

FFY 2017 - 2020

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 October 13th, 2016

DISCLAIMER #1

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

DISCLAIMER #2

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

CAVEAT

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

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Introduction

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

The FFY 2017 - 2020 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
STP	Surface Transportation Program 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 st 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) **Each State Department of Transportation (DOT)**
 Illinois DOT Doug DeLille (proxy Tom Kelso/Dan Long)
 Iowa DOT Craig Markley (proxy Sam Shea)
 Wisconsin DOT Francis Schelfhout, (proxy Stephen Flottmeyer)
- Section 1 (b) **County Board of Supervisors**
 Dubuque County **Daryl Klein (Vice-Chair)**
 Grant County Dan Timmerman
 Jo Daviess County Steve Rutz
- Section 1 (c) **Mayor and six City Council members of the City of Dubuque**
 Mayor **Roy Buol, (Chair)**
 Council Member Luis Del Toro
 Council Member Jake Rios
 Council Member Joyce Connors
 Council Member Kevin Lynch
 Council Member David Resnick
 Council Member Ric Jones
 Council Member Michael Van Milligen (proxy for City Council)
 Council Members Maurice Jones (proxy for City Council)
- Section 1 (d) **Municipality (Chief elected official or designated representative for a township, municipality or village with at least 2,000 in population but less than 50,000)**
 Asbury Jim Adams (proxy Larry Nagle)
 East Dubuque Dan Welp, (proxy Geoff Barklow)
 Jamestown Township Faber Runde
 Small Cities Representative Larry Mescher, (Don Recker, Mayor of Sageville)
- Section 1 (e) **Regional Planning Organization (chairman or designated representative)**
 ECIA Larry “Buck” Koos (proxy Kelley Deutmeyer)
 Southwestern WI Regional Planning Commission Troy Maggied (proxy Katrina Hecimovic)
- Section 1 (f) **Public Transit Authority (2)**
 Jule Advisory Board Matt Esser (proxy Candace Eudaley)
 RTA Vacant
- Section 1 (g) **Federal Transportation Agencies (Non-Voting)**
 FHWA Karen Bobo (Proxy Darla Hugaboom)
 FTA Mokhtee Ahmad (Proxy Mark Bechtel)
- Section 1 (h) **Designated representative of any other public board or commission having jurisdiction in the operation of transportation.**
 None

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

Technical Advisory Committee

- Sec 2 (a) **Each State Department of Transportation (DOT)**
Illinois DOT Kris Tobin (proxy Dan Long)
Iowa DOT Sam Shea (elected to have no vote)
Wisconsin DOT 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)**
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

FFY2016 Programmed Transportation Projects Status Report

Dubuque Metropolitan Area Transportation Study (FY 2016-2019 Transportation Improvement Program)																			Project Status		
FY 2016 (October 1, 2015 to September 30, 2016)					IOWA		Programmed Amounts in 1,000												GRAND TOTAL	Status	
NO	CO#	PGM	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA			RGNL
								2016	2016	2016	2017	2017	2017	2018	2018	2018	2019	2019	2019		
1	31	CMAQ	Dubuque	34246	STP-A-2100()-22-31	In the city of Dubuque, On Pennsylvania Ave & University Ave, from John F Kennedy to Downtown	Transit Investments	\$ 554	\$ 443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 554	Got Let
2	31	CMAQ	Dubuque	34292	STP-A-2100()-22-31	In the city of Dubuque, On Midtown Loop, On Pennsylvania Ave & University Ave, from John F Kennedy to Downtown	Transit Investments	\$ 558	\$ 446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 558	Got Let
3	31	DEMO	Dubuque CRD	12628	HDP-C031(47)--6B-31	Mud Lake Rd/Circle Ridge Rd from City of Sageville to City of Sherrill	Pavement Widening,Shoulder Grading	\$ 2,890	\$ 1,320	\$ 776	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,890	Got let
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	\$ 7,550	\$ 4,524	\$ 2,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,550	Will be Let in FFY 16
5	31	DEMO	Dubuque	33893	HDP-2100(667)--3C-31	In the city of Dubuque, At the intersection of Knepper Lane and the proposed southwest Arterial on new alignment	Outside Services Engineering	\$ 1,250	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250	Will be Let in FFY 16
6	31	DEMO	Dubuque	13469	HDP-2100(643)--71-31	In the City of Dubuque, SW Arterial: From U.S. 20 @ Seippel Rd. 6.2 mi. to U.S. 61/151	Right of Way	\$ 2,142	\$ 1,714	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,142	Dropped
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	ILL	Dubuque	17071	ILL-RAIL()-XX-31	In the City of Dubuque, Passenger Rail: From Chicago to Dubuque	Pavement Rehab/Widen	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,000	Reprogrammed to FFY 17
9	31	ILL	Dubuque	17072	ILL-RAIL()-93-31	In the City of Dubuque, Passenger Rail: From Chicago to Dubuque	Rehab Historic Trans	\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,100	Reprogrammed to FFY 17
10	31	ILL	Asbury	18767	ILL-0252()-93-31	In the City of Asbury, ASBURY RD: From East Corporate Limits to Seippel Road	Grade and Pave	\$ 7,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,250	Reprogrammed to FFY 17
11	31	PL	MPO-27 / DMATS	13239	RGPL-PA27()-PL-31	MPO Planning: Transportation Planning in DMATS area	Trans Planning	\$ 144	\$ 115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	Let in FFY 16
12	31	PRF	DOT-D06-MPO27	34099	BRFN--020()-39-31	US20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Cleaning	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 100	Let in FFY 16
13	31	PRF	DOT-D06-MPO27	34100	BRFN--061()-39-31	US61: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Cleaning	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 80	Let in FFY 16
14	31	STBG	Dubuque CRD	20762	STP-S-C031(75)--5E-31	On HALES MILL RD, from Autumn Dr northwesterly 1.45 Miles to Cedar Ridge Rd	Pave,Pavement Rehab,Bridge Replacement	\$ 6,550	\$ 5,240	\$ 5,240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,550	Project got Dropped
15	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	Reprogrammed to FFY 17
16	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	Reprogrammed to FFY 17
17	31	STBG	MPO-27 / DMATS	33934	RGPL-PA27()-ST-31	In Dubuque, Delaware and Jackson counties	Planning Study	\$ 134	\$ 107	\$ 107	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134	Authorized
18	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	\$ 4,290	\$ 3,432	\$ 3,432	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,290	Reprogrammed to FFY 17
19	31	STBG	Dubuque	34453	NHSX-032-1 (38)--3H-31	From Existing US20 / Seippel Rd Intersection 3800' South,1900' North, 2800' West, and 2200' East on New Alignment	Grade and Pave	\$ 2,500	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500	Authorized
20	31	STBG	Dubuque	35344	NHSX-032-1 (37)--3H-31	On US 20/Menards Frontage Rd from 3,500 ft west of Old Highway Intersection to NW Arterial	Grade and Pave	\$ 1,250	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250	Authorized

Dubuque Metropolitan Area Transportation Study (FY 2016-2019 Transportation Improvement Program)																			Project Status		
IOWA																					
FY 2016 (October 1, 2015 to September 30, 2016)						Programmed Amounts in 1,000															
NO	CO#	PGM	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	GRAND TOTAL	Status
								2016	2016	2016	2017	2017	2017	2018	2018	2018	2019	2019	2019		
21	31	STBG-H	DOT-D06-MPO27	25338	BRF--52)--38-31	IA32: In Dubuque, from 61/151 to US 20 & Seippel Rd (SW Arterial) including Menards Frontage Rd & East to NW Arterial	Grade and Pave,Pave,Bridge New	\$ 31,000	\$ 24,800	\$ -	\$ 11,000	\$ 8,800	\$ -	\$ 33,300	\$ 26,640	\$ -	\$ 16,600	\$ 13,280	\$ -	\$ 91,900	Authorized
22	31	TAP	Dubuque	25148	TAP-U-2100(683)--81-31	In the City of Dubuque, Upper Bee Branch: Upper Bee Branch: MRT Route Trailhead parking lot at 22nd and Prince Streets	Ped/Bike Development	\$ 1,200	\$ 940	\$ 940	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200	Let in FFY 16
23	31	TAP	Dubuque	25150	TAP-U-2100(681)--81-31	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	Will be Let in FFY 16
24	31	NHPP	DOT-D06-MPO27	29658	NHS--20)--11-31	US20: SWISS VALLEY RD INTERSECTION (WB)	Grade and Pave,Bridge New,Right of Way	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ 5,100	\$ -	\$ -	\$ 13,771	\$ -	\$ -	\$ 26,871	On going
25	31	PRF	DOT-D06-RPA08	33989	BRFN--52)--39-31	US52: STREAM, 0.2 MI S OF CO RD D10	Bridge Deck Overlay	\$ -	\$ -	\$ -	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320	On schedule
26	31	PRF	DOT-D06-MPO27	34101	BRFN--20)--39-31	US20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	On schedule
27	31	STBG	MPO-27 / DMATS	29692	RGTR-PA27)--ST-31	Bus Storage Facility at 925 Kerper Blvd	Transit Investments	\$ -	\$ -	\$ -	\$ 571	\$ 457	\$ 457	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 571	Dropped
28	31	PRF	DOT-D06-MPO27	29652	NHSN--20)--2R-31	US20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	On schedule
29	31	STBG	Dubuque	17066	STP-U-2100(665)--70-31	In the City of Dubuque, Cedar Cross Rd: From Starlight Dr to Cedar Cross Court	Grade and Pave	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,010	\$ 808	\$ 808	\$ 1,010	On schedule

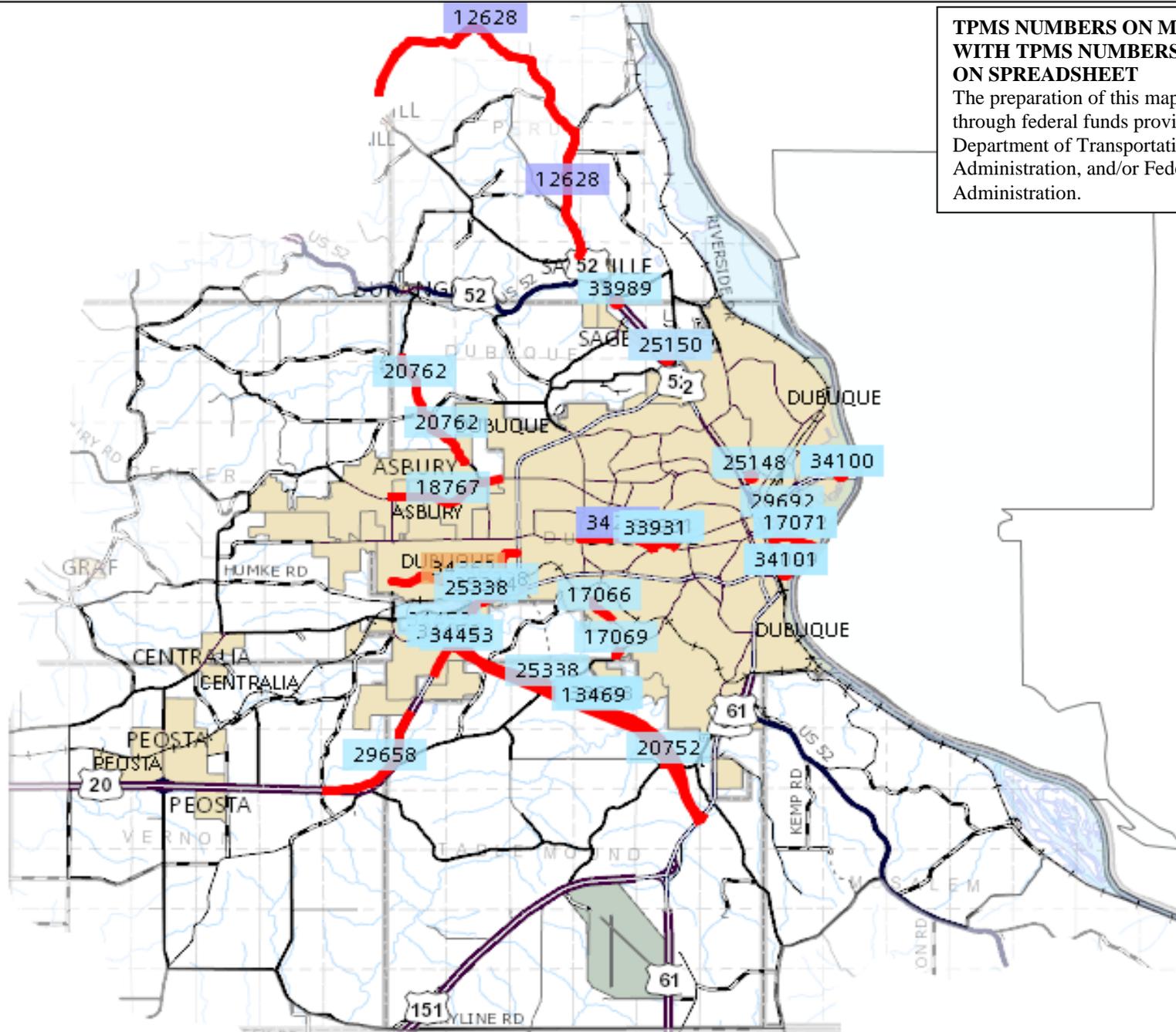
Dubuque Metropolitan Area Transportation Study (FY 2016-2019 Final Transportation Improvement Program)																						Project Status				
ILLINOIS																										
FY 2016 (October 1, 2015 to September 30, 2016)						Programmed Amounts in 1,000																				
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	FY 16 TOTAL	FY 16 FA	FY 16 STATE	FY 16 LOCAL/RGNL	FY 17 TOTAL	FY 17 FA	FY 17 STATE	FY 17 LOCAL/RGNL	FY 18 TOTAL	FY 18 FA	FY 18 STATE	FY 18 LOCAL/RGNL	FY 19 TOTAL	FY 19 FA	FY 19 STATE	FY 19 LOCAL/RGNL	GRAND TOTAL	STATUS
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	16 TOTAL	FY 16 FA	16 STATE	AL/RGNL	17 TOTAL	FY 17 FA	17 STATE	AL/RGNL	18 TOTAL	FY 18 FA	18 STATE	AL/RGNL	19 TOTAL	FY 19 FA	19 STATE	AL/RGNL	ID TOTAL	On Going
1	2-97460-1218	HSIP	ILDOT			ED-16-01	Disctiret 2	District Wide Safety Improvements	\$ 4,047	\$ -	\$ 3,642	\$ 405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,047	On Going
2	2-97460-1219	HSIP	ILDOT			ED-16-02	Disctiret 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ 4,112	\$ -	\$ 3,700	\$ 412	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,112	Dropped
3	2-97460-1220	HSIP	ILDOT			ED-16-03	Disctiret 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,112	\$ -	\$ 3,701	\$ 411	\$ -	\$ -	\$ -	\$ -	\$ 4,112	Reprogrammed to FY 17
4	2-97460-1221	HSIP	ILDOT			ED-16-04	Disctiret 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 570	\$ -	\$ 513	\$ 57	\$ 570	On Going
5	2-24140-0300	State	ILDOT	Jo Daviess	East Dubuque	ED-16-05	Mississippi River in East Dubuque	Bridge Repiar	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ -	\$ -	\$ 300	On Going
6	2-24140-0200	State	ILDOT			ED-15-02	Mississippi River in East Dubuque	Jo Daviess Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	\$ -	\$ -	\$ -	0	\$ -	\$ -	\$ -	\$ 750	On Going
7		STP	East Dubuque	Jo Daviess	East Dubuque	ED-15-03	Sydney Street	25'wide street with concrete curb and gutter. The street will be 3" HMA over a 12" stone base	\$ 217	\$ 174	\$ -	\$ 43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ -	\$ -	\$ -	Dropped
8		STP	Jo Daviess	Jo Daviess		ED-15-04	Badger Street	Resurfacing of Badger Street from US 20 to HWY 35	\$ 155	\$ 124	\$ -	\$ 31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	750	\$ -	\$ -	\$ -	\$ 750	Reprogrammed to FY 17
9		SRTS	East Dubuque	Jo Daviess	East Dubuque	ED-15-05	north of East Dubuque Elementary School to Clinton Avenue	Construct 5 inch thick concrete sidewalk (eight feet wide and 220 feet long)	\$ 10	\$ 8	\$ -	\$ 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10	Dropped

Dubuque Metropolitan Area Transportation Study (FY 2016-2019 Final Transportation Improvement Program)																						Project Status				
FY 2016 (October 1, 2015 to September 30, 2016)					WISCONSIN			Programmed Amounts in 1,000																		
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	FY 15 TOTAL	FY 15 FA	FY 15 STATE	FY 15 LOCAL/RGNL	FY 16 TOTAL	FY 16 FA	FY 16 STATE	FY 16 LOCAL/RGNL	FY 17 TOTAL	FY 17 FA	FY 17 STATE	FY 17 LOCAL/RGNL	FY 17 TOTAL	FY 18 FA	FY 18 STATE	FY 18 LOCAL/RGNL	GRAND TOTAL	Status
1	5721-00-04 & 74	STP	Town of Jamestown	Grant County	James Township	206-09-101	Burlington Northern Railroad Bridge & Approaches	Bridge Replacement	\$ 1,281	\$ 1,025	\$ -	\$ 256	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,281	Currently being constructed will be done this year
2	60440	NHS	WISDOT	Grant County	James Township	206-09-102	US 151/61 Wisconsin Bridge in Town of Jamestown	Bridge Washing	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 60	Continuous reimbursement to Iowa DOT for bridge washing. (Iowa DOT is the lead)
3	1200-01-04 & 74	NHPP	WISDOT	Grant County	James Township	206-09-105	USH:61 Eagle Point Road Overpass B-22-0047	Bridge Replacement	Continued															\$ -	Done	
4	1208-00-39 & 69	NHS	WISDOT	Grant County	James Township	206-10-100	USH:61 Dubuque-Dickeyville B-22-0060	Reimbursement to Iowa for Building Inspection Platform Catwalk Design & Construction	\$ 100	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	Iowa DOT is leading this project (Believe it is being completed this year)
5	1706-01-09	NHPP	WISDOT	Grant, Green & Lafayette Counties	Multiple Towns and Villages	206-11-100	STH 11:USH 61 To STH 81 North	Corridor Preservation & Access Study	\$ -	\$ -	\$ -	\$ -	\$ 420	\$ 336	\$ 84	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420	Study currently scheduled to start in 2019
6	1202-00-02/72	NHS	WISDOT	Grant County	James Township	206-12-100	USH:61 Safety Rest area #106	Asphalt Pavement Rehabilitation	\$ 575	\$ 460	\$ 115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 575	Construction in 2021
7	1202-00-30/60	NHS	WISDOT	Grant County	James Township	206-12-101	USH:61 Bridgedeck Overlay B-22-0098, 0099, 0122, 0123, 0124, 0125 Overlay & Paint B-22-0097	Bridge Rehabilitation - Paint and Overlay	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	Design continued, construction anticipated in 2022
8	1009-11-95	State	WISDOT	Grant County	James Township	206-14-101	Grant County	SW Region Wide Pavement Marking	\$ 303	\$ 240	\$ 61	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 303	Done	

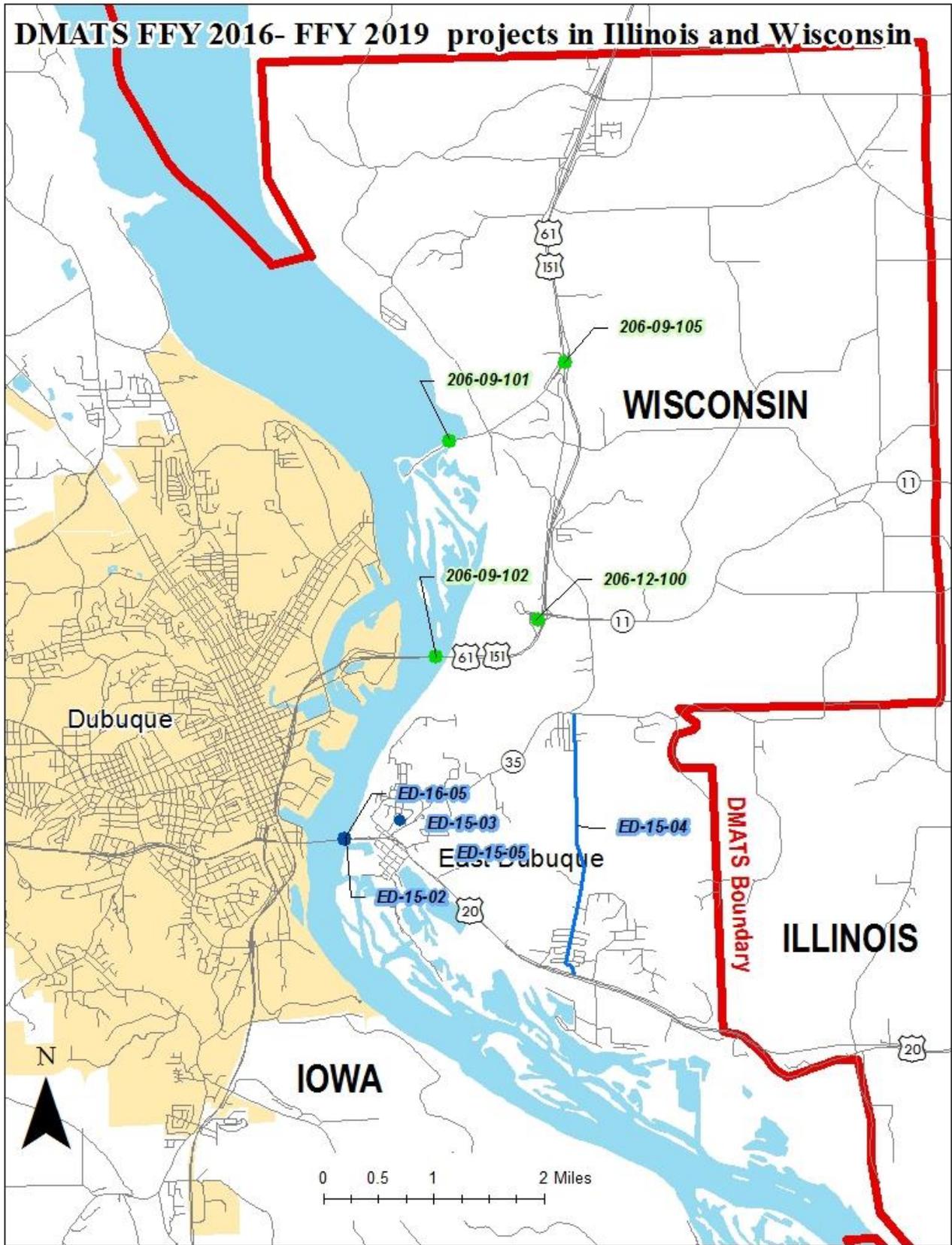
DMATS IOWA MAP FFY2016 PROJECT LOCATION

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 2016- FFY 2019 projects in Illinois and Wisconsin



FFY2016 Programmed Transit Projects Status Report

Dubuque Metropolitan Area Transportation Study (FY 2016-2019 Final Transportation Improvement Program)																Project Status					
FY 2016 (October 1, 2015 to September 30, 2016)				IOWA																	
NO	Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Desc	FY16_Ttl	FY17_Ttl	FY18_Ttl	FY19_Ttl	FY16_FA	FY17_FA	FY18_FA	FY19_FA	FY16_SA	FY17_SA	FY18_SA	FY19_SA	Approval Status	
1	5310	Dubuque	2468	Operations	Other	Other	Maintenance and repair of ADA features on all transit vehicles, including PM	\$ 57,345	\$ -	\$ -	\$ -	\$ 45,876	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	FTA Post Approved
2	STA	Dubuque	3772	Operations	Other	Other	STA Operating	\$ 349,686	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 279,749	\$ -	\$ -	\$ -	\$ -	FTA Pre-Approved
3	CMAQ	Dubuque	3828	Operations	Other	Other	Iowa Clean Air Attainment Program (ICAAP) Midtown Loop & Feeder Operating Fundin	\$ 553,418	\$ -	\$ -	\$ -	\$ 442,735	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	OPT Approved
4	CMAQ	Dubuque	3830	Operations	Other	Other	Iowa Clean Air Attainment Program (ICAAP) Midtown Loop & Feeder Operating Fundin	\$ 558,067	\$ -	\$ -	\$ -	\$ 446,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	OPT Approved
5	PTIG	Dubuque	3773	Capital	Replacement	Other	Bus Storage Facility	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	FTA Pre-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.

Revenue						
DMATS Members	Revenue 2015	2016	2017	2018	2019	2020
City of Asbury	\$ 3,074,112	\$ 3,104,853	\$ 3,135,902	\$ 3,167,261	\$ 3,198,933	\$ 3,230,923
City of Dubuque	\$ 13,717,836	\$ 13,855,014	\$ 13,993,565	\$ 14,133,500	\$ 14,274,835	\$ 14,417,584
City of Peosta	\$ 490,750	\$ 495,658	\$ 500,614	\$ 505,620	\$ 510,676	\$ 515,783
Dubuque County	\$ 13,962,543	\$ 14,102,168	\$ 14,243,190	\$ 14,385,622	\$ 14,529,478	\$ 14,674,773
DMATS	\$ 31,245,241	\$ 31,557,693	\$ 31,873,270	\$ 32,192,003	\$ 32,513,923	\$ 32,839,062

Process Explanation:

The 2015 revenue numbers are provided by IADOT for each county and City
Staff used 1% inflation for each year and projected the 2015 numbers to 2020

Federal Aid Street Finance Report Operations and Maintenance Expenditures							
DMATS Members	Miles	2015	2016	2017	2018	2019	2020
City of Asbury (O)	3.20	\$ 17,320	\$ 18,013	\$ 18,733	\$ 19,483	\$ 20,262	\$ 21,072
City of Asbury (M)		\$ 48,860	\$ 50,814	\$ 52,847	\$ 54,961	\$ 57,159	\$ 59,446
City of Dubuque (O)	58.50	\$ 748,779	\$ 778,730	\$ 809,879	\$ 842,275	\$ 875,966	\$ 911,004
City of Dubuque (M)		\$ 906,739	\$ 943,009	\$ 980,729	\$ 1,019,958	\$ 1,060,756	\$ 1,103,187
City of Peosta (O)	0.82	\$ 4,515	\$ 4,696	\$ 4,883	\$ 5,079	\$ 5,282	\$ 5,493
City of Peosta (M)		\$ 9,870	\$ 10,265	\$ 10,675	\$ 11,102	\$ 11,547	\$ 12,008
Dubuque County (O)	280.02	\$ 2,788,130	\$ 2,899,655	\$ 3,015,641	\$ 3,136,267	\$ 3,261,718	\$ 3,392,186
Dubuque County (M)		\$ 1,614,263	\$ 1,678,834	\$ 1,745,987	\$ 1,815,826	\$ 1,888,459	\$ 1,963,998
DMATS (O)	342.54	\$ 3,558,744	\$ 3,701,094	\$ 3,849,138	\$ 4,003,103	\$ 4,163,227	\$ 4,329,756
DMATS (M)		\$ 2,579,732	\$ 2,682,921	\$ 2,790,238	\$ 2,901,848	\$ 3,017,922	\$ 3,138,638

Process Explanation:

The 2015 Operations and Maintenance numbers are provided by IADOT for each county and City
Staff used 4% inflation for each year and projected the 2015 numbers to 2020

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

	STBG Target	Target Programmed	Projected Balance
FY 16 Qrt III Report Balance			\$10,180,138
2016		\$2,600,000	\$7,580,138
2017	\$1,923,968	\$8,909,600	\$594,506
2018	\$1,923,968	\$1,520,397	\$998,077
2019	\$1,923,968	\$1,793,499	\$1,128,546
2020	\$1,923,968	\$2,029,593	\$1,022,921

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

Projects Programmed in TIP & STIP					
Projects	FFY2016	FFY2017	FFY2018	FFY2019	FFY2020
CITY OF DUBUQUE					
University / Asbury Rd		\$800,000			
North Cascade Rd		\$3,432,000			
East-West Corridor Preliminary Design		\$800,000			
SW Arterial	\$2,600,000				
University/Pen/Asbury Roundabouts			\$1,280,397	\$1,473,499	\$2,029,593
DUBUQUE COUNTY					
Clay Hill Road		\$550,400			
Olde Davenport Road/Feeney Road Resurfacing		\$1,827,200			
Swiss Valley Road Bridge		\$320,000			
Kemp Road Bridge		\$280,000			
Durango Road Bridge		\$240,000			
Budd Road Bridge			\$240,000		
Derby Grange Road Bridge				\$320,000	
CITY OF ASBURY					
City of Asbury Hales Mill Rd		\$460,000			
DMATS					
Smarter Travel Phase II		\$200,000			
Total	\$2,600,000	\$8,909,600	\$1,520,397	\$1,793,499	\$2,029,593

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

Federal Fiscal Year	STBG Target	Target Programmed	Projected Balance
Qrtly Report Balance (05/05/2016)			\$286,000
2017	\$19,000	\$280,000	\$25,000
2018	\$19,000	\$0	\$44,000
2019	\$19,000	\$0	\$63,000
2020	\$19,000	\$0	\$82,000

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

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.

The Transportation Enhancements program was originally authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through two successive laws, Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Transportation Enhancements program was replaced by Transportation Alternatives Program in the 21st Century Act (MAP 21).

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

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

Appendix B provides DMATS TAP application ranking process. ECIA staff did open the application process for FFY 17-20 this year and received two applications. TAP funds does follow the same process as they followed with TE funds for solicitation of applications. In this system, funds will be awarded by a competitive process. The ECIA staff distributes a letter of solicitation to all DMATS member governments and County Conservation Boards. Applications are then mailed to the entities. ECIA staff performs the initial scoring based on criteria, which is then reviewed by the DMATS Technical Advisory Committee. The Technical Advisory Committee then makes their recommendations to the

DMATS Policy Board. The Policy Board then holds a public hearing in which comments from the public are heard concerning the applications. After the public hearing, the Policy Board then awards funds to the projects they deem to be most worthy. DMATS programs these funds for the four-year period of the TIP based upon funding targets from the Iowa DOT and projected funding levels.

Federal Fiscal Year	TAP Targets	TAP Flex Targets	Target Programmed	Projected Balance
FY 16 Qrt III Report Balance				\$205,305
2017	\$107,413	\$82,762	\$314,863	\$80,617
2018	\$107,000	\$83,000	\$125,000	\$145,617
2019	\$107,000	\$83,000	\$0	\$335,617
2020	\$107,000	\$83,000	\$0	\$525,617

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

Projects	FFY 2017	FFY 2018	FFY 2019	FFY 2020
County/City Heritage Trail parking lot; S. John Deere Road & US 52	\$72,000			
Chavenelle Road Hike/Bike Trail	\$242,863			
Cloie Creek Trail		\$125,000		
Total	\$314,863	\$125,000	\$0	\$0

Overall Program Funding

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

Funding Programs for	Programmed Amounts in 1,000							
	FY 17		FY 18		FY 19		FY 20	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
CMAQ	\$663	\$530	\$0	\$0	\$0	\$0	\$0	\$0
DEMO	\$23,404	\$18,724	\$0	\$0	\$0	\$0	\$0	\$0
ILL	\$41,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$51,348	\$41,079	\$39,429	\$31,544	\$54,346	\$43,478	\$0	\$0
PL	\$144	\$115	\$144	\$115	\$144	\$115	\$144	\$115
PRF	\$2,889	\$0	\$523	\$0	\$45	\$0	\$45	\$0
STBG	\$11,137	\$8,909	\$300	\$240	\$400	\$320	\$5,980	\$4,784
TAP	\$394	\$315	\$157	\$125	\$0	\$0	\$0	\$0
Total	\$131,329	\$69,672	\$40,553	\$32,024	\$54,935	\$43,913	\$6,169	\$4,899

Funding Programs for Illinois	Programmed Amounts in 1,000							
	FY 17		FY 18		FY 19		FY 20	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
HSIP	\$ 3,074	\$ 2,767	\$ 4,382	\$ 3,944	\$ 945	\$ 850	\$ 4,609	\$ 4,148
STATE FUNDS	\$ 300	\$ -	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 350	\$ 280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 3,724	\$ 3,047	\$ 5,132	\$ 3,944	\$ 945	\$ 850	\$ 4,609	\$ 4,148

Funding Programs for Wisconsin	Programmed Amounts in 1,000							
	FY 16		FY 17		FY 18		FY 19	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
NHS	\$ 120	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ -	\$ -
Total	\$ 120	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ -	\$ -

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
2017 - 2020**

FY 2017 (October 1, 2016 to September 30, 2017)				Dubuque Metropolitan Area Transportation Study (FY 2017-2020 Transportation Improvement Program)									Amended October 13th, 2016									
				IOWA									Programmed Amounts in 1,000									
NO	PGM	SPONSOR	TPMS	PN	LOCATION	TYPE WORK	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	TOTAL	FA	RGNL	GRAND TOTAL			
							2017	2017	2017	2018	2018	2018	2019	2019	2019	2020	2020	2020				
1	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		
2	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		
1	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		
2	DEMO	Dubuque	20752	HDP-2100(664)--71-31	In the City of Dubuque, Military Rd: At the intersection of the proposed SW Arterial	Grade and Pave,Bridge New	\$ 9,130	\$ 7,304	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$9,130		
3	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		
4	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		
5	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		
6	ILL	Asbury	18767	ILL-0252--93-31	In the City of Asbury, ASBURY RD: From East Corporate Limits to Seippel Road	Grade and Pave	\$ 7,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$7,250		
7	ILL	Dubuque	17071	ILL-RAIL--XX-31	In the City of Dubuque, Passenger Rail: From Chicago to Dubuque	Pavement Rehab/Widen	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$32,000		
8	ILL	Dubuque	17072	ILL-RAIL--93-31	In the City of Dubuque, Passenger Rail: From Chicago to Dubuque	Rehab Historic Trans	\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,100		
9	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		
10	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	\$ 23,544	\$ -	\$ 27,958	\$ 22,367	\$ -	\$ -	\$ -	\$ -	\$ -	\$101,035		
11	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
12	PRF	DOT-D06-MPO27	34101	BRFN--20--39-31	US 20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Rehabilitation	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$300	
13	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	
14	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	
15	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	
16	PRF	DOT-D06-MPO27	35538	BRFN--20--39-31	US 20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Cleaning	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ 25	\$ -	\$ -	\$100
17	PRF	DOT-D06-MPO27	35539	NHSN--52--2R-31	US 52: NW ARTERIAL TO CO RD D10	Pavement Rehab	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,500	
18	PRF	DOT-D06-MPO27	35541	BRFN--61--39-31	US 61: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Bridge Cleaning	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$ 20	\$ -	\$ -	\$80
19	PRF	DOT-D06-MPO27	29652	NHSN--20--2R-31	US 20: MISSISSIPPI RIVER IN DUBUQUE (STATE SHARE)	Lighting	\$ -	\$ -	\$ -	\$ 478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$478
20	STBG	Asbury	35231	STP-U-0252(603)--70-31	In the city of Asbury, On Hales Mill Road, from Brook Hollow Rd, south to Springgreen Drive	Pavement Rehab/Widen	\$ 575	\$ 460	\$ 460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$575	
21	STBG	MPO-27 / DMATS	35232	RGPL-PA27--ST-31	On Dubuque Metro	Trans Planning	\$ 250	\$ 200	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$250
22	STBG	Dubuque CRD	34619	STP-S-C031--5E-31	On Clay Hill Road, from Rupp Hollow Road North 1.72 Miles to US 52	Pavement Rehab	\$ 688	\$ 550	\$ 550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$688
23	STBG	Dubuque CRD	34620	STP-S-C031(83)--5E-31	On Feeney Road/Olde Davenport Road, from US 61 to US 151	Pavement Rehab	\$ 2,284	\$ 1,827	\$ 1,827	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,284
24	STBG	Dubuque	17068	STP-U-2100(674)--70-31	In the City of Dubuque, University / Asbury Rd: University & Asbury Rd Intersection	Pavement Rehab/Widen,Right of Way	\$ 1,000	\$ 800	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,000
25	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	\$ 4,290	\$ 3,432	\$ 3,432	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$4,290
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 CRD	34621	STP-S-C031(79)--5E-31	On Durango Road, from US 52 North 0.15 Miles	Bridge Replacement	\$ 300	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$300
28	STBG	Dubuque CRD	34622	STP-S-C031(80)--5E-31	On Kemp Road, from US 52 South 0.03 Miles	Bridge Replacement	\$ 350	\$ 280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$350
29	STBG	Dubuque CRD	34623	STP-S-C031(81)--5E-31	On Swiss Valley Road, from Military Road West 1.5 Miles	Bridge Replacement	\$ 400	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$400
30	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
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$300
32	STBG	Dubuque CRD	34625	STP-S-C031--5E-31	On Derby Grange Road, from Hales Mill Road East 0.5 Miles	Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$400
33	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
34	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

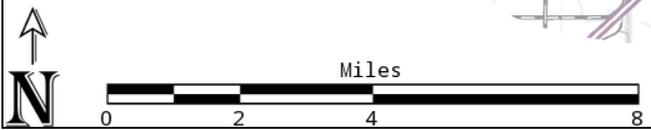
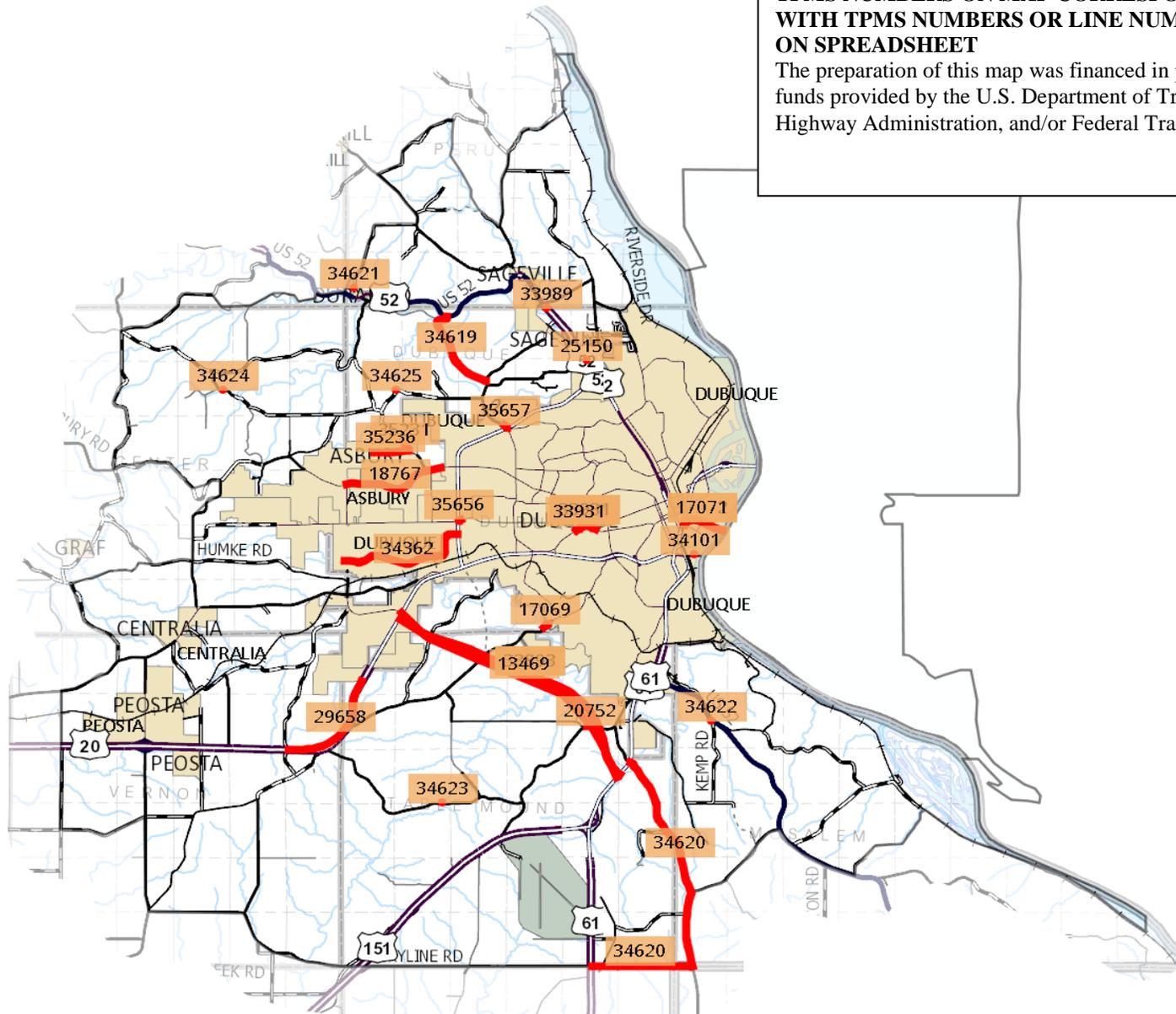
Dubuque Metropolitan Area Transportation Study (FY 2017-2020 Transportation Improvement Program)																			Amended October 13th, 2016						
FY 2017 (October 1, 2016 to September 30, 2017)						ILLINOIS			Programmed Amounts in 1,000																
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK	TOTAL	FA	STATE	LOCAL/RG NL	TOTAL	FA	STATE	LOCAL/RG NL	TOTAL	FA	STATE	LOCAL/RG NL	TOTAL	FA	STATE	LOCAL/RG NL	GRAND TOTAL
									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	Disctirct 2	District Wide Safety Improvements	\$ 3,074	\$ 2,767	\$ 307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,074	
4		HSIP	ILDOT			ED-18-01	Disctirct 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ 4,382	\$ 3,944	\$ 438	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,382
5		HSIP	ILDOT			ED-19-01	Disctirct 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 945	\$ 850	\$ 95	\$ -	\$ -	\$ -	\$ -	\$ 945	
6		HSIP	ILDOT			ED-20-01	Disctirct 2	District Wide Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,609	\$ 4,148	\$ 461	\$ -	\$ 4,609
7		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	

Dubuque Metropolitan Area Transportation Study (FY 2017-2020 Transportation Improvement Program)																			Amended October 13th, 2016						
FY 2016 (January 1, 2016 to December 30, 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	GRAN D
									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 Bridgedeck Overlay B-22-0098, 0099, 0122, 0123, 0124, 0125	Bridge Rehabilitation - Paint and Overlay	\$ 100	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100

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.



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DMATS ILLINOIS MAP FY2017-2020 PROJECT LOCATION



**DMATS Transportation Improvement Program (TIP) Transit Projects for FFY 2017 -
2020**

Dubuque Metropolitan Area Transportation Study (FY 2017-2020 Transportation Improvement Program)

Final Amended September 8th, 2016

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	FY 2017 Total	FY 2018 Total	FY 2019 Total	FY 2020 Total	FY 2017 FA	FY 2018 FA	FY 2019 FA	FY 2020 FA	FY 2017 SA	FY 2018 SA	FY 2019 SA	FY 2020 SA
1	5310	Dubuque	4211	Operations	Other	Other		5310 Preventative Maintenance		\$ 93,140	\$ 61,122	\$ 64,178	\$ 67,387	\$ 46,570	\$ 48,898	\$ 51,343	\$ 53,910	\$ -	\$ -	\$ -	\$ -
2	5307	Dubuque	4213	Operations	Other	Other		FTA Allocation		\$ 2,259,200	\$ 2,372,160	\$ 2,490,768	\$ 2,615,306	\$ 1,129,600	\$ 1,186,080	\$ 1,245,384	\$ 1,307,653	\$ -	\$ -	\$ -	\$ -
3	5311	Dubuque	4213	Operations	Other	Other		Intercity Bus Marketing Funding (Competitive)		\$ 9,375	\$ 9,375	\$ 9,375	\$ 9,375	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ -	\$ -	\$ -	\$ -
4	STA	Dubuque	4212	Operations	Other	Other		STA Formula Funding		\$ 578,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 289,341	\$ -	\$ -	\$ -
5	5339	Dubuque	4152	Operations	Replacement	Vehicle	Unit#: 2604	Light Duty Bus (176" wb)	Low Floor, BioDiesel	\$ 145,874	\$ -	\$ -	\$ -	\$ 116,699	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	PTIG	Dubuque	3773	Capital	Replacement	Other		Bus Storage Facility		\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -
16	PTIG	Dubuque	4151	Capital	Replacement	Other		Bus Storage Facility (second PTIG Request)		\$ 712,279	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 569,823	\$ -	\$ -	\$ -

DMATS PUBLIC PARTICIPATION PROGRAM

Annual Transportation Improvement Program

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

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

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

The TIP Process will include the following steps:

- DMATS staff will distribute project applications in January to the membership organizations in the DMATS area.
- DMATS staff will collect applications from the members in February and begin developing TIP following DMATS policies, rules and regulations adopted by FHWA in selecting TIP projects.
- After the draft TIP is finished, it will be released for a 30-day public review process in April. DMATS staff will inform the public of the draft TIP's availability by sending notice to the organizations on the DMATS public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be posted and published 4-20 days before the scheduled meeting.
- The public hearing meeting will be held with the DMATS Policy Board meeting and the meeting will be opened for public input during the process.
- After the final TIP is finished, it will be released for a 30-day public review process in June. DMATS staff will inform the public of the final TIP's availability by sending notice to the organizations on the DMATS public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be posted and published 4-20 days before the scheduled meeting.
- The public hearing meeting will be held with the DMATS Policy Board meeting and the meeting will be opened for public input during the process.
- A public hearing is set for 12:00 PM on July 14, 2016 at East Central Intergovernmental Association (ECIA), 7600 Commerce Park, Dubuque, Iowa. Its purpose is to receive comments on the FY 2017-2020 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 13, 2016. 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 14, 2016.

Accommodation:

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

Revising/Amending an Approved TIP

Revising the TIP

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

Amendment

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

The TIP Amendment Process will include the following steps:

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

Administrative Modification

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

Amendment vs. Administrative Modification

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

- **Project costs**-Determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30% or total federal aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification.
- **Schedule changes**-Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which are added or deleted from the TIP/STIP will be processed as amendments.
- **Funding sources**-Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.
- **Scope changes**-All Scope changes require an amendment

**Approval of the FFY 2017–2020
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 FY2017-2020 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 FY2017 – 2020 Final Transportation Improvement Program.

Adopted this 14th day of July 2016.



Roy D. Buol, Chairperson
DMATS Policy Board

Attest:



Kelley Deutmeyer, ECIA Executive Director

METROPOLITIAN PLANNING ORGANIZATION SELF-CERTIFICATION

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

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

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

- 1) Adherence to requirements for public involvement;
- 2) Inclusion of projects only if consistent with state and local long-range plans;

- 3) Inclusion of federal aid projects and all regionally significant transportation projects requiring FHWA or FTA consideration during the four-year program period;
- 4) Inclusion of tables showing the TIP is fiscally constrained by year; and
- 5) Advisement to recipients of FTA funding that feasibility studies are required for facility projects.

Dubuque Metropolitan
Area Transportation Study



Signature

Executive Director _____

Title

July 14th, 2016 _____

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

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.