

**FFY 2014 - 2017**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FOR THE  
DUBUQUE, IOWA, ILLINOIS and WISCONSIN  
URBANIZED AREA**

**PREPARED BY  
EAST CENTRAL INTERGOVERNMENTAL  
ASSOCIATION**

On behalf of the

**Dubuque Metropolitan Area Transportation Study**

**Final Amended February 13, 2014**

DISCLAIMER #1

The preparation of this document was financed in part through federal funds provided by the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

DISCLAIMER #2

The projects listed in the state portion of this TIP represent the Illinois Department of Transportation's best estimate concerning project scheduling in Fiscal Years contained in this TIP. Although the department intends to proceed with the projects listed, unforeseen events can impact the schedule for individual projects. Among these are funding availability (federal, state, local), project readiness (environmental problems, engineering, land acquisition), and the department's need to retain programmatic flexibility to address changing conditions and priorities on the state highway system.

CAVEAT

The contents of this document reflect information given to ECIA by the various implementing agencies named within. This document does not constitute a standard, specification, or regulation.

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## **Introduction**

A Transportation Improvement Program (TIP) is the Dubuque Metropolitan Area Transportation Study (DMATS) 4-year financial implementation program listing of transportation improvement projects eligible for Federal funding. It is DMATS transportation investment program, consisting of capital and operating improvements to the Metropolitan Transportation System. The TIP is multi-modal. It includes investments in various modes such as transit, highway, bicycle, and pedestrian facilities. The TIP is the means of implementing the goals and objectives identified in the DMATS Long-Range Transportation Plan.

The FFY 2014 - 2017 TIP for the DMATS Metropolitan Area is a four year listing of federal aid eligible transportation projects selected for implementation by the various governmental agencies comprising DMATS, in consultation with, and by approval of the DMATS Policy Board in cooperation with Iowa, Illinois, and Wisconsin Departments of Transportation. The TIP is prepared annually by the DMATS Policy Board and Technical Advisory Committee. DMATS technical work is supported by staff members from the East Central Intergovernmental Association (ECIA).

Prioritization of projects within a project year is done by the implementing agencies with the approval of the Policy Board. Prioritization of Long Range Transportation Plan projects on a year to year basis is done cooperatively between DMATS and the implementing agencies.

This document contains projects identified for improvement or construction from the DMATS 2040 Long-Range Transportation Plan.

## **Project Selection Criteria**

The projects included in the TIP were selected using the following criteria:

1) The appropriateness of the particular project in relation to the present DMATS goals as follows:

a) Goal: To develop an efficient, integrated, balanced transportation system. This can be summarized as serving and anticipating travel needs made evident by regional land use patterns. This includes multi-modal development and use, facilitated by coordination of organizational effort to improve goods shipment by air, rail, river, and truck.

b) Goal: To develop surface transportation facilities. This encompasses the development of a safe, efficient street and highway network; and maintaining access to viable air and rail transportation systems. Transit, bicycles, and pedestrians are accommodated through Complete Streets Policy.

c) Goal: To work toward the provision of transportation-related facilities that will complement and enhance the current and future transportation network. This includes development of parking facilities, and ancillary facilities. Also included is the provision of amenities for inter-modal usage, such as ride share lots and bus shelters, to reduce congestion and promote a safe, environmentally sound system.

2) The appropriateness of the particular project in relation to the best available cost and revenue estimates for the next three fiscal years.

3) The input of State, County and City officials, the local transit operators, the private sector, and others as represented through DMATS.

4) Consistency of the transportation projects in the TIP with the air quality standards outlined in the State Implementation Plan and with local land use planning and economic development.

### **Relationship of the TIP to Area Planning and Programming**

As the primary transportation investment management tool of the DMATS urban planning and programming process, the TIP must reflect the established goals and objectives of the DMATS Long Range Transportation Plan. Applying the criteria described above establishes a link between cost/benefit analysis and planning. Projects are included as the process identifies their feasibility with respect to comparative importance and funding potential. This reinforces the establishment of priorities, as it allows assessment of funding source availability through the out-years of the TIP.

All of the projects contained within the TIP are selected from federal aid eligible projects already contained in the DMATS 2040 Long-Range Transportation Plan or have been sponsored and funded by a state DOT.

### **The 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21) bill sets out the following guidelines for planning:**

- 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 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; and
- Emphasize the preservation of the existing transportation system.

In addition, the current administration is promoting livability principles that are to be considered in the metropolitan planning process activities. These principles are:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investments, and
- Value communities and neighborhoods.

Failure to consider any one of the areas is not reviewable in court.

### **Abbreviations used in TIP**

ADA	Americans with Disabilities Act
BRF	Bridge Replacement Funds
CBS	County Board of Supervisors
CCB	County Conservation Board
City	City
CMAQ	Congestion Mitigation and Air Quality Improvement
CRD	Country Road Department
DEMO	Federal Demonstration (earmarked) Funds
DISC	Discretionary Federal Funds
DMATS	Dubuque Metropolitan Area Transportation Study
DOT-Pgm	Iowa Department of Transportation
ESP	Economic Stimulus Project
FAUS	Federal Aid Urban System
FL	Federal Lands Highway Program
FM	Farm-to-Market Funds
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GO BONDS	General Obligation Bonds
HSIP	Highway Safety Improvement Program
ICAAP	Iowa Clean Air Attainment Program
ILL	Illustrative Regional Project
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
JARC	Job Access/Reverse Commute
LOCAL	Local Funds Only
MAP-21	Moving Ahead for Progress in the 21st Century Act
MFT	Motor Fuel Tax
MISC	Miscellaneous funding

MPO	Metropolitan Planning Organization
MVR	Motor Vehicle Revenue
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
NHS	National Highway System
O&M	Operation & Maintenance
OTHER	All other Types
PA	Planning Agency (Regional or Metropolitan)
PL	Metropolitan Planning
PN	Project Number
PRF	Primary Road Funds
PTIG	Public Transit Infrastructure Grant Fund
RISE	Revitalize Iowa's Sound Economy
ROW	Right of Way
RPA	Regional Planning Affiliation
RUT	Road Use Tax
RUTF	Road Use Tax Fund
RTP	Recreational Trails Program
SBR	State Bridge Replacement Program
Section 5307	(former Section 9) FTA Operating/Capital formula funding
Section 5309	(former Section 3) FTA Capital Discretionary funding
Sponsor	Agency Sponsor
STA	State Transit Assistance (in Iowa)
STP	Surface Transportation Program
STP-HBP	Surface Transportation Program - Bridge Program
STIP	Surface Transportation Improvement Program
TA	Transportation Alternatives
TAP	Transportation Alternatives Program
TANF	Temporary Assistance for Needy Families
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

**FFY2013 Programmed Transportation Projects Status Report**



Dubuque Metropolitan Area Transportation Study (FY 2013-2016 Final Transportation Improvement Program)													Final Amended 13th of Dec 2012	
FY 2013 ( October 1, 2013 to September 30, 2016)					IOWA				Programmed Amounts in 1,000					
NO	PGM	COUNTY	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 13 LCL	FY 13 FM	FY 13 SPCL	FY 13 FA	FY 13 TTL	STATUS	
1	TAP	Dubuque	Dubuque	21510	SB-IA-2100(675)--7T-31	Bee Branch Creek: Mississippi River Trail	Ped/Bike Miscellaneous	250	0	0	1000	1250	Reprogramed to FY 14	
2	TAP	Dubuque	Dubuque CBS	22311	SRTS-U-()-8U-31	Dubuque Walking School Bus: Dubuque Community School district	Miscellaneous	4	0	0	17	21	Awarded	
3	STP-HBP	Dubuque	Dubuque	19949	BROS-2100(659)--8J-31	BRUNSKILL RD: Over North Catfish Creek	Bridge Replacement	394	0	0	722	1116	Awarded	
4	STP-HBP	Dubuque	Dubuque CRD	8969	BROS-C031(377)--8J-31	Y-32: Over Catfish Creek	Bridge Replacement	100	0	0	400	500	Project has been dropped from the TIP	
5	STP-HBP	Dubuque	Dubuque CRD	5409	BROS-C031(42)--8J-31	Y-50: Over Little Maquoketa River	Bridge Replacement	0	0	2900	100	3000	Reprogramed to FY 14	
6	STP-HBP		DOT-D06-MPO27	16965	BHF-()-2L-31	US 52: US 61/151 TO GRANDVIEW AVEIN DUBUQUE (CATFISH CREEK)	Grade and Pave,Bridge Replacement,Lighting	3414	0	0	13656	17070	Awarded	
7	STP	Dubuque	Dubuque	17066	STP-U-2100(665)--70-31	Cedar Cross Rd: From Starlight Dr to Cedar Cross Court	Grade and Pave	360	0	0	1440	1800	Reprogramed to FY 14	
8	STP	Dubuque	Dubuque	17068	STP-U-2100(674)--70-31	University / Asbury Rd: University & Asbury Rd Intersection	Pavement Rehab/Widen,Right of Way	58	0	0	132	190	Reprogramed to FY 14	
9	STP	Dubuque	Dubuque	17069	STP-U-2100(669)--70-31	North Cascade Rd: From Edval Ln to Catfish Creek Bridge	Pavement Rehab	197	0	0	548	745	Reprogramed to FY 14	
10	STP	Dubuque	Asbury	6740	RGPL-PA27(UDS)--ST-31	DUBUQUE MPO : STATEWIDE URBAN SPECIFICATIONS MANUAL	Miscellaneous	2	0	0	6	8	Authorized	
11	STP		MPO-27 / DMATS	20753	STP-PA27()-2C-31	Dubuque MPO: Dubuque MPO	Trans Planning	16	0	0	64	80	Authorized	
12	STP	Dubuque	Dubuque CRD	20762	STP-S-C031()-5E-31	HALES MILL RD: From Asbury Rd to Derby Grange Rd	Pave,Bridge Replacement,Slope Improvement	400	0	0	1600	2000	Reprogramed to FY 14	
13	STP		MPO-27 / DMATS	1935	RGPL-ECIA(PMS)--ST-31	DUBUQUE MPO : PAVEMENT MANAGEMENT DATA COLLECTION	Trans Planning	3	0	0	7	10	Authorized	
14	PRF		DOT-D06-MPO27	1290	BRFN-US20()-39-31	20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Rehabilitation,Bridge Painting,Bridge Washing	375	0	0	0	375	Ongoing	
15	PRF		DOT-D06-MPO27	1292	BRFN-US61()-39-31	61: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Rehabilitation,Bridge Washing	833	0	0	0	833	Ongoing	
16	PL		MPO-27 / DMATS	13239	RGPL-PA27()-PL-31	MPO Planning: Transportation Planning in DMATS area	Trans Planning	8	0	0	32	40	Authorized	
17	NHPP		DOT-D06-MPO27	18722	NHS-20()-19-31	US 20: INTERCHANGE WITH SEIPPEL RD(STATE SHARE)	Grade and Pave,Bridge New,Grading	960	0	0	3840	4800	Project has been dropped from the TIP	
18	MISC	Dubuque	Dubuque	17071	MISC-RAIL()-XX-31	Passenger Rail: From Chicago to Dubuque		32000	0	0	0	32000	Reprogramed to FY 14	
19	MISC	Dubuque	Dubuque	17072	MISC-RAIL()-XX-31	Passenger Rail: From Chicago to Dubuque		2100	0	0	0	2100	Reprogramed to FY 14	
20	ILL	Dubuque	Asbury	18767	ILL-0252()-93-31	ASBURY RD: From East Corporate Limits to Seippel Road	Grade and Pave	7250	0	0	0	7250	Reprogramed to FY 14	
21	DISC	Dubuque	Dubuque	21021	TCSP-052-2(129)--9S-31	Dubuque Intermodal Facility: From 9th St to 12th St	Outside Services Engineering	150	0	0	600	750	Scheduled for Bid letting on 07/16/2013	
22	DEMO	Dubuque	Dubuque	13469	HDP-2100(643)--71-31	SW Arterial: From U.S. 20 @ Seippel Rd. 6.2 mi. to U.S. 61/151	Right of Way	428	0	0	1714	2142	Reprogramed to FY 14	
23	DEMO	Dubuque	Dubuque	20752	HDP-2100(664)--71-31	Military Rd: At the intersection of the proposed SW Arterial	Grade and Pave,Bridge New	1826	0	0	7304	9130	Reprogramed to FY 14	
24	DEMO	Dubuque	Dubuque	19125	HDP-2100(657)--71-31	English Mill Rd: At the intersection of the proposed SW Arterial	Grade and Pave,Bridge New,Outside Services Engineering	920	0	0	3678	4598	Reprogramed to FY 14	
25	DEMO	Dubuque	Dubuque CRD	12628	HDP-C031(47)--6B-31	Mud Lake Rd: From Sherrill Road to Circle Ridge	Pavement Widening	1100	0	0	2226	3326	Reprogramed to FY 14	
26	CMAQ		MPO-27 / DMATS	21255	STP-A-PA27(004)--86-31	DMATS Smart Travel: transit improve operations and efficiency by providing origin and destinations data by time of day and operating assistance for two new transit routes	Transit Investments,Trans Planning	401	0	0	1607	2008	Reprogramed to FY 14	

Dubuque Metropolitan Area Transportation Study (FY 2013-2016 Final Transportation Improvement Program)													
FY 2013 ( October 1, 2013 to September 30, 2016)						WISCONSIN			Programmed Amounts in 1,000				
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	FY 13 TOTAL	FY 13 FA	FY 13 STATE	FY 13 LOCAL/RGNL	STATUS
1	5721-00-04 & 74	STP	Town of Jamestown	Grant County	James Township	206-09-101	Burlington Northern Railroad Bridge & Approaches				Continued		Design obligated 2006
2	604440	NHS	WISDOT	Grant County	James Township	206-09-102	US 151/61 Wisconsin Bridge in Town of Jamestown	Bridge Washing	\$ 20	\$ -	\$ 20	\$ -	Continued
3	1208-00-62	NHS	WISDOT	Grant County	James Township	206-09-103	USH:61 Dubuque Bridge rem to Iowa for Bridge painting	Bridge Rehabilitation Maintenance - Reimbursement to Iowa for Bridge painting B-22-00-60 Construction	\$ -	\$ -	\$ -	\$ -	Construction Obligated in 2008.
4	1200-01-04 & 74	NHS	WISDOT	Grant County	James Township	206-09-105	USH:61 Eagle Point Road Overpass B-22-0047	Bridge Replacement			Continued		Construction Obligated in 2013. Construction continuing through 2014.
5	1208-00-39 & 69	NHS	WISDOT	Grant County	James Township	206-10-100	USH:61 Dubuque-Dickeyville B-22-0060	Reimbursement to Iowa for Building Inspection Platform Catwalk Design & Construction					Design obligated 2011
6	1706-01-09	NHS	WISDOT	Grant, Green & Lafayette Counties	Multiple Towns and Villages	206-11-100	STH 11:USH 61 To STH 81 North	Corridor Preservation & Access Study	\$ -	\$ -	\$ -	\$ -	
7	1202-00-02/72	NHS	WISDOT	Grant County	James Township	206-12-100	USH:61 Safety Rest area #106	Asphalt Pavement Rehabilitation	\$ 575	\$ 460	\$ 115	\$ -	Design Obligated in 2012
8	1202-00-30/60	NHS	WISDOT			206-12-101	USH:61 Bridgedeck Overlay B-22-0098, 0099, 0122, 0123, 0124, 0125 Overlay & Paint B-22-0097	Corridor Preservation & Access Study	\$ -	\$ -	\$ -	\$ -	Design 2016, Construction 2020
9	1200-01-04 & 74	HBR & RP	WISDOT	Grant County	James Township	206-09-105	USH:61 Eagle Point Road Overpass B-22-0047	Bridge Replacement (Design)					Design Obligated in 2008
10	5721-00-04 & 74	HBR & RP	Town of Jamestown	Grant County	James Township	206-09-101	Burlington Northern Railroad Bridge & Approaches	Construction	\$ 1,281	\$ 1,025	\$ -	\$ 256	

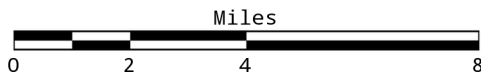
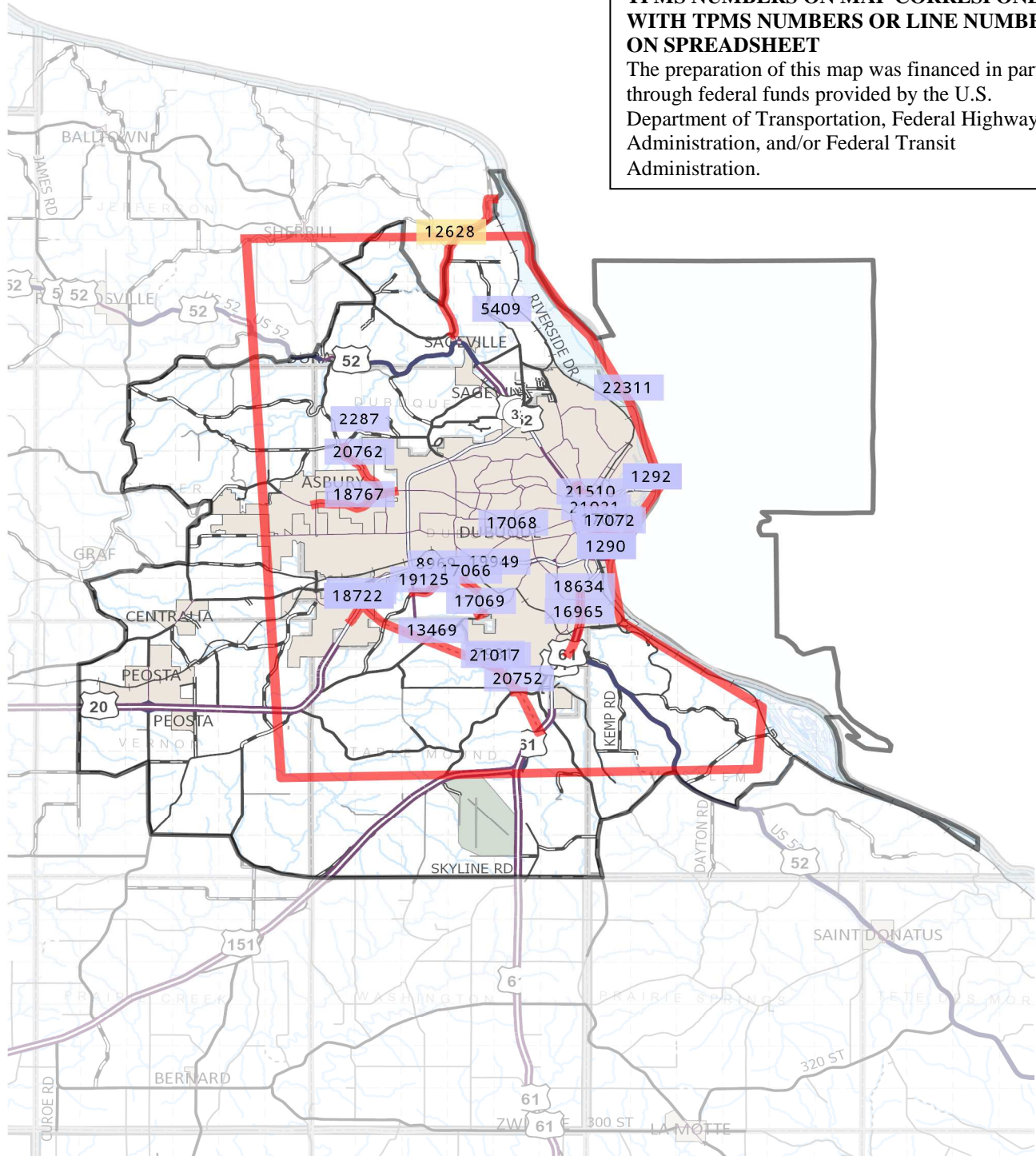
Dubuque Metropolitan Area Transportation Study (FY 2013-2016 Final Transportation Improvement Program)												Final Amended 13th of Dec 2012	
FY 2013 ( October 1, 2013 to September 30, 2016)						Illinois			Programmed Amounts in 1,000				
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	FY 13 TOTAL	FY 13 FA	FY 13 STATE	GRAND TOTAL	STATUS
1	2-30029-0100	NHS	ILLDOT	Jo Daviess	East Dubuque	ED-12-03	Mississippi River in East Dubuque	Bridge Joint Repair, Pier Repair & Bridge Repair	\$ 350	\$ 350	\$ -	\$ 350	Reprogramed to FY 14
2		Surface Transportation Urban funds	East Dubuque	Jo Daviess	East Dubuque	ED-13-00	Desoto Street Bridge	Bridge Replacement	\$ 162	\$ 129	\$ 33	\$ 162	Reprogramed to FY 14

Dubuque Metropolitan Area Transportation Study (FY 2013-2016 Final Transportation Improvement Program)												Final Amended 13th of Dec 2012	
FY 2013 ( October 1, 2013 to September 30, 2016)						IOWA			JULE TRANSIT				
NO	FUND(S)	SPONSOR	TRANSIT #	EXPENSE	PRJ. TYPE	OBJ. TYPE	UNIT #	DESC	ADD ONS	FY13_Ttl	FY13_FA	FY13_SA	Status
1	5303	MPO-27 / ECIA	1079	Operations	Misc	Other		MPO Planning/Coordination		\$ 38,703	\$ 30,962	\$ -	FTA Pre-Approved
2	5303	The Jule	1057	Operations	Misc	Other		General Operations, FTA funding		\$ 1,500,000	\$ 750,000	\$ -	FTA Pre-Approved
3	5309	The Jule	1058	Capital	Expansion	Vehicle		Minivan		\$ 44,000	\$ 36,520	\$ -	Has been dropped from the TIP
4	5309	The Jule	2465	Capital	Replacement	Other		Bus Storage and Maintenance Facility		\$ 11,000,000	\$ 8,800,000	\$ -	Reprogramed to FY 14
5	5309	The Jule	2596	Operations	Replacement	Vehicle	Unit#: 2579	Medium Duty Bus (29-32 ft.)	BioDiesel	\$ 156,000	\$ 129,480	\$ -	FTA Pre-Approved
6	5309	The Jule	2597	Operations	Replacement	Vehicle	Unit#: 2580	Medium Duty Bus (29-32 ft.)		\$ 156,000	\$ 129,480	\$ -	Reprogramed to FY 14
7	5310	The Jule	2468	Operations	Other	Other		General Operations, funding through E DBQ, IL service agreement		\$ 60,000	\$ 30,000	\$ -	Reprogramed to FY 14
8	5317	The Jule	2202	Operations	Expansion	Other		Urban Mobility Coordinator		\$ 149,199	\$ 119,199	\$ -	On going
9	5307	The Jule	1065	Capital	Replacement	Other		Facility Parking Lot Resurfacing		\$ 30,000	\$ 25,000	\$ -	Has been dropped from the TIP
10	5307	The Jule	1059	Capital	Other	Other		Associated Capital Maintenance		\$ 325,000	\$ 260,000	\$ -	Reprogramed to FY 14
11	ICAAP	The Jule	1060	Operations	Expansion	Other		ICAAP Project (VMT). Service expansion		\$ 2,008,750	\$ 1,607,000	\$ -	On going
12	PTIG	The Jule	1061	Capital	Replacement	Other		Facility Security Cameras/ Proximity Readers		\$ 36,000	\$ -	\$ -	Reprogramed to FY 14
13	PTIG	The Jule	1064	Capital	Replacement	Other		Fueling Station Replacement		\$ 48,000	\$ -	\$ -	Has been dropped from the TIP
14	PTIG	The Jule	2466	Capital	Other	Other		ARC Transfer Center Phase II		\$ -	\$ -	\$ -	FTA Pre-Approved
15	5307	The Jule		Capital	Expansion	Other		(1) Light Duty bus with fixed route configurations, for use on the East Dubuque public transit service provided by The Jule		\$ 87,172	\$ -	\$ -	Will be approved in FY 13
16	PTIG	The Jule		Capital	Other	Other		Saturday service provided to East Dubuque by the Jule.		\$ -	\$ -	\$ -	FTA Pre-Approved

# DMATS IOWA MAP FY2013-2016 PROJECT LOCATION

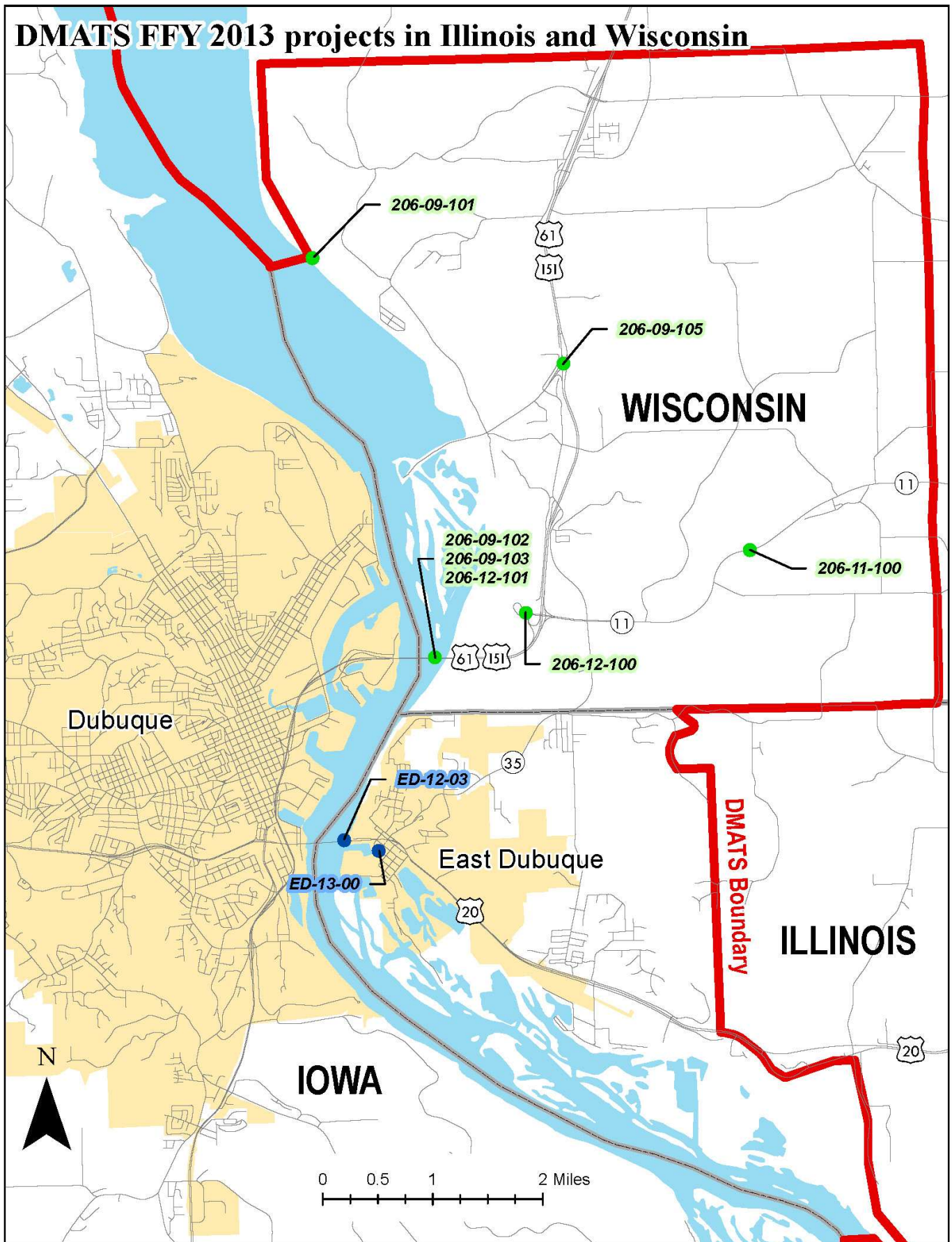
**TPMS NUMBERS ON MAP CORRESPOND WITH TPMS NUMBERS OR LINE NUMBERS ON SPREADSHEET**

The preparation of this map was financed in part through federal funds provided by the U.S. Department of Transportation, Federal Highway Administration, and/or Federal Transit Administration.



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# DMATS FFY 2013 projects in Illinois and Wisconsin



## OPERATIONS & MAINTENANACE (O&M)

The result of major oversight nationally has lead to the requirement to include operations and maintenance/management costs of all federal-aid system routes and transit facilities in the STIPs, TIPs, and LRTPs. The Iowa FHWA asked MPOs and RPAs in Iowa to report O&M costs as *system-wide* totals for operations and maintenance (highways) and operations and maintenance (transit facilities). This would encompass all the federal aid system routes, transit facilities, and the local systems for area jurisdictions. The local O&M revenue data is provided by County Engineers Association. The O&M information is collected by County Engineers Association through the road use tax finance reports that cities and counties submit to them annually.

Revenue						
DMATS Members	Revenue 2012	2013	2014	2015	2016	2017
City of Asbury	\$ 1,325,105	\$ 1,338,356	\$ 1,351,740	\$ 1,365,257	\$ 1,378,910	\$ 1,392,699
City of Dubuque	\$ 27,218,587	\$ 27,490,773	\$ 27,765,681	\$ 28,043,337	\$ 28,323,771	\$ 28,607,008
City of Peosta	\$ 980,156	\$ 989,958	\$ 999,857	\$ 1,009,856	\$ 1,019,954	\$ 1,030,154
Dubuque County	\$ 11,524,472	\$ 11,639,717	\$ 11,756,114	\$ 11,873,675	\$ 11,992,412	\$ 12,112,336
<b>DMATS</b>	<b>\$ 41,048,320</b>	<b>\$ 41,458,803</b>	<b>\$ 41,873,391</b>	<b>\$ 42,292,125</b>	<b>\$ 42,715,046</b>	<b>\$ 43,142,197</b>

### Process Explanation:

The 2012 revenue numbers are provided by IADOT for each county and City  
Staff used 1% inflation for each year and projected the 2012 numbers to 2017

Federal Aid Street Finance Report Operations and Maintenance Expenditures							
DMATS Memebers	Miles	2012	2013	2014	2015	2016	2017
City of Asbury (O)	3.20	\$ 89,029	\$ 92,590	\$ 96,294	\$ 100,146	\$ 104,151	\$ 108,317
City of Asbury (M)		\$ 57,149	\$ 59,435	\$ 61,812	\$ 64,285	\$ 66,856	\$ 69,530
City of Dubuque (O)	58.50	\$ 1,562,442	\$ 1,624,940	\$ 1,689,937	\$ 1,757,535	\$ 1,827,836	\$ 1,900,950
City of Dubuque (M)		\$ 772,897	\$ 803,813	\$ 835,965	\$ 869,404	\$ 904,180	\$ 940,347
City of Peosta (O)	0.82	\$ 58,065	\$ 60,388	\$ 62,803	\$ 65,315	\$ 67,928	\$ 70,645
City of Peosta (M)		\$ 11,069	\$ 11,512	\$ 11,972	\$ 12,451	\$ 12,949	\$ 13,467
Dubuque County (O)	280.02	\$ 958,288	\$ 996,619	\$ 1,036,484	\$ 1,077,943	\$ 1,121,061	\$ 1,165,903
Dubuque County (M)		\$ 1,357,636	\$ 1,411,942	\$ 1,468,419	\$ 1,527,156	\$ 1,588,242	\$ 1,651,772
DMATS (O)	342.54	\$ 2,667,824	\$ 2,774,537	\$ 2,885,518	\$ 3,000,939	\$ 3,120,976	\$ 3,245,815
DMATS (M)		\$ 2,198,751	\$ 2,286,701	\$ 2,378,169	\$ 2,473,296	\$ 2,572,228	\$ 2,675,117

### Process Explanation:

The 2012 Operations and Mainantnace numbers are provided by County Engineers Association  
Staff used 4% inflation for each year and projected the 2012 numbers to 2017

## FINANCE

*The MAP-21 bill requires the DMATS Transportation Improvement Program (TIP) be fiscally constrained. One of the most challenging requirements of the long range planning and programming process is inclusion of financial planning. The financial element of the long-range transportation plan (LRTP) and the TIP ensure that the identified projects are prioritized according to reasonably expected financial resources.*

Through the visioning process, DMATS has also included illustrative projects in the LRTP and the TIP. Illustrative projects are those for which the funding source is uncertain. Local officials are working to secure funds for these projects. Such projects are properly indicated in the program.

## FEDERAL HIGHWAY ADMINISTRATION PROGRAMS

### Surface Transportation Program

These funds are distributed to the states based on population and population densities of urbanized areas. These federal funds come to DMATS through the Iowa and Illinois DOT. DMATS then allocates the funds according to the LRTP. DMATS programs these funds for the four-year period of the TIP based upon funding targets from the Iowa DOT and projected funding levels. The DMATS invites local jurisdictions to submit projects for STP funds. Staff ranks the projects using a ranking process established by DMATS Board and will submit the project ranking list to the DMATS Board for their final approval (attachment A). **All project costs are developed using year of expenditure dollars. The DMATS members use 4% inflation rate established by DMATS tech to come up with year of expenditure costs.**

### DMATS Surface Transportation Program (STP) Funds Status from Iowa DOT

Federal Fiscal Year	STP Target	Target Programmed	Projected Balance
FY 13 Qtr II Report Balance			\$12,687,663
2014	\$1,832,718	\$9,838,800	\$4,681,581
2015	\$1,841,000	\$0	\$6,522,581
2016	\$1,841,000	\$0	\$8,363,581
2017	\$1,841,000	\$6,312,319	\$3,892,262

Note: \* The STP funds for this year are already included in the starting balance

Projects Programmed in TIP & STIP				
Projects	FFY2014	FFY2015	FFY2016	FFY2017
Cedar Cross Rd	\$1,440,000			
University / Asbury Rd	\$340,000			
North Cascade Rd	\$802,800			
North Cascade Bridge	\$115,000			
Mud Lake Rd	\$776,000			
HALES MILL RD	\$1,600,000			
Y-50 Bridge Over Little Maquoketa River	\$1,870,000			
Bus Storage Facility	\$1,200,000			
SW Arterial	\$1,695,000			\$6,312,319
<b>Total</b>	<b>\$9,838,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,312,319</b>

**DMATS Surface Transportation Program (STP) Funds Status From Illinois DOT**

<b>Federal Fiscal Year</b>	<b>STP Target</b>	<b>Target Programmed</b>	<b>Projected Balance</b>
(04/30/13)			\$218,812
2014	\$27,000	\$129,000	\$116,812
2015	\$27,000	\$0	\$143,812
2016	\$27,000	\$0	\$170,812
2017	\$27,000	\$0	\$197,812

<b>Projects Programmed in TIP &amp; STIP</b>				
<b>Projects</b>	<b>FFY2014</b>	<b>FFY2015</b>	<b>FFY2016</b>	<b>FFY2017</b>
Desoto Street Bridge	\$129,000	\$0	\$0	\$0

**Transportation Alternative Program (TAP) and Transportation Alternative (TA) flex**

The Transportation Alternatives Program was authorized by the most recent federal transportation funding act, Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law on July 6, 2012. TAP redefines the former Transportation Enhancements activities and consolidates these eligibilities with the former Safe Routes to School program. Some projects that were previously funded through the discretionary National Scenic Byways Program are now eligible for TAP as are projects eligible under the Recreational Trails Program. The Transportation Enhancements program was originally authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through two successive laws, Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

On Jan. 15, 2013, the Iowa Transportation Commission approved the implementation of MAP-21 as it relates to TAP. After much consideration and through the gathering of stakeholder and general public input, the decision was made to transition to a more locally focused manner of selecting projects for funding. Under SAFETEA-LU, the Iowa DOT retained half of the annual Transportation Enhancements apportionment and selected Statewide Transportation Enhancement projects through a competitive process. The other half of the Transportation Enhancements apportionment was distributed to Iowa’s MPOs and RPAs to select projects locally. Under MAP-21, the majority of Transportation Alternatives Program funding will be distributed to the MPOs and RPAs while the Iowa DOT retains just \$1 million for the implementation of the Statewide Transportation Alternatives Program.

TA Flex, the Iowa Transportation Commission approved some STP funds to bring the TAP funding levels to SAFTEA-LU TE funding levels. The IA DOT commission gave an option to MPOs and RPA s on usage of TA flex funds. DMATS Policy Board decided to use the funds on TAP eligible projects.

The DMATS staff is in process of creating an application process for TAP funds. ECIA staff will open the application process once the DMATS policy Board approves and adopts the procedure for the funding of the DMATS’s TAP funds. TAP funds will follow the same process as they followed with TE funds for solicitation of applications. In this system, funds will be awarded by a competitive process. The ECIA staff distributes a letter of solicitation to all DMATS member governments and County Conservation Boards. Applications are then mailed to the entities. ECIA staff performs the initial scoring based on criteria, which is then reviewed by the DMATS Technical Advisory Committee. The Technical Advisory Committee then makes their recommendations to the DMATS Policy Board. The Policy Board then holds a public hearing in which comments from the public are heard concerning the applications. After the public hearing, the Policy Board then awards funds to the projects they deem to be most worthy. DMATS programs these funds for the four-year period of the TIP based upon funding targets from the Iowa DOT and projected funding levels.



Federal Fiscal Year	TAP Targets	TAP Flex Targets	Target Programmed	Projected Balance
FY 13 Qrt II Report Balance				\$1,002,520
2014	\$103,391	\$78,740	\$985,000	\$199,651
2015	\$105,000	\$80,000	\$0	\$384,651
2016	\$105,000	\$80,000	\$0	\$569,651
2017	\$105,000	\$80,000	\$0	\$754,651

Note: \* The TAP & TAP Flex funds for this year are already included in the starting balance

Projects	FFY2014	FFY2015	FFY2016	FFY2017
Lower Bee Branch: Overlook at 16th Street Detention Basin	\$640,000			
Upper Bee Branch: MRT Route Trailhead parking lot at 22nd and Prince Streets	\$300,000			
County/City Heritage Trail parking lot; S. John Deere Road & US 52	\$45,000			
<b>Total</b>	<b>\$985,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### Overall Program Funding

The tables below provide the program of funds by year in each funding category.

Funding Programs for Iowa	Programmed Amounts in 1,000							
	FY 14		FY 15		FY 16		FY 17	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
CMAQ	\$ 1,003	\$ 802	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DEMO	\$ 21,180	\$ 14,470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ -	\$ 15,000	\$ 12,000	\$ -	\$ -	\$ 20,000	\$ 16,000
PL	\$ 74	\$ 59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PRF	\$ 1,445	\$ -	\$ 411	\$ -	\$ 25	\$ -	\$ 365	\$ -
STP	\$ 9,373	\$ 5,896	\$ -	\$ -	\$ -	\$ -	\$ 7,890,399	\$ 6,312,319
STP-HBP	\$ 3,170	\$ 2,573	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAP	\$ 5,750	\$ 3,810	\$ 1,746	\$ 1,397	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 41,995</b>	<b>\$ 27,610</b>	<b>\$ 15,411</b>	<b>\$ 12,000</b>	<b>\$ 25</b>	<b>\$ -</b>	<b>\$ 7,910,764</b>	<b>\$ 6,328,319</b>

Funding Programs for Illinois	Programmed Amounts in 1,000							
	FY 14		FY 15		FY 16		FY 17	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
HSIP	\$ 2,180	\$ 2,001	\$ 964	\$ 862	\$ 3,164	\$ 2,840	\$ 4,328	\$ 2,840
HPP	\$ -	\$ -	\$ 166	\$ 133	\$ -	\$ -	\$ -	\$ -
HPP, STP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 3,200
STATE FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 380	\$ -
SURFACE TRANSPORTATION URBAN FUNDS	\$ 162	\$ 129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 2,342</b>	<b>\$ 2,130</b>	<b>\$ 1,130</b>	<b>\$ 995</b>	<b>\$ 3,164</b>	<b>\$ 2,840</b>	<b>\$ 8,708</b>	<b>\$ 6,040</b>

Funding Programs for Wisconsin	Programmed Amounts in 1,000							
	FY 14		FY 15		FY 16		FY 17	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
NHS	\$ 20	\$ -	\$ 595	\$ 460	\$ 120	\$ -	\$ -	\$ -
HBR & RP	\$ 1,281	\$ 1,025	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -
NHPP	\$ 2,488	\$ 1,991						
STATE FUNDS	\$ 303	\$ -	\$ 303	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 4,092</b>	<b>\$ 3,016</b>	<b>\$ 898</b>	<b>\$ 560</b>	<b>\$ 120</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

### Federal funding

Projects identified in local TIPs utilize a number of different sources of federal funding. While some FHWA funds are distributed by statutory formulas, other funds are “discretionary” (congressionally earmarked). The primary sources of FHWA funding to Iowa, which are in part used to fund local efforts, include:

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)** – CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.

**Demonstration funding (DEMO)** - Demonstration funding is a combination of different programs and sources. The FHWA administers discretionary programs through various offices representing special funding categories. An appropriation bill providing money to a discretionary program, through special congressionally directed appropriations, or through legislative acts such as the American Recovery and Reinvestment Act of 2009 (ARRA).

**Highway Safety Improvement Program (HSIP)** - This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. Portions of these funds are set aside for use on high-risk rural roads and railway-highway crossings.

**Metropolitan Planning Program (PL)** - FHWA provides funding for this program to the State of Iowa, Illinois and Wisconsin based on urbanized area population. The funds are dedicated to support transportation planning efforts in urbanized areas of more than 50,000 persons. The PL received from each state will be used in respective state areas within DMATS boundary.

**National Highway Performance Program (NHPP)** - NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS) including some state and U.S. highways and interstates.

**Surface Transportation Program (STP)** - This program is designed to address specific issues identified by Congress and provides flexible funding for project to preserve or improve the condition/performance of number of transportation facilities including any federal-aid highway or public road bridge. STP funding may be spent on:

- Roadway projects on federal-aid routes.
- Bridge projects on any public road.
- Transit capital improvements.
- TAP eligible activities.
- Planning activities.

**STP Bridge Program (STP-B) in Iowa** – While the Highway Bridge Program was eliminated in MAP-21 a portion of Iowa’s STP will continue to be targeted directly to counties and dedicated specifically to county bridge projects. A portion of these funds are required to be obligated on off-system bridges. The remaining funds can be used on either on or off system bridges.

**Transportation Alternatives Program (TAP)** - This program combines funding from a number of programs in the previous authorization bill, SAFETEA-LU. The TAP program provides funding to expand travel choices and improve the transportation experience. TAP projects improve the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Alternatives projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. All projects completed using TAP funds should be verified to ensure compatibility with TAP eligibility.

**Federal Lands and Tribal Transportation Programs (FLHP)** – The Federal Lands Transportation Program and Federal Lands Access Program provide funding for projects that improve access within, and to, federal lands. Federal Lands Access Program funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The Tribal Transportation Program continues the Indian Reservation Road program and will distribute funds based on formula comprised of tribal population, road mileage, and average funding under SAFETEA-LU.

### **County Bridge Program in Iowa**

County bridges are eligible for the BR program based on their service level. For bridge replacement, a bridge must have a Federal Bridge Sufficiency rating (FBS) less than 50 , an average daily traffic (ADT) of 25 or more vehicles, and be rated as structurally deficient (SD) or functionally obsolete (FO). For bridge rehabilitation, a bridge must have an FBS of only 80 or less, an ADT of 25 or more vehicles, and be rated as SD or FO.

Counties BR funds are distributed to the counties based on one-third of the Road Use Tax (RUT) distribution and two-thirds on the amount of qualifying square feet of bridges.

As funds permit, the Iowa DOT allows counties to borrow up to six years of their average annual allocation.

Dubuque County in DMATS use many factors when determining which bridges to replace and which bridge replacements to use federal bridge funds. Taken into account is our bridge inspection/condition/life data, traffic counts, knowledge of our systems traffic flow, road repair schedules, school bus routes, etc. We choose bridge projects that have the greatest need (which somewhat correlates with their estimated remaining life). We program projects based on the HBP funds available to us from the state (DOT) provided targets. Currently

Dubuque County has a very large project in the 5-year plan that will require a higher dollar amount than our bridge funds are allowed to accumulate.

### **City Bridge Program in Iowa**

The City Bridge program does not automatically distribute bridge funds to cities. Rather the funds are distributed based on a combination of several factors including Sufficiency Rating, Average Daily Traffic (ADT), Detour considerations, and Bridge Posting. All applications for city bridge fund projects are ranked by a scoring system statewide. Cities should apply for this funding to get their bridge projects ranked and funded.

## **FEDERAL TRANSIT ADMINISTRATION PROGRAMS**

### **Section 5303. Metropolitan Planning**

These funds are distributed to the states based on population and population densities of urbanized areas. DMATS programs these funds according to the sub-allocation notifications distributed each January by the Illinois DOT and February by the Iowa DOT. ECIA provides the local match for these funds through its membership dues.

### **Section 5307. Urbanized Area Formula Grants**

Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. These funds are distributed to the states based on population and population densities of urbanized areas. Jule Transit matches these funds through local funds and statewide transit assistance (STA).

### **Section 5309. Capital Investment Grants and Loans**

These funds are available to Iowa based on Congressional earmarks. They may be used for only transit capital improvements on an 80% federal – 20% non-federal basis. (83% federal for ADA accessible vehicles and 90% for special equipment to meet clean air regulations)

Public Transit Equipment and Facilities Management System (PTMS) is one of the seven management systems that were mandated under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The PTMS committee was formed by Iowa DOT in conjunction with the Iowa Public Transit Association (IPTA), who had expressed interest in developing a “more objective” method of selecting projects to be funded out of statewide earmarked funds. The PTMS Committee developed and recommended the current PTMS prioritization process and associated policies, which were, in turn, endorsed by the transit association and adopted by the Iowa DOT.

In order to be considered under PTMS, capital projects must be programmed for Section 5309 funding in the current year of the approved STIP.

Jule Transit provides the matching funds for these projects through local resources. All projects listed in the TIP have matching funds allocated in the City of Dubuque’s annual five-year Capital Improvement Program unless otherwise noted.

**DMATS Transportation Improvement Program (TIP) Transportation Projects for FFY  
2014 - 2017**

Dubuque Metropolitan Area Transportation Study (FY 2014-2017 Final Transportation Improvement Program)																			Final Amended as of Feb, 2014		
FY 2014 ( October 1, 2013 to September 30, 2014)					IOWA			Programmed Amounts in 1,000													
NO	PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 14 TOTAL	FY 14 FA	FY 14 RGNL	FY 15 TOTAL	FY 15 FA	FY 15 RGNL	FY 16 TOTAL	FY 16 FA	FY 16 RGNL	FY 17 TOTAL	FY 17 FA	FY 17 RGNL	GRAND TOTAL	
1	CMAQ	City	Dubuque	21006	STP-A-2100()-22-31	Transit Shopping Circulator: Connecting Major shopping Areas in City of Dubuque	Transit Investments	\$ 235	\$ 188	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 235
2	CMAQ	PA	MPO-27 / DMATS	21255	STP-A-PA27(004)--86-31	IBM Smart Travel: transit Improve operations and efficiency by providing origin and destinations data by time of day and operating assistance for two new transit routes	Transit Investments,Trans Planning	\$ 768	\$ 614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 768
3	DEMO	City	Dubuque	19125	HDP-2100(657)--71-31	English Mill Rd: At the intersection of the proposed SW Arterial	Grade and Pave,Bridge New,Outside Services Engineering	\$ 4,598	\$ 3,678	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,598
4	DEMO	City	Dubuque	20752	HDP-2100(664)--71-31	Military Rd: At the intersection of the proposed SW Arterial	Grade and Pave,Bridge New	\$ 9,130	\$ 7,304	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,130
5	DEMO	City	Dubuque	13469	HDP-2100(643)--71-31	SW Arterial: From U.S. 20 @ Seippel Rd. 6.2 mi. to U.S. 61/151	Right of Way	\$ 2,142	\$ 1,714	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,142
6	DEMO	CRD	Dubuque CRD	12628	HDP-C031(47)--6B-31	Mud Lake Rd: From Sherrill Road to Circle Ridge	Pavement Widening	\$ 5,310	\$ 1,774	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,310
7	ILL	City	Asbury	18767	ILL-0252()-93-31	ASBURY RD: From East Corporate Limits to Seippel Road	Grade and Pave	\$ 7,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,250
8	MISC	City	Dubuque	17071	MISC-RAIL()-XX-31	Passenger Rail: From Chicago to Dubuque		\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,000
9	MISC	City	Dubuque	17072	MISC-RAIL()-XX-31	Passenger Rail: From Chicago to Dubuque		\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,100
10	NHPP	DOT-Pgm	DOT-D06-MPO27	25338	IM-IA32()-13-31	32: IN DUBUQUE SW ARTERIAL FROM US 61/151 TO US 20	Grade and Pave	\$ -	\$ -	\$ -	\$ 15,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 16,000	\$ -	\$ -	\$ 35,000
11	PL	PA	MPO-27 / DMATS	13239	RGPL-PA27()-PL-31	MPO Planning: Transportation Planning in DMATS area	Trans Planning	\$ 74	\$ 59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74
12	PRF	DOT-Pgm	DOT-D06-MPO27	25281	BRFN-US52()-39-31	52: STREAM 0.2 MI S OF CO RD D10	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320	\$ -	\$ -	\$ -	\$ 320
13	PRF	DOT-Pgm	DOT-D06-MPO27	18634	BRFN-US52()-39-31	52: GRANDVIEW AVE 1.2 MI S OF US20 IN DUBUQUE	Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ 266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 266
14	PRF	DOT-Pgm	DOT-D06-MPO27	1290	BRFN-US20()-39-31	20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Rehabilitation,Bridge Painting,Bridge Washing	\$ 775	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ -	\$ 850
15	PRF	DOT-Pgm	DOT-D06-MPO27	1292	BRFN-US61()-39-31	61: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Rehabilitation,Bridge Washing	\$ 20	\$ -	\$ -	\$ 120	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ -	\$ 180
16	PRF	DOT-Pgm	DOT-D06-MPO27	25262	BRFN-US20()-39-31	20: FARLEY TO MILE HILL LANE NEARDUBUQUE	Pavement Rehab	\$ 650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650
17	STP	City	Dubuque	7981	STP-U-2100(634)--70-31	SW Arterial: From Jct US 20 & Seippel Rd to US 61/151	Outside Services Engineering	\$ 2,103	\$ 1,695	\$ 1,695	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,890,399	\$ 6,312,319	\$ 6,312,319	\$ 7,892,502	
18	STP	City	Dubuque	17066	STP-U-2100(665)--70-31	Cedar Cross Rd: From Starlight Dr to Cedar Cross Court	Grade and Pave	\$ 1,800	\$ 1,440	\$ 1,440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800
19	STP	City	Dubuque	17068	STP-U-2100(674)--70-31	University / Asbury Rd: University & Asbury Rd Intersection	Pavement Rehab/Widen,Right of Way	\$ 490	\$ 340	\$ 340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 490
20	STP	City	Dubuque	17069	STP-U-2100(669)--70-31	North Cascade Rd: From Edval Ln to Catfish Creek Bridge	Pavement Rehab	\$ 1,170	\$ 973	\$ 973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,170
21	STP	CRD	Dubuque CRD	20762	STP-S-C031()-5E-31	HALES MILL RD: From Asbury Rd to Derby Grange Rd	Pave,Bridge Replacement,Slope Improvement	\$ 2,000	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000
22	STP	CRD	Dubuque CRD	21149	STP-S-2100(671)--5E-31	On North Cascade Rd, Over South Fork of Catfish Creek	Bridge Replacement	\$ 310	\$ 248	\$ 248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 310
23	STP	PA	MPO-27/DMATS	26945	RGTR-PA27()-ST-31	Bus Storage Facility at 925 Kerper Blvd	Transit Investments	\$ 1,500	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
24	STP-HBP	CRD	Dubuque CRD	5409	BROS-C031(42)--8J-31	Y-50: Over Little Maquoketa River	Bridge Replacement	\$ 3,300	\$ 1,870	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,300
25	TAP	City	Dubuque	21017	STP-E-2100()-8V-31	SW Arterial trail: From Seippel Rd to Old Davenport Rd	Ped/Bike Grade & Pave	\$ -	\$ -	\$ -	\$ 1,746	\$ 1,397	\$ 1,397	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,746
26	TAP	City	Dubuque	21510	SB-IA-2100(675)--7T-31	Bee Branch Creek: Mississippi River Trail	Ped/Bike Miscellaneous	\$ 1,250	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250
27	TAP	City	Dubuque	25147	STP-E-2100()-8V-31	Lower Bee Branch: Overlook at: Lower Bee Branch: Overlook at 16th Street Detention Basin	Ped/Bike Miscellaneous	\$ 800	\$ 640	\$ 640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800
28	TAP	City	Dubuque	25148	STP-E-2100()-8V-31	Upper Bee Branch: Upper Bee Branch: MRT Route Trailhead parking lot at 22nd and Prince Streets	Ped/Bike Development	\$ 400	\$ 300	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400
29	TAP	City	Dubuque	25150	STP-E-2100()-8V-31	Heritage Trail parking lot: County/City Heritage Trail parking lot; S. John Deere Road & US 52	Ped/Bike Miscellaneous	\$ 60	\$ 45	\$ 45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60

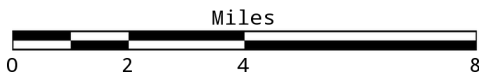
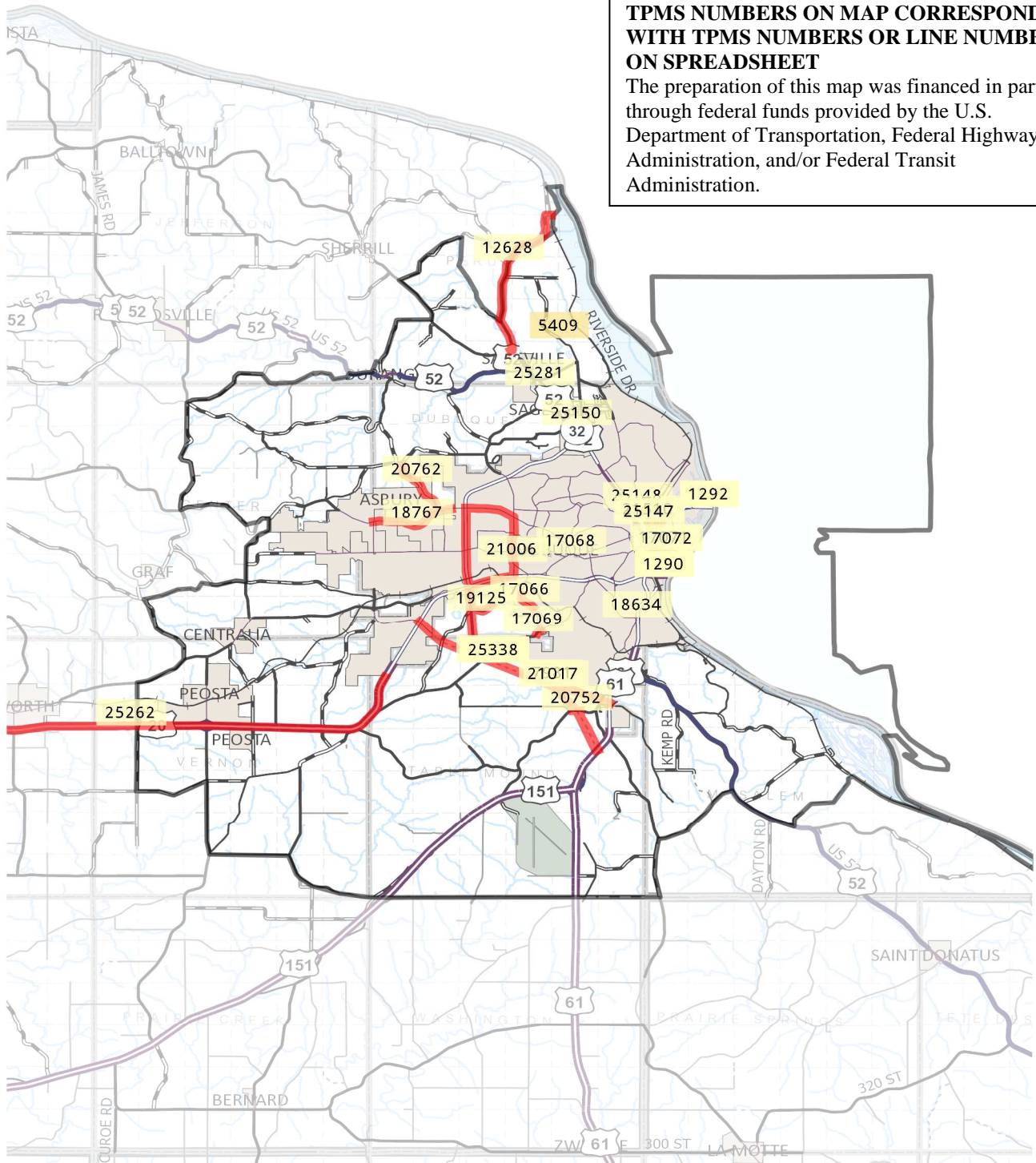
Dubuque Metropolitan Area Transportation Study (FY 2014-2017 Final Transportation Improvement Program)																				Final Amended 10th of Oct, 2013			
FY 2014 ( October 1, 2013 to September 30, 2014)						Illinois			Programmed Amounts in 1,000														
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	FY 14 TOTAL	FY 14 FA	FY 14 RGNL	FY 15 TOTAL	FY 15 FA	FY 15 RGNL	FY 16 TOTAL	FY 16 FA	FY 16 RGNL	FY 17 TOTAL	FY 17 FA	FY 17 RGNL	GRAND TOTAL	STATUS	
1	2-24140-0100	HSIP	ILLDOT	Jo Daviess	East Dubuque	ED-14-00	MISSISSIPPI RIVER IN EAST DUBUQUE	US 20 BRIDGE PAINTING	\$ 400	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	-
2	Various	HSIP	ILLDOT	Jo Daviess		ED-14-01	Jo Daviess	Highway Safety Safety Improvement Program Projects	\$ 1,780	\$ 1,601	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,780	
3		Surface Transportation Urban funds	East Dubuque	Jo Daviess	East Dubuque	ED-13-00	Desota Street Bridge	Bridge Replacement	\$ 162	\$ 129	\$ 33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 162	
4	2-14140-0106	HPP	ILLDOT	Jo Daviess	East Dubuque	ED-12-02	Mississippi River in East Dubuque	Land Acquisition	\$ -	\$ -	\$ -	\$ 166	\$ 133	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 166	-
5	Various	HSIP	ILLDOT	Jo Daviess		ED-14-03	Jo Daviess	Highway Safety Safety Improvement Program Projects	\$ -	\$ -	\$ -	\$ 964	\$ 862	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 964	
6	Various	HSIP	ILLDOT	Jo Daviess		ED-14-04	Jo Daviess	Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,164	\$ 2,531	\$ -	\$ 1,164	\$ 931	\$ -	\$ 4,328		
6	2-14140-0400	HPP, STP, State, STP Rural, State match	ILLDOT	Jo Daviess	East Dubuque	ED-14-05	Cherry St in East Dubuque	Paving, Grading, Retaining Wall, Curn and Gutter, Strom Sewer (New), Culvert (New), Culvert Extension	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 3,200	\$ -	\$ 4,000	-	
7	2-14140-0405	State Only	ILLDOT	Jo Daviess	East Dubuque	ED-14-06	Cherry St in East Dubuque	Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 380	\$ -	\$ -	\$ 380	-	
8	Various	HSIP	ILLDOT	Jo Daviess		ED-14-07	Jo Daviess	Highway Safety Safety Improvement Program Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,164	\$ 2,840	\$ -	\$ 3,164		

Dubuque Metropolitan Area Transportation Study (FY 2014-2017 Final Transportation Improvement Program)																				Final Amended 10th of Oct, 2013						
FY 2014 ( October 1, 2013 to September 30, 2014)						WISCONSIN			Programmed Amounts in 1,000																	
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	FY 14 TOTAL	FY 14 FA	FY 14 STATE	FY 14 LOCAL/R GNL	FY 15 TOTAL	FY 15 FA	FY 15 STATE	FY 15 LOCAL/R GNL	FY 16 TOTAL	FY 16 FA	FY 16 STATE	FY 16 LOCAL/R GNL	FY 17 TOTAL	FY 17 FA	FY 17 STATE	FY 17 LOCAL/R GNL	GRAND TOTAL	REMARKS
1	5721-00-04 & 74	STP	Town of Jamestown	Grant County	James Township	206-09-101	Burlington Northern Railroad Bridge & Approaches																			Design obligated 2006
2	60440	NHS	WISDOT	Grant County	James Township	206-09-102	US 151/61 Wisconsin Bridge in Town of Jamestown	Bridge Washing	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 80	Submitted
3	1208-00-62	NHS	WISDOT	Grant County	James Township	206-09-103	USH:61 Dubuque Bridge rem to Iowa for Bridge painting	Bridge Rehabilitation Maintenance - Reimbursement to Iowa for Bridge painting B-22-00-60 Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Construction Obligated in 2008.
4	1200-01-04 & 74	NHPP	WISDOT	Grant County	James Township	206-09-105	USH:61 Eagle Point Road Overpass B-22-0047	Bridge Replacement	\$ 2,488	\$ 1,991	\$ 497														\$ 2,488	
5	1208-00-39 & 69	NHS	WISDOT	Grant County	James Township	206-10-100	USH:61 Dubuque-Dickeyville B-22-0060	Reimbursement to Iowa for Building Inspection Platform Catwalk Design & Construction																		Design obligated 2011
6	1706-01-09	NHPP	WISDOT	Grant, Green & Lafayette Counties	Multiple Towns and Villages	206-11-100	STH 11:USH 61 To STH 81 North	Corridor Preservation & Access Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420	\$ 336	\$ 84	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420	
7	1202-00-02/72	NHS	WISDOT	Grant County	James Township	206-12-100	USH:61 Safety Rest area #106	Asphalt Pavement Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ 575	\$ 460	\$ 115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 575	Design Obligated in 2012
8	1202-00-30/60	NHS	WISDOT			206-12-101	USH:61 Bridgedeck Overlay B-22-0098, 0099, 0122, 0123, 0124, 0125 Overlay & Paint B-22-0097	Corridor Preservation & Access Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	Design 2016, Construction 2020
9	1200-01-04 & 74	HBR & RP	WISDOT	Grant County	James Township	206-09-105	USH:61 Eagle Point Road Overpass B-22-0047	Bridge Replacement (Design)																		Design Obligated in 2008
10	5721-00-04 & 74	HBR & RP	Town of Jamestown	Grant County	James Township	206-09-101	Burlington Northern Railroad Bridge & Approaches	Construction	\$ 1,281	\$ 1,025	\$ -	\$ 256	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,281	
11	1009-11-91	State	WISDOT	Grant County	James Township	206-14-100	Grant County	SW Region Wide Pavement Marking	\$ 303	\$ -	\$ 303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 303	Region-wide project listed for informational purpose. Fiscal constraints is accounted for in the STIP.
12	1009-11-95	State	WISDOT	Grant County	James Township	206-14-101	Grant County	SW Region Wide Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ 303	\$ -	\$ 303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 303	Region-wide project listed for informational purpose. Fiscal constraints is accounted for in the STIP.

# DMATS IOWA MAP FY2014-2017 PROJECT LOCATION

**TPMS NUMBERS ON MAP CORRESPOND WITH TPMS NUMBERS OR LINE NUMBERS ON SPREADSHEET**

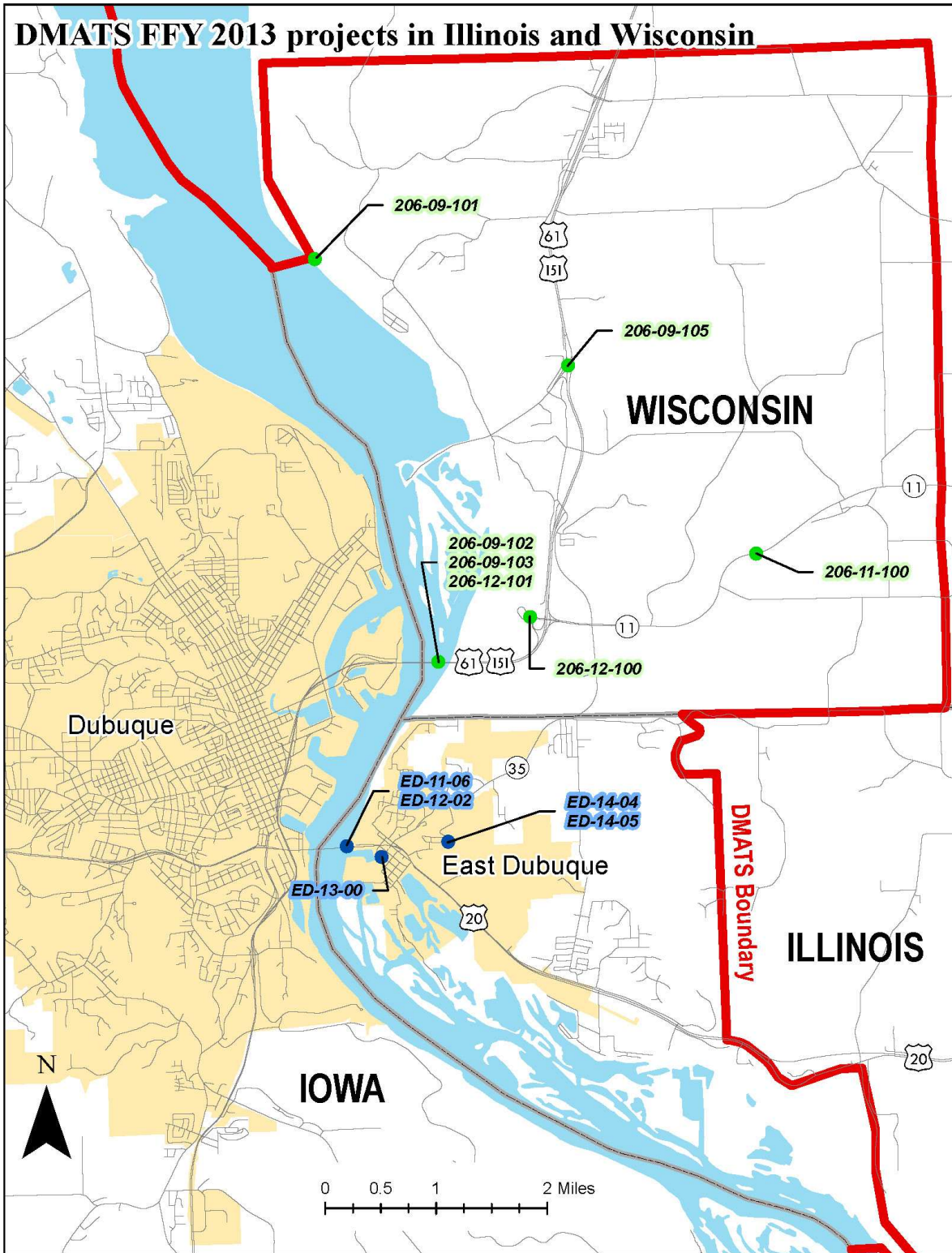
The preparation of this map was financed in part through federal funds provided by the U.S. Department of Transportation, Federal Highway Administration, and/or Federal Transit Administration.



Generated by ICEASB Map Server (300 dpi)



# DMATS FFY 2013 projects in Illinois and Wisconsin



**DMATS Transportation Improvement Program (TIP) Transit Projects for FFY 2014 -  
2017**

Dubuque Metropolitan Area Transportation Study (FY 2014-2017 Draft Transportation Improvement Program)

Final Amended 10th of Oct, 2013

FY 2014 ( October 1, 2013 to September 30, 2014)		IOWA						TRANSIT														
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY14_Ttl	FY15_Ttl	FY16_Ttl	FY17_Ttl	FY14_FA	FY15_FA	FY16_FA	FY17_FA	FY14_SA	FY15_SA	FY16_SA	FY17_SA	
1		The Jule	3008	Operations	Other	Other		New Project		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	5303	The Jule	1057	Operations	Misc	Other		General Operations, FTA funding		\$ 1,900,000	\$ -	\$ -	\$ -	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	5307, 5310	The Jule	1059	Capital	Other	Other		Associated Capital Maintenance		\$ 727,064	\$ -	\$ -	\$ -	\$ 363,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	5309	The Jule	3003	Operations	Other	Other		Dubuque Intermodal Transportation C		\$ 12,500,000	\$ -	\$ -	\$ -	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	5310	The Jule	2468	Operations	Other	Other		General Operations, funding through E		\$ 13,500	\$ 15,000	\$ 16,500	\$ -	\$ 4,500	\$ 5,000	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	5317	The Jule	2202	Operations	Expansion	Other		Urban Mobility Coordinator		\$ 153,675	\$ 158,285	\$ -	\$ -	\$ 122,775	\$ 126,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	ICAAP	The Jule	1060	Operations	Expansion	Other		ICAAP Project (VMT). Service expan:		\$ 696,250	\$ -	\$ -	\$ -	\$ 557,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	ICAAP	The Jule	3006	Operations	Other	Other		ICAAP Shopping Circulator (3rd year		\$ 24,181,600	\$ -	\$ -	\$ -	\$ 19,345,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	ICAAP	The Jule	3007	Operations	Other	Other		ICAAP Nightider & MidTown Loop/F		\$ 82,042,300	\$ -	\$ -	\$ -	\$ 65,633,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	PTIG, TIGER	The Jule	2466	Capital	Other	Other		ARC Transfer Center Phase II		\$ -	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -
11	STA, 5309	The Jule	2989	Capital	Replacement	Vehicle	Unit#: 2578	Heavy Duty Bus (26-29 ft.)	BioDiesel	\$ 343,000	\$ -	\$ -	\$ -	\$ 291,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	STA, 5339	The Jule	2991	Capital	Replacement	Vehicle	Unit#: 2603	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	STA, 5339	The Jule	2992	Capital	Replacement	Vehicle	Unit#: 2604	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14	STA, 5339	The Jule	2993	Capital	Replacement	Vehicle	Unit#: 2605	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	STA, 5339	The Jule	2994	Capital	Replacement	Vehicle	Unit#: 2606	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	STA, 5339	The Jule	2995	Capital	Replacement	Vehicle	Unit#: 2607	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	STA, 5339	The Jule	2996	Capital	Replacement	Vehicle	Unit#: 2608	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	STA, 5339	The Jule	2997	Capital	Replacement	Vehicle	Unit#: 2609	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	STA, 5339	The Jule	2998	Capital	Replacement	Vehicle	Unit#: 2610	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	STA, 5339	The Jule	2999	Capital	Replacement	Vehicle	Unit#: 2611	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
21	STA, 5339	The Jule	3000	Capital	Replacement	Vehicle	Unit#: 2612	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	STA, 5339	The Jule	3002	Capital	Replacement	Vehicle	Unit#: 2613	Light Duty Bus (176" wb)	BioDiesel	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23	STA, 5339	The Jule	3004	Capital	Replacement	Vehicle	Unit#: 2648	Minivan		\$ -	\$ -	\$ 46,000	\$ -	\$ -	\$ -	\$ 39,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	STA, TIGER	The Jule	2990	Capital	Replacement	Vehicle	Unit#: 2580	Heavy Duty Bus (26-29 ft.)	BioDiesel	\$ 343,000	\$ -	\$ -	\$ -	\$ 291,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
25	TIGER	The Jule	3005	Capital	Replacement	Other		Bus Storage & Maintenance Facility		\$ 12,700,000	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

## **DMATS PUBLIC PARTICIPATION PROGRAM**

### **Annual Transportation Improvement Program**

DMATS, in cooperation with the States of Iowa, Illinois, and Wisconsin and Jule transit, is required to develop a transportation improvement program for the Dubuque Metropolitan Area. DMATS, is further required to provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties with a reasonable opportunity to comment on the proposed program during the process.

The TIP is to have a listing of projects that are scheduled to be carried out within a 4-year period of when they were initially adopted into the DMATS TIP. The TIP will include a financial explanation of the improvement projects that detail how the project will be implemented as well as an indication of what public and private resources can be expected to be made available to complete the transportation improvement.

Before the DMATS Policy Committee can approve any transportation improvement, it will provide citizens, affected public agencies, and representatives of transportation agency employees, private providers of transportation, and other interested parties with reasonable notice of an opportunity to comment on the proposed improvement.

The TIP Process will include the following steps:

- DMATS staff will distribute project applications in January to the membership organizations in the DMATS area.
- DMATS staff will collect applications from the members in February and begin developing TIP following DMATS policies, rules and regulations adopted by FHWA in selecting TIP projects.
- After the draft TIP is finished, it will be released for a 30-day public review process in April. DMATS staff will inform the public of the draft TIP's availability by sending notice to the organizations on the DMATS public participation process list and by publishing legal notices in local newspapers and ECIA website. Theses notices will be posted and published 4-20 days before the scheduled meeting.
- The public hearing meeting will be held with the DMATS Policy Board meeting and the meeting will be opened for public input during the process.
- After the final TIP is finished, it will be released for a 30-day public review process in June. DMATS staff will inform the public of the final TIP's availability by sending notice to the organizations on the DMATS public participation process list and by publishing legal notices in local newspapers and ECIA website. Theses notices will be posted and published 4-20 days before the scheduled meeting.
- The public hearing meeting will be held with the DMATS Policy Board meeting and the meeting will be opened for public input during the process.

## **Accommodation:**

**Meetings, public hearings, and ECIA formal events are held in facilities that are accessible by persons with disabilities.** Public notices of ECIA meetings and events include a notice of location for public. Individuals with disabilities will be provided with accommodations to attend the meetings on request with a minimum of one week notice. Individuals requiring special material or presentation formats will be asked to contact the staff at least one week before the meeting.

## **Revising/Amending an Approved TIP**

### **Revising the TIP**

Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of revision. The first is a major revision or “Amendment”. The second is a minor revision or “Administrative Modification”.

### **Amendment**

An amendment is a revision to a TIP that involves a major change to a project included in the TIP. This includes an addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or scope (e.g. changing project termini or the number of through lanes). *Changes to projects that are included only for illustrative purposes do not require an amendment.* An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination. Changes that affect fiscal constraint must take place by amendment of the TIP.

The TIP Amendment Process will include the following steps:

- DMATS staff will collect the amendment information from the members requesting.
- DMATS staff will inform the public of the amended TIP’s availability by sending notice to the organizations on the DMATS public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be posted and published 4-20 days before the scheduled meeting.
- The public hearing meeting will be held with the DMATS Policy Board meeting and the meeting will be opened for public input during the process.
- The DOT and FHWA staff will be provided with updated TIP with amendments once approved by DMATS Policy and Tech boards.

### **Administrative Modification**

A minor revision to a TIP is an administrative modification. It includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment or redemonstration of fiscal constraint,

### **Amendment vs. Administrative Modification**

There are four main components that can be used to determine whether a project change constitutes an amendment or an administrative modification. They include the following:

- **Project costs**-Determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30% or total federal aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification.
- **Schedule changes**-Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which are added or deleted from the TIP/STIP will be processed as amendments.
- **Funding sources**-Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.
- **Scope changes**-Changing project termini or changing the amount of through traffic lanes will be processed as an amendment. Other examples of changes that require amendment are changing the type of work from an overlay to reconstruction. Another example is changing a project to include widening of the roadway.

**Approval of the FFY 2014–2017  
DMATS Transportation Improvement Program**

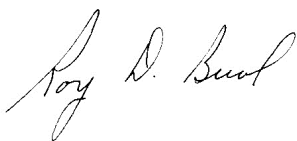
**WHEREAS**, the Dubuque Urbanized Area has been established by the U.S. Department of Commerce, Bureau of the Census, to have a population in excess of 50,000, and the East Central Intergovernmental Association has been officially designated as the Metropolitan Planning Organization for the Dubuque area by the Tri–State's Governors, and has delegated this function to DMATS; and

**WHEREAS**, in accordance with the Moving Ahead for Progress in the 21st Century (MAP 21), the MPO has an adopted long–range transportation plan which: 1) identifies transportation facilities that function as an integrated transportation system; 2) includes a financial plan; 3) assesses capital investment and other measures necessary to preserve the existing transportation system; and 4) indicates appropriate transportation enhancement activities; and

**WHEREAS**, the FY2014-2017 Final Transportation Improvement Program has been reviewed and concurred with by the MPO Policy Board, the Departments of Transportation of the states of Iowa, Illinois and Wisconsin, the FHWA and the FTA.

**NOW, THEREFORE, BE IT RESOLVED** that the DMATS Policy Board of the East Central Intergovernmental Association approves the FY2014 – 2017 Final Transportation Improvement Program.

Adopted this 11<sup>th</sup> day of July 2013.



\_\_\_\_\_  
Roy D. Buol, Chairperson  
DMATS Policy Board

Attest:



\_\_\_\_\_  
Kelley Deutmeyer, ECIA Executive Director

## METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the Dubuque Metropolitan Area Transportation study hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- 1) Title 23 USC 134 & 135, 49 U.S.C. 5303 and 5304, and this part;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the MAP-21 (Pub. L 109-59 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender;
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- 10) Sections 174 and 176(c) & (d) of the Clean Air Act do not apply because DMATS is not nonattainment or maintenance area.

### **Other stipulations of 23 CFR 450.216 addressed during development of the STIP are:**

- 1) Adherence to requirements for public involvement;
- 2) Inclusion of projects only if consistent with state and local long-range plans;
- 3) Inclusion of federal aid projects and all regionally significant transportation projects requiring FHWA or FTA consideration during the four-year program period;
- 4) Inclusion of tables showing the TIP is fiscally constrained by year; and



- 5) Advisement to recipients of FTA funding that feasibility studies are required for facility projects.

Dubuque Metropolitan  
Area Transportation Study



\_\_\_\_\_  
Signature

Executive Director

Title

07/11/2013

Date

## Appendix A

### DMATS Surface Transportation Program Project Scoring Criteria

The proposed roadway projects in this plan have a total cost of over \$231 million. This substantially exceeds the federal fund budget that is available to the MPO. Under SAFETEA-LU, DMATS is required to produce financially constrained transportation plans. This means that the MPO must identify its priorities for the expenditure of federal funds that it can reasonably be expected to have access to in the 30-year plan time frame. The prioritization process divides the projects into real projects and illustrative projects. DMATS Policy Board views the real projects as highest priority and has made a commitment of federal funds. Illustrative projects are those that are necessary to meet the transportation needs of the area in the future, but no funding sources have been identified.

DMATS staff has created a project ranking process that includes seven categories. Each category has a possible point total. The total number of points a project can be awarded is 1,000. Points are awarded in the Safety, Air Quality, Economic Impact II, and System Preservation categories based on numeric values obtained from data analysis. Economic Impact I, Accessibility and Mobility, Local and Regional Impact, and Compete Street categories are subjective. TAC members recommend rankings in the subjective categories based on the project's merits. DMATS staff will provide TAC members with project information and data analysis to determine the merit of the projects.

#### Safety (200)

The safety analysis is a benefit cost ratio that compares the total cost of the project to the safety benefits created by the project. Points for safety are awarded based on a numerical formula that monetizes the benefits that result from the implementation of the project, and divides the benefits by the total project cost.

Data sets required to run the analysis include total lifetime project cost, crash reduction factor, traffic volume, fatalities, major injuries, minor injuries, and property damage. Points are awarded based on the safety scoring criteria. See Table 9.1.

Table 9.1

Safety Scoring Criteria	
Benefit - Cost Ratio	Points
<1.00	0
1.00-1.10	25
1.10-1.20	50
1.20-1.30	75
1.30-1.60	100
1.60-2.00	125
2.00-2.20	150
2.20-2.40	175
2.40+	200

#### Economic Impact

The economic analysis is designed to measure the local and regional economic impact of the proposed project. The economic impact component of the ranking process comes in two parts, each worth 100 points. The first component is intended to measure the long term impacts of the project. The second component measures the short term economic impact generated by design and construction of the project.

#### Economic Impact I (100)

TAC members will award points based on the project’s long term impacts on the regional economy. Staff will provide project data for reference during the scoring process. Points are awarded based on the Economic Impact I Scoring Criteria. See Table 9.2.

Table 9.2

Economic Impact I Scoring Criteria	
Q1	20 Points - Project promotes general economic development.
Q2	20 Points - Project specifically enhances or improves tourism.
Q3	20 Points - Project specifically improves or enhances movement of freight and services.
Q4	20 Points - Project improves or enhances movement of workers.
Q5	20 Points - Project improves access to jobs and business opportunities.

### Economic Impact II (100)

The Economic Impact II analysis will be performed using an input output (I\O) model. The I\O model is an accounting of transactions among industries, governments, households, imports, and exports in the DMATS area. The I\O model helps study the linkages between industries and institutions in the area. Knowledge of these linkages allows the modeler to calculate the direct, indirect, and induced economic impact of a project on the region. For this ranking process, the I/O analysis will provide information on the short term economic impact on the construction sector; i.e. job creation and increases in output in construction, and in construction related industrial sectors. Points will be awarded based on the total number of jobs created by each project. The chart illustrates how the 100 points are awarded to each project. Points are awarded based on the Economic Impact II Scoring Criteria. See Table 9.3.

Table 9.3

Economic Impact II Scoring Criteria	
Number of Jobs Created	Points
> 300	100
201 to 300	75
101 to 200	50
< 100	25

### System Preservation (120)

Points for system preservation are awarded based on current surface type, current pavement condition, current AADT, and future AADT. The information for each of the previously mentioned categories is plugged into a formula and the point value is determined by where the formula solution fits into the points range. Below is an example of how the system preservation formula may be applied to a proposed project:

- 1) Surface Type: Portland Concrete 1
- 2) Facility Condition: 2
- 3) Existing AADT: 5,800
- 4) 10-year projected AADT: 6,400

Formula 1:  $[(\text{Existing AADT} + 10 \text{ Year AADT})/1000/2]$

Formula 2:  $[(\text{Formula 1 Answer}/2)*(\text{Surface Type})*(\text{Facility Condition})]$

Formula 1:  $[(5,800 + 6,400)/1,000/2] = 6.1$

Formula 2:  $[(6.1/2)*(1)*(2)] = 6.1 =$  Project awarded 52 Points as shown Table 9.4.

Table 9.4  
System Preservation Scoring Criteria

Range	Pts	Range	Pts	Range	Pts	Range	Pts	Range	Pts
<.2	2	20.00-22.00	26	38.00-40.00	48	58.00-60.00	72	78.00-80.00	96
2.00-4.00	4	22.00-24.00	28	40.00-42.00	50	60.00-62.00	74	80.00-82.00	98
4.00-6.00	7	24.00-26.00	31	42.00-44.00	52	62.00-64.00	76	82.00-84.00	100
6.00-8.00	9	26.00-28.00	33	44.00-46.00	55	64.00-66.00	79	84.00-86.00	103
8.00-10.00	12	28.00-30.00	36	46.00-48.00	57	66.00-68.00	81	86.00-88.00	105
10.00-12.00	14	30.00-32.00	38	48.00-50.00	60	68.00-70.00	84	88.00-90.00	108
12.00-14.00	16	32.00-34.00	40	50.00-52.00	62	70.00-72.00	86	90.00-92.00	110
14.00-16.00	19	34.00-36.00	43	52.00-54.00	64	72.00-74.00	88	92.00-94.00	112
16.00-18.00	21	36.00-38.00	45	54.00-56.00	67	74.00-76.00	91	94.00-96.00	115
18.00-20.00	24	38.00-40.00	48	56.00-58.00	69	76.00-78.00	93	96.00-98.00	117
								98+	120

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### Local and Regional Impact (120)

The local and regional impact component will evaluate consistency with local planning documents, impacts on the local and regional transportation system, and the number of project sponsors (local governments) involved. Adopted planning document include a long range transportation plan, comprehensive plan, capital improvements plan, or any other local, regional, or state planning document. See Table 9.5.

Table 9.5

Local and Regional Scoring Criteria	
Q1	40 Points - Project will contribute to the local AND regional transportation system.
Q2	40 Points - Proposed project involves more than one jurisdiction.
Q3	40 Points - Project improves access to other transportation facilities including air, water, rail, multimodal, etc.

### Accessibility and Mobility (120)

The Accessibility and Mobility component is designed to measure improvements in land use accessibility and mobility for users of the transportation system resulting from the project. Accessibility and mobility points are awarded based on estimated reductions in congestion resulting from the project.

Data required for the analysis: existing AADT, existing capacity, future AADT, and future capacity. The model calculates existing and future V/C ratios using the AADT and capacity data. The model then calculates the percent change in V/C ratio. Points are awarded based on the Accessibility and Mobility Scoring Criteria. See Table 9.6.

Table 9.6

Accessibility and Mobility Scoring Criteria	
Percent	Points
<-10%	0
-10 to -20%	25
-20 to -30%	50
-30 to -40%	75
-40 to -50%	100
>-50+	120

## Complete Streets (120)

This component is designed to measure how the project addresses the concept of complete streets. The complete streets concept stresses the provision of safe access for motorists, pedestrians, bicyclists, and transit users. DMATS TAC members will award points based on the two questions listed below.

Table 9.7

Complete Streets Scoring Criteria		
Q1	40 Points	Project improves connectivity to a road classified as arterial or higher?
Q2	80 Points	Project integrates multiple modes of transportation including bike, pedestrian, transit, and auto?

## Air Quality (120)

Points for air quality are awarded based on results of an air quality analysis called “GlobeWarm.” GlobeWarm provides a methodology for analyzing the environmental impact of a transportation project. Data on corridor length, number of lanes, traffic volume, and traffic speed are entered into GlobeWarm. Based on this information, GlobeWarm estimates the amount of green house gas (GHG) produced. Current corridor GHG emissions are compared with estimated GHG emissions after the improvements are made. The model estimates the percent change in GHG emissions resulting from the project. Points are awarded based on the Air Quality Scoring Criteria. See Table 9.8.

Table 9.8

Air Quality Scoring Criteria	
Range	Points
< -5%	0
-5 to -10 %	25
-10 to -12 %	50
-12 to -13 %	75
-13 to -15 %	100
> - 15%	120