

INTRODUCTION

I. Overview

The 2045 Siouxland Regional Transportation Planning Association (SRTPA) Long Range Transportation Plan (LRTP) is an update to the 2040 LRTP. This plan continues the 3C process (Cooperative, Continuing and Comprehensive) that has been the hallmark of transportation planning for 50 years. The LRTP is a tool for developing safe and efficient transportation improvements for the SRTPA through the year 2045. These improvements encompass all modes of transportation including transit, bicycle and pedestrian travel in addition to street and highway. In accordance with the Fixing America's Surface Transportation (FAST) Act, this plan addresses the deficiencies of the existing transportation system in the SRTPA, analyzes the system's projected demand, and identifies projects and policies to both preserve and enhance mobility.

The 2045 SRTPA LRTP is organized into the following sections:

- ***Introduction*** – outlines the planning area, the SRTPA, purpose of the plan, and the process used for developing the plan.
- ***Plan Goals and Objectives*** – identifies the long range transportation goals and objectives which have been agreed upon by the local stakeholders.
- ***Regional Background and Trends*** – gives a brief description of the socio-economic characteristics within the region.
- ***Existing Regional Transportation System*** – describes the multimodal transportation system within the region. In addition, this section identifies levels of usage, condition, safety, and mobility.
- ***Planning and the Environment*** – describes the environmental issues that SRTPA faces and gives a synopsis of environmental mitigation activities that the SRTPA can become involved in not relating to any specific project.

- **Future Regional Transportation Opportunities, Threats, Solutions, & Alternatives** – considers how the transportation system will serve the region in the next twenty – five years given key trends in population, the economy, traffic and the condition of the system. This section also outlines the transportation opportunities in the future, identifies the negative possibilities in the future, identifies possible solutions to mitigate these issues, and discusses the alternatives identified by stakeholders.
- **Financial Summary and Conclusion** – gives a detailed listing of projects by transportation mode for years 1-5, which are being proposed for the SRTPA in the near future and identifies the funding sources needed to support the first five years of the plan. Years 6-25 outlines a sketch plan for the long-range transportation system of the SRTPA. Major needs for new facilities, capacity, rehabilitation, replacement, and preservation will be included.

Map I.1: SRTPA Boundary



A. *The Siouxland Regional Transportation Planning Association*

The SRTPA is responsible for developing transportation plans programming projects for the region. Displayed on Map I.1 on page I-2, SRTPA includes Cherokee, Ida, Monona, and portions of Plymouth and Woodbury County (portions of Plymouth and Woodbury County that are within the SIMPCO Metropolitan Planning Organization (MPO) planning area are not included in the SRTPA). The SRTPA is represented by the following units of government:

- Cherokee County
- City of Cherokee
- City of Le Mars
- Ida County
- Monona County
- Plymouth County
- Woodbury County

SIMPCO functions as the SRTPA, responsible for the submission of transportation planning documents to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Iowa Department of Transportation (IDOT), and public distribution.

SRTPA's functions are directed by a ten member Policy Board consisting of seven voting members. The seven voting members features one member from each of the following County Board of Supervisors: Cherokee County, Plymouth County, Ida County, Monona County and Woodbury County; one member from the City Council of the City of Le Mars and the City of Cherokee. Non-voting members include a representative from the IDOT, FHWA Iowa Division, and FTA.

The SRTPA Policy Board is advised by an eleven member Technical Advisory Committee that consists of eight voting members. The eight voting members is made up of one staff member from the counties of Cherokee, Plymouth, Ida, Woodbury, and Monona; one staff member from the following cities; City of Le Mars and Cherokee; one staff member from the Siouxland Regional Transit System (SRTS). Non-voting members include a representative from the IDOT, FHWA Iowa Division, and FTA.

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 region. Staff members encourage and assist local leaders in several programs, with strong emphasis on the benefits of regional cooperation and coordination.

B. Long Range Transportation Plan

The SRTPA 2045 LRTP updates the 2040 LRTP adopted by the Policy Board in 2014. The 2045 plan serves as a revision of the issues covered in the previous plan by encompassing all modes of transportation. This plan is intended to identify the key projects from each of these modes, which, when combined and implemented as a multi-modal system, will develop the safest and most efficient transportation system for the SRTPA. Plan updates will occur every five years as recommended by the IDOT, maintaining consistency with forecasted transportation and land use conditions.

There are ten factors the LRTP considers as outlined in the FAST Act:

1. Support the economic vitality of the United States, the states, nonmetropolitan areas, and metropolitan areas, 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 of people and 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 throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation, and;
10. Enhance travel and tourism.

C. Long Range Planning Process

The SRTPA will develop and review this plan chapter by chapter. A time schedule (see Table I.1) has been developed and approved by the Policy Board to ensure that the SRTPA LRTP is approved by the IDOT deadline of November 2019. After completion of the draft plan, there will be a 30 – day public comment period and a public open house held by SIMPCO within the same timeframe.

Table I.1 Long Range Transportation Plan Meeting and Review Schedule

TASK	MEETING DATES
Review Schedule & Plan Outline	November 2018
Chapter 1: Introduction Chapter 2: Plan Goals & Objectives Chapter 3: Regional Background & Trends	January 2019
Chapter 4: Existing Regional Transportation System	March 2019
Chapter 5: Planning & the Environment	May 2019
Chapter 6: Future Regional Transportation Threats, Solutions, & Alternatives Chapter 7: Financial Summary & Conclusion	June 2019
Review Draft Plan	September 2019
Public Comment Period / Public Open House	September - October 2019
Final Approval	November 2019

D. Stakeholders

The primary stakeholders involved with the development of the LRTP include the county engineers and city staff on the Technical Advisory Committee, the county supervisors and councilpersons on the Policy Board, the public, freight shippers and providers of freight transportation, transit services, human service agencies, environmental and cultural organizations, Indian Tribal governments, and other interested parties. Other stakeholders were identified by contacting the different cities and towns within the region. Stakeholders were also identified by using an established SRTPA public participation mailing list which not only includes local jurisdictions but also agencies and organizations with a vested interest in transportation issues within the region.

Stakeholders may also be identified through public outreach. The draft LRTP can be found in its entirety on the SIMPCO web page (www.simpco.org) where the public can view and send comments directly to SIMPCO staff.

E. Amendments and Revisions

The SRTPA 2045 LRTP is a working document and will be updated and revised as various local, regional, state, and national characteristics, factors, and requirements change, which ultimately affect the transportation network in and around the region. The LRTP will be updated at least once every five years. The review and updating will insure continual citizen involvement and the LRTP's overall viability as the SRTPA's long-range transportation planning document.

The plan shall be subject to public review for no less than 30 days, announced in the regional newspapers via public notice, and available in every courthouse and city hall within the region. This process shall be approved by both the SRTPA Technical Advisory Committee and the Policy Board. Amendments to this process shall be made in similar fashion.