

Introduction

The preceding ten chapters of the 2031 Long Range Transportation Plan (LRTP) have identified in detail the transportation needs for the DMATS area, the priority projects and the financial resources which should be committed to meeting those needs. Transportation planning for the area does not end with the adoption of the 2031 LRTP. The transportation planning process is a continuing process, with an on-going sequence of steps carried out cooperatively by local, regional, state and federal officials. There are a number of reasons that this process needs to be continuous. The first is to carry out all the steps necessary to move the priority projects identified in this plan to reality. The second is to continue planning for the long -term development of transportation improvements that are needed by the area. The third is to keep pace with the changing realities of a developing metropolitan area. The fourth is to incorporate changes in federal requirements that guide the development of transportation improvements. Finally, the development of the transportation system affects all the people in the Dubuque Metropolitan Area Transportation Study area. No matter who they are, all people in the area are affected by changes in the transportation system. It is one of the responsibilities of those involved in the transportation process to seek the input of all the people in the area regarding the transportation system and to insure that the input of all the people of the area is incorporated into the process.

In addition to the requirements of moving priority projects towards completion, there are also several other issues which have arisen which must be addressed in the transportation planning program in the next several years. On May, 2005 the Federal Highway Administration and Federal Transit Administration jointly released proposed rulemaking to implement the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU). The transportation planning program must account for the regulatory changes mandated by this new rule making. There has also been increased emphasis in the past year on compliance with the provisions of the equal protection sections of the Civil Rights Act. The public participation program for DMATS should be reviewed and updated as necessary to insure that these concerns are met. Other issues of concern include the release of the Census data and development of updated land use plans by several of DMATS member local governments.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)

President Bush signed the SAFETEA-LU bill, which provides funding for highways and transit programs. SAFETEA-LU builds on the initiatives established in the Transportation Equity Act (TEA -21), which was the last major bill authorizing legislation for surface transportation. This act combines the continuation and improvement of TEA-21 programs with additional new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment.

The bill also focuses more on The Notice of Proposed Rulemaking (NPRM) for agencies that receive federal funds. DMATS will be required to comply as a condition of receiving federal funds. The Notice of Proposed Rulemaking (NPRM) included the following areas that will apply specifically to DMATS.

Environmental Justice – SAFETEA-LU did not contain any new provisions related to Environmental Justice. The NPRM proposes new rules to assist states and metropolitan areas in complying with Title VI of the Civil Rights Act. The proposal is designed to clarify and extend Title VI expectation regarding required data collection, analyses and public involvement processes for transportation plans, transportation improvement programs and projects.

Required Actions:

- 1) *Review and update the DMATS Public Participation plan as necessary to conform to the final, adopted rule.*
- 2) *Conduct public outreach as identified to insure that all race and income groups are incorporated into the transportation planning process for the transportation plan, transportation improvement program and projects.*

Intelligent Transportation Systems (ITS) – SAFETEA-LU and the NPRM specify that all state and metropolitan areas should have an ITS Deployment Plan before FY 06 to be eligible for ITS funding. The NPRM identifies ITS technology investments as one of the approaches to solving transportation issues that should be a routine part of all metropolitan planning efforts. SAFETEA-LU and the NPRM mandate that each metropolitan area develop an ITS Deployment Plan and insure that ITS technologies that are deployed be consistent with the nationwide ITS Architecture Plan and fully interoperable.

Required Actions:

- 1) *Update and maintain the existing ITS Plan for the DMATS metropolitan area.*
- 2) *Identify and implement methods for insuring that all ITS technologies conform to the nationwide architecture.*

Environmental Review and Planning – SAFETEA-LU maintained the requirements from TEA-21 to encouraged the integration of the planning and project processes through environmental review as part of the planning process. It also encouraged the streamlining of the environmental process as much as possible. It is hoped that these changes will result in better transportation plans through consideration of environmental and economic impacts at a system level. It is also hoped that considerations of environmental impacts at the plan level will enable streamlined decision making in project development.

Required Actions:

- 1) *DMATS and the stakeholders in transportation planning in the metropolitan area must review the revised regulations and determine the level of planning analysis which makes the most of potential streamlining opportunities.*
- 2) *As appropriate, DMATS should identify methods for incorporating federal and state resources agencies into the transportation planning process.*

Financial Constraints and Revenue Forecasts – SAFETEA-LU maintained the requirement from TEA-21 for a financially constrained transportation plan. SAFETEA-LU expanded on that requirement by calling for cooperative development of estimates of revenues available for plan and project implementation. These revenue estimates are to be determined by a process which has been agreed upon by the Departments of Transportation, the MPO (DMATS) and the transit operators.

Required Actions:

- 1) *Work with Illinois, Iowa and Wisconsin State Departments of Transportation and the transit operators to jointly agree to a method for revenue forecasting.*
- 2) *Use that method to develop financially constrained transportation plans and transportation improvement programs.*

Safety – SAFETEA-LU requires that safety be one of the planning factors in the development of transportation plans and identification of projects. No regulatory direction was provided in the NPRM in terms of the manner in which that should be done.

Required Actions:

- 1) *DMATS staff should continue to work with the State of Iowa and local governments to implement transportation safety measures.*

Twenty-Five Year Transportation Plan Horizon

One of the requirements for the area transportation plan is that it should have a 25-year horizon. This means that the plan must include the most recent assumptions for population, land use, transportation needs, congestion, employment and economic activity for a 20 -year period into the future at the time of adoption. As part of the 20- year requirement, the plan must include at a minimum the entire area that is expected to be urbanized within 20 -years. The current forecasts and land use assumptions used in this plan meet that requirement with a planning horizon that extends 25 years to 2031.

However, by the time of the next required plan update in 2011 that will no longer be true. At that point, new forecasts with a horizon year to at least 2036 will be required. The following issues must be addressed in the next several years by the DMATS Transportation Planning Program.

Revised Metropolitan Planning Area Boundary – The DMATS Policy Board reviewed the current Metropolitan Planning Area Boundary in 2003. At that time it was determined that following the adoption of the 2006 Long Range Transportation Plan the Metropolitan Planning Area Boundary should be expanded. DMATS is evaluating the potential inclusion of Galena, IL, and Platteville, WI, into the DMATS area.

Required Actions:

- 1) *Work with the three state Departments of Transportation to reach concurrence on the new boundaries.*
- 2) *Adoption of the proposed expanded Metropolitan Planning Area Boundary by the DMATS Policy Board.*

Updated Base-Year Socioeconomic Data – The current base year for DMATS socioeconomic forecasts and travel demand model is 2000. Revisions to the Metropolitan Planning Area Boundary will require development of base socioeconomic data for the expanded area

Required Actions:

- 1) *Update DMATS Trip Generation model to a cross-classification model as recommended in NCHRP 365 and use the data requirements for the cross-classification model to identify base year socioeconomic data needs.*
- 2) *Update base year socioeconomic data to 2000 base year using 2000 Census data and other data sources as necessary.*



Updated Traffic Count Database – Development of the updated DMATS Travel Demand Model will require an updated set of traffic counts. These traffic counts serve as the independent data set that is used to validate the base -year travel demand model.

Required Actions:

- 1) *DMATS staff will work with staff from local jurisdictions to collect traffic count data during 2006-2010 on roads of regional significance for the Travel Demand Model.*

Alternative Travel Demand Modeling Methods – Alternatives exist to DMATS current travel demand modeling approach. Some of these may improve the model in regard to other modes of transportation like transit, freight and bicycle and pedestrian. DMATS should investigate these alternatives and decide if there is a sufficient improvement in model quality to warrant the increases in cost or effort required.

Required Actions:

- 1) *Staff and the Technical Advisory Committee should identify alternative model methodologies.*
- 2) *Staff and the Technical Advisory Committee should identify the required data inputs for the model methodologies and the anticipated costs of development of that data.*

Development of New DMATS Travel Demand Model – Once the requirements to 1 to 3 above have been completed the DMATS travel demand model should be updated. This update should incorporate all streets of functional classification collector and above. Doing so will also increase the number of TAZs that are required.

Required Actions:

- 1) *Development, calibration and validation of the 2000 DMATS Travel Demand Model.*

Updated Land Use Forecasts – The most recent information indicates that the City of Dubuque, Dubuque County, City of Asbury, City of East Dubuque and Jamestown Township in Grant County, Wisconsin will have new land use improvements. These updates are a major input to revised DMATS socioeconomic forecasts.

Required Actions:

- 1) *DMATS staff should work with staff from local jurisdictions in updating model with new land use developments and revised local land use plans.*
- 2) *DMATS staff should work with local jurisdictions to develop updated socioeconomic forecasts for the entire DMATS Metropolitan Planning Area.*

Transit Coordination

Chapter 4 of this plan identifies transit coordination as one of the priority projects for transit development in the DMATS area. Transit coordination will allow the DMATS region transit providers to consolidate overlapping activities and take advantage of efficiencies that result from sharing of common resources. Coordination will also provide a coherent, regional transit image and should encourage increased ridership on all the involved transit systems. During FY 2000 a Transit Integration Study was carried out for the two main transit providers in the region (Keyline Transit and RTA) by Carter Goble Associates of Columbia, South Carolina. This study identified in general the opportunities for coordination. Now that the study is complete, it is necessary that specific implementation measures be identified and carried out by the transit providers. At the April 2006 meeting the IADOT directed staff to assist the transit providers in the development of a Transit Coordination Implementation Plan. (TCIP).

Required Actions:

- 1) *Development of Transit Coordination Implementation Plan by staff from City of Dubuque, RTA and DMATS.*

Freight Plan

As noted in **Chapter 6**, SAFETEA-LU requires metropolitan areas like the Dubuque area to implement freight planning processes that include the involvement of both public and private stakeholders. DMATS staff are in process of developing a standing Freight Advisory Committee which would provide input to the DMATS Policy Board.



Once that group is established it will be necessary to develop a more complete inventory of freight issues in the area with the input of industry representatives. It will also be necessary to begin identifying alternative approaches to the freight issues. Finally, it will be necessary to develop a list of proposed freight projects and a prioritization of those projects by the DMATS Policy Board.

Required Actions:

- 1) *Inventory of freight needs and issues.*
- 2) *Identification and prioritization of proposed freight projects.*

Bicycle and Pedestrian Plan

Previous efforts by DMATS staff and local jurisdictions have resulted in the identification of a general bicycle and pedestrian transportation network for the DMATS area. Some of the highest priority segments in that network are already under development by local jurisdictions. At this point further efforts are needed to complete identification of the full Bicycle and Pedestrian Transportation network. At that point implementation plans should be developed which identify the specific actions which must be taken by DMATS and local jurisdictions to fully develop the bicycle and pedestrian transportation network. All of these steps should be taken with input from local citizens that are concerned with bicycle and pedestrian transportation. DMATS Staff formed a standing Bicycle and Pedestrian Advisory Committee.

Required Actions:

- 1) *Complete the identification of the bicycle and pedestrian transportation network.*
- 2) *Development of the Bicycle and Pedestrian Transportation Implementation Plan.*