

Final 5.21.09

**FY 2010
TRANSPORTATION PLANNING WORK PROGRAM
OF THE**

**SIOUXLAND REGIONAL TRANSPORTATION
PLANNING ASSOCIATION**

**This program was prepared with funds provided through the
Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for
Users.**

S RTPA TPWP

ACKNOWLEDGMENTS

Policy Board Members

Jeff Simonsen, Chairperson	Supervisor	Cherokee County, Iowa
John Rexwinkel, Vice-Chairperson	Council Person	City of Le Mars, Iowa
Alan Hilker	Supervisor	Ida County, Iowa
Don Kass	Supervisor	Plymouth County, Iowa
John McCall	Supervisor	Monona County, Iowa
Douglas Walsh/Alternate Mark Monson	Supervisor	Woodbury County, Iowa
Jim Peck	Council Person	City of Cherokee, Iowa

Technical Advisory Committee Members

Tom Rohe, Chairperson	Engineer	Plymouth County, Iowa
John Meis, Vice-Chairperson	Engineer	City of Cherokee, Iowa
Scott P. Langel	City Administrator	City of Le Mars, Iowa
Dave Shanahan	Engineer	Cherokee County, Iowa
Mark Nahra	Engineer	Woodbury County, Iowa
Sandy Langel	Director	Siouxland Regional Transit System
David Carney	Engineer	Monona County, Iowa
Ed Tice	Engineer	Ida County, Iowa

Policy Board & Transportation Advisory Committee Non-Voting Members

Tracy Troutner	Federal Highway Administration – Iowa
Mark Bechtel	Federal Transit Administration – Region VII
Dakin Schultz	Iowa Department of Transportation

Siouxland Interstate Metropolitan Planning Council Staff

Michelle Bostinelos	Transportation Planning Director
Eric Sanders	Transportation Planner/GIS Analyst
Kellee Van Bruggen	Transportation Planner
Kristi Quinn	Community Development Director
Lacey Kirchmeier	Community Development/Transportation Planner
Sharon Burton	Administrative Assistant
Dwight Lang	Co-Executive Director
Jane Gilbert	Co-Executive Director

TABLE OF CONTENTS

ACKNOWLEDGMENTS i

INTRODUCTION 1

PLANNING FACTORS 1

PLANNING EMPHASIS AREAS 2

S RTPA WORK ELEMENTS..... 3

Element A Transportation Planning Work Program (TPWP) 1%.....3

Element B Transportation Improvement Program (TIP) 29%.....4

Element C Public Participation Process (PPP) 5%5

Element D Long-Range Transportation Plan (LRTP) 30%6

Element E Other (Short-Range Planning, Administration/Systems Management) 35%7

PLANNING PROCESS 8

FINANCING THE PROGRAM 10

INDIRECT COST ALLOCATION PLAN 11

AMENDMENTS AND REVIEWS..... 12

SUMMARY 12

INTRODUCTION

The Siouxland Interstate Metropolitan Planning Council (SIMPCO), as the Siouxland Regional Transportation Planning Association (SRTPA), has developed a **Transportation Planning Work Program** (TPWP) for the Regional Planning Affiliation 4 (hereinafter referred to as the “Region 4”) consisting of the cities of Le Mars and Cherokee, Iowa, and the counties of Cherokee, Ida, Monona, Plymouth, and Woodbury, Iowa. This TPWP was put together under the direction of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Iowa Department of Transportation (Iowa DOT), 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).

The purpose of the *SRTPA Transportation Planning Work Program FY 2010* is to provide all citizens of Region 4, the FHWA, FTA and Iowa DOT with the SRTPA 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, and other named sources. The SRTPA was responsible for the preparation of this TPWP, with guidance given by local and county officials, the SRTPA Technical Advisory Committee (TAC), 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 Region 4 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 SRTPA 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 and a public hearing were held throughout the development of the *SRTPA Transportation Planning Work Program FY 2010* in order to encourage and receive a diversity of information and participation.

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 with job access and specialized transportation needs. This will require the preparation of a locally-developed coordinated human service-transportation plan.
4. **Planning for Transit Systems Management/Operations to Increase Ridership:** This includes a strategic approach to management and operating transportation systems in order to improve productivity, service cost effectiveness, and increase passenger miles. FTA has developed information and guidance in developing strategies that increase the use of their systems. This guidance is summarized in the report "Ridership Guidance Quick Study," and can be found on the web at http://www.fta.dot.gov/17525_ENG_HTML.htm.
5. **Support Transit Capital Investment Decisions Through Effective Systems Planning:** This includes an increased emphasis on system planning, recognizing that a higher quality of work preformed at the systems planning level set the foundation for future planning.

S RTPA WORK ELEMENTS

SAFETEA-LU emphasizes transportation planning activities at both the state and regional levels. There is a federal requirement for a statewide planning process in cooperation with the Siouxland Regional Transportation Planning Association. Both state and Siouxland Regional Transportation Planning Associations are required to prepare twenty (20) year long-range transportation plans. The S RTPA developed objectives for the multimodal and intermodal transportation planning within Region 4. The objectives were developed from citizen participation, city and county representation, the Iowa DOT, FTA, FHWA, and from a list of transportation priorities developed by the Technical Advisory Committee. These S RTPA objectives were developed to provide a foundation of fully integrated, economically feasible, and efficient means of transportation planning within Region 4, and as it relates to Iowa.

Element A Transportation Planning Work Program (TPWP) 1%

- TPWP/Budget
- Progress Reports/Reimbursements

Objective: Prepare, monitor and maintain a Transportation Planning Work Program for the S RTPA

FY 2009 Accomplishments:

- *S RTPA Transportation Planning Work Program FY 2010* produced and approved in May, 2009.
- Prepared quarterly progress reports and associated reimbursement requests to the Iowa DOT.

FY 2010 Activities:

- Maintaining and monitoring the *FY 2010 Transportation Planning Work Program* and budget, and amending the work program and budget as needed;
- Preparing quarterly progress reports that document activities accomplished and associated with the FY 2010 work elements; and
- Preparing a *FY 2011 Transportation Planning Work Program* and budget

Anticipated FY 2010 Work Products:

- Monitoring the *FY 2010 Transportation Planning Work Program* and budget;
- Quarterly progress reports and reimbursement requests to the Iowa DOT.
- *S RTPA Transportation Planning Work Program FY 2011* to be produced and approved by June 2010.

Element B Transportation Improvement Program (TIP) 29%

- Surface Transportation Program (STP)
- Surface Transportation Program Transportation Enhancement (STP-TE)
- Transportation Improvement Program Document
- Amendments and revisions to Transportation Improvement Program Document

Objective: Keep the SRTPA Transportation Improvement Program accurately up to date. This implies getting the Policy Board and Technical Advisory Committees to continually allocate scarce transportation funds for planned upcoming projects on a yearly basis and making adjustments as priorities and resource availability changes.

FY 2009 Accomplishments:

- The production of the *SRTPA Transportation Improvement Program FY 2009 – 2012*;
- Amended and revised the *SRTPA Transportation Improvement Program FY 2009 – 2012*;
- Solicitation, project review, and project funding recommendations for the STP and TE Request for Proposals for the *FY 2010-2013 Transportation Improvement Program*;
- Utilized the TPMS system to develop the *SRTPA Transportation Improvement Program FY 2010 – 2013*; and
- Monitor and maintain the *FY 2009-2012 TIP* and the *FY 2010 -2013 TIP*.

FY 2010 Activities:

- Continue to monitor the STP Funds programmed in the TIP through project status reports and through communication with the Iowa DOT.
- Maintaining, revising, and amending, as necessary, the *SRTPA FY 2010-2013 TIP*;
- Solicitation, project review, and project funding recommendations for the STP and TE Request for Proposals for the *FY 2011 – 2014 Transportation Improvement Program*.
- Preparing a *FY 2011-2014 TIP*, coordinating and being consistent with the Iowa DOT's *Statewide Transportation Improvement Program (STIP)* using the Transportation Program Management System (TPMS).

FY 2010 Work Products:

- Evaluate status of FY 2010 transportation improvement projects.
- Finalize *SRTPA Transportation Improvement Program FY 2010-2013* using TPMS
- Prepare *SRTPA Transportation Improvement Program FY 2011-2014* using TPMS.
- Review *Statewide Transportation Improvement Program FY 2011-2014* and make comments.
- Amend and revise *SRTPA Transportation Improvement Program FY 2010 -2013* using TPMS.
- Administer Surface Transportation Program (STP) and Transportation Enhancement Program Candidates;
- Incorporating the FY 2014-funded STP and STP TE projects in the draft *FY 2011- 2014 TIP*.
- Evaluate status of FY 2011 transportation improvement projects.