

SIoux CITY METROPOLITAN AREA IOWA- NEBRASKA- SOUTH DAKOTA



FY 2010 TRANSPORTATION PLANNING WORK PROGRAM OF THE

SIouxLAND INTERSTATE METROPOLITAN PLANNING COUNCIL METROPOLITAN PLANNING ORGANIZATION

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ACKNOWLEDGMENTS

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Element A Transportation Planning Work Program (TPWP) 1% 4

Element B Transportation Improvement Program (TIP) 15% 5

Element C Public Participation Process (PPP) 5% 6

Element D Long-Range Transportation Plan (LRTP) 30% 7

Element E Short-Range Planning 26% 8

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INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Metropolitan Planning Organization (MPO), has developed a **Transportation Planning Work Program (TPWP)** for the Sioux City Metropolitan Planning Area (hereinafter referred to as the “Metropolitan Planning Area”) consisting of the cities of Sioux City and Sergeant Bluff, Iowa; Dakota City and South Sioux City, Nebraska; Dakota Dunes and North Sioux City, South Dakota; and the unincorporated portions of Woodbury, Plymouth, Dakota, and Union Counties that lie within the metropolitan planning area boundary . This TPWP was put together under the direction of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Iowa Department of Transportation (Iowa DOT), Nebraska Department of Roads (NDOR), and South Dakota Department of Transportation (SDDOT), as a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was signed by the President on August 10, 2005. SAFETEA-LU provides federal funding authorizations for the highway network, highway safety, alternative modes, and mass transportation through Fiscal Year 2009. SAFETEA-LU builds on the foundation set by the past transportation bills, the Intermodal Surface Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21).

It is the purpose of the *MPO Transportation Planning Work Program FY 2010* to provide all citizens of the Metropolitan Planning Area, the FHWA, FTA, Iowa DOT, NDOR, and SDDOT with the MPO multimodal and intermodal transportation planning work program, including the objectives and budget for fiscal year 2010. Preparation of the TPWP consisted of compiling background information provided through the U.S. Census, U.S. DOT, Iowa DOT, NDOR, SDDOT, and other named sources. The MPO was responsible for the preparation of this TPWP, with guidance given by local and county officials, the MPO Transportation Technical Committee (TTC), Policy Board, and through citizen input. The information in this program represents a continuing planning process that will be reviewed and modified annually. The purpose of a TPWP is to serve as a guiding document of information addressing current and projected transportation needs for the Metropolitan Planning Area from a planning perspective. This TPWP will be used as a means of identifying areas of need and developing a means of addressing such.

The information contained in the following pages will provide a better understanding of the MPO transportation planning work program as it is today. Decisions made with this planning process utilize current transportation network characteristics, current and projected social, physical, environmental, and economic characteristics, as well as various local and county citizen participation, and local official involvement. Several local and regional meetings were held throughout the development of the *MPO Transportation Planning Work Program FY 2010* in order to encourage and receive a diversity of information and participation.

TPWP DEVELOPMENT PROCESS

Siouxland Interstate Metropolitan Planning Council

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) functions as the Metropolitan Planning Organization, responsible for the submission of transportation planning documents to the FHWA, FTA, Iowa DOT, NDOR, SDDOT, and public distribution. SIMPCO (staff) works with the MPO Policy Board and Transportation Technical Committee. Meaningful public involvement will be encouraged and actively sought throughout the planning and development of the area's transportation plans and programs. Area citizens will be provided an opportunity and encouraged comment on every aspect of the transportation planning process through planning meetings, public hearings, and individual correspondence. SIMPCO will facilitate the development of all planning elements for the Metropolitan Planning Area.

Staff The SIMPCO professional staff is available to aid local officials and concerned citizens in implementing various community improvement programs in an overall effort to enhance the area. Staff members encourage and assist local leaders in several programs, with strong emphasis on the benefits of regional cooperation and coordination. The SIMPCO staff involved with transportation planning includes Co-Executive Directors, Transportation Planning / MPO Director, and two (2) transportation planners.

Duties The Transportation Planning / MPO Director, with assistance from two (2) transportation planners, is responsible for the development and management of transportation activities as outlined in the SAFETEA-LU. The Co-Executive Directors are the agency's Chief Administrative Officer and Chief Operating Officer and are responsible for the oversight of the agency's activities, acting as its decision-maker and policy coordinator. The Co-Executive Directors also coordinate activities of the entire staff and ensure a cohesive outline in order to develop a positive approach to the area transportation planning initiative.

Policy Board

The MPO Policy Board will be responsible for establishing and setting policy for the metropolitan planning area's transportation network objectives. The Policy Board will approve the Public Participation Process (PPP), the Transportation Planning Work Program (TPWP), the Long-Range Transportation Plan (LRTP), the Metropolitan Planning Area Transportation Improvement Program (TIP), and the Passenger Transportation Development Plan (PTDP) planning elements prior to submittal to the FHWA, FTA, Iowa DOT, NDOR, and SDDOT.

Transportation Technical Committee

The MPO Transportation Technical Committee (TTC) is responsible for the month-to-month administration of the transportation planning process, providing data and technical assistance necessary for the development, maintenance, and recommendation to the Policy Board of the Public Participation Process (PPP), the Transportation Planning Work Program (TPWP), the Long-Range Transportation Plan (LRTP), the Metropolitan Planning Area Transportation Improvement Program (TIP) and the Passenger Transportation Development Plan (PTDP).

Planning Factors

SAFETEA-LU continues previous planning requirements by specifying eight (8) factors that must be considered in the development of transportation plans and programs. The factors are formulated to reassert the policy goals of SAFETEA-LU, reinforce the link between policy goals and planning, and establish broader relationships between transportation planning and other planning activities, such as land use, growth management, and air quality compliance. They are also intended to expand the role of transportation planning, facilitate the development of a more balanced transportation system, and increase the efficiency of the system.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

PLANNING EMPHASIS AREAS

In FY 2006, five key planning themes were identified and are still relevant in FY 2010: (1) Consideration of safety and security in the transportation planning process; (2) Participation of transit operator in metropolitan & statewide planning; (3) Coordination of non-emergency human service transportation; (4) Planning for Transit System Management/Operations to Increase Ridership and; (5) Support Transit Capital Investment decisions through effective system planning.

1. **Safety and Security in the Transportation Planning Process:** SAFETEA-LU has expanded emphasis on safety and security by separating the two planning factors. This entails the communication and collaboration among safety professionals, emergency service providers, enforcement officers, and transportation planners in order to integrating safety and security into all stages of the transportation planning process.
2. **Participation of Transit Operators in Metropolitan and Statewide Planning:** SAFETEA-LU expands the mandate and opportunities for transit operator participation in multimodal transportation decision-making through Statewide and Metropolitan planning. This entails a set of strategies for realizing the full potential and benefits of multimodal decision-making.
3. **Coordination of Non-Emergency Human Service Transportation:** SAFETEA-LU provides expanded program authority and funding opportunities to provide transit service in individuals