Dubuque Metropolitan Area Transportation Study (DMATS)

FY 2027 Transportation Planning Work

Final May 14, 2026

Prepared by: East Central Intergovernmental Association
7600 Commerce Park, Dubuque, IA 52002
PHONE 563.556.4166
FAX 563.556.0348

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WHEREAS, the Dubuque Iowa-Illinois Urbanized Area has been established by the U.S. Department of Commerce, Bureau of Census, to have a population in excess of 50,000, and the East Central Intergovernmental Association (ECIA) has been officially designated as the Metropolitan Planning Organization (MPO) for the Dubuque area and has delegated this function to DMATS; and

WHEREAS, in accordance with the current federal transportation legislation, 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) Will indicate appropriate transportation alternative activities; and

WHEREAS, the FY2027 Transportation Planning Work Program (TPWP) has been developed with input from the Iowa, and Illinois Departments of Transportation, the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, contracts will become available from the Iowa, and Illinois Departments of Transportation providing planning funds to DMATS with $140,210 in PL, $89,207 in FTA Section 5305(d), and $10,381 in Complete Streets being provided by Iowa; $62,918 in PL, and $15,729 in State funds being provided by Illinois respectively for the continuing, comprehensive, and cooperative transportation planning process for the Dubuque Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED that the DMATS Policy Committee of the East Central Intergovernmental Association approves the FY 2027 TPWP and authorizes the ECIA Executive Director to execute the contracts with the Iowa, and Illinois Departments of Transportation for FY2027.

Adopted on the 14th day of May 2026

Attest:

Brad Cavanagh, Chairperson
DMATS Policy Committee

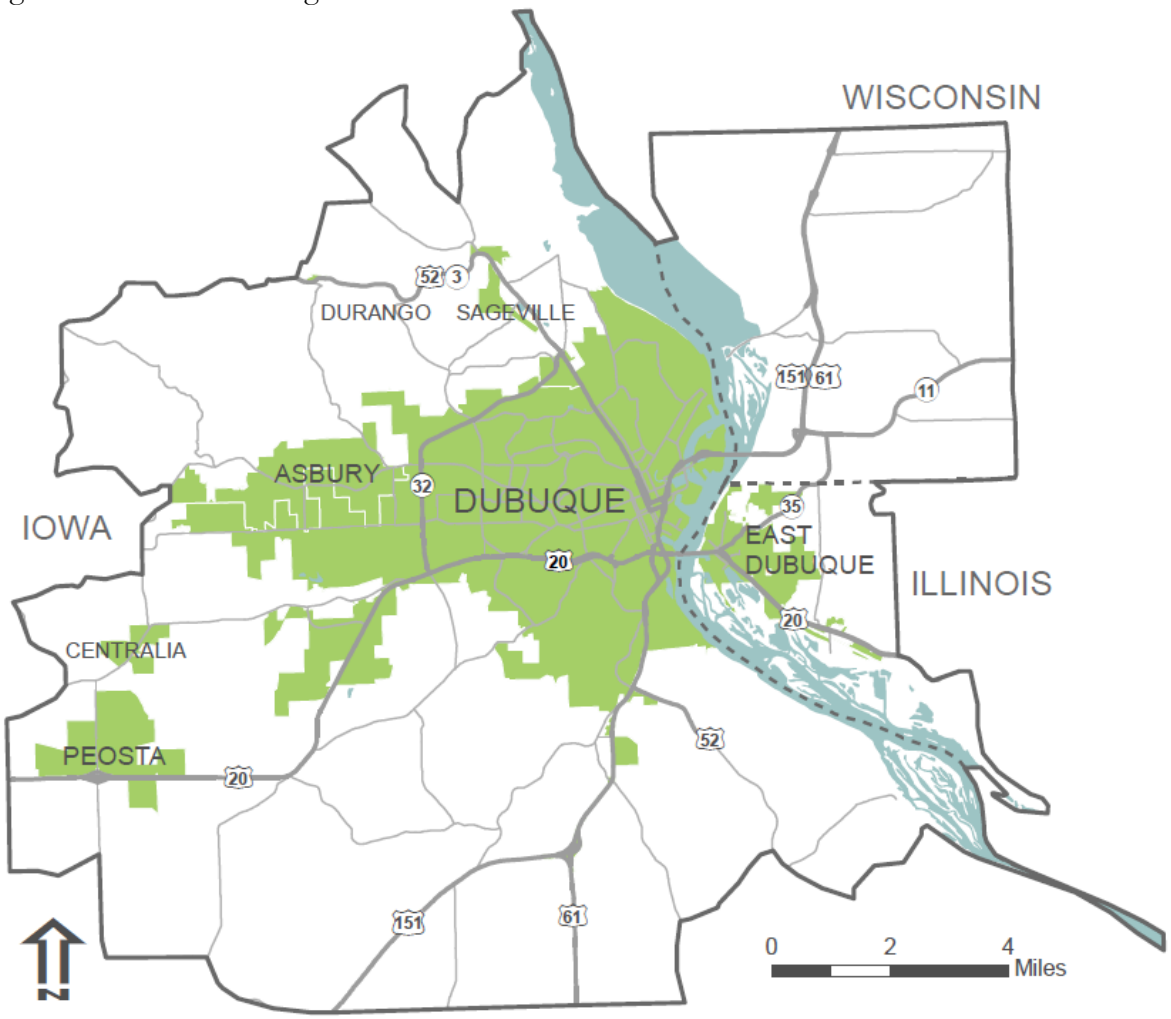
Mae Hingtgen
Executive Director

The Dubuque Metropolitan Area

The Dubuque Metropolitan Area is a tri-state Metropolitan Planning Organization (MPO) located at the boundary intersections of the states of Iowa, Illinois and Wisconsin. The 2020 population for the Dubuque area was 81,073 with approximately 92.7% of the total population living in the Iowa portion of the region. The major transportation routes in, around and through this area include US Highways 20, 52, 61, and 151; all coming to a junction at the base of the Julien Dubuque Bridge over the Mississippi River.

Dubuque is Iowa's oldest city and is among the oldest settlements west of the Mississippi River. Dubuque's early economy developed around lead mining, trading, and river transportation. Over time, the area added a rail transportation center where major railroad companies converged on the Mississippi River banks for easier distribution of product. Highway transportation followed and developed into the major form of transportation in the area. Today the area continues improve quality of life by expanding the region's bicycle and pedestrian network, improving access to public transit, and creating a modern and efficient freight transportation system. Figure 1 maps the DMATS planning area.

Figure1: DMATS Planning Area



The Dubuque Metropolitan Area Transportation Study (DMATS)
The Dubuque Metropolitan Area Transportation Study (DMATS,) composed of both a Technical Committee and Policy Committee, guides the Metropolitan Planning Organization (MPO) for the Dubuque Metropolitan Area. As the guiding entity of the MPO for the three-state (Illinois, Iowa & Wisconsin) Dubuque Metropolitan Area, DMATS is responsible for maintaining a continuous, comprehensive and coordinated ("3-C") transportation planning process.

DMATS is composed of a broad mixture of local, regional, state and federal officials from all three states; each representing their individual agencies within the region. Local governments represented on the DMATS committees are the cities of Asbury, Centralia, Durango, Dubuque, Peosta, Sageville and Dubuque County in Iowa; East Dubuque and Jo Daviess County in Illinois; and Jamestown Township, the unincorporated town of Kieler and Grant County in Wisconsin. In addition, DMATS has representation from each of the three state Departments of Transportation (Iowa, Illinois and Wisconsin,) the regional councils of government in Iowa (East Central Intergovernmental Association - ECIA,) and Wisconsin (Southwest Wisconsin Regional Planning Commission - SWRPC,) Jule Transit, the Regional Planning Affiliation 8 (RPA 8) Regional Transit Authority, Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

DMATS Boundary
The DMATS boundary encompasses surrounding areas most likely to be urbanized within the next 20 years. The DMATS boundary encompasses 207.27 square miles.

Introduction to the Transportation Planning Work Program (TPWP)
The Transportation Planning Work Program (TPWP) outlines the various transportation planning activities to be conducted by the East Central Intergovernmental Association (ECIA) for the Dubuque Metropolitan Area Transportation Study (DMATS) during FY 2027 (July 1, 2026 through June 30, 2027).

This TPWP was developed with input from the following governing agencies:

- DMATS Policy Committee
- DMATS Technical Advisory Committee
- Jule Transit System
- City of Asbury
- City of Centralia
- City of Dubuque
- City of Peosta
- Dubuque County
- Jo Daviess County
- Grant County
- Region 8 RTA
- Federal Transit Administration Region VII
- Transit Advisory Board
- City of East Dubuque
- Iowa Department of Transportation
- Illinois Department of Transportation
- Wisconsin Department of Transportation
- Federal Highway Administration Illinois Division
- Federal Highway Administration Iowa Division
- Federal Highway Administration Wisconsin Division
- Southwest Wisconsin Regional Planning Commission

Guidelines for planning in DMATS by taking into consideration the current federal transportation legislation:

- Provide a transportation planning program addressing major highway, city street, county road, and transit system issues with emphasis on the requirements of the current federal transportation legislation.
- 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.

The TPWP encompasses the following:

- clarifies the means of coordination among local units of governments cooperating in the planning effort;
- aids in project development/selection and the allocation of federal, state, and local funding sources;
- establishes the end results/products, purposes, and general methods employed in the conduct of specific work elements; and
- addresses issues and problems affecting modal functions in the urbanized area.

The current federal transportation legislation guidelines for planning

The current federal transportation legislation sets out the following guidelines for planning:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

TPWP Development Process:

The Transportation Planning Work Program (TPWP) outlines various transportation planning activities to be conducted by the staff for the Dubuque Metropolitan Area Transportation Study (DMATS). The TPWP is prepared and adopted each year and contains transportation planning activities for the current fiscal year.

The TPWP Process will include the following steps:

- DMATS staff will start developing TPWP in the month of February, following rules and regulations adopted by the FHWA, FTA and guidance from state DOTs.
- After the draft TPWP is finished, it will be released for a 30-day public review period in March and April.
- Staff will inform the public of the final TPWP's availability by sending notices to the organizations on the DMATS Public Participation Process mailing list and by publishing legal notices in local newspapers and the ECIA website. These notices will be published 4-20 days before the scheduled meeting.
- The public hearing will be held during the DMATS Policy Committee meeting in May. The meeting will be opened for public input during the process.

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	Mae Hingtgen
Director of Transportation	Chandra Ravada
Senior Planner	Dan Fox
Planner I	Jack Studier

Administrative and Support Staff

Finance Director	Steve Stoffel
Support Services Manager	Sarah Berning

Policy Committee

Section 1 (a)	**Each State Department of Transportation (DOT**)	
	Illinois DOT	Doug DeLille (proxy Katie Smith)
	Iowa DOT	Garrett Pedersen (proxy Hector Torres-Cacho) (elected to have no vote)
	Wisconsin DOT	Francis Schelfhout, (proxy Stephen Flottmeyer)
Section 1 (b)	**County Board of Supervisors**	
	Dubuque County	**Ann McDonough (Vice-Chair) (proxy** Wayne Kenniker)
	Grant County	Dan Timmerman
	Jo Daviess County	Joseph Heitkamp
Section 1 (c)	**Mayor and six City Council members of the City of Dubuque**	
	Mayor	**Brad Cavanagh, (Chair)**
	Council Member	Laura Roussell
	Council Member	Danny Sprank
	Council Member	Katy Wethal
	Council Member	Tyson Leyendecker
	Council Member	David Resnick
	Council Member	Chris Staver
	Council Member	Michael Van Milligen (proxy for City Council)
	Council Member	Anderson Sainci (proxy for City Council)
	Council Member	Matt Kalcevich (proxy for City Council)
	Council Member	Arielle Swift (proxy for City Council)
	Council Member	Wally Wernimont (proxy for City Council)
	Council Member	Gus Psihoyos (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 John Richey)
	East Dubuque	John Digman, (proxy Bob Seitz)
	Small Cities Representative	Russ Pfab, (proxy Kevin Schmitt)
Section 1 (e)	**Regional Planning Organization (chairman or designated representative)**	
	ECIA	Beth Bonz (proxy Mae Hingtgen)
	Southwestern WI Regional Planning Commission	Troy Maggied
Section 1 (f)	**Public Transit Authority (2)**	
	Jule Advisory Board	Robert Daughters (proxy Ryan Knuckey)
	RTA	Harley Pothoff (proxy Stacie Scott)
Section 1 (g)	**Federal Transportation Agencies (Non-Voting)**	
	FHWA	Timothy Marshall (Sean Litteral)
	FTA	Carrie Butler (Jared Austin)
Section 1 (h)	**Designated representative of any other public board or commission having jurisdiction in the operation of transportation.**	
	None	

**Mike Van Milligen, Anderson Sainci, Cori Burbach, Arielle Swift, Matt Kalcevich, Wally Wernimont and Gus Psihoyos are the proxy vote for any absent council member from the City of Dubuque.

Technical Advisory Committee

Sec 2 (a)	**Each State Department of Transportation (DOT)**	
	Illinois DOT	District 2 Engineer (proxy Katie Smith /Doug Delille)
	Iowa DOT	Hector Torres-Cacho (elected to have no vote)
	Wisconsin DOT	Stephen Flottmeyer (proxy Francis Schelfhout)
Sec 2 (b)	**Regional Planning Organization (executive director)**	
	ECIA	Mae Hingtgen (proxy Holly McPherson)
	SW WI Regional Planning Commission	Troy Maggied
Sec 2 (c)	**City/County Engineers or Commissioners**	
	Dubuque. City of	**Gus Psihoyos (Chair)** (proxy Bob Schiesl)
	Dubuque Co.	Todd Kinney
	Grant County	Dave Lambert
	Jo Daviess County	Dylan Oppold
Sec. 2 (d)	**Chief Officer of Municipal or County Zoning Commission**	
	Asbury	Beth Bonz
	Dubuque, City of	Wally Wernimont (proxy Jason Duba)
	Dubuque County	**Ed Raber (Vice Chair)**
	East Dubuque	Bob Seitz
Sec. 2 (e)	**Federal Transportation Agencies (Non-Voting)**	
	FHWA- IA	Sean Litteral
	FTA IA	Jared Austin
	FHWA.WI	Will Keenan
	FHWA IL	Anna Musial
Sec 2 (f)	**Chief Administrative Officer of Transit**	
	Jule	Ryan Knuckey (proxy Vacant)
	RTA	Stacie Scott (proxy Gail Kuhle)
Sec. 2 (g)	Representative of air quality, rail, water transportation, motor carrier etc.	
	None	

TRANSPORTATION RELATED ISSUES

The unique geography of the DMATS Region provides a variety of natural advantages and challenges for the regional transportation system. The topography of the landscape consists of rolling hills and steep bluffs divided by the Mississippi River. The landscape has impacted how the transportation system has evolved. For example, the street networks in downtown Dubuque and East Dubuque are in the form of a traditional grid pattern. These locations tend to be the areas where settlement first occurred and consist of mostly flat topography adjacent to the Mississippi River. Further from the river, steep bluffs and rolling hills forced communities to abandon the traditional grid pattern in favor of streets that followed the area's natural topography.

The geographic formations of the DMATS Mississippi River region result in unique challenges to the different modes of transportation. Barge traffic is a major mode of freight transportation within the DMATS region. However, barge industry officials consider the Corps of Engineer's 90-year-old lock and dam system outdated, inefficient, and the source of lengthy delays for barge traffic.

While the Mississippi River serves as an important highway for barge traffic and recreation, it also affects the efficiency and safety of the surface transportation system. The US Highway 20 Julien Dubuque Bridge and the US Highway 61/151 Wisconsin Bridge serve as the DMATS region's only river crossings and act as major east-west bottlenecks. The two-lane design of the current Julien Dubuque Bridge presents specific safety and capacity issues on US Highway 20. Currently, an additional bridge is proposed adjacent to the Julien Dubuque Bridge to double the capacity and increase the safety on US Highway 20 over the Mississippi River.

Other challenges in the DMATS area include US Highway 20 corridor from Peosta to the Julien Dubuque Bridge. Insufficient capacity, uncoordinated access management, at grade intersection, steep grades, heavy truck traffic all contribute to the need to improve the safety and efficiency of this major transportation corridor and free flow of freight within the region.

Major Road Issues

Based on the analysis of current and forecasted conditions, the following issues have been identified.

Southwest Arterial – The number one priority for DMATS, City of Dubuque, and Dubuque County. The project is completed and open to public in summer of 2020. The project will have a major impact on region-wide traffic circulation patterns. The interchanges on either side did help in opening access to new industrial development.

US Highway 20 Mississippi River Crossing Capacity Improvement (Julien Dubuque Bridge Parallel Span) – This project is also under study. Due to the impact of this project on the US Highway 20, DMATS should continue to consider it an issue for future planning.

US Highway 20 from Devon Drive to Swiss Valley Road – Two short segments of US Highway 20 from Devon Drive to Swiss Valley Road have already been identified as experiencing traffic problems based on current data. The segment between Devon Drive and John F. Kennedy Road (JFK)/Cedar Cross Road is already over capacity.

East West Corridor Improvements - The U.S. 20 corridor in Dubuque, Iowa is the primary east-west route in the Metropolitan Area, but future traffic projections indicate that U.S. 20 alone will not provide sufficient capacity for east-west travel in the City of Dubuque. To enhance connectivity between the western growth

areas and Downtown Dubuque, additional capacity is needed along alternate east-west corridors. Significant improvements are required for Asbury Road, Pennsylvania Avenue, University Avenue, Loras Boulevard, Fremont Avenue, Kaufmann Avenue, 32nd Street, and North Cascade Road to accommodate future growth and development.

Passenger Rail

DMATS supports passenger rail and will assist IADOT and ILDOT in the return of round-trip passenger rail transportation service from Dubuque to Chicago. In FY 2007 Amtrak completed a study at the request of ILDOT to determine the feasibility of bringing Amtrak service from Chicago to Dubuque. The study showed potential locations for future rail stations in the city. ILDOT is in process of getting the service from Chicago to Rockford and will eventually be connecting to DMATS region. The study was updated in FY 2022.

Transit

The City of Dubuque worked with DMATS to construct an intermodal transit center and a bus storage facility. The projects were funded with a $10 million State of Good Repair grant and $2.5 million in DMATS Surface Transportation Block Grant Program (STBG) funds. The intermodal transit center opened in 2015. The bus storage facility was completed and opened to public in spring of 2018.

Air Services

On September 6, 2022, the Dubuque Regional Airport's final flight with American Airlines left the terminal. Air service is a key economic engine for a region, giving residents and businesses access to the global marketplace. Without service, Dubuque, the region is facing an uphill battle to attract and retain businesses. Over the long term, it will struggle to attract additional capital investment and risk falling into a slump that can't be recovered from.

American Airlines has cited the pilot shortage as a main driver for their exit from the Dubuque market. Historically, the pilot training requirements and mandatory retirement age for pilots have hindered the ability to grow and maintain adequate staffing for airlines. At the outset of the pandemic, this issue ballooned as air carriers pushed early retirements, laid off staff, and shrank their offerings due to an extreme curtailment of flights. Now, as air travel has picked up, the market is struggling to rebound and provide a similar level of service across the country.

In response, the Dubuque region has identified the following goals to support the restoration and expansion of air service at the Dubuque Regional Airport:

- Return commercial air service to Dubuque (Specifically, connections to regional hubs and the global marketplace)
- Ensure the long-term viability of DBQ Regional Airport Commercial Service
- Address the pilot shortage issue to ensure the sustainability of the industry long-term

ISSUES FOR THE FREIGHT INDUSTRY

Over the next 20 years, a number of issues will affect the freight industry in the Dubuque region. The following are issues identified by freight industry representatives in a meeting with DMATS staff during the preparation of the Long-Range Transportation Plan.

- Enhance safety on US 20 from Galena to Freeport, aiming for a four-lane highway.
- Improve US 20 in the Dubuque metropolitan area.

- Upgrade the East-West Corridor in the Dubuque metro area.
- Make improvements to the Mississippi River.

DMATS in partnership with Regional Planning Affiliation 8 (RPA 8) and Blackhawk Hills Regional Planning Council (RPC) in Illinois did conduct a multimodal, intermodal freight plan for the eight-county region that enhances the mobility of both people and goods while mitigating the negative impacts on mobility, safety, environment and quality of life. The Plan did help to address all freight issues listed above and make the region gear up to future freight needs.

Mississippi River Transportation

Barge Fleeting - Today, many of the fleeting sites that were identified in the 1985 study are no longer available due to changes in the federal, state and local regulatory environment. Convenient fleeting sites are a key requirement for the operation of river freight terminals like those that occupy the Dubuque harbor area. The terminals only have the ability to load or unload a barge or two at a time. They do not have sufficient bank space on the river to store the barges themselves and typically do not have harbor tugs that can move the barges. As a result, they are dependent on the ability of barge fleeters to bring barges to the terminal quickly from the fleeting sites. Time spent waiting for the barges to arrive from the fleeting sites for either loading or unloading is idle time for the terminal operators and costs them money without accomplishing productive work. The current fleeting sites in the middle of the Dubuque harbor allow barges to be brought to the terminals quickly with a minimum of idle time. If the fleeting sites are moved out of the Dubuque harbor, the travel time required to get the barges from the fleeting sites will impose a severe time penalty on the barge terminals. Due to the slow speed of travel for harbor boats with barges, sites as close as the south end of the Mines of Spain are between ½ day and a full day round trip. The idle time imposed on the barge terminals by such lengthy periods of down time could seriously impair the competitiveness of the river freight industry in the Dubuque region.

Maintenance and Replacement of Lock and Dam System – The extensive system of locks and dams, which make the Mississippi River navigable for freight transportation is aging. The system was built during the 1930's and key components are reaching the point at which they must have repairs. The lock and dam at Dubuque is the 11th down river from the headwaters of navigation at St. Paul, Minnesota. Closing any of the locks and dams below Dubuque for maintenance closes off traffic to Dubuque. Unfortunately, much of the work on the locks and dams cannot be done when the river is frozen. At other times, when the river is not frozen, there is often heavy river traffic which precludes maintenance activities.

Freight Trucks

Truck Delay – Truck delay is one of the most important issues for the truck freight industry because of the coordination requirements of just-in-time delivery. Representatives of the freight industry who met with DMATS staff identified three main sources of delay in Dubuque.

The first is the congestion that exists today on US Highway 20 between Devon Drive and Old Highway Road. The congested intersections on that segment of US Highway 20 and the long waiting time required while cross traffic clears the intersections creates a difficult situation for truck traffic.

The second source of congestion is the result of the at-grade railroad crossings between Jones Street and 12th Street. This area is particularly difficult because it is the main freight center in the region and there are two railroads using the tracks in this area (Canadian Pacific Kansas City (CPKC) and Canadian National (CN) In addition, the area is immediately adjacent and north of the CPKC. As a result, the at-grade crossings are often obstructed by CPKC trains that are either parked as a result of switching activity or are actively switching and causing the crossing gates to drop.

The third source of congestion is the lack of a west side by-pass route for trucks. The two highways most heavily traveled by trucks in the region are US Highway 61/151 south and US Highway 20 west. Currently, the two routes taken through town by automobiles (Cedar Cross Road/Kelly Lane and South Grandview Avenue) most often to get from the west side of Dubuque to the south side are not appropriate for trucks. Only the combination of US Highway 20 and US Highways 52/61/151 south from the downtown area is available for trucks. This route, of course, requires trucks to traverse the segment of US Highway 20 identified as the first cause of delay as stated above.

Railroad Freight

Two Railroads on a Single Track – When US Highway 61/151 was re-aligned in downtown Dubuque in the early 1990's, the Iowa DOT brokered an agreement between Illinois Central Railroad (now CN) and the I & M (now CPKC) Rail Link to share trackage in downtown Dubuque between the two railroads yards. As a result, it is not uncommon for one railroad to be required to wait while the other uses the shared tracks. These waiting delays the railroads and causes scheduling problems. In addition, the trains must sit somewhere while they wait and that results in additional delays at railroad grade crossings.

Replacement of the Illinois Central Railroad Bridge under the Truman-Hobbs Act – The Dubuque railroad bridge will require replacement soon, most likely in the next 10 years, to meet the requirements of the Truman-Hobbs Act. The replacement will be the responsibility of the railroad. However, prior to beginning the replacement, Congress must authorize a payment to the railroad for the bridge at the full depreciated value. This amount will probably be between $50 and $75 million. Although both the Union Pacific Bridge in Clinton and the I & M Rail Link Bridge in Sabula are under Truman-Hobbs Act orders, Congress has not yet authorized the funds. As a result, these two railroads have not yet moved forward with replacement plans of those structures.

Two concerns have been raised regarding this event. The first is that the CN will not replace the bridge but simply sell off the portion of its system in Iowa and abandon the bridge. Although that could happen, it does not seem likely that it will because of the connectivity to Omaha and Sioux City. The railroad does not have another crossing over the Mississippi River close by as the next crossing will be in St. Louis, MO and St Paul, MN.

A second concern was related to the possibility that the railroad could be persuaded to construct the new bridge at a different location and free up areas in Dubuque and East Dubuque currently dominated by CN. It does not seem that this will take place because of the limited frontage on the Mississippi River.

Powder River Basin (PRB) project – The MPO has maintained a constant concern about the Powder River Basin (PRB) project, the environmental impact of the coal trains coming into and through Dubuque on the health, safety and welfare of our community. The additional trains will increase traffic delays and could potentially isolate the Ice Harbor area of Dubuque during peak periods of heavy train traffic.

Lack of Rail Accessible Sites and Businesses that Require Rail Access – Another concern for the region is the lack of rail accessible sites and businesses that require rail access. There are many cities that railroads pass through, where they do not stop. If sufficient business were there to merit stopping, the railroads would do so. Over the past 30 years railroad officials indicate that there has been a decline in business in the Dubuque area. This trend is also affected by the trend described above towards rail consolidation and pricing policies, which favor large shippers and long hauls. At some point, officials from the freight industry point out these factors will combine to make Dubuque an unprofitable market for the railroads. When that happens, it will significantly damage the river freight and the truck freight industries in Dubuque due to the inter-relationships between the three modes.

Merger of the Canadian Pacific and Kansas City Southern railroads - The merger is expected to negatively impact DMATS region by significantly increasing the volume of freight train traffic through the region, generating noise pollution and adding to existing safety concerns at 11 at-grade rail crossings in the City of Dubuque, four crossings in Dubuque County, and one crosssing in the City of Peosta.

Areas of Persistent Poverty Planning Grant

The Jule provides daytime/evening fixed-route and paratransit services, as well as a park-and-ride shuttle for downtown employees. The service area includes Dubuque, Iowa, with a population of 59,119 and East Dubuque, Illinois, just across the Mississippi River with a population 1,489. Dubuque's downtown population in Census Tracts 1, 3, 5, 6, and 7.01 (Areas of Persistent Poverty) is particularly dependent on bus rides to access work, school, shopping, health care, and other destinations.

While the Dubuque region has experienced significant change over the last several decades, the Jule's operations have largely remained the same. Key shifts over the last 20 years include:

- Downtown Dubuque has been changing. Once abandoned, areas like the Historic Millwork District are now fully activated with mixed-use development. New transit routes and services are necessary to connect these neighborhoods to the broader region.
- Dubuque's population is changing in composition. The 2000 Census identified a minority population of 4.6% in the community. In 2020, the non-White population had grown to 16.2%. Dubuque is now home to a growing Hispanic population and roughly 800 Marshallese people. The city's changing demographics demand new approaches to meet the transit needs of all users.
- Manufacturing is reemerging in Dubuque. After the loss of several major employers, the community has witnessed new companies moving into industrial parks on the edge of town. These businesses are urging the Jule to expand transit services to help downtown workers access their sites.
- Dubuque's economy is expanding. Health care, education, tourism, publishing, and financial services are now important sectors of the city's business climate. These companies understand that alternative transportation is an important factor in their ability to attract young talent.
- COVID-19 has disrupted how Dubuque functions. New hybrid telework models have been developed that allow more residents to stay home. As such, the transit system needs to adapt to how, where, and when people are traveling.

With Federal Transit Administration (FTA) Areas of Persistent Poverty funding, Dubuque will conduct a planning study that will help the Jule to optimize bus routes, identify necessary service changes, and determine appropriate equipment/facility needs. An analysis of existing conditions will establish baseline transit services in the region. Robust community outreach will help Dubuque to gather user feedback. A market analysis will help ascertain transit gaps and opportunities for growth. Multiple strategies will be considered and shared with community stakeholders to develop a consensus on needed improvements. Finally, an action plan will be developed that presents specific changes that Dubuque can adopt to enhance transit opportunities for disadvantaged residents in Census Tracts 1, 3, 5, 6, and 7.01.

The proposed project will help Dubuque create a transit model that is reactive to today's demands. The Jule will be evaluated to account for changing demographics, growing business sectors, and new workplace models. Spatial data and feedback from community outreach will help Dubuque to explore social and economic disparities. FTA resources will provide the community with a roadmap to improve public

transportation efficiency and ensure the system meets the needs of individuals who lack access to employment, education, health care, and other destinations. The plan will improve transit by identifying where to provide more frequent and expanded service. The project will also support community connectivity, address generational poverty, and help promote spatial justice.

RELATIONSHIP BETWEEN TPWP AND DMATS LRTP & MPO REQUIRMENTS

DMATS Long Range Transportation Plan creates a policy framework for transportation investments in the DMATS region. The plan recognizes the vision and eight transportation goals to help make progress towards this vision. The 2027 Transportation Planning Work Program (TPWP) is designed to ensure the region focuses time and resources on meeting the DMATS LRTP goals, planning factors and MPO requirements of FHWA and FTA. The table provides how the seven planning tasks meet the above requirements.

		Project #1599 - Overhead and Administration	Project #5329 - General Coordination	Project #5341- Long-Range Transportation Plan (LRTP)	Project #5342 – Transportation Research and Database Management	Project # 5352 - Short-Range Transportation Planning	Project #35370 STREETS
DMATS LRTP GOALS	Manage and maintain the existing transportation system to maximize performance.	X	X	X		X	
	Support an efficient freight system in the region.	X		X		X	X
	Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.	X	X	X		X	
	Increase the safety, security, and resiliency of the transportation system.	X	X	X	X	X	X
	Protect and enhance the natural environment and support energy conservation and management.		X	X	X	X	
	Improve the transportation system and promote efficient system management and operations.		X	X	X	X	
	Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.		X	X	X	X	X
	Ensure that transportation system performance improvements are distributed.	X	X	X		X	
MPO Requirments	Long-Range Transportation Plan			X	X		
	Transportation Improvement Program				X	X	
	Unified Planning Work Program				X	X	
	Public Participation Plan			X	X	X	
	Passenger Transportation Plan				X	X	
	Congestion Management Process			X	X	X	
	Award Federal Funding			X	X	X	
	Decision Making Structure	X	X				

		Project #1599 - Overhead and Administration	Project #5329 - General Coordination	Project #5341- Long-Range Transportation Plan (LRTP)	Project #5342 – Transportation Research and Database Management	Project # 5352 - Short-Range Transportation Planning	Project #35370 STREETS
Planning Factors	Support economic vitality	X	X	X		X	
	Increase the safety of the transportation system for motorized and non-motorized users	X	X	X	X	X	X
	Increase the security of the transportation system for motorized and non-motorized users	X	X	X	X	X	X
	Increase accessibility and mobility of people and freight	X	X	X	X	X	X
	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency	X	X	X	X	X	X
	Enhance the integration and connectivity of the transportation system, across and between modes	X	X	X	X	X	X
	Promote efficient system management and operation	X	X	X	X	X	X
	Emphasize the preservation of the existing transportation system	X	X	X	X	X	X
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	X	X	X	X	X	X
		Project #1599 - Overhead and Administration	**Project #5329 - General Coordination**	**Project #5341- Long-Range Transportation Plan (LRTP)**	**Project #5342 – Transportation Research and Database Management**	**Project # 5352 - Short-Range Transportation Planning**	**Project #35370 STREETS**
Planning Emphasis Areas (PEAs)	Complete Streets			X	X	X	
	Public Involvement	X	X	X	X	X	X
	Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination						
	Federal Land Management Agency (FLMA) Coordination						
	Planning and Environment Linkages (PEL)		X	X	X	X	X
	Data in Transportation Planning		X	X	X	X	X

RELATIONSHIP BETWEEN TPWP PROJECTS AND FEDERAL PLANNING EMPHASIS AREAS

At the discretion of the Secretary of the Department of Transportation, FHWA and FTA may jointly establish planning emphasis areas (PEA) to advance national goals as established by federal law to reflect priorities and respond to congressional direction established through the appropriations process. PEAs are intended to highlight subjects that should be addressed in FHWA and FTA funded planning programs. PEAs are designed to encourage the application of planning assistance to studies addressing national goals and priorities, in addition to goals and priorities directly benefiting local transportation operations or otherwise serving state and local needs. In their letter dated December 30, 2021, FHWA and FTA jointly requested MPO"s, State DOT's, Public Transportation Agencies, and Federal Land Management Agencies to emphasize the planning emphasis areas (PEAs) in their work programs. These PEAs remain in effect until superseded by newer PEAs. Each PEA is shown below along with the specific actions included in the 2027 UPWP that address that PEA.

System Preservation - The DMATS Transportation plan focuses more on preserving existing infrastructure and focusing future investment in areas already served by significant public infrastructure investments, discouraging infrastructure expansion. All transportation improvement projects in the region aim to conserve and upkeep the current system, thus ensuring the preservation of existing Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). The DMATS Travel Demand Forecast Model helps develop and analyze data (#5341 – Long Range Transportation Planning – DMATS TPWP).

Complete Streets – Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

The DMATS addresses Complete Streets through the following activities:

- Special Projects - One of the goals of the DMATS Transportation plan is to Build a multi-modal transportation system. This should include better integration and connectivity between modes of travel. The projects funded through DMATS STBG program like University Ave Extension and 14th Street Overpass do accommodate complete streets (Project #5352— Short-Range Transportation Planning —DMATS TPWP).
- Safe Routes to School - The Safe Routes to School group at the City of Dubuque focuses on improving safety in and around schools and supports complete streets initiatives within the DMATS region (Project #35373 – Safe Streets and Routes for All (SS4A) -DMATS TPWP).
- Coordination - DMATS staff coordinates with Bike Groups, Multi-Disciplinary Safety Teams (MDST), and IADOT for regional projects and issues. The feedback and proposed solutions contribute to the development of regional transportation plans. (Project #5352— Short-Range Transportation Planning —DMATS TPWP).

Public Involvement – Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

The DMATS addresses Public Involvement through the following activities:

- TAG Group - Serve as a stakeholder on the Transit Action Group (TAG) and contribute to the production and distribution of agendas and meeting notifications for quarterly TAG meetings. (as needed) (Project #5352— Short-Range Transportation Planning —DMATS TPWP).
- Bike and Pedestrian – Metting with inters groups in the DMATS area to seek input on the Nike and Pedestrian plan development and implementation process (Project #5352— Short-Range Transportation Planning —DMATS TPWP).
- Long Range Transportation Plan – Staff are seeking input from DOTs, the public, Cities, County, and public in the region to complete Long Range Transportation Plan. (Project #5341— Long-Range Transportation Planning —DMATS TPWP).

Data in Transportation Planning – incorporate data sharing and consideration into the transportation planning process because data assets have value across multiple programs.

The DMATS addresses data in Transportation planning through the following activities.

- Land-Use and Comprehensive Planning Activities – DMATS assists local communities with Land-Use and Comprehensive Planning Activities, while also gathering information from local agencies to inform the planning process for the DMATS region (Project #5352— Short-Range Transportation Planning —DMATS TPWP).
- Intelligent Transportation System (ITS) improvements – DMATS engages in ITS improvements and transportation technology projects within the region, integrating this information into the regional planning process (Project #5352— Short-Range Transportation Planning —DMATS TPWP).
- Passenger Transportation Plans – DMATS collaborates with transit systems in the region to evaluate transit needs through the Transportation Action Groups (TAG), incorporating this data into the regional planning process (Project #5352— Short-Range Transportation Planning —DMATS TPWP).
- Transportation Research and Database Management – DMATS staff consistently gather and analyze data from numerous government entities in the region. This includes transportation related data such as traffic counts, transit ridership, accident statistics, and expenditure details for maintaining and expanding transportation infrastructure. These datasets are stored in databases at ECIA and play a vital role in the regional planning process. (Project #5352— Short-Range Transportation Planning —DMATS TPWP).

DMATS Budget for FY2027 Final 5/14/2026

Work Elements and Activities		Federal Source								Total	State Source	Local Sources 20%	Total	Staff	No
		IA FTA Sec. 5305(d) Carryover	IA FTA Sec. 5305(d)	Complete Streets Carryover	Complete Streets	FHWA STBG Carryover - IADOT	Iowa PL Carryover	Iowa PL	ILL PL	Federal Funds	ILL Planning	ECIA/Local	funds	Hours	Staff
AVIALBLE FUNDING		**$89,207**	**$52,681**	**$6,893**	**$3,488**	**$16,996**	**$247,358**	**$136,009**	**$62,918**		**$15,729**	**$68,367**			
Program Support & Administration															
1599	Overhead and Administration	$21,829					$56,465	$0	$15,396	$93,690	$4,458	$18,964	$117,112	1,171	4
5329	General Coordination					$15,465		$0	$2,376	$17,841	$594	$3,866	$22,301	223	4
	Sub total	**$21,829**	**$0**	**$0**	**$0**	**$15,465**	**$56,465**	**$0**	**$17,772**	**$111,531**	**$5,052**	**$22,831**	**$139,414**	**1,394**	
Long Range Transportation Planning															
5341	Long Range Transportation Planning	$20,000					$5,000	$0	$19,906	$44,906	$4,633	$6,594	$56,133	561	3
5342	Transportation Research and Database Management						$3,000	$0	$2,480	$5,480	$620	$750	$6,850	69	3
Short Range Transportation Planning															
5352	Short Range Planning	$47,378				$1,531	$75,745	$0	$22,760	$147,414	$5,424	$35,598	$188,436	1,884	5
5353	Increasing Safe and Accessible Transportation Options			$6,893	$3,488					$10,381		$2,595	$12,976	130	2
	Sub total	**$67,378**	**$0**	**$6,893**	**$3,488**	**$1,531**	**$83,745**	**$0**	**$45,146**	**$208,181**	**$10,677**	**$45,536**	**$264,394**	**2,644**	
	Total	**$89,207**	**$0**	**$6,893**	**$3,488**	**$16,996**	**$140,210**	**$0**	**$62,918**	**$319,712**	**$15,729**	**$68,367**	**$403,808**	**4,038**	

FY2027 DMATS Work Program Budget for IADOT

DMATS Budget for FY2027 Final 5/14/2026

	Work Elements and Activities	Federal Source							Total Federal Funds	Local Sources 20% ECIA/Local	Total funds	Staff Hours	No Staff
		IA FTA Sec. 5305(d) Carryover	IA FTA Sec. 5305(d)	Complete Streets Carryover	Complete Streets	FHWA STBG Carryover - IADOT	Iowa PL Carryover	Iowa PL					
	AVIALBLE FUNDING	**$ 89,207**	**$ 52,681**	**$ 6,893**	**$ 3,488**	**$ 16,996**	**$ 247,358**	**$ 136,009**					
	Program Support & Administration												
1599	Overhead and Administration	$ 21,829	$ -	$ -	$ -	$ -	$ 56,465	$ -	$ 78,294	$ 18,964	$ 97,258	973	4
5329	General Coordination					$ 15,465	$ -	$ -	$ 15,465	$ 3,866	$ 19,331	193	4
	Sub total	**$ 21,829**	**$ -**	**$ -**	**$ -**	**$ 15,465**	**$ 56,465**	**$ -**	**$ 93,759**	**$ 22,831**	**$116,590**	**1,166**	
	Long Range Transportation Planning												
5341	Long Range Transportation Planning	$ 20,000	$ -	$ -	$ -	$ -	$ 5,000	$ -	$ 25,000	$ 6,594	$ 31,594	316	3
5342	Transportation Research and Database Management	$ -	$ -	$ -	$ -	$ -	$ 3,000	$ -	$ 3,000	$ 750	$ 3,750	38	3
	Short Range Transportation Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -			$ -		
5352	Short Range Planning	$ 47,378	$ -	$ -	$ -	$ 1,531	$ 75,745	$ -	$ 124,654	$ 35,598	$ 160,252	1,603	5
5353	Increasing Safe and Accessible Transportation Options	$ -	$ -	$ 6,893	$ 3,488	$ -	$ -	$ -	$ 10,381	$ 2,595	$ 12,976	130	2
	Sub total	**$ 67,378**	**$ -**	**$ 6,893**	**$ 3,488**	**$ 1,531**	**$ 83,745**	**$ -**	**$ 163,035**	**$ 45,537**	**$208,572**	**2,086**	
	Total	**$ 89,207**	**$ -**	**$ 6,893**	**$ 3,488**	**$ 16,996**	**$ 140,210**	**$ -**	**$ 256,794**	**$ 68,367**	**$325,161**	**3,252**	

For Iowa, FHWA Metropolitan Planning (PL) program funding is transferred to FTA 5305d program funding in a consolidated planning grant application. Total programmed FHWA PL funds is $140,210 of which $140,210 is carryover from the previous fiscal year.

For Iowa, FHWA Surface Transportation Block Grant (STBG) program funding is transferred to FTA 5307 program funding in a separate FTA transfer grant application.

Carryover Funds: Staff recognize that current carryover balances are higher than desired. As special projects like the STREETS initiative conclude, staff will increase the use of available carryover funds to support routine planning activities. Funding levels and programming assumptions will be reviewed annually and adjusted as needed based on actual expenditures and funding changes. The goal is to gradually reduce these balances and fully utilize carryover funding in the coming years.

FY2027 DMATS Special Projects

DMATS Budget for FY2027 5/14/2026

Work Elements and Activities	Federal Source	Total	Local Sources 20% match	Total	Staff	No
	ICAAP IADOT	Federal Funds	ECIA/Local	funds	Hours	Staff
AVIALBLE FUNDING	**$40,000**		**$10,000**			
Program Support & Administration						
1599 Overhead and Administration	$9,788	$9,788	$2,447	$12,235	122	2
Sub total	**$9,788**	**$9,788**	**$2,447**	**$12,235**	**122**	
Special Projects						
35370 STREETS PHASE II (ICAAP)	$30,212	$30,212	$7,553	$37,765	378	2
Sub total	**$30,212**	**$30,212**	**$7,553**	**$37,765**	**378**	
Total	**$40,000**	**$40,000**	**$10,000**	**$50,000**	**500**	

Work Elements

1. Project #1599 - Overhead and Administration

Background:

ECIA General Management has conducted association operations under direction of its governing council and committees since the origin of the association since 1976. Adequate and necessary administration support and overhead have been provided as part of this activity.

Program Objective:

Conduct ECIA operations in conformance with proper business practices and provide necessary overhead to conduct transportation planning.

Program Activities:

Provide overhead and administration throughout the fiscal year. Examples of costs include personnel costs associated with the administration of the agency, office supplies, insurance, telephone expense, postage and equipment, agency fiscal management, utilities, rent, and data processing services (continuous).

Cost: Total- $ 117,112, Iowa - $97,258
Staff Hours: Total -1,171, Iowa – 973

Previous work done in FY 2025:

- Held Nine Tech and Policy Committees meetings (July 2025 – June 2026).
- Held one joint special meeting with Iowa DOT staff.
- Staff meetings were held, and timesheets were reviewed for accuracy.
- Office supplies, insurance, telephone expense, postage and equipment, agency fiscal management, utilities, rent, and data processing services.

2. Project #5329 - General Coordination

Background:

Staff has served as liaison between DMATS and state and federal agencies pertaining to specific transportation issues. Staff provides local support to the 3C process in the DMATS area.

Program Objective:

- To provide general urban transportation planning and coordination in the tri-state DMATS area.

Program Activities:

- Undertake the general transportation planning, coordination and cooperation with local, state, and federal representatives consistent with the Federal 3C Transportation Planning

requirements including an emphasis on public involvement (continuous).

- Review new legislation and inform local agencies of development of federal transportation legislation (as needed).
- Conduct special studies as directed by the DMATS Policy Committee with input from the Technical Advisory Committee (as needed).
- Support DMATS committees through staff assistance, research, and communications among the committees and various other levels of government. Include citizen/public involvement in the MPO's planning process (as needed).
- Provide technical assistance to other governmental agencies or organizations involved in the overall transportation efforts identified by DMATS (as needed).
- Monitor the changes affected by Congress (continuous).
- Attend and participate in meetings of national, state, and local organizations like Mississippi River Trail (MRT), Transit Action Group (TAG), etc. relating to transportation planning; and apply knowledge to local planning program (continuous).
- Attend and participate in meetings of national, state, and local organizations that emphasize Coordination of Human Service Transportation (continuous).
- Organize and participate in meetings of DMATS Policy, Technical Advisory, and other committees; and attend other committee and board meetings as needed (continuous).
- Manage the financial side of the TPWP in a way that ensures sound and efficient program administration (continuous).
- Work with USDOT and the states of Iowa, and Illinois to update the DMATS Public Participation Policy to ensure compliance with the latest directives from FHWA and FTA related to Public Involvement (continuous).
- Prepare the FY 2028 TPWP in cooperation with the Iowa, Illinois, and Wisconsin Departments of Transportation (will be completed by June of 2027).
- Participate in Iowa DOT Quarterly MPO meetings (continuous).
- Participate in Illinois DOT Quarterly MPO meetings (continuous).
- Participate in Iowa MTMUGS Quarterly meetings (continuous).

Cost: Total - $ 22,301, Iowa - $19,331
Staff Hours: Total – 223, Iowa- 193

<u>Work done in FY 2026:</u>

- Working with the city of Dubuque in implementing RAISE grant received to conduct design and engineer the construction of a railroad overpass, Complete Street enhancements, and new shared-use paths supporting the economically-distressed North End, Point, and Washington neighborhoods.
- Working on Phase I & Phase II Smarter Travel project with IADOT and the city of Dubuque.
- Staff supervision.
- Monitored implementation of FY 2026 TPWP and facilitated revisions as needed
- Developed FY 2027 DMATS budget and prepared FY 2027 TPWP
- Attending Trail vison, TAG, Air quality, MRT and Ride the rail meetings.
- Attending IADOT, and ILDOT quarterly and annual meetings
- Attending Iowa MTMUGS

3. Project #5341- Long-Range Transportation Plan (LRTP)

Background:

Efforts in FY 2027 are focused on maintaining DMATS 2050 Long-Range Transportation Plan (LRTP) and continue updating and maintaining the Travel Demand Forecast Model and AIMSUN Microsimulation Model for the DMATS region.

AIMSUN is a microsimulation model developed for the Smart Traffic Routing with Efficient and Effective Traffic Systems project. It uses data from the DMATS 24-Hour Model, which establishes regional travel demand and predicts future traffic volumes. AIMSUN translates these volumes into detailed operational performance at specific facilities, assessing how the transportation system will function under expected demand and predicting congestion within an hour. While the DMATS Model analyzes long-term transportation issues, AIMSUN addresses immediate, time-specific challenges.

The DMATS 24-Hour Model and the AIMSUN Microsimulation Model are interdependent. Trip productions, attractions, and origin-destination patterns from the DMATS Model form the basis for AIMSUN. In turn, accurate travel patterns, AM and PM travel speeds, and detailed route plans from AIMSUN are essential for updating the DMATS Model.

In summary, the DMATS 24-Hour Model and the AIMSUN Microsimulation Model are closely linked. Maintaining an accurate AIMSUN model is vital for the effectiveness of the DMATS Model. As a result, DMATS staff have chosen to manage the AIMSUN model.

Program Objective:

- To maintain the LRTP and to collect, update, analyze, and provide transportation data (e.g. socio-economic, land use, travel) information to be used in the metropolitan planning process.
- Continue development of DMATS Geographic Information System (GIS).
- DMATS staff will also be involved in the coordination and collection of data on an as needed basis with each of the three DOTS.
- Staff will assist in integrating LRTP with state wide plans developed by the State DOTs.
- Update existing DMATs model with information from the Aimsun Microsimulation Model
- Maintain AIMSUN Microsimulation Model
- Maintain DMATS 2055 Long-Range Transportation Plan (LRTP)

Program Activities:

- Maintain approved DMATS 2055 Long-Range Transportation Plan.
- Ensure the region's Long-Range Planning process addresses the federal transportation planning factors (continuous).
- Develop policy directions for the DMATS region's 2060 Long Range Transportation Plan.
- Assess impact of policy choices on regional transportation system, land use, development and the financial capacity to guide decision making (continuous).
- Process amendments to LRTP 2055 as necessary (as needed).
- Travel Demand Model will be maintained and updated (continuous).
- AIMSUN Microsimulation Model will be maintained and updated (continuous)
- Performing model runs with both models and analyses and produce reports (continuous).

- Alter transportation networks as necessary to reflect current and anticipated results (as needed).
- Assess data requirements to support potential model enhancements (as needed).
- Coordinate all model improvement/update efforts with the Iowa DOT, Systems Planning Bureau (as needed).
- Monitor the local land use plans and their implementations as they impact development on the metro area transportation system (as needed).
- Facilitate efforts by the Iowa DOT looking at concerns regarding corridor management implemented through local land use plans (as needed).
- Stay current on efforts at the federal and state levels to identify methods for integrating the environmental process with the transportation planning process (continuous).
- Work with other MPOs to identify methods for early incorporation of environmental analysis into the project planning process (as needed).
- Assist with other studies and projects recommended in DMATS 2050 LRTP (continuous).
- Participate in Mississippi River Trail (MRT) development as a member of Iowa's MRT Executive Committee (as needed).
- Will participate on Dubuque Area chamber of commerce's Transportation group (continuous).
- Help in developing and maintaining evacuation plan for the DMATS area for the future (as needed).
- Continue to work on planning elements issues of the DMATS 2055 LRTP and create annual performance measures report (continuous).
- Continue to work with DOT and Transit staff in developing safety performance measures and adaptation of MPO safety targets, Bridge and Pavement conditions on the National Highway Systems (NHS) Freight performance on the NHS and Transit Asset Management (TAM) (continuous).

Cost: Total - $ 56,133, Iowa - $31,594
Staff Hours: Total – 561, Iowa - 316

Work done in FY 2026:

- Ensured the region's Long-Range Planning process addresses the federal transportation planning factors.
- Completed the Travel Demand Forecast Model for DMATS 2055 LRTP.
- Coordinated all model improvement/update efforts with the Iowa DOT, Systems Planning Bureau (as needed).
- Continue to work on planning elements issues of the DMATS 2050 LRTP and create annual performance measures report.
- Continued to work with DOT staff in developing safety performance measures and adaptation of MPO safety targets Bridge and Pavement conditions on the National Highway Systems (NHS) and Freight performance on the NHS.
- Completed and adopted the DMATS 2055 LRTP.

4. Project #5342 – Transportation Research and Database Management (Ongoing Process)

Background:

To have a complete understanding of transportation and travel behavior in the region, DMATS staff regularly collects and analyzes data from various government organizations in the region. Data pertaining to transportation is routinely tracked and reported such as traffic counts, transit ridership, and accident data; and expenditures of funds for maintenance and expansion of transportation facilities are kept on databases at ECIA. Documents produced by the states and local jurisdictions that include data on transportation within the region are kept in the transportation department.

Program Objective:

- To collect, maintain and analyze data on transportation within the DMATS area for facilitating transportation planning and decision making.
- To use information derived from analysis of data in modeling and other activities to promote national transportation planning.
- To promote better understanding of transportation patterns and trends among member jurisdictions and general public.
- To maintain data on demographic composition to support spatial justice, outreach and analysis.
- To respond to requests for information from local, state and private agencies and members of the public.

Program Activities:

- Process data collection from membership organizations (continuous).
- Monitor data sources (continuous).
- Maintain databases and documentation (continuous).
- Disseminate data and/or analysis to DMATS member jurisdictions, other interested agencies and general public (as needed).
- Maintain the Transportation Department Library within ECIA (continuous).
- Maintain the GIS system with updated information for future analysis and graphical representation (continuous).
- Collect data needed for Safe Streets and Routes for All (SS4A) continuous).
- Conduct traffic counts for Cities and counties (as requested)
- Providing input on traffic studies (as needed)
- Provide VMT data to City of Dubuque (as requested)

Cost: Total -$6,850, Iowa -$3,750
Staff Hours: Total – 69, Iowa - 38

Work done in FY 2026:

- Collected data for the City of Dubuque RAISE grant

5. Project # 5352 - Short-Range Transportation Planning (Ongoing Process)

Background:

Staff is working with local, state, and federal staff and policy makers in the planning and funding of development work for highway and bridge work for projects such as Northwest Arterial & US 20 improvements, the US 20 Mississippi River Crossing, and the bike/pedestrian network. Staff is writing grant applications for Regional Transit Authority (RTA) used in the procurement of funds for marketing.

Program Objective:

- To work with DMATS members in street/highway and bike/pedestrian transportation planning.
- To provide technical support, grant administration, and planning assistance to the Jule Transit System.
- To prepare and manage the four-year multi-modal Transportation Improvement Program (TIP) for the DMATS area consistent with federal and state guidelines and regulations.
- To update TPMS with revisions, amendments and new federal aid projects within in DMATS area on Iowa side.
- To assist the state Departments of Transportation with administration for projects under development.

Program Activities:

- Work and assist Iowa DOT with the US 20 Capacity Improvements, Northwest Arterial Project and the Julien Dubuque Bridge Project (as needed).
- Work and assist the city of Dubuque and Dubuque County with federal aid Projects, with assistance from the Iowa DOT (as needed).
- Work with the city of East Dubuque and Jo Daviess County representatives and Illinois DOT in the development of transportation improvements in the East Dubuque-Dunleith Township area (as needed).
- Provided technical assistance to locals on implementing lands use and zoning plans (as needed)
- Work with the public transit providers in the DMATS area and interested private sector providers in developing and implementing service coordination strategies for Jule transit and RTA. DMATS is working with the transit providers to have the recommendations implemented (on-going).
- Work with Dubuque County and the city of Peosta on Thunderhills and Cox Springs safety improvements.
- Attend and participate in Transit Advisory Board meetings (continuous).
- Assist the transit operators in complying with all applicable federal requirements (continuous).
- Work with local transportation agencies to implement transportation management and operations systems (continuous).

- The PTP plan was completed in May of FY 2025. Staff will maintain the plan in FY 2027 working with the TAG group. DMATS will submit the minutes of these meetings to the Systems Planning Bureau. A Full PTPs will be submitted to Systems Planning Bureau every five years and will continue on the same schedule (as needed).
- The development of the FFY 2028-2031 Transportation Improvement Program (TIP) will be done in cooperation with the member governments in the DMATS urban area. The program will be developed cooperatively by the DMATS committees, the Iowa, Illinois, and Wisconsin Departments of Transportation, local units of government, and participation from the public (completed by June 2027).
- Evaluate potential STBG and Transportation Alternative projects for TIP development using DMATS LRTP and DMATS model (continuous).
- DMATS will assist Jule Transit and the ADA Advisory Committee in implementing the provisions of the Jule ADA Plan (as needed).
- DMATS staff will be assisting local governments with route location designation, signing route segments, usage, and coordination with MRT Inc and the Iowa MRT Executive Committee (as needed).
- DMATS staff will be working with Bi-State Regional Commission, IADOT, ILDOT, RPA 8 ,local governments and State representatives on established Port Statistical Area and Ports of Eastern Iowa (as needed).
- Provide technical assistance in the land use and environmental service area, including comprehensive land use planning, development ordinances (e.g. zoning, subdivision etc.), and environmental assessments and their impact on the transportation system (as requested).
- Serve as stakeholder on Passenger Rail and Bike/Hike Trail Steering Committees and help in printing and mailing the agendas and meeting notices for committee meetings. Staff is actively participating in these group activities for FY2027 (on going).
- Participate in the Air quality group created by MPO, Greater Dubuque Development (GDDC) and City of Dubuque (continuous).
- Assist in documentation for grant applications (as needed).
- Prepare or assist with Title VI compliance report (as needed).
- Work with local emergency planners, law enforcement agencies, and appropriate transportation agencies to analyze and improve the security of metropolitan transportation facilities. Facilitate the Dubuque Multi-disciplinary Safety Group (continuous).
- Help Cities and Counties in Federal and State grants (as needed).
- Participate in ITS improvements and projects related to transportation technology (on going)
- Participate in transportation improvement projects like East-West Corridor improvements (on going)
- Work on a Bike and Pedestrian plan for the MPO region. (on going)
- Work with MPO members, CN, CP, BNSF, FRA, IADOT and ILDOT on implementing Quiet Zone study and Safety improvements.

Cost: Total -$ 188,436, Iowa - $160,252
Staff Hours: Total – 1,884, Iowa – 1,603

Work done in FY 2026:

- Acting as a lead agency for air quality group and create a PM 2.5 path forward plan for DMATS area.
- Conducted two MDST meetings.
- Worked with City of Dubuque, Dubuque County, IADOT District 6 and Grant wood scenic group.
- Working with the city of Dubuque on the East West Corridor project.
- Working with the city of Dubuque on the East West Corridor improvements project.
- Working with the city of Dubuque and Iowa DOT on US 20 and Northwest Arterial intersection.
- Working with the city of Dubuque and Dubuque County on freight rail issues.
- Working with Dubuque County on road projects.
- Working with Dubuque County on john Deere Road improvements.
- Working on FFY 2027-2030 TIP
- Amended FFY 2026-2029 TIP
- Attending bike meetings.
- Attending rail meetings.
- Attending MDST meetings.
- Attending Iowa DOT meetings
- Attending Illinois DOT meetings.
- Conducting project base meetings for trail projects.
- Working on Zoning and land use projects.
- Worked with the City of Dubuque on the Building Bridges to Elevate Employment (B2E2) project.

6. Project #5353– Increasing Safe and Accessible Transportation Options (Ongoing)

Background:

BIL § 11206(b) requires MPOs to use not less than 2.5 percent of PL funds on Complete Streets planning activities.

Program Objective:
To increase safe and accessible options for multiple travel modes for people of all ages and abilities, which, if permissible under State and local laws.

- Adoption of Complete Streets standards or policies; (see BIL § 11206(a)… the term "Complete Streets standards or policies" means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, motorists, and freight vehicles.)
- Development of transportation plans to…
    - Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such

as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
    - Integrate active transportation facilities with public transportation service or improve access to public transportation;
    - Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;
    - Increase public transportation ridership; and
    - Improve the safety of bicyclists and pedestrians.
- Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail.
- Development of transportation plans and policies that support transit-oriented development.

Program Activities

- Work with rural and urban transit systems on transit gap analysis.
- Work with RTA on increasing ridership.
- Work with the cities with DMATS region on updating Safe Routes to School plans.
- Implementation of Bike and Pedestrian programs within DMATS region.

Cost: Total - $ 12,976, Iowa - $12,976
Staff Hours: Total – 130, Iowa - 130

Work done in FY 2026:

- Woking with RTA on data analysis for ridership.
- Working with DMATS members on potential Transportation Alternative Program (TAP) projects.
- Participating in the city of Dubuque Safe Routes to School group.

Total Program Cost for DMATS: $ 403,808, Iowa: $325,161

PROJECTS COMPLETED IN FFY 26

7. Project #35371– SMART GRANT (will be completed by June 2026)

Background:
The STREETS project is designed to develop an open interface to deliver near real-time transportation information directly to vehicles over the cellular network.

Program Objective:

The project will develop a comprehensive data set (including congestion, road closures, railroad crossing blockages, crashes, traffic signal timing, special events, parking, weather, etc.) for the entire Dubuque metropolitan area, integrate the data in a standardized format, build appropriate intelligence to define distribution limits for each piece of data, and develop an open interface to provide this data in near real time via cellular connections to original equipment manufacturers (OEM), infotainment system providers, and other third-party data stakeholders. The project will revolutionize how transportation data is collected, shared, and utilized.

Program Activities:

- Project management.
- Work with consultant on a data set that includes congestion, road closures, railroad crossing blockages, crashes, traffic signal timing, special events, parking, weather, etc.
- Quarterly reports to USDOT.
- Preparing application for project implementation
- Work with Stakeholder group and consultants to meet the project goals.

Work done in FY 2026:
Developed a comprehensive data set for the entire Dubuque metropolitan area, including congestion, road closures, railroad crossing blockages, crashes, traffic signal timing, special events, parking, and weather. Integrated the data into a standardized format and implemented intelligence to define distribution limits for each data type. Created an open interface to deliver this data in near real time via cellular connections to original equipment manufacturers (OEMs). Demonstrated the data display to the US DOT using Herman equipment.

8. Project # – IL35 Special Planning Research project - Staff Charges (will be completed by June 2026)

Background:

On Septemebr.1, 2023, the DMATS received a State Planning Research grant award to complete ITS needs on the Illinois side for non-signalized areas that can help connect Sinsinawa Ave, US Highway 20 East, and IL Highway 35 to the STREETS project.
Program Objective:

The funds will be used to develop an ITS device and a communications solution to provide travel times and alternative route information for the East Dubuque area in Illinois and the southwestern tip of Wisconsin. The Dubuque STREETS system will monitor and control these new devices.

Program Activities:

- Finalize funding agreements with ILDOT
- Make sure the project is on track with the timeliness• Work with the consultant and make sure all deliverables are met
- Provide quarterly reports on the progress of the project
- Work with the consultant on Monthly reimbursements and project coordination
- Request monthly reimbursement request to ILDOT with staff actives, and consultants activates

- Work with a consultant to coordinate final Investment Alternatives• Provide input to consultants on "Pre" Service Development plan.
- Work with consultant and local staff to provide input for ITS Improvements
- Conduct work sessions with the consultant and other members within the MPO.
- Presentations to MPO board on study progress and recommendations

Cost: Total - $ 26,600, Iowa -$0
Staff Hours: Total – 274, Iowa - $0

Work done in FY 2026:

• Provided quarterly reports on the progress of the project
• Worked with the consultant on project coordination
• Requesting reimbursement request to ILDOT with staff actives, and consultants activates
• Worked with a consultant to coordinate final Investment Alternatives.

9. Project # – IL35 Special Planning Research project - Consultant Charges (will be completed by June 2026)

Background:

On Septemebr.1, 2023, the DMATS received a State Planning Research grant award to complete ITS needs on the Illinois side for non-signalized areas that can help connect Sinsinawa Ave, US Highway 20 East, and IL Highway 35 to the STREETS project.

The lack of ITS infrastructure in the Illinois portion of the MPO is a pressing issue. If a traffic incident occurs on or near the US Highway 20 bridge over the Mississippi River, the current ITS system, as it stands, will be able to react to the traffic situation on the Iowa side of the river, dynamically rerouting traffic onto alternate routes. However, the system would not be able to do the same on the Illinois side of their river, where there are currently no traffic signals or other ITS infrastructure in place, highlighting the urgent need for improvement.

A traffic incident on the bridge could cause significant traffic delays on US Highway 20, one of the region's most important commercial corridors between Illinois and Iowa.

The project study will help us assess ITS needs on the Illinois side for non-signalized areas that can help connect Sinsinawa Ave, US Highway 20 East, and IL Highway 35 to the existing ITS project. This assessment will help secure equipment and install it to help dynamically reroute traffic from the US 20 bridge to the Wisconsin bridge through IL35 during congestion, construction, and events.

Program Objective:

The funds will be used to develop an ITS device and a communications solution to provide travel times and alternative route information for the East Dubuque area in Illinois and the southwestern tip of Wisconsin. The Dubuque STREETS system will monitor and control these new devices.

Program Activities:

- **Task 1: Project Management**

  Purpose:
  - The ITS Improvement Assessment project involves interfaces, systems, and personnel/departments within the City of Dubuque and East Dubuque (The City), State of Iowa, State of Illinois and private companies. The ability to maintain project coordination and schedule will require a focused effort.
  - The objective of this task will be to provide project leadership that encompasses managing resources, tasks, project schedule, costs, and keeping the City of East Dubuque, IDOT, WisDOT and The City of Dubuque involved and informed throughout the project lifecycle.

  Inputs:
  - Contract
  - Scope of Services
  - Parsons Proposal
  - Parsons Project Management-PM policies and procedures
  - Illinois DOT project management team

  Approach:
  - Conduct kickoff meetings with the East Dubuque, Dubuque, IDOT and WisDOT to discuss management approach including clarification of scope, expectations, and any project interrelationships
  - Review the City's ITS program and schedules
  - Update Project Schedule
  - Provide monthly project status reports via meeting that include:
    - Status Summary
    - Issues/Risks updates
    - Progress Assessment
    - Activities Performed
    - Deliverables Completed
    - Updates to project schedule.
    - Coordinate delivery of project deliverables.

  Deliverables:
  - Project Status Reports and invoices
  - Specific Issues and Actions Report
  - Risk Assessment updates
  - Monthly Project Schedule
  - Project Work Plan updates

  Assumptions:
  - Bi-weekly status meetings via Teams
  - On-site staff will be available as needed to ensure smooth progress of the project
  - Project Status Reports
  - Specific Issues and Actions Report
  - Monthly Project Schedule
  - Project Work Plan updates

- **Task 2: Operational Review of Dubuque STREETS and ITS Device placement workshop**

  Purpose:

- The city will use the developed Dubuque STREETS system as is. No additional functionality will be required. Operations of Dynamic Message Signs, vehicle detection systems and CCTV cameras will be through the same interfaces with no customization.

Inputs:

- Dubuque STREETS system

Approach:

- Parsons will lead up a ½ day workshop to cover the basics of the STREETS system developed
- An additional ½ day workshop will discussion preliminary ITS device placements for cost effective operations

Deliverables:

- Operational walkthrough of Dubuque STREETS and preliminary ITS device placement

Assumptions:

- The Workshop will be held on site at the City with the ability for IDOT, and WisDOT to attend via TEAMS meeting.
- The City will coordinate the use of a City conference room with adequate size and AV.

- **Task 3: Communications Assessment**

Purpose:

- An important aspect of any Automated Traffic Management System (ATMS) deployment is the communications with the field Infrastructure, Parsons will review the city and state ITS communication and field infrastructure. The team will assess the potential need for communications improvements if needed to support the new system. Based on our initial discussions with The City, we anticipate the need for wireless and/or cellular installations for device monitoring and control.
- Cellular, Fiber, and Wireless options will be evaluated. Bur consideraton for Fiber will be limite to the potential use of third party leased fiber if it makes sense.
- Managing security and accessibility for all users.
- Managing and configuring secure access to the appropriate external systems, public and private.
- Long-term configuration management and debugging relative to STREETS devices and future C2C communications.

- The communications assessment will set the baseline of current conditions and provide technical input for the design of any new ITS field elements, as well as provide guidance for the future resolution of any issues related to the integration of ITS field devices. Parsons will review, documents, previous agreements, analyze the existing communications environment, planned updates and modifications and clarification of IT policy, regulations, and technical understanding in support of the STREETS solution functions.

Inputs:

- City of East Dubuque, IDOT and WisDOT Policies and Practices
- Legacy Systems
- Existing Inventory Data
- Communications Infrastructure

- Technical Environment
- STREETS Software
- Existing agreements
- City of East Dubuque Required Resources
- DMS/VDS/CCTV review and planning workshop output to finalize locations

Approach:

- Review system requirements with the City.
- Review inventory documentation for existing equipment and software.
- Central facility and limited field reviews
- Identify and detail all implementation states for existing or planned projects
- Develop Communications Issue resolution plan for any potential deficiencies.

Deliverables:

- Technical Assessment and inventory documentation updates.
- Communications Plan used to guide final design.

Assumptions:

- Any existing ITS field equipment and communications infrastructure is in good working condition
- Any new switches, fiber and firewalls required due to existing equipment that needs to be replaced would be provided by the PS&E contractor
- Existing communications diagrams are available as applicable
- City will work with Parsons to perform coordinated communications testing if needed.

- **Task 4: ITS Field Infrastructure Design**

Purpose:

- As part of the project the Parsons team will determine the location and specifications ITS field devices and communications network as determined in Task 2. Signs will be placed at key decision points to optimize the potential for the use of alternate routes. Sizing of the signs will be based on Manual on Uniform Traffic Control Devices (MUTCD) Section 2L.04 Design Characteristics of Changeable Message signs Standard 06, unless otherwise approved by the City and State.

- As being proposed for the Dubuque STREETS project, we anticipate that there will be two possible types of signs, full DMS and DMS inserts for travel times to target locations on fixed signs. Final locations, and types of signs will be coordinated with the City.

- This task will also include the design and installation of other miscellaneous ITS field infrastructure as is determined to be needed such as Vehicle Detection Systems and CCTV to be needed to support the efficient operation of the entire system, or as requested by the City.

- Parsons will develop a PS&E bid package in coordination with the City and DOTs for all of the determined ITS field infrastructure. A 30% (Preliminary Location Layouts), 90% and final PS&E package will be provided.

Inputs:

- City of East Dubuque and IDOT Policies and Practices
- Legacy systems

- Existing inventory data
- Communications infrastructure
- Technical environment
- STREETS Software
- City of East Dubuque ITS standards
- ITS device field review and planning workshop output to finalize locations of devices

Approach:

- Review requirements and potential locations with the City.
- Finalize ITS equipment locations
- Develop final communications design plan to accommodate proposed ITS devices and any future system enhancements (if desired by the City and State).
- If additional equipment is needed in the field to support the project, Parsons will work with the City to develop the specifications for City approval
- For additional field equipment, the City will approve Change Orders that are developed with Parsons on a case-by-case bases. Approved Change Orders will include enough technical details to define the Task and any equipment needed, as well as a cost estimate for the task.

Deliverables:

- PS&E plans for communications infrastructure and ITS device installations
- Complete bid documents as required by IDOT
- Change order writeups
- Deliverables in accordance with approved Change Orders.

Assumptions:

- Current costs are based on 4 DMS signs, 9 VDS stations and 4 CCTV cameras and communications network to support and connect to the Dubuque STREETS system.
- Any changes in the assumed quantities will need to adjust the PS&E package costs
- The City staff will work with the Parsons Team to support integration testing and end to end system testing as needed.
- Plans will be provided in accordance with IDOT specifications and Special provisions.
- A separate WisDOT PS&E package will not be required.
- Plan sheets will be based on google maps arial photos. No based map development will be required, and no survey work will be provided.
- No soil borings or surveys will be provided.
- Portable DMS may be used instead of fixed DMS if IDOT or WIsDOT require surveying, an environmental assessment, or soil borings to install the fixed DMS.
- Parsons will not be required to provide an environmental assessment.

- **Task 5: Streets System Set up and ITS device integration**

Purpose:

- East Dubuque and IDOT will operate on the installed Dubuque STREETS system. The City of Dubuque will allow for remote access by East Dubuque and IDOT as needed to monitor and access the devices in the East Dubuque area. User access and control will be defined by agency and may need an IGA for operations between the entities.

- We have learned from experience that each agency has their own policies and procedures relating to the deployment and management of their software systems, communications infrastructure, and network security. As a result, we always allow for coordination among the different agencies.

- Implement all system hardware and software if needed. It is assumed a VPN connection will be provided, but additional firewalls or software may be needed to meet agencies requirements.
- All ITS devices on the Illinois, or WisDOT side of the system will be integrated and testing during this task. This task can run concurrently as with the field installation of devices and coordination installation contractors.

Inputs:
- Task 2 through 4 outputs
- City or Parsons Receiving Facilities of Shipped Hardware, or access to the city's virtual environment
- Facility Availability Schedule
- Interface Communications to Field Devices

Approach:
- Set up VPN environment if needed or use existing
- Requires coordination with City staff for initial setup.
- Perform unit confirmation testing and field integration testing for new ITS devices.
- Coordinate initial communications, system, and device integration testing
- Complete integration with initial center and field networking.

Deliverables:
- Base system components include:
  - VPN Access to Dubuque STREETS system
  - Access to necessary iNET™ modules to operate ITS field devices
  - Access to all ITS field elements installed
  - Unit test confirmation/ approval
  - Integration testing results.
  - Fully functional system though the Streets ATMS that provides travel times, and alternative route information through the STREETS ATMS to the DMS

Assumptions:
- The initial system properties, and parameters will be setup by Parsons based on input from the City.
- Any new equipment needed for the VPN or communications will be provided through the construction contract of the City. No equipment will be purchased as part of this project.
- No client side computers will be provided through this contract. Any user PCs that are needed will be provided through the construction contract or by the City.
- No new servers or video cards will be provided through this project. Any user servers, or video cards that are needed will be provided through the construction contract or by the City.
- Any required COTS package upgrades or additions will be purchased by the City or though the construction project.
- Any ongoing system support will be provided through a separate agreement, and is not part of this project.

- **Task 6: Training and Documentation**

Purpose:
- Parsons will provide training at the completion of the system access and device integration.

- The provided manuals will be based on our core iNET™ Manuals with modification to reflect the specific details of the Dubuque STREETS system.

- We expect to provide two separate 2-hour user training sessions. We will coordinate with the City to determine the best time and location for this training. Unless otherwise restricted, we expect to provide the initial training onsite at a City facility.

Inputs:
- Completed Initial Installation
- Completed device integration

Approach:
- The Training Plan will be tailored for up to 2 user groups
- Training Course Syllabi and support materials will be included
- Training material will be provided in hard and electronic format
- Initial training will be held on site at a City facility
- Two separate 2 hour user training sessions will be provided.
- Subsequent training may be provided online

Deliverables:
- Training Plan
- Course Syllabi and Support Documentation
- Hard and soft copy training material
- Manuals are updated with each build

Assumptions:
- The City will assist with training logistics.
- The City will ensure appropriate computers and communications are available to training locations, ideally this will be one computer per trainee, but they can also share a computer if needed
- The costs for subsequent training and documentation updates after the initial build may be included as part of an approved Task Order

Cost: Total -$ 150,000, Iowa -$0
Staff Hours: Total -1,364, Iowa – 0

Work done in FY 2026:

- Completed design plans for ITS improvements
- Plan is ready to be finalized
- Having coordination meetings with WIDOT and ILDOT

ECIA Cost Allocation Plan

General

The Cost Allocation Plan of ECIA is the basis of assigning costs to all projects during each fiscal year. Under the plan, the total costs assigned to each project are comprised of both direct and indirect costs. All direct and indirect costs are further identified as to personnel and non-personnel costs. The distinctions of cost allocation are described in the following definitions:

Definitions

Direct Personnel Costs are costs of all personnel activities identifiable to specific projects. Examples of Direct Personnel Costs include personnel time spent on planning activities, administration of housing assistance and Community Development Block Grant Programs. (see Schedule A)

Direct Non-Personnel Costs are the costs of non-personnel items or service clearly incurred by specific projects. Direct non-personnel costs include project related items such as contracted services, data processing, project report publishing, reproductions, travel, supplies, reference materials, staff development, long-distance telephone calls, project audit fees, project inspection fees, advertising, postage, memberships, and other costs similarly identifiable to specific projects. (see Schedule B)

Indirect Personnel Costs are costs of all personnel activities that are not identifiable to specific projects but support all project activities. Examples of Indirect Personnel Costs include personnel time spent on producing the Unified Work Program, policy meetings, and agency general and fiscal management. (see Schedule C)

Indirect Non-Personnel Costs are the costs of all non-personnel items or service that are not directly attributed to specific projects but rather are attributed to overall operation of the agency including all projects. Indirect non-personnel costs include such items as office rent, equipment rental, base telephone and overall agency long-distance calls, postage, advertising, travel, staff development, insurance-bonds, office supplies, reproductions-publications, agency memberships, reference materials, agency audit, and other such costs similarly attributed to total agency and all project support. (see Schedule D)

Cost Allocation to Projects

Each project that is active during the fiscal year receives an allocation for costs as follows:

A. Direct personnel costs for the month
B. Direct non-personnel costs for the month
C. A share of all indirect costs for the month

The monthly share of indirect costs charged to each project is determined by the ratio of each respective project's direct personnel costs relative to the total direct personnel costs of all projects. Monthly timesheets are maintained by all agency personnel and serve as the basis for such allocations.

Schedule A - Direct Personnel Activities
Schedule B - Direct Non-Personnel Costs
Schedule C - Indirect Personnel Activities
Schedule D - Indirect Non-Personnel Costs

Schedule A
Direct Personnel Activities
Transportation Planning and Grant Administration
Transit Planning and Grant Administration
Regional Development
Local Comprehensive Planning
Housing Assistance Programs
Community Development Block Grant Contract Administration
Community Technical Assistance
Contracted Services
Leaves for personnel involved in direct activities

Schedule B
Direct Non-Personnel
Project-related Office Supplies
Project-related Operating Materials, Books
Project-related Conference and Training Expenses
Project-related Business Expense
Project-related Printing and Binding of Publications

Project-related Insurance and Bonds
Project-related Professional Memberships
Project-related Telephone Expense
Project-related Postage and Shipping
Project-related Advertising
Project-related Professional Services
Project-related Equipment

Schedule C
Indirect Personnel Activities
Unified Work Program
Project Notification and Review
Policy Meetings
Filing and Library System
Census Program
Agency Information Maintenance
Agency Newsletter
Agency Fiscal Management
Agency General Management
Leaves for personnel involved in indirect activities

Schedule D
Indirect Non-Personnel
Overall Agency Office Supplies
Overall Agency Operating Materials and Books
Overall Agency Conference and Training Expense
Overall Agency Business Expense
Overall Agency Printing and Binding of Publications

Equipment Rent and Maintenance
Overall Agency Insurance and Bonds
Overall Agency Professional Memberships
Office Utilities
Base Telephone and Overall Agency Cellular and Long-Distance Services
Overall Agency Postage and Shipping
Office Rent
Overall Agency Advertising
Overall Agency Professional Services
Overall Agency Equipment

DMATS Public Participation Program

The DMATS public participation is a living document and will be reviewed annually by DMATS staff to determine if revisions are necessary. The public participation plan is last approved in October of 2024.

Notification of Documents

The following describes the notification process for the materials that shall be made available, the process of documenting the input received, public hearings conducted as part of the development, updates, and amendment processes for the TIP, PTP, LRTP, TPWP and other public documents created by MPO that needs public hearing.

- *Public Notice*
  A public notice announcing a scheduled public hearing shall be published in a newspaper of general circulation in the DMATS area and DMATS website (http://www.eciatrans.org/DMATS). Theses notices will be printed 4-20 days before the scheduled meeting.

- *Press Releases*
  Press releases announcing scheduled public hearings shall be provided to community newspapers throughout the DMATS.

Printed – Graphical Material

Any printed or graphical material that is available shall be provided by either DMATS staff or the appropriate agency upon request.

Public Comments

Copies of all public comments received prior to the hearing shall be provided by either the DMATS staff at or before the public hearing. A summary, analysis, and report on the disposition of the comments received shall be prepared and made available upon request.

Accommodation:

Meetings, public hearings, and DMATS 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 a week notice. Individuals requiring special material or presentation formats will be asked to contact the staff at least a week before the meeting.

Amendments:

TPWP amendment will be necessary when a new work item is added.

An amendment will require the following steps:

- Staff will begin the amendment process by conducting public review at ECIA office. Staff will inform the public of the proposed amendment by sending notices to the organizations on the DMATS Public Participation Process mailing list and by publishing a legal notice in the local newspapers and the ECIA website. These notices will be printed 4-20 days before the scheduled meeting.
- The public hearing will be held during the DMATS Policy Committee meeting. The meeting will be opened for public input during the process.
- The state DOTs will be provided with the updated amendment.

Revisions:

TPWP revisions will be necessary when there are minor changes to project description and dollar amounts.

- Staff will update the DMATS Policy Committee and Technical Advisory Committee on the revised item and notify the state DOTs of the changes.

Waiver of approvals from FTA, FHWA & IADOT

Waiver of approvals

All work program changes require prior written Federal approval, unless waived by the awarding agency. 2 CFR 200.308 outlines different types of revisions for budget and program plans, and this FHWA memo summarizes revisions that require prior Federal approval, as well as other miscellaneous actions and allowable costs that require prior Federal approval.

Types of TPWP revisions that require Federal approval include, but are not limited to, the following:

- Request for additional Federal funding.
- Transfers of funds between categories, projects, functions, or activities which exceed 10% of the total work program budget when the Federal share of the budget exceeds $150,000.
- Revision of the scope or objectives of activities.
- Transferring substantive programmatic work to a third party (consultant).
- Capital expenditures, including the purchasing of equipment.
- Transfer of funds allotted for training allowances.

Types of revisions that require Iowa DOT approval include:

- Transfers of funds between categories, projects, functions, or activities which do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than $150,000.

Types of revisions that require DMATS approval include:

- Revisions related to work that does not involve federal funding.

Revision and Approval Procedures

- All revision requests from MPOs and RPAs should be submitted electronically to the Iowa DOT Systems Planning Bureau. Four hard copies of the revision shall also be sent to Systems Planning, which will be forwarded to the DOT District, FHWA, and FTA for review and any necessary approvals.
- Revision requests shall, at a minimum, include:
- A resolution or meeting minutes showing the revision's approval.
- Budget summary table with changes highlighted/noted.

- Modified section(s) of the plan's work elements with changes highlighted/noted.
- Revisions where **FHWA/FTA** is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the **Iowa DOT Systems Planning Bureau** is the designated approving agency shall require written approval by the Iowa DOT Systems Planning Bureau prior to commencement of activity or request for reimbursement.
- Revisions where the DMATS is the approving agency shall be approved by the Policy Board.
- Notification by the approving agency will be in writing.

PERFORMANCE MANAGEMENT AGREEMENT BETWEEN ECIA AND IOWA DOT

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on current federal transportation legislation. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

1. The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances:
    i. When one MPO serves an urbanized area;
    ii. When more than one MPO serves an urbanized area; and
    iii. When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.

2. These provisions shall be documented either:
    i. As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section, or
    ii. Documented it in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

In 2017, the following three-pronged approach was cooperatively developed to address 23 CFR 450.314 (h). This approach provides a regular opportunity to review and update coordination methods as performance management activities occur, which offers an adaptable framework as performance-based planning and programming evolves.

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's TPWP.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Inclusion of the following language in an MPO's TPWP, and that TPWP's subsequent approval by Iowa DOT, constitutes agreement on these items.

The Iowa DOT and _____ECIA_____agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the statewide planning coordinator in the Systems Planning Bureau.

1) Transportation performance data

a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.

b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.

2) Selection of performance targets

a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.

b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.

3) Reporting of performance targets

a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.

b. MPO performance targets will be reported to the Iowa DOT.

   i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.

      1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.

      2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.

      3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.

c. The Iowa DOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in

23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

d. MPOs will include information outlined in 23 CFR 450.324 (g) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.

e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

4) Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.

5) The collection of data for the State asset management plans for the NHS

a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

STATEMENT OF CONTINUED VALIDITY

Cost Allocation Plan

The Cost Allocation Plan was approved by IDOT, FHWA, and the MPO in September of 1984.

The Cost Allocation Plan of ECIA is the basis of assigning costs to all projects during each fiscal year. Under the plan, the total costs assigned to each project are comprised of both direct and indirect costs. All direct and indirect costs are further identified as to personnel and non-personnel costs. The distinctions of cost allocation are described in the following definitions.

DEFINITIONS:

Direct Personnel Costs are costs of all personnel activities identifiable to specific projects. The primary example of Direct Personnel Costs includes personnel time spent on planning activities.

Direct Non-Personnel Costs are the costs of non-personnel items or service clearly incurred by specific projects. Direct non-personnel costs include project related items such as contracted services, data processing, project report publishing, reproductions, travel, supplies, reference materials, staff development, long-distance telephone calls, project audit fees, advertising, postage, memberships, and other costs similarly identifiable to specific projects.

Indirect Personnel Costs are costs of all personnel activities that are not identifiable to specific projects but support all project activities. Examples of Indirect Personnel Costs include personnel time spent on producing the Transportation Planning Work Program, policy meetings, and the agency's general and fiscal management.

Indirect Non-Personnel Costs are the costs of all non-personnel items or service that are not directly attributed to specific projects but rather are attributed to overall operation of the agency including all projects. Indirect non-personnel costs include such items as office rent, equipment rental, base telephone and overall agency long distance calls, postage, advertising, travel, staff development, insurance-bonds, office supplies, reproductions-publications, agency memberships, reference materials, agency audit, and other such costs similarly attributed to the total agency and all project support.

Mae Hingtgen

05/14/2026

Mae Hingtgen, ECIA Executive Director — Date

ECIA
FEDERAL TRANSIT ADMINISTRATION CIVIL RIGHTS ASSURANCE

The East Central Intergovernmental Association HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Urban Mass Transportation Act of 1964, as amended, it will ensure that:

1. No person, on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.

2. The East Central Intergovernmental Association will compile, maintain, and submit, in a timely manner, Title VI information required by FTA Circular 4702.1 and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.

3. The East Central Intergovernmental Association will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

The person or persons whose signature appears below are authorized to sign this assurance on behalf of the applicant or recipient.

Mae Hingtgen

05/14/2026

Mae Hingtgen, ECIA Executive Director — Date

ECIA SECTION 504 ASSURANCE CERTIFICATION

Pursuant to the requirements of Section 504 of the Rehabilitation Act of 1973 (U.S.C. 794), the East Central Intergovernmental Association, desiring to avail itself of Federal financial assistance from the United States Department of Transportation, hereby gives assurance that no qualified disabled person shall, solely by reason of his or her disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination, including discrimination in employment, under any program or activity that receives or benefits from Federal assistance provided by the U.S. Department of Transportation.

The applicant/recipient further assures that its programs will be conducted and its facilities operated in compliance with all requirements imposed by or pursuant to 49 CFR Part 27.

East Central Intergovernmental Association

Mae Hingtgen

Mae Hingtgen, ECIA Executive Director

05/14/2026

Date

ECIA CERTIFICATE OF INDIRECT COST PROPOSAL/INDIRECT COSTS

This is to certify that I have reviewed the indirect cost proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal **December 17, 2023** to establish a:
   a. Cost Allocation Plan
   b. Indirect Cost Rate

   for **January 1, 2026 – December 31, 2026** are allowable in accordance with the requirements of the Federal awards to which they apply and with Subpart E—Cost Principles of Part 200 as they apply to my:
   c. Governmental Organization
   d. Non-Profit Organization

(2) This proposal does not include any costs which are unallowable under Subpart E—Cost Principles of Part 200 such as (without limitation): public relations costs, contributions and donations, entertainment costs, fines and penalties, lobbying costs, and defense of fraud proceedings; and

(3) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seq.), and the Department of Labor's implementing regulations, (29 CFR Part 22), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

(Signed by the official having the authority to negotiate indirect cost rates for the organization or by a higher level official.)

(Signature)

Steve Stoffel
(Please Print Name)

Director of Finance and Admin
(Title)

ECIA
(Name of Organization)

5/14/2026
(Date Signed)

ECIA SELF-CERTIFICATION OF
PROCUREMENT AND CONSULTANT SELECTION PROCEDURES

This is to certify that I have reviewed the Iowa DOT Purchasing Rules (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds $5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Systems Planning Bureau, through email or hard copy, invoices documenting the expenditure(s) at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

(Signed by the official having the authority to initiate procurements or consultant selection for the organization or by a higher level official.)

Mae Hingtgen
(Signature)

Mae Hingtgen
(Please Print Name)

Executive Director
(Title)

ECIA
(Name of Organization)

05/14/2026
(Date Signed)

REVISIONS