

**FFY 2016 - 2019**

**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 May 12<sup>th</sup>, 2016**

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 2016 - 2019 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.

A detail Project Scoring Criteria is provided in Appendix A

### **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
TIP	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

## **Organization and Management**

The Dubuque Metropolitan Area Transportation Study was established on March 25, 1976 through the adoption of Articles of Agreement by the participating organizations in the area. This cooperative, comprehensive, and continuing transportation planning process was established by agreement between the state and local governments in compliance with Section 134 of the United States Code. The planning process is implemented through a committee structure. All committees forward their recommendations to the Policy Committee for consideration. Each committee's responsibilities are summarized below:

**Policy Committee** - Responsible for establishing overall policy making decisions related to transportation funding priorities, programming of STP and Transportation Alternative funds, and monitoring the direction of studies of transportation conditions in the metropolitan area.

**Technical Advisory Committee** - Reviews, studies, and makes recommendations related to technical issues affecting study priorities and the transportation planning and programming process.

### **Staff Assigned to work on the Program**

#### **Transportation Planning Staff**

Executive Director.....	Kelley Deutmeyer
Director of Transportation.....	Chandra Ravada
Transportation Planner.....	Dan Fox

#### **Administrative and Support Staff**

Finance Director.....	Lisa Weinhold
Support Service Manager.....	Gail Kuhle

## Policy Committee

- Section 1 (a) **Each State Department of Transportation (DOT)**  
 Illinois DOT Tom Kelso, (proxy Doug DeLille/Dan Long)  
 Iowa DOT Craig Markley (proxy Sam Shea)  
 Wisconsin DOT Jeff Gust, (proxy Francis Schelfhout)
- Section 1 (b) **County Board of Supervisors**  
 Dubuque County **Daryl Klein (Vice-Chair)**  
 Grant County Don Splinter  
 Jo Daviess County Steve Rutz
- Section 1 (c) **Mayor and six City Council members of the City of Dubuque**  
 Mayor **Roy Buol, (Chair)**  
 Council Member Karla Braig  
 Council Member Lynn Sutton  
 Council Member Joyce Connors  
 Council Member Kevin Lynch  
 Council Member David Resnick  
 Council Member Ric Jones  
 Council Member Michael Van Milligen (proxy for City Council)  
 Council Members Maurice Jones (proxy for City Council)
- Section 1 (d) **Municipality (Chief elected official or designated representative for a township, municipality or village with at least 2,000 in population but less than 50,000)**  
 Asbury Jim Adams  
 East Dubuque Dan Welp, (proxy Geoff Barklow)  
 Jamestown Township Faber Runde  
 Small Cities Representative Larry Mescher, (Don Recker, Mayor of Sageville)
- Section 1 (e) **Regional Planning Organization (chairman or designated representative)**  
 ECIA Larry “Buck” Koos (proxy Kelley Deutmeyer)  
 Southwestern WI Regional Planning Commission Larry Ward (proxy Troy Maggied)
- Section 1 (f) **Public Transit Authority (2)**  
 JuleAdvisory Board Don Stedman (proxy Candace Eudaley)  
 RTA Tom Hancock
- Section 1 (g) **Federal Transportation Agencies (Non-Voting)**  
 FHWA Karen Bobo (Proxy Vacant)  
 FTA Mokhtee Ahmad (Proxy Mark Bechtel)
- Section 1 (h) **Designated representative of any other public board or commission having jurisdiction in the operation of transportation.**  
 None

**\*\*Mike Van Milligen is the proxy vote for any absent council member. Economic Development Director, Maurice Jones is proxy if two council members are absent and/or if Mike Van Milligen is absent.**

## Technical Advisory Committee

- Sec 2 (a) **Each State Department of Transportation (DOT)**  
Illinois DOT Kris Tobin (proxy Dan Long)  
Iowa DOT Sam Shea (elected to have no vote)  
Wisconsin DOT Diane Paoni (proxy Francis Schelfhout)
- Sec 2 (b) **Regional Planning Organization (executive director)**  
ECIA Kelley Deutmeyer  
SW WI Regional Planning Commission Troy Maggied
- Sec 2 (c) **City/County Engineers or Commissioners**  
Dubuque. City of **Gus Psihoyos (Vice Chair)**  
(proxy Bob Schiesl or Dave Ness)  
Dubuque Co. Anthony Bardgett  
Grant County Dave Lambert  
Jo Daviess County Steve Keeffer
- Sec. 2 (d) **Chief Officer of Municipal or County Zoning Commission**  
Asbury Beth Bonz  
Dubuque, City of **Laura Carstens (Chair)**  
Dubuque County Anna O'Shea  
East Dubuque Geoff Barklow
- Sec. 2 (e) **Federal Transportation Agencies (Non-Voting)**  
FHWA- IA Vacant  
FTA IA Mark Bechtel  
FHWA.WI Stephanie Hickman  
FHWA IL John Donovan
- Sec 2 (f) **Chief Administrative Officer of transit**  
Jule Candace Eudaley  
RTA Lori McKinley
- Sec. 2 (g) Representative of air quality, rail, water transportation, motor carrier etc.  
None

## **FFY2015 Programmed Transportation Projects Status Report**

Dubuque Metropolitan Area Transportation Study (FY 2015-2018 Transportation Improvement Program)																			Project Status			
FY 2015 ( October 1, 2014 to September 30, 2015)					IOWA			Programmed Amounts in 1,000											GRAND TOTAL	Status		
NO	CO#	PGM	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	GRAND TOTAL	Status	
								2015	2015	2015	2016	2016	2016	2017	2017	2017	2018	2018	2018			
1	31	CMAQ	Dubuque	21006	STP-A-2100()-22-31	In the City of Dubuque, Transit Shopping Circulator: Connecting Major shopping Areas in City of Dubuque	Transit Investments	\$ 235	\$ 188	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$235	Got let
2	31	CMAQ	Dubuque	32119	STP-A-2100()-22-31	In the city of Dubuque, Transit Route	Transit Investments	\$ 210	\$ 168	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$210	Got let
3	31	DEMO	Dubuque	32192	HDP-2100(678)--3C-31	In the City of Dubuque, English Mill Rd: At the intersection of the proposed SW Arterial	Outside Services Engineering	\$ 1,408	\$ 1,126	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,408	Will be let in FY 15
4	31	DEMO	Dubuque	33893	HDP-2100(667)--3C-31	In the city of Dubuque, BP Pipeline Relocation at multiple locations along SW Arterial corridor alignment.	Outside Services Engineering	\$ 1,000	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,000	Reprogrammed to FY 16
5	31	DEMO	Dubuque	33894	HDP-2100(679)--3C-31	SW Arterial corridor between US 20 to US 151/61, US 20 (MP 4.4884 to 6.3816) and US 151/61 (MP 186.334 to 7.4998).	Right of Way	\$ 10,000	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$10,000	On going
6	31	DEMO	Dubuque	19125	HDP-2100(657)--71-31	In the City of Dubuque, English Mill Rd: At the intersection of the proposed SW Arterial	Grade and Pave,Bridge New,Outside Services Engineering	\$ 4,490	\$ 3,592	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$4,490	Will be let in FY 15
7	31	DEMO	Dubuque	20752	HDP-2100(664)--71-31	In the City of Dubuque, Military Rd: At the intersection of the proposed SW Arterial	Grade and Pave,Bridge New	\$ 9,130	\$ 7,304	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$9,130	Reprogrammed to FY 16
8	31	DEMO	Dubuque	13469	HDP-2100(643)--71-31	In the City of Dubuque, 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	Dropped
9	31	ILL	Dubuque	17071	ILL-RAIL()-XX-31	In the City of Dubuque, Passenger Rail: From Chicago to Dubuque	Pavement Rehab/Widen	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$32,000	Reprogrammed to FY 16
10	31	ILL	Dubuque	17072	ILL-RAIL()-93-31	In the City of Dubuque, Passenger Rail: From Chicago to Dubuque	Rehab Historic Trans	\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,100	Reprogrammed to FY 16
11	31	ILL	Asbury	18767	ILL-0252()-93-31	In the City of Asbury, ASBURY RD: From East Corporate Limits to Seippel Road	Grade and Pave	\$ 7,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$7,250	Reprogrammed to FY 16
12	31	NHPP	DOT-D06-MPO27	25338	NHSX--032()-3H-31	032: IN DUBUQUE, FROM US 61/151 TO US 20 (SW ARTERIAL)	Pave,Bridge New,Grading	\$ 11,600	\$ 9,280	\$ -	\$ 24,600	\$ 19,680	\$ -	\$ 37,700	\$ 30,160	\$ -	\$ 23,500	\$ 18,800	\$ -	\$97,400	Let in FY 15	
13	31	PL	MPO-27 / DMATS	13239	RGPL-PA27()-PL-31	MPO Planning: Transportation Planning in DMATS area	Trans Planning	\$ 120	\$ 96	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$120	Let in FY 15
14	31	PRF	DOT-D06-MPO27	29653	NHSN--052()-2R-31	052: 1.1 MI S OF US 61/151	Slope Improvement	\$ 381	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$381	Let in FY 15
15	31	PRF	DOT-D06-MPO27	29654	STPN--052()-2J-31	052: JACKSON CO TO US 61	Pavement Rehab	\$ 4,000	\$ 400	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$4,000	Let in FY 15
16	31	PRF	DOT-D06-MPO27	29655	NHSN--052()-2R-31	052: IN DUBUQUE, FROM WHITE ST TO CENTRAL AVE (STATE SHARE)	Pavement Rehab	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$500	Let in FY 15
17	31	PRF	DOT-D06-MPO27	29656	NHSN--061()-2R-31	061: IN DUBUQUE, FROM LAKE ELEANORRD TO US 52	Pavement Rehab	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,000	Let in FY 15
18	31	PRF	DOT-D06-MPO27	29657	NHSN--151()-2R-31	151: AT S JCT US 61	Pavement Rehab	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,000	Let in FY 15
19	31	PRF	DOT-D06-MPO27	18634	BRFN--52()-39-31	US 52: GRANDVIEW AVE, 1.2 MI S OF US20 IN DUBUQUE	Bridge Rehabilitation	\$ 266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$266	Let in FY 15
20	31	PRF	DOT-D06-MPO27	1290	BRFN--20()-39-31	US 20: MISSISSIPPI RIVER INDUBUQUE (STATE SHARE)	Bridge Painting	\$ 425	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ -	\$500	Let in FY 15

Dubuque Metropolitan Area Transportation Study (FY 2015-2018 Transportation Improvement Program)																				Project Status	
FY 2015 ( October 1, 2014 to September 30, 2015)				IOWA		Programmed Amounts in 1,000															
21	31	PRF	DOT-D06-MPO27	1292	BRFN--61()--39-31	US 61: MISSISSIPPI RIVER INDUBUQUE (STATE SHARE)	Bridge Rehabilitation	\$ 120	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 180	Let in FY 15
22	31	PRF	DOT-D06-MPO27	30884	NHSN-020-9(231)--2R-31	On US20, from Mile Hill Ln to Old Highway Rd near Dubuque (EBL/WBL)	Pavement Rehab	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	Let in FY 15
23	31	STP	Dubuque	7981	STP-U-2100(634)--70-31	In the City of Dubuque, SW Arterial: From Jct US 20 & Seippel Rd to US 61/151	Outside Services Engineering	\$ 1,619	\$ 1,295	\$ 1,295	\$ -	\$ -	\$ -	\$ 3,952	\$ 3,162	\$ 3,162	\$ 2,304	\$ 1,843	\$ 1,843	\$ 7,875	The project is on progress to be completed by 2020
24	31	STP	Dubuque	17066	STP-U-2100(665)--70-31	In the City of Dubuque, Cedar Cross Rd: From Starlight Dr to Cedar Cross Court	Grade and Pave	\$ 1,800	\$ 1,440	\$ 1,440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800	Reprogrammed to FY 19
25	31	STP	Dubuque	17068	STP-U-2100(674)--70-31	In the City of Dubuque, University / Asbury Rd: University & Asbury Rd Intersection	Pavement Rehab/Widen, Right of Way	\$ 1,000	\$ 800	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	Reprogrammed to FY 16
26	31	STP	Dubuque	17069	STP-U-2100(669)--70-31	In the City of Dubuque, North Cascade Rd: From Edval Ln to Catfish Creek Bridge	Pavement Rehab	\$ 1,504	\$ 1,203	\$ 1,203	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,504	Reprogrammed to FY 16
27	31	STP	Dubuque CRD	21149	STP-S-2100(671)--5E-31	On North Cascade Rd, Over South Fork of Catfish Creek	Bridge Widening	\$ 324	\$ 259	\$ 259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 324	Done
28	31	STP	Dubuque CRD	20762	STP-S-C031(75)--5E-31	On HALES MILL RD, from Autumn Dr to Cedar Ridge Rd	Pave,Bridge Replacement,Slope Improvement	\$ 6,837	\$ 5,240	\$ 5,240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,837	Reprogrammed to FY 16
29	31	STP	MPO-27 / DMATS	29692	RGTR-PA27()--ST-31	Bus Storage Facility at 925 Kerper Blvd	Transit Investments	\$ 1,732	\$ 1,386	\$ 1,386	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,732	Funds got transferred
30	31	STP	MPO-27 / DMATS	29693	RGPL-PA27()--ST-31	Traffic Shields and Bike counters for Dubuque Metro Area	Ped/Bike Miscellaneous	\$ 50	\$ 40	\$ 40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50	Funds got transferred
31	31	TAP	Dubuque	21510	SB-IA-2100(675)--7T-31	In the City of Dubuque, Bee Branch Creek: Mississippi River Trail	Ped/Bike Miscellaneous	\$ 1,250	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250	Reprogrammed to FY 16
32	31	TAP	Dubuque	25148	TAP-U-2100(683)--8I-31	In the city of Dubuque, Upper Bee Branch: MRT Route Trailhead Parking Lot at 22nd and Prince Streets	Ped/Bike Development	\$ 1,200	\$ 940	\$ 940	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200	Reprogrammed to FY 16
33	31	TAP	Dubuque	25150	TAP-U-2100(681)--8I-31	In the City of Dubuque, Heritage Trail parking lot: County/City Heritage Trail parking lot; S. John Deere Road & US 52	Ped/Bike Miscellaneous	\$ 65	\$ 50	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65	Reprogrammed to FY 16
34	31	STP	Dubuque	29696	STP-U-2100()--70-31	In the city of Dubuque, MULTIMODAL CONNECTOR PROJECT: Vehicular & Pedestrian Bridges on 14th St & Garfield Ave	Bridge New,Ped/Bike Structures	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500	Project got dropped

Dubuque Metropolitan Area Transportation Study (FY 2014-2017 Final Transportation Improvement Program)																					Project Status			
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	State Only	ILDOT	Jo Daviess	East Dubuque	ED-14-00	MISSISSIPPI RIVER IN EAST DUBUQUE	US 20 BRIDGE PAINTING	\$ 400	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	Iowa lead	
2	Various	HSIP	ILDOT	Jo Daviess		ED-14-01	Jo Daviess	Highway Safety Safety Improvement Program Projects	\$ 1,780	\$ 1,601	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,780	All Safety projects in the DMATS area are complete	
3		Surface Transportation Urban funds	East Dubuque	Jo Daviess	East Dubuque	ED-13-00	Desota Street Bridge	Bridge Replacement	\$ 162	\$ 129	\$ 33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 162	Project got dropped	

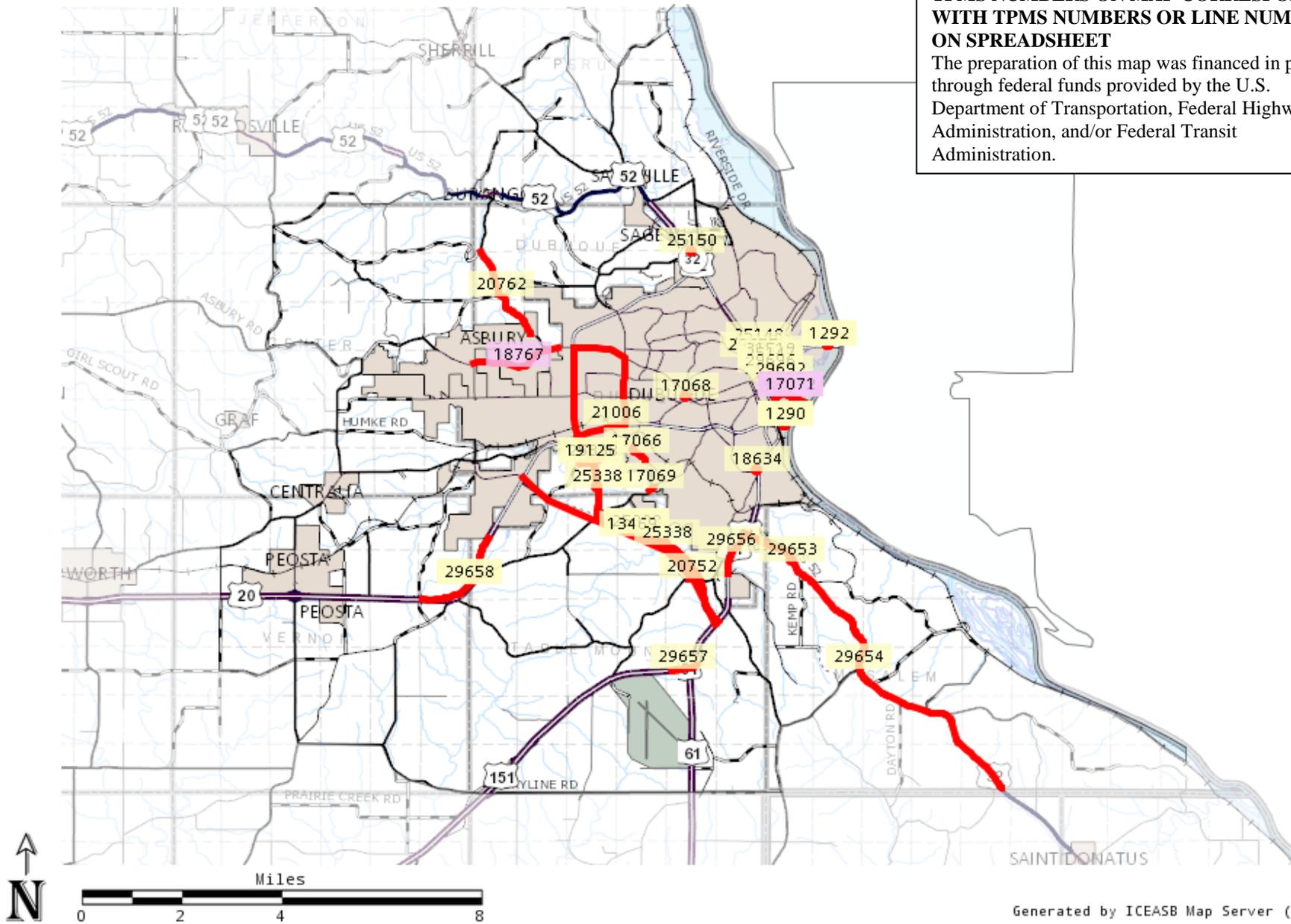
Dubuque Metropolitan Area Transportation Study (FY 2014-2017 Final Transportation Improvement Program)																					Project Status					
FY 2014 ( October 1, 2013 to September 30, 2014)						WISCONSIN			Programmed Amounts in 1,000																	
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	FY 14 TOTAL	FY 14 FA	FY 14 STATE	FY 14 LOCAL /RGNL	FY 15 TOTAL	FY 15 FA	FY 15 STATE	FY 15 LOCAL /RGNL	FY 16 TOTAL	FY 16 FA	FY 16 STATE	FY 16 LOCAL /RGNL	FY 17 TOTAL	FY 17 FA	FY 17 STATE	FY 17 LOCAL /RGNL	GRAND TOTAL	REMARKS
1	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	Ongoing
2	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project funded \$496,920 100% state, WisDOT payment to Iowa 2/25/14 Project closed in WisDOT system 4-16-14.
3	1200-01-04 & 74	NHPP	WISDOT	Grant County	James Township	206-09-105	USH:61 Eagle Point Road Overpass B-22-0047	Bridge Replacement	\$ 2,651	\$ 2,121	\$ 530													\$ 2,651	Let date 7/8/14	
4	1009-11-91	State	WISDOT	Grant County	James Township	206-14-100	Grant County	SW Region Wide Pavement Marking	\$ 303	\$ -	\$ 303	\$ -	\$ -												\$ 303	Let 4/8/14, may not be needed

# DMATS IOWA MAP FFY2015 PROJECT LOCATION

5:57 PM, Wed, Jun 4, 2014

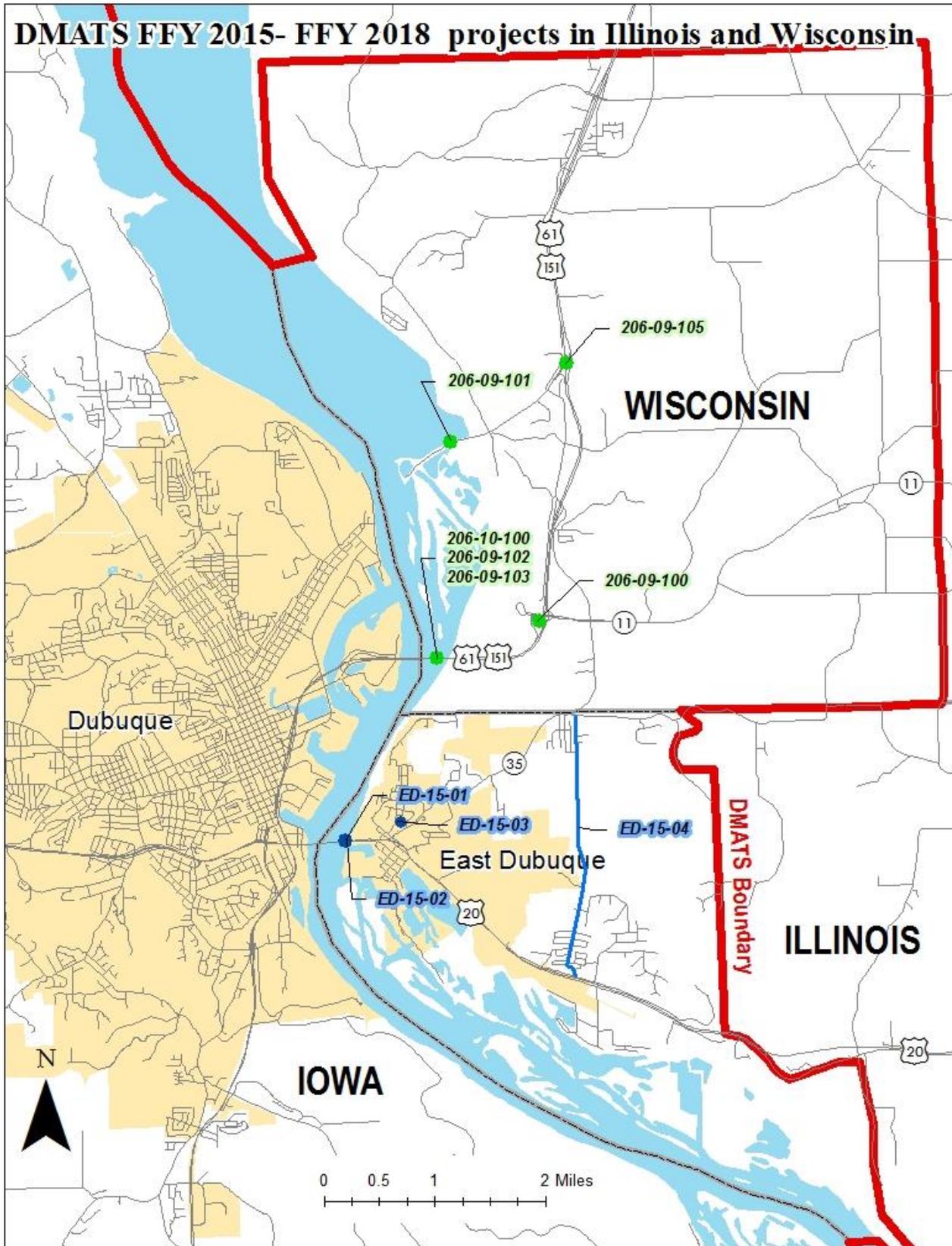
**TPMS NUMBERS ON MAP CORRESPOND WITH TPMS NUMBERS OR LINE NUMBERS ON SPREADSHEET**

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 (96 dpi)

**DMATS FFY 2015- FFY 2018 projects in Illinois and Wisconsin**



## **FFY2015 Programmed Transit Projects Status Report**

Dubuque Metropolitan Area Transportation Study (FY 2015-2018 Final Transportation Improvement Program)																			Project Status					
FY 2015 ( October 1, 2014 to September 30, 2015)					IOWA				TRANSIT															
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY15_Ttl	FY16_Ttl	FY17_Ttl	FY18_Ttl	FY15_FA	FY16_FA	FY17_FA	FY18_FA	FY15_SA	FY16_SA	FY17_SA	FY18_SA	Approval Status		
1	MPO-27	5310	Dubuque	2468	Operations	Other	Other		Maintenance and repair of ADA features on all transit vehicles, including PM	\$ 15,000	\$ 16,500	\$ -	\$ -	\$ 5,000	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved	
2	MPO-27	5339	Dubuque	3004	Capital	Replacement	Vehicle	Unit#: 2648	Minivan	\$ 48,000	\$ 46,000	\$ -	\$ -	\$ 40,800	\$ 39,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	In Prep	
3	MPO-27	5339	Dubuque	2991	Capital	Replacement	Vehicle	Unit#: 2603	Light Duty Bus (176" wb)	\$ -	\$ -	\$ 101,316	\$ -	\$ -	\$ -	\$ 86,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
4	MPO-27	5339	Dubuque	2992	Capital	Replacement	Vehicle	Unit#: 2604	Light Duty Bus (176" wb)	\$ -	\$ -	\$ 101,316	\$ -	\$ -	\$ -	\$ 86,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
5	MPO-27	5339	Dubuque	2993	Capital	Replacement	Vehicle	Unit#: 2605	Light Duty Bus (176" wb)	\$ -	\$ -	\$ 101,316	\$ -	\$ -	\$ -	\$ 86,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
6	MPO-27	5339	Dubuque	2994	Capital	Replacement	Vehicle	Unit#: 2606	Light Duty Bus (176" wb)	\$ -	\$ -	\$ 101,316	\$ -	\$ -	\$ -	\$ 86,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
7	MPO-27	5339	Dubuque	2995	Capital	Replacement	Vehicle	Unit#: 2607	Light Duty Bus (176" wb)	\$ -	\$ -	\$ -	\$ 104,355	\$ -	\$ -	\$ -	\$ 88,702	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
8	MPO-27	5339	Dubuque	2996	Capital	Replacement	Vehicle	Unit#: 2608	Light Duty Bus (176" wb)	\$ -	\$ -	\$ -	\$ 104,355	\$ -	\$ -	\$ -	\$ 88,702	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
9	MPO-27	5339	Dubuque	2997	Capital	Replacement	Vehicle	Unit#: 2609	Light Duty Bus (176" wb)	\$ -	\$ -	\$ -	\$ 104,355	\$ -	\$ -	\$ -	\$ 88,702	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
10	MPO-27	5339	Dubuque	2998	Capital	Replacement	Vehicle	Unit#: 2610	Light Duty Bus (176" wb)	\$ -	\$ -	\$ -	\$ 104,355	\$ -	\$ -	\$ -	\$ 88,702	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
11	MPO-27	5339	Dubuque	2999	Capital	Replacement	Vehicle	Unit#: 2611	Light Duty Bus (176" wb)	\$ -	\$ -	\$ -	\$ 104,355	\$ -	\$ -	\$ -	\$ 88,702	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
12	MPO-27	5339	Dubuque	3000	Capital	Replacement	Vehicle	Unit#: 2612	Light Duty Bus (176" wb)	\$ -	\$ -	\$ -	\$ 104,355	\$ -	\$ -	\$ -	\$ 88,702	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
13	MPO-27	5339	Dubuque	3002	Capital	Replacement	Vehicle	Unit#: 2613	Light Duty Bus (176" wb)	\$ -	\$ -	\$ -	\$ 104,355	\$ -	\$ -	\$ -	\$ 88,702	\$ -	\$ -	\$ -	\$ -	\$ -	Submitted	
14	MPO-27	5317	Dubuque	2202	Operations	Expansion	Other		Urban Mobility Coordinator	\$ 158,285	\$ -	\$ -	\$ -	\$ 126,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved	
15	MPO-27	STP	Dubuque	3430	Capital	Replacement	Other		Jule Bus Storage Facility	\$ 1,732,500	\$ -	\$ -	\$ -	\$ 1,386,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved	
16	MPO-27	PTIG	Dubuque	2466	Capital	Other	Other		ARC Transfer Center Phase II	\$ -	\$ -	\$ 460,255	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 368,205	\$ -	Submitted	

## OPERATIONS & MAINTENANCE (O&M)

The result of major oversight nationally has led 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 2014	2015	2016	2017	2018	2019
City of Asbury	\$ 2,065,442	\$ 2,086,096	\$ 2,106,957	\$ 2,128,027	\$ 2,149,307	\$ 2,170,800
City of Dubuque	\$ 8,696,923	\$ 8,783,892	\$ 8,871,731	\$ 8,960,448	\$ 9,050,053	\$ 9,140,553
City of Peosta	\$ 1,771,025	\$ 1,788,735	\$ 1,806,623	\$ 1,824,689	\$ 1,842,936	\$ 1,861,365
Dubuque County	\$ 11,965,830	\$ 12,085,488	\$ 12,206,343	\$ 12,328,407	\$ 12,451,691	\$ 12,576,208
<b>DMATS</b>	<b>\$ 24,499,220</b>	<b>\$ 24,744,212</b>	<b>\$ 24,991,654</b>	<b>\$ 25,241,571</b>	<b>\$ 25,493,987</b>	<b>\$ 25,748,926</b>

**Process Explanation:**

The 2014 revenue numbers are provided by IADOT for each county and City  
Staff used 1% inflation for each year and projected the 2014 numbers to 2019

Federal Aid Street Finance Report Operations and Maintenance Expenditures							
DMATS Members	Miles	2014	2015	2016	2017	2018	2019
City of Asbury (O)	3.20	\$ 19,120	\$ 19,885	\$ 20,680	\$ 21,507	\$ 22,368	\$ 23,262
City of Asbury (M)		\$ 49,986	\$ 51,985	\$ 54,065	\$ 56,227	\$ 58,477	\$ 60,816
City of Dubuque (O)	58.50	\$ 338,540	\$ 352,082	\$ 366,165	\$ 380,811	\$ 396,044	\$ 411,886
City of Dubuque (M)		\$ 454,684	\$ 472,871	\$ 491,786	\$ 511,458	\$ 531,916	\$ 553,193
City of Peosta (O)	0.82	\$ 7,626	\$ 7,931	\$ 8,248	\$ 8,578	\$ 8,921	\$ 9,278
City of Peosta (M)		\$ 15,151	\$ 15,757	\$ 16,387	\$ 17,043	\$ 17,725	\$ 18,434
Dubuque County (O)	280.02	\$ 1,399,938	\$ 1,455,936	\$ 1,514,173	\$ 1,574,740	\$ 1,637,729	\$ 1,703,239
Dubuque County (M)		\$ 1,514,937	\$ 1,575,534	\$ 1,638,556	\$ 1,704,098	\$ 1,772,262	\$ 1,843,152
DMATS (O)	342.54	\$ 1,765,224	\$ 1,835,833	\$ 1,909,266	\$ 1,985,637	\$ 2,065,062	\$ 2,147,665
DMATS (M)		\$ 2,034,758	\$ 2,116,148	\$ 2,200,794	\$ 2,288,826	\$ 2,380,379	\$ 2,475,594

**Process Explanation:**

The 2014 Operations and Maintenance numbers are provided by IADOT for each county and City  
Staff used 4% inflation for each year and projected the 2014 numbers to 2019

## 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 not yet available. 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.**

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

	STP Target	Target Programmed	Projected Balance
FY 16 Qrt I Report Balance			\$13,954,971
2016		\$11,408,000	\$2,546,971
2017	\$1,843,000	\$4,134,400	\$255,571
2018	\$1,843,000	\$1,720,397	\$378,174
2019	\$1,843,000	\$1,793,499	\$427,675

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

<b>Projects Programmed in TIP &amp; STIP</b>				
<b>Projects</b>	<b>FFY2016</b>	<b>FFY2017</b>	<b>FFY2018</b>	<b>FFY2019</b>
<b>CITY OF DUBUQUE</b>				
University / Asbury Rd	\$800,000			
North Cascade Rd	\$3,432,000			
Bus Storage Facility		\$456,800		
East-West Corridor Preliminary Design	\$800,000			
US 20 Utility relocation	\$3,000,000			
SW Arterial	\$2,600,000			
University/Pen/Asbury Roundabouts		\$0	\$1,280,397	\$1,473,499
<b>DUBUQUE COUNTY</b>				
Mud Lake Rd	\$776,000			

Clay Hill Road		\$550,400		
Olde Davenport Road/Feeney Road Resurfacing		\$1,827,200		
Swiss Valley Road Bridge		\$320,000		
Kemp Road Bridge		\$280,000		
Durango Road Bridge		\$240,000		
Budd Road Bridge			\$240,000	
Derby Grange Road Bridge				\$320,000
<b>CITY OF ASBURY</b>				
City of Asbury Hales Mill Rd		\$460,000		
<b>DMATS</b>				
Freight Study				
Smarter Travel Phase II			\$200,000	
<b>Total</b>	<b>\$11,408,000</b>	<b>\$4,134,400</b>	<b>\$1,720,397</b>	<b>\$1,793,499</b>

**DMATS Surface Transportation Program (STP) Funds Status from ILLNOIS DOT**

Federal Fiscal Year	Target		Projected Balance
	STP Target	Programmed	
Qrtly Report Balance (05/11/2015)			\$267,000
2016	\$30,000	\$251,749	\$45,251
2017	\$30,000	\$0	\$75,251
2018	\$30,000	\$0	\$105,251
2019	\$30,000	\$0	\$135,251

<b>Projects Programmed in TIP &amp; STIP</b>				
Projects	FFY2016	FFY2017	FFY2018	FFY2019
Sydney Street	\$174,000	\$0	\$0	\$0
Badger Rd	\$123,749	\$0	\$0	\$0
<b>Total</b>	<b>\$251,749</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**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 SAFETEA-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.

Appendix B provides DMATS TAP application ranking process. ECIA staff did not open the application process this year as they are no sufficient TAP funds to do a project. 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 15 Qrt II Report Balance				\$960,868
2016	\$103,000	\$79,000	\$990,000	\$152,868
2017	\$103,000	\$79,000	\$0	\$334,868
2018	\$103,000	\$79,000	\$0	\$516,868

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

Projects	FFY 2016	FFY 2017	FFY 2018	FFY 2019
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	\$50,000			
<b>Total</b>	<b>\$990,000</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 16		FY 17		FY 18		FY 19	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
DEMO	\$ 26,658	\$ 19,268	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ILL	\$ 41,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NHPP	\$ 31,000	\$ 24,800	\$ 19,000	\$ 8,800	\$ 38,400	\$ 26,640	\$ 30,371	\$ 24,297
PL	\$ 144	\$ 115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PRF	\$ 45	\$ -	\$ 665	\$ -	\$ 795	\$ -	\$ 45	\$ -
STP	\$ 17,500	\$ 14,155	\$ 571	\$ 457	\$ -	\$ -	\$ 1,010	\$ 808
TAP	\$ 1,265	\$ 990	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CMAQ	\$ 1,112	\$ 889						
<b>Total</b>	<b>\$ 119,074</b>	<b>\$ 60,217</b>	<b>\$ 20,236</b>	<b>\$ 9,257</b>	<b>\$ 39,195</b>	<b>\$ 26,640</b>	<b>\$ 31,426</b>	<b>\$ 25,105</b>

Funding Programs for Illinois	Programmed Amounts in 1,000							
	FY 16		FY 17		FY 18		FY 19	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
HSIP	\$ 4,047	\$ -	\$ 4,112	\$ -	\$ 4,112	\$ -	\$ 570	\$ -
STATE FUNDS	\$ -	\$ -	\$ 300	\$ -	\$ 750	\$ -	\$ -	\$ -
STP	\$ 372	\$ 298	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ 10	\$ 8						
<b>Total</b>	<b>\$ 4,429</b>	<b>\$ 306</b>	<b>\$ 4,412</b>	<b>\$ -</b>	<b>\$ 4,862</b>	<b>\$ -</b>	<b>\$ 570</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-HBP) 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 STP-HBP 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 STP-HBP 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  
2016 - 2019**

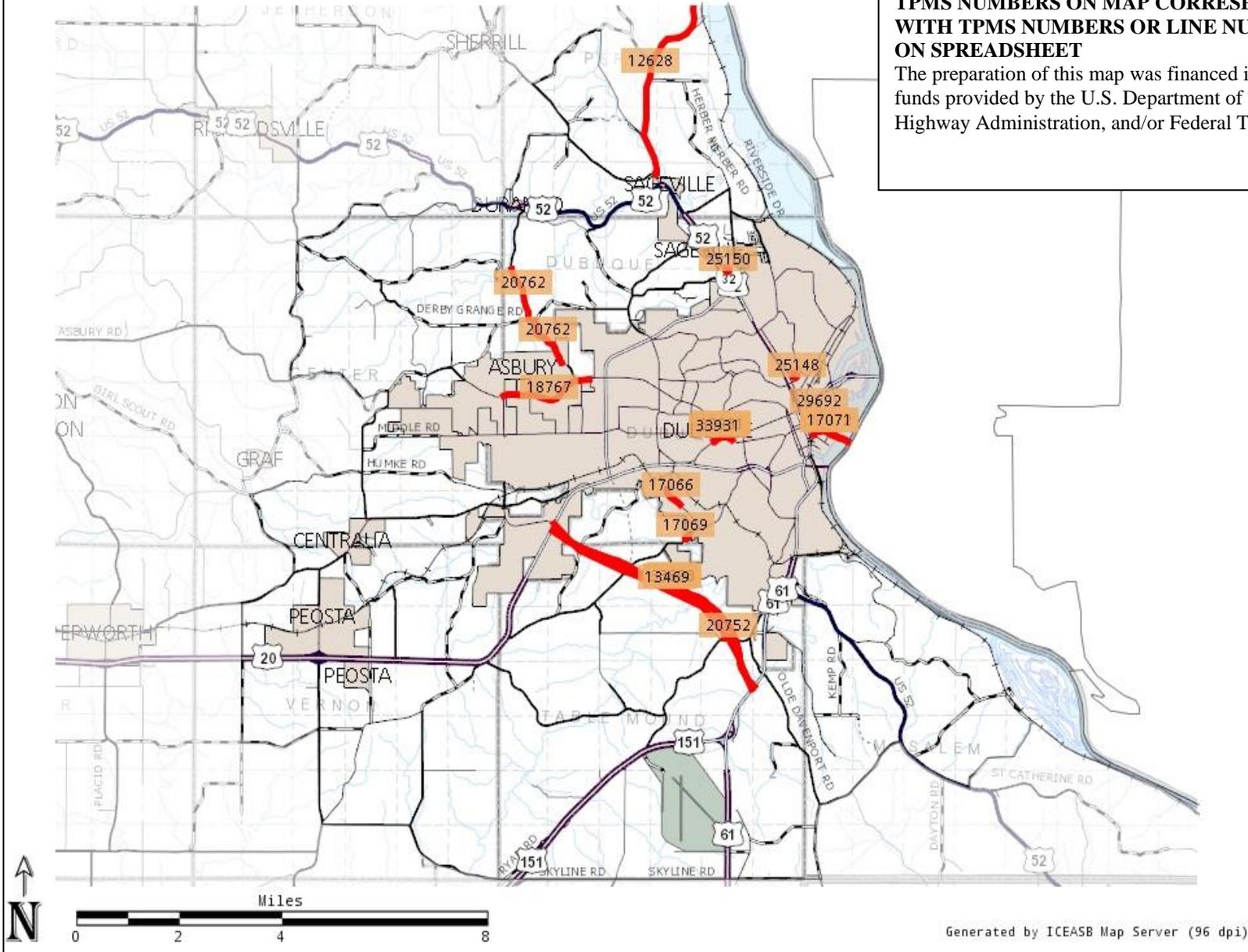
Dubuque Metropolitan Area Transportation Study (FY 2016-2019 Final Transportation Improvement Program)																			Final Amended 12th of May 2016		
FY 2016 ( October 1, 2015 to September 30, 2016)					IOWA			Programmed Amounts in 1,000													
NO	PGM	TYPE	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	FY 16 TOTAL	FY 16 FA	FY 16 RGNL	FY 17 TOTAL	FY 17 FA	FY 17 RGNL	FY 18 TOTAL	FY 18 FA	FY 18 RGNL	FY 19 TOTAL	FY 19 FA	FY 19 RGNL	GRAND TOTAL	
1	DEMO	CRD	Dubuque CRD	12628	HDP-C031(47)--6B-31	On Mud Lake Rd, from Sherrill Road to Golf Lake Rd	Pavement Widening,Shoulder Gr	\$ 5,162	\$ 2,226	\$ 776	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,162
2	DEMO	City	Dubuque	13469	HDP-2100(643)--71-31	In the City of Dubuque, 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
3	DEMO	City	Dubuque	20752	HDP-2100(664)--71-31	In the City of Dubuque, Military Rd: At the intersection of the proposed SW Arterial	Grade and Pave,Bridge New	\$ 9,130	\$ 7,304	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,130
4	DEMO	City	Dubuque	33893	HDP-2100(667)--3C-31	In the city of Dubuque, BP Pipeline Relocation at multiple locations along SW Arterial corridor alignment.	Outside Services Engineering	\$ 1,000	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000
5	DEMO	City	Dubuque	33894	HDP-2100(679)--3C-31	SW Arterial corridor between US 20 to US 151/61, US 20 (MP 4.4884 to 6.3816) and US 151/61 (MP 186.334 to 7.4998).	Right of Way	\$ 10,000	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
6	ILL	City	Dubuque	17071	ILL-RAIL()--XX-31	In the City of Dubuque, Passenger Rail: From Chicago to Dubuque	Pavement Rehab/Widen	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,000
7	ILL	City	Dubuque	17072	ILL-RAIL()--93-31	In the City of Dubuque, Passenger Rail: From Chicago to Dubuque	Rehab Historic Trans	\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,100
8	ILL	City	Asbury	18767	ILL-0252()--93-31	In the City of Asbury, ASBURY RD: From East Corporate Limits to Seippel Road	Grade and Pave	\$ 7,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,250
9	NHPP	DOT-Pgm	DOT-D06-MPO27	25338	NHSX--032()--3H-31	IA32: In Dubuque, from 61/151 to US 20 & Seippel Rd (SW Arterial) including Menards Frontage Rd & East to NW Arterial	Pave,Bridge New,Grading	\$ 31,000	\$ 24,800	\$ -	\$ 11,000	\$ 8,800	\$ -	\$ 33,300	\$ 26,640	\$ -	\$ 16,600	\$ 13,280	\$ -	\$ 91,900	
10	NHPP	DOT-Pgm	DOT-D06-MPO27	29658	NHSX--020()--3H-31	020: SWISS VALLEY RD INTERSECTION (WB)	Grade and Pave,Traffic Signs,Rig	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ 5,100	\$ -	\$ -	\$ 13,771	\$ 11,017	\$ -	\$ 26,871	
11	PL	PA	MPO-27 / DMATS	13239	RGPL-PA27()--PL-31	MPO Planning: Transportation Planning in DMATS area	Trans Planning	\$ 144	\$ 115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144
12	PRF	DOT-Pgm	DOT-D06-MPO27	34099	BRFN--020()--39-31	020: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)		\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ -	\$ 100
13	PRF	DOT-Pgm	DOT-D06-MPO27	34100	BRFN--061()--39-31	061: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)		\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ -	\$ 80
14	PRF	DOT-Pgm	DOT-D06-MPO27	34101	BRFN--020()--39-31	020: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300
15	PRF	DOT-Pgm	DOT-D06-RPA08	33989	BRFN--052()--39-31	052: STREAM, 0.2 MI S OF CO RD D10	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320
16	PRF	DOT-Pgm	DOT-D06-MPO27	29652	BRFN--020()--39-31	020: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750
17	STP	City	Dubuque	33931	STP-U-2100()--70-31	In the city of Dubuque, On University Ave, from Pennsylvania Ave to Loras Blvd	Outside Services Engineering	\$ 1,000	\$ 800	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000
18	STP	PA	MPO-27 / DMATS	33934	RGPL-PA27()--ST-31	In Dubuque, Delaware and Jackson counties	Planning Study	\$ 134	\$ 107	\$ 107	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134
19	STP	City	Dubuque	17068	STP-U-2100(674)--70-31	In the City of Dubuque, University / Asbury Rd: University & Asbury Rd Intersection	Pavement Rehab/Widen,Right of	\$ 1,000	\$ 800	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000
20	STP	City	Dubuque	17069	STP-U-2100(669)--70-31	In the City of Dubuque, North Cascade Rd: From Edval Ln to Catfish Creek Bridge	Pavement Rehab	\$ 4,290	\$ 3,432	\$ 3,432	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,290
21	STP	CRD	Dubuque CRD	20762	STP-S-C031(75)--5E-31	On HALES MILL RD, from Autumn Dr northwesterly 1.45 Miles to Cedar Ridge Rd	Pave,Pavement Rehab,Bridge Re	\$ 6,550	\$ 5,240	\$ 5,240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,550
22	STP	City	Dubuque	17066	STP-U-2100(665)--70-31	In the City of Dubuque, Cedar Cross Rd: From Starlight Dr to Cedar Cross Court	Grade and Pave	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,010	\$ 808	\$ 808	\$ 1,010	
23	STP	PA	MPO-27 / DMATS	29692	RGTR-PA27()--ST-31	Bus Storage Facility at 925 Kerper Blvd	Transit Investments	\$ -	\$ -	\$ -	\$ 571	\$ 457	\$ 457	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 571
24	STP	City	Dubuque	34453	STP-2100()--2C-31	In the city of Dubuque, On Utility Relocation on US 20, from US 20 - Seippel Interchange to NW Arterial Intersection	Utility relocation	\$ 3,750	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750
25	TAP	City	Dubuque	25148	TAP-U-2100(683)--8I-31	In the City of Dubuque, Upper Bee Branch: Upper Bee Branch: MRT Route Trailhead parking lot at 22nd and Prince Streets	Ped/Bike Development	\$ 1,200	\$ 940	\$ 940	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200
26	TAP	City	Dubuque	25150	TAP-U-2100(681)--8I-31	In the City of Dubuque, Heritage Trail parking lot: County/City Heritage Trail parking lot; S. John Deere Road & US 52	Ped/Bike Miscellaneous	\$ 65	\$ 50	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65
23	CMAQ	City	Jule Transit	34246	STP-A-2100()--22-31	In the city of Dubuque, On Pennsylvania Ave & University Ave, from John F Kennedy to Downtown	Transit Investments	\$ 554	\$ 443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 554
24	CMAQ	City	Jule Transit	34292	STP-A-2100()--22-31	In the city of Dubuque, On Midtown Loop, On Pennsylvania Ave & University Ave, from John F Kennedy to Downtown	Transit Investments	\$ 558	\$ 446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 558

Dubuque Metropolitan Area Transportation Study (FY 2016-2019 Draft Transportation Improvement Program)																			Final Amended 08th of October 2015							
FY 2016 ( October 1, 2015 to September 30, 2016)						ILLINOIS			Programmed Amounts in 1,000																	
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	FY 16 TOTAL	FY 16 FA	FY 16 STATE	FY 16 LOCAL/ RGNL	FY 17 TOTAL	FY 17 FA	FY 17 STATE	FY 17 LOCAL/ RGNL	FY 18 TOTAL	FY 18 FA	FY 18 STATE	FY 18 LOCAL/ RGNL	FY 19 TOTAL	FY 19 FA	FY 19 STATE	FY 18 LOCAL/ RGNL	GRAND TOTAL	
1	2-97460-1218	HSIP	ILDOT			ED-16-01	Disctirct 2	District Wide Safety Improvements	\$ 4,047	\$ -	\$ 3,642	\$ 405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,047
2	2-97460-1219	HSIP	ILDOT			ED-16-02	Disctirct 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ 4,112	\$ -	\$ 3,700	\$ 412	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,112
3	2-97460-1220	HSIP	ILDOT			ED-16-03	Disctirct 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,112	\$ -	\$ 3,701	\$ 411	\$ -	\$ -	\$ -	\$ -	\$ 4,112	
4	2-97460-1221	HSIP	ILDOT			ED-16-04	Disctirct 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 570	\$ -	\$ 513	\$ 57	\$ 570	
5	2-24140-0300	State	ILDOT	Jo Daviess	East Dubuque	ED-16-05	Mississippi River in East Dubuque	Bridge Repiar	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	
6	2-24140-0200	State	ILDOT			ED-15-02	Mississippi River in East Dubuque	Jo Daviess Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	
7		STP	East Dubuque	Jo Daviess	East Dubuque	ED-15-03	Sydney Street	25' wide street with concrete curb and gutter. The street will be 3" HMA over a 12" stone base	\$ 217	\$ 174	\$ -	\$ 43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8		STP	Jo Daviess	Jo Daviess		ED-15-04	Badger Street	Resurfacing of Badger Street from US 20 to HWY 35	\$ 155	\$ 124	\$ -	\$ 31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	\$ -	\$ -	\$ -	\$ 750	
9		SRTS	East Dubuque	Jo Daviess	East Dubuque	ED-15-05	north of East Dubuque Elementary School to Clinton Avenue	Construct 5 inch thick concrete sidewalk (eight feet wide and 220 feet long)	\$ 10	\$ 8	\$ -	\$ 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 10	

# DMATS IOWA MAP FY2016-2019 PROJECT LOCATION

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

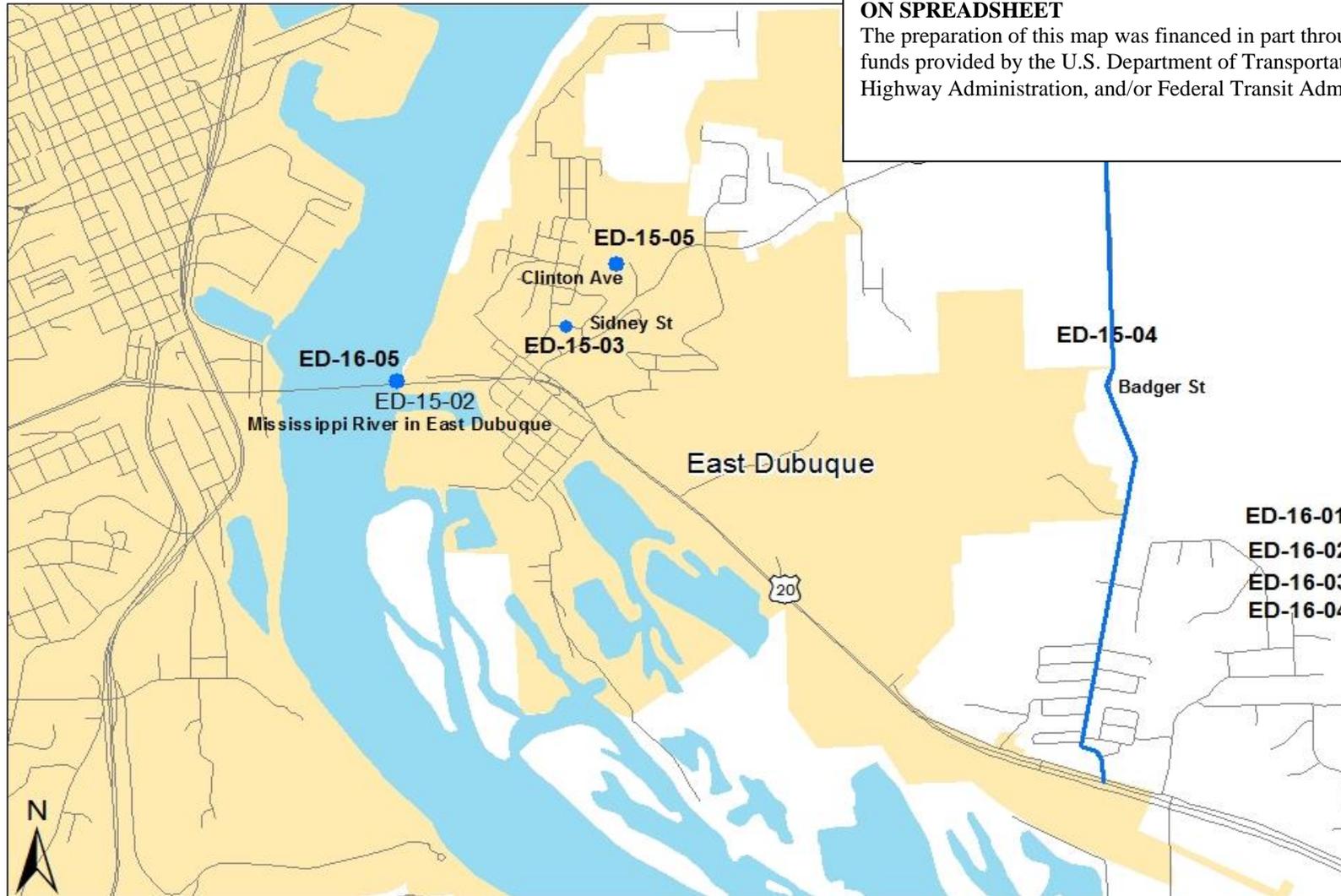
The preparation of this map was financed in part through federal funds provided by the U.S. Department of Transportation, Federal Highway Administration, and/or Federal Transit Administration.



# DMATS ILLINOIS MAP FY2016-2019 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.



ED-16-01  
ED-16-02  
ED-16-03  
ED-16-04

**Legend**

- Dubuque County Roads
- Jo Daviess County Roads
- water\_poly

**DMATS Transportation Improvement Program (TIP) Transit Projects for FFY 2016 -  
2019**

Dubuque Metropolitan Area Transportation Study (FY 2015-2018 Draft Transportation Improvement Program)																			Final Amended 12th of November 2015				
FY 2015 ( October 1, 2014 to September 30, 2015)					IOWA			TRANSIT															
NO	Fund(s)	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	Addnl Info	FY16_Ttl	FY17_Ttl	FY18_Ttl	FY19_Ttl	FY16_FA	FY17_FA	FY18_FA	FY19_FA	FY16_SA	FY17_SA	FY18_SA	FY19_SA
1	MPO-27	5310	Dubuque	2468	Operations	Other	Other		Maintenance and repair of ADA features on all transit vehicles, including PM			\$ 57,345	\$ -	\$ -	\$ -	\$ 45,876	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	MPO-27	STA	Dubuque	3772	Operations	Other	Other		STA Operating			\$ 349,686	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 279,749	\$ -	\$ -	\$ -
3	MPO-27	PTIG	Dubuque	3773	Capital	Replacemer	Other		Bus Storage Facility			\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -
4	MPO-27	CMAQ	Dubuque	3828	Operations	Other	Other		Midtown Loop & Feeder Operating			\$ 553,418	\$ 442,735	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	MPO-27	CMAQ	Dubuque	3830	Operations	Other	Other		Midtown Loop & Feeder Operating			\$ 558,067	\$ 446,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

## **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. 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.
- 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. 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.
- A public hearing is set for 12:00 PM on July 09, 2015 at East Central Intergovernmental Association (ECIA), 7600 Commerce Park, Dubuque, Iowa. Its purpose is to receive comments on the FY2016-2019 Transportation Improvement Program (TIP) for the

DMATS Area and to satisfy the Program of Projects (POP) public participation requirements of FTA and FHWA. Comments will be accepted through July 08, 2015. TIP information is available by contacting Chandra Ravada at (563)556- 4166. Persons requiring special material or presentation format should contact Mr. Ravada on or before July 08, 2015.

### **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**-All Scope changes require an amendment

**Approval of the FFY 2016–2019  
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 FY2016-2019 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 FY2016 – 2019 Final Transportation Improvement Program.

Adopted this 09<sup>th</sup> day of July 2015.



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Roy D. Buol, Chairperson  
DMATS Policy Board

Attest:



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Kelley Deutmeyer, ECIA Executive Director

## **METROPOLITIAN 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

07/09/2015\_\_\_\_\_

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.

#### 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

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

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

**Table 9.4  
System Preservation Scoring Criteria**

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

**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

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.

### 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

## Appendix B

### DMATS Transportation Alternative Program Project Scoring Criteria

#### **DMATS Transportation Alternatives Program Structure**

##### **Eligible Activities**

The following categories of activities are eligible for funding under the Statewide Transportation Alternatives Program:

- Transportation Alternatives as defined by 23 U.S.C. 101(a)(29),
- Infrastructure-related or non-infrastructure-related projects formerly eligible through the Safe Routes to School program under Section 1404(f) of the SAFETEA-LU, and
- Projects eligible through the Recreational Trails Program under Section 206 of Title 23.

##### ***Transportation Alternatives***

Eligible projects must meet one or more of these eligibilities and must relate to surface transportation.

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
4. Construction of turnouts, overlooks, and viewing areas.
5. Community improvement activities, which include but are not limited to:
  - a. Inventory, control, or removal of outdoor advertising.
  - b. Historic preservation and rehabilitation of historic transportation facilities.
  - c. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
  - d. Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
  - e. Streetscaping and corridor landscaping.
6. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - a. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
  - b. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

### ***Infrastructure-Related Safe Routes to School Projects***

The planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

1. Sidewalk improvements,
2. Traffic calming and speed reduction improvements,
3. Pedestrian and bicycle crossing improvements,
4. On-street bicycle facilities,
5. Off-street bicycle and pedestrian facilities,
6. Secure bicycle parking facilities, and
7. Traffic diversion improvements in the vicinity of schools. (section 1404(f)(1)(a))

### ***Non-Infrastructure Related Safe Routes to School Projects***

Activities to encourage walking and bicycling to school, including:

1. Public awareness campaigns and outreach to media and community leaders,
2. Traffic education and enforcement in the vicinity of K-8 schools,
3. Student sessions on bicycle and pedestrian safety, health, and environment, and
4. Funding for training, volunteers, and managers of safe routes to school programs. (section 1404(f)(2)(a))

### ***Recreational Trails Program Projects***

Eligible Recreational Trails Program projects include:

1. Maintenance and restoration of existing recreational trails;
2. Development and rehabilitation of trailside and trailhead facilities and trail linkages;
3. Purchase and lease of recreational trail construction and maintenance equipment;
4. Construction of new recreational trails (with some restrictions for new trails on Federal lands);
5. Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
6. Assessment of trail conditions for accessibility and maintenance;
7. Development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training), but in an amount not to exceed 5 percent of the apportionment made to the State for the fiscal year; and
8. Payment of costs to the State incurred in administering the program, but in an amount not to exceed 7 percent of the apportionment made to the State for the fiscal year.

### ***Eligible Applicants and Project Sponsors***

MAP-21 authorizes the following entities to apply for Transportation Alternatives Program funding:

- Local governments.
- Regional Transportation Authorities.

- Transit Agencies.
- Natural Resource or public lands agencies.
- School Districts, local education agencies or schools.
- Tribal governments.
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency that the State determines to be eligible).
- A non-eligible project sponsor (such as a non-profit) may partner with an eligible co-sponsor in applying for funds.

### **Eligible Costs**

Only certain costs are eligible for reimbursement through the Transportation Alternatives Program. An obligation of funds occurs when a project is approved and a project agreement is executed between the Federal government (FHWA division office) and the Iowa DOT. This is called FHWA Authorization. This does not generally occur until a project has cleared a number of steps in the project development process including the execution of a project agreement between the project sponsor and the Iowa DOT. Although considerable time and money may have already been spent developing a project, the obligation of funds upon FHWA Authorization marks the beginning of project costs which are eligible for reimbursement. Any design and feasibility studies conducted prior to receipt of a Notice to Proceed from the Iowa DOT are not eligible for reimbursement.

After obligation and FHWA Authorization, many project specific costs are eligible. Preliminary and final engineering work including project development, acquisition of right-of-way, environmental work, cost estimates, construction plans, and architectural work are eligible after approval is granted by the Iowa DOT. Utility relocations as permitted under Iowa Code, construction engineering, and construction costs would also be eligible. Any administrative, maintenance, or general planning studies would not be eligible. Upon award, each project will be assigned a dedicated contact person within the Iowa DOT who will work with the project sponsor through each step of the project development process.

### **Local Match**

Transportation Alternatives Program funds may pay for up to 80 percent of eligible project costs or up to the approved grant maximum, whichever is less. A local match is required to pay for 20 percent or more of the remaining project costs. This match requirement also applies to traditional Safe Routes to School projects. Federal funds cannot be used as matching funds, unless expressly permitted by law. State funds are eligible for use as match. In-kind services or donated services, materials, or real property donated by a third party may also be counted as match under certain circumstances and with Iowa DOT approval.

## **Application Process**

### **Deadline**

Application submittals for each funding round must be postmarked by **the deadline date**, and include an original and four (4) hardcopies of the completed application and all attachments. Email submissions of the completed application by the stated deadline are allowed, but the original and four (4) hardcopies of the completed application must follow by mail.

### **Required Submittal**

A complete application will consist of the following:

1. A completed application form.
2. A narrative assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification as described in the application form.
3. A detailed map identifying the location of the project.
4. If applicable, a sketch-plan of the project, including cross-section for bicycle or pedestrian facilities.
5. An itemized breakdown of the total project costs.
6. A time schedule for the total project development.
7. An official endorsement of the project from the authority to be responsible for its maintenance and operation according to the requirements included in the application form.
8. If applicable, a letter of support for the project from the scenic or historic byway board.
9. A narrative discussing the public input process that was followed, the extent to which adjacent property owners and others have been informed of the proposed project, and an assessment of their acceptance.

### **Project Selection**

In addition to meeting Transportation Alternatives Program eligibility requirements, projects funded under the Statewide Transportation Alternatives Program are intended to have a statewide or multi-regional significance. As such, applications for projects such as trails that could be considered primarily local impact projects will not be scored favorably.

An assessment of the relative statewide significance of a project may be made by considering the following:

1. Statewide or multi-regional impact of the project,
2. Degree of enhancement of the quality or utility of the state's overall surface transportation system,
3. State or multi-regional tourism benefits, and
4. Degree of statewide or multi-regional planning implemented

## **Federal Requirements, Standards, or Guidelines**

Since the Statewide Transportation Alternatives Program is a part of the Federal-aid highway program, awarded projects are subject to certain Federal laws and regulations including:

1. Involvement of the public, including the adjacent property owners, in the development of the project.
2. Compliance with the Uniform Relocation Property Assistance and Real Property Acquisition Policies Act (the Uniform Act) for the acquisition of easements or the purchase of land in fee simple. This includes fair treatment practices and may include the completion of an appraisal on parcels to be acquired. This requirement applies whether or not federal funds will be used for the acquisition costs.
3. National Environmental Policy Act (NEPA). This requires verification the project is not harmful to the environment in the following areas:
  1. Noise - impacts of noise during and after construction.
  2. Air Quality - compliance with Iowa's state implementation plan for maintaining its attainment status relative to the national ambient air quality standards. Conformity with the requirements of the Clean Air Act must be verified.
  3. Cultural Resources - disturbances to areas of archaeological or historical significance. Properties proposed for rehabilitation or preservation must be eligible for or on the list of the National Register of Historic Places. (Section 106 of the National Historic Preservation Act)
  4. Water Quality - impacts to water quality.
  5. Wetlands - impacts to wetlands.
  6. Floodplains - impacts to regulatory floodways or to a 110-year floodplain.
  7. Farmland Protection - impacts to surrounding farmland.
  8. Hazardous Waste Sites - location of and impacts to hazardous waste sites.
4. Americans with Disabilities Act (ADA). Projects must conform to the Americans with Disabilities Act, which allows for reasonable access to the project for persons with disabilities.
5. Disadvantaged Business Enterprises (DBE) and Minority Business Enterprises (MBE). Verification must be received that efforts have been made to solicit bids from disadvantaged and minority business enterprises.
6. Davis-Bacon Wage Requirements. Projects will be required to comply with Davis-Bacon wage requirements, which state that contractors will conform to federal minimum wage requirements.
7. Competitive bidding requirements. Construction projects are required to be let through the Iowa DOT or according to procedures for a public letting as per Sections 26.3 through 26.13 of the Code of Iowa.
8. Permits or Other Approvals. It is the project owner/sponsor's responsibility to obtain all permits or other approvals that may be required as a result of the activities proposed as part of the project.