

**FFY 2018 - 2021**

**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 March 8<sup>th</sup>, 2018**

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 2018 - 2021 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 2045 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 2045 Long-Range Transportation Plan or have been sponsored and funded by a state DOT.

### **The 2015 Fixing America's Surface Transportation Act (FAST Act) sets out the following guidelines for planning:**

- Provide a transportation planning program addressing major highway, city street, county road, and transit system issues with emphasis on the requirements of the FAST ACT.
- Develop and implement a Long-Range Transportation Plan. Special emphasis should be placed on mainstreaming safety and maintenance of existing system in the Long-Range Transportation Plan and in the planning processes, which will result from the implementation of that plan.
- Stay current on efforts at the federal and state level to identify methods for streamlining the environmental process
- Assist local member jurisdictions and Iowa DOT in any corridor or subarea planning studies, which may be conducted.
- Provide support and technical assistance to local governments and particularly local transit agencies in the area of transportation system management.
- Develop strategies for transportation corridor preservation, road system continuity and

spacing, and access control.

- Develop strategies for coordinating land use and transportation development.
- Maintenance of a program for increased citizen/public awareness and involvement in the transportation planning process. Compliance with Title VI of the Civil Rights Act will be accomplished.
- Continuation of a transportation improvement programming process that provides for selecting and prioritizing projects based on objective planning criteria and funding capabilities.

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)
STBG	Surface Transportation Block Grant Program
STBG-HBP	Surface Transportation Block Grant 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
FAST Act	Fixing America's Surface Transportation Act

## **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 STBG 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-----	Sarah Berning

## Policy Committee

- |               |   |  |
|---------------|---|--|
| Section 1 (a) | <b>Each State Department of Transportation (DOT)</b><br>Illinois DOT<br>Iowa DOT<br>Wisconsin DOT   | Doug DeLille (proxy Tom Kelso/Dan Long)<br>Craig Markley (proxy Sam Shea)<br>Francis Schelfhout, (proxy Stephen Flottmeyer)  |
| Section 1 (b) | <b>County Board of Supervisors</b><br>Dubuque County<br>Grant County<br>Jo Daviess County   | <b>Daryl Klein (Vice-Chair)</b><br>Dan Timmerman<br>Don Zillig   |
| Section 1 (c) | <b>Mayor and six City Council members of the City of Dubuque</b><br>Mayor<br>Council Member<br>Council Member<br>Council Member<br>Council Member<br>Council Member<br>Council Member<br>Council Member<br>Council Member<br>Council Members            | <b>Roy Buol, (Chair)</b><br>Luis Del Toro<br>Jake Rios<br>Kate Larson<br>Brett Shaw<br>David Resnick<br>Ric Jones<br>Michael Van Milligen (proxy for City Council)<br>Maurice Jones (proxy for City Council) |
| Section 1 (d) | <b>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)</b><br>Asbury<br>East Dubuque<br>Jamestown Township<br>Small Cities Representative | Jim Adams (proxy Larry Nagle)<br>Dan Welp, (proxy Geoff Barklow)<br>Faber Runde<br>Larry Mescher, (Don Recker, Mayor of Sageville)   |
| Section 1 (e) | <b>Regional Planning Organization (chairman or designated representative)</b><br>ECIA<br>Southwestern WI Regional<br>Planning Commission  | Beth Bonz (proxy Kelley Deutmeyer)<br><br>Troy Maggied (proxy Katrina Hecimovic)   |
| Section 1 (f) | <b>Public Transit Authority (2)</b><br>Jule Advisory Board<br>RTA   | Matt Esser (proxy Candace Eudaley)<br>Vacant   |
| Section 1 (g) | <b>Federal Transportation Agencies (Non-Voting)</b><br>FHWA<br>FTA  | Karen Bobo (Proxy Darla Hugaboom)<br>Mokhtee Ahmad (Proxy Mark Bechtel)  |
| Section 1 (h) | <b>Designated representative of any other public board or commission having jurisdiction in the operation of transportation.</b><br>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 Robert Bates)  
Iowa DOT Sam Shea (elected to have no vote)  
Wisconsin DOT Stephen Flottmeyer (proxy Francis Schelfhout)
- Sec 2 (b) **Regional Planning Organization (executive director)**  
ECIA Kelley Deutmeyer (proxy Jenna Soyer)  
SW WI Regional Planning Commission Troy Maggied (proxy Katrina Hecimovic)
- 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)**  
(proxy Dave Johnson or Ose Akinlotan)  
Dubuque County Anna O'Shea  
East Dubuque Geoff Barklow
- Sec. 2 (e) **Federal Transportation Agencies (Non-Voting)**  
FHWA- IA Darla Hugaboom  
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

**FFY2017 Programmed Transportation Projects Status Report**

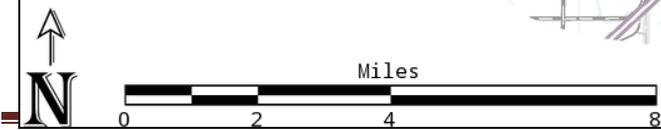
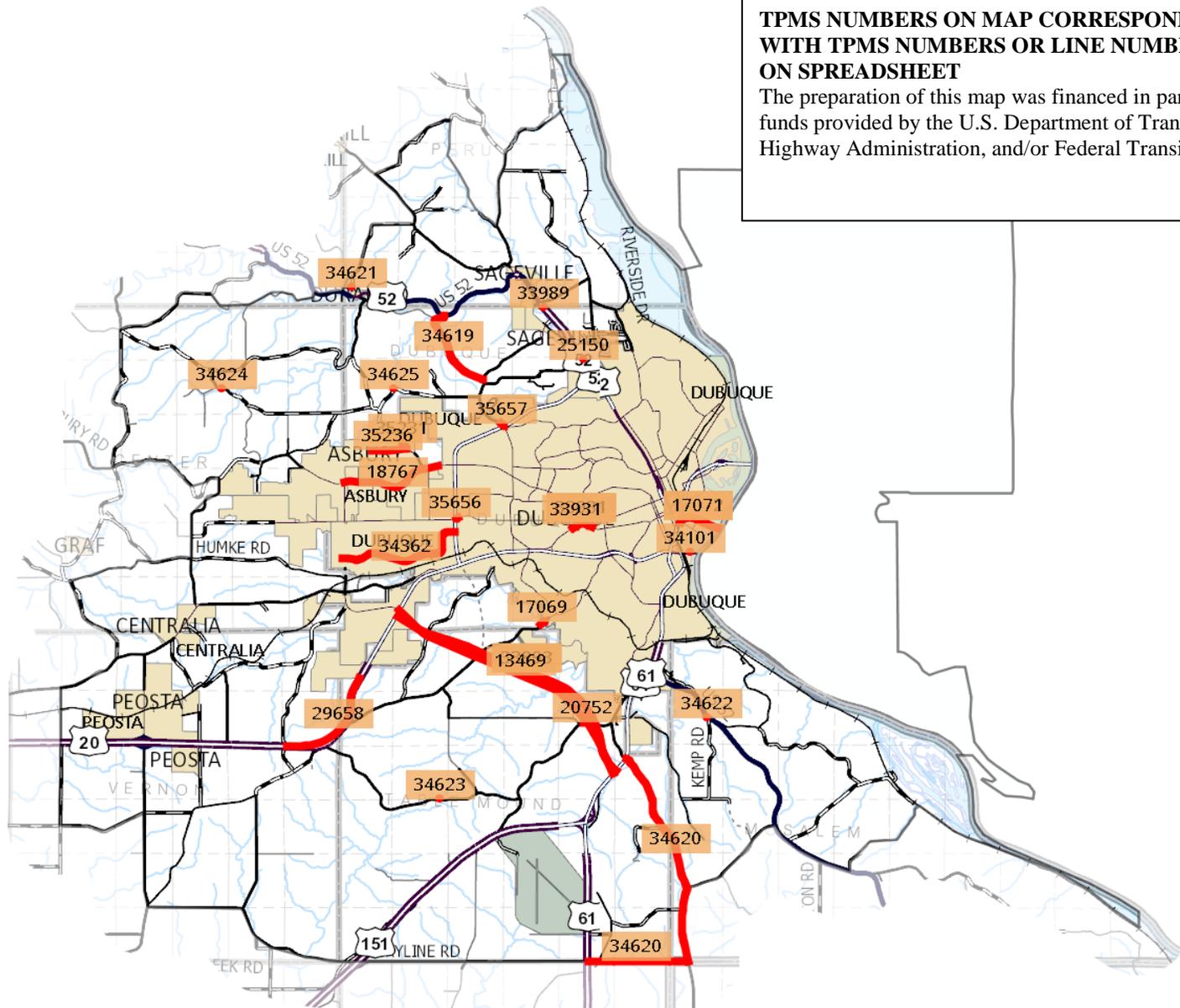
Dubuque Metropolitan Area Transportation Study (FFY 2017-2020 Transportation Improvement Program)																				Project Status			
FY 2017 ( October 1, 2016 to September 30, 2017)					IOWA															Project Status			
NO	CO#	PGM	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	GRAND TOTAL	Status		
								2017	2017	2017	2018	2018	2018	2019	2019	2019	2020	2020	2020				
1	31	CMAQ	Dubuque	35656	STP-A-2100--22-31	Right turn only lane on east leg of Penn Ave with traffic signal adjustment at NW Arterial and Penn Ave Intersection.	Grade and Pave,Traffic Signals	\$ 415	\$ 332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 415	Moved to FFY 18	
2	31	CMAQ	Dubuque	35657	STP-A-2100--22-31	Right Turn Lane on North leg of JFK rd with traffic signal adjustment at NW Arterial and JFK rd intersection	Grade and Pave,Traffic Signals	\$ 248	\$ 198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 248	Moved to FFY 18	
3	31	DEMO	Dubuque	34362	EDP-2100(684)--7Y-31	In the city of Dubuque, On Chavanelle Road, from IA-32 (NW Arterial) to Seippel Road	Ped/Bike Grade & Pave	\$ 1,436	\$ 1,149	\$ 243	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,436	Moved to FFY 18	
4	31	DEMO	Dubuque	20752	HDP-2100(664)--71-31	From proposed SW Arterial/Existing Military Rd Intersection 600'W, 650'E, 930'N and 1470'S on New Allgnment	Grade and Pave,Bridge New,Outside Services Engineering	\$ 7,550	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,550	Got Let in FFY 17	
5	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	On going	
6	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	Will be let in FFY 17	
7	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	
8	31	HSIP	DOT-D06-MPO27	35539	HSIP-52)--2H-31	US 52: NW ARTERIAL TO CO RD D10	Pavement Rehab	\$ 1,500	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	Authorized	
9	31	NHPP	DOT-D06-MPO27	25338	NHS-52)--19-31	US 52: US 61/151 TO US 20 IN DUBUQUE (SW ARTERIAL) (STATE SHARE)	Grade and Pave,Pave,Bridge New	\$ 43,648	\$ 34,919	\$ -	\$ 29,429	\$ -	\$ -	\$ 27,958	\$ 22,367	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,035	Authorized	
10	31	NHPP	DOT-D06-MPO27	29658	NHS--20)--11-31	US 20: SWISS VALLEY RD INTERSECTION	Grade and Pave,Bridge New,Right of Way	\$ 7,700	\$ 6,160	\$ -	\$ 10,000	\$ 8,000	\$ -	\$ 26,388	\$ 21,111	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,088	On going	
11	31	PL	MPO-27 / DMATS	13239	RGPL-PA27)--PL-31	MPO Planning: Transportation Planning in DMATS area	Trans Planning	\$ 144	\$ 115	\$ -	\$ 144	\$ 115	\$ -	\$ 144	\$ 115	\$ -	\$ 144	\$ 115	\$ -	\$ 144	\$ 115	\$ 576	On going
12	31	PRF	DOT-D06-MPO27	34101	BRFN--20)--39-31	US 20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Rehabilitation	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	Authorized	
13	31	PRF	DOT-D06-RPA08	33989	BRFN--52)--39-31	US 52: STREAM 0.2 MI S OF CO RD D10	Bridge Deck Overlay	\$ 408	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 408	Underway	
14	31	PRF	DOT-D06-MPO27	35469	NHSN--52)--2R-31	US 52: 0.3 MI S OF ST CATHERINE RD TO 0.1 MI S OF US 61/151	Grade and Pave	\$ 143	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143	Move to 2019. Letting in December of 18.	
15	31	PRF	DOT-D06-MPO27	35470	NHSN--61)--2R-31	US 61: 0.6 MI N OF CO RD D55 TO S OF US 52	Grade and Pave	\$ 493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 493	Move to 2019. Letting in December of 18.	
16	31	PRF	DOT-D06-MPO27	35538	BRFN--20)--39-31	US 20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Cleaning	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 100	\$ 100	Completed	
17	31	PRF	DOT-D06-MPO27	35541	BRFN--61)--39-31	US 61: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Cleaning	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 80	\$ 80	Completed	
18	31	STBG	MPO-27 / DMATS	26945	RGTR-PA27)--ST-31	Jule Operations & Training Center (formerly Jule Bus Storage Facility) at 925 Kerper Blvd, Dubuque, IA 52001	Transit Investments	\$ 275	\$ 220	\$ 220	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 275	Funds got transferred to FTA in FFY 17.	
19	31	STBG	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/Widen,Right of Way	\$ 625	\$ 500	\$ 500	\$ 1,250	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,875	On going. The funding for ROW will be approved in FFY 17.	
20	31	STBG	Dubuque CRD	34620	STP-S-C031(83)--5E-31	On Feeney/Olde Davenport Rd, from Airview Dr to Olde Davenport Rd, thence north 4 miles to southeast corner of bridge	Pavement Rehab	\$ 2,284	\$ 1,827	\$ 1,827	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,284	Authorized	
21	31	STBG	Asbury	35231	STP-U-0252(603)--70-31	In the city of Asbury, On HALES MILL RD, from 170 feet North of Brook Hollow Drive, South to Springgreen Drive,	Pavement Rehab/Widen	\$ 575	\$ 460	\$ 460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 575	Authorized	
22	31	STBG	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	Moved to FFY 18	
23	31	STBG	Dubuque	17068	STP-U-2100(674)--70-31	In the City of Dubuque, University / Asbury Rd: University & Asbury Rd Intersection	Right of Way,Outside Services Engineering	\$ 1,000	\$ 800	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	Authorized	
24	31	STBG	MPO-27 / DMATS	35232	RGPL-PA27)--ST-31	On Dubuque Metro	Trans Planning	\$ 250	\$ 200	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	Authorized	
25	31	STBG	Dubuque CRD	34619	STP-S-C031(84)--5E-31	On Clay Hill Road, from Rupp Hollow Road North 1.72 Miles to US 52	Pavement Rehab	\$ 688	\$ 550	\$ 550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 688	Authorized	
26	31	STBG-F	Dubuque CRD	34622	BROS-C031(80)--8J-31	On Kemp Road, from US 52 South 0.03 Miles	Bridge Replacement	\$ 350	\$ 280	\$ 280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350	Authorized	
27	31	STBG-F	Dubuque CRD	34623	BRS-C031(81)--60-31	On Swiss Valley Road, from Military Road West 1.5 Miles	Bridge Replacement	\$ 400	\$ 320	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	Authorized	
28	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	\$ 90	\$ 72	\$ 72	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90	Authorized	
29	31	PRF	DOT-D06-MPO27	29652	NHSN--20)--2R-31	US 20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Lighting	\$ -	\$ -	\$ -	\$ 478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 478	On schedule	
30	31	STBG	Dubuque CRD	34624	STP-S-C031)--5E-31	On Budd Road , from Cedar Ridge Road South 0.5 Miles	Bridge Replacement	\$ -	\$ -	\$ -	\$ 300	\$ 240	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	On schedule	
31	31	STBG	Dubuque	36664	STP-U-2100(687)--70-31	In the city of Dubuque, On North Cascade Rd, from Edval Ln to US 52 (SW Arterial)	Pavement Rehab/Widen,Right of Way	\$ -	\$ -	\$ -	\$ 625	\$ 500	\$ 500	\$ 1,790	\$ 1,432	\$ 1,432	\$ -	\$ -	\$ -	\$ -	\$ 2,415	On schedule	
32	31	TAP	Asbury	35236	TAP-R-0252)--8T-31	In the city of Asbury, in Cloie Creek Park, from Hales Mill Rd to Forest hill Subdivision	Ped/Bike Grade & Pave	\$ -	\$ -	\$ -	\$ 157	\$ 125	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 157	On schedule	
33	31	STBG	Dubuque CRD	34625	STP-S-C031(87)--5E-31	On Derby Grange Road, from Hales Mill Road East 0.5 Miles	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 320	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ 400	On schedule	
34	31	STBG	Dubuque	35228	STP-U-2100)--70-31	In the city of Dubuque, On University Ave, from Pennsylvania Avenue to Loras Boulevard	Pavement Rehab/Widen	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,980	\$ 4,784	\$ 4,784	\$ 5,980	\$ 5,980	On schedule	

Dubuque Metropolitan Area Transportation Study (FFY 2017-2020 Transportation Improvement Program)																				Project Status							
FY 2017 ( October 1, 2016 to September 30, 2017)						ILLINOIS		Programmed Amounts in 1,000																			
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	TOTAL	FA	STATE	LOCAL/RGNL	TOTAL	FA	STATE	LOCAL/RGNL	TOTAL	FA	STATE	LOCAL/RGNL	TOTAL	FA	STATE	LOCAL/RGNL	GRAND TOTAL	STATUS	
									2017	2017	2017	2017	2018	2018	2018	2018	2019	2019	2019	2019	2020	2020	2020	2020			
1	2-24140-0300	STATE	ILDOT	Jo Daviess	East Dubuque	ED-16-05	Mississippi River in East Dubuque	Bridge Repiar	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	
2	2-24140-0200	STATE	ILDOT			ED-15-02	Mississippi River in East Dubuque	Jo Daviess Lighting	\$ -	\$ -	\$ -	\$ -	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	
3		HSIP	ILDOT			ED-17-01	Disctirt 2	District Wide Safety Improvements	\$ 3,074	\$ 2,767	\$ 307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,074		
4		HSIP	ILDOT			ED-18-01	Disctirt 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ 4,382	\$ 3,944	\$ 438	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,382	
5		HSIP	ILDOT			ED-19-01	Disctirt 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 945	\$ 850	\$ 95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 945	
6		HSIP	ILDOT			ED-20-01	Disctirt 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,609	\$ 4,148	\$ 461	\$ -	\$ -	\$ 4,609	
7		STBG	Jo Daviess	Jo Daviess	Dunlieth Township	ED-17-02	Disctirt 2	Badger Road rom the intersection of the US 20 frontage road and Badger Road, northerly for 12,500 feet (2.37 miles) to the intersection of Badger Road and Route 5 (sec no: 16-05105-00-RS)	\$ 350	\$ 280	\$ -	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350		

Dubuque Metropolitan Area Transportation Study (FFY 2017-2020 Transportation Improvement Program)																				Project Status							
FY 2016 ( January 1, 2016 to December 31, 2016)						WISCONSIN		Programmed Amounts in 1,000																			
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	TOTAL	FA	STATE	LOCAL/RGNL	TOTAL	FA	STATE	LOCAL/RGNL	TOTAL	FA	STATE	LOCAL/RGNL	TOTAL	FA	STATE	LOCAL/RGNL	GRAND TOTAL	Status	
									2016	2016	2016	2016	2017	2017	2017	2017	2018	2018	2018	2018	2019	2019	2019	2019			
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60		
2	1202-00-02/72	NHS	WISDOT	Grant County	James Township	206-12-100	USH:61 Safety Rest area #106	Asphalt Pavement Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
3	1202-00-30/60	NHS	WISDOT	Grant County	James Township	206-12-101	USH:61 Bridge deck Overlay B-22-0098, 0099, 0122, 0123, 0124, 0125 Overlay & Paint B-22-0097	Bridge Rehabilitation - Paint and Overlay	\$ 100	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100		
4	2016412		WISDOT	Grant County	James Township	5589-01-74	MAIN STREET, V OF WOODMAN S VILLAGE LIMIT TO N VILLAGE LIMIT CONST OP//GRADE BASE AND SURFACE LET - CONTRACT VIA BID LETTING	Construction	\$ 1,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,609		

# DMATS IOWA MAP FY2017-2020 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 FFY 2017- FFY 2020 projects in Illinois and Wisconsin



**FFY2017 Programmed Transit Projects Status Report**

Dubuque Metropolitan Area Transportation Study (FFY 2017-2020 Transportation Improvement Program)																		Project Status					
FY 2017 ( October 1, 2016 to September 30, 2017)					IOWA				TRANSIT														
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY17_Ttl	FY18_Ttl	FY19_Ttl	FY20_Ttl	FY17_FA	FY18_FA	FY19_FA	FY20_FA	FY17_SA	FY18_SA	FY19_SA	FY20_SA	Approval Status	
1	5310	Dubuque	4211	Operations	Other	Other		5310 Preventative Maintenance		\$ 93,140	\$ -	\$ -	\$ -	\$ 46,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
2	5311	Dubuque	4230	Operations	Other	Other		Intercity Bus Marketing Funding (Competitive)		\$ 9,375	\$ 9,375	\$ 9,375	\$ 9,375	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	OPT Approved
3	5339	Dubuque	4152	Operations	Replacement	Vehicle	Unit#: 2604	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 145,874	\$ -	\$ -	\$ -	\$ 116,699	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
4	5339	Dubuque	4153	Capital	Replacement	Vehicle	Unit#: 2603	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ -	\$ 148,941	\$ -	\$ -	\$ -	\$ 119,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
5	5339	Dubuque	4154	Capital	Replacement	Vehicle	Unit#: 2609	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ -	\$ 148,941	\$ -	\$ -	\$ -	\$ 119,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
6	5339	Dubuque	4155	Capital	Replacement	Vehicle	Unit#: 2607	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ -	\$ 148,941	\$ -	\$ -	\$ -	\$ 119,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
7	5339	Dubuque	4156	Capital	Replacement	Vehicle	Unit#: 2605	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ -	\$ -	\$ 152,962	\$ -	\$ -	\$ -	\$ 122,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
8	5339	Dubuque	4157	Capital	Replacement	Vehicle	Unit#: 2608	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ -	\$ -	\$ 152,962	\$ -	\$ -	\$ -	\$ 122,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
9	5339	Dubuque	4158	Capital	Replacement	Vehicle	Unit#: 2613	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ -	\$ -	\$ 152,962	\$ -	\$ -	\$ -	\$ 122,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
10	5339	Dubuque	4159	Capital	Replacement	Vehicle	Unit#: 2611	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ -	\$ -	\$ -	\$ 157,092	\$ -	\$ -	\$ -	\$ 125,674	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
11	5339	Dubuque	4160	Capital	Replacement	Vehicle	Unit#: 2610	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ -	\$ -	\$ -	\$ 157,092	\$ -	\$ -	\$ -	\$ 125,674	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
12	5339	Dubuque	4161	Capital	Replacement	Vehicle	Unit#: 2612	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ -	\$ -	\$ -	\$ 157,092	\$ -	\$ -	\$ -	\$ 125,674	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
13	5307	Dubuque	4213	Operations	Other	Other		FTA Allocation		\$ 2,259,200	\$ -	\$ -	\$ -	\$ 1,129,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
14	5307	Dubuque	4228	Operations	Other	Other		5307 FTA Formula Funding		\$ -	\$ 2,372,160	\$ 2,490,768	\$ 2,615,306	\$ -	\$ 1,186,080	\$ 1,245,384	\$ 1,307,653	\$ -	\$ -	\$ -	\$ -	\$ -	TIP Approved
15	STP	Dubuque	4284	Capital	Replacement	Other		Jule Operations & Training Center		\$ 275,000	\$ -	\$ -	\$ -	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Post Approved
16	STA	Dubuque	4212	Operations	Other	Other		STA Formula Funding		\$ 578,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 289,341	\$ -	\$ -	\$ -	FTA Pre-Approved
17	PTIG	Dubuque	3773	Capital	Replacement	Other		Bus Storage Facility		\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	FTA Pre-Approved
18	PTIG	Dubuque	4151	Capital	Replacement	Other		Bus Storage Facility (second PTIG Request)		\$ 712,279	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 569,823	\$ -	\$ -	\$ -	FTA Pre-Approved
19		Dubuque	4229	Operations	Other	Other		5310 Preventative Maintenance		\$ -	\$ 61,122	\$ 64,178	\$ 67,387	\$ -	\$ 48,898	\$ 51,343	\$ 53,910	\$ -	\$ -	\$ -	\$ -	\$ -	TIP Approved

## 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 and transit facilities 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. **The O&M information provided below is for Federal Aid system only.**

Revenue						
DMATS Members	Revenue 2016	2017	2018	2019	2020	2021
City of Asbury	\$ 4,600,168	\$ 4,646,170	\$ 4,692,631	\$ 4,739,558	\$ 4,786,953	\$ 4,834,823
City of Dubuque	\$ 23,810,444	\$ 24,048,548	\$ 24,289,034	\$ 24,531,924	\$ 24,777,244	\$ 25,025,016
City of Peosta	\$ 490,034	\$ 494,934	\$ 499,884	\$ 504,883	\$ 509,931	\$ 515,031
Dubuque County	\$ 14,255,915	\$ 14,398,474	\$ 14,542,459	\$ 14,687,883	\$ 14,834,762	\$ 14,983,110
<b>DMATS</b>	<b>\$ 43,156,561</b>	<b>\$ 43,588,127</b>	<b>\$ 44,024,008</b>	<b>\$ 44,464,248</b>	<b>\$ 44,908,890</b>	<b>\$ 45,357,979</b>

### Process Explanation:

The 2016 revenue numbers are provided by IADOT for each county and City  
Staff used 1% inflation for each year and projected the 2016 numbers to 2021

Federal Aid Street Finance Report Operations and Maintenance Expenditures							
DMATS Members	Miles	2016	2017	2018	2019	2020	2021
City of Asbury (O)	3.20	\$ 15,812	\$ 16,444	\$ 17,102	\$ 17,786	\$ 18,498	\$ 19,238
City of Asbury (M)		\$ 41,283	\$ 42,934	\$ 44,652	\$ 46,438	\$ 48,295	\$ 50,227
City of Dubuque (O)	58.50	\$ 505,444	\$ 525,662	\$ 546,688	\$ 568,556	\$ 591,298	\$ 614,950
City of Dubuque (M)		\$ 1,021,622	\$ 1,062,487	\$ 1,104,986	\$ 1,149,186	\$ 1,195,153	\$ 1,242,959
City of Peosta (O)	0.82	\$ 3,683	\$ 3,830	\$ 3,984	\$ 4,143	\$ 4,309	\$ 4,481
City of Peosta (M)		\$ 11,147	\$ 11,593	\$ 12,057	\$ 12,539	\$ 13,040	\$ 13,562
Dubuque County (O)	280.02	\$ 1,239,459	\$ 1,289,038	\$ 1,340,599	\$ 1,394,223	\$ 1,449,992	\$ 1,507,992
Dubuque County (M)		\$ 1,878,580	\$ 1,953,723	\$ 2,031,872	\$ 2,113,147	\$ 2,197,673	\$ 2,285,580
DMATS (O)	342.54	\$ 1,764,398	\$ 1,834,974	\$ 1,908,373	\$ 1,984,708	\$ 2,064,096	\$ 2,146,660
DMATS (M)		\$ 2,952,632	\$ 3,070,737	\$ 3,193,567	\$ 3,321,309	\$ 3,454,162	\$ 3,592,328

### Process Explanation:

The 2016 Operations and Maintenance numbers are provided by IADOT for each county and City  
Staff used 4% inflation for each year and projected the 2016 numbers to 2021

## FINANCE

*The FAST ACT 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 Block Grant 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 STBG 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 (STBG) Funds Status from Iowa DOT

Federal Fiscal Year	STP Target	Target Programmed	Un Programmed Balance
FY 18 Qrt I Report Balance			\$10,733,397
2018		\$7,834,069	\$2,899,328
2019	\$1,923,968	\$1,912,000	\$2,911,296
2020	\$1,923,968	\$4,000,000	\$835,264
2021	\$1,923,968	\$1,101,246	\$1,657,986

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

Projects Programmed in TIP & STIP	FFY2018	FFY2019	FFY2020	FFY2021	TOTAL
<b>Projects</b>					
Freight Study	\$4,000				\$4,000
<b>CITY OF DUBUQUE</b>					
North Cascade Rd (Phase I)	\$1,500,000				\$1,500,000
North Cascade Rd (Phase II)	\$500,000	\$1,432,000			\$1,932,000
East-West Corridor Preliminary Design	\$800,000				\$800,000
SW Arterial	\$786,328				\$786,328
BP pipe line relocation	\$880,000				\$880,000
ITC Transmission Line Relocation	\$400,000				\$400,000
Bridge Enhancements at English Mill, North Cascade, Military Road Bridges	\$700,000				\$700,000
US 52 / SW Arterial Design (4 lane)	\$917,000				\$917,000
US20 Interchange Sanitary Sewer Relocation	\$66,741				\$66,741
University/Pen/Asbury Roundabouts	\$0	\$160,000	\$4,000,000	\$0	\$4,160,000
Microsimulation Model	\$200,000				\$200,000
ITS Improvements on Asbury	\$400,000				\$400,000
University/Grandview Roundabout	\$200,000				\$200,000
<b>DUBUQUE COUNTY</b>					
Olde Massey Road Bridge Replacement	\$240,000				\$240,000
Budd Road Bridge	\$240,000				\$240,000
Derby Grange Road Bridge		\$320,000			\$320,000
Old Highway				\$1,101,246	\$1,101,246
<b>Total</b>	<b>\$7,834,069</b>	<b>\$1,912,000</b>	<b>\$4,000,000</b>	<b>\$1,101,246</b>	<b>\$14,847,315</b>

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

<b>Federal Fiscal Year</b>	<b>STP Target</b>	<b>Target Programmed</b>	<b>Un Programmed Balance</b>
Qrtly Report Balance (05/05/2017)			\$326,197
2018		\$315,000	\$11,197
2019	\$19,000	\$0	\$30,197
2020	\$19,000	\$0	\$49,197
2021	\$19,000	\$0	\$68,197

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

On September 13, 2016, the Iowa Transportation Commission approved the implementation of the FAST Act as it relates to the TAP program. After much consideration and through the gathering of stakeholder and general public input, the decision was made to emphasize geographic equity and the consideration of regional priorities in selecting projects for funding by continuing to work closely with Iowa’s Metropolitan Planning Organizations (MPOs) and Regional Planning Affiliations (RPAs). Under previous transportation authorization acts and in support of the state’s long history of encouraging regional planning through these organizations, a majority of TAP funding was distributed to the MPOs and RPAs to directly select projects locally. Under the FAST Act, the Iowa DOT will select all projects for award. With the goal of distributing funding as equitably as possible across the state, the Iowa DOT will retain \$1 million for the Statewide TAP program, a program geared toward statewide or multi-regional projects, while targeting the remaining funding to geographic areas based on the MPO and RPA boundaries through the Local Projects TAP program.

The goal of the Local Projects TAP program is the selection of regional projects based on regional priorities. This is consistent with the state’s 2017 long range transportation plan, Iowa in Motion – 2045. In the past, the statewide bicycle/pedestrian planning framework was set within a network of statewide priority corridors with inconsistent local demand or support; however, experience has shown that most successful bicycle/pedestrian projects seize on opportunities and depend on local organization, commitment, and momentum to see a project through to completion. Each MPO and RPA has an adopted long-range transportation plan that outlines goals and priorities for the transportation system in the region. Many of these organizations have also undertaken a variety of TAP-related bicycle/pedestrian planning activities which can help further define regional priorities for bicycle/pedestrian funding. Relying on the MPO and RPA regional planning processes will result in a better overall Local Projects TAP program by selecting the local projects most likely to be successful. Iowa DOT will calculate regionally directed TAP funding targets for each geographic area initially on a per capita basis. The TAP funding targets may be adjusted based on actual awards from previous years.

The regionally directed TAP funding targets will be made available on the Iowa DOT website annually. Targeting funding on an annual basis does not guarantee an area will be awarded the targeted amount or preclude an area from receiving more than the targeted amount in any given year. MPOs and RPAs will conduct an initial solicitation of Local Projects TAP program project applications, pre-screen the applications, and recommend projects for funding to the Iowa DOT. Projects for areas located within the boundaries of a Transportation Management Area (TMA) will not be eligible to apply for the Local Project TAP program and instead will apply directly to their TMA. The TMA will solicit and select projects for the funds sub-allocated directly to them via statute. TMAs in Iowa include the Iowa portions of the metropolitan planning areas surrounding Davenport, Des Moines, and Council Bluffs.

## 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 18		FY 19		FY 20		FY 21	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
CMAQ	\$ 1,213	\$ 663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PRF	\$ 3,005	\$ -	\$ 1,122	\$ -	\$ 285	\$ -	\$ 348	\$ -
DEMO	\$ 15,185	\$ 3,648	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NHPP	\$ 81,778	\$ 57,423	\$ 29,658	\$ 23,727	\$ 477	\$ -	\$ 428	\$ 343
PL	\$ 144	\$ 115	\$ 144	\$ 115	\$ 144	\$ 115	\$ 144	\$ 115
TAP	\$ 157	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG	\$ 6,276	\$ 5,021	\$ 2,390	\$ 1,912	\$ 5,000	\$ 4,000	\$ 1,376	\$ 1,101
<b>Total</b>	<b>\$ 107,758</b>	<b>\$ 66,995</b>	<b>\$ 33,314</b>	<b>\$ 25,754</b>	<b>\$ 5,906</b>	<b>\$ 4,115</b>	<b>\$ 2,296</b>	<b>\$ 1,559</b>

Funding Programs for Illinois	Programmed Amounts in 1,000							
	FY 18		FY 19		FY 20		FY 21	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
HSIP	\$ 4,584	\$ 4,125	\$ 4,695	\$ 4,226	\$ 723	\$ 651	\$ 4,823	\$ 4,341
STATE FUNDS	\$ 478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240	\$ -
RAILROAD SAFETY	\$ 4,392	\$ 4,392	\$ 4,486	\$ 4,486	\$ 4,579	\$ 4,579	\$ -	\$ -
STP	\$ 700	\$ 395	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 10,154</b>	<b>\$ 8,912</b>	<b>\$ 9,181</b>	<b>\$ 8,712</b>	<b>\$ 5,302</b>	<b>\$ 5,230</b>	<b>\$ 5,063</b>	<b>\$ 4,341</b>

## INFOMATION FROM WIDOT

### 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 Block Grant Program (STBG)** - 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. STBG 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.

**STBG Bridge Program (STBG-HBP) in Iowa** – While the Highway Bridge Program was eliminated in MAP-21 a portion of Iowa’s STBG 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)** - The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. 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 STBG-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 STBG-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  
2018 - 2021**

Dubuque Metropolitan Area Transportation Study (FY 2018-2021 Transportation Improvement Program)																			
FFY 2018 ( October 1, 2017 to September 30, 2018)				IOWA											Final Amended March 8th, 2018				
NO	PGM	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	Programmed Amounts in 1,000									TOTAL	FA	RGNL	GRAND TOTAL
							TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL				
							2018	2018	2018	2019	2019	2019	2020	2020	2020	2021	2021	2021	
1	CMAQ	Dubuque	35657	STP-A-2100(688)--86-31	Right Turn Lane on North leg of JFK rd with traffic signal adjustment at NW Arterial and JFK rd intersection	Grade and Pave,Traffic Signals	\$ 248	\$ 198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 248	
2	CMAQ	Dubuque	36945	STP-A-2100(689)--86-31	Reconst. Univ. Ave. & Grandview Ave. Intersect. - from 430' N to 230' S & from 235' W to 220' E of the intersect.	Pavement Rehab/Widen	\$ 965	\$ 465	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 965	
3	DEMO	Dubuque	34362	EDP-2100(684)--7Y-31	In the city of Dubuque, On Chavanelle Road , from IA-32 (NW Arterial) to Seippel Road	Ped/Bike Grade & Pave	\$ 1,436	\$ 1,149	\$ 243	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,436	
4	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	\$ 1,313	\$ 913	\$ 913	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,142	
5	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	
6	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, outside engineering services	\$ 11,436	\$ 786	\$ 786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,250	
7	NHPP	DOT-D06-MPO27	36693	NHSX--20()--3H-31	US 20: SWISS VALLEY RD SW OF DUBUQUE	Grade and Pave,Bridge New,Right of Way	\$ 36,491	\$ 21,193	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 428	\$ 343	\$ -	\$ 36,919
8	NHPP	DOT-D06-MPO27	36694	NHSX--52()--3H-31	US 52: US 61/US 151 TO US 20 IN DUBUQUE (SW ARTERIAL) (STATE SHARE)	Pave,Bridge New,Grading	\$ 45,037	\$ 36,030	\$ -	\$ 29,658	\$ 23,727	\$ -	\$ 477	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,172
9	NHPP	Dubuque	37040	NHSX-020-9(211)--3H-31	From Existing US20 / Seippel Rd Intersection 3800' South,1900' North, 2800' West, and 2200' East on New Alignment	Sanitary Sewer	\$ 250	\$ 200	\$ 200									\$ 250	
10	PL	MPO-27 / DMATS	13239	RGPL-PA27()--PL-31	MPO Planning: Transportation Planning in DMATS area	Trans Planning	\$ 144	\$ 115	\$ -	\$ 144	\$ 115	\$ -	\$ 144	\$ 115	\$ -	\$ 144	\$ 115	\$ -	\$ 576
11	PRF	DOT-D06-MPO27	29652	BRFN--20()--39-31	US 20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Lighting	\$ 478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 478
12	PRF	DOT-D06-MPO27	35538	BRFN--20()--39-31	US 20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Cleaning	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 100
13	PRF	DOT-D06-MPO27	35541	BRFN--61()--39-31	US 61: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Cleaning	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 80
14	PRF	DOT-D06-MPO27	36775	NHSN--52()--2R-31	US 52: IN DUBUQUE ON 11TH ST AND ON WHITE ST (STATE SHARE)	Pavement Rehab	\$ 262	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262
15	PRF	DOT-D06-MPO27	36776	BRFN--61()--39-31	US 61: PEOSTA CHANNEL 0.3 MI N OF US 52 IN DUBUQUE	Bridge Rehabilitation	\$ 2,220	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,220
16	PRF	DOT-D06-MPO27	35469	BRFN--52()--39-31	US 52: 0.3 MI S OF ST CATHERINE RD TO 0.1 MI S OF US 61/151	Culvert Replacement,Grading	\$ -	\$ -	\$ -	\$ 143	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143
17	PRF	DOT-D06-MPO27	35470	BRFN--61()--39-31	US 61: 0.6 MI N OF CO RD D55 TO S OF US 52	Grading	\$ -	\$ -	\$ -	\$ 493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 493
18	PRF	DOT-D06-RPA08	29557	BRFN--151()--39-31	US 151: 0.3 MI S OF N CASCADE RD TO 0.5 MI S OF US 61	Grading	\$ -	\$ -	\$ -	\$ 441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 441
19	PRF	DOT-D06-MPO27	36774	BRFN--20()--39-31	US 20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240
20	PRF	DOT-D06-MPO27	36772	STPN--3()--2J-31	IA 3: 0.7 MI N OF BOY SCOUT RD TO S OF CO RD C9Y IN SAGEVILLE	Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 303	\$ -	\$ -	\$ 303
21	STBG	MPO-27 / DMATS	36992	RGPL-PA27()--ST-31	In DMATS area	Traffic Signals	\$ 46	\$ 37	\$ 37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46
22	STBG	MPO-27 / DMATS	36993	RGPL-PA27()--ST-00	In DMATS region	Planning Study	\$ 250	\$ 200	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250
23	STBG	Dubuque CRD	34735	STP-S-C031()--5E-31	On Olde Massey Road, in SE S15 T88N R3E	Bridge Replacement	\$ 300	\$ 240	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300
24	STBG	Dubuque	36994	STP-U-2100()--70-31	In the city of Dubuque, On Asbury Rd Improvements, from St. Ambrose St. to Carter Rd	Traffic Signals	\$ 500	\$ 400	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
25	STBG	Dubuque CRD	34624	STP-S-C031()--5E-31	On Budd Road , from Cedar Ridge Road South 0.5 Miles	Bridge Replacement	\$ 300	\$ 240	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300
26	STBG	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
27	STBG	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/Widen,Right of Way	\$ 1,875	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,875
28	STBG	Dubuque	35228	STP-U-2100()--70-31	In the city of Dubuque, On University Ave, from Pennsylvania Avenue to Loras Boulevard	Pavement Rehab/Widen	\$ -	\$ -	\$ -	\$ 200	\$ 160	\$ 160	\$ 5,000	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ -	\$ 5,200
29	STBG	Dubuque	36664	STP-U-2100(687)--70-31	In the city of Dubuque, On North Cascade Rd, from Edval Ln to US 52 (SW Arterial)	Pavement Rehab/Widen,Right of Way	\$ 625	\$ 500	\$ 500	\$ 1,790	\$ 1,432	\$ 1,432	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,415
30	STBG	Dubuque CRD	34625	STP-S-C031(87)--5E-31	On Derby Grange Road, from Hales Mill Road East 0.5 Miles	Bridge Replacement	\$ -	\$ -	\$ -	\$ 400	\$ 320	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400
31	STBG	Dubuque CRD	35868	STP-S-C031()--5E-31	On Old Highway Rd, from Sundown Road East 4 Miles to Seippel Road	Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,376	\$ 1,101	\$ 1,101	\$ 1,376
32	STBG	Dubuque	37295	STP-2100()--2C-31	On SW Arterial - middle interchange at English Mill Road Connector (4-Lane)	Outside Services Engineering	\$ 500	\$ 400	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
33	STBG	Dubuque	37296	STP-2100()--2C-31	On SW Arterial Bridges at English Mill, North Cascade, Military Road.	Miscellaneous	\$ 875	\$ 700	\$ 700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 875
34	STBG	Dubuque	34286	RGPL-PA27()--ST-31	On Clinton, dubuque, Delaware & Jackson Counties	Freight Study	\$ 5	\$ 4	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5
35	ILL	Dubuque	37076	ILL-2100()--93-31	On 16th Street Improvements, from Elm Street to Greyhound Park Road	Pavement Rehab & Ped/Bike Grade & Pave	\$ 12,802	\$ 8,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,802
36	TAP	Asbury	35236	TAP-R-0252()--8T-31	In the city of Asbury, in Cloie Creek Park, from Hales Mill Rd to Forest hill Subdivision	Ped/Bike Grade & Pave	\$ 157	\$ 125	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 157

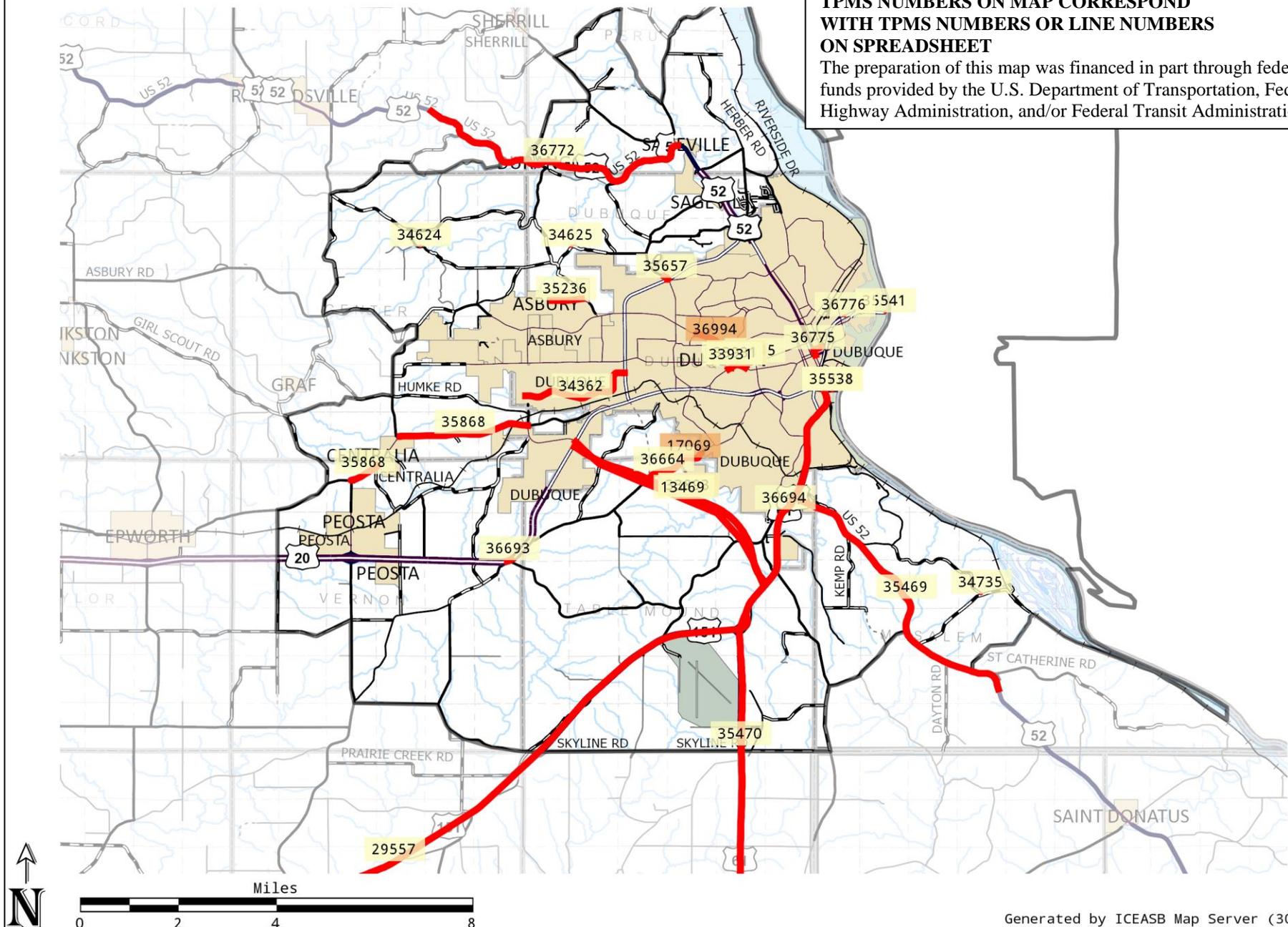
Dubuque Metropolitan Area Transportation Study (FY 2018-2021 Transportation Improvement Program)																	Final Amended March 8th, 2018									
FFY 2018 ( October 1, 2017 to September 30, 2018)						ILLINOIS			Programmed Amounts in 1,000																	
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	TOTAL	FA	STATE	LOCAL/RG NL	TOTAL	FA	STATE	LOCAL/RG NL	TOTAL	FA	STATE	LOCAL/RG NL	TOTAL	FA	STATE	LOCAL/RG NL	GRAND TOTAL	
									2018	2018	2018	2018	2019	2019	2019	2019	2020	2020	2020	2020	2021	2021	2021	2021		
1	2-24140-0400	STATE	ILDOT	Jo Daviess	East Dubuque	ED-16-05	Mississippi River in East Dubuque	Bridge Repiar	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240	
2	2-24140-0200	STATE	ILDOT	Jo Daviess	East Dubuque	ED-15-02	Mississippi River in East Dubuque	Jo Daviess Lighting	\$ 478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 478	
3		HSIP	ILDOT			ED-18-01	Disctirct 2	District Wide Safety Improvements	\$ 4,584	\$ 4,125	\$ 459	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,584	
4		HSIP	ILDOT			ED-19-01	Disctirct 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ 4,695	\$ 4,226	\$ 469	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,695
5		HSIP	ILDOT			ED-20-01	Disctirct 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 723	\$ 651	\$ 72	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 723	
6		HSIP	ILDOT			ED-20-01	Disctirct 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,823	\$ 4,341	\$ 482	\$ -	\$ 4,823	
7		Railroad Safety	ILDOT					State Wide Safety Improvements	\$ 4,392	\$ 4,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,392	
8		Railroad Safety	ILDOT					State Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ 4,486	\$ 4,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,486
9		Railroad Safety	ILDOT					State Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,579	\$ 4,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,579
10		STBG	Dubuque MPO	Jo Daviess		ED-18-02	IEI Barge Location	Feasibility Study for Port Improvements at IEI Barge Services	\$ 150	\$ 115	\$ 35													\$ 150		
11		STBG	Jo Daviess	Jo Daviess	Dunlieth Township	ED-17-02	Disctirct 2	Badger Road rom the intersection of the US 20 frontage road and Badger Road, northerly for 12,500 feet (2.37 miles) to the intersection of Badger Road and Route 5 (sec no: 16-05105-00-RS)	\$ 350	\$ 280	\$ -	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350	

NO PROJECTS FROM WISDOT

# DMATS IOWA MAP FY2018-2021 PROJECT LOCATION

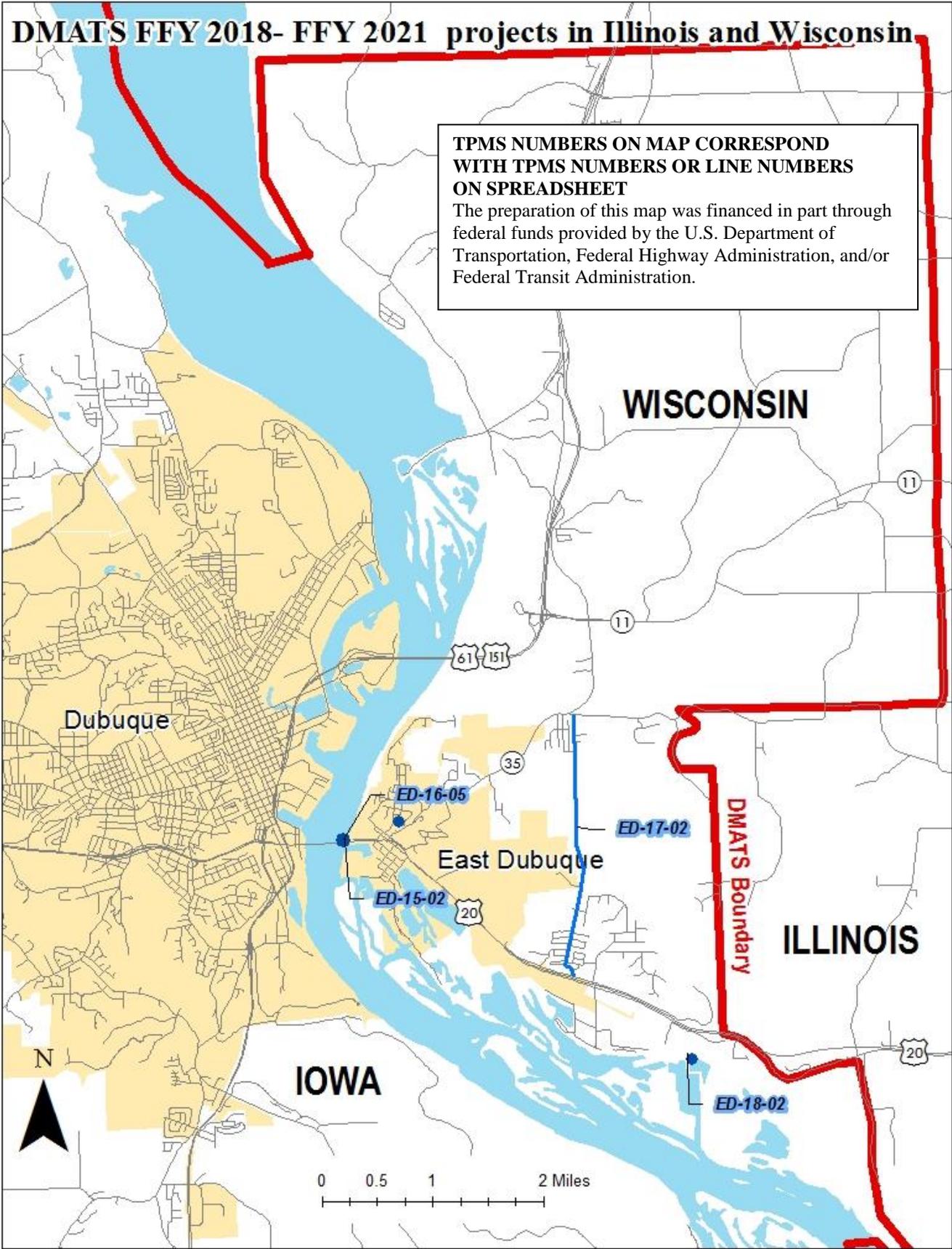
**TPMS NUMBERS ON MAP CORRESPOND WITH TPMS NUMBERS OR LINE NUMBERS ON SPREADSHEET**

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



Generated by ICEASB Map Server (300 dpi)

**DMATS ILLINOIS MAP FY2018-2021 PROJECT LOCATION**



**DMATS Transportation Improvement Program (TIP) Transit Projects for FFY 2018 -  
2021**

Dubuque Metropolitan Area Transportation Study (FY 2018-2021 Transportation Improvement Program)																		Final July 13th, 2017			
FFY 2018 ( October 1, 2017 to September 30, 2018)						IOWA			TRANSIT												
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY 2018 Total	FY 2019 Total	FY 2020 Total	FY 2021 Total	FY 2018 FA	FY 2019 FA	FY 2020 FA	FY 2021 FA	FY 2018 SA	FY 2019 SA	FY 2020 SA	FY 2021 SA
1	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	FY18_Ttl	FY19_Ttl	FY20_Ttl	FY21_Ttl	FY18_FA	FY19_FA	FY20_FA	FY21_FA	FY18_SA	FY19_SA	FY20_SA	FY21_SA
2	5311	Dubuque	4230	Operations	Other	Other		Intercity Bus Marketing Funding (Competitive)		\$ 9,375	\$ 9,375	\$ 9,375	\$ 9,375	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ -	\$ -	\$ -	\$ -
3	5339	Dubuque	4715	Capital	Replacement	Vehicle	Unit#: 2604	New Project	Low Floor, BioDiesel	\$ 148,941	\$ -	\$ -	\$ -	\$ 119,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	5339	Dubuque	4716	Capital	Replacement	Vehicle	Unit#: 2606	New Project	Low Floor, BioDiesel	\$ 148,941	\$ -	\$ -	\$ -	\$ 119,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	5339	Dubuque	4717	Capital	Replacement	Vehicle	Unit#: 2602	New Project	Low Floor, BioDiesel	\$ 148,941	\$ -	\$ -	\$ -	\$ 119,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	5339	Dubuque	4153	Capital	Replacement	Vehicle	Unit#: 2603	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 148,941	\$ -	\$ -	\$ -	\$ 119,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	5339	Dubuque	4154	Capital	Replacement	Vehicle	Unit#: 2609	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 148,941	\$ -	\$ -	\$ -	\$ 119,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	5339	Dubuque	4155	Capital	Replacement	Vehicle	Unit#: 2607	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 148,941	\$ -	\$ -	\$ -	\$ 119,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	5339	Dubuque	4156	Capital	Replacement	Vehicle	Unit#: 2605	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 152,962	\$ -	\$ -	\$ -	\$ 122,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	5339	Dubuque	4157	Capital	Replacement	Vehicle	Unit#: 2608	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 152,962	\$ -	\$ -	\$ -	\$ 122,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11	5339	Dubuque	4158	Capital	Replacement	Vehicle	Unit#: 2613	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 152,962	\$ -	\$ -	\$ -	\$ 122,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	5339	Dubuque	4159	Capital	Replacement	Vehicle	Unit#: 2611	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 157,092	\$ -	\$ -	\$ -	\$ 125,674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	5339	Dubuque	4160	Capital	Replacement	Vehicle	Unit#: 2610	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 157,092	\$ -	\$ -	\$ -	\$ 125,674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14	5339	Dubuque	4161	Capital	Replacement	Vehicle	Unit#: 2612	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 157,092	\$ -	\$ -	\$ -	\$ 125,674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	5307	Dubuque	4228	Operations	Other	Other		5307 FTA Formula Funding		\$ 2,372,160	\$ 2,490,768	\$ 2,615,306	\$ 2,693,766	\$ 1,186,080	\$ 1,245,384	\$ 1,307,653	\$ 1,346,883	\$ -	\$ -	\$ -	\$ -
16		Dubuque	4229	Operations	Other	Other		5310 Preventative Maintenance		\$ 56,846	\$ 58,553	\$ 60,540	\$ 62,120	\$ 45,477	\$ 46,842	\$ 48,478	\$ 49,696	\$ -	\$ -	\$ -	\$ -
17		Dubuque	4729	Capital	Expansion	Other		CNG Station		\$ 5,030,000	\$ -	\$ -	\$ -	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18		Dubuque	4730	Capital	Expansion	Other		Safety improvements to meet code requirements related to CNG vehicles		\$ 465,750	\$ -	\$ -	\$ -	\$ 372,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	PTIG	Dubuque	4627	Capital	Replacement	Other		Transfer Relocation and/or Improvements		\$ 401,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 321,156	\$ -	\$ -	\$ -
20	STA	Dubuque	4628	Operations	Other	Other		STA Operating Funding		\$ 547,732	\$ 564,164	\$ 581,088	\$ 598,520	\$ -	\$ -	\$ -	\$ -	\$ 273,866	\$ 282,082	\$ 290,544	\$ 299,260

## **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.
- DMATS staff will present an update on the draft TIP annually to city councils and the Dubuque County Board of supervisors within the metro area and seek their input.
- 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 13, 2017 at East Central Intergovernmental Association (ECIA), 7600 Commerce Park, Dubuque, Iowa. Its purpose is to receive comments on the FY 2018-2021 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 12, 2017. 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 12, 2017.

### **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

## **Highway Safety Improvement Program (HSIP) Performance Measures**

Rather than setting its own 2014-2018 safety targets, the DMATS has chosen to support the Iowa DOT's safety targets as published in the Iowa Highway Safety Improvement Program 2017 Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's Transportation Improvement Program. Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including DMATS, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

**Approval of the FFY 2018–2021  
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 Fixing America's Surface Transportation Act (FAST Act), 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 FY2018-2021 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 FY2018 – 2021 Final Transportation Improvement Program.

Adopted this 13<sup>th</sup> day of July 2017.



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Roy D. Buol, Chairperson  
DMATS Policy Board

Attest:



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Kelley Deutmeyer, ECIA Executive Director

## METROPOLITIAN PLANNING ORGINIZATION 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

\_\_\_\_\_  
07/13/2017

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 FAST Act, 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 project. The second component measures the short term economic impact generated by design and construction of the project.

#### Economic Impact I (100)

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

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: [(Existing AADT + 10 Year AADT)/1000/2]

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

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

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

Table 9.4  
System Preservation Scoring Criteria

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

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### Local and Regional Impact (120)

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

Table 9.5

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

### Accessibility and Mobility (120)

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

Data required for the analysis: existing AADT, existing capacity, future AADT, and future capacity. The model

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

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.