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## INTRODUCTION

### RPA 8 ORGANIZATION AND MANAGEMENT

The East Central Intergovernmental Association Regional Planning Affiliation was established on February 2, 1994 through the adoption of Articles of Agreement by the participating organizations in the region. It is one of the 18 RPAs in the state that were formed as part of the Iowa Department of Transportation's implementation of Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), particularly in regard to meeting the statewide planning and programming aspects of the legislation.

This cooperative, comprehensive, and continuing transportation planning process was established by an agreement between the state and local governments in compliance with the provisions of the ISTEA. The planning process is implemented through a committee structure. Committees forward their recommendations to the Policy Board for consideration and final action. At this time, the only standing committee is the Technical Advisory Committee (TAC). The TAC was formed by the Policy Board at its first meeting on February 2, 1994.

The East Central Intergovernmental Association Regional Planning Affiliation (RPA) membership is made up of 56 local cities and counties in a four county area in eastern Iowa. All member jurisdictions have signed a 28E agreement to conduct transportation planning and the programming of federal transportation funds as determined by the Iowa Department of Transportation. The City of Dubuque and the surrounding area is excluded from the RPA, as it is part of a separate transportation planning area - the Dubuque Metropolitan Area Transportation Study (DMATS). The DMATS region includes the cities of Dubuque, Asbury, Sageville, Peosta, Centralia and Durango, as well as portions of Dubuque County.

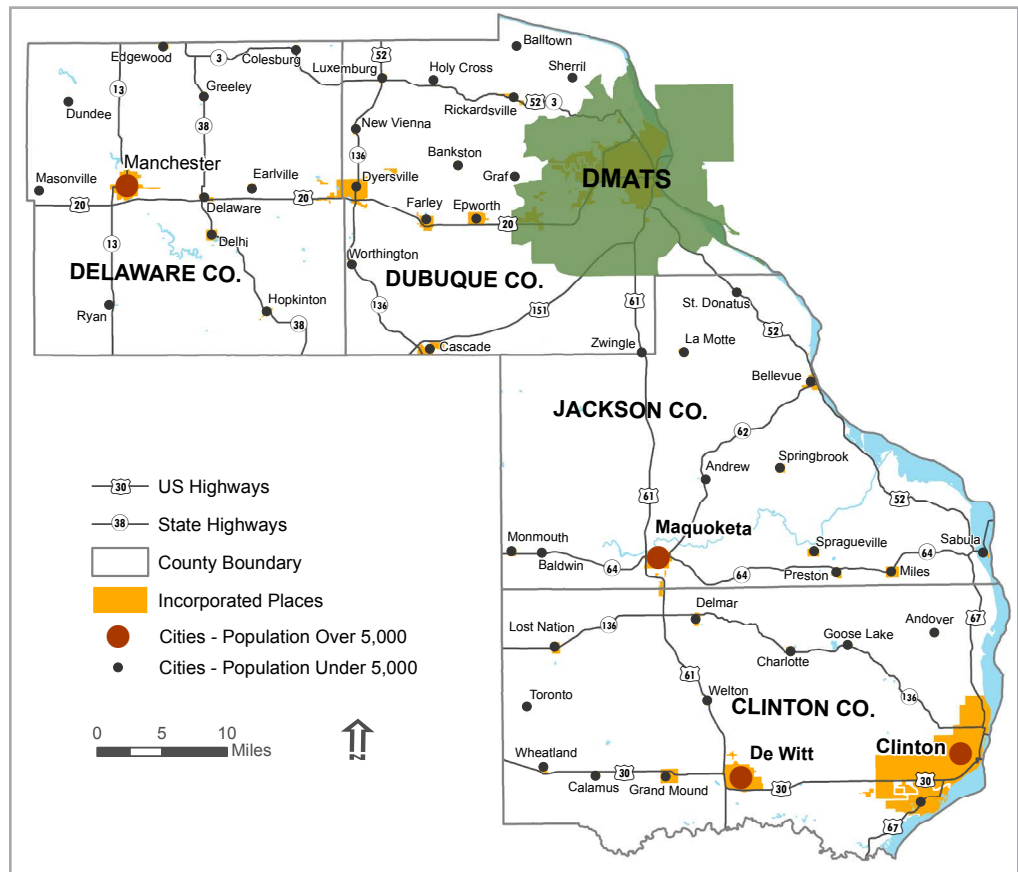
The RPA is staffed by the East Central Intergovernmental Association (ECIA), which has no formal membership on either the RPA Policy Board or the TAC. At their request, the Iowa Department of Transportation, Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) are only advisory members of the RPA Policy Board and TAC. Figure 1.2 shows the region and 56 local jurisdictions.

The 56 member local jurisdictions include four counties and four urban areas (population greater than 5,000). The four urban areas are the Cities of Clinton, DeWitt, Manchester, and Maquoketa. Members of the RPA include:

CLINTON	DELAWARE	DUBUQUE	JACKSON
Andover	Colesburg	Balltown	Andrew
Calamus	Delaware	Bankston	Baldwin
Camanche	Delhi	Bernard	Bellevue
Charlotte	Dundee	Cascade	LaMotte
Clinton	Earlville	Dyersville	Maquoketa
Delmar	Edgewood	Epworth	Miles
DeWitt	Greeley	Farley	Monmouth
Goose Lake	Hopkinton	Graf	Preston
Grand Mound	Manchester	Holy Cross	St. Donatus
Lost Nation	Masonville	Luxemburg	Sabula
Low Moor	Ryan	New Vienna	Spragueville
Toronto		Rickardsville	Springbrook
Welton		Sherrill	
Wheatland		Worthington	
		Zwingle	

The purpose of the RPA is to enhance and improve the rural transportation planning consultation process between IADOT and those local governments responsible for transportation planning in the rural areas. The RPA gives the rural governments of the region a united voice in addressing safety issues, long range transportation needs and transit needs.

**Figure 1.2 RPA 8 Region**  
 Source: Iowa DOT, 2017



## THE RPA 8 VISION

To promote development of a coordinated multi-modal transportation system that preserves and enhances mobility, economic development and safety within the region.

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, mass transit, and waterway facilities into one fully interconnected network.

## GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

RPA 8 has identified, goals, objectives, and performance that will help the region achieve its vision for the future. These three items serve as the basic building blocks that LRTP is structure around. While they all sound somewhat similar, each has its own role in the federal transportation planning process.

Goals are broad statements that describe the way things should be. For example, if you were to say “I want to get better transportation system in RPA 8 area,” this would be a general description of how you want to improve transportation system in the future. You have not said how you are planning to do it and what the resources you need to do it are. The LRTP is built around five goals that, similarly, provide a general overall direction for the region’s transportation system.

Objectives are specific, measurable steps to be taken to reach a goal. An example would be saying “We will improve the system by coordinating signals.” This objective makes the abstract goal of “improvement” into something specific. Each of the LRTP’s goals has distinct, measurable objectives associated with it.

Performance Measures are the means by which progress will be gauged. Performance measures are quantifiable. In the case of improving signal coordination, the performance measure could be the travel delay through the signalized intersections by time of day. Each objective in the LRTP has a performance measure associated with it.

Taking into consideration the federal requirements outlined in FAST ACT, the local planning efforts described above, and feedback from the RPA 8 members and the public, the RPA 8 staff identified eight goals for transportation investments in the RPA 8 region over the next 30 years. These goals are can be summarized in the following table.

**Priority: Transportation projects that place emphasis on maintaining and improving the existing transportation system than on expanding.**

Goal	Objective	Performance Measure	Current	Target
Strategically preserve existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.	Preserve and maintain pavement.	Pavement Condition Index - Average		
		Pavement Condition Index - Percent poor condition or below, PCI ≤ 40.		
	Preserve and maintain bridges.	Percentage of Bridges in Good Condition		
		Percentage of Bridges in Poor Condition		
		Percentage of Structurally Deficient Bridges		
	Increase the safety, security, and resiliency of the transportation system.	Reduce serious injuries and fatalities from vehicle crashes.	Number of Fatalities (5-year Average)	
Number of Serious Injuries (5-year Average)				
Reduce pedestrian and bicycle fatalities and serious injuries.		Number of Non-Motorized Fatalities (5-year Average)		
		Number of Non-Motorized Serious Injuries (5-year Average)		

**Priority: Transportation projects that support new development.**

Goal	Objective	Performance Measure	Current	Target
Support transportation Improvements and projects that promote existing and future economic development.	Identify potential connections to support existing and future business operations within and outside the RPA 8.	Annual transportation investment that is used to expand existing and attract new businesses - Annual RISE funds.		
	Improve access to jobs for both residents and employers in RPA 8 region.	Annual transportation investment that is used to improve access to job sites - Annual RISE, STBG-BROS, and STBG funds.		

**Priority: Transportation projects that promote a multi-modal transportation system.**

Goal	Objective	Performance Measure	Current	Target
Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.	Provide more on-road bicycle facilities throughout the community.	Total miles of on-road bicycle and pedestrian facilities		
	Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems.	Total miles of multi-use trails		
	Improve access to basic services and important destinations with transit.	Total transit ridership		
		Percentage of workers commuting by transit		

**Priority: Projects that facilitate efficient movement of freight.**

Goal	Objective	Performance Measure	Current	Target
Support Efficient Freight system in the region	Maintain adequate infrastructure conditions on primary freight corridors	Pavement condition and roughness index on primary freight corridors		
	Reduce delay on primary freight corridors.	Overall travel time during peak and off peak on primary freight corridors		