

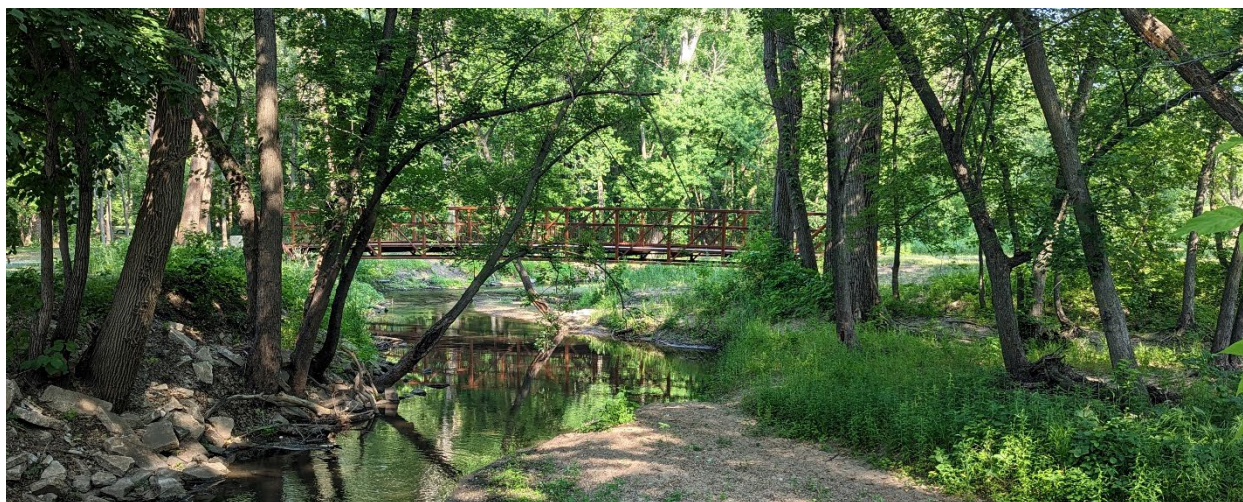
Chapter 1

Overview



Chapter 1 – Overview

The goal of the Long-Range Transportation Plan (LRTP) is to document the present state of transportation patterns and infrastructure in the Black Hawk County metropolitan area across all modes, and to provide a plan for the maintenance and improvement of each mode based on anticipated needs and revenues. This Plan has a horizon year of 2050. As such, it endeavors to gauge the transportation system over three decades. While these forecasted needs are based on past trends and expected progression, it is necessary to periodically review and update this Plan to consider new developments and changing trends. Accordingly, this Plan is reviewed and revised every five years.



This document has been prepared to meet the federal requirements outlined in the 2021 federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA), under the authority of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Iowa Department of Transportation (DOT). IIJA builds on previous federal transportation bills that included provisions to make transportation more streamlined, performance-based, and multimodal, and to address challenges including improving safety, maintaining infrastructure condition, reducing traffic congestions, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. IIJA also incorporates performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.

Purpose of the Long-Range Transportation Plan

The Long-Range Transportation Plan serves as a mechanism for the metropolitan planning organization (MPO) to examine its current transportation networks – highway, transit, air, rail, bicycle, and pedestrian modes – and to assess their adequacy for the existing population and economy. Moreover, it provides area officials with an opportunity to explore the future transportation needs of the community based on existing conditions, projected revenues, and population and employment projections. This effort is conducted through a traffic modeling process, close coordination with focus groups, a series of meetings with the MPO Transportation Technical Committee, and the solicitation of public input to discuss the needs and opportunities of the region.

This document provides a framework upon which local jurisdictions can base transportation project selection during the annual programming process. Given a constrained financial future, local officials must be able to prioritize and select projects which best meet the needs of the community, while not exceeding the revenue projected to be available during the life of this Plan.

What is the MPO?

Federal law requires the formation of MPOs for urbanized areas with a population greater than 50,000. The role of an MPO is to oversee transportation planning and programming to ensure that existing and future federal expenditures on transportation projects are based on a **continuing, cooperative, and comprehensive** (3-C) planning process. MPOs bring together cities and counties in an urban area to ensure that planning reflects their region's shared vision.

The Black Hawk County MPO consists of the contiguous urbanized area at the center of Black Hawk County, Iowa (Map 1.1). The corporate boundaries included in this urbanized area are the cities of Cedar Falls, Elk Run Heights, Evansdale, Hudson, Raymond, and Waterloo. The MPO has a defined urban area boundary and study area boundary (Map 1.2). The **urban area boundary** is a smoothed-out boundary that captures all census-defined urbanized areas. This boundary also defines whether roadways are classified as "urban" or "rural" for federal functional classification (FFC). The **MPO study area** boundary extends beyond this and defines what area is anticipated to be urbanized over a horizon of at least 20 years. The MPO study area includes the city of Gilbertville and parts of unincorporated Black Hawk County.

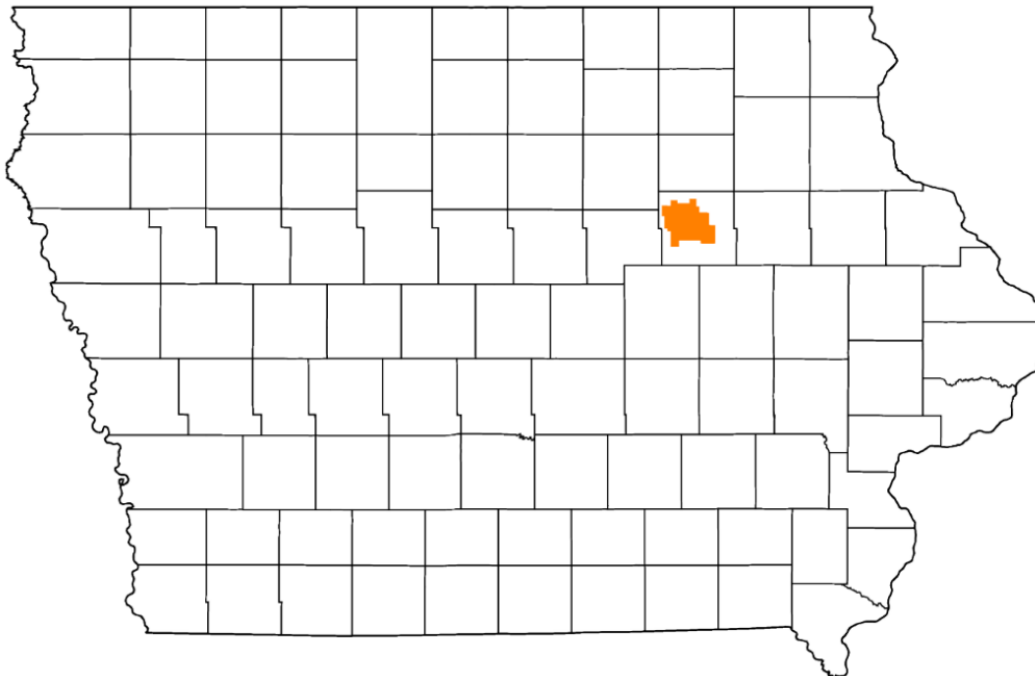
BLACK HAWK COUNTY MPO

1 COUNTY
Black Hawk County

7 CITIES
Cedar Falls
Elk Run Heights
Evansdale
Gilbertville
Hudson
Raymond
Waterloo

2 TRANSPORTATION SERVICES
Metropolitan Transit Authority
Waterloo Regional Airport

Map 1.1: Location of the Black Hawk County MPO



Structure of the MPO

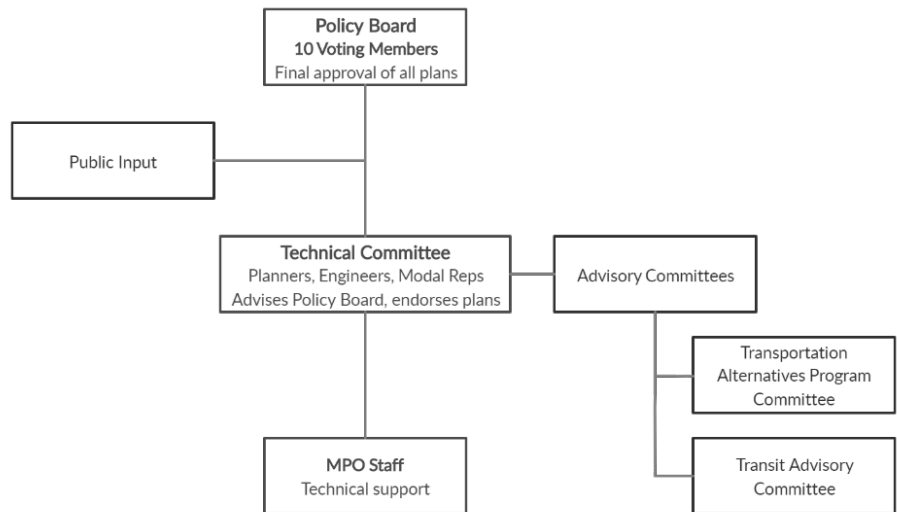
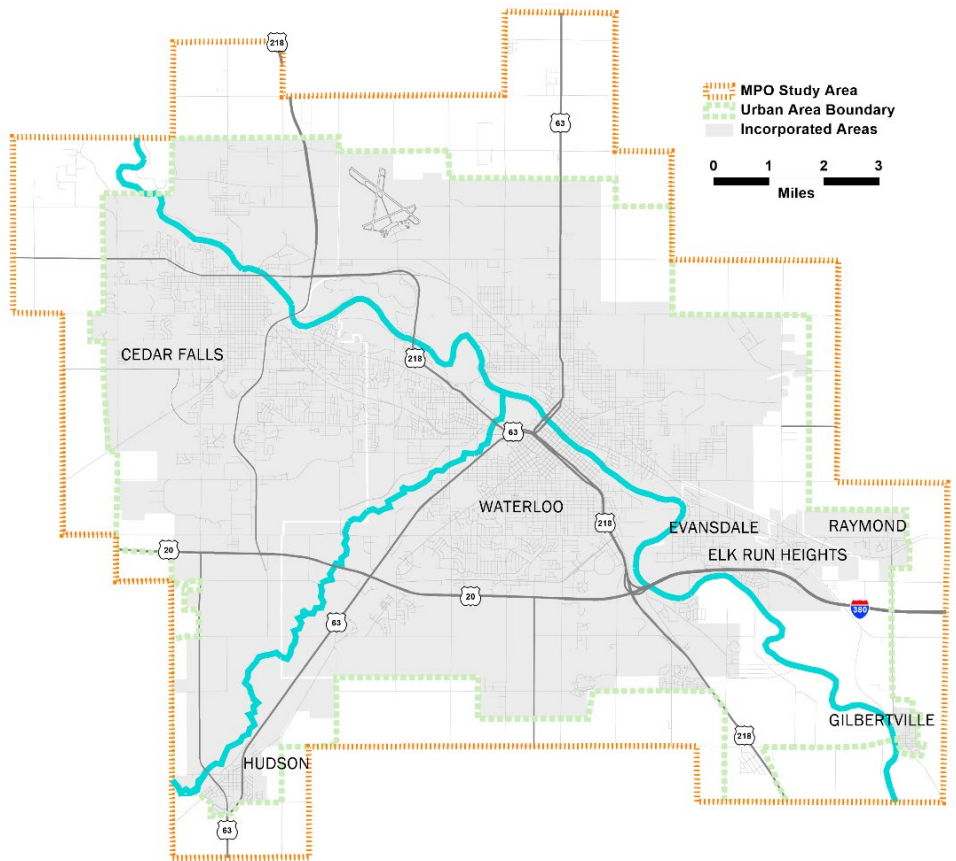
The Iowa Northland Regional Council of Governments (INRCOG) is designated by the State of Iowa as the MPO for the Black Hawk County Metropolitan Area and provides staff and technical support. Two designated committees form the structure of the MPO: The **Policy Board**, and the **Transportation Technical Committee (TTC)**. The Policy Board and TTC meet jointly each month.

The **Policy Board** is the governing body of the MPO. Voting members include the mayor from Cedar Falls, Elk Run Heights, Evansdale, Gilbertville, Hudson, Raymond, Waterloo, a member of the Black Hawk County Board of Supervisors, and the chairperson of the Metropolitan Transit Authority (MET Transit) Board and the Waterloo Regional Airport Board. Non-voting members include representatives from INRCOG, the Iowa DOT, FHWA, and FTA.

The **Transportation Technical Committee** is comprised of local planners, engineers, modal representatives, and interested parties that have extensive knowledge of the area's transportation system. The TTC advises the Policy Board but does not vote on policy issues.

The MPO establishes and supports subcommittees and working groups as needed. A subcommittee of the TTC is the Bicycle and Pedestrian Advisory Committee (BPAC) which meets annually to discuss, rank, and program transportation alternatives projects. Another standing committee is the Transit Advisory Committee (TAC). This group meets at least twice annually to discuss passenger transportation and human service agency coordination, and to develop the Passenger Transportation Plan (PTP).

Map 1.2: Black Hawk County MPO Planning Area



Transportation Planning Process

In addition to conducting ongoing transportation planning and programming and participating in studies and projects, the MPO is responsible for completing the following transportation planning documents:

- Transportation Planning Work Program (TPWP) – Outlines the transportation planning activities MPO staff plan to conduct in the next fiscal year and sources of funding; **updated annually.**
- Transportation Improvement Program (TIP) – Includes all projects programmed for federal transportation funding in the MPO in the next four fiscal years; **updated annually.**
- Long-Range Transportation Plan (LRTP) – Reviews the current condition and future needs of the transportation system and provides guidance for transportation investment decisions; **updated every five years.**
- Passenger Transportation Plan (PTP) – Provides coordination between passenger transportation providers and human service agencies and recommends projects to improve passenger transportation; joint document between the MPO and the Iowa Northland Regional Transportation Authority; **updated every five years.**
- Public Participation Plan (PPP) – Describes the agency’s proactive strategies, techniques, and desired outcomes to inform and engage all community members in the transportation planning and decision-making process; **updated every five years.**

IIJA Planning Factors

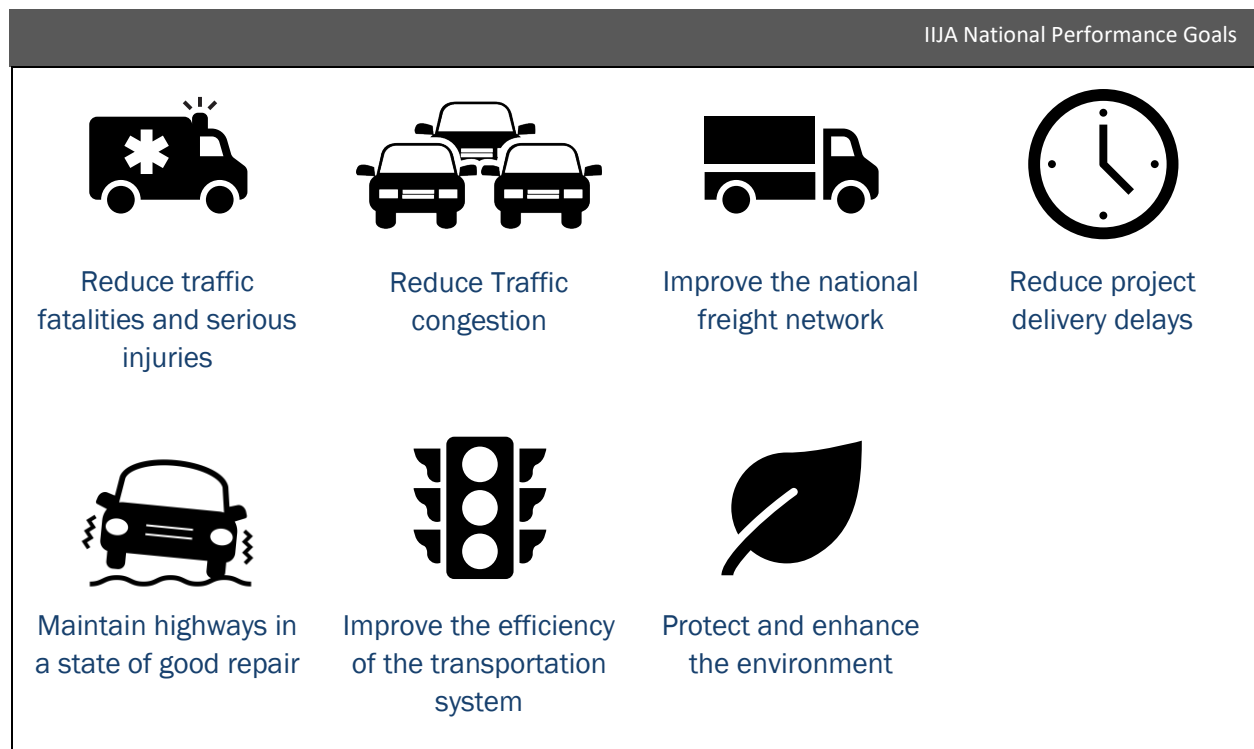
The planning and programming process required of the MPO is outlined in IIJA. Like the previous federal transportation bill, IIJA continues, and further strengthens, the requirement that an extensive, ongoing, and cooperative planning effort for the programming of federal funds be undertaken. The MPO’s overall transportation planning goal is to provide for the **adequate, safe, and efficient** movement of persons and goods in the urban area. The MPO utilizes IIJA’s planning factors to help reach this goal, which are as follows:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation
- Enhance travel and tourism

IIJA National Goals

The federal transportation bill emphasizes a performance-based approach and requires a process of performance measurement setting, starting with the U.S. DOT establishing performance measures, followed by the states and MPOs establishing performance targets. The national goals are as follows:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** – To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices



Performance-Based Planning and Programming

The foundation of this Plan is built upon performance-based planning and programming. This approach provides a link between short-term management and long-range decisions about policies and investments made for the transportation system, links specific actionable strategies to help improve decision making, and provides accountability for following through on the plan. The building blocks for a performance-based planning process are goals, objectives, and performance measures which are defined as:

- **Goal** – A broad statement that describes a desired end state.
- **Objective** – A specific and measurable statement that supports achievement of a goal.
- **Performance Measure** – A metric used to assess progress toward meeting an objective. The MPO coordinates with regional, state, and federal partners to establish performance measures for the MPO planning area.

Performance-based planning and programming begins with a strategic direction, which indicates where the MPO would like to go in the future. The MPO sets this strategic direction by choosing goals, quantifiable objectives, and performance measures to guide decision making. Next, the MPO creates a long-range plan that identifies trends and targets, defines strategies, analyzes alternatives, and develops investment priorities. The MPO then links the long-range plan to a Transportation Improvement Program (TIP) to deliver projects that improve performance and achieve targets within the strategic direction. Finally, the MPO monitors, evaluates, and reports on the performance-based planning and programming process to create a feedback loop that informs future planning efforts. Figure 1.1 illustrates the performance-based planning and programming process.

Figure 1.1: Framework for Performance-based Planning and Programming



Source: FHWA Performance-Based Planning and Programming Guidebook, Page iv.

National Performance Measures and Targets

IJA requires that State DOTs and MPOs establish performance targets and report on the progress made toward achieving each of these performance targets for the following performance measures:

- **Safety**
 - Total number of traffic related fatalities
 - Rate of traffic related fatalities per 100 million Vehicle Miles Traveled (VMT)
 - Total number of traffic related serious injuries
 - Rate of traffic related serious injuries per 100 million VMT
 - Total number of traffic related non-motorized fatalities and serious injuries
- **Pavement and Bridge**
 - Percentage of pavements of the Interstate System in good condition
 - Percentage of pavements of the Interstate System in poor condition
 - Percentage of pavements of the non-Interstate National Highway System (NHS) in good condition
 - Percentage of pavements of the non-Interstate NHS in poor condition
 - Percentage of NHS bridges classified as in good condition
 - Percentage of NHS bridges classified as in poor condition
- **System Performance and Freight**
 - Percent of the person-miles traveled on the Interstate that are reliable
 - Percent of the person miles traveled on the non-Interstate NHS that are reliable
 - Truck Travel Time Reliability (TTTR) Index
 - ¹Annual hours of peak hour excessive delay per capita* (*not applicable for the Black Hawk County MPO*)
 - ¹Percent of non-single-occupancy-vehicle (*not applicable for the Black Hawk County MPO*)
 - ²Total emissions reduction (*not applicable for the Black Hawk County MPO*)
- **Transit Asset Management**
 - Percentage of non-revenue vehicles met or exceeded Useful Life
 - Percentage of revenue vehicles met or exceeded Useful Life
 - Percentage of track segments with performance restrictions (rail)
 - Percentage of assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale

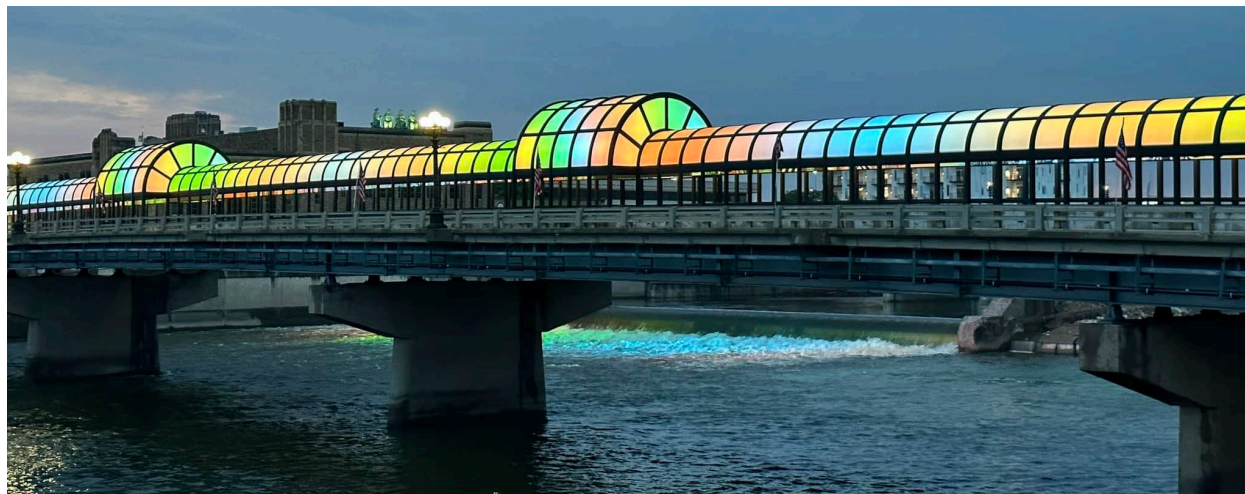
¹Applicable to urbanized areas with a population over 1 million for the first performance period and over 200,000 for the second and all other performance periods.

²Does not apply to MPOs that do not contain any portions of nonattainment or maintenance areas for ozone (O3), carbon monoxide (CO), or particulate matter (PM10 and PM2.5) National Ambient Air Quality Standards.



Performance Targets Methodology

Rather than setting its own targets, the MPO has chosen to support the statewide safety, pavement, bridge, system performance, and freight targets set by the Iowa DOT, and the Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) targets set by MET. The MPO supports those targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the performance measures. The [Iowa DOT's methodology](#) for setting federal performance management and asset management targets can be found on the Iowa DOT Systems Planning Bureau webpage. Safety targets are set annually as five-year rolling averages. Pavement, bridge, system performance, and freight targets are set as two- and four-year targets; MPOs are not required to establish two-year targets. Targets to-date are shown in Table 1.1.



By agreeing to support the state's targets for safety, pavement, bridges, system performance, and freight, and MET's TAM and PTASP targets, the Black Hawk County MPO agrees to:

- Work with the Iowa DOT and stakeholders to address areas of concern regarding fatalities and serious injuries, pavement, bridges, system performance, and freight within the metropolitan planning area.
- Work with MET Transit to address areas of concern regarding transit and transit asset management.
- Coordinate with the Iowa DOT and MET Transit and include the State and transit performance measures and targets in the Long-Range Transportation Plan.
- Integrate into the metropolitan transportation planning process the goals, objectives, performance measures, and targets described in other Iowa DOT transportation plans and processes.
- Include a description in the Transportation Improvement Program (TIP) of the anticipated effects of the programming process towards achieving the State safety, pavement, bridges, system performance, freight, and transit asset management targets.

The Iowa DOT Systems Planning Bureau provides a federal performance management and asset management website which provides information and links to various resources.

https://iowadot.gov/systems_planning/planning/federal-performance-management-and-asset-management

Performance-Based Planning and the MPO Planning Process

Under IIJA, MPO's shall integrate into the metropolitan transportation planning, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program. For the Black Hawk County MPO, this

includes the State Long Range Transportation Plan, State Transportation Asset Management Plan, Strategic Highway Safety Plan, State Freight Plan, and MET's Transit Asset Management Plan and Public Transportation Agency Safety Plan. Links to the State transportation plans are provided on the following pages.

Transportation planning must be cooperative, as no single agency has responsibility for the construction, operation, and maintenance of the entire transportation system. The State plans developed by the Iowa DOT help define Iowa's statewide future transportation vision and identify goals, objectives, and strategies to guide transportation decision-making. The MET Transit Asset Management Plan establishes a strategic and systematic process of operating, maintaining, and improving the metropolitan transit capital assets through their entire life cycle.

A desired outcome of the MPO performance-based planning process is constant quality improvement in project selection, programming, and delivery to help meet the State and MET's goals. The Black Hawk County MPO's goals and objectives can help implement the State's plans and MET's TAM and PTASP by aligning with goals and objectives identified within the documents. The MPO will review the goals and objectives outlined in statewide plans and MET's plans throughout the planning and programming process to ensure MPO projects align with those goals and strategies and will facilitate the accomplishment of State and MET Transit performance measures.

To implement performance-based planning, the MPO, MET, and the Iowa DOT will work together to coordinate:

- Collection of performance measurement data.
- Selection of performance targets for the metropolitan area.
- Reporting of metropolitan area targets.
- Reporting of system performance related to specific targets.

The method of coordination between the MPO and the Iowa DOT is outlined in the MPO's Transportation Planning Work Program, and the agreement between MET Transit and the Iowa DOT is outlined in the consolidated funding application. In addition, MPO TIPs are required to document compliance with each of the performance-based planning categories. The TIP discusses how the projects included within it help achieve the state and MPO targets for these areas.



Table 1.1: Iowa DOT Federal Performance Targets

Goal	Performance Measurement	Baseline Year	Baseline	Target Year	Target	State/MET Adoption	MPO Adoption*
Safety ⁴	Number of fatalities	2018-2022	338.6	2020-2024	352.6	8/31/23	10/12/23
	Fatality rate per 100 million Vehicle Miles Traveled	2018-2022	1.036	2020-2024	1.080	8/31/23	10/12/23
	Number of serious injuries	2018-2022	1,363.2	2020-2024	1,419.8	8/31/23	10/12/23
	Serious injury rate per 100 million Vehicle Miles Traveled	2018-2022	4.166	2020-2024	4.344	8/31/23	10/12/23
	Non-motorized fatalities and serious injuries	2018-2022	136.4	2020-2024	138.2	8/31/23	10/12/23
	Percentage of pavements of the Interstate System in good condition	2021	58.8%	2025	55.0%	10/3/22	10/13/22
	Percentage of pavements of the Interstate System in poor condition	2021	0.4%	2025	3.0%	10/3/22	10/13/22
	Percentage of pavements of the non-Interstate National Highway System in good condition	2021	37.9%	2025	35.0%	10/3/22	10/13/22
	Percentage of pavements of the non-Interstate National Highway System in poor condition	2021	3.7%	2025	6.0%	10/3/22	10/13/22
	Percentage of National Highway System bridges classified as in good condition	2021	48.6%	2025	56.0%	10/3/22	10/13/22
System and Freight Reliability ³	Percentage of National Highway System bridges classified as in poor condition	2021	2.4%	2025	6.6%	10/3/22	10/13/22
	Percent of the person-miles traveled on the Interstate that are reliable	2021	99.9%	2025	98.0%	10/3/22	10/13/22
	Percent of the person-miles traveled on the non-Interstate National Highway System that are reliable	2021	96.5%	2025	95.0%	10/3/22	10/13/22
	Truck Travel Time Reliability (TTR) Index	2021	1.13	2025	1.25	10/3/22	10/13/22
	Percentage of MET's non-revenue vehicles met or exceeded Useful Life Benchmark	2022	80.0%	2023	50.0%	9/29/22	11/10/22
	Percentage of MET's revenue vehicles (buses) met or exceeded Useful Life Benchmark	2022	47.0%	2023	58.0%	9/29/22	11/10/22
	Percentage of MET's revenue vehicles (mini-buses) met or exceeded Useful Life Benchmark	2022	38.0%	2023	45.0%	9/29/22	11/10/22
	Percentage of MET's assets with condition rating below 3.0 on FTA TERM Scale	2022	0.0%	2023	0.0%	9/29/22	11/10/22
	Fatalities (Total)	2018-2022	Fixed: 0 Para: 0	2019-2023	Fixed: 0 Para: 0	7/27/23	7/27/23
	Fatalities (Per 100k Vehicle Revenue Miles (VRM))	2018-2022	Fixed: 0 Para: 0	2019-2023	Fixed: 0 Para: 0	7/27/23	7/27/23
Public Transportation Agency Safety Plan (PTASP) ⁵	Injuries (Total)	2018-2022	Fixed: 15 Para: 2	2019-2023	Fixed: 14.25 Para: 1.9	7/27/23	7/27/23
	Injuries (Per 100k VRM)	2018-2022	Fixed: 0.55 Para: 0.13	2019-2023	Fixed: 0.53 Para: 0.12	7/27/23	7/27/23
	Safety Events (Total)	2018-2022	Fixed: 12 Para: 7	2019-2023	Fixed: 11.4 Para: 6.65	7/27/23	7/27/23
	Safety Events (Per 100k VRM)	2018-2022	Fixed: 0.44 Para: 0.45	2019-2023	Fixed: 0.42 Para: 0.43	7/27/23	7/27/23
	System Reliability (VRM/Failures)	2018-2022	Fixed: 14,121 Para: 35,223	2019-2023	Fixed: 14,827 Para: 36,984	7/27/23	7/27/23

* Rather than setting its own targets, the MPO has chosen to support the statewide safety, pavement, bridge, system performance, and freight targets set by the Iowa DOT, and the TAM and PTASP targets set by MET.

⁴www.iowadot.gov/systems_planning/ipmam/iowa-2019-2023-safety-targets.pdf

⁵www.iowadot.gov/systems_planning/ipmam/2022-2025-Pavement-Bridge-Targets.pdf

³www.iowadot.gov/systems_planning/ipmam/2022-2025-System-Performance-Freight-Targets.pdf

⁴<https://bhcmmpo.org/performance-measures/>

⁵<https://bhcmmpo.org/performance-measures/>

State Transportation Plans

The users are the primary beneficiary of the nation’s intermodal transportation system built to serve public mobility and productivity. Transportation decisions must be made in an environmentally sensitive way, using a comprehensive planning process that includes the public and considers land use, development, safety, and security. The vision of the Iowa DOT and the Transportation Commission is **“A safe and efficient multimodal transportation system that enables the social and economic wellbeing of all Iowans, provides enhanced access and mobility for people and freight, and accommodates the unique needs of urban and rural areas in a sustainable manner.”** The Iowa DOT has adopted several plans to address federal requirements and guide transportation investments to achieve the system vision.

Iowa in Motion 2050 State Long Range Transportation Plan (SLRTP)

Adopted in 2022, this long-range document addresses federal requirements and serves as a transportation investment guide for each transportation mode. The State Long Range Transportation Plan (SLRTP) is updated every five years because Iowa’s transportation system is ever-changing. Proactively planning for the future of the system is critical to ensure people and goods can get where they need to go in a safe manner. The needs for the system are continually evolving due to changes in demographics, land use, travel patterns, technology, legislation, and available funding. The SLRTP establishes the vision and objectives for the state’s multimodal transportation system, identifies existing and emerging needs, risks, and challenges, and recommends strategies to achieve the vision for the transportation system. The SLRTP also supports a continued emphasis on stewardship. The Iowa DOT views stewardship as an efficient investment and prudent, responsible management of the existing transportation system.



The 2050 SLRTP is the third in a current series of long-range plans. In 2012, a policy level plan was adopted. In 2017, the plan was expanded to identify primary investment areas, categorize future needs across modes, and provide strategies to achieve the system objectives. The 2022 SLRTP planning effort and document builds on these past plans with enhancements that include the following:

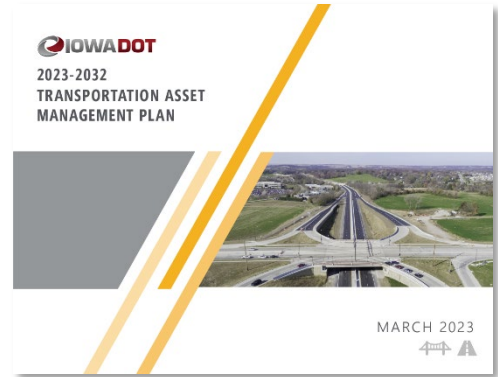
- Additional focus on emerging planning considerations
- Establishment of system objectives
- Expanded analysis of highway system needs and risks
- Updated strategies to implement the plan
- Development of Iowa DOT’s rightsizing policy

www.iowadot.gov/iowainmotion/Long-Range-Transportation-Plans/2022-State-Transportation-Plan



Iowa Transportation Asset Management Plan 2023

Transportation asset management is a strategic approach to managing transportation infrastructure. It embodies a philosophy that is comprehensive, proactive, and long-term. The overall goals of asset management are to minimize long-term costs, extend the life of the transportation system, and improve the performance of the transportation system. Transportation Asset Management Plans (TAMP) act as a focal point for information about the state's assets, management strategies, long-term expenditure forecasts, and business management processes. The Iowa DOT's TAMP describes how the agency manages its bridges and pavements throughout their lives. The document also connects the SLRTP and system and modal plans to the Iowa DOT's five-year Transportation Improvement Program. In addition to meeting federal requirements, this TAMP meets the following objectives:



- Defines clear links among agency goals, objectives, and decisions
- Defines the relationship between proposed funding levels and expected results
- Develops a long-term outlook for asset performance
- Documents how decisions are supported by sound information
- Develops a feedback loop from observed performance to subsequent planning and programming decisions
- Improves accountability for decision-making
- Unifies existing data, business practices, and divisions to achieve asset management goals

Consistent with best practices nationally, the Iowa DOT's asset management goals are to:

- Build, preserve, operate, maintain, upgrade, and enhance the transportation system more cost-effectively throughout its whole life.
- Improve the performance of the transportation system.
- Deliver the Iowa DOT's customers the best value for every dollar spent.
- Enhance Iowa DOT's credibility and accountability in the stewardship of transportation assets.

www.iowadot.gov/systems_planning/Planning/Federal-Performance-Management-and-Asset-Management

Iowa Strategic Highway Safety Plan 2019

One method a state uses to conduct safety planning is through the development of a highway safety plan. A Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The SHSP establishes statewide goals, objectives, and key emphasis areas developed in consultation with federal, state, local, and private sector safety stakeholders. The 2019 SHSP is the fourth statewide safety plan to be adopted in Iowa.



The 2019 SHSP was developed in consultation with the SHSP Implementation Team which is comprised of individuals representing the E's of safety – education, emergency medical services, enforcement, and engineering. These representatives provide updates on programs, policies, and education campaigns for their respective organizations, as well as data on the latest research for their

area of expertise. For this update, the prioritization of Iowa’s 19 safety emphasis areas was supported by an analysis of crash data and an extensive statewide input process involving Iowa’s traffic safety stakeholders. The result of these efforts was the prioritization of eight of the safety emphasis areas that are now considered priority safety emphasis areas. For each of the priority safety emphasis areas, the Implementation Team identified strategies that provide the greatest opportunity to reduce fatalities and serious injuries. The eight priority safety emphasis areas are as follows:

- Lane departures and roadside collisions
- Speed-related
- Unprotected persons
- Young drivers
- Intersections
- Impairment involved
- Older drivers
- Distracted or inattentive drivers

Implementation of the priority safety emphasis areas and strategies will be carried out by the SHSP Implementation Team and broadly supported by traffic safety professionals from around the state. The implementation and progress of the plan will be evaluated on an annual basis for the five-year planning period ending December 2023. The goal of this plan is **Zero Fatalities**, however, interim annual goals aligning with the Highway Safety Improvement Program performance measures will be developed during the plan period. Although the Implementation Team is fully committed to reducing the number of fatalities and serious injuries on Iowa’s roadways, it recognizes that commitment pales in comparison to the cumulative impact **every driver** (fifth “E”) can have on the safety of Iowa’s roadways.

Although Zero Fatalities is Iowa’s long-term vision, the state also recognizes the need to establish short-term goals in pursuit of this vision. In 2016, FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Final Rules. As part of these rules, states are required to develop statewide targets annually for five safety performance measures. These targets serve as the short-term goals for the state.

www.iowadot.gov/traffic/shsp/home

Iowa State Freight Plan 2022

The primary purpose of the State Freight Plan is to document the immediate and long-range freight planning activities and investments in the state. More specifically, it provides guidance on how to address issues, adapt to emerging trends, and invest strategically in the freight system to grow a stronger economy, strengthen the nation’s competitive advantage, and enhance the quality of life for Iowans.

Developed in coordination with the Iowa Freight Advisory Council (FAC), the State Freight Plan serves as a platform for connecting Iowa’s freight-related initiatives and a tool for informed decision-making aimed at addressing the ongoing challenges of today’s freight system and supply chains.



This document is the second in the current series of freight plans that are now federally required to be updated every four years. The 2022 State Freight Plan is an updated and streamlined version of the original 2017 State Freight Plan with several notable enhancements that will impact the freight transportation system including:

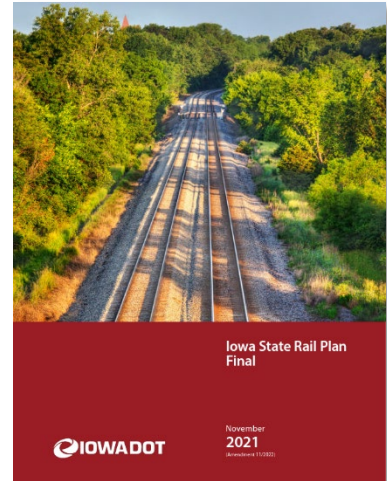
- Clearly defined system objectives
- Process for identifying multimodal bottlenecks

- Focus on infrastructure and supply chain resiliency
- Freight design considerations
- Commercial motor vehicle parking facilities assessment
- Catalog of freight-generating facilities

www.iowadot.gov/iowainmotion/Specialized-System-plans/2022-State-Freight-Plan

Iowa State Rail Plan 2021

This document is intended to guide the Iowa DOT in its activities of promoting access to rail transportation, helping to improve the freight railroad transportation system, expanding passenger rail service, and promoting improved safety both on the rail system and where the rail system interacts with people and other transportation modes. The State Rail Plan describes the state’s existing rail network and rail-related economic and socioeconomic impacts. It also describes the State Rail Plan process, Iowa’s rail vision and supporting goals, proposed short- and long-range capital improvements, studies, and recommended next steps to address the issues identified. The State Rail Plan is intended to meet the requirements established under Section 303 of the Passenger Rail Investment and Improvement Act of 2008 which provides for enhanced State involvement in rail policy, planning, and development efforts, including requiring States to develop FRA-accepts State Rail Plans to be eligible for capital grants authorized under this act and subsequent federal transportation bills.



<https://iowadot.gov/iowainmotion/modal-plans/rail-transportation-plan>

Iowa Public Transit 2050 Long Range Plan

In 2020, the Iowa DOT adopted the Iowa Public Transit 2050 Long Range Plan. While the Iowa DOT has conducted specific planning efforts – Iowa Statewide Passenger Transportation Funding Study, Iowa Park and Ride System Plan – this Plan looks at the public transit system from a broader point of view. The Plan seeks to coordinate planning, programming, and technical assistance statewide to support transit operations at the local level. The goal is to provide specific strategies and improvements that can be implemented and revisited over time.



This Plan serves as a guide to assist the Iowa DOT in making informed public transit decisions for the state. The strategies and action items within the plan serve as the starting point for the implementation phases of the planning process. The transit plan will also be updated every five years to stay current with trends, forecasts, and factors that influence decision-making.

www.iowadot.gov/iowainmotion/Modal-Plans/Public-Transit-Plan

Black Hawk County MPO Goals, Objectives, and Performance Measures

The MPO identified four goals for the 2050 Long-Range Transportation Plan which are to:

- Increase the safety of the transportation system.
- Strategically preserve the existing infrastructure.
- Support an efficient transportation system.
- Provide a high degree of multimodal accessibility and mobility.

The MPO has adopted several objectives to help achieve these goals and performance measurements to track the progress toward meeting the objectives (Table 1.2). This includes federally-required performance measurements. The MPO's goals and objectives help to implement the state transportation plan and to contribute toward the accomplishment of the state's performance measures.

MPO Performance Report

The Black Hawk County MPO is committed to promoting and implementing a safe, efficient, and multimodal transportation system. The goals and objectives provide the framework for achieving this vision, and the performance measures assess the progress towards meeting the objectives. To gauge the region's progress toward achieving these goals, the MPO will prepare a Performance Report halfway through the life of this Plan, or by May 14, 2026. The MPO's first Performance Report was adopted May 13, 2021, and provided an insight to the MPO's performance towards achieving the goals and objectives outlined in the 2045 LRTP. Notable findings of the MPO Performance Report include the following:



- Positive Trends
 - Decrease in the number and rate of traffic serious injuries
 - Decrease in crashes involved pedestrians and bicyclists
 - Improved pavement and bridge conditions
 - Maintained transit facilities
 - Increase in the number of bus shelters
- Negative Trends
 - Increase in the number and rate of traffic fatalities
 - Increase in non-motorized fatalities and serious injuries
 - Limited increase in on-road bicycle accommodations
 - Decrease in fixed route bus rides
 - Increase in buses that have met or exceeded ULB

www.bhcmmpo.org/performance-measures/

The 2026 MPO Performance Report will be a valuable tool for the MPO Policy Board to help guide decision-making for transportation investments and will be beneficial for increased public engagement and communication about regional performance. The baseline condition data shown in Table 1.2 will serve as the base for the Performance Report. As planning occurs through multiple cycles, the Performance Report will help to identify latest trends in performance and can be used to refine long-range goals, objectives, and performance measures. Table 1.3 provides a comparison of trends from the 2045 and 2045 LRTPs.



Why is Performance-Based Planning and Programming Important?

With limited transportation funds and a growing list of infrastructure needs, it is critical that the MPO prioritizes projects that accomplish the goals of the Long-Range Transportation Plan. One of the best ways to accomplish this is to select performance measures and targets, and then prioritize projects that help achieve those measures. The performance measures identified in the 2050 LRTP are the first step towards a performance-based planning and programming process for the MPO.



Table 1.2: 2050 Long-Range Transportation Plan Goals, Objectives, and Performance Measures

Goal	Objective	Performance Measurement	2018 MPO Baseline Condition Data	2018-2022 Data	Desired Trend	Current Trend
Increase the safety of the transportation system	1.1) Reduce the number of traffic fatalities	1)Number of fatalities	6.8 / year	6.6		
	1.2) Reduce the rate of traffic fatalities	1)Fatality rate (per 100 million VMT)	0.831	0.833		
	1.3) Reduce the number of traffic serious injuries	1)Number of serious injuries	39.6 / year	35.0		
	1.4) Reduce the rate of traffic serious injuries	1)Serious injury rate (per 100 million VMT)	4.548	4.440		
	1.5) Reduce the number of non-motorized fatalities and serious injuries	1)Non-motorized fatalities and serious injuries	6.8 / year	7.2		
	1.6) Reduce the number of traffic accidents involving pedestrians and bicyclists	Crashes involving pedestrians and bicyclists	40.8 / year	36.8		
Strategically preserve the existing infrastructure	2.1) Preserve and maintain Interstate system pavement	1)Percent of pavement in good condition 1)Percent of pavement in poor condition	75.5% 0%	87.6% 0%	 	
	2.2) Preserve and maintain non-Interstate National Highway System (NHS) pavement	1)Percent of pavement in good condition 1)Percent of pavement in poor condition	24.2% 30.6%	28.1% 5.9%	 	
	2.3) Preserve and maintain state-owned pavement	Percent of pavement in good condition (IRI) Percent of pavement in poor condition (IRI)	47.4% 2.9%	46.9% 2.7%	 	
	2.4) Preserve and maintain city and county road pavement conditions	Percent of pavement in good condition Percent of pavement in poor condition	34.5% 21.3%	40.8% 19.8%	 	
	2.5) Preserve and maintain NHS bridges	1)Percent of bridges in good condition (deck area) 1)Percent of bridges in poor condition (deck area)	57.8% 0%	55.0% 0%	 	
	2.6) Decrease the number of bridges that are posted or closed	Posted or closed bridges	13	12.0		
	2.7) Decrease the number of bridges that are structurally deficient	Structurally deficient bridges	12	10.3		
	2.8) Increase the average bridge sufficiency rating	Average bridge sufficiency rating in the metropolitan area	88.3	88.9		

Goal	Objective	Performance Measurement	2018 MPO Baseline Condition Data	2018-2022 Data	Desired Trend	Current Trend
Support an efficient transportation system	3.1) Maintain the percent of person-miles traveled on the Interstate that are reliable	¹ Level of Travel Time Reliability (LOTTR)	100%	100%		
	3.2) Maintain the percent of the person-miles traveled on the non-Interstate NHS that are reliable	¹ Level of Travel Time Reliability (LOTTR)	99.6%	99.0%		
	3.3) Improve freight travel time reliability	¹ Truck Travel Time Reliability (TTTR) Index	1.19	1.25		
	3.4) Reduce the total vehicle miles traveled	Vehicle miles per capita 5-year average	7,012	6,501		
	4.1) Provide more on-road bicycle facilities	Miles of on-road bicycle accommodations	17.6	17.6		
Provide a high degree of multimodal accessibility and mobility	4.2) A greater number of trips are made using public transit	Number of MET fixed route rides	398,270	272,907		
	4.3) Decrease the percent of MET's vehicles that are beyond Useful Life Benchmark (ULB)	¹ Percent of revenue vehicles within an asset class that have met or exceeded ULB	Buses: 26% Mini-buses: 54%	45.8%		
	4.4) Transit facilities remain in good condition	¹ Percent of non-revenue vehicles that have met or exceeded ULB	66%	29.2%		
	4.5) Increase the number of bus shelters in the metropolitan area	¹ Percent of MET's facilities with a condition rating below 3.0 on FTA TERM Scale	0%	0%		
		Bus shelters	6	13		

¹Federally required performance measurement

Table 1.3: 2045 and 2050 Long-Range Transportation Plan Performance Measures Trends

Goal	Objective	Performance Measurement	Desired Trend	2016-2020 Trend (2021 PM Report)	2018-2022 Current Trend (2050 LRTP)
Increase the safety of the transportation system	1.1) Reduce the number of traffic fatalities	¹ Number of fatalities			
	1.2) Reduce the rate of traffic fatalities	¹ Fatality rate (per 100 million VMT)			
	1.3) Reduce the number of traffic serious injuries	¹ Number of serious injuries			
	1.4) Reduce the rate of traffic serious injuries	¹ Serious injury rate (per 100 million VMT)			
	1.5) Reduce the number of non-motorized fatalities and serious injuries	¹ Non-motorized fatalities and serious injuries			
	1.6) Reduce the number of traffic accidents involving pedestrians and bicyclists	Crashes involving pedestrians and bicyclists			
Strategically preserve the existing infrastructure	2.1) Preserve and maintain Interstate system pavement	¹ Percent of pavement in good condition			
		¹ Percent of pavement in poor condition			
	2.2) Preserve and maintain non-Interstate National Highway System (NHS) pavement	¹ Percent of pavement in good condition			
		¹ Percent of pavement in poor condition			
	2.3) Preserve and maintain state-owned pavement	Percent of pavement in good condition (IRI)			
		Percent of pavement in poor condition (IRI)			
	2.4) Preserve and maintain city and county road pavement conditions	Percent of pavement in good condition			
		Percent of pavement in poor condition			
	2.5) Preserve and maintain NHS bridges	¹ Percent of bridges in good condition (deck area)			
		¹ Percent of bridges in poor condition (deck area)			
	2.6) Decrease the number of bridges that are posted or closed	Posted or closed bridges			
	2.7) Decrease the number of bridges that are structurally deficient	Structurally deficient bridges			
2.8) Increase the average bridge sufficiency rating	Average bridge sufficiency rating in the metropolitan area				

Goal	Objective	Performance Measurement	Desired Trend	2016-2020 Trend (2021 PM Report)	2018-2022 Current Trend (2050 LRTP)
Support an efficient transportation system	3.1) Maintain the percent of person-miles traveled on the Interstate that are reliable	¹ Level of Travel Time Reliability (LOTR)			
	3.2) Maintain the percent of the person-miles traveled on the non-Interstate NHS that are reliable	¹ Level of Travel Time Reliability (LOTR)			
	3.3) Improve freight travel time reliability	¹ Truck Travel Time Reliability (TTTR) Index			
	3.4) Reduce the total vehicle miles traveled	Vehicle miles per capita 5-year average			
	4.1) Provide more on-road bicycle facilities	Miles of on-road bicycle accommodations			
Provide a high degree of multimodal accessibility and mobility	4.2) A greater number of trips are made using public transit	Number of MET fixed route rides			
	4.3) Decrease the percent of MET's vehicles that are beyond Useful Life Benchmark (ULB)	¹ Percent of revenue vehicles within an asset class that have met or exceeded ULB			
	4.4) Transit facilities remain in good condition	¹ Percent of non-revenue vehicles that have met or exceeded ULB			
	4.5) Increase the number of bus shelters in the metropolitan area	¹ Percent of MET's facilities with a condition rating below 3.0 on FTA TERM Scale			
		Bus shelters			

¹Federally required performance measurement

2019 pavement did not include I-380, and there were substantial data gaps for IA 58 and U.S. 63. Furthermore, the methodology for calculating the non-Interstate NHS pavement performance changed in 2022, limiting data comparison capabilities for 2016-2020.