DMATS 2055 Long Range Transportation Plan Work Session

June 25, 2025

The work session will focus on updating the Planning Framework of the DMATS Long Range Transportation Plan (LRTP). The LRTP's planning framework includes its Vision Statement, Guiding Principles, Goals, Objectives, and Performance Measures. The revised Planning Framework will be used to guide the 2055 LRTP update.

During the work session, DMATS members will review the current versions of the planning framework from the 2050 LRTP, discuss potential changes, and suggest revisions. Staff will use the input gathered during the session to create updated drafts for the 2055 LRTP. These drafts will be presented to the Technical and Policy committees for final review and approval at a future meeting.

Part one of this handout summarizes key information from the 2050 LRTP and provides additional explanation and context. Part two provides the current Guiding Principles, Goals, Objectives, and Performance Measures table from pages 10–14 of the DMATS 2050 LRTP.

For additional information, the full 2050 LRTP is available at the following link:
https://eciatrans.org/pdf/DMATS/Organizational%20Information/Planning%20Documents/DMATS%20LRTP%202050%20Adopted%2010-14-21.pdf

Part 1 – Key Information and Context
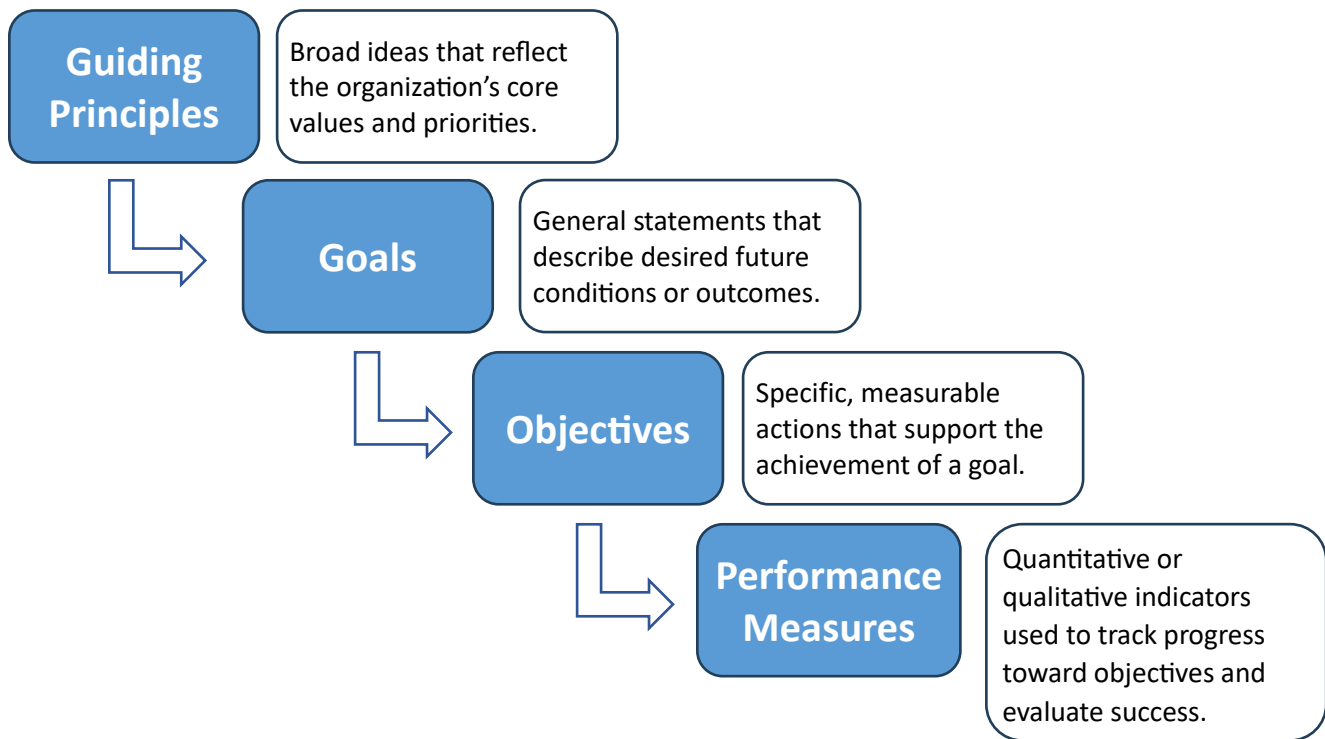
Current Vision Statement

The plan's vision statement provides a general description of the region's transportation future. It sets the overall direction for the LRTP, helping align goals, guide decision-making and ensure that all strategies support a shared long-term outcome.

In 2050 the Dubuque Metropolitan Area remains a vibrant Upper Midwest Mississippi River region, with a transportation system that provides efficient movement of people and goods. This system promotes the area's economy and environmental quality, and operates in an attractive and safe setting that serves everyone.

The system is fiscally sustainable, driven by a collaboration of involvement by citizens and key stakeholders, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and unites air, bicycle, pedestrian, rail, roadway, public transportation, and waterway facilities into one fully interconnected network.

Planning Framework Overview

The LRTP's planning framework is organized using a layered approach, beginning with broad concepts and becoming more specific with each successive level. The chart below illustrates this structure and provides a definition of each step in the framework.

Guiding Principles — Broad ideas that reflect the organization's core values and priorities.

Goals — General statements that describe desired future conditions or outcomes.

Objectives — Specific, measurable actions that support the achievement of a goal.

Performance Measures — Quantitative or qualitative indicators used to track progress toward objectives and evaluate success.

The 2024 DMATS performance measure report is available at this link:
https://eciatrans.org/pdf/DMATS/Organizational%20Information/Planning%20Documents/DMATS%20Performance%20Measures%20Report%202024.pdf

Current Guiding Principles

To bring its vision into focus, DMATS created a list of eight guiding principles that represent the broad ideas that the organization values most. DMATS will use its guiding principles to shape the LRTP's goals and objectives and as a foundation for future transportation policy decisions. They will help DMATS remain focused with its long-term vision as it moves into the future.

Staff suggestions: Staff have included some recommended edits to the existing guiding principles. Edits are shown in Green.

~~Equity~~ **Access to Opportunity** - Ensure that all members of the community have access to reliable and affordable transportation and use transportation investments to create opportunities in ~~underserved~~ all communities.

Economic Development – Leverage transportation investments to create opportunities for economic growth and support local industries.

Public Health - Improve public health by providing more active transportation opportunities like walking and biking.

Mode Choice – Build a multi-modal system that is affordable and accessible and allows people to choose the mode that best fits their transportation needs.

System Maintenance - Maintain and improve existing transportation infrastructure to ensure system reliability for years to come.

Environment – ~~Safeguard the natural environment and ensure that environmental costs and benefits are distributed equitably throughout the region~~. Improve the performance of the transportation system while protecting and enhancing the natural environment.

Safety – Reduce the number of transportation related injuries and deaths.

Efficiency – Make strategic investments in the transportation system that reduce delay, fuel consumption, and vehicle emissions.

Technology – Closely monitor and evaluate advancements in transportation technology and deploy these innovative technologies to improve the system.

Required FHWA and FTA Performance Measures

Through transportation legislation, including MAP-21 (2012), the FAST Act (2015), and the Infrastructure Investment and Jobs Act (IIJA, 2021), Congress has directed the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to implement the concept of performance-based planning. This approach works to ensure that transportation investments are guided by established goals and progress toward these goals is measured over time. To comply with federal requirements, DMATS must incorporate performance-based planning principles into its Long Range Transportation Pan (LRTP) and other planning documents. The table below lists the federally required performance measures that must be a part of the LRTP.

Topic	Performance measure(s)
Safety *23 § 490.207*	• 5-year rolling average of the number of fatalities on all public roads • 5-year rolling average of the rate (per 100 million VMT) of fatalities on all public roads • 5-year rolling average of the number of serious injuries on all public roads • 5-year rolling average of the rate (per 100 mil VMT) of serious injuries on all public roads • 5-year rolling average of the number of non-motorized fatalities and serious injuries on all pub. roads
Transit Asset Management *49 § 625.43*	• Percent (%) of service vehicles that have either met or exceeded their useful life benchmark • % of revenue vehicles that have either met or exceeded their useful life benchmark (by asset class) • % of track segments with performance restrictions • % of facilities rated below condition 3 on the Transit Economic Requirements Model (TERM) scale (by asset class)
Pavement *23 § 490.307*	• % of pavement lane miles on the Interstate System in good condition • % of pavement lane miles on the Interstate System in poor condition • % of pavement lane miles on the non-Interstate National Highway System in good condition • % of pavement lane miles on the non-Interstate National Highway System in poor condition
Bridge *23 § 490.407*	• % of bridge deck area on the NHS in good condition • % of bridge deck area on the NHS in poor condition
System Performance *23 § 490.507*	• % of person-miles traveled with reliable travel times on the Interstate • % of person-miles traveled with reliable travel times on the non-Interstate National Highway System
Freight *23 § 490.607*	• Truck Travel Time Reliability Index
Transit safety *Safety rulemaking*	• Total number of reportable fatalities and rate (per total vehicle review miles) by mode • Total number of reportable injuries and rate (per total vehicle review miles) by mode • Total number of reportable events and rate (per total vehicle review miles) by mode • Mean distance between major mechanical failures by mode

Notes and Suggestions

This section includes staff observations and recommendations based on a review of the existing LRTP planning framework.

Commercial Air Service

- The current goals and objectives do not mention commercial air service.
- **Staff suggestion:** Consider adding a goal related to supporting commercial air service, as this has become a is a top priority for the region.

NA Performance Measures

- Some performance measures are marked as not applicable (NA). These are federally required performance measures that do not apply to the DMATS area. These measures are related to infrastructure or modes such as interstate highways or rail transit, that are not present in the area. They are included without values to demonstrate awareness of the federal requirement.

Planning Framework Organization

- The layered structure - **Guiding Principles > Goals > Objectives > Performance Measures** - has worked well and is easy to follow. However, but it does not accommodate objectives that support more than one goal. For example, the objective "increase trail accessibility" supports the "improve public health" goal, but it also fits equally well with the "build a multi-modal transportation system" goal.
- **Staff suggestion:** Consider reorganizing the framework so that goals and objectives are listed separately, with each objective listed with the goals it supports. A restructured framework can be presented at a future meeting.

Part 2 -Current DMATS LRTP Goals, Objectives, and Performance Measures

DMATS Goals, Objectives, and Performance Measures

To satisfy the required FTA and FHWA performance measures, MPOs can choose to support state DOT performance targets, or they can set their own unique targets. DMATS has elected to support measures established by Iowa DOT, Illinois DOT, and Wisconsin DOT. The state DOTs provide DMATS with updated performance targets annually and DMATS adopts the targets through the Transportation Improvement Program (TIP) process.

For DMATS the required federal performance measures represent a starting point for the LRTP. The DMATS LRTP expands on the idea of performance-based planning by creating additional goals and objectives that support its vision and guiding principles. DMATS has also established performance measures and targets that will allow it to track its progress toward achieving its vision. For each measure, the table includes a baseline measurement and a future target or desired direction that the that DMATS hopes to achieve.

DMATS Goals, Objectives, and Performance Measures				
Equity Access to Opportunity				
Goal	Objective	Performance Measures	Baseline	Target or Desired Direction
Ensure that all have access to reliable and affordable transportation	Improve transportation affordability	Reduce the transportation and housing cost burden on area low and moderate income households as measured by H+T Affordability Index	56% (2015)	≤ 45%
Economic Development				
Goal	Objective	Performance Measures	Baseline	Target or Desired Direction
Encourage regional economic development	Improve Freight Reliability	Truck Travel Time Reliability Index [1]	1.12 (2017)	1.21
	Connect people to jobs with transit	Percentage of area jobs within ¼ mile of a transit stop	58.1% (2018)	Increase
Public Health				
Goal	Objective	Performance Measures	Baseline	Target or Desired Direction
Improve public health	Increase trail accessibility	Percentage of area population that lives within ¼ mile of a trail	18.12% (2019)	Increase
	Provide more on-road bicycle facilities	Centerline miles of roads with on-road bicycle facilities in the area	51.94 mi (2019)	Increase
	Provide more multi-use trails in the area.	Miles of multi-use trails in the area	35.22 mi (2020)	Increase

[1]Federal Performance Measure

DMATS Goals, Objectives, and Performance Measures

Mode Choice

Goal	Objective	Performance Measures	Baseline	Target or Desired Direction
Build a multi-modal transportation system	~~Reduce the share of commute trips made by personal vehicle~~ Increase the share of commute trips made with non-personal vehicle modes.	Percentage of workers commuting via transit	1.40% (2019)	Increase
		Percentage of workers commuting via walking and biking	4.32% (2019)	Increase
		Percentage of workers commuting via carpool	8.91% (2019)	Increase

System Maintenance

Goal	Objective	Performance Measures	Baseline	Target or Desired Direction
Maintain transportation infrastructure	Maintain interstate pavement	Percentage of pavements of the Interstate System in Good condition[1]	NA	NA
		Percentage of pavements of the Interstate System in in Poor condition[1]	NA	NA
	Maintain non-interstate pavement	Percentage of pavements of the non-Interstate NHS in Good condition[1]	49.06% (2017)	46.9% (2022)
		Percentage of pavements of the non-Interstate NHS in Poor condition[1]	14.22% (2017)	14.5% (2022)
	Maintain bridges	Percentage of NHS bridges classified as in Good condition[1]	46.8% (2017)	44.6% (2022)
		Percentage of NHS bridges classified as in Poor condition[1]	2.6% (2017)	3.2 % (2022)
	Transit asset management	Percentage of non-revenue vehicles met or exceeded Useful Life[1]	0%	35%
		Percentage of revenue vehicles met or exceeded Useful Life[1]	88.24% (2018)	35%
		Percentage of track segments with performance restrictions[1]	NA	NA
		Percentage of assets with condition rating below 3.0 on FTA TERM Scale[1]	0% (2018)	-

[1] Federal Performance Measure

DMATS Goals, Objectives, and Performance Measures

Environment

Goal	Objective	Performance Measures	Baseline	Target or Desired Direction
Protect and Enhance the natural environment	~~Reduce vehicle emissions~~ Reduce the number of Vehicle Hours Traveled	~~Tons of vehicle emissions~~ Total Vehicle Hours Traveled VHT	(Will Add)	Decrease
	Increase usage of alternative fuels	Number of alternative fuel and electric charging stations in the area.	Stations: CNG - 1 EV Charging - 6 E85 - 4 (2020)	Increase

Safety

Goal	Objective	Performance Measures	Baseline	Target or Desired Direction
Improve Transportation Safety	Reduce transportation related injuries and deaths	Number of fatalities[1]	342.0	336.8
		Rate of fatalities	1.019	0.983
		Number of serious injuries[1]	1,420.0	1,370.8
		Rate of serious injuries[1]	4.230	4.002
		Number of non-motorized fatalities and non-motorized serious injuries[1]	132.6	131.0

Efficiency

Goal	Objective	Performance Measures	Baseline	Target or Desired Direction
Improve System Efficiency	Improve system reliability	Percent of person-miles traveled on the Interstate that are reliable[1]	NA	NA
		Percent of person-miles traveled on the non-Interstate NHS that are reliable[1]	95.6% (2017)	95.0% (2022)

Technology

Goal	Objective	Performance Measures	Baseline	Target or Desired Direction
Deploy technology to improve the system	Intelligent transportation Systems (ITS) to maximize efficiency.	Percent of signalized intersections connected to adaptive control systems	0%	Increase

[1] *Federal Performance Measure*