have access to all



the information available to planners and to impartial technical assistance for help in evaluating planning data (24). The American Association of State Highway and Transportation Officials defines essential characteristics of citizen participation as follows: (23)

"Citizen participation is a continuing process throughout transportation planning; it is not just an event, like a hearing, nor is it just the meetings and other activities that go into the process. It starts at the very beginning of planning and extends through all stages leading up to a decision and into implementation. CP should be constructive, with the overall purpose of helping agencies and communities work together in a cooperative partnership to identify and solve transportation problems. Its goals is to aid decision makers in selecting the most appropriate solutions to meet transportation needs and community objectives. The process is open and two-way: professionals and participants freely exchange information, ideas, and values. They respond to one another to learn, build understanding, and work toward consensus. It is an involving process, where community members are full partners in the work of developing and evaluating plans. Citizen participation must be flexible to allow for different degrees and styles of involvement and be tailored to the needs of particular local



situations. It is integral to transportation planning agencies, rather than a graft or separate process divorced from the substance of technical planning and important decisions".

One of the key ingredients of success in all citizen participation efforts is an open process. One of the reports on citizen participation of the Federal Highway Administration (FHWA), U.S. DOT, defines openness as follows: (8)

"...openness means that the purpose and the content of the process, as well as the schedule for doing it, are described as clearly and concretely as possible--the decisions that have to be made, the information that will be used to make them, the choices which are and are not open for consideration and why, and the time when different steps are necessary or desirable. It means the "ground rules" are clearly laid out, especially about who makes decisions and on what basis. Openness means that planning is done publicly, to the maximum extent possible because the decisions that are to be made are public business. It means that any individual or group who feels they have a useful contribution to make to the process has an opportunity to do that..."

A 1975 informational report of the Institute of Transportation Engineers on Citizen Participation concludes as follows: (25)



"Citizen involvement requires much more than mere lip service. It must be sincere, open and useful in the decision-making process. Knowledge and proper application of appropriate techniques are important but are secondary to a sincere, open and useful citizen involvement program. Thus, it is not so important "how" we involve citizens, it is more important that citizens are actively and effectively involved and that the purpose of their involvement is clearly understood by both citizens and professionals".

Two key elements were further recognized for the success of citizen involvement processes by yet another ITE informational report (26).

1. Effective interaction among the four major "actors" in the citizen involvement process, i.e. the policy board, technicians, elected officials and the general public including the special interest groups.
2. Effective application of communications techniques. The report went on to say that there was no magic rule or simple formula to select one technique over the other. Transportation officials must have an honest and positive attitude in trying to get citizens involved actively and effectively.



The Transportation Research Board's conference on Citizen Participation in Transportation Planning in 1973 has identified two essentials: Information and funding for a successful citizen involvement in planning transportation facilities (21). In order for citizens to play an effective role in the decision-making process, they must have access to all relevant information and planning data. Transportation agencies should also educate the participants in the area of transportation related vocabulary.

The citizen participation process does, indeed, require increased levels of funding and staffing. Estimates for increased funding range from a minimum of 10 percent to as high as 50-60 percent. Howard Needles Tammen & Bergendoff, Architects, Engineers and Planners reports that community involvement adds 10 to 30 percent to the study and design cost of a project (as cited in Ref. 27). Transportation agencies must, therefore, be willing to include such costs in their budgets.

#### Desirability

As it has been pointed out earlier, an effective citizen participation in the transportation planning process is not only required by law but it is also desirable. It benefits all the parties involved, creates an environment and a forum to air public concerns and individual fear and it can lead to a satisfactory resolution of the problem.



Some of the desirable consequences of citizen participation are that it: (21)

1. Brings members of the community into the public policy and planning decision-making process;
2. Encourages public decisions that reflect the values, needs, and priorities of those who will be affected;
3. Exposes different socioeconomic, environmental, and transportation needs;
4. Surfaces alternative options and increases public understanding of both the options and the constraints of transportation planning;
5. Identifies the benefits and the disbenefits of alternative plans, recognizing that one group's benefits may be another's disbenefits; and
6. Offers a means of resolving the type of public opposition that has blocked transportation programs in many areas.

And it is, perhaps, the most logical approach to develop public acceptance of a publically-funded transportation project.

#### Myth

Erwin France, discussing citizen participation efforts in various public programs in the City of Chicago in 1971 pointed out a number of myths surrounding citizens



involvement process as follows: (28)

1. The first myth is that in every community there are two groups - the citizens and the establishment - and that the citizens speak with one voice. This is simply not the case.
2. The second myth is that, simply because people live in a neighborhood and are affected by a problem, they have proprietary, more intelligent, more logical insights into the solutions to that problem than anybody else has, particularly the professional.
3. There is the notion that those who are poor - whites, blacks, or chicanos - and who are obstructionists to the objectives of a given project are not intelligent enough to understand the issues.
4. The fourth myth is that the creation of formal citizen structures is inherently the best approach to public participation.
5. Another myth is the notion that neighborhood elections are all that is required to ensure that all views of the community are represented in the decision-making process.
6. The sixth myth is that it is always possible to have full partnership between locally elected officials and public participation groups.
7. The final myth is that the federal government, in declaring that citizen participation must be a part of more programs, knows what it wants.



In another study, Dr. Wellman points out two contrasting misconceptions about public participation in transportation planning: (29)

1. First, many transportation planners erroneously believe that public participation is a bizarre imposition from the outside by fuzzy-minded, misguided forces and that it can lead to bad planning.
2. The second misconception is that participation is essentially a ritual of democracy.

Dr. Wellman concludes by saying that participatory planning is fundamentally an effort to enable new clienteles to work with planners and that the successful participatory planning project is one in which citizens have been able to ensure that reasonable attention has been given to their interests.

#### What It Is Not

In earlier pages, an attempt has been made to define the process of citizen participation, its virtues and its essential ingredients for success. But citizen participation is not the answer to every problem encountered by transportation agencies. It is, therefore, equally important to address the issue of what citizen participation is not.



AASHTO's study (23) points out that:

"Citizen participation is not a process that agencies create just for others, but one made so agencies can work with others...nor is CP selling a predetermined solution through public relations...citizen participation is not just involving elected officials, nor is it a means of bypassing them...citizen participation is not a substitute for technical analysis, professional judgement, or decision-making...it is not a fixed procedure...CP is not an end itself, but a means to the end of providing transportation policies, facilities, and services that meet public needs and objectives".

An institute of transportation engineer's informational report (26) suggests that:

"The citizen involvement process does not necessarily guarantee a popular decision. On the other hand, communication with and involvement of the citizens throughout the planning or design and project development process should help minimize potential conflicts and will help the public to understand the basis for the decision".

Citizen participation is not, therefore, a process whereby transportation agencies could seek approval on a course of action or projects or alternative plans already decided upon by professionals in the privacy of their offices.



## V. CREATION OF THE IOWA DOT

After a thorough review and examination of the scattered roles in transportation of various state agencies, the Iowa Legislature and Governor Ray in 1974 organized those activities for the first time into a single State Department of Transportation. The Iowa DOT, a top Legislative priority and a long-sought goal of Governor Ray, became a reality when the Iowa Department of Transportation was created by passage of Senate File 1141, 1974 Session of the 65th Iowa General Assembly.

Section 2, Division I of the Act states: (30)  
"There is created a State Department of Transportation which shall be responsible for the planning, development, regulation and improvement of transportation in the State as provided by law".

The duties and responsibilities of the State Highway Commission, Iowa Aeronautics Commission, Iowa Reciprocity Board, Department of Public Safety relating to motor vehicle registration, motor vehicle dealer licensing, motor vehicle inspection and operators and chauffeurs licensing; the Iowa State Commerce Commission relating to the regulation of railroads and motor transportation were transferred to the newly created State Department of Transportation. Added to these were new responsibilities for public transit, railroads and river transportation.

Section 3, Division I, of this act also created a "Transportation Commission" to be composed of seven Commissioners, not more than four of whom shall be from the same political party. Each Commissioner is to be appointed by the Governor for a term of four years, subject to the confirmation of the Senate. The



Transportation Commission is responsible, among other things, for selecting a State Director of Transportation and for developing transportation policies and programs for the State as needed.

The Iowa Department of Transportation, as it is presently organized, consists of six modal divisions--Aeronautics, Public Transit, River, Railroad, Motor Vehicle and Highway Division; and four support divisions--General Counsel, Transportation Regulation Board, Planning & Research and Administration Divisions. A current table of organization of the Department is shown in Appendix 5.

The Office of Advance Planning in the Planning & Research Division of the Department is currently responsible for developing and implementing citizens participation program in the overall transportation planning process.

#### First State Transportation Policy

The Department of Transportation Act mandated the new Transportation Commission and the State Director of Transportation to develop and coordinate a comprehensive transportation policy for the State of Iowa.

Section 33, Division II of the Act state:

"The Commission shall commence the development of a Transportation Policy for the State, to be submitted to the Governor and the General Assembly for its approval, not later than July 1, 1975. During the fiscal year commencing July 1, 1974, and ending June 30, 1975, the Commission shall file quarterly progress reports with the Governor and the General Assembly outlining the development of the State Transportation Policy..."



In announcing the appointments of seven members to the first Transportation Commission in Summer of 1974, Governor Ray remarked: (31)

"Today marks an important step in a long effort to develop a unified transportation policy for Iowa..."

To comply with the Legislative Mandate, the Iowa Department of Transportation Staff set up a schedule to develop a State Transportation Policy by the end of the calendar year 1974. In developing the policy statement, efforts were made to combine public, private, and citizen's views and concerns with staff expertise.

Input on policy development was solicited from: (32)

1. Presentations to the Department of Transportation Commission
2. Iowa State Association of Counties and League of Iowa Municipalities
3. State of Iowa Office for Planning and Programming and sixteen regional planning agencies
4. Other States

Eighteen (18) State Departments of Transportation were also contacted to obtain their annual reports describing state transportation policy, goals and objectives. After reviewing all the information received, a draft policy statement was prepared and presented to the general public at a public hearing held on November 23, 1974, in the State Capitol Building, Des Moines, Iowa.

All the suggestions, comments and statements received at the public hearing and those received in mail from other interested individuals, organizations and agencies, were reviewed and a final transportation policy was prepared and presented to the Transportation Commission.



The Transportation Commission approved the policy on December 11, 1974. The policy was submitted to the 66th General Assembly in January 1975, and it was adopted by both houses in June, 1975, (House Concurrent Resolution 73) (33). A copy of the first Iowa Transportation Policy is shown in Appendix 6.

#### Concern for Citizens Views

The goal, as stated in the policy statement is "to assure adequate, safe, and efficient transportation facilities and service to the public."

Of particular interest to the subject matter of this paper is the policy statement (Policy Section A-2), which commits the Iowa Department of Transportation to:

"Provide for a participatory transportation planning process which involves public, private, and citizen interests..."

This policy has been the guiding light for the Department in its efforts to developing a statewide citizens participation program involving transportation decision making process.

The policy is updated annually to reflect citizens concerns and the prevailing social and economic conditions in the State. The Office of Policy Analysis, Planning & Research Division is responsible for updating the State Transportation Policy annually. A copy of the 1981 Transportation Policy is shown in Appendix 7.



## VI. DEVELOPMENT OF CITIZENS PARTICIPATION PROGRAM IN IOWA

The State Transportation Policy, as stated earlier, requires public, private and citizens involvement in the development of transportation planning process. The administrators and planners of the newly formed Iowa Department of Transportation made an early commitment to developing a Citizen Participation Program in accordance with the Transportation Policy Statement.

It was recognized that some new techniques and strategies had to be developed and implemented in order to achieve citizen participation in the agency's transportation planning process. To attain this goal, new approaches had to be explored and something more effective had to be utilized than the already existing public hearing process for transportation projects.

It was the general consensus of the agency's top officials that the new transportation planning process should be open, flexible and, above all, continuous. It must provide ample opportunity to the public for contributing their useful ideas and it must insure citizens involvement in the early stages of the planning process. It should establish permanent channels of communications for citizens to exchange their views on transportation policies, programs and projects of the Department.

In order for the agency's efforts to be successful in obtaining public support, the planning process must take into consideration citizens desires, and concerns and its decisions must reflect the preferences of Iowans. Public support for the agency's programs must be a necessary ingredient for success.



## Formation of Citizens Advisory Councils

After successfully formulating the State's first transportation policy, the next most important item on the Department's agenda was to develop the State's first transportation plan. It was mandated by the 1974 legislative action.

In the summer of 1975, the Iowa Department of Transportation began the process of organizing citizens advisory councils for the purpose of providing early input into the development of an initial Iowa Transportation Plan--Transplan '76 and to obtain increased citizens involvement in its planning activities.

### The "ORIGINAL 56"

Three independent advisory councils were organized by the Iowa Department of Transportation in June, 1975. These councils were composed of 29 representatives from the private sector, nine from the government sector and 18 from the specific interest sector. A 15 member steering committee was selected by the membership to work closely with Iowa Department of Transportation Staff and to serve as a communication link between the councils and the Iowa Department of Transportation Staff (33). The three councils later merged into a single Transportation Advisory Council known as the "ORIGINAL 56".

Membership of the "ORIGINAL 56" Transportation Advisory Council included representatives from the following:



I. Private Sector (29)

A. Agriculture

1. Farmers Grain Dealers Association
2. Iowa Farm Bureau
3. Iowa Farmer's Union

B. Manufacturing

4. Iowa Manufacturers Association
5. Iowa Mobile Housing Institute
6. John Deere Waterloo Tractor Works
7. John Deere Dubuque Works

C. Construction

8. Contractors Joint Policy Committee

D. Transportation

9. AAA Motor Club of Iowa
10. Alter Company (Barge)
11. Iowa Aviation Business Association
12. Iowa Good Roads Association, Inc.
13. Iowa Industrial Traffic League
14. Iowa Motor Truck Association, Inc.
15. Iowa Railway Association
16. Iowa Consumer & Industrial Loan Association
17. Dubuque Industrial Bureau
18. Ruan Transport Corporation

E. Utilities

19. Iowa Association of Electric Coops.
20. Iowa Utility Association

F. Service

21. Iowa Hotel-Motel and Motor Inn Association
22. Camp Ground Owners

G. Retail--Wholesale Trade

23. Iowa Chamber of Commerce Executives
24. Iowa Gasoline Dealers Association
25. Iowa Independent Oil Jobbers Association
26. Iowa Petroleum Council
27. United Purchasers Association, Inc.
28. Metro Transit Authority
29. Waterloo Chamber of Commerce



II. Government Sector (9)

A. City

1. League of Iowa Municipalities
2. Municipal Transit
3. American Public Works Association
4. Iowa Transit Association
5. Iowa Association of Municipal Utilities

B. County

6. Iowa County Engineer's Association
7. Iowa State Association of Counties

C. Region

8. Iowa Association of Regional Councils
9. Airport Managers Association

III. Specific Interest Sector (18)

1. Iowa League of Women Voters
2. Iowa Student Public Interest Research Group
3. Sierra Club of Iowa
4. Teamsters Joint Council #45
5. Iowa Federation of Labor, AFL-CIO
6. United Transportation Union
7. Citizen's United for Responsible Energy
8. Iowa Confederation of Environmental Organizations
9. Iowa Wildlife Federation, Inc.
10. Iowa Taxpayers Association
11. Nadean Hamilton--Citizen
12. Soil Conservation Society
13. Harold Johnson--Citizen
14. Junior League of Waterloo-Cedar Falls
15. Charles McKee--Citizen
16. Iowa Power Company
17. Charles Talcott--Citizen
18. United Auto Workers

The "ORIGINAL 56" Council was organized to increase citizen involvement in the transportation planning process and to assist the Iowa Department of Transportation in identifying transportation issues and priorities for the State of Iowa. They helped the Iowa Department of Transportation develop its first Transportation Plan.



The Council identified immediate and long-term issues in seven categories: (33)

1. Movement of People;
2. Movement of Goods;
3. Economic Development;
4. Public Finance--Level;
5. Regulation
6. Complimentary/Competitive Modes; and
7. Department of Transportation Interface--  
Public/Private.

The "ORIGINAL 56" also recommended a continuing citizens advisory program by establishing advisory councils throughout the State to achieve more representative involvement and geographic coverage.

After its initial work was completed, the council continued to meet with the Iowa Department of Transportation Staff on a bi-monthly basis in its advisory role.

The contribution of the "ORIGINAL 56" was recognized by the Iowa Transportation Commission at its regular meeting on May 18, 1979, in Ames during National Transportation Week. A copy of the "Resolution of Recognition" is shown in Appendix 8.

#### Televised Presentation

In the Fall of 1975, the Iowa Department of Transportation took a novel step in getting Iowans involved in its transportation planning process.

On November 25, 1975, the Iowa Department of Transportation presented its first transportation plan (Preliminary Form) to the citizens of Iowa in a two hour program over educational television, Iowa Public Broadcasting network (IPBN). A toll free number was provided to viewers for calling in their questions for answers.



This televised presentation was a great success as telephone calls from citizens flooded the incoming lines. Citizen's input received was considered in the preparation of the State's first transportation plan.

Iowa citizens were invited to serve on the Citizen Advisory Councils which were soon to be formed on a statewide basis.

### Regional Advisory Councils

As mentioned earlier, the "ORIGINAL 56" Transportation Advisory Council had recommended establishing advisory councils throughout the State to achieve more representative involvement and geographic coverage. Accordingly in September, 1976, the Iowa Department of Transportation established Citizen Advisory Councils at eight locations in the State (34).

These eight Advisory Councils were formed in Ames, Clear Lake, Calmar, Manchester, Washington, Chariton, Atlantic and Storm Lake. The announcement containing the news of establishing these Councils is shown in Appendix 9. Iowa Department of Transportation records indicate that the very first organizational meeting of the Central Iowa Advisory Council was held on September 22, 1976, in Ames. Twenty citizens attended this meeting.

The following criteria were used by the Iowa Department of Transportation in establishing Advisory Councils at eight dispersed locations in the State:

1. Geographic Coverage
2. Response of interest
3. Approximately within 50 Miles of driving distance from any participant
4. Iowa's Metropolitan centers Avoided because of the On-going Urban Planning efforts in those areas.



In response to the requests received from Iowa citizens, two locations were added in 1978 to the existing eight locations, bringing the total number of active Advisory Councils to ten (10) currently participating in the transportation planning activities. The records of the Iowa Department of Transportation show that the 9th Advisory Council was formed in Tipton with its first meeting held on January 19, 1978, while the 10th Council was formed in Denison with its first meeting held on March 22, 1978. Also due to citizens interest, attendance records and driving distances, locations of two advisory councils were changed from Chariton and Washington to Ottumwa\* and Mt. Pleasant, respectively.

A map showing the current locations of the 10 Regional Citizen Advisory Councils is shown in Appendix 10. These Advisory Councils provide all citizens the opportunity to be involved in all phases of the planning process. They help the Iowa Department of Transportation in identifying the needs for all transportation modes in their area as well as for the State of Iowa. They review the Iowa Department of Transportation planning activities and offer advice on short and long term transportation planning process.

Each advisory council elects its own chairman and vice-chairman and it holds bi-monthly meetings with Iowa Department of Transportation staff. Membership on these councils is open to any Iowan interested in transportation planning. Current members on these councils come from a wide diversity of occupations. In 1977, the total membership of the 8 citizen advisory councils was 250 persons. It was composed of 70 in transportation related

\*Later changed back to Chariton.



In a major reorganization of Planning and Research Division in January, 1979, the Office of "Regional Transportation Development" was abolished. The functions of this office relating to Citizen Advisory Councils were assigned to the Office of Advance Planning in the Planning and Research Division.

The District Transportation Planners remained with each of the six districts but their reporting structure changed. After January, 1979, they started reporting directly to the Director of Planning and Research Division. Recently there has been some discussion about making District Planner report to the District Engineer in each district. However, no decision has been taken as yet that would change their reporting structure.



## VII. PARTICIPATION IN THE PLANNING PROCESS

The 10 Regional Advisory Councils provide a citizen participation program that insures an equal opportunity for all Iowa citizens to get involved in all phases of the transportation planning process. This also provides the Iowa Department of Transportation with a valuable resource to obtain different points of view and a constructive review of its systems and policy planning efforts that would influence the final decisions.

Section I (People and Policy) of TransPlan '79 concerning citizen involvement states: (36)

"Public hearings, public information meetings, citizen advisory councils, and citizen surveys offer extensive avenues of communication for citizen involvement. Public hearings seek information on location and design phases of projects. Public information meetings provide an opportunity for interested citizens to ask questions and suggest alternatives. Citizen advisory councils at locations around the state review transportation planning activities and offer input to the planning process. Surveys are conducted to gather public opinion on transportation issues."

These advisory councils in conjunction with public hearings and other information meetings provide a continuous process in obtaining citizens input in all transportation planning phases.

### Response Cycle Established

During 1977 the Office of Regional Transportation Development conducted a survey among the council members to evaluate the effectiveness of the citizen involvement program.

The results of the survey indicated that members felt better informed and that they had made input to the transportation planning process. Members further expressed the thought that in order



to have Council meetings more effective and meaningful, the Iowa DOT should:

1. Provide advance reading material to members;
2. Simplify meeting presentations;
3. Cover fewer topics per meeting; and
4. Include more details before requesting comments.

The Iowa Department of Transportation has implemented these suggestions in improving the effectiveness of the citizen participation program and to obtain meaningful input to its planning process.

The Regional Advisory Councils used to meet monthly and later changed to a bi-monthly schedule. At the present time, these Councils are meeting quarterly to review the Iowa Department of Transportation planning activities, to discuss the transportation issue at hand, and to identify transportation needs and priorities for the State. The Iowa Department of Transportation through its Transportation Information Service announces the location, date, time and objective of the meeting for the general public. A sample of two such public announcements is shown in Appendices 13 and 14. In addition, the Iowa Department of Transportation sends each council member a separate announcement of the meeting along with its agenda, previous meeting notes and advance reading material, if any. A sample of meeting announcement and meeting notes sent to council members is shown in Appendix 15.

The cycle begins with written notes of each meeting which serve as a record of citizen input during the meeting. These notes are distributed, within the Iowa Department of Transportation, to Division and Office Directors, District Transportation Planners; to each council member, and to the Chairman and Vice-Chairman



of the other nine councils. Response to any unanswered question raised during the council meeting is relayed back to the member after checking it with the appropriate official of the agency. In most cases, this is accomplished prior to the next council meetings.

A postage paid response sheet is another important input element. Self-addressed mail-back response sheets are distributed at each meeting to allow opportunity for additional comments. A sample of a response sheet is shown in Appendix 16. Nearly 200 of these mail-back responses were received, providing additional input for TransPlan '77, Iowa Department of Transportation Staff Waterway User Charge Proposal, Iowa Rail System Plan, State Airport System Plan, Regional Transit Development Program, Transportation Map, the Five-Year Transportation Improvement Program and other studies. These mail-back responses sheets are forwarded directly to the Division or Office Directors and the specific planner in charge of the work the response is directed towards (35).

The input circle is closed when the citizens suggestions, comments and concerns are seriously considered for inclusion in the final version of a study or a plan. TransPlans '76, '77, and '79 and several modal studies reflect many of the suggestions, concerns and priorities expressed by Iowa Citizens.

During summer months the councils do not generally meet on a regular basis due to many members usually being gone on vacation. In the summer of 1977, the Iowa Department of Transportation started sending a newsletter to all council members. It was intended to keep everyone informed with the Department's planning



activities. The newsletter proved to be an effective communication tool.

#### Public Program Review Meetings

Chapter 307A.2(12), Code of Iowa, requires the Iowa Department of Transportation to prepare and publish a transportation improvement program for a period of at least five years and to revise and republish it at least once a year to achieve program continuity.

Each year in spring and early summer, the Iowa Department of Transportation conducts a series of regional public program review meetings for obtaining citizen reaction and input to the five-year Transportation Improvement Program update. These meetings are part of the "Action Plan" process to obtain citizen input and are held statewide in cooperation with the Citizens Advisory Councils.

All citizens are invited to attend these meetings to participate in the annual review and update of the five-year Transportation Improvement Program, particularly those transportation improvements proposed to be carried out in their own area of the state. An announcement of one such program review meeting by the Iowa Department of Transportation is shown in Appendix 17.

In 1977, a series of 12 public program review meetings, eight of them in conjunction with Citizen Advisory Councils, were held by the Division of Planning and Research, Iowa Department of Transportation. The remaining four were scheduled in response to specific requests (37). A map showing the 1977 locations of program review meetings is shown in Appendix 18.



In 1979, a series of nine public program review meetings were held by the Iowa Department of Transportation in conjunction with the Citizens Advisory Councils. Additional meetings were held with the Regional Technical Advisory Committees for Transportation in each of the seven major metropolitan areas and one with the Mid-Iowa Association of Local Governments (38).

In 1980, a series of seven meetings were held to discuss the annual review of the five-year Transportation Improvement Program with the general public. The focus of these meetings was on the preliminary draft of the 1982-86 highway program. Approximately 301 persons from 35 cities plus several county representatives attended these meetings. The attendance at the 1980 meetings was about 46 percent higher than in 1979 (39).

At an annual meeting of the Transportation Research Board, held in January, 1979, in Washington, D.C., Iowa's Five-Year Transportation Improvement Program was cited as the model for other states to follow (40). The Transportation Research Board (TRB) is an agency of the National Research Council, which serves the National Academy of Sciences and the National Academy of Engineering.

These regional public program review meetings provide citizens with the information on estimated revenues and the Transportation Improvement Program that can be accomplished within the constraints of those funds. It provides citizens opportunity to get involved in the decision-making process and to become acquainted with the proposed projects before they are included in the final Transportation Improvement Program.



## Council Accomplishments

The usefulness of the Citizen Advisory Councils can only be tested by examining the work these Councils have done in providing input to the Iowa Department of Transportation planning process. They have discussed and contributed their ideas on subjects ranging from something relatively easy like the transportation map to the more difficult transportation issues like Transportation Policy Changes, TransPlans '76, '77, and '79, Transportation Funding and Programming, Keokuk Terminal Study, State Transit Plan, State Airport System Plan, Regulatory Study, and various other special studies.

Some of the accomplishments of these Councils are described below (35):

- Identified and ranked critical transportation issues and submitted them for Iowa DOT staff review. Changes in the Iowa Transportation Policy adopted by the Commission on January 11, 1977, reflect this citizen input.
- Requested the Iowa Transportation Map include four-year accredited private colleges and the small towns omitted on the 1976 Transportation Map be restored. The Iowa DOT Commission at their February 8, 1977, meeting approved including the four-year accredited colleges and adding 197 small towns to the 1977 Iowa Transportation Map.
- Voted that white was the best background color for the 1977 Transportation Map. The Iowa DOT Commission concurred at their April 19, 1977, meeting.
- Citizen advisory council discussion and mail-in response sheets generally favored the Iowa DOT Staff Waterway User Charge Proposal. The Commission, at their May 3, 1977, meeting, took a favorable Iowa DOT position on user charges on the inland waterways.
- Discussed Iowa's mainline system (approximately 40% of the total rail system) and identified seven rail lines for consideration in the 50% system. A majority of these citizen-identified rail lines were included in the top priority branch lines. Additional citizen input was received prior to the initial submittal of the State Rail Plan to Federal Railroad Administration (FRA).



On December 17, 1980, the 10 regional citizen advisory councils met with the Iowa DOT officials at the Department's headquarters in Ames. The purpose of this meeting was to discuss and "review an Iowa DOT legislative proposal for increased highway funding and the 1980 Iowa Rail System Update". In January 1981, the Iowa DOT did submit to the Iowa legislature a request for seeking additional highway funds needed to just preserve the state highway system in its present condition. Appendix 19 contains the announcement of the December 1980 meeting in Ames.

At the request of the Federal Highway Administration (FHWA), U.S. Department of Transportation, a 45 minute duration videotape was made in March 1978 concerning Iowa's statewide citizen involvement program. It was used by the FHWA in regional seminars around the nation. This videotape is available to all highway and transportation departments and other transportation agencies wishing to initiate or strengthen citizen involvement program in their states or localities.



## VIII. CONCLUSION

The creation of the Iowa Department of Transportation in 1974 directed the agency's focus toward multi-modal and inter-modal planning and operations. In order to carry out its mandated responsibilities successfully, it was crucial for the Iowa DOT to develop and implement an effective citizen involvement program to establish its credibility and trust with the citizens of Iowa. It appears that the department's efforts have been successful in this area.

The 10 regional Citizen Advisory Councils (CAC) have helped achieve public participation in the Iowa DOT decision-making process. Heavy emphasis on early public involvement in developing its transportation policies, plans and programs has been the cornerstone of Iowa's CAC program. The citizen involvement program has made a significant contribution toward a better informed public. The Iowa DOT, in turn, has received valuable citizen input to its planning process, and constructive reviews of various planning studies. It has established permanent channels of communication between concerned citizens and the department's professionals and decision makers.

Since their formation in 1976 and until the end of 1978, the citizen advisory councils and associated programs were the responsibility of the Office of Regional Transportation Development, which was phased out in January 1979. Since then the responsibilities of the CAC program have been assigned to the Urban Transportation Planning Section within the Office of Advance Planning. This action might be perceived by some active and concerned citizens as a move by the Iowa DOT to "de-emphasize" the CAC program. It may hurt the image and, subsequently, the work of the department in the long run. Perhaps



assigning the CAC program in the Iowa DOT organizational structure to a place of high degree of visibility, such as the Director's Staff, may serve the best interests of both the citizens of Iowa and the department.

It is now quite clear that citizen participation in governmental decision-making, such as transportation planning activities, is essential and is here to stay. It is a sign of our changing times and public attitude. Citizens want a voice in controlling and shaping the environment and in influencing those decisions which would affect the quality of their lives.

It is equally clear that the days of big highway projects, such as the building of additional expressways and freeways, are over in this country. The task at hand is to try to keep the existing transportation facilities in safe and serviceable condition. The name of the game is "system preservation". The recently announced proposed budget cuts by the Reagan Administration will definitely hurt the ability of any transportation agency to find needed funds for its work. The transportation funding crunch will very likely get worse in the foreseeable future.

In view of limited financial resources and the ever increasing public demand for providing better and more coordinated transportation facilities at a minimum cost, an effective citizen participation program in transportation planning activities is a "must" for every transportation agency. It is a challenge for every transportation professional and decision maker. The reasonably assured way a transportation agency can carry out its mission and meet this challenge successfully today and tomorrow is to recognize the reality and



necessity of achieving effective citizen participation in developing its policies, plans, programs and projects.

Public support for transportation agency programs has now become a more significant factor than it has ever been in the past several years.



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## ACKNOWLEDGEMENTS

I wish to express my appreciation to various Iowa DOT officials in the Offices of Advance Planning and Project Planning, and particularly to Rex H. Wiant, deputy director, Planning and Research Division, for sharing with me the records and information concerning the subject matter of this report. I also wish to gratefully acknowledge the assistance received from Leland D. Smithson, former director of the Office of Regional Transportation Development, and his secretary, Alice C. Bear, who played a major role in the early stages of the citizen involvement program development at the Iowa DOT; also Professor R. L. Carstens for providing me the encouragement, guidance, and constructive review of this report. My special thanks to Mrs. Josephine Said, Iowa DOT Librarian, and Hank Zaletel, Assistant Librarian, for their help in searching relevant study material for use in this paper.



APPENDIX



Iowa Department of Transportation  
POLICIES AND PROCEDURES MANUAL  
ORGANIZATION



DIVISION BUREAU Planning and Reserach	OFFICE Project Planning
EFFECTIVE REVISION DATE 4/1/78	APPROVAL(S) <i>[Signature]</i>

I. Purpose

To develop, consistent with sound planning practices and in compliance with State and Federal regulations, corridor and planning projects relative to Iowa's immediate highway transportation needs; project development shall be consistent with Iowa's long-range transportation plan (as developed by the Planning and Research Division) and shall provide adequate public involvement and environmental evaluation.

II. Responsibilities

The Office of Project Planning shall perform the following duties and responsibilities:

A. Project Planning

1. Purpose

To determine highway locations which will best satisfy traffic needs and project objectives and to secure the necessary managerial, local, state and federal approvals.

2. Responsibilities

- a. Prepare planning studies such as planning reports, draft and final environmental impact statements, negative declarations, 4(f) statements and cultural resource assessments, for use in documenting the social, economic and environmental impacts of proposed highway improvements.
- b. Propose and evaluate highway corridors and general preliminary designs for alternative routes to determine their fulfillment of traffic needs and project objectives. Meet with the public as required to obtain information for use in this evaluation.
- c. Prepare project concept plans for each alternative route to an adequate level of detail for evaluation and inclusion in the environmental study. Determine benefits, estimate costs, and identify key trade-offs among alternative routes. Integrate the development of social, economic, environmental and engineering data for logical inclusion in the appropriate environmental document.
- d. Inform and involve the public (and specific groups and interests affected by a project) through local meetings, newsletters, citizen advisory councils, public information meetings and public hearings.



- e. Coordinate corridor public hearing schedules, prepare Legal notices and arrange for news releases prior to public hearings. Hold and/or participate at corridor public hearings and informational meetings held to determine the selection of a corridor and adoption of a project. Prepare and distribute corridor hearing transcripts.
- f. Recommend to Highway Division Staff and the Transportation Commission, and obtain their approval of, the corridor alignment to be referred to the Development Bureau of the Highway Division for specific design.
- g. Prepare a final planning report/environmental statement for appropriate submittals and approvals.
- h. Prepare pre-design agreements and obtain approvals of municipalities and management.
- i. Participate in design corridor and/or design public hearings when requested.

## B. Environmental Coordination

### 1. Purpose

To assist the Project Planning Section, and all other Department Divisions and Offices in determining project environmental impact; instruct appropriate Department personnel in Departmental environmental considerations, investigative methods, policies, procedures, etc.

### 2. Responsibilities

- a. Prepare "Project Notification Review System" (A-95) documents and submit to State and Regional Clearinghouses.
- b. Identify, and, as directed, monitor environmental impacts, including air and noise analysis, of proposed highway locations and alignments, make suggestions for improving highway project environmental considerations and review with staff during project development.
- c. As required, satisfy federal, state or local environmentally oriented statutes and regulations by preparing the necessary and required documents, such as cultural and historical resource assessments, air and noise analysis, etc.
- d. Coordinate environmental planning with federal, state or local agencies having jurisdiction over specific natural resources.
- e. Organize and conduct seminars regarding basic ecological principles that can be applied by planning, design, construction and maintenance personnel.



- f. Meet with public and private groups, upon request, to familiarize citizens with the Department's consideration of the environmental impacts of highway location, design and construction.
- g. Prepare written and graphical presentations for public distribution to familiarize citizens with the environmental aspects of highways.
- h. Provide environmental consultation and assistance to counties, municipalities and other state agencies.

### C. Location Engineering

#### 1. Purpose

To determine possible project location alternatives and the feasibility of their construction to satisfy the project's objectives. The feasibility of the various alternatives will be studied through the preparation and evaluation of preliminary designs and cost estimates.

#### 2. Responsibilities

- a. Locate practical alternatives to be studied in the corridor phase of a highway location project by the use of aerial photography, topographic mapping and other resource data.
- b. Prepare preliminary concept plans, indicating vertical and horizontal alignments, for all highway location alternatives to be studied.
- c. Prepare cost estimates for each alternative location under study.
- d. Meet with public officials regarding alternative highway locations and participate in public hearings and informational meetings to discuss the pre-design aspects of alternative proposals.
- e. Provide the Office of Road Design with alignments to serve as a basis for survey.
- f. Conduct studies to determine the type of improvement to be made, (such as LCTI, LI-FE, reconstruction, relocation, etc.) and make recommendations regarding these determinations.
- g. Review Office of Road Design consultant preliminary plans for adherence to Location Section alignments.





# News

NEWS & INFORMATION  
515-296-1372

Area Media (Madison and Warren counties)

April 21, 1981

AMES, IOWA - The proposed replacement of a bridge on Iowa 92 southeast of Martensdale will be discussed at a public information meeting to be held by the Iowa Department of Transportation Tuesday, April 28, 1981.

The meeting will be held in the council chambers of the Martensdale City Hall, beginning at 7 p.m.

The plans for the project include replacing the existing bridge over the Middle River with a concrete bridge 258 feet long by 44 feet wide. Approximately 50 feet of new pavement would be constructed at both ends of the bridge. Since the new bridge would be constructed at the site of the existing structure, Iowa 92 would be closed during the project. Traffic on the highway would be detoured, beginning at the interchange of Iowa 92 and Interstate 35, south on I-35 to County Road G-50, east on G-50 to County Road R-45, and north on R-45 to Iowa 92 southeast of Martensdale.

The Iowa DOT had originally planned to construct the new bridge 50 feet south of the existing structure so traffic could continue to use Iowa 92. Nearly one mile of Iowa 92 also was to be reconstructed. The plans were changed due to reduced highway funds and an emphasis by the DOT to preserve existing roads instead of constructing new ones.

Area residents are urged to attend this information meeting and comment on the replacement of the bridge. Iowa DOT staff will be available at the meeting to answer questions about the project.

For more information contact the Iowa DOT's Project Planning Office in Ames, (515) 296-1391, or the DOT's District 5 Office at Fairfield, (515) 472-4171.





# News

NEWS & INFORMATION  
515-296-1372

Area Media (Polk County)

April 5, 1979

AMES, IOWA - A public hearing concerning the proposed improvement of U.S. 69 in Des Moines has been scheduled by the Iowa Department of Transportation.

The meeting will be held Tuesday, April 17, 1979, in the Garton Elementary School gymnasium, 2820 E. 24th St., Des Moines, beginning at 7 p.m.

The proposed one-mile project would begin on existing U.S. 69 (East 14th Street) at Seneca Avenue and extends north to near the I-80/I-35 interchange.

The improvement presently includes the widening and reconstruction of existing East 14th Street from Seneca Avenue to N.E. Broadway Avenue. A four-lane highway with a 16-foot wide raised median is proposed in that section. Median crossovers and left-turn lanes are proposed at Seneca Avenue, Fleming Avenue, Madison Avenue, Shawnee Avenue, Aurora Avenue, N.E. 43rd Avenue, N.E. 44th Avenue and N.E. Broadway Avenue. Left turn lanes would also be constructed near the I-80/I-35 interchange, but the highway would not be widened.

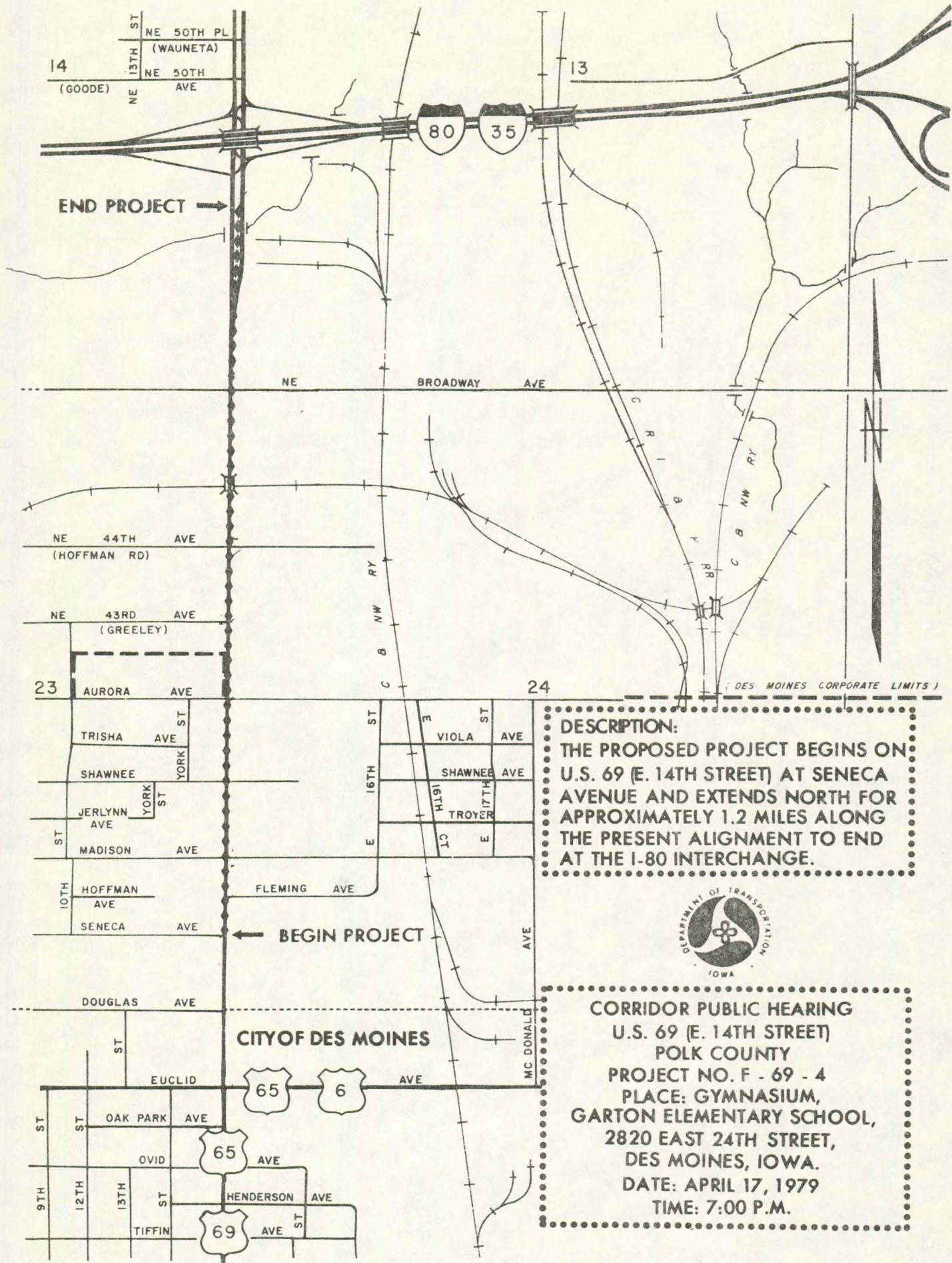
A map of the project is available at the city clerk's office in Des Moines.

Area residents are urged to attend the hearing to comment on the proposed project. Information about relocation assistance will be discussed at the meeting. Those persons unable to attend the hearing may send written statements concerning the project to the Project Planning Engineer, Iowa DOT, Ames 50010, before noon, April 30, 1979.

For further information about the project contact the Project Planning Office, Ames 50010, (515) 296-1225.

# 70





14  
(GOODE)

13

END PROJECT →

NE BROADWAY AVE

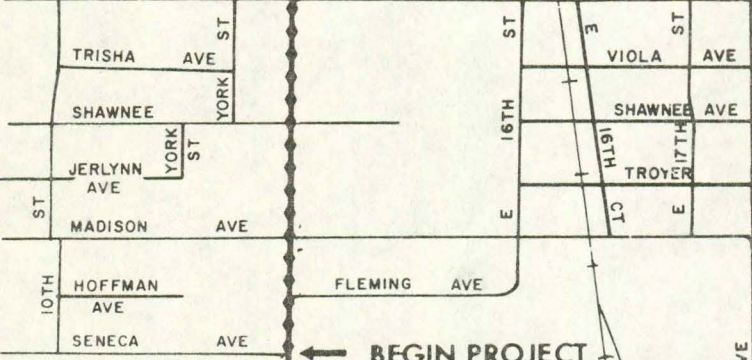
NE 44TH AVE  
(HOFFMAN RD)

NE 43RD AVE  
(GREELEY)

23 AURORA AVE

24

(DES MOINES CORPORATE LIMITS)



← BEGIN PROJECT

CITY OF DES MOINES

**DESCRIPTION:**  
 THE PROPOSED PROJECT BEGINS ON U.S. 69 (E. 14TH STREET) AT SENECA AVENUE AND EXTENDS NORTH FOR APPROXIMATELY 1.2 MILES ALONG THE PRESENT ALIGNMENT TO END AT THE I-80 INTERCHANGE.



**CORRIDOR PUBLIC HEARING**  
 U.S. 69 (E. 14TH STREET)  
 POLK COUNTY  
 PROJECT NO. F - 69 - 4  
 PLACE: GYMNASIUM,  
 GARTON ELEMENTARY SCHOOL,  
 2820 EAST 24TH STREET,  
 DES MOINES, IOWA.  
 DATE: APRIL 17, 1979  
 TIME: 7:00 P.M.





# News

NEWS & INFORMATION  
515-296-1372

Refer to: 391.11

Area Media (Jones County)

March 2, 1978

AMES, IOWA - The Iowa Department of Transportation will conduct a design public hearing on the proposed improvement of Iowa 64 and Iowa 38 in Jones County. The hearing will be held on Thursday, March 16, 1978, in the High School Gymnasium, Anamosa, Iowa, beginning at 7:00 p.m.

The proposed project begins on Iowa 64 about 0.75 mile east of the intersection of U.S. 151 and continues along the general alignment to near the west junction of Iowa 64 and Iowa 38. The length of the project is about 6.9 miles.

The proposed improvement will involve the reconstruction or widening and resurfacing of the existing 18 foot wide pavement to a 24 foot wide pavement with 10 foot wide shoulders at or near the existing alignment.

All interested parties are invited to attend this hearing and express their views on the proposed improvement. Department of Transportation personnel will be on hand to answer questions one hour before the formal hearing begins.

Copies of the project maps are on display in the Office of the City Clerk in Anamosa, Monticello, Center Junction, Wyoming, Olin, Monmouth, Baldwin and Maquoketa, Iowa.

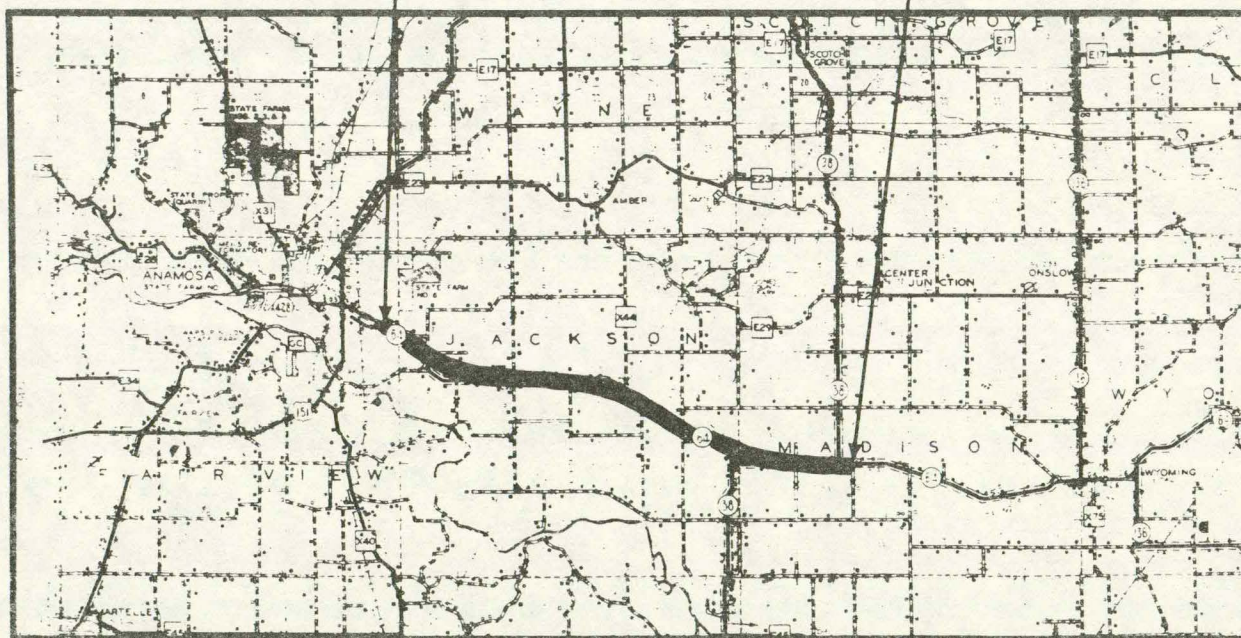
# 72



**Proposed improvement of Iowa 64 and Iowa 38 beginning approximately 3/4 mile east of junction of U.S. 151 and Iowa 64 near Anamosa, southeasterly to the east junction of Iowa 64 and Iowa 38 approximately 4 miles west of Wyoming in Jones County.**

**BEGIN PROJECT**

**END PROJECT**



Proposed construction area

**PUBLIC  
HEARING  
MARCH  
16  
1978**

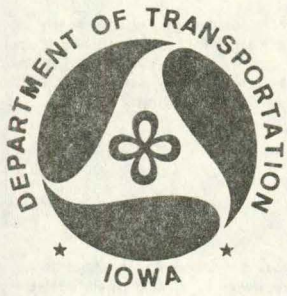
Prepared by  
Office of Development Support  
Development Bureau  
Highway Division  
TELEPHONE 515-296-1373





# KEY STAFF AND OFFICE DIRECTORS

Appendix 5



IN THE DEPARTMENT:  
 4,000 PEOPLE  
 3,603 VEHICLES  
 10,464 MILES OF PRIMARY ROAD SYSTEM  
 IN IOWA:  
 78 COMMERCIAL RIVER TERMINALS  
 2 MILLION LICENSED DRIVERS  
 2.9 MILLION REGISTERED VEHICLES  
 6,300 MILES OF RAILROAD LINES  
 34 TRANSIT OPERATIONS  
 118 MUNICIPAL AIRPORTS  
 11,000 PILOTS

GOVERNOR



Robert D. Ray

DEPARTMENT OF TRANSPORTATION COMMISSION

(Appointed by the Governor; Confirmed by the Senate.)



Darrel Rensink (Sioux Center) Bruce Van Druff (Red Oak) Roger Fair (Davenport) Bob Rigler (New Hampton) Barbara Dunn (Des Moines) Del Van Horn (Jefferson) Dennis Voy (Maquoketa)

DIRECTOR



Raymond Kassel

DEPUTY DIRECTOR



R.H. Given



Tom Sally Dennis Ehler

KEY STAFF MEMBER



Al Hoover Joanne Short Les Holland Al Hoover (Acting)

GENERAL COUNSEL



Bob Goodwin

TRANSPORTATION REGULATION BOARD (Rail/Trusts)



Conrad Amend Kristina Grimm

MOTOR VEHICLE DIVISION



Gordon Switzer



Bill Kendall Jerry D. Allen Cande Bakke Carol Coates

PLANNING & RESEARCH DIVISION



Ian MacGillivray



Rex Wiant



Bob Anderson Gus Anderson Harry Budd Don Ward Pat Cain Bill McCall

HIGHWAY DIVISION



Don McLean



Don Anderson



Lowell Richardson



George Calvert



Ken McLaughlin Bernhard Ortles Chuck Hulman



Chuck Pestotnik Keith Davis Fay Bloomfield George Sisson

ADMINISTRATION DIVISION



Jon McCoy



Dennis Tice



Bob Humphrey Bob Borite Jim Bump Van Snyder Bob Percival Bob Henely Jim Hoag John Nimmo Lee Smithson Paul Farleman Virg Raymond Rob Forrest Don Greniman Ron Juells

JUNE 1, 1981





**RAYMOND KASSEL**  
 Director  
 Ames:  
 296-1111

Professional engineer with line management experience in construction, estimating, programming and planning; AASHTO Planning Committee; chairman, Transportation Research Board Group I Executive Committee; with Iowa since June 1951; deputy DOT director one year; B.S., M.E. (Trans. Engr.)



**BOB GIVEN**  
 Deputy  
 Director  
 Ames:  
 296-1112

Professional engineer with nearly 30 year's experience in highway operations as district engineer, deputy chief engineer and chief engineer. Deputy DOT director since June 1979. B.S.C.E.



**CONRAD AMEND**  
 TRB Member  
 Des Moines:  
 281-3631

Attorney; Iowa Commerce Commission 1955-1959, 1972-1975; assistant U.S. attorney; Interstate Commerce Commission; U.S. DOT; with Transportation Regulation Board since June 1975; B.A., LL.B., LL.D.



**AL HOOVER**  
 Director  
 Aeronautics Division  
 Des Moines:  
 281-4289

Naval line officer and aviator with experience in training, space systems operations: B.S. Industrial Eng; B.S. Aeronautics Eng; M.S. Electrical Eng.



**DON ANDERSON**  
 Deputy Highway  
 Director-Operations  
 Ames:  
 296-1491

Professional engineer with nearly 25 years of experience in highway construction with the DOT; Assistant construction engineer for four years and district engineer for three years; B.S.



**IAN MacGILLIVRAY**  
 Director, Planning  
 & Research Division  
 Ames:  
 296-1660

Engineering, planning and research experience in state and municipal programs during the past 13 years in Michigan, Indiana and Kentucky; with Iowa since June 1977; B.Sc., M.S.C.E.



**GEORGE CALVERT**  
 Deputy Highway  
 Director-Development  
 Ames:  
 296-1461

Professional engineer with more than 30 years experience with the department; director of Materials Office seven years; district materials engineer in various locations in Iowa; general superintendent for a road construction company; former Marine; B.S.



**JON MCCOY**  
 Director  
 Administration Division  
 Ames:  
 296-1341

Executive experience in data processing systems, production, finance, marketing, and computer support services; with Iowa (after 13 years in private sector) since January 1970; served as Motor Vehicle Division director for 3+ years; B.B.A.



**ROBERT GOODWIN**  
 Special Assistant  
 Attorney General  
 General Counsel  
 Division  
 Ames:  
 296-1358

Attorney, Special Assistant Attorney General, Tort Claims Division - 1977-1978; Assistant Attorney General, ISHC-DOT - 1971-1977; FBI Agent - 1967-1971; B.S., J.D.



**DON McLEAN**  
 Director, Highway  
 Division  
 Ames:  
 296-1008

Professional engineer, contractor, county engineer; assistant executive secretary-Iowa A.G.C., design engineer, deputy chief engineer - operations, and deputy chief engineer - development; with Iowa since 1953; B.S.



**KRISTINE GRIMM**  
 TRB Member  
 Des Moines:  
 281-6366

Eleven years experience in sales and operations with the Rock Island Motor Transit in Des Moines; Sales and operations manager for Ideal Truck Lines in Des Moines from 1978 to 1980; with Iowa DOT since March 1980.



**JOANNE SHORT**  
 Director, Public  
 Transit Division  
 Des Moines:  
 281-4297

With Director's Office, Planning & Research Division, and Public Transit Division since it was established; private and state experience in marketing and office management, public relations and project administration; with Iowa since January 1975; B.A.



**LES HOLLAND**  
 Director, Railroad  
 Division  
 Ames:  
 296-1646

Executive experience as assistant to former Iowa Gov. Harold Hughes and to Iowa Director of Highways; management of public affairs and legislative liaison; with Iowa since July 1968; B.A., M.A.



**GORDON SWEITZER**  
 Director, Motor  
 Vehicle Division  
 Des Moines:  
 281-3897

With the department for more than 22 years. Served as director of the Office of Right of Way for 12 years. Named director of the Motor Vehicle Division July 1980. B.S.



- 
- GOAL** The transportation goal for the State of Iowa is to assure adequate, safe, and efficient transportation facilities and services to the public.
- 
- POLICY** It is the Policy of the Iowa Department of Transportation to:
- A. General**
1. Encourage development of a transportation system to satisfy user needs and maximize economic and social benefits for Iowa citizens.
  2. Provide for a participatory transportation planning process which involves public, private, and citizen interests and encourages complementary transportation and land development patterns.
  3. Encourage and support programs to provide for movement of goods and mobility for all citizens.
  4. Consolidate and simplify procedures for registration and regulation of common-carriers and motor vehicles.
- 
- B. Plan**
1. Develop a total transportation system plan, subject to annual review, which
    - considers all transportation modes as interacting elements,
    - considers facilities and services necessary for person and commodity movements from origin to destination,
    - contributes to the development and implementation of a state comprehensive plan,
    - provides a positive influence on social, economic, and aesthetic values,
    - provides safe and convenient travel opportunities,
    - minimizes economic, energy, and environmental costs,
    - coordinates with the plans of surrounding states and national programs,
    - coordinates available Federal, State, and local resources, and
    - recommends funding procedures for implementation.
  2. Encourage and assist development of general aviation, airport facilities, and air-carrier services.
  3. Encourage and assist the general development and efficient use of highway transportation through improvement programs to equalize functional adequacy of roads and streets throughout all of Iowa.
  4. Encourage and assist development of public passenger transportation systems.
  5. Encourage and assist a viable railroad system consistent with the needs of Iowa and the United States.
  6. Encourage and assist the development of programs for proper use of river transportation.
- 
- C. Program**
1. Prepare annually a coordinated current and long-range program of capital investment, services, and regulatory practice.
  2. Propose and promote legislative programs to implement an integrated transportation system.
-



# Iowa Transportation Policy

January 1, 1981

- GOAL** The transportation goal for Iowa is to provide adequate, safe, and efficient transportation services to the public.
- POLICY** The Iowa Department of Transportation will:
- A. General**
1. Promote a transportation system to satisfy user needs and maximize economic and social benefits for Iowa citizens.
  2. Provide for a participatory planning process which involves public, private, and citizen interests and which encourages complementary transportation and land development patterns.
  3. Encourage and support programs to provide commodity movement and mobility for all citizens.
  4. Develop and promote just and equitable policies and procedures for the registration and regulation of motor vehicles and common carriers of passengers and freight.
  5. Promote financing of the transportation system through user and non-user sources in an equitable manner.
- B. Plan**
1. Develop a total transportation system plan, subject to annual review, which:
    - considers all transportation modes as interacting elements;
    - considers facilities and services necessary for person and commodity movement from origin to destination;
    - contributes to the development and implementation of a comprehensive state plan;
    - exerts a positive influence on social, economic, and aesthetic values;
    - provides safe, convenient travel opportunities;
    - minimizes economic, energy and environmental costs;
    - coordinates available federal, state, and local resources;
    - recommends appropriate investment and funding procedures;
    - makes the best use of land resources for permanent transportation use;
    - encourages more efficient use of energy resources;
    - fosters usage of technological advancements in transportation facilities; and
    - evaluates progress toward achievement of the goal contained in this policy.
  2. Encourage and assist in the development of general aviation, airport facilities, and air-carrier services.
  3. Encourage and assist in the general development, preservation and efficient use of highway transportation through improvement programs to equalize functional adequacy of roads and streets throughout Iowa.
  4. Encourage and assist in the development, maintenance and improvement of public transit systems and services.
  5. Encourage and assist in developing and maintaining a viable railroad system which is responsive to the needs of Iowa and the United States.
  6. Encourage and assist in the development of programs which promote efficient use of river transportation.
  7. Develop and participate in programs to improve the safety of all transportation modes.
  8. Encourage and support development of transportation education programs.
- C. Program**
1. Prepare a current and long-range program of capital investment, services, and regulatory practice--each year.
  2. Propose and promote legislative programs to facilitate an integrated transportation system.

Source: Office of Policy Analysis, Iowa Department of Transportation.



# LVI

was one of fifty-six citizens who assisted the Iowa Department of Transportation in an advisory role since July, 1975; and

Whereas, the "Original 56" voluntarily contributed their expertise to the Department and their work caused Iowa's 10 Citizen Advisory Councils to be organized.

Now, therefore the Iowa Department of Transportation expresses its appreciation to the "Original 56" for their efforts to improve transportation in the state of Iowa.

*Robert K. Reigler*

Chairman, Iowa Transportation Commission

*R. F. Hessel*

Director, Iowa Department of Transportation

May, 1979





# Department of Transportation

## NEWS

PUBLIC AFFAIRS  
515-296-1646

Refer to: 391.11

Area Media (Boone, Dallas, Greene, Jasper, Marshall, Polk & Story Counties)

November 2, 1976

AMES, IOWA - The organizational meeting of the Citizen Advisory Council to the Iowa Department of Transportation (DOT) for Central Iowa was held in Ames on October 18 at the District One office of the DOT. At that time, Jerry Sawyer, Corporate Traffic Manager of Lennox Industries in Marshalltown, was named chairman of the group; Jack Firkins, Shipping and Traffic Manager of Hach Chemical, Ames, was made vice chairman.

During the latter part of September and throughout October, eight Citizen Advisory Councils have been formed in Ames, Clear Lake, Calmar, Manchester, Washington, Chariton, Atlantic and Storm Lake. This continuing citizen input program will provide special advisory assistance to the DOT. Citizens were invited to participate because of their interest in the Iowa DOT transportation planning process. Membership is open to the public; the next meeting is planned for November 15. Further information can be obtained by contacting either the chairman or the vice chairman.

The general objective of these groups is to identify needs and expectations for all transportation modes, especially on a long-term basis. It is anticipated that monthly contacts will continue for a period of one to two years. Iowa DOT staff members from the Planning and Research Division will help conduct the meetings.

# 79  
COMMISSIONERS

BARBARA DUNN  
Des Moines

DONALD K. GARDNER  
Cedar Rapids

STEPHEN GARST  
Coon Rapids

WILLIAM F. McGRATH  
Melrose

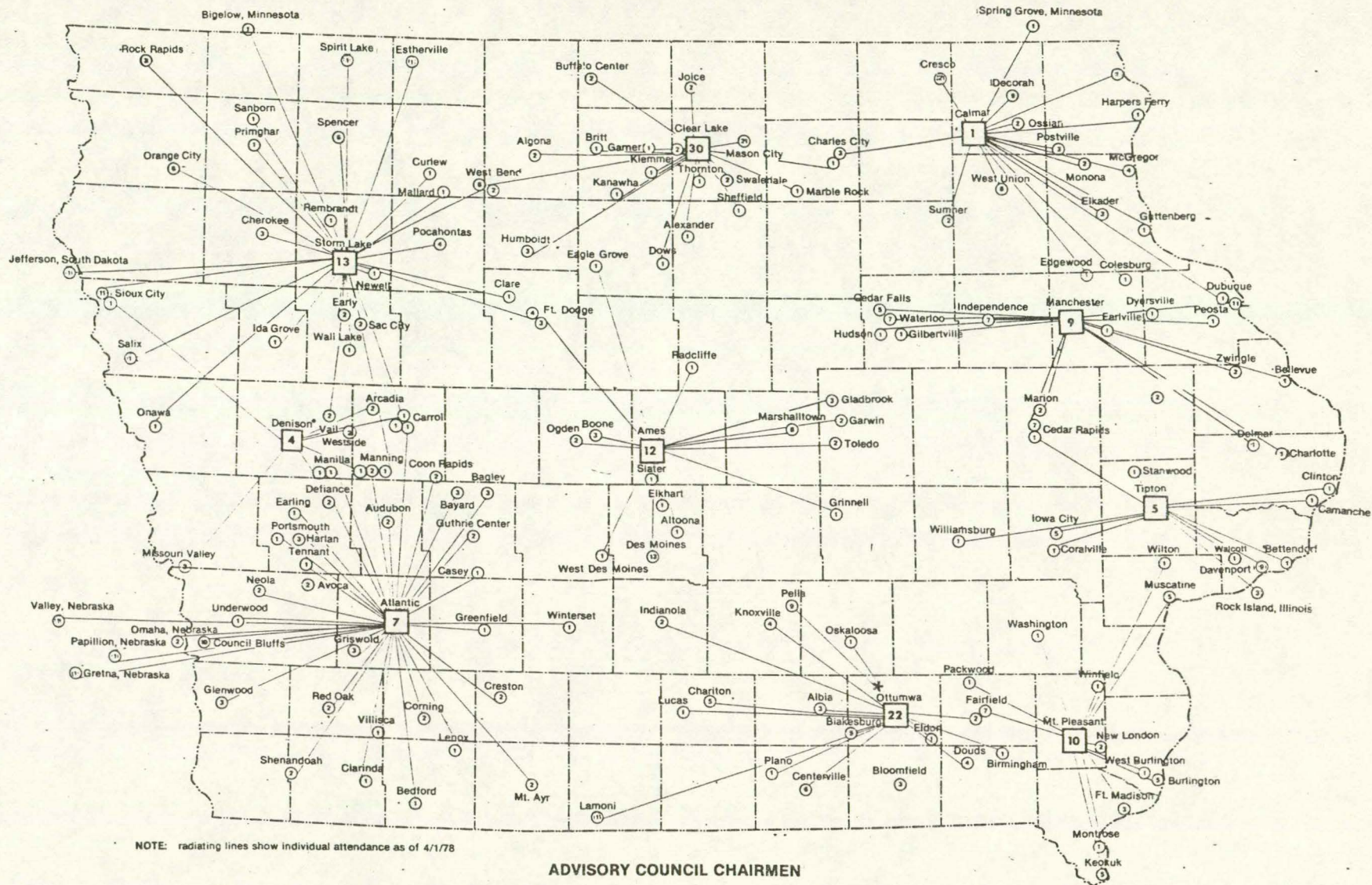
ROBERT R. RIGLER  
New Hampton

L. STANLEY SCHOLLE RICH  
Spencer

ALLAN THOMAS  
Dubuque



# CITIZEN ADVISORY COUNCIL MEETING LOCATIONS





Iowa Department of Transportation  
POLICIES AND PROCEDURES MANUAL  
ORGANIZATION



DIVISION/BUREAU	Planning and Research	OFFICE	Regional Transportation Development
EFFECTIVE/REVISION DATE	9/3/76 2/22/77	APPROVAL(S)	<i>R. J. Russell</i>

I. Purpose

To provide coordination between Iowa's 16 planning regions and the Iowa Department of Transportation. This includes administering planning and programming functions related to the improvement of state, county, and city transportation systems that will achieve maximum integration of statewide and region multimodal transportation planning efforts.

II. Responsibilities

The Office of Regional Transportation Development shall perform the following duties and responsibilities:

A. Policy Development

1. Liaison with regional planning agencies, citizen advisory councils and district offices to insure participatory Iowa DOT policy development and consistency of application.
2. Assist in the development of Iowa DOT policy proposals consonant with changing regional requirements.
  - a. Evaluate existing Iowa DOT policy in the regional environment.
  - b. Evaluate policy for compatibility with regional goals and objectives.
3. Represent the Iowa DOT as a voting member on the technical committee of each urbanized and urban area planning agency.

B. Program Development

1. Assist the Office of Program Management in development of the 5-year transportation program.
  - a. Determine local need and support.
  - b. Prepare program concepts.
2. Arrange for and participate in regional 5-year transportation program review meetings.
3. Develop information for unscheduled projects.



4. Review county budget and program for:
  - a. Paving continuity.
  - b. Coordination with contiguous counties and state program.
  - c. Progression of programmed projects.
5. Review city finance reports and programs.
6. Transmit city and county budget reports and programs to Highway Division.

C. Transplan Development

1. Maintain membership and represent the Iowa DOT on each county functional classification board.
2. Recommend revisions to the federal aid system.
3. Coordinate and participate with the citizen advisory councils.
4. Assist in the annual update of Transplan.
  - a. Provide recommendations for the preliminary draft.
  - b. Review and evaluate final Transplan draft.

D. Administration

1. Assist local government in the preparation of applications for state and federal transportation planning assistance programs available to regional and local agencies.
2. Annexations
  - a. Assist local government in the determination of the effect on transportation.
  - b. Process the notification.
3. Assist local government in the determination of how zoning changes affect transportation.
4. Participate as the Iowa DOT regional American Public Works Association member.



Oct. 1, 1976

# KEY STAFF AND OFFICE DIRECTORS

THE IOWA DEPARTMENT OF TRANSPORTATION WAS CREATED BY S. F. 1141, 65TH GENERAL ASSEMBLY, 1974.

IN THE DEPARTMENT: 4500 PEOPLE  
 4000 MOTORIZED UNITS  
 \$300 MILLION DISTRIBUTED/YEAR  
 IN IOWA: 110,000 MILES OF ROADS  
 2 MILLION LICENSED DRIVERS  
 12,000 MILES OF RAILROAD TRACK  
 15 TRANSIT OPERATIONS  
 100 AIRPORTS  
 9000 PILOTS  
 70 DOCKS

OFFICE OF THE CHIEF ENGINEER -----



Robert D. Ray

DEPARTMENT OF TRANSPORTATION COMMISSION  
 (Appointed by the Governor, Confirmed by the Senate)



Stan Schoelerman  
 (Spencer)



Allan Thoms  
 (Dubuque)



Don Gardner  
 (Cedar Rapids)



Bob Rigler  
 (New Hampton)



Steve Garsl  
 (Coon Rapids)



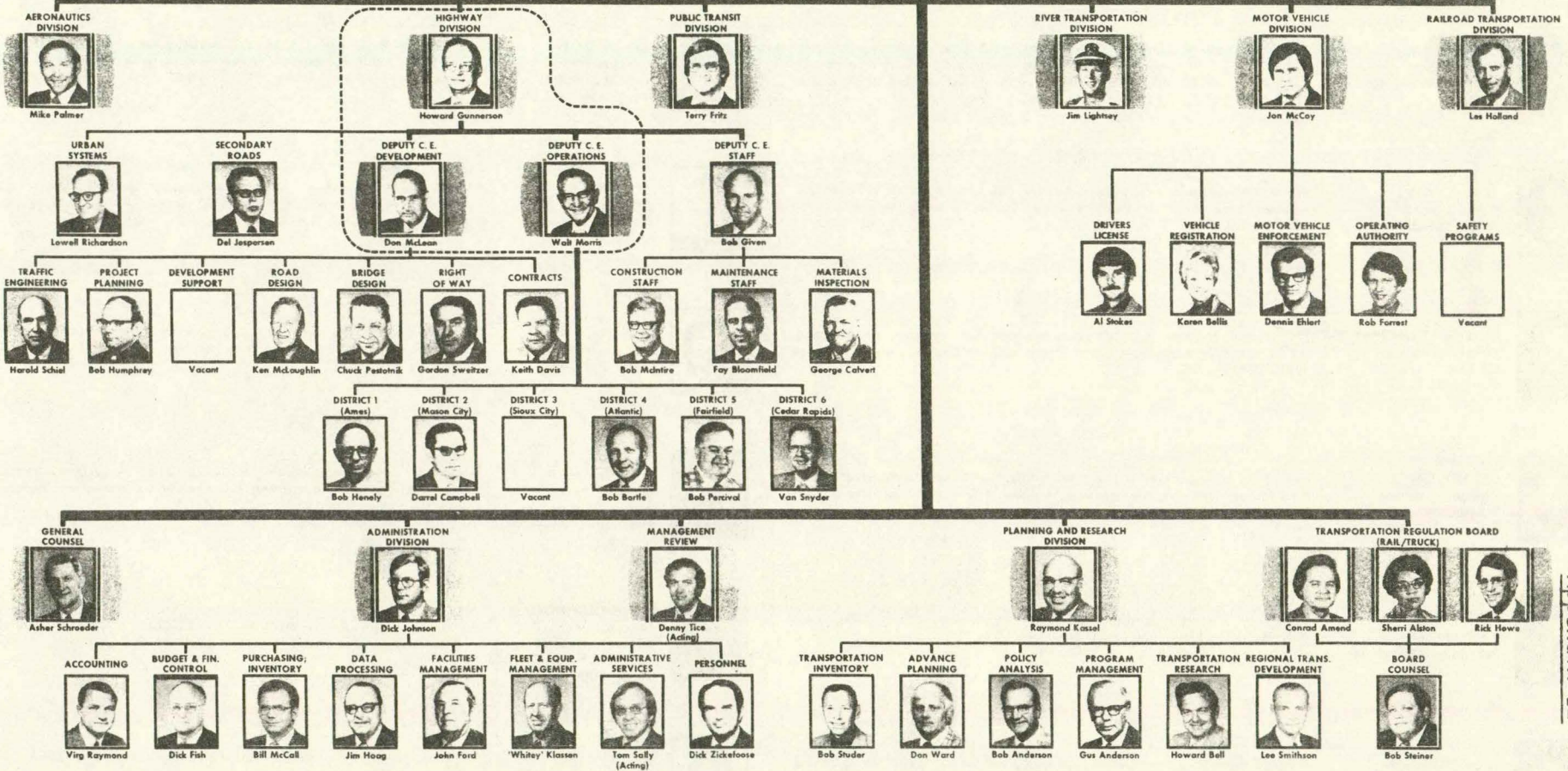
Barbara Dunn  
 (Des Moines)



Bill McGrath  
 (Malrose)



Vic Praesser



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VIC PREISSER  
State Director  
Ames: 296-1111  
Des Moines: 283-2016

Line executive with 17 years operating experience in railroads, trucking, airlines, transit buses, and inland waterways; with Iowa since November 1974. B.S., M.B.A.



RAY KASSEL  
Director, Planning  
& Research Division  
Ames: 296-1660

Professional engineer with experience in construction, estimating, programming and planning; with Iowa since June 1951. B.S., M.E.



SHERRI ALSTON  
TRB Chairperson  
Des Moines: 281-3631

Lawyer with federal agency, economist with rail industry for 8 years, with Transportation Regulation Board of Iowa since June 1975. A.A., A.B., J.D.



JIM LIGHTSEY  
Director, River  
Transportation Division  
Des Moines: 247-4295

Naval line officer and aviator with experience in flight instruction, aircraft maintenance management; recruiting; university associate professor; with Iowa since June 1975. A.A., B.S.



CONRAD AMEND  
TRB Member  
Des Moines: 281-3631

Attorney, Iowa Commerce Counsel, Assistant U.S. Attorney, Interstate Commerce Commission; U.S. DOT (FHWA), Iowa Commerce Commission 1955-1959, 1972-1975; with Transportation Regulation Board since June 1975. G.S., LL.B. LL.D.



JON MC COY  
Director, Motor  
Vehicle Division  
Des Moines: 281-3697

Executive experience in data processing systems, production, finance, marketing, and computer support services; with Iowa (after 13 years in private sector) since January 1970. B.S.



TERRY FRITZ  
Director, Public  
Transit Division  
Des Moines: 247-4297

Professional engineer, corporate consultant, municipal and state experience in management and operation of Des Moines Public Transit System; with Iowa since August 1975. B.S.



DON MC LEAN  
DCE-Development  
Ames: 296-1461

Professional engineer, contractor, county engineer, Asst. Executive Secretary-Iowa A.G.C., design engineer and Deputy Chief Engineer-Operations; with Iowa since 1953. B.S.



HOWARD GUNNERSON  
Director, Highway  
Division  
Ames: 296-1124

Professional engineer with 30 years experience in hearings, construction, traffic, property acquisition, planning and as Chief Engineer; with Iowa since April 1946. B.S.



WALT MORRIS  
DCE-Operations  
Ames: 296-1491

Professional engineer with 27 years experience in construction, urban and as resident and district engineer; with Iowa since 1949. Attended I.S.U., Stanford University.



LES HOLLAND  
Director, Railroad  
Transportation Division  
Ames: 296-1646

Executive experience as assistant to former Governor Harold Hughes and Director of Highways; management of public affairs and legislative liaison; with Iowa since July 1968. B.A., M.A.



MIKE PALMER  
Director, Aero-  
nautics Division  
Des Moines: 248-4289

Military and private aviator with experience in systems, transportation instruction, aviation consulting, flight safety and public aero-transportation; with Iowa since June 1975. B.S., M.B.A.



RICK HOWE  
TRB Member  
Des Moines: 281-3631

Attorney, executive secretary of Iowa Reciprocity Board; with Iowa Transportation Regulation Board since June 1975. B.S., J.D.



ASHER SCHROEDER  
Special Assistant  
Attorney General  
General Counsel Division  
Ames: 296-1358

Attorney, general law practice, Jackson County Attorney, United States Attorney; with Iowa since December 1969. B.A., J.D.



DICK JOHNSON  
Director, Admin-  
istration Division  
Ames: 296-1341

Finance experience as corporate consultant, auditor for "Big 8" firm, finance executive; with Iowa (after 8 years in private sector) since January 1968. B.S., CPA



DENNY TICE  
Acting Director  
Management Review  
Ames: 296-1176

8 years experience in management analysis; with Iowa since 1968. B.A.





# News

NEWS & INFORMATION  
515-296-1372

Area Media

April 29, 1981

AMES, IOWA - The preservation and maintenance of Iowa's highways has become the Iowa Department of Transportation's primary concern due to reduced highway funding.

The policies and procedures now being used for highway maintenance and bridge embargoes will be discussed at the Iowa DOT's east central Iowa citizen advisory council meeting in Manchester, Thursday, May 14.

The meeting will be held at the Farmers and Merchants Savings Bank, 101 E. Main St., beginning at 7 p.m.

Iowa DOT Office of Maintenance Director Bernhard Ortgies will discuss the four levels of service established for maintaining the state's highways and how the type of maintenance is adjusted to the funding available.

The procedures for determining and establishing weight limits for bridges on the state's primary highway system also will be reviewed by Ortgies. So far the DOT has placed weight limits on more than 200 bridges to prevent the structures from becoming overstressed.

Persons interested in learning more about highway maintenance procedures are invited to attend the meeting and comment on the subjects to be discussed.

The advisory councils aid the Iowa DOT in identifying transportation needs in Iowa and give advice on short- and long-term transportation planning. Council membership is open to any person interested in transportation in Iowa.

For more information contact Iowa DOT District Transportation Planner Lee Benfield in Cedar Rapids, (319) 364-0235.

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# News

NEWS & INFORMATION  
515-296-1372

Area Media

April 14, 1980

AMES, IOWA - The reduction of funding for Iowa's highways will be discussed at an Iowa Department of Transportation citizen advisory council meeting in Mount Pleasant.

The meeting is scheduled to be held Monday, April 28, 1980, at the Henry County Savings Bank, U.S. 34, two blocks east of the Mount Pleasant Square, beginning at 1:30 p.m.

Iowa DOT officials will review highway funding problems in Iowa and what effects the reduction of funds will have on projects listed in the current five-year highway program and preservation of present highways. The highway program from 1981 through 1986 is presently being revised because of lower than anticipated revenues and higher costs.

Persons are invited to attend the meeting and comment on the subjects to be discussed.

The advisory council aids the Iowa DOT in identifying the transportation needs in Iowa, and gives advice on short- and long-term transportation planning. Council membership is open to any person interested in transportation in Iowa.

For more information about the meeting contact Iowa DOT District Transportation Planner Dave Ellis, Fairfield 52556, (515) 472-4171.

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# Department of Transportation

PLANNING AND RESEARCH DIVISION

800 LINCOLN WAY AMES, IOWA 50010 515-296-1661

REF. NO.

EAST CENTRAL IOWA  
CITIZEN ADVISORY COUNCIL  
Meeting #16

Date -- June 8, 1978  
Time -- 7:00 p.m.  
Place -- Farmers & Merchants  
Savings Bank  
101 East Main  
Manchester, Iowa

Iowa DOT Host: Lee Benfield, District #6 Transportation  
Planner 319-364-0235

Agenda:

1. INTRODUCTIONS

John Casey, Chairman 319-234-5538  
Tom Henry, Vice Chairman 319-556-2231

2. NOTES FROM LAST MEETING

Saleem Baig 515-296-1378

3. TRANSPLAN '79

A functional approach to transportation planning that examines the relationship between physical environment, cultural-socio-economic conditions, and the total transportation system. A first move toward intermodal planning and establishing a single, efficient transportation system.

Pat Cain 515-296-1681

4. NEXT MEETING -- John Casey, Tom Henry

Agenda Item: TRANSPLAN '79 -- Input to First Draft

Date: September 14, 1978

Time: 7:00 p.m.

Place: Farmers and Merchants Savings Bank

COMMISSIONERS

JULES M. BUSKER  
Sioux City

BARBARA DUNN  
Des Moines

DONALD K. GARDNER  
Cedar Rapids

WILLIAM F. McGRATH  
Melrose

ROBERT R. RIGLER  
New Hampton

L. STANLEY SCHOELERMAN  
Spencer

ALLAN THOMS  
Dubuque





# Department of Transportation

PLANNING AND RESEARCH DIVISION

800 LINCOLN WAY AMES, IOWA 50010 515-296-1661

May 11, 1978

REF. NO.

763

TO: East Central Iowa Citizen Advisory Council Members

FROM: Leland D. Smithson *LDS*

SUBJECT: Draft TRANSPLAN '79 Review Meeting, June 8, 1978, 7:00 p.m.  
at Farmers and Merchants Savings Bank, Manchester, Iowa

Enclosed are the notes of the April 13 CAC meeting discussing the Five-Year Transportation Improvement Program.

Also enclosed is a draft outline of TRANSPLAN '79 and a postage paid mail back sheet for your use in getting your comments back to us. Then mark your calendar for June 8 when we will discuss TRANSPLAN '79. This will be a presentation reviewing the concepts being formulated for the first draft of the plan. We are currently in such early stages in assembling this draft that no mail-out study material is available for your review. Later this month TRANSPLANNER will be sent to you to explain the concepts under study for TRANSPLAN '79.

LDS/acb  
Attachments

COMMISSIONERS

JULES M. BUSKER  
Sioux City

BARBARA DUNN  
Des Moines

DONALD K. GARDNER  
Cedar Rapids

WILLIAM F. McGRATH  
Melrose

ROBERT R. RIGLER  
New Hampton

L. STANLEY SCHOELERMAN  
Spencer

ALLAN THOMS  
Dubuque



East Central Iowa  
Citizen Advisory Council  
Manchester, Iowa  
Notes ..... Meeting #15

Meeting Date: Thursday, April 13, 1978, 7:00 p.m.

Meeting Place: Farmers and Merchants Savings Bank, 101 East Main  
Manchester, Iowa

Members Present: (22)

<u>Cedar Falls</u>	<u>Cedar Rapids</u>	<u>Dubuque</u>	<u>Manchester</u>
M. Schwanke Lee Miller Sam Scherf Larry Ohl	William Scharnberg Richard Petska Bob Doyle R. C. Blinn	Tom Henry Jeff Welch Bob Krayner	Jim Goodwin William Crawford John Feld
<u>Waterloo</u>	<u>Marion</u>	<u>Independence</u>	<u>Gilbertville</u>
John Casey Don Lippold Ray Youngblut	Ken McMurray	Harold M. Jensen	Eugene Klein Harold Schmitz

Aurora

Ralph J. Kremer

Iowa DOT Staff Present:

Leland D. Smithson, Director, Office of Regional Transportation Development  
Gus Anderson, Director, Office of Program Management  
Bill Creger, Transportation Planner, Office of Program Management  
Odell Solem, Dist. #2, Transportation Planner  
John Saunders, Dist. #6, Maintenance Engineer  
Saleem Baig, Transportation Planner, Office of Transportation Inventory

INTRODUCTION: The meeting was called to order by John Casey, CAC Chairman.  
All in attendance were asked to introduce themselves.

Minutes From Meeting #14: The minutes from the previous meeting, meeting #14  
held on February 9, 1978, were accepted as written.

REGIONAL PLANNING AGENCIES: The CAC chairman introduced Jeff Welch of the  
East Central Intergovernmental Association (ECIA) and Gene Klein of the Iowa  
Northland Regional Council of Governments (INERCOG). They both talked briefly  
about the role of the Regional Planning Agencies in the over all planning of  
activities in their areas. Basically, a Regional Planning Commission acts as  
a coordinating agency in the short-range as well as the long-range planning  
activities for its member governments. The activities include area transportation,  
transit, economic development, housing, land use planning, solid waste recovery  
planning, and other variety of activities. It also provides technical assistance



to member local governments for grant applications. These agencies work very closely with the federal, state, and local governments in planning a variety of projects affecting the quality of life of citizens in general.

IOWA TRANSPORTATION IMPROVEMENT PROGRAM: Gus Anderson, Director, Office of Program Management, gave a presentation regarding the Iowa Transportation Improvement Program for the years, 1978-83. He distributed copies of the executive summary of this program and discussed the following items:

1. Purpose and background of program review meetings.
2. Resource outlook -
  - a. A study presented to the Commission forecasts a decline in fuel tax revenue after 1978-79 period in spite of the fact that travel is going to continue to increase. Fuel economy in the next 5 years is expected to decrease fuel revenue.
  - b. House File 491 passed by the House of Representatives last year and sent to the Senate provided for a 3¢ increase in gasoline tax and 3½¢ in diesel fuel. It would have raised approximately 54 million dollars in total and would have additionally provided nearly 12 million dollars per year for the State's 10,000 mile Primary Road System. The next three weeks will be critical. The Senate is now debating this bill.
  - c. In 1965, the last time we got an additional one cent fuel tax, we were rebuilding our State Arterial System at about 240 miles per year. It would now take 100 years to do the same cycle that would have taken 40 years to do 13 years ago. All the more reason, we need additional funds.
  - d. The House has passed our appropriations bill which provides a continuation of the transit fund at 2 million dollars per year. It will also provide a continuation of the Rail Branch Line Assistance Program and 1.6 million dollars per year.
3. Public Input - This is the reason why we are holding statewide program review meetings. We would like to incorporate citizens' ideas and comments into our planning process. This is important to the Commissioners and to the Iowa DOT staff members.

Gus also discussed the Transportation Improvement Program to be carried out during the next five years in District #6 area. He indicated that 42% of the total work program will be done in Dist. #6. The newly initiated "Curb Removal Program" was also discussed.

QUESTIONS/COMMENTS:

CAC: How can you maintain the highway system by providing only 100 miles of improvement a year?

DOT: We just can't. It's a serious situation. We need additional funds to maintain the system. The current rail situation is probably a good example as to what could happen to a highway system if it is not maintained properly.

CAC: May be, you will have to close some roads permanently.

DOT: The Commission has authorized a study to look at the state's over all



responsibility for transportation system. CAC will soon be getting into this.

CAC: Don't you think cities need more road use tax money than they have currently been receiving?

DOT: Yes, we do. Our own needs study shows it. Some of the needs of the cities, however, are met by the state.

CAC: How much money is available to a city under "U-STEP" Program?

DOT: 50% of the cost of the project is funded by the state. If you are aware of any projects in your city, please let your District Planner know about it.

CAC: Is highway traffic considered in determining sufficiency ratings?

DOT: Yes, traffic is a very important factor in determining sufficiency ratings.

CAC: What is the status of Environmental Impact Statement on U.S. 20 in Hamilton-Webster Counties?

DOT: We were taken to court and the decision went against us. At the present time, work on this section between Webster City and Fort Dodge has come to a stop.

CAC: What is the status of Waterway User Charges Proposal in the U.S. Congress?

DOT: It has been passed by one House of the Congress. We feel something will be done in this area by the Congress.

CAC: How many miles of R.R. are going to be abandoned?

DOT: We cannot give you a direct answer to this question, but the railroad companies have published about 1,500 miles of R.R. abandonment. Public information meetings are held to inform public about any R.R. abandonment.

CAC: The Iowa DOT should assign two District Planners to Dist. #6.

DOT: Thanks for your comment.

At this time the citizen comments sheets were distributed and CAC members were requested to provide the Iowa DOT with their comments and suggestions.

TRANSPLAN '79: Lee Smithson, Director, Office of Regional Transportation Development, presented and briefly discussed the Transplan '79 draft outline. He stressed the point that Transplan '79 will be an inter-modal plan, whereas the previous Transplans were the multi-modal plans. He gave the following tentative schedule for this plan publication.

1st draft . . . . .	May 31, 1978
2nd draft . . . . .	Aug. 11, 1978
3rd draft . . . . .	Oct. 6, 1978
Final draft . . . . .	Nov. 10, 1978 - action by Transportation Commission



The CAC members will receive copies of the first draft for their comments and suggestions prior to the next meeting at which time Transplan '79 will be discussed.

The meeting adjourned at 9:00 p.m.

Next Meeting: June 8, 1978, 7:00 p.m.  
Farmers and Merchants Savings Bank  
101 East Main  
Manchester, Iowa





# Citizen Comments

Planning and Research Division, (515) 296-1661

COMMENTS ON PAT CAIN'S PRESENTATION ON TRANSPLAN '79:

PLEASE PRINT

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

I (do  , do not  )  
desire a response.



Please fold, fasten, and mail. No envelope or stamp necessary.

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# News

NEWS & INFORMATION  
515-296-1372

Area Media (Butler, Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Winnebago, Worth and Wright counties)

March 8, 1979

AMES, IOWA - The Iowa transportation improvement program for 1979-84 will be reviewed at the Iowa Department of Transportation's bimonthly citizen advisory council meeting at Clear Lake, Tuesday, March 20, 1979.

The meeting will be held in the Community Room of the Clear Lake City Hall, beginning at 7 p.m.

North central Iowa projects included in the transportation improvement program will be discussed by DOT personnel. People attending the meeting will be able to comment on the program.

A film explaining the accident location and analysis program will be shown by DOT personnel. The program involves a new computerized method to aid in improving traffic safety and preventing motor vehicle accidents. A discussion concerning "Seat Belt Fever," the DOT's seat belt campaign, will also be held.

The meeting is open to all persons interested in transportation planning and highway safety in Iowa.

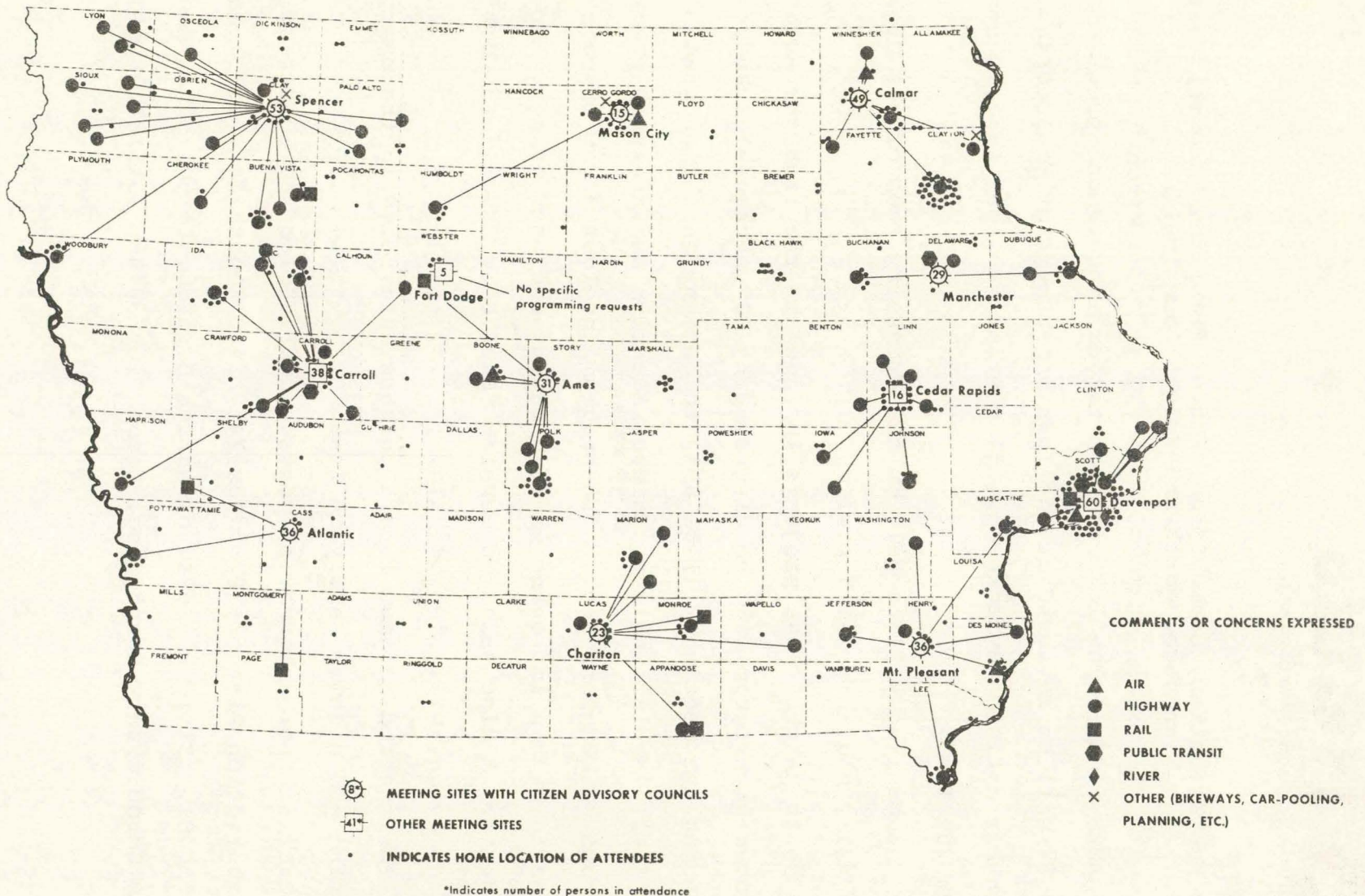
For further information contact Odell Solem, DOT District Transportation Planner, P.O. Box 741, 1420 Fourth St., S.E., Mason City 50401, (515) 423-7584, or Warren Davison, Council Chairman, Cerro Gordo County Courthouse, Mason City 50401, (515) 423-0013, Ext. 55.

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# PUBLIC PROGRAM REVIEW MEETINGS 1977

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Source: Office of Program Management  
 Planning and Research Division  
 Iowa Department of Transportation





# News

NEWS & INFORMATION  
515-296-1372

All Media

November 26, 1980

AMES, IOWA - The Iowa Department of Transportation will host a meeting in Ames of its 10 regional citizen advisory councils Dec. 17, 1980.

At the meeting council members will review an Iowa DOT legislative proposal for increased highway funding and the 1980 Iowa Rail System Update.

The Iowa DOT will propose the increased highway funding to the Iowa Legislature because of reduced revenue coming from the road use tax fund. The additional funds are necessary just to keep the state's highways in their present condition.

Information about railroad rehabilitation and restructuring will also be discussed as part of the review of the 1980 Iowa Rail System Plan Update.

The meeting will be held in the Materials Lab conference room at the DOT headquarters, beginning at 10:30 a.m. The public is urged to attend the meeting and comment on the subjects to be discussed.

The citizen advisory councils normally meet bimonthly in various Iowa cities to discuss transportation needs in the state and comment on short- and long-term transportation planning by the Iowa DOT.

For more information about the meeting contact one of the six Iowa DOT Transportation Planners.

Central Iowa - Gene Mills, 1020 S. Fourth St., Ames, (515) 296-1202;

Northeast Iowa - Odell Solem, Box 741, 1420 Fourth St. S.E., Mason City,  
(515) 423-7584;

Northwest Iowa - Richard Storm, Box 987, 2800 E. Gordon Drive, Sioux City,  
(712) 276-1451;

Southwest Iowa - Bruce Claggett, Box 406, Atlantic, (712) 243-3355;

Southeast Iowa - David Ellis, Box 587, Fairfield, (515) 472-4171;

East central Iowa - Lee Benfield, 430 16th Ave. S.W., Cedar Rapids, (319) 364-0235.



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