

DMATS

TRANSPORTATION IMPROVEMENT PROGRAM



FOR THE
DUBUQUE, IOWA, ILLINOIS and WISCONSIN
URBANIZED AREA

FFY 2026 - 2029



FFY 2026 - 2029

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
DUBUQUE, IOWA, ILLINOIS and WISCONSIN
URBANIZED AREA

PREPARED BY
EAST CENTRAL INTERGOVERNMENTAL
ASSOCIATION

On behalf of the

Dubuque Metropolitan Area Transportation Study

Draft June 12, 2025

DISCLAIMER #1

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

DISCLAIMER #2

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

CAVEAT

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

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Introduction

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

The FFY 2026 - 2029 TIP for the DMATS Metropolitan Area is a four-year listing of federal aid eligible transportation projects selected for implementation by the various governmental agencies comprising DMATS, in consultation with, and by approval of the DMATS Policy Board in cooperation with Iowa, Illinois, and Wisconsin Departments of Transportation. The TIP is prepared annually by the DMATS Policy Board and Technical Advisory Committee. DMATS technical work is supported by staff members from the East Central Intergovernmental Association (ECIA).

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

This document contains projects identified for improvement or construction from the DMATS 2050 Long-Range Transportation Plan.

Project Selection Criteria

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

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

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

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

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

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

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

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

A detail Project Scoring Criteria is provided in Appendix A

Relationship of the TIP to Area Planning and Programming

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

All of the projects contained within the TIP are selected from federal aid eligible projects already contained in the DMATS 2050 Long-Range Transportation Plan or have been sponsored and funded by a state DOT.

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 IIJA.
- Develop and implement a Long-Range Transportation Plan. Special emphasis should be placed on mainstreaming safety and maintenance of existing system in the Long-Range Transportation Plan and in the planning processes, which will result from the implementation of that plan.
- Stay current on efforts at the federal and state level to identify methods for streamlining the environmental process
- Assist local member jurisdictions and Iowa DOT in any corridor or subarea planning studies, which may be conducted.
- Provide support and technical assistance to local governments and particularly local transit agencies in the area of transportation system management.
- Develop strategies for transportation corridor preservation, road system continuity and spacing, and access control.
- Develop strategies for coordinating land use and transportation development.

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

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

Abbreviations used in TIP

ADA	Americans with Disabilities Act
BRF	Bridge Replacement Funds
CBS	County Board of Supervisors
CCB	County Conservation Board
City	City
CMAQ	Congestion Mitigation and Air Quality Improvement
CRD	Country Road Department
DEMO	Federal Demonstration (earmarked) Funds
DISC	Discretionary Federal Funds
DMATS	Dubuque Metropolitan Area Transportation Study
DOT-Pgm	Iowa Department of Transportation
ESP	Economic Stimulus Project
FAUS	Federal Aid Urban System
FL	Federal Lands Highway Program
FM	Farm-to-Market Funds
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GO BONDS	General Obligation Bonds
HSIP	Highway Safety Improvement Program
ICAAP	Iowa Clean Air Attainment Program

ILL	Illustrative Regional Project
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
JARC	Job Access/Reverse Commute
LOCAL	Local Funds Only
MAP-21	Moving Ahead for Progress in the 21st Century Act
MFT	Motor Fuel Tax
MISC	Miscellaneous funding
MPO	Metropolitan Planning Organization
MVR	Motor Vehicle Revenue
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
NHS	National Highway System
O&M	Operation & Maintenance
OTHER	All other Types
PA	Planning Agency (Regional or Metropolitan)
PL	Metropolitan Planning
PN	Project Number
PRF	Primary Road Funds
PTIG	Public Transit Infrastructure Grant Fund
RISE	Revitalize Iowa's Sound Economy
ROW	Right of Way
RPA	Regional Planning Affiliation
RUT	Road Use Tax
RUTF	Road Use Tax Fund
RTP	Recreational Trails Program
SBR	State Bridge Replacement Program
Section 5307	(former Section 9) FTA Operating/Capital formula funding
Section 5309	(former Section 3) FTA Capital Discretionary funding
Sponsor	Agency Sponsor
STA	State Transit Assistance (in Iowa)

STBG	Surface Transportation Block Grant Program
STBG-HBP	Surface Transportation Block Grant Program - Bridge Program
STIP	Surface Transportation Improvement Program
TIP	Transportation Improvement Program
TA	Transportation Alternatives
TAP	Transportation Alternatives Program
TANF	Temporary Assistance for Needy Families
TEA-21	Transportation Equity Act for the 21 st Century
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
FAST Act	Fixing America's Surface Transportation Act
IIJA	Infrastructure Investment and Jobs Act

Organization and Management

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

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

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

Staff Assigned to work on the Program

Transportation Planning Staff

Executive Director.....Mae Hingtgen
Director of Transportation, Planning & Transit..... Chandra Ravada
Senior Transportation 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	Susan Faber
Council Member	David Resnick
Council Member	Ric Jones
Council Member	Katy Wethal
Council Member	Michael Van Milligen (proxy for City Council)
Council Member	Marie Ware (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

Tim C. Marshall (Proxy Sean Litteral)

FTA

Carrie Butler (Proxy 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, Wally Wernimont, Marie Ware, John Klostermann, 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.

Russell Weber (Vice Chair)

Grant County

Dave Lambert

Jo Daviess County

Steve Keeffe

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
East Dubuque	Bob Seitz

Sec. 2 (e)

Federal Transportation Agencies (Non-Voting)

FHWA- IA	Sean Litteral
FTA IA	Jared Austin
FHWA.WI	Jason Norberg
FHWA IL	Anna Musial

Sec 2 (f)

Chief Administrative Officer of Transit

JULE	Ryan Knuckey (proxy Jodi Johnson)
RTA	Stacie Scott (proxy Gail Kuhle)

Sec. 2 (g)

Representative of air quality, rail, water transportation, motor carrier etc.
None

FFY2025 Programmed Transportation Projects Status Report

MPO 27 / DMATS

Project ID	Project Number Location	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Work Codes	Letting Date						
STIP ID								

Grant

55974	EDP-21000--7Y-31	FHWA Approved	Total	\$1,874,560				\$1,874,560
Dubuque	In the city of Dubuque, Install EV charging infrastructure across five municipal sites	Ongoing	Federal Aid	\$1,874,560				\$1,874,560
	Work Not Assigned		Regional Swap					
DOT Note: Charging and Fueling Infrastructure (CFI) Program, Round 1B								

NHPP

55588	NHSX-0200--3H-31	Authorized	Total	\$2,702,523				\$2,702,523
Iowa Department of Transportation	US 20: Swiss Valley to Old Highway Rd		Federal Aid	\$2,240,535				\$2,240,535
25373	HMA Resurfacing, HMA Paved Shoulder - New		Regional Swap					

PRF

54581	BRFN-0030--39-31	FHWA Approved	Total	\$80,000				\$80,000
Iowa Department of Transportation	IA 3: Rooster Lane 0.1 mi N of Northwest Arterial		Federal Aid					
25264	Bridge Removal		Regional Swap					

STBG

53030	STP-S-C031(121)--5E-31	FHWA	Total	\$2,450,000				\$2,450,000
Dubuque	On Old Highway Rd, from Y21 E 4.9 mi to Cousins Road	Approved	Federal Aid	\$1,960,000				\$1,960,000
County 25154	HMA Resurfacing	8/20/2024	Regional Swap	\$1,960,000				\$1,960,000
		Let						
55892	STP-S-C031(124)--5E-31	Authorized	Total	\$800,000				\$800,000
Dubuque County	On Y21, from Old Highway Rd S 1.1 miles	4/15/2025	Federal Aid	\$640,000				\$640,000
25688	HMA Resurfacing, PCC Sidewalk/Trail	Let		\$640,000				\$640,000
			Regional Swap					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

54749	STP-U-0252(606)--70-31	FHWA	Total	\$1,875,000				\$1,875,000
Asbury	In the city of Asbury, On ASBURY RD, from Hales Mill Rd E to Radford rd S20 T89 R02E	Approved	Federal Aid	\$1,500,000				\$1,500,000
25083	Unknown Pavement - Grade and Replace	12/16/2025	Regional Swap	\$1,500,000				\$1,500,000
		Will be obligated in FFY 25						
36994	STP-U-2100(707)--70-31	FHWA Approved	Total	\$500,000				\$500,000
Dubuque	In the city of Dubuque, On Asbury Rd Improvements, from St. Ambrose St. to Carter Rd	9/16/2025	Federal Aid	\$400,000				\$400,000
25007	Traffic Signals	Removed	Regional Swap	\$400,000				\$400,000
52694	BRF-020()-38-31	FHWA Approved	Total	\$8,317,794				\$8,317,794
Iowa Department of Transportation	US 20: Mississippi River in Dubuque Bridge Rehabilitation		Federal Aid	\$6,654,235				\$6,654,235
			Regional Swap					

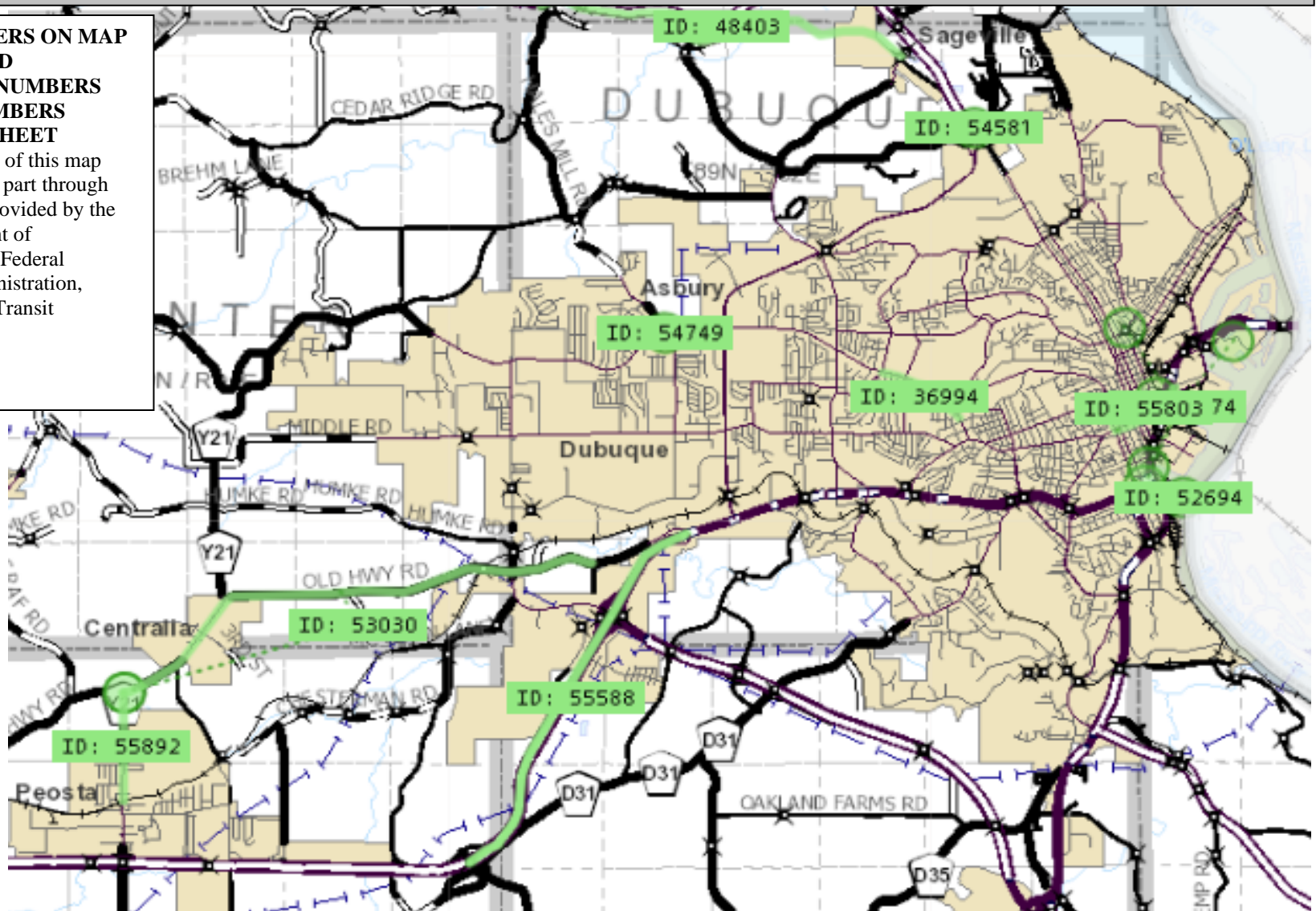
TAP

55803	TAP-U-2100(711)--8I-31	FHWA	Total	\$268,236				\$268,236
Dubuque	In the city of Dubuque, From solar field through, Pine st, 9th street, 10th street to 11th street	Approved	Federal Aid	\$214,589				\$214,589
25447	Alternate Paved Sidewalk/Trail Types	2/17/2026	Regional Swap	\$214,589				\$214,589
		Moved to FFY 26						
48403	TAP-U-C031(115)--8I-31	FHWA Approved	Total	\$625,000				\$625,000
Dubuque County Conservation Board	On Heritage Trail, from Rupp Hollow Rd W 4 miles to Burtons Furnace Rd	12/16/2025	Federal Aid	\$500,000				\$500,000
25119	Pave	Removed	Regional Swap	\$500,000				\$500,000

DMATS IOWA FY2025 PROJECT LOCATION MAP

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

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



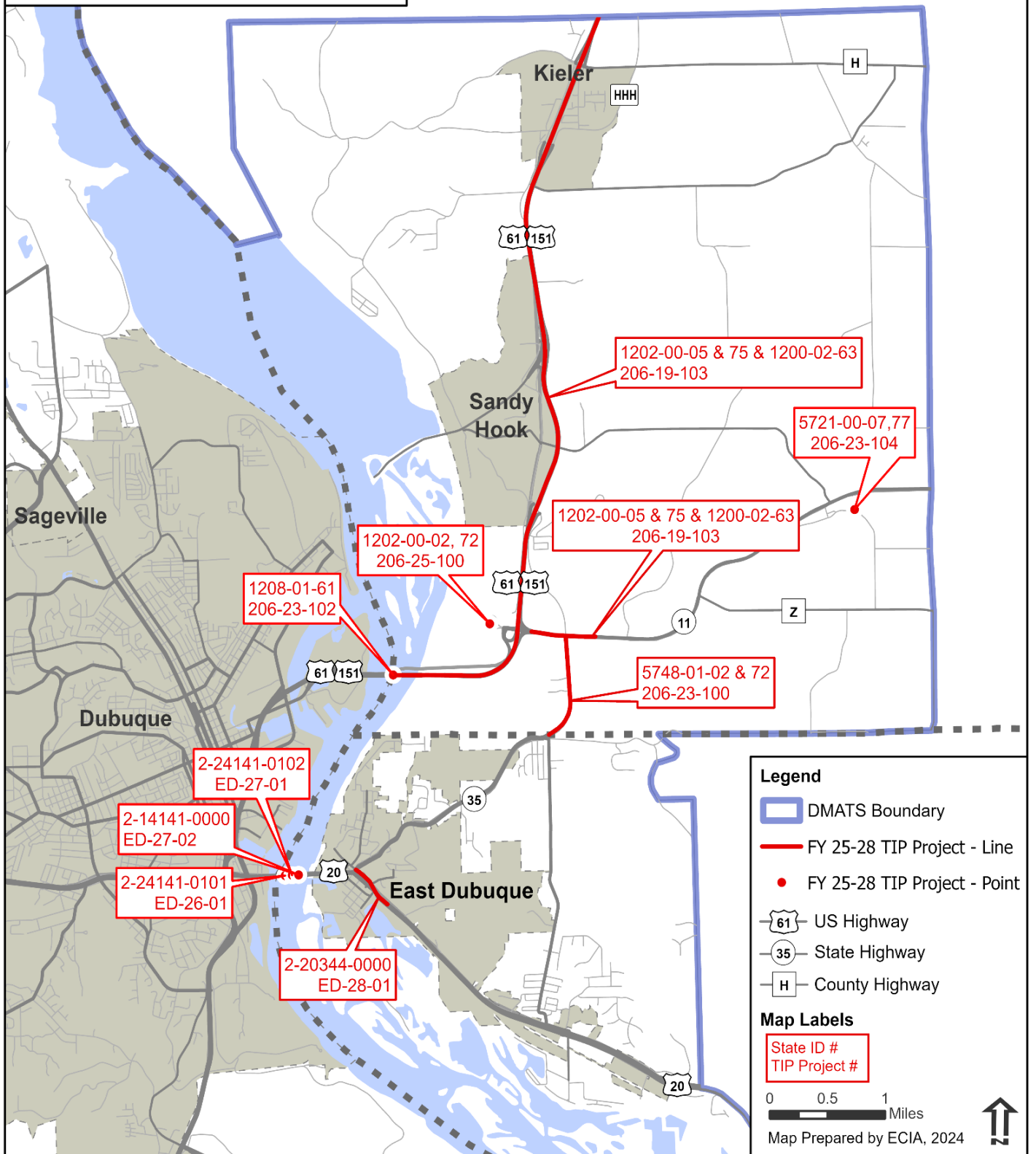
Illinois Projects

Dubuque Metropolitan Area Transportation Study (FY 2025-2028 Transportation Improvement Program)																Amended October 10, 2024						
	FFY 2025 (October 1, 2024 to September 30, 2025)					ILLINOIS			Programmed Amounts in 1,000													
NO	STATE ID	TYPE	SPONSOR	COUNTY	ROUTE	PROJECT NO	LOCATION	TYPE WORK	TOTAL	FA	STATE	TOTAL	FA	STATE	TOTAL	FA	STATE	TOTAL	FA	STATE	GRAND TOTAL	Notes
									2025	2025	2025	2026	2026	2026	2027	2027	2027	2028	2028	2028		
1	2-97460-1227	Safety	ILDOT	District 2	Various	ED-25-01	Districtwide HSIP	Safety	\$ 3,531,000	\$ 3,178,000	\$ 353,000										\$ 3,531,000	These represent unprogrammed districtwide funds. Other specific projects located outside MPA.
2	2-24141-0101	NHPP	ILDOT	JoDaviess	US 20	ED-26-01	Mississippi River	Bridge Repl - Phase I Engineering				\$ 2,250,000	\$ 1,800,000	\$ 450,000							\$ 2,250,000	Split-funded in FY26 and FY27. IA is lead agency - these funds represent Illinois's 50% share only.
3	2-97460-1228	HSIP	ILDOT	District 2	Various	ED-26-02	Districtwide HSIP	Safety				\$ 41,000	\$ 37,000	\$ 4,000							\$ 41,000	These represent unprogrammed districtwide funds. Other specific projects located outside MPA.
4	2-24141-0102	NHPP	ILDOT	JoDaviess	US 20	ED-27-01	Mississippi River	Bridge Repl - Phase I Engineering							\$ 2,250,000	\$ 1,800,000	\$ 450,000				\$ 2,250,000	Split-funded in FY26 and FY27. IA is lead agency - these funds represent Illinois's 50% share only.
5	2-14141-0000	NHPP	ILDOT	JoDaviess	US 20	ED-27-02	Mississippi River	Bridge Preservation							\$ 7,500,000	\$ 6,000,000	\$ 1,500,000				\$ 7,500,000	IA is lead agency - these funds represent Illinois's 50% share only.
6	2-97460-1229	HSIP	ILDOT	District 2	Various	ED-27-04	Districtwide HSIP	Safety							\$ 557,000	\$ 501,000	\$ 56,000				\$ 557,000	These represent unprogrammed districtwide funds. Other specific projects located outside MPA.
7	2-20344-0000	HSIP/NHPP	ILDOT	JoDaviess	US 20/IL 35	ED-28-01	IL 35 Ramps to 0.1 mi E of Butternut Dr & US 20 to Sinsinawa Ave	Ramp Safety Improvements, Resurfacing & ADA Improvements										\$ 550,000	\$270,000/\$200,000	\$ 80,000	\$ 550,000	Safety Improvements suggested during 2019 RSA
8	2-97460-1230	HSIP	ILDOT	District 2	Various	ED-28-02	Districtwide HSIP	Safety										\$ 1,784,000	\$ 1,606,000	\$ 178,000	\$ 1,784,000	These represent unprogrammed districtwide funds. Other specific projects located outside MPA.

Wisconsin Projects

Dubuque Metropolitan Area Transportation Study (FY 2025-2028 Transportation Improvement Program)																						Amended October 10, 2024					
	FFY 2025 (October 1, 2024 to September 30, 2025)					WISCONSIN			Programmed Amounts in 1,000																		
NO	STATE ID	TYPE	SPONSOR	COUNTY	CITY	PROJECT NO	LOCATION	TYPE WORK & Status	TOTAL	FA	STATE	LOCAL/ RGNL	TOTAL	FA	STATE	LOCAL/ RGNL	TOTAL	FA	STATE	LOCAL/ RGNL	TOTAL	FA	STATE	LOCAL/ RGNL	GRAND TOTAL	Remarks	
									2025	2025	2025	2025	2026	2026	2026	2026	2027	2027	2027	2027	2028	2028	2028	2028			
1	5748-01-02 & 72	STBG	WISDOT	Grant	Jamestown Township	206-23-100	Dubuque - Dickeyville (Illinois State Line to STH 11)	Pavement Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,115	\$ 892	\$ 223	\$ -	\$ 1,115	Design obligated in 2022, Construction scheduled in 2028/2029, Advanceable to 2027
2	1208-01-61	STATE	IA-DOT	Grant	Jamestown Township	206-23-102	Dubuque - Dickeyville (Dubuque Bridge B-22-60)	Bridge Preventive	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,115	\$ -	\$ 4,115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,115	Reimburse IA-DOT for Repair & Painting of B-22-60, Construction scheduled in 2027
3	1202-02-63	NHPP	WISDOT	Grant	Jamestown Township	206-19-103	US61: Dubuque – Dickeyville (Mississippi River to CTH HH). Includes Truck Scale Pavement Repair	Resurface	\$ 16,563	\$ 13,250	\$ 3,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,563	Design was obligated in 2019. Construction is scheduled in 2025/2026.	
4	5721-00-07,77	STBG	Grant County	Grant	Jamestown Township	206-23-104	Fairplay Road, Fairplay Creek Bridge B-22-0305	Bridge Replacement	\$ 527	\$ 508	\$ -	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 527	Design obligated in 2023, Construction scheduled in 2025/2026	

DMATS TIP FY 2025- 2028 Illinois and Wisconsin Projects



FFY2025 Programmed Transit Projects Status Report

MPO 27 / DMATS

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11497 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	Bus Shelter with Solar Lighting	Total	\$26,000				\$26,000
				FA	\$26,000				\$26,000
				DOT					
11498 Dubuque (Keyline Transit)	5307 FTA Approved	Operations	5307 FTA Formula Funding	Total	\$3,788,698				\$3,788,698
				FA	\$1,894,349				\$1,894,349
				DOT					
11499 Dubuque (Keyline Transit)	5310 FTA Approved	Operations	5310 Preventative Maintenance	Total	\$45,560				\$45,560
				FA	\$45,560				\$45,560
				DOT					
11501 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	New Project Unit #: 2690 Diesel Unit # 2690	Total	\$1,278,357				\$1,278,357
				FA	\$1,079,053				\$1,079,053
				DOT					
11502 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	Electric Bus Charging Station at JOTC	Total	\$125,000				\$125,000
				FA	\$100,000				\$100,000
				DOT					
11503 Dubuque (Keyline Transit)	5339 FTA Approved	Planning	Areas of Persistent Poverty Planning Grant	Total	\$250,000				\$250,000
				FA	\$250,000				\$250,000
				DOT					
11505 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	Dubuque Sec. 5339 LWNO Grant Electric Unit # 2692	Total	\$1,198,865				\$1,198,865
				FA	\$1,019,036				\$1,019,036
				DOT					
11507 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	Dubuque Sec. 5339 LWNO Grant Electric Unit # 2691	Total	\$1,198,865				\$1,198,865
				FA	\$1,019,036				\$1,019,036
				DOT					
11508 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	Electric bus charging infrastructure and employee education/training	Total	\$370,000				\$370,000
				FA	\$321,000				\$321,000
				DOT					

OPERATION & MAINTENANCE COSTS AND PROJECTIONS

Current federal transportation law and regulations require that metropolitan transportation improvement programs include a financial plan that demonstrates how the TIP can be implemented; indicates resources from public and private sources that can be reasonably expected to be available to carry out the program. The process for demonstrating constraint of the TIP document is done by present forecasting revenues and programmed construction costs while considering the funding necessary to operate and maintain the existing federal aid highway system.

The anticipated available revenues and costs to implement the FFY 2026–2029 TIP is developed using City Street finance reports, County secondary road Operation & Maintenance reports, Iowa DOT Operation & Maintenance and funding reports provided by the Iowa DOT.

The DMATS Estimates of available revenue does include all sources of funds utilized to implement the construction projects programmed in the TIP. The IADOT has a set process to generate revenue estimates and these estimates are used in IADOT programming and does provide an assurance that all IADOT projects in DMATS TIP will be fiscally constrained. See below for IADOT revenue estimate process for Five-year Program.

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with the state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the

Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program and various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

More information of on the Iowa DOT's Five-Year Program can be found at https://iowadot.gov/program_management/Five-Year-Program

The operations and maintenance costs within the DMATS area are analyzed into the following:

- O&M Costs on Federal-Aid Routes for Member Agencies
- Future projections of O&M Costs on Federal-Aid Routes for Member Agencies
- IADOT O&M Expenditures on Primary System
- Member Agencies nonfederal aid revenues
- Member Agencies nonfederal aid revenues projections

O&M Costs on Federal-Aid Routes for Member Agencies

The cities and counties report annually to IADOT on the revenues, operations and maintenance. The data from these reports are used to generate annual operating and maintenance costs. The O&M costs of members agencies to keep the system intact. Table below provides members annual nonfederal aid revenue for FY 2024 for Cities and FY 2024 for Counties.

O&M Costs on Federal-Aid Routes for Member Agencies

DMATS Members	On System Miles	Off System Miles	Per On Sys	Total Roadway Maintenance	Total Operations	Total Maintenance on Fed-Aid Routes	Total Operations on Fed-Aid Routes
ASBURY	3.65	24.25	27.91	\$2,204,895	\$2,570,656	\$289,076	\$337,029
CENTRALIA	0	0.73	0.73	\$0	\$7,206	\$0	\$0
DUBUQUE	69.25	206.41	275.66	\$3,584,050	\$11,603,231	\$902,152	\$2,920,684
SAGEVILLE	0.74	0.35	1.09	\$0	\$3,774	\$0	\$2,817
PEOSTA	0.84	13.7	14.54	\$139,079	\$586,875	\$8,035	\$33,905
DUBUQUE COUNTY	303.10	467.83	770.92	\$4,978,212	\$5,127,749	\$1,957,237	\$2,016,029
TOTAL	377.58	713.27	34.61%	\$10,906,236	\$19,899,491	\$3,156,500	\$5,310,465

Source: 2024 City Street Finance Report - O&M costs, 2024 County Secondary Road O&M Data

Future projections of Operation Costs on Federal-Aid Routes for Member Agencies

The future projections of Operation costs on Federal-Aid Routes for Member Agencies are projected to Fiscal Year (FY) 2029 using 4% inflation for each year using FY 2024 operation costs for cities and FY 2024 operation costs for counties as base year. Table below provides the future projections of Operation Costs on Federal Aid Routes for Member agencies

Future Projections of Operation Costs on Federal Aid Routes for Member agencies

DMATS Members	2024	2025	2026	2027	2028	2029
ASBURY	\$337,029	\$350,510	\$364,531	\$379,112	\$394,277	\$410,048
CENTRALIA	\$0	\$0	\$0	\$0	\$0	\$0
DUBUQUE	\$2,920,684	\$3,037,512	\$3,159,012	\$3,285,373	\$3,416,787	\$3,553,459
SAGEVILLE	\$2,817	\$2,930	\$3,047	\$3,169	\$3,296	\$3,428
PEOSTA	\$33,905	\$35,261	\$36,671	\$38,138	\$39,664	\$41,250
DUBUQUE COUNTY	\$2,016,029	\$2,096,671	\$2,180,537	\$2,267,759	\$2,358,469	\$2,452,808
TOTAL	\$5,310,465	\$5,522,883	\$5,743,799	\$5,973,551	\$6,212,493	\$6,460,992

Source: DMATS

Future projections of Maintenance Costs on Federal-Aid Routes for Member Agencies

The future projections of Maintenance costs on Federal-Aid Routes for Member Agencies are projected to Fiscal Year (FY) 2029 using 4% inflation for each year using FY 2024 operation costs for cities and FY 2024 operation costs for counties as base year. Table below provides the future projections of Maintenance Costs on Federal Aid Routes for Member agencies.

Future Projections of Maintenance Costs on Federal Aid Routes for Member agencies

DMATS Members	2024	2025	2026	2027	2028	2029
ASBURY	\$289,076	\$300,639	\$312,664	\$325,171	\$338,178	\$351,705
CENTRALIA	\$0	\$0	\$0	\$0	\$0	\$0
DUBUQUE	\$902,152	\$938,238	\$975,768	\$1,014,798	\$1,055,390	\$1,097,606
SAGEVILLE	\$0	\$0	\$0	\$0	\$0	\$0
PEOSTA	\$8,035	\$8,356	\$8,690	\$9,038	\$9,400	\$9,776
DUBUQUE COUNTY	\$1,957,237	\$2,035,526	\$2,116,948	\$2,201,625	\$2,289,690	\$2,381,278
TOTAL	\$3,156,500	\$3,282,759	\$3,414,070	\$3,550,633	\$3,692,658	\$3,840,364

Source: DMATS

IADOT O&M Expenditures on Primary System

IADOT Operation & Maintenance costs on Primary System are provided by IADOT. This data provides the annual Operation & Maintenance costs that IADOT incur on primary system within the DMATS area. Table below provides the O&M expenditures on Primary system from FY 2026 to 2029.

O&M expenditures on Primary system from FY 2025 to 2028

FY	2026	2027	2028	2029
DMATS Area	\$1,246,712	\$1,261,756	\$1,296,387	\$1,332,154

Source: IADOT

Member Agencies nonfederal aid revenues

The cities and counties report annual to IADOT on the revenues, operations and maintenance. The data from these reports are used to generate annual nonfederal aid revenues. The nonfederal aid revenue provides the other source of funding that DMATS members use to operate and maintain the system. Table below provides members annual nonfederal aid revenue for FY 2024.

Member Agencies nonfederal aid revenues

City Name	General Fund (001)	Road Use (110)	Other (LOST, Benefits, TIF Etc)	Service Debt (200)	Capital Projects (300)	Utilities (600 & Up)	Total
Asbury	\$582,389	\$870,281	\$436,104	\$402,666	\$3,935,648	\$483,000	\$6,076,450
Centralia	\$0	\$7,206	\$0	\$0	\$0	\$0	\$6,966
Dubuque	\$1,981,156	\$8,667,633	\$21,639	\$314,672	\$5,390,686	\$184,156	\$21,257,710
Sageville	\$0	\$26,803	\$0	\$0	\$0	\$0	\$7,868
Peosta	\$100,000	\$369,510	\$25,000	\$384,497	\$0	\$0	\$2,379,017
TOTAL	\$2,663,545	\$9,941,433	\$482,743	\$1,101,835	\$9,326,334	\$667,156	\$24,183,046

County	Dubuque
Property Tax	\$4,856,047
L.O.S.T.	\$5,177,066
RUTF	\$5,723,511
FM xfr Revenue	\$112,260
Time-21 Funds	\$655,751
RISE Funds	\$0
BR Funds	\$330,369
FM Transfer	\$0
Tx Rfds/Crdts	\$0
Misc. Recs.	\$73,178
Total	\$16,327,224

Source: IADOT

Member Agencies nonfederal aid revenues projections

The future projections of nonfederal aid revenues projections for Member Agencies are projected to Fiscal Year (FY) 2029 using 4% inflation for each year using FY 2024 operation costs for cities and FY 2024 operation costs for counties as base year. Table below provides the future nonfederal aid revenues projections for Member agencies.

Future nonfederal aid revenues projections for Member agencies

DMATS Members	2024	2025	2026	2027	2028	2029
ASBURY	\$6,076,450	\$6,319,508	\$6,572,288	\$6,835,180	\$7,108,587	\$7,392,931
DUBUQUE	\$21,257,710	\$22,108,018	\$22,992,339	\$23,912,033	\$24,868,514	\$25,863,255
PEOSTA	\$2,379,017	\$2,474,178	\$2,573,145	\$2,676,071	\$2,783,113	\$2,894,438
SAGEVILLE	\$7,868	\$8,183	\$8,510	\$8,850	\$9,204	\$9,573
DUBUQUE COUNTY	\$16,327,224	\$16,980,313	\$17,659,526	\$18,365,907	\$19,100,543	\$19,864,565
TOTAL	\$46,048,269	\$47,890,200	\$49,805,808	\$51,798,040	\$53,869,962	\$56,024,760

COMPARISONS ON OPERATION & MAINTENANCE AND REVENUES

The O&M projections and revenue projections for DMATS members are compared to analyses if sufficient funds are available for activities other than Operation & Maintenance. Table below provides the comparisons of O&M Projections and Revenue projections.

DMATS Members Comparison between O&M costs and Revenues

DMATS Members	2026	2027	2028	2029
Revenues	\$49,805,808	\$51,798,040	\$53,869,962	\$56,024,760
O&M Projections	\$9,157,869	\$9,524,183	\$9,905,151	\$10,301,357

Source: DMATS

Iowa DOT Five Year Program Funding

IADOT FIVE YEAR PROGRAM	2026	2027	2028	2029
(\$ millions)				
Revenues				
Primary Road Fund	\$839.50	\$837.50	\$842.00	\$848.10
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
Miscellaneous	\$25.00	\$25.00	\$25.00	\$25.00
Federal Aid	\$524.00	\$515.30	\$515.30	\$515.30
Total	\$1,523.50	\$1,512.80	\$1,517.30	\$1,523.40

Allocations				
Operations & Maintenance	\$439.20	\$444.50	\$456.70	\$469.30
Back of Program Line Items and Rail Hwy	\$221.70	\$224.70	\$230.40	\$231.40
Total	\$660.90	\$669.20	\$687.10	\$700.70
Funds Available For ROW/Construction	\$862.60	\$843.60	\$830.20	\$822.70

FINANACE

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

Through the visioning process, DMATS has also included illustrative projects in the LRTP and the TIP. Illustrative projects are those for which the funding source is not yet available. Local officials are working to secure funds for these projects. Such projects are properly indicated in the program.

ANNUAL ALLOCATION FEDERAL PROGRAMS

DMATS receives Surface Transportation Block Grants (STBG), Iowa 's Transportation Alternative Program (Iowa's TAP) funds and Metropolitan Planning Program (PL) from IADOT. DMATS also receives STBG and PL funds from ILDOT.

Surface Transportation Block Grant (STBG) Program

This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highways or public road bridges. STBG funding may be utilized on:

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

DMATS uses a competitive application process to allocate STBG funds according to the LRTP. DMATS programs these funds for the four-year period of the TIP based upon funding targets from the Iowa DOT and projected funding levels. DMATS invites local jurisdictions to submit projects for STBG funds. Staff ranks the projects using a ranking process established by DMATS Board and will submit the project ranking list to the DMATS Policy Board for their final approval (attachment A).

All project costs are developed using year of expenditure dollars. The DMATS members use 4% inflation rate established by DMATS technical advisory board.

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

Federal Fiscal Year	STP Target	Target Programmed	Un Programmed Balance
FY 25 Qrt II Report Balance			\$11,208,398
2025		\$800,000	\$10,408,398
2026	\$2,511,831	\$1,666,800	\$11,253,429
2027	\$2,558,000	\$10,276,598	\$3,534,831
2028	\$2,558,000	\$2,860,027	\$3,232,804
2029	\$2,558,000	\$2,527,993	\$3,262,811

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

Projects Programmed in TIP & STIP							
Projects	TPMS NO	Projects Let	FFY 2026	FFY 2027	FFY 2028	FFY 2029	TOTAL
CITY OF DUBUQUE							
STREETS Project Implementation	36993	\$800,000					\$800,000
STREETS Phase II Project Implementation	54890		\$166,800				
14th Street Overpass	54993			\$9,156,598			\$9,156,598
US Highway 20 - Northwest Arterial Intersection	55801				\$1,100,027	\$2,527,993	\$1,100,027
DUBUQUE COUNTY							
North Cascade Resurfacing	55045			\$1,120,000			\$1,120,000
Skyline Rd Resurfacing	51002				\$1,760,000		\$1,760,000
ASBURY							
Asbury/Hales Mill Roundabout	54749		\$1,500,000				\$1,500,000
Total		\$800,000	\$1,666,800	\$10,276,598	\$2,860,027	\$2,527,993	\$15,436,625

ILLDOT STBG funds

Illinois targets STBG funding to each of its MPOs on an annual basis for programming based on regional priorities. DMATS uses a competitive application process to allocate STBG funds according to the LRTP. DMATS programs these funds for the four-year period of the TIP based upon funding targets from the Illinois DOT and projected funding levels. DMATS invites local jurisdictions to submit projects for STBG funds. Staff ranks the projects using a ranking process established by DMATS Policy Board and will submit the project ranking list to the DMATS Policy Board for their final approval (attachment A).

All project costs are developed using year of expenditure dollars. The DMATS members use 4% inflation rate established by DMATS Technical Advisory Board.

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

Federal Fiscal Year	STP Target	Target Programmed	Un Programmed Balance
Balance as of (5/09/2023)			\$442,953
2026	\$29,000	\$0	\$471,953
2027	\$29,000	\$0	\$500,953
2028	\$29,000	\$0	\$500,953
2029	\$29,000	\$0	\$529,953

<i>Projects Programmed in TIP & STIP</i>				
Projects	FFY2026	FFY2027	FFY2028	FFY2029
	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Iowa's Transportation Alternative Program (Iowa's TAP)

Iowa's Transportation Alternatives Program (TAP) is a new iteration of the program that was included in Moving Ahead for Progress in the 21st Century Act (MAP-21), a transportation authorization act which was in effect from 2013 to 2015. The MAP-21 program redefined the former Transportation Enhancements (TE) activities and consolidated these eligibilities with the former Safe Routes to School (SRTS) program, Recreational Trails Program (RTP) and some types of projects that were previously funded through the discretionary National Scenic Byways (NSB) program which were all originally authorized under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through three successive laws, TEA-21, SAFETEA-LU, and the FAST-ACT. The most recent transportation authorization act, Infrastructure Investment and Jobs Act (IIJA), was enacted in

2021. This act placed further restrictions on the selection of projects for funding under the federal TAP program structure which has led Iowa to implement a modified version of the federal program.

On September 13, 2016, the Iowa Transportation Commission endorsed continuing to allow Iowa's Transportation Management Areas (TMAs), which include the Iowa portions of the metropolitan planning areas surrounding Davenport, Des Moines, and Council Bluffs; Metropolitan Planning Organizations (MPOs); and Regional Planning Affiliations (RPAs) to select the vast majority of projects eligible for this program through a regionally administered selection process. Under previous transportation authorization acts and in support of the state's history of encouraging regional planning through these organizations, a majority of funding is distributed to the TMAs, MPOs, and RPAs to directly select projects locally. With the goal of distributing funding as equitably as possible across the state, the Iowa DOT retains \$1 million annually to administer a Statewide TAP program, geared toward statewide or multi-regional projects, while targeting the remaining funding to the TMAs, MPOs, and RPAs through the Local Projects TAP program.

DMATS invites local jurisdictions to submit projects for TAP funds. Staff ranks the projects using a ranking process established by DMATS Policy Board and will submit the project ranking list to the DMATS Policy Board for their final approval (attachment B).

DMATS Transportation Alternative Program (TAP) Funds Status

Federal Fiscal Year	TAP Targets	Programmed	Un Programmed
FY 25 Qrt II Report Balance			\$566,149
2026	\$239,784	\$964,589	-\$158,656
2027	\$248,000	\$0	\$89,344
2028	\$248,000	\$0	\$337,344
2029	\$248,000	\$0	\$585,344

*Balance has been adjusted based on project changes occurring since the most recent Qrtly Report.

Projects	TPMS NO	FFY 2026	FFY 2027	FFY 2028	FFY 2029	TOTAL
Heritage Trail Hard Surfacing	57647	\$500,000				\$500,000
Asbury West Trail Extension	55802	\$250,000				\$250,000
Bee Branch Trail Phase II	55803	\$214,589				\$214,589
Total		\$964,589	\$0	\$0	\$0	\$500,000

Carbon Reduction Program

The Carbon Reduction Program (CRP) is a new program created by the Infrastructure Investment and Jobs Act. The purpose of the program is to reduce carbon dioxide emissions from on-road highway sources. Funding for the program is split into two main categories; Statewide (35%) and Areas based on population (65%). DMATS Carbon Reduction Strategy will be tailored based on the context and population density.

DMATS will use a competitive application process to allocate CRP funds according to the LRTP. DMATS programs these funds for the four-year period of the TIP based upon funding targets from the Iowa DOT and projected funding levels. DMATS will invite local jurisdictions to submit projects for CRP funds. Staff will rank the projects using a ranking process established by DMATS Board and will submit the project ranking list to the DMATS Policy Board for their final approval. Staff are in the process of call for projects in FFY 26.

DMATS Carbon Reduction Program (CRP) Funds Status

Federal Fiscal Year	CRP Targets	Programmed	Un Programmed
FY 25 Qrt II Report Balance			\$587,149
2025		\$588,065	(\$916)
2026	\$196,987	\$3,935	\$192,136
2027	\$201,000	\$0	\$393,136
2028	\$201,000	\$200,000	\$394,136
2029	\$201,000	\$200,000	\$395,136

*Balance has been adjusted based on project changes occurring since the most recent Qrtly Report.

Projects	TPMS NO	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	TOTAL
STREETS Phase II	54890	\$588,065	\$3,935				\$592,000
US Highway 20 - Northwest Arterial Intersection	55801				\$200,000	\$200,000	\$400,000
Total		\$588,065	\$3,935	\$0	\$200,000	\$200,000	\$400,000

FEDERAL PROGRAMS

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

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

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

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

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

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

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

Transportation Alternatives Set-Aside Program (TA) - The TA Set-Aside are Federal highway and transit funds under the Surface Transportation Program (STP) for community based “nontraditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal transportation system. The TA Set-Aside Program continues to provide funds to build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety and mobility.

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

STATE FUNDING PROGRAMS

In addition to the distribution of Federal-aid formula funds, the Iowa Department of Transportation administers several grant programs through application processes that need to be documented in the TIP. They include the following:

City Bridge Program- A portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Office of Local Systems with awards based upon criteria identified in the application processes. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1 million. Iowa has implemented a Swap program that allows cities, at their discretion, to swap federal STBG funding for state Primary Road fund dollars.

Highway Safety Improvement Program – Secondary (HSIP-Secondary). This program is funded using a portion of Iowa’s Highway Safety Improvement Program apportionment. It funds safety projects on rural roadways. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars.

Iowa Clean Air Attainment Program (ICAAP)- The ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced vehicle-miles of travel, and reduced single-occupancy vehicle trips. This program utilizes \$4 million of Iowa’s CMAQ apportionment. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars.

Recreational Trail Program - This program provides federal funding for both motorized and nonmotorized trail projects and is funded through a takedown from Iowa’s TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.

Iowa’s Transportation Alternatives Program -This program targets STBG funding to MPOs and RPAs to award to locally sponsored projects that expand travel choices and improve the motorized and non-motorized transportation experience.

FEDERAL TRANSIT ADMINISTRATION FUNDING SOURCE

ANNUAL ALLOCATION FEDERAL PROGRAMS

Julie Transit receives FTA Section 5310 — Enhanced Mobility of Seniors and Individuals with Disabilities, FTA Section 5311- Nonurbanized Area Formula Grant Program and FTA Section 5307- Urbanized Area Formula Grant Program from Transit Administration (FTA) annually.

FTA Section 5310 — Enhanced Mobility of Seniors and Individuals with Disabilities: Provides FTA funding (through the States) for transit capital assistance to private, non-profit human service organizations for the purchase of vehicles to transport elderly and disabled individuals.

FTA Section 5311- Nonurbanized Area Formula Grant Program: Provides FTA funding (through the States) for rural and small urban transit and paratransit assistance, capital improvements, and operating assistance. These funds are distributed to transit authorities and nonurbanized areas.

FTA Section 5307- Urbanized Area Formula Grant Program: Provides Federal Transit Administration (FTA) funding to urbanized areas. This funding can be spent on public transit and paratransit capital improvements, operating assistance, and preventive maintenance.

JULE TRANSIT FTA Funds Status

Funding Programs for Jule Transit	Programmed Amounts							
	FFY 26		FFY 27		FFY 28		FFY 29	
	Total	Fed	Total	Fed	Total	Fed	Total	Fed
5310	\$201,284	\$100,642						
5307	\$3,753,478	\$1,876,739						
STA	\$399,858							
Total	\$4,354,620	\$1,977,381	\$0	\$0	\$0	\$0	\$0	\$0

Source: DMATS

FEDERAL PROGRAMS

Section 5303. Metropolitan Planning - These funds are distributed to the states based on population and population densities of urbanized areas. DMATS programs these funds according to the sub-allocation notifications distributed each January by the Illinois DOT and February by the Iowa DOT. ECIA provides the local match for these funds through its membership dues.

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

Section 5309. Capital Investment Grants and Loans - These funds are available to Iowa based on Congressional earmarks. They may be used for only transit capital improvements on an 80% federal – 20% non-federal basis. (83% federal for ADA accessible vehicles and 90% for special equipment to meet clean air regulations)

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

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

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

SUMMARY OF COSTS AND FEDERAL AID

Over all the costs and federal aid for projects programmed in the TIP are divided basing on the location of the project and the source of funding for project in Iowa.

Row Labels	Sum of Y1_Total	Sum of Y1_FA	Sum of Y2_Total	Sum of Y2_FA	Sum of Y3_Total	Sum of Y3_FA	Sum of Y4_FA	Sum of Y4_Total
NHPP	\$1,841,000	\$1,472,800	\$0		\$0		\$0	
PL	\$187,485	\$149,988	\$174,371	\$139,497	\$174,371	\$139,497	\$174,371	\$139,497
PRF	\$2,050,000		\$1,678,000		\$150,000		\$150,000	
STBG	\$15,780,000	\$11,959,200	\$22,059,748	\$17,647,798	\$3,300,027	\$2,860,027	\$2,527,993	\$2,527,993
TAP	\$1,418,236	\$964,589	\$0		\$0		\$0	
Grand Total	\$21,276,721	\$14,546,577	\$23,912,119	\$17,787,295	\$3,624,398	\$2,999,524	\$2,852,364	\$2,667,490

Over all the costs and federal aid for project programmed in the TIP are divided basing on the location of the project and the source of funding for project in Illinois.

Funding Programs for Illinois								
	FY 26		FY 27		FY 28		FY 29	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
HSIP								
HSIP/NHPP								
NHPP								
Safety								
Total								

**DMATS Transportation Improvement Program (TIP) Transportation Projects for FFY
2026 - 2029**

MPO 27 / DMATS

Project ID	Project Number Location	Approval Level		2026	2027	2028	2029	Totals
Sponsor STIP ID	Work Codes	Letting Date						

CRP

54890	CRP-21000--8P-31	Submitted	Total	\$1,223,500				\$1,223,500
Dubuque	In the city of Dubuque, In the City of Dubuque. Study and implement traffic management systems.		Federal Aid	\$758,800				\$758,800
	Work Not Assigned, ITS Equipment, ITS Infrastructure, ITS Integration		Regional Swap	\$166,800				\$166,800

NHPP

57808	NHSX-0200--3H-31	Submitted	Total	\$1,841,000				\$1,841,000
Iowa Department of Transportation	US 20: Farley to Swiss Valley (EB)		Federal Aid	\$1,472,800				\$1,472,800
	Pavement Rehab		Regional Swap					

PL

13239	RGPL-PA270--PL-31	Submitted	Total	\$187,485	\$174,371	\$174,371	\$174,371	\$710,598
MPO 27 / DMATS	MPO Planning: Transportation Planning in DMATS area		Federal Aid	\$149,988	\$139,497	\$139,497	\$139,497	\$568,479
	Trans Planning		Regional Swap					

PRF

37926	BRFN-0200--39-31	Submitted	Total	\$70,000	\$70,000	\$70,000	\$70,000	\$280,000
Iowa Department of Transportation	US 20: Mississippi River in Dubuque (State Share)		Federal Aid					
	Bridge Cleaning		Regional Swap					

37930	BRFN-0610--39-31	Submitted	Total	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
Iowa Department of Transportation	US 61: Mississippi River in Dubuque (State Share)		Federal Aid					
	Bridge Cleaning		Regional					
			Swap					
Project ID	Project Number Location	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Work Codes	Letting Date						
STIP ID								

PRF

52643	BRFN-0610--39-31	Submitted	Total	\$60,000	\$60,000	\$60,000	\$60,000	\$240,000
Iowa Department of Transportation	US 61: Peosta Channel 0.2 mi N of E 11th St in Dubuque		Federal Aid					
	Bridge Cleaning		Regional					
			Swap					
57809	STPN-0320--2J-31	Submitted	Total	\$1,900,000				\$1,900,000
Iowa Department of Transportation	IA 32: US 61/US 151 to US 20 in Dubuque (SW Arterial) (State Share)		Federal Aid					
	Traffic Signs		Regional					
			Swap					
48600	BRFN-0610--39-31	Submitted	Total		\$1,092,000			\$1,092,000
Iowa Department of Transportation	US 61: Mississippi River in Dubuque (State Share)		Federal Aid					
	Bridge Painting		Regional					
			Swap					
52609	NHSN-0520--2R-31	Submitted	Total		\$436,000			\$436,000
Iowa Department of Transportation	US 52: 0.7 mi N of Boy Scout Rd to S of Co Rd C9Y in Sageville		Federal Aid					
	Erosion Control		Regional					
			Swap					

STBG

52694	BRF-0200--38-31	Submitted	Total	\$7,500,000				\$7,500,000
Iowa Department of Transportation	US 20: Mississippi River in Dubuque		Federal Aid	\$6,000,000				\$6,000,000
	Bridge Rehabilitation		Regional					
			Swap					

Project ID	Project Number Location	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Work Codes	Letting Date						
STIP ID								

STBG

48627	BRF-0200--38-31	Submitted	Total	\$6,405,000				\$6,405,000
Iowa Department of Transportation	US 20: Catfish Cr & CC RR E of NW Arterial in Dubuque (WB)		Federal Aid	\$4,459,200				\$4,459,200
	Grade and Pave, Bridge Replacement, Right of Way		Regional Swap					
54749	STP-U-0252(606)--70-31	Submitted	Total	\$1,875,000				\$1,875,000
Asbury	In the city of Asbury, On ASBURY RD, from Hales Mill Rd E to Radford rd S20 T89 R02E	12/16/2025	Federal Aid	\$1,500,000				\$1,500,000
	Unknown Pavement - Grade and Replace		Regional Swap	\$1,500,000				\$1,500,000
54705	BRF-0030--38-31	Submitted	Total		\$740,000			\$740,000
Iowa Department of Transportation	IA 3: N Fork Little Maquoketa River 0.1 mi E of Boy Scout Rd		Federal Aid		\$592,000			\$592,000
	Bridge Deck Overlay		Regional Swap					
52697	BRF-0610--38-31	Submitted	Total		\$4,500,000			\$4,500,000
Iowa Department of Transportation	US 61: Mississippi River in Dubuque		Federal Aid		\$3,600,000			\$3,600,000
	Bridge Rehabilitation		Regional Swap					
55750	BRF-0610--38-31	Submitted	Total		\$3,974,000			\$3,974,000
Iowa Department of Transportation	US 61: Over 4th, 5th, and White St 0.6 mi N of US 20 in Dubuque		Federal Aid		\$3,179,200			\$3,179,200
	Bridge Deck Overlay		Regional Swap					
55045	STP-S-C0310--5E-31	Submitted	Total		\$1,400,000			\$1,400,000
Dubuque County	On D31, from 0.7 MI North of Swiss Valley Rd NE 3.4 miles to Edval Ln, except US52 overpass and approach pavement		Federal Aid		\$1,120,000			\$1,120,000
	HMA Resurfacing		Regional Swap		\$1,120,000			\$1,120,000

54993	STP-U-2100()--70-31	Submitted	Total		\$11,445,748			\$11,445,748
Dubuque	In the city of Dubuque, Construction on 14th Street, 16th Street and Elm Street corridor.		Federal		\$9,156,598			\$9,156,598
	PCC Pavement - New, PCC Pavement - Replace		Aid		\$9,156,598			\$9,156,598
			Regional					
			Swap					

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

STBG

51002	STP-S-C031()--5E-31	Submitted	Total			\$2,200,000		\$2,200,000
Dubuque County	On D41, from Hwy 151 E to Hwy 61 HMA		Federal			\$1,760,000		\$1,760,000
	Resurfacing		Aid			\$1,760,000		\$1,760,000
			Regional					
			Swap					
55801	STP-U-2100()--27-31	Submitted	Total			\$1,100,027	\$2,527,993	\$3,628,020
Dubuque	In the city of Dubuque, On NW ARTERIAL, Over OVER CC RR & CATFISH CK, S28 T89 R02E		Federal			\$1,100,027	\$2,527,993	\$3,628,020
	Work Not Assigned		Aid			\$1,100,027		\$1,100,027
			Regional					
			Swap					

TAP

55802	TAP-R-0252()--8T-31	Submitted	Total	\$525,000				\$525,000
Asbury	In the city of Asbury, Asbury West Trail, from Cloie Creek Trail to Osage Dr through Forest Hillr Dr and Scipple Rd		Federal	\$250,000				\$250,000
	Alternate Paved Sidewalk/Trail Types		Aid	\$250,000				\$250,000
			Regional					
			Swap					
55803	TAP-U-2100(711)--8I-31	Submitted	Total	\$268,236				\$268,236
Dubuque	In the city of Dubuque, From solar field through, Pine st, 9th street, 10th street to 11th street	2/17/2026	Federal	\$214,589				\$214,589
	Alternate Paved Sidewalk/Trail Types		Aid	\$214,589				\$214,589
			Regional					
			Swap					

57647	TAP-U-C0310--8I-31	Submitted	Total	\$625,000				\$625,000
Dubuque County Conservation Board	On Heritage Trail, from East end of Beltline Rd East 2 miles		Federal Aid	\$500,000				\$500,000
	Ped/Bike Paving		Regional					
			Swap					

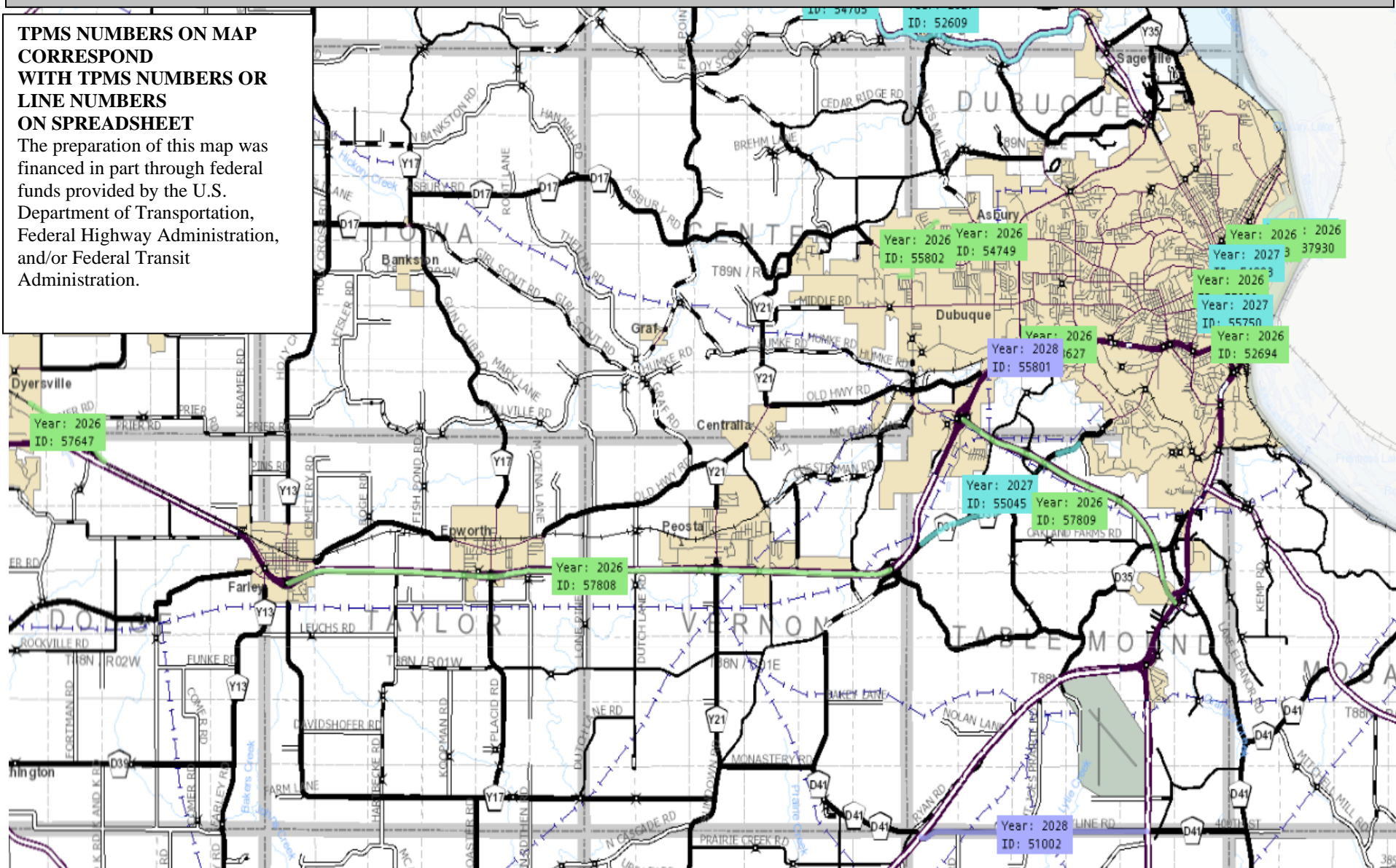
Illinois Projects

Wisconsin Projects

DMATS IOWA FY2026-2029 PROJECT LOCATION MAP

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

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



**DMATS Transportation Improvement Program (TIP) Transit Projects for FFY 2026 -
2029**

Project ID	Funds Approval Level	Project Type	Description		2026	2027	2028	2029	Totals
Sponsor			Options						
			Vehicle Unit Number						
11959	5339	Capital	Bus Shelter with Solar Lighting	Total	\$26,000				\$26,000
Dubuque (Keyline Transit)	Submitted			FA	\$20,800				\$20,800
				DOT					
11960	5307	Operations	5307 FTA Formula Funding	Total	\$3,753,478				\$3,753,478
Dubuque (Keyline Transit)	Submitted			FA	\$1,876,739				\$1,876,739
				DOT					
11961	Submitted	Capital	New Project Unit #: 2683	Total	\$650,000				\$650,000
Dubuque (Keyline Transit)			Diesel,Low Floor Unit # 2683	FA					
				DOT					
11962	Submitted	Capital	New Project Unit #: 2609	Total	\$230,000				\$230,000
Dubuque (Keyline Transit)			Diesel	FA					
			Unit # 2609	DOT					
11964	5339	Capital	New Project Unit #: 2690	Total	\$1,278,357				\$1,278,357
Dubuque (Keyline Transit)	Submitted		Low Floor,Electric Unit # 2690	FA	\$1,079,053				\$1,079,053
				DOT					
11965	5339	Capital	Electric Bus Charging Station at JOTC	Total	\$125,000				\$125,000
Dubuque (Keyline Transit)	Submitted			FA	\$100,000				\$100,000
				DOT					
11966	5339	Planning		Total	\$250,000				\$250,000

Dubuque (Keyline Transit)	Submitted		Areas of Persistent Poverty Planning Grant	FA	\$225,000				\$225,000
				DOT					
11968	5339		Dubuque Sec. 5339 LWNO Grant	Total	\$1,198,865				\$1,198,865
Dubuque (Keyline Transit)	Submitted	Capital	Low Floor,Electric Unit # 2692	FA	\$1,019,036				\$1,019,036
				DOT					
11970	5339		Dubuque Sec. 5339 LWNO Grant	Total	\$1,198,865				\$1,198,865
Dubuque (Keyline Transit)	Submitted	Capital	Low Floor,Electric Unit # 2691	FA	\$1,019,036				\$1,019,036
				DOT					
11971	5339		Electric bus charging infrastructure and employee education/training	Total	\$370,000				\$370,000
Dubuque (Keyline Transit)	Submitted	Capital		FA	\$321,000				\$321,000
				DOT					
11972	5310			Total	\$201,284				\$201,284
Dubuque (Keyline Transit)	Submitted	Operations	5310 Preventative Maintenance	FA	\$100,642				\$100,642
				DOT					

DMATS PUBLIC PARTICIPATION PROGRAM

Annual Transportation Improvement Program

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

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

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

The TIP Process will include the following steps:

- DMATS staff will distribute project applications in January to the membership organizations in the DMATS area.
- DMATS staff will collect applications from the members in February and begin developing TIP following DMATS policies, rules and regulations adopted by FHWA in selecting TIP projects.
- After the draft TIP is finished, it will be released for a 30-day public review process in April. DMATS staff will inform the public of the draft TIP's availability by sending notice to the

organizations on the DMATS public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be posted and published 4-20 days before the scheduled meeting.

- DMATS staff will present an update on the draft TIP annually to city councils and the Dubuque County Board of supervisors within the metro area and seek their input.
- The public hearing meeting will be held with the DMATS Policy Board meeting and the meeting will be opened for public input during the process.
- After the final TIP is finished, it will be released for a 30-day public review process in June. DMATS staff will inform the public of the final TIP's availability by sending notice to the organizations on the DMATS public participation process list and by publishing legal notices in local newspapers and ECIA website. These notices will be posted and published 4-20 days before the scheduled meeting.
- The public hearing meeting will be held with the DMATS Policy Board meeting and the meeting will be opened for public input during the process.
- A public hearing is set for 12:00 PM on July 10, 2025 at East Central Intergovernmental Association (ECIA), 7600 Commerce Park, Dubuque, Iowa. Its purpose is to receive comments on the FY 2026-2029 Transportation Improvement Program (TIP) for the DMATS Area and to satisfy the Program of Projects (POP) public participation requirements of FTA and FHWA. Comments will be accepted through July 10, 2024. TIP information is available by contacting Chandra Ravada at (563)556- 4166. Persons requiring special material or presentation format should contact Mr. Ravada on or before July 04, 2024.

Accommodation:

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

Revising/Amending an Approved TIP

Revising the TIP

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

Amendment

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

The TIP Amendment Process will include the following steps:

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

Administrative Modification

A minor revision to a TIP is an administrative modification. It includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and

minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment or redemonstration of fiscal constraint.

Amendment vs. Administrative Modification

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

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

Swap Project Revision Process

The DMATS will make no distinction between amendments and administrative modifications for projects using swapped Primary Road Funds. Swap projects are subject to DMATS project revision processes and all applicable state public meeting requirements.

Redemonstration of Fiscal Constraint

The Iowa DOT is required to ensure that that federal aid funds programmed in the STIP are fiscally constrained not only at the time of approval but also throughout the fiscal year. As part of the draft STIP process the DOT adjusts its federal aid participation to utilize all remaining federal funds after local project sponsors have programmed their federal aid projects. Based on this approach, at the

time of approval by FHWA and FTA, no additional federal aid funds are available to be added to the STIP and maintain fiscal constraint of the document.

In order to maintain fiscal constraint of the STIP document any revision to a federal aid project in the STIP that adds a new federal aid project or increases a project's STIP limit will require that a corresponding change be made to another programming entry to ensure that the STIP remains fiscally constrained. The federal aid funds moved to make way for the additional programmed federal aid need to be of the same federal aid program type. For example, if additional STBG funds are going to be added to a project the corresponding reduction in federal aid on another project must be STBG funds. This requirement pertains to both administrative modifications and amendments to the STIP and therefore also applies when moving projects up from the out years of the STIP. To facilitate the STIP approval process a programming note should be added to both TPMS entries noting the TPMS number of the other project.

The requirement to ensure fiscal constraint does not apply to accomplishment year projects that have been already programmed at their full federal aid participation rate (typically 80 percent) and whose programming entry is being adjusted based on an updated cost estimate. That would include all projects that have been programmed with an 80/20 or 90/10 split. For those projects, we anticipate that any increases in cost estimates will be balanced out by projects whose authorized federal aid is less than what was programmed.

PERFORMANCE BASED PLANNING

With the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, and continuing in the FAST-Act and IIJA, states and MPOs are required to use performance based transportation planning practices. MPO TIPs will be required to document compliance with each of the performance-based planning categories. Those categories include:

- Safety (PM I)
- Pavement and Bridge (PM II)
- System and Freight Reliability (PM III)
- Transit

Safety (PM I)

Compliance with safety performance-based planning requirements begins May 27, 2018 for MPOs and should be updated annually. To satisfy the safety performance measure MPOs can choose to support the DOT safety targets or MPOs can set their own unique targets. For MPOs supporting the DOT safety targets the following language should be incorporated.

Rather than setting its own safety targets, DMATS area has chosen to support the Iowa DOT, Illinois DOT and Wisconsin DOT's safety targets. The Iowa DOT targets are based on the Iowa Highway Safety Improvement Program Annual Report. The DMATS supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the DMATS boundary that are included in the DOT's Transportation Improvement Program. Safety Targets from Iowa, Illinois and Wisconsin DOTs are listed below. Resolutions of State Safety Targets are attached in Appendix C.

Iowa Department of Transportation HSIP Targets

Performance Measure	Five-year Rolling Averages	
	2020-2024 Baseline	2019-2023 Target
Number of Fatalities	352.7	Number of Fatalities
Fatality Rate*	1.077	Fatality Rate*

Number of Serious Injuries	1,389.1	Number of Serious Injuries
Serious Injury Rate*	4.235	Serious Injury Rate*
Non-Motorized Fatalities and Serious Injuries	142.5	Non-Motorized Fatalities and Serious Injuries

*Rates are per 100 million vehicle miles traveled (VMT)

Illinois Department of Transportation HSIP Targets

Performance Measures	BASE YEARS - 5 Year Average					TARGET
	2018	2019	2020	2021	2022	2025
Fatalities 2% annual reduction	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1,099.5
Serious Injuries Ordinary Least Squares Linear Trend	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	7,816.8
Fatality Rate (per HMVMT) 2% annual reduction	0.960	0.972	1.036	1.108	1.151	1.083
Serious Injury Rate (per HMVMT) Ordinary Least Squares Linear Trend	11.222	10.795	10.177	9.923	9.401	8.046
Number non-motorized fatalities 2% annual reduction	171.2	178.2	184.0	199.2	210.8	198.4
Number of non-motorized serious injuries Ordinary Least Squares Linear Trend	1,390.6	1,405.8	1,308.0	1,297.6	1,248.6	1,134.0
Combined non-motorized fatalities and serious injuries Added non-motorized fatalities and serious injuries	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	1,332.4

*Rates are per 100 million vehicle miles traveled (VMT)

Wisconsin Department of Transportation HSIP Targets

Performance Measure	2019 - 2023 Baseline Averages	2025 Safety Targets (2% Reduction)
Number of Fatalities	591.6	579.8
Rate of Fatalities per 100 million VMT	0.922	0.904
Number of Serious Injuries	3,145.0	3,082.1

Rate of Serious Injury per 100 million VMT	4.906	4.808
Number of Non-Motorized Fatalities and Serious Injuries	388.6	380.8

Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including DMATS, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on “hot spot” safety improvements.

Pavement and Bridge (PM II)

Compliance with the PM II performance based planning requirements begins on May 20th, 2019 for MPOs and needs to be updated every two years. To satisfy the PM II performance measure MPOs can choose to support the DOT PM II targets or MPOs can set their own unique targets. For MPOs supporting the DOT PM II targets the following language should be incorporated.

Rather than setting its own pavement and bridge targets, DMATS has chosen to support the Iowa DOT, Illinois DOT and Wisconsin DOTs pavement and bridge targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOTs Transportation Improvement Program. Pavement and Bridge Targets from Iowa, Illinois and Wisconsin DOTs are listed below. Resolutions of Pavement and Bridge Targets are attached in Appendix C.

Wisconsin Department of Transportation NHS Pavement Condition Targets

Measure	2-Year Target (2019)	4-Year Target (2021)
Interstate – Percentage pavements in “Good” condition	NA	≥ 45%

Interstate – Percentage pavements in “Poor” condition	NA	$\leq 5\%$
Non-Interstate NHS – Percentage pavements in “Good” condition	$\geq 20\%$	$\geq 20\%$
Non-Interstate NHS – Percentage pavements in “Poor” condition	$\leq 12\%$	$\leq 12\%$

Wisconsin Department of Transportation NHS Bridge Condition Targets

Measure	2-Year Target (2019)	4-Year Target (2021)
Percentage of NHS bridges by deck area in “Good” condition	$\geq 50\%$	$\geq 50\%$
Percentage of NHS bridges by deck area in “poor” condition	$\leq 3\%$	$\leq 3\%$

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT’s Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT’s longer-term vision. Starting in 2019, the TAMP will also integrate the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including DMATS and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

System Performance and Freight (PM III)

Compliance with the PM III performance-based planning requirements begins on May 20th, 2019 for MPOs and need to be updated every two years. To satisfy the PM III performance measure MPOs can choose to support the DOT PM III targets or MPOs can set their own unique targets. For MPOs supporting the DOT PM III targets the following language should be incorporated.

Rather than setting its own system and freight reliability targets, DMATS has chosen to support the Iowa DOT, Illinois DOT and Wisconsin DOTs system and freight reliability targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOTs Transportation Improvement Program. System Performance and Freight Targets from Iowa, Illinois and Wisconsin DOTs are listed below. Resolutions of System Performance and Freight Targets are attached in Appendix C.

Iowa Department of Transportation PM II & PM III Performance Target

Topic	Performance measure(s)	2021	2023	2023	2025	2025
		Baseline	2-Year Target	2-Year Actual	Prior 4-Year Target	New 4-Year Target
Pavement	Interstate % Good	58.80%	55.00%	58.20%	55.00%	53.00%
	Interstate % Poor	0.40%	3.00%	0.50%	3.00%	3.0% (No change)
	Non-Interstate NHS % Good	37.90%	35.00%	35.30%	35.00%	30.00%
	Non-Interstate NHS % Poor	3.70%	6.00%	4.00%	6.00%	6.0% (No change)
Bridge	NHS % Good	49.40%	52.50%	48.90%	56.00%	48.00%
	NHS % Poor	2.40%	5.00%	1.30%	6.60%	6.6% (No change)
Reliability	Interstate % Reliable	99.90%	98.00%	99.90%	98.00%	98.0% (No change)
	Non-Interstate NHS % Reliable	96.50%	94.00%	96.70%	94.00%	94.0% (No change)
Freight	Interstate Truck Travel Time Reliability	1.13	1.25	1.13	1.25	1.25 (No change)

Illinois Department of Transportation PM II & PM III Performance Target

Pavement and Bridges (PM2)	Data Year	2021	2023	2023	2025	2025
	Reporting Year	Baseline 2022	Actual 2024	2024	2026	Adjusted 2026
	% of Interstate Pavement in Good condition	65.70%	64.90%	65.00%	66.00%	65.00%
	% of Interstate Pavements in Poor condition	0.40%	0.40%	1.00%	0.70%	0.50%
	% of non-Interstate NHS pavements in Good condition	29.50%	30.80%	29.00%	30.00%	
	% of non-Interstate NHS pavements in Poor condition	8.00%	10.10%	8.90%	8.50%	
	% of NHS bridges classified as in Good condition	22.80%	22.40%	18.50%	15.80%	19.00%
	% of NHS bridge classified as in Poor condition	12.40%	10.50%	12.40%	12.00%	
System Performance (PM3)	Data Year	2021	2023	2023	2025	2025
	Reporting Year	Baseline 2022	Actual 2024	2024	2026	Adjusted 2026
	% of person-miles traveled on the Interstate that are reliable	85.30%	83.50%	80.00%	79.00%	80.00%
	% of person-miles traveled on the non-Interstate NHS that are reliable	94.20%	92.30%	91.00%	90.00%	
	Truck Travel Time Reliability Index	1.28	1.3	1.37	1.37	1.32
	Annual Hours of Peak hours Excessive Delay per Capita (Chicago IL/IN Urbanized Area)	12.1	13.4	15.6	15.9	
	Annual Hours of Peak hours Excessive Delay per Capita (St. Louis MO/IL Urbanized Area)	6.6	1.3	8.4	8.3	
	Percent of Non-Single Occupancy vehicle (SOV) Travel (CMAP MPA)	33.10%	34.80%	32.40%	32.70%	
	Percent of Non-Single Occupancy vehicle (SOV) Travel (E/W Gateway IL MPA)	19.50%	21.80%	18.00%	18.20%	24.00%

Wisconsin Department of Transportation NHS Freight Performance Targets

Measure	2017 Results	2-Year Target (2019)	4-Year Target (2021)
Travel Reliability			
1) Percentage of person-miles traveled that are reliable on the Interstate	97.9%	94.0%	90.0%
2) Percentage of person-miles traveled that are reliable on the Non-Interstate NHS	93.9%	NA	86.0%
Freight Reliability			
3) Truck Travel Time Reliability Index on the Interstate	1.16	1.40	1.60

The Iowa DOT conferred with numerous stakeholder groups, including DMATS, as part of its target setting process. Variability within the existing travel time dataset was used to forecast future condition. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the freight investment plan and programmed in the STIP were highly-ranked freight bottlenecks.

Transit

Compliance with transit asset management performance-based planning requirements begins on October 1, 2018 and need to be updated every two years. To comply with the transit asset management performance measures, DMATS chooses to support the targets set by Jule Transit. The transit performance measures and targets developed by Jule transit for state of good repair as identified below.

Performance Measures and FY24 Targets								
Asset Category/Class	Count	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	ULB	% At or Past ULB	FY24 Performance Targets
Revenue Vehicles	30	8.8	142,389	N/A	\$226,340.33		46.67	
<i>MB - Mini-bus</i>	13	7.5	127,619	N/A	\$94,529.96	4	46.15%	35%
<i>HD - Heavy Duty</i>	17	9.8	153,683	N/A	\$327,136.49	12	47.06%	35%
Equipment	6	6.7	56,530	N/A	\$26,126		16.67%	
<i>Non Revenue/ Service Automobile</i>	4	6.3	56,530	N/A	\$31,852	7	25.00%	35%
<i>Floor Sweeper</i>	1	6.0	0	N/A	\$13,205.00	10	0.00%	35%
<i>Riding Lawnmower</i>	1	7.0	0	N/A	\$16,143.00	10	0.00%	35%
Facilities	2	6.5	N/A	5.0	\$11,000,000.00		Term Scale Condition	Term Scale Target
<i>Intermodal Facility</i>	1	8.0	N/A	5.0	\$15,700,000.00	N/A	5	5-Excellent
<i>Operations & Training Center</i>	1	5.0	N/A	5.0	\$6,300,000.00	N/A	5	5-Excellent

Source: Jule Transit

IADOT the language listed below to ensure TIPs are compliant with transit asset management requirements.

“Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional

state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs."

In addition, DMATS will provide a discussion of the process(es) used by Jule Transit for prioritizing facility and capital projects.

Transit Safety - Compliance with transit safety performance based planning requirements begins on July 20, 2021. To comply with the transit safety performance measures MPOs can choose to support the targets set by their local large urban transit provider(s) or set their own unique targets. MPOs should include the following language to ensure TIPs are compliant with transit safety requirements. MPOs are asked to include this language in their FFY 2022-2025 TIPs even if the TIP is approved before July 20, 2021. Public transit projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT provided assistance with the development of initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

**Approval of the FFY 2025–2028
DMATS Transportation Improvement Program**

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

WHEREAS, in accordance with the Infrastructure Investment and Jobs Act (IIJA), the MPO has an adopted long-range transportation plan which: 1) identifies transportation facilities that function as an integrated transportation system; 2) includes a financial plan; 3) assesses capital investment and other measures necessary to preserve the existing transportation system; and 4) indicates appropriate transportation enhancement activities; and

WHEREAS, the FY 2026-2029 Final Transportation Improvement Program has been reviewed and concurred with by the MPO Policy Board, the Departments of Transportation of the states of Iowa, Illinois and Wisconsin, the FHWA and the FTA.

NOW, THEREFORE, BE IT RESOLVED that the DMATS Policy Board of the East Central Intergovernmental Association approves the FY2026 – 2029 Final Transportation Improvement Program.

Adopted this 10th day of July 2025.

Attest:

Brad Cavanagh, Chairperson

Mae Hingtgen, Executive Director

METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION

In accordance with 23 CFR 450.336, the **Dubuque Metropolitan Area Transportation study** hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- 1) Title 23 USC 134 & 135, 49 U.S.C. 5303 and 5304, and this part;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the MAP-21 (Pub. L 109-59 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender;
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

- 10) Sections 174 and 176(c) & (d) of the Clean Air Act do not apply because DMATS is not nonattainment or maintenance area.
- 11) Other stipulations of 23 CFR 450.326 were addressed during the development of the TIP.

Dubuque Metropolitan Area Transportation Study

Signature

Executive Director

Title

07/10/2025

Date

Appendix A

DMATS Surface Transportation Program Project Scoring Criteria

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

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

Safety (200)

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

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

Table 9.1

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

Economic Impact

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

Economic Impact I (100)

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

Table 9.2

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

Economic Impact II (100)

The Economic Impact II analysis will be performed using an input output (I\O) model. The I\O model is an accounting of transactions among industries, governments, households, imports, and exports in the DMATS area. The I\O model helps study the linkages between industries and institutions in the area. Knowledge of these linkages allows the modeler to calculate the direct, indirect, and induced economic impact of a project on the region. For this

ranking process, the I/O analysis will provide information on the short term economic impact on the construction sector; i.e. job creation and increases in output in construction, and in construction related industrial sectors. Points will be awarded based on the total number of jobs created by each project. The chart illustrates how the 100 points are awarded to each project. Points are awarded based on the Economic Impact II Scoring Criteria. See Table 9.3.

Table 9.3

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

System Preservation (120)

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

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

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

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

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

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

Table 9.4
System Preservation Scoring Criteria

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

Local and Regional Impact (120)

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

Table 9.5

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

Accessibility and Mobility (120)

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

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

Table 9.6

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

Complete Streets (120)

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

Table 9.7

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

Air Quality (120)

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

resulting from the project. Points are awarded based on the Air Quality Scoring Criteria. See Table 9.8.

Table 9.8

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

Appendix B

DMATS Transportation Alternative Program Project Scoring Criteria

DMATS Transportation Alternatives Program Structure

Eligible Activities

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

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

Transportation Alternatives

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

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
4. Construction of turnouts, overlooks, and viewing areas.
5. Community improvement activities, which include but are not limited to:
 - a. Inventory, control, or removal of outdoor advertising.
 - b. Historic preservation and rehabilitation of historic transportation facilities.

- c. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
 - d. Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
 - e. Streetscaping and corridor landscaping.
- 6. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - a. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
 - b. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Infrastructure-Related Safe Routes to School Projects

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

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

Non-Infrastructure Related Safe Routes to School Projects

Activities to encourage walking and bicycling to school, including:

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

Recreational Trails Program Projects

Eligible Recreational Trails Program projects include:

1. Maintenance and restoration of existing recreational trails;
2. Development and rehabilitation of trailside and trailhead facilities and trail linkages;
3. Purchase and lease of recreational trail construction and maintenance equipment;
4. Construction of new recreational trails (with some restrictions for new trails on Federal lands);
5. Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
6. Assessment of trail conditions for accessibility and maintenance;
7. Development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use

monitoring patrol programs, and providing trail-related training), but in an amount not to exceed 5 percent of the apportionment made to the State for the fiscal year; and

8. Payment of costs to the State incurred in administering the program, but in an amount not to exceed 7 percent of the apportionment made to the State for the fiscal year.

Eligible Applicants and Project Sponsors

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

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

Eligible Costs

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

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

Local Match

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

Application Process

Deadline

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

Required Submittal

A complete application will consist of the following:

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

Project Selection

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

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

1. Statewide or multi-regional impact of the project,

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

Federal Requirements, Standards, or Guidelines

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

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

6. Davis-Bacon Wage Requirements. Projects will be required to comply with Davis-Bacon wage requirements, which state that contractors will conform to federal minimum wage requirements.
7. Competitive bidding requirements. Construction projects are required to be let through the Iowa DOT or according to procedures for a public letting as per Sections 26.3 through 26.13 of the Code of Iowa.
8. Permits or Other Approvals. It is the project owner/sponsor's responsibility to obtain all permits or other approvals that may be required as a result of the activities proposed as part of the project.

Appendix C

DMATS Resolutions Supporting Iowa, Illinois and Wisconsin DOTs Safety, Pavement and
Bridge and System and Freight Reliability targets

&

DMATS Resolution adopting Performance Measures and Targets developed by Jule Transit
for State of Good Repair.

**DUBUQUE METROPOLITAN AREA TRANSPORTATION STUDY (DMATS)
POLICY COMMITTEE**

DMATS RESOLUTION 2024-09-2

**A RESOLUTION ADOPTING THE IOWA DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE MEASURE TARGETS**

WHEREAS the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures: Highway Safety Improvement Program; Final (23 CFR 490, Subpart B); and

WHEREAS on August 31, 2024, the Iowa Department of Transportation (IADOT) established 5-year rolling average statewide targets from calendar year 2021 to calendar year 2025 for each of the five HSIP performance measures in accordance with 23 CFR 490.207; and

WHEREAS metropolitan planning organizations (MPOs) must annually establish targets within 180 days after the State DOT for each of the five HSIP performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of IADOT's HSIP target(s) or commit to quantifiable HSIP target(s) for the metropolitan planning area; and

NOW, THEREFORE, BE IT RESOLVED

that the DMATS agrees to plan and program projects so that they contribute toward the accomplishment of the IADOT's calendar year 2021 to calendar year 2025 HSIP target(s) for performance measures listed in the table below. The table shows the historical and predicted five-year rolling averages for the five targets. The highlighted numbers represent Iowa's 2021-2025 safety targets.

Performance Measure	Five-year Rolling Averages	
	2020-2024 Baseline	2021-2025 Target
Number of Fatalities	352.7	365.8
Fatality Rate*	1.077	1.085
Number of Serious Injuries	1,389.1	1,496.1
Serious Injury Rate*	4.235	4.391
Non-Motorized Fatalities and Serious Injuries	142.5	148.4

**Rates are per 100 million vehicle miles traveled (VMT)*

Approved this 12th day of September 2024.

Attest:



Brad Cavanagh, Chairperson
DMATS Policy Committee



Chandra Ravada
Interim Executive Director

**DUBUQUE METROPOLITAN AREA TRANSPORTATION STUDY (DMATS)
POLICY COMMITTEE**

DMATS RESOLUTION 2024-9-3

**A RESOLUTION ADOPTING THE ILLINOS DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE MEASURE TARGETS**

WHEREAS the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures: Highway Safety Improvement Program; Final (23 CFR 490, Subpart B); and

WHEREAS the Illinois Department of Transportation (ILDOT) established 5-year rolling average statewide targets for calendar year 2022 for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

WHEREAS metropolitan planning organizations (MPOs) must annually establish targets within 180 days after the State DOT for each of the five HSIP performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of ILDOT's HSIP target(s) or commit to quantifiable HSIP target(s) for the metropolitan planning area; and

NOW, THEREFORE, BE IT RESOLVED

that the DMATS agrees to plan and program projects so that they contribute toward the accomplishment of the ILDOT's calendar year 2025 HSIP target(s) for the following performance measures:

Performance Measures	BASE YEARS - 5 Year Average					TARGET
	2018	2019	2020	2021	2022	2025
Fatalities 2% annual reduction	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1,099.5
Serious Injuries Ordinary Least Squares Linear Trend	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	7,816.8
Fatality Rate (per HMVMT) 2% annual reduction	0.960	0.972	1.036	1.108	1.151	1.083
Serious Injury Rate (per HMVMT) Ordinary Least Squares Linear Trend	11.222	10.795	10.177	9.923	9.401	8.046

Number non-motorized fatalities							
2% annual reduction		171.2	178.2	184.0	199.2	210.8	198.4
Number of non-motorized serious injuries							
Ordinary Least Squares Linear Trend		1,390.6	1,405.8	1,308.0	1,297.6	1,248.6	1,134.0
Combined non-motorized fatalities and serious injuries							
Added non-motorized fatalities and serious injuries		1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	1,332.4

Approved this 12th day of September 2024.

Attest:



Brad Cavanagh, Chairperson
DMATS Policy Committee



Chandra Ravada
Interim Executive Director

**DUBUQUE METROPOLITAN AREA TRANSPORTATION STUDY (DMATS)
POLICY COMMITTEE**

DMATS RESOLUTION 2025-02-02

A RESOLUTION ADOPTING THE WISCONSIN DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE MEASURE TARGETS

WHEREAS the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures: Highway Safety Improvement Program; Final (23 CFR 490, Subpart B); and

WHEREAS the Wisconsin Department of Transportation (WisDOT) established statewide calendar year 2025 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209(c); and

WHEREAS metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five HSIP performance measures by either agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP target(s) or commit to quantifiable HSIP target(s) for the metropolitan planning area; and

NOW, THEREFORE, BE IT RESOLVED that the DMATS agrees to plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2025 HSIP target(s) for the following performance measures:

Performance Measure	2019 - 2023 Baseline Averages	2025 Safety Targets (2% Reduction)
Number of Fatalities	591.6	579.8
Rate of Fatalities per 100 million VMT	0.922	0.904
Number of Serious Injuries	3,145.0	3,082.1
Rate of Serious Injury per 100 million VMT	4.906	4.808
Number of Non-Motorized Fatalities and Serious Injuries	388.6	380.8

Approved this 12th day of February 2025.

Attest:



Brad Cavanagh, Chairperson
DMATS Policy Committee



Chandra Ravada
Interim Executive Director

**DUBUQUE METROPOLITAN AREA TRANSPORTATION STUDY (DMATS)
POLICY COMMITTEE**

DMATS RESOLUTION 2024-3

A RESOLUTION ADOPTING THE IOWA DEPARTMENT OF TRANSPORTATION
TARGETS FOR PERFORMANCE MEASURES RELATED TO INFRASTRUCTURE
CONDITION, SYSTEM PERFORMANCE, AND FREIGHT MOVEMENT ON THE NHS.

- WHEREAS** the U.S. Department of Transportation under 23 CFR Part 450 and 49 CFR Part 613 (Metropolitan Transportation Planning) require that an Metropolitan Planning Organization establish performance targets that address the performance measures or standards established under 23 CFR Part 490 (National Performance Management Measures), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization; and
- WHEREAS** said federal regulations require that the selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established in 23 CFR Part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable; and
- WHEREAS** said federal regulations require that a Metropolitan Planning Organization establish performance targets no later than 180 days after the date on which the relevant State or provider of public transportation establishes performance targets; and
- WHEREAS** the Iowa Department of Transportation (IADOT) established statewide performance targets for the National Highway System (NHS) in accordance with 23 CFR 490.307 (pavement condition), 23 CFR 490.407 (bridge condition), 23 CFR 490.507 (system performance) and 23 CFR 490.607 (freight) with an effective date of October 1, 2022; and
- WHEREAS** the Iowa Department of Transportation (IADOT) adjusted statewide performance targets for the National Highway System (NHS) in accordance with 23 CFR 490.307 (pavement condition) and 23 CFR 490.407 (bridge condition) with an effective date of October 1, 2024; and
- WHEREAS** metropolitan planning organizations (MPOs) must establish performance measure targets by either agreeing to plan and program projects so that they contribute to the accomplishment of IADOT's statewide performance targets for the NHS or commit to quantifiable target(s) for the metropolitan planning area.

NOW, THEREFORE, BE IT RESOLVED that the DMATS agrees to plan and program projects so that they contribute toward the accomplishment of the IADOT's statewide targets for each of the performance categories as shown in Attachment 1.

Approved this 10 day of October 2024.

Attest:



Brad Cavanagh, Chairperson
DMATS Policy Committee



Chandra Ravada
Interim Executive Director

ATTACHMENT 1

Iowa DOT targets for 2022-2025 performance period

		2021	2023	2023	2025	2025
		Baseline	2-Year Target	2-Year Actual	<i>Prior 4-Year Target</i>	New 4-Year Target
Pavement	Interstate % Good	58.8%	55.0%	58.2%	<i>55.0%</i>	53.0%
	Interstate % Poor	0.4%	3.0%	0.5%	<i>3.0%</i>	3.0% (<i>No change</i>)
	Non-Interstate NHS % Good	37.9%	35.0%	35.3%	<i>35.0%</i>	30.0%
	Non-Interstate NHS % Poor	3.7%	6.0%	4.0%	<i>6.0%</i>	6.0% (<i>No change</i>)
Bridge	NHS % Good	49.4%	52.5%	48.9%	<i>56.0%</i>	48.0%
	NHS % Poor	2.4%	5.0%	1.3%	<i>6.6%</i>	6.6% (<i>No change</i>)
Reliability	Interstate % Reliable	99.9%	98.0%	99.9%	<i>98.0%</i>	98.0% (<i>No change</i>)
	Non-Interstate NHS % Reliable	96.5%	94.0%	96.7%	<i>94.0%</i>	94.0% (<i>No change</i>)
Freight	Interstate Truck Travel Time Reliability	1.13	1.25	1.13	<i>1.25</i>	1.25 (<i>No change</i>)

**DUBUQUE METROPOLITAN AREA TRANSPORTATION STUDY (DMATS)
POLICY COMMITTEE**

DMATS RESOLUTION 2025-1

**A RESOLUTION ADOPTING THE ILLINOIS DEPARTMENT OF TRANSPORTATION
TARGETS FOR PERFORMANCE MEASURES RELATED TO PAVEMENT AND
BRIDGES, AND SYSTEM PERFORMANCE.**

- WHEREAS** the U.S. Department of Transportation under 23 CFR Part 450 and 49 CFR Part 613 (Metropolitan Transportation Planning) require that an Metropolitan Planning Organization establish performance targets that address the performance measures or standards established under 23 CFR Part 490 (National Performance Management Measures), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization; and
- WHEREAS** said federal regulations require that the selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established in 23 CFR Part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable; and
- WHEREAS** said federal regulations require that a Metropolitan Planning Organization establish performance targets no later than 180 days after the date on which the relevant State or provider of public transportation establishes performance targets; and
- WHEREAS** the Illinois Department of Transportation (ILDOT) established statewide performance targets for the National Highway System (NHS) in accordance with 23 CFR 490.307 (pavement condition), 23 CFR 490.407 (bridge condition), 23 CFR 490.507 (system performance) and 23 CFR 490.607 (freight) with an effective date of September 30, 2024; and
- WHEREAS** metropolitan planning organizations (MPOs) must establish performance measure targets by either agreeing to plan and program projects so that they contribute to the accomplishment of ILDOT's statewide performance targets for the NHS or commit to quantifiable target(s) for the metropolitan planning area.

NOW, THEREFORE, BE IT RESOLVED that the DMATS agrees to plan and program projects so that they contribute toward the accomplishment of the ILDOT's statewide targets for each of the performance categories as shown in Attachment 1.

Approved on 02/13/2025.

Attest:



Brad Cavanagh, Chairperson
DMATS Policy Committee



Chandra Ravada
Interim Executive Director

ATTACHMENT 1

Pavement and Bridges (PM2)		Data Year	2021	2023	2023	2025	2025
		Reporting Year	Baseline 2022	Actual 2024	2024	2026	Adjusted 2026
		% of Interstate Pavement in Good condition	65.70%	64.90%	65.00%	66.00%	65.00%
		% of Interstate Pavements in Poor condition	0.40%	0.40%	1.00%	0.70%	0.50%
		% of non-Interstate NHS pavements in Good condition	29.50%	30.80%	29.00%	30.00%	
		% of non-Interstate NHS pavements in Poor condition	8.00%	10.10%	8.90%	8.50%	
		% of NHS bridges classified as in Good condition	22.80%	22.40%	18.50%	15.80%	19.00%
		% of NHS bridge classified as in Poor condition	12.40%	10.50%	12.40%	12.00%	
System Performance (PM3)		Data Year	2021	2023	2023	2025	2025
		Reporting Year	Baseline 2022	Actual 2024	2024	2026	Adjusted 2026
		% of person-miles traveled on the Interstate that are reliable	85.30%	83.50%	80.00%	79.00%	80.00%
		% of person-miles traveled on the non-Interstate NHS that are reliable	94.20%	92.30%	91.00%	90.00%	
		Truck Travel Time Reliability Index	1.28	1.3	1.37	1.37	1.32
		Annual Hours of Peak hours Excessive Delay per Capita (Chicago IL/IN Urbanized Area)	12.1	13.4	15.6	15.9	

		Annual Hours of Peak hours Excessive Delay per Capita (St. Louis MO/IL Urbanized Area)	6.6	1.3	8.4	8.3	
		Percent of Non-Single Occupancy vehicle (SOV) Travel (CMAA MPA)	33.10%	34.80%	32.40%	32.70%	
		Percent of Non-Single Occupancy vehicle (SOV) Travel (E/W Gateway IL MPA)	19.50%	21.80%	18.00%	18.20%	24.00%

**DUBUQUE METROPOLITAN AREA TRANSPORTATION STUDY (DMATS)
POLICY COMMITTEE**

DMATS RESOLUTION 2023-1

A RESOLUTION ADOPTING THE WISCONSIN DEPARTMENT OF TRANSPORTATION
TARGETS FOR PERFORMANCE MEASURES RELATED TO INFRASTRUCTURE
CONDITION, SYSTEM PERFORMANCE, AND FREIGHT MOVEMENT ON THE NHS.

WHEREAS the U.S. Department of Transportation under 23 CFR Part 450 and 49 CFR Part 613 (Metropolitan Transportation Planning) require that an Metropolitan Planning Organization establish performance targets that address the performance measures or standards established under 23 CFR Part 490 (National Performance Management Measures), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization; and

WHEREAS said federal regulations require that the selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established in 23 CFR Part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable; and

WHEREAS said federal regulations require that a Metropolitan Planning Organization establish performance targets no later than 180 days after the date on which the relevant State or provider of public transportation establishes performance targets; and

WHEREAS the Wisconsin Department of Transportation (WISDOT) established statewide performance targets for the National Highway System (NHS) in accordance with 23 CFR 490.307 (pavement condition), 23 CFR 490.407 (bridge condition), 23 CFR 490.507 (system performance) and 23 CFR 490.607 (freight) with an effective date of December 11, 2022; and

WHEREAS metropolitan planning organizations (MPOs) must establish performance measure targets by either agreeing to plan and program projects so that they contribute to the accomplishment of WISDOT's statewide performance targets for the NHS or commit to quantifiable target(s) for the metropolitan planning area.

NOW, THEREFORE, BE IT RESOLVED that the DMATS agrees to plan and program projects so that they contribute toward the accomplishment of the WISDOT's statewide targets for each of the performance categories as shown in Attachment 1.

Approved this 12 day of January 2023.

Attest:



Brad Cavanagh, Chairperson
DMATS Policy Committee



Kelley Deutmeyer
Executive Director

ATTACHMENT 1

Wisconsin Department of Transportation NHS Pavement Condition Targets			
Wisconsin Department of Transportation NHS Pavement Condition Targets	Baseline	2-Year Targets	4-Year Targets
		(2023)	(2025)
Interstate – Percentage pavements in “Good” condition	65.9%	>60.0%	>60.0%
Interstate – Percentage pavements in “Poor” condition	0.3%	<4.0%	<4.0%
Non-Interstate NHS – Percentage pavements in “Good” condition	36.3%	> 30.0%	> 30.0%
Non-Interstate NHS – Percentage pavements in “Poor” condition	4.2%	< 10.0%	< 10.0%
Wisconsin Department of Transportation NHS Bridge Condition Targets			
Wisconsin Department of Transportation NHS Bridge Condition Targets	Baseline	2-Year Targets	4-Year Targets
		(2023)	(2025)
Percentage of NHS Bridges Classified as in Good Condition	51.3%	>49.0%	> 48.0%
Percentage of NHS Bridges Classified as in Poor Condition	2.6%	<3.0%	< 3.0%
Wisconsin Department of Transportation NHS Freight Performance Targets			

Wisconsin Department of Transportation Targets	Baseline	2-Year Targets (2023)	4-Year Targets (2025)
Travel Reliability	96.4%	92.5%	93.0%
1) Percent of person-miles traveled that are reliable on the Interstate	93.9%	91.0%	89.5%
2) Percent of person-miles traveled that are reliable on the Non-Interstate NHS			
Freight Reliability	1.20	1.30	1.30
3) Truck Travel Time Reliability Index on the Interstate			
Peak Hour Excessive Delay	5.7 Hours per capita	8.6 Hours per capita	8.4 Hours per capita
4) Annual Hours of Peak Hour Excessive Delay per Capita in the Milwaukee Urbanized Area			
Non-Single Occupancy Vehicles	21.6%	20.5%	20.5%
5) Percent of Non-SOV Travel in the Milwaukee Urbanized Area			
Emission Reductions	8.276 kg	3.962 kg	8.100 kg
6) Total Emissions Reductions in nonattainment or maintenance areas for:	75.659 kg	22.767 kg	78.915 kg
• PM2.5	18.941 kg	8.848 kg	18.318 kg
• NO _x			
• VOC			

**DUBUQUE METROPOLITAN AREA TRANSPORTATION STUDY (DMATS)
POLICY COMMITTEE**

RESOLUTION NO. 2021-03-1

**RESOLUTION AUTHORIZING DUBUQUE METROPOLITAN AREA
TRANSPORTATION STUDY (DMATS) ADOPTING JULE TRANSIT ASSET
MANAGEMENT PERFORMANCE MEASURES.**

WHEREAS, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule on July 19, 2018. PTASP requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS); and,

WHEREAS, As JULE transit is a recipient and sub-recipient of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307) that operates public transportation, JULE will be required to set transit safety performance targets; and,

WHEREAS, the PTASP Rule requires transit providers to set safety performance targets by December 31, 2020; and,

WHEREAS, the Planning Rule requires each MPO to establish initial transit safety performance targets no later than June 30, 2021 or 180 days after the date on which the relevant State or public transportation provider establishes its safety performance targets; and,

WHEREAS, the JULE transit adopted safety performance targets on October 19, 2020; and,

NOW THEREFORE, BE IT RESOLVED BY DMATS POLICY BOARD THAT:

Section 1. DMATS adopts the safety performance measures and targets developed by JULE as identified below:

Safety Performance Targets							
<i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i>							
Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability
fixed	0	0	0	0	8	1.72	58.139
mini	0	0	0	0	13	5.01	20.000

Source: Jule Transit

Approved this 11th day of March 2021.

Attest:



Roy D. Buol, DMATS
Chairperson



Kelley Deutmeyer, ECIA
Executive Director