

# DMATS

## TRANSPORTATION IMPROVEMENT PROGRAM



FOR THE  
DUBUQUE, IOWA, ILLINOIS and WISCONSIN  
URBANIZED AREA

**FFY 2027 - 2030**



# **TRANSPORTATION IMPROVEMENT PROGRAM**

## **FOR THE DUBUQUE, IOWA, ILLINOIS and WISCONSIN URBANIZED AREA**

### **PREPARED BY EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION**

On behalf of the

## **Dubuque Metropolitan Area Transportation Study**

**Final June 23, 2026**

#### 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.

This Page  
Intentionally Left  
Blank

# Table of Contents

INTRODUCTION .....4

PROJECT SELECTION CRITERIA .....4

A DETAILED PROJECT SCORING CRITERIA IS PROVIDED IN APPENDIX A .....5

ORGANIZATION AND MANAGEMENT .....10

STAFF ASSIGNED TO WORK ON THE PROGRAM.....10

POLICY COMMITTEE .....11

FFY2026 PROGRAMMED TRANSPORTATION PROJECTS STATUS REPORT .....14

FFY2026 PROGRAMMED TRANSIT PROJECTS STATUS REPORT .....21

OPERATION & MAINTENANCE COSTS AND PROJECTIONS .....24

FINANCE .....29

TRANSPORTATION PROJECTS FOR FFY 2027 - 2030 .....40

TRANSIT PROJECTS FOR FFY 2027 - 2030 .....47

DMATS PUBLIC PARTICIPATION PROGRAM .....51

PERFORMANCE BASED PLANNING .....56

APPROVAL OF THE FFY 2027–2030 .....66

METROPOLITIAN PLANNING ORGANIZATION SELF-CERTIFICATION .....67

METROPOLITIAN PLANNING ORGANIZATION SELF-CERTIFICATION – ILDOT .....69

APPENDIX A.....70

APPENDIX B.....75

APPENDIX C .....84

APPENDIX D.....101

## **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 the 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 2027 - 2030 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 approved by, the DMATS Policy Board, in cooperation with the 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).

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

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

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

### **Abbreviations used in TIP**

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

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

STBG	Surface Transportation Block Grant Program
STBG-HBP	Surface Transportation Block Grant Program - Bridge Program
STIP	Surface Transportation Improvement Program
TIP	Transportation Improvement Program
TA	Transportation Alternatives
TAP	Transportation Alternatives Program
TANF	Temporary Assistance for Needy Families
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
FAST Act	Fixing America's Surface Transportation Act
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	District planner (proxy District 2 Engineer)
Iowa DOT	Garrett Pedersen (proxy Hector Torres-Cacho) (elected to have no vote)
Wisconsin DOT	Francis Schelfhout, (proxy Michelle Ellias)

Section 1 (b) **County Board of Supervisors**

Dubuque County	<b>Ann McDonough, (Vice Chair)</b> (proxy Wayne Kenniker)
Grant County	Robert Krrnry
Jo Daviess County	Joseph Heitkamp

Section 1 (c) **Mayor and six City Council members of the City of Dubuque**

Mayor	<b>Brad Cavanagh, (Chair)</b>
Council Member	Laura Roussell
Council Member	Danny Sprank
Council Member	Tyson Leyendecker
Council Member	David Resnick
Council Member	Chris Staver
Council Member	Katy Wethal
Council Member	Michael Van Milligen (proxy for City Council)
Council Member	Matt Kalcevich (proxy for City Council)
Council Member	Arielle Swift (proxy for City Council)
Council Member	Wally Wernimont (proxy for City Council)
Council Member	Gus Psihoyos (proxy for City Council)

Section 1 (d) **Municipality (Chief elected official or designated representative for a township, municipality or village with at least 2,000 in population but less than 50,000)**

Asbury	Jim Adams (proxy John Richey)
East Dubuque	John Digman, (proxy Bob Seitz)
Small Cities Representative	Russ Pfab, (proxy Kevin Schmitt)

Section 1 (e) **Regional Planning Organization (chairman or designated representative)**  
ECIA Beth Bonz (proxy Mae Hingtgen)  
Southwestern WI Regional Planning Commission Troy Maggied

Section 1 (f) **Public Transit Authority (2)**  
Jule Advisory Board Robert Daughters (proxy Ryan Knuckey)  
RTA Harley Pothoff (proxy Stacie Scott)

Section 1 (g) **Federal Transportation Agencies (Non-Voting)**  
FHWA 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, Anderson Sainci, Cori Burbach, Arielle Swift, Matt Kalcevich, Wally Wernimont and Gus Psihoyos are the proxy vote for any absent council member from the City of Dubuque.

## Technical Advisory Committee

Sec 2 (a) **Each State Department of Transportation (DOT)**  
Illinois DOT District 2 Engineer (proxy Katie Smith /District Planner)  
Iowa DOT Hector Torres-Cacho (elected to have no vote)  
Wisconsin DOT Michelle Ellias (proxy Francis Schelfhout)

Sec 2 (b) **Regional Planning Organization (executive director)**  
ECIA Mae Hingtgen (proxy Holly McPherson)  
SW WI Regional Planning Commission Troy Maggied

Sec 2 (c) **City/County Engineers or Commissioners**  
Dubuque. City of **Gus Psihoyos (Chair)** (proxy Bob Schiesl)  
Dubuque Co. Todd Kinney  
Grant County Dave Lambert  
Jo Daviess County Dylan Oppold

Sec. 2 (d)

**Chief Officer of Municipal or County Zoning Commission**

Asbury	Beth Bonz
Dubuque, City of	Wally Wernimont (proxy Jason Duba)
Dubuque County	<b>Ed Raber (Vice Chair)</b>
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

## **FFY2026 Programmed Transportation Projects Status Report**

**MPO 27 / DMATS**

<b>Project ID</b>	<b>Project Number</b>	<b>Approval Level</b>		<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Totals</b>
<b>Sponsor</b>	<b>Location</b>	<b>Letting Date</b>						
<b>STIP ID</b>	<b>Work Codes</b>							
<b>CRP</b>								
54890	CRP-2100()--8P-31	FHWA Approved	<b>Total</b>	<b>\$1,223,500</b>				<b>\$1,223,500</b>
Dubuque	In the city of Dubuque, In the City of Dubuque. Study and implement traffic management systems.	<b>Moved to FY 27</b>	<b>Federal Aid</b>	\$758,800				<b>\$758,800</b>
26098	Work Not Assigned, ITS Equipment, ITS Infrastructure, ITS Integration		<b>Local</b>	\$464,700				<b>\$464,700</b>
			<b>Regional</b>	\$758,800				<b>\$758,800</b>
<b>Grant</b>								
55974	EDP-2100()--7Y-31	FHWA Approved	<b>Total</b>	<b>\$1,874,560</b>				<b>\$1,874,560</b>
Dubuque	In the city of Dubuque, Install EV charging infrastructure across five municipal sites	<b>The project has been dropped</b>	<b>Federal Aid</b>	\$1,874,560				<b>\$1,874,560</b>
26504	Work Not Assigned							
<b>NHPP</b>								
57808	NHSX-020()--3H-31	FHWA Approved	<b>Total</b>	<b>\$1,841,000</b>				<b>\$1,841,000</b>
Iowa Department of Transportation	US 20: Farley to Swiss Valley (EB) Pavement Rehab	<b>Authorized</b>	<b>Federal Aid</b>	\$1,472,800				<b>\$1,472,800</b>
26237			<b>DOT</b>	\$368,200				<b>\$368,200</b>
<b>PRF</b>								
57809	STPN-032()--2J-31	<b>Authorized</b>	<b>Total</b>	<b>\$1,900,000</b>				<b>\$1,900,000</b>
Iowa Department of Transportation	IA 32: US 61/US 151 to US 20 in Dubuque (SW) Traffic Signs		<b>Federal Aid</b>					
			<b>DOT</b>	\$1,900,000				<b>\$1,900,000</b>
<b>STBG</b>								
52694	BRF-020()--38-31	<b>Authorized</b>	<b>Total</b>	<b>\$7,500,000</b>				<b>\$7,500,000</b>
Iowa Department of Transportation	US 20: Mississippi River in Dubuque Bridge Rehabilitation		<b>Federal Aid</b>	\$6,000,000				<b>\$6,000,000</b>
26238			<b>DOT</b>	\$1,500,000				<b>\$1,500,000</b>
48627	BRF-020()--38-31	<b>Authorized</b>	<b>Total</b>	<b>\$6,405,000</b>				<b>\$6,405,000</b>
Iowa Department of Transportation	US 20: Middle Branch Catfish Cr & CC RR 0.6 mi E of NW Arterial in Dubuque (WB)		<b>Federal Aid</b>	\$4,459,200				<b>\$4,459,200</b>
26239	Grade and Pave, Bridge Replacement, Right of Way		<b>DOT</b>	\$1,945,800				<b>\$1,945,800</b>

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

**STBG**

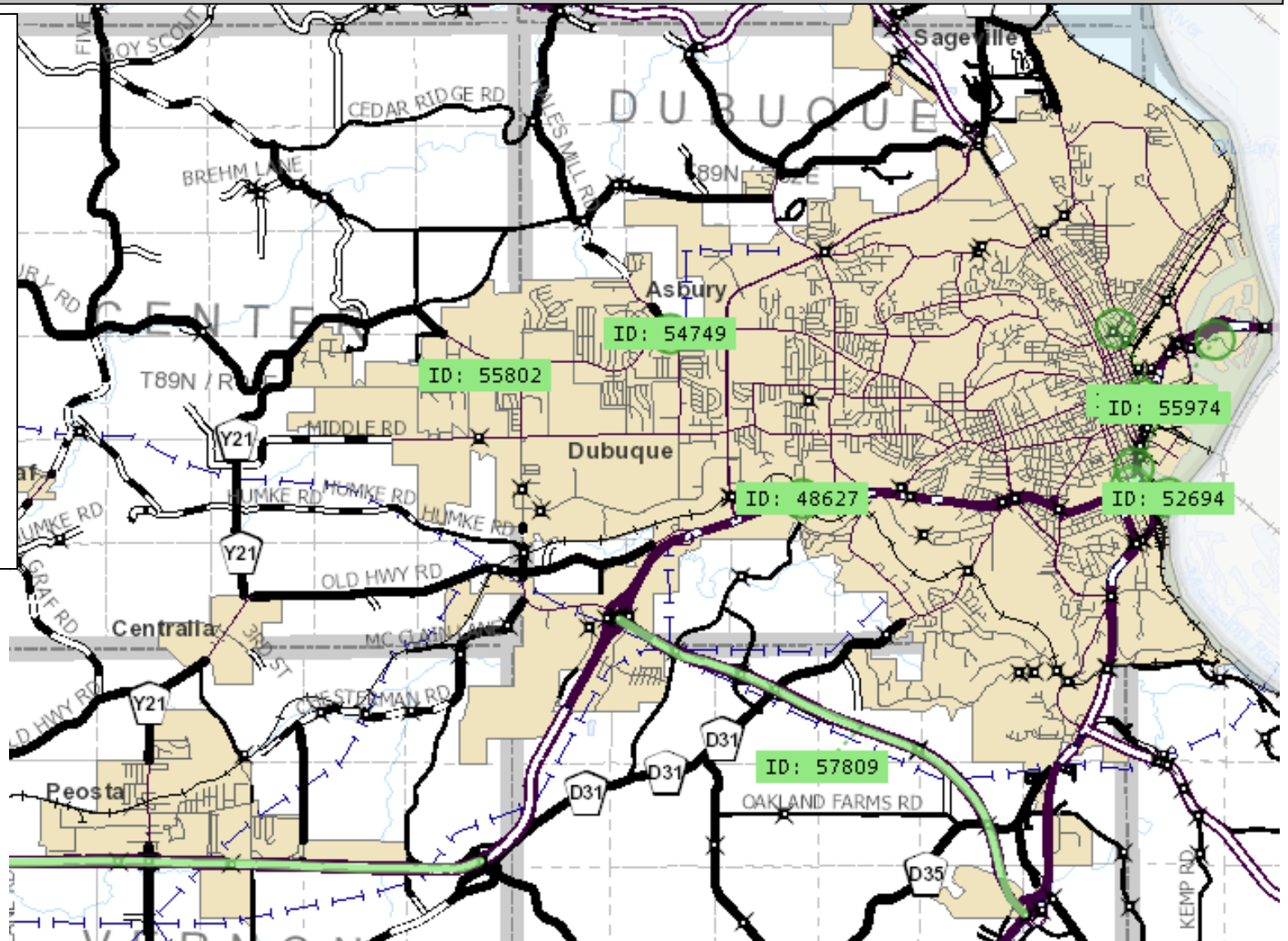
54749	STP-U-0252(606)--70-31	<b>Authorized</b>	<b>Total</b>	<b>\$1,875,000</b>				<b>\$1,875,000</b>
Asbury	In the city of Asbury, On ASBURY RD, from Hales	12/16/2025	<b>Federal Aid</b>	\$1,500,000				<b>\$1,500,000</b>
26122	Mill Rd E to Radford rd S20 T89 R02E		<b>Local</b>	\$375,000				<b>\$375,000</b>
	Unknown Pavement - Grade and Replace		<b>Regional</b>	\$1,500,000				<b>\$1,500,000</b>

**TAP**

55802	TAP-R-0252(607)--8T-31	FHWA Approved	<b>Total</b>	<b>\$525,000</b>				<b>\$525,000</b>
Asbury	In the city of Asbury, Asbury West Trail, from , from	1/20/2027	<b>Federal Aid</b>	\$250,000				<b>\$250,000</b>
26080	Wedgewood Pond SE to Asbury Rd/Seippel Rd		<b>Local</b>	\$275,000				<b>\$275,000</b>
	Alternate Paved Sidewalk/Trail Types		<b>Moved to FY 27</b>	<b>Regional</b>	\$250,000			
57647	TAP-R-C031(129)--8T-31	FHWA Approved	<b>Total</b>	<b>\$625,000</b>				<b>\$625,000</b>
Dubuque County Conservation	On Heritage Trail, from East end of Beltline Rd East 2 miles	9/15/2026 Programmed to be let in FY26	<b>Federal Aid</b>	\$500,000				<b>\$500,000</b>
26173	Ped/Bike Paving		<b>Local</b>	\$125,000				<b>\$125,000</b>
			<b>Regional</b>	\$500,000				<b>\$500,000</b>
55803	TAP-U-2100(711)--8I-31	<b>Authorized</b>	<b>Total</b>	<b>\$268,236</b>				<b>\$268,236</b>
Dubuque	In the city of Dubuque, From the E. 12th Street solar	5/19/2026	<b>Federal Aid</b>	\$214,589				<b>\$214,589</b>
26081	field along Pine Street, through 9th street and 11th		<b>Local</b>	\$53,647				<b>\$53,647</b>
	Alternate Paved Sidewalk/Trail Types		<b>Regional</b>	\$214,589				<b>\$214,589</b>

# DMATS IOWA FY2026 PROJECT LOCATION MAP

TPMS NUMBERS ON THE MAP CORRESPOND TO TPMS NUMBERS OR LINE NUMBERS ON THE SPREADSHEET. The preparation of this map was financed in part through federal funds provided by the U.S. Department of Transportation, the Federal Highway Administration, and/or the Federal Transit Administration.



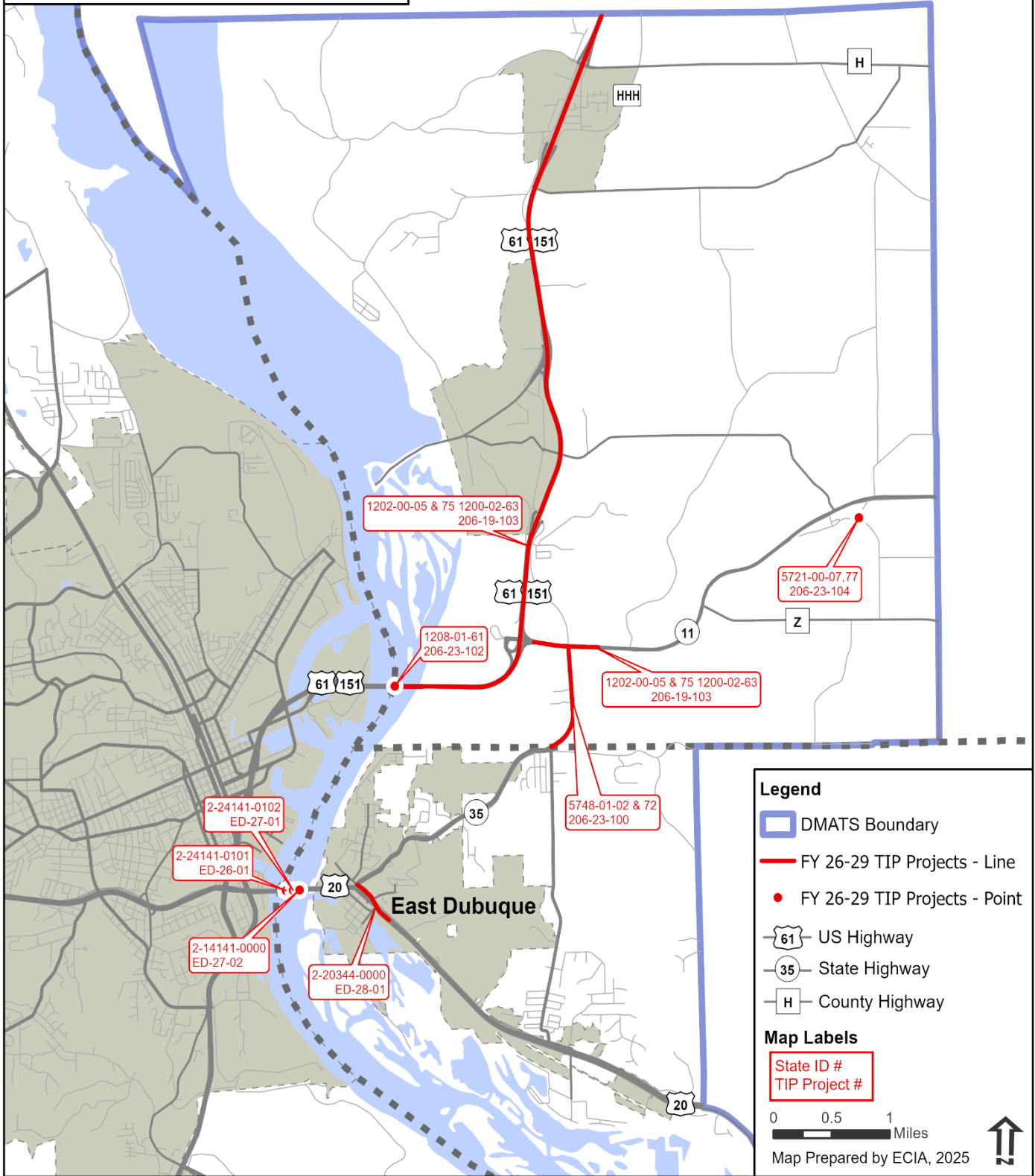
## Illinois Projects

Dubuque Metropolitan Area Transportation Study (FY 2026-2029 Transportation Improvement Program)															Final Amended November 13, 2025							
FFY 2026 ( October 1, 2025 to September 30, 2026)						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
									2026	2026	2026	2027	2027	2027	2028	2028	2028	2029	2029	2029		
1	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.
2	2-97460-1228	HSIP	ILDOT	District 2	Various	ED-26-02	Districtwide HSIP	Safety	\$ 2,307,000	\$ 2,076,000	\$ 231,000										\$ 2,307,000	These represent unprogrammed districtwide funds. Other specific projects located outside MPA.
3	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.
4	2-14141-0000	NHPP	ILDOT	JoDaviess	US 20	ED-27-02	Mississippi River	Bridge Preservation	\$ 4,307,714	\$3,446,171.20	\$861,542.80										\$ 4,307,714	IA is lead agency - these funds represent Illinois's 50% share only.
5	2-97460-1229	HSIP	ILDOT	District 2	Various	ED-27-04	Districtwide HSIP	Safety				\$2,052,000	\$1,847,000	\$205,000							\$2,052,000	These represent unprogrammed districtwide funds. Other specific projects located outside MPA.
6	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
7	2-97460-1230	HSIP	ILDOT	District 2	Various	ED-28-02	Districtwide HSIP	Safety							\$2,002,000	\$1,802,000	\$200,000				\$2,002,000	These represent unprogrammed districtwide funds. Other specific projects located outside MPA.

## Wisconsin Projects

Dubuque Metropolitan Area Transportation Study (FY 2026-2029 Transportation Improvement Program)																						Final Revised September 10, 2025					
FFY 2026 ( October 1, 2025 to September 30, 2026)						WISCONSIN				*NOTE: Total Improvement Cost indicates past and future project phases which may be outside the four-year TIP cycle and is for illustrative purposes only.																	
						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	
									2026	2026	2026	2026	2027	2027	2027	2027	2028	2028	2028	2028	2029	2029	2029	2029			
1	5748-01-02 & 22 & 72	STBG	WISDOT	Grant	Jamestown Township	206-23-100	Dubuque - Dickeyville (Illinois State Line to STH 11) *Total Improvement Cost: \$1,275,040.82	Pavement Replacement	\$ 3	\$ -	\$ 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,150	\$ 920	\$ 230	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,150	Design obligated in 2022, Real Estate scheduled in 2026, 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	\$ -	\$ -	\$ -	\$ -	\$ 4,938	\$ -	\$ 4,938	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,938	Reimburse IA-DOT for Repair & Painting of B-22-60, Construction scheduled in 2027
3	1202-00 05& 75 1200-02-63	NHPP	WISDOT	Grant	Jamestown Township	206-19-103	US61: Dubuque – Dickeyville (Mississippi River to CTH HH). Includes Truck Scale Pavement Repair	Resurface	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	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	\$ 406	\$ 102	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 527	Design obligated in 2023, Construction scheduled in 2027/2028

**DMATS TIP FY 2026-2029  
Illinois and Wisconsin Projects**



## **FFY2026 Programmed Transit Projects Status Report**

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11959 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	Bus Shelter with Solar Lighting	Total	\$26,000				\$26,000
				FTA	\$20,800				\$20,800
				Local	\$5,200				\$5,200
11960 Dubuque (Keyline Transit)	5307 FTA Approved	Operations	5307 FTA Formula Funding	Total	\$3,753,478				\$3,753,478
				FTA	\$1,876,739				\$1,876,739
				Local	\$1,876,739				\$1,876,739
11960 (Revision) Dubuque (Keyline Transit)	5307 TIP Approved	Operations	5307 FTA Formula Funding FFY25 1,876,739 added FFY26 1,430,646	Total	\$6,614,770				\$6,614,770
				FTA	\$3,307,385				\$3,307,385
				Local	\$3,307,385				\$3,307,385
11961 Dubuque (Keyline Transit)	FTA Approved	Capital	New Project Unit #: 2683 Diesel,Low Floor Unit # 2683	Total	\$650,000				\$650,000
				FTA					
				Local	\$650,000				\$650,000
11962 Dubuque (Keyline Transit)	FTA Approved	Capital	New Project Unit #: 2609 Diesel Unit # 2609	Total	\$230,000				\$230,000
				FTA					
				Local	\$230,000				\$230,000
11962 (Revision) Dubuque (Keyline Transit)	5339 TIP Approved	Capital	New Project Unit #: 2609 - Updated 2/23 when bus added to PTMS Replacement list FY27 Diesel Unit # 2609	Total	\$219,500				\$219,500
				FTA	\$186,575				\$186,575
				Local	\$32,925				\$32,925
11964 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	New Project Unit #: 2690 Low Floor,Electric Unit # 2690	Total	\$1,278,357				\$1,278,357
				FTA	\$1,079,053				\$1,079,053
				Local	\$199,304				\$199,304
11965 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	Electric Bus Charging Station at JOTC	Total	\$125,000				\$125,000
				FTA	\$100,000				\$100,000
				Local	\$25,000				\$25,000
11966 Dubuque (Keyline Transit)	5339 FTA Approved	Planning	Areas of Persistent Poverty Planning Grant	Total	\$250,000				\$250,000
				FTA	\$225,000				\$225,000
				Local	\$25,000				\$25,000

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2026	2027	2028	2029	Totals
11968 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	Dubuque Sec. 5339 LWNO Grant Low Floor,Electric Unit # 2692	Total	\$1,198,865				\$1,198,865
				FTA	\$1,019,036				\$1,019,036
				Local	\$179,829				\$179,829
11970 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	Dubuque Sec. 5339 LWNO Grant Low Floor,Electric Unit # 2691	Total	\$1,198,865				\$1,198,865
				FTA	\$1,019,036				\$1,019,036
				Local	\$179,829				\$179,829
11971 Dubuque (Keyline Transit)	5339 FTA Approved	Capital	Electric bus charging infrastructure and employee education/training	Total	\$370,000				\$370,000
				FTA	\$321,000				\$321,000
				Local	\$49,000				\$49,000
11972 Dubuque (Keyline Transit)	5310 FTA Approved	Operations	5310 Preventative Maintenance	Total	\$201,284				\$201,284
				FTA	\$100,642				\$100,642
				Local	\$100,642				\$100,642
11972 (Revision) Dubuque (Keyline Transit)	5310 In Prep	Operations	5310 Preventative Maintenance	Total	\$116,834				\$116,834
				FTA	\$93,467				\$93,467
				Local	\$23,367				\$23,367

## **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.

To estimate the available revenues and costs for the FFY 2027–2030 TIP, we use City Street finance reports, County secondary road Operation & Maintenance reports, and Iowa DOT Operation & Maintenance and funding reports. DMATS does not receive the same type of data from the Illinois and Wisconsin Departments of Transportation, so we cannot generate revenue and cost estimates for Jo Daviess and Grant counties in the DMATS region.

The DMATS Estimates of available revenue do 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 provide an assurance that all IADOT projects in DMATS TIP will be fiscally constrained. See below for the IADOT revenue estimate process for the 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](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 2025 for Cities and FY 2025 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	24.19	27.84	\$161,132	\$584,637	\$21,125	\$76,650
CENTRALIA	0	0.73	0.73	\$0	\$7,245	\$0	\$0

DUBUQUE	69.46	206.91	276.37	\$2,073,443	\$10,020,838	\$521,118	\$2,518,535
SAGEVILLE	1.06	0.35	1.41	\$0	\$2,253	\$0	\$1,682
PEOSTA	0.84	14.98	15.82	\$0	\$246,820	\$0	\$13,105
DUBUQUE COUNTY	302.40	467.59	769.99	\$5,439,448	\$4,257,240	\$2,136,267	\$1,671,972
<b>TOTAL</b>	<b>377.41</b>	<b>714.75</b>	<b>1092.16</b>	<b>\$7,674,023</b>	<b>\$15,119,033</b>	<b>\$2,678,511</b>	<b>\$4,281,943</b>

Source: 2025 City Street Finance Report - O&M costs, 2025 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) 2030 using 4% inflation for each year, using FY 2025 operation costs for cities and FY 2024 operation costs for counties as the base year. The 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	2025	2026	2027	2028	2029	2030
ASBURY	\$76,650	\$79,716	\$82,904	\$86,220	\$89,669	\$93,256
CENTRALIA	\$0	\$0	\$0	\$0	\$0	\$0
DUBUQUE	\$2,518,535	\$2,619,276	\$2,724,047	\$2,833,009	\$2,946,329	\$3,064,182
SAGEVILLE	\$1,682	\$1,749	\$1,819	\$1,892	\$1,967	\$2,046
PEOSTA	\$13,105	\$13,630	\$14,175	\$14,742	\$15,332	\$15,945
DUBUQUE COUNTY	\$1,671,972	\$1,738,850	\$1,808,405	\$1,880,741	\$1,955,970	\$2,034,209
<b>TOTAL</b>	<b>\$4,281,943</b>	<b>\$4,453,221</b>	<b>\$4,631,350</b>	<b>\$4,816,604</b>	<b>\$5,009,268</b>	<b>\$5,209,639</b>

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) 2030 using 4% inflation for each year, using FY 2025 operation costs for cities and FY 2025 operation costs for counties as the base year. The 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	2025	2026	2027	2028	2029	2030
ASBURY	\$21,125	\$21,970	\$22,849	\$23,763	\$24,714	\$25,702
CENTRALIA	\$0	\$0	\$0	\$0	\$0	\$0
DUBUQUE	\$521,118	\$541,963	\$563,641	\$586,187	\$609,634	\$634,020
SAGEVILLE	\$0	\$0	\$0	\$0	\$0	\$0
PEOSTA	\$0	\$0	\$0	\$0	\$0	\$0
DUBUQUE COUNTY	\$2,136,267	\$2,221,718	\$2,310,587	\$2,403,010	\$2,499,131	\$2,599,096
<b>TOTAL</b>	<b>\$2,678,511</b>	<b>\$2,785,651</b>	<b>\$2,897,077</b>	<b>\$3,012,960</b>	<b>\$3,133,479</b>	<b>\$3,258,818</b>

Source: DMATS

IADOT O&M Expenditures on Primary System

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

**O&M expenditures on the Primary system from FY 2027 to 2030**

FY	2027	2028	2029	2030
DMATS Area	\$1,417,057	\$1,448,129	\$1,512,255	\$1,553,574

Source: IADOT

Member Agencies nonfederal aid revenues

The cities and counties report annually to IADOT on the revenues, operations, and maintenance. The data from these reports are used to generate annual nonfederal aid revenues. Nonfederal aid revenue is the other source of funding that DMATS members use to operate and maintain the system. The table below provides members' annual nonfederal aid revenue for FY 2025.

**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	\$677,090	\$890,704	\$781,894	\$775,327	\$1,677,985	\$732,084	\$6,076,450
Centralia	\$0	\$7,245	\$0	\$0	\$0	\$0	\$6,966
Dubuque	\$2,013,062	\$8,570,660	\$0	\$311,040	\$4,913,048	\$0	\$21,257,710

Sageville	\$0	\$15,539	\$2,130	\$0	\$0	\$0	\$7,868
Peosta	\$0	\$286,117	\$100,000	\$449,696	\$159,690	\$0	\$2,379,017
<b>TOTAL</b>	<b>\$2,690,152</b>	<b>\$9,770,265</b>	<b>\$884,024</b>	<b>\$1,536,063</b>	<b>\$6,750,723</b>	<b>\$732,084</b>	<b>\$22,363,311</b>

County	Dubuque
Property Tax	\$5,103,255
L.O.S.T.	\$5,291,804
RUTF	\$5,865,068
FM xfr Revenue	\$655,664
Time-21 Funds	\$113,299
RISE Funds	\$0
BR Funds	\$28,143
FM Transfer	\$0
Tx Rfds/Crdts	\$0
Misc. Recs.	\$12,263
<b>Total</b>	<b>\$17,069,496</b>

Source: IADOT

Member Agencies' nonfederal aid revenues projections

The future projections of nonfederal aid revenues for Member Agencies are projected to Fiscal Year (FY) 2030 using 4% inflation for each year, using FY 2025 operation costs for cities and FY 2025 operation costs for counties as the base year. The table below provides the future nonfederal aid revenue projections for Member agencies.

**Future nonfederal aid revenues projections for Member agencies**

DMATS Members	2025	2026	2027	2028	2029	2030
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	\$17,069,496	\$17,752,276	\$18,462,367	\$19,200,862	\$19,968,896	\$20,767,652
<b>TOTAL</b>	<b>\$46,790,541</b>	<b>\$48,662,163</b>	<b>\$50,608,649</b>	<b>\$52,632,995</b>	<b>\$54,738,315</b>	<b>\$56,927,848</b>

COMPARISONS ON OPERATION & MAINTENANCE AND REVENUES

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

## DMATS Members Comparison between O&M costs and Revenues

DMATS Members	2027	2028	2029	2030
Revenues	\$50,608,649	\$52,632,995	\$54,738,315	\$56,927,848
O&M Projections	\$7,528,427	\$7,829,564	\$8,142,746	\$8,468,456

Source: DMATS

## Iowa DOT Five-Year Program Funding

IADOT FIVE-YEAR PROGRAM	2027	2028	2029	2030
(\$ millions)				
<b>Revenues</b>				
Primary Road Fund	\$899.90	\$835.70	\$852.20	\$855.20
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
<b>Total</b>	<b>\$1,583.90</b>	<b>\$1,511.00</b>	<b>\$1,527.50</b>	<b>\$1,530.50</b>
<b>Allocations</b>				
Operations & Maintenance	\$428.70	\$438.10	\$457.50	\$470.00
Back of Program Line Items and Rail Hwy	\$248.10	\$252.90	\$253.50	\$254.10
<b>Total</b>	<b>\$676.80</b>	<b>\$691.00</b>	<b>\$711.00</b>	<b>\$724.10</b>
<b>Funds Available For ROW/Construction</b>	<b>\$907.10</b>	<b>\$820.00</b>	<b>\$816.50</b>	<b>\$806.40</b>

## FINANCE

*The IIA requires the DMATS Transportation Improvement Program (TIP) to be fiscally constrained. One of the most challenging requirements of the long-range planning and programming process is the inclusion of financial planning. The financial elements of the Long-Range Transportation Plan (LRTP) and the TIP ensure that identified projects are prioritized based on 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 OF 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 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 the year of expenditure dollars. The DMATS members use 4% inflation rate established by the DMATS technical advisory board.**

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

<b>Federal Fiscal Year</b>	<b>STP Target</b>	<b>Target Programmed</b>	<b>Un Programmed Balance</b>
<b>FY 26 Qrt II Report Balance</b>			<b>\$11,717,215</b>
FFY 2027	\$2,611,503	\$10,443,398	\$3,885,320
FFY 2028	\$2,611,503	\$5,600,000	\$896,823
FFY 2029	\$2,611,503	\$1,760,000	\$1,748,326
FFY 2030	\$2,611,503	\$800,000	\$3,559,829

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

Projects Programmed in TIP & STIP						
Projects	TPMS NO	FFY 2027	FFY 2028	FFY 2029	FFY 2030	TOTAL
<b>CITY OF DUBUQUE</b>						
STREETS Phase II Project Implementation	54890	\$166,800				\$166,800
14th Street Overpass	54993	\$9,156,598				\$9,156,598
US Highway 20 - Northwest Arterial Intersection	55801		\$5,600,000			\$5,600,000
<b>DUBUQUE COUNTY</b>						
North Cascade Resurfacing	55045	\$1,120,000				\$1,120,000
Skyline Rd Resurfacing	51002			\$1,760,000		\$1,760,000
South John Deere Rd and Peru Rd Resurfacing	57264				\$800,000	\$800,000
<b>Total</b>		<b>\$10,443,398</b>	<b>\$5,600,000</b>	<b>\$1,760,000</b>	<b>\$800,000</b>	<b>\$18,603,398</b>

ILLDOT STBG funds

Illinois allocates STBG funding to each of its MPOs annually for programming aligned with regional priorities. DMATS uses a competitive application process to allocate STBG funds according to the LRTP. DMATS programs these funds for the four-year TIP period based on 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 the 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 the year of expenditure dollars. The DMATS members use 4% inflation rate established by the DMATS Technical Advisory Board.**

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

Federal Fiscal Year	STP Target	Target Programmed	Un Programmed Balance
Balance as of (5/14/2026)			\$490,618
2027	\$28,740	\$0	\$519,358
2028	\$28,740	\$0	\$548,098

2029	\$28,740	\$0	\$548,098
2030	\$28,740	\$0	\$576,838

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

**Iowa’s Transportation Alternative Program (Iowa’s TAP)**

Iowa’s Transportation Alternatives Program (TAP) is a new iteration of the program included in the Moving Ahead for Progress in the 21st Century Act (MAP-21), a transportation authorization act 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, the 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 the 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**

<b>Federal Fiscal Year</b>	<b>TAP Targets</b>	<b>Programmed</b>	<b>Un Programmed</b>
FY 26 Qrt II Report Balance			\$138,198
FFY 2027	\$254,405	\$250,000	\$142,603
FFY 2028	\$254,405	\$905,000	-\$507,992
FFY 2029	\$254,405	\$0	-\$253,587
FFY 2030	\$254,405	\$0	\$818

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

<b>Projects</b>	<b>TPMS NO</b>	<b>FFY 2027</b>	<b>FFY 2028</b>	<b>FFY 2029</b>	<b>FFY 2030</b>	<b>TOTAL</b>
Asbury West Trail Extension	55802	\$250,000				\$250,000
White Street Two-Way Bicycle Track	59143		\$905,000			\$905,000
<b>Total</b>		<b>\$250,000</b>	<b>\$905,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,155,000</b>

**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 Area-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 in accordance with the LRTP. DMATS programs these funds for the four-year TIP period based on 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 the

DMATS Board and will submit the project ranking list to the DMATS Policy Board for their final approval. Staff is in the process of calling for projects in FFY 27.

**DMATS Carbon Reduction Program (CRP) Funds Status**

<b>Federal Fiscal Year</b>	<b>CRP Targets</b>	<b>Programmed</b>	<b>Un Programmed</b>
FY 26 Qrt II Report Balance			\$783,140
2027	\$204,557	\$592,000	\$395,697
2028	\$204,557	\$400,000	\$200,254
2029	\$204,557	\$0	\$404,811
2030	\$204,557	\$0	\$609,368

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

<b>Projects</b>	<b>TPMS NO</b>	<b>FFY 2027</b>	<b>FFY 2028</b>	<b>FFY 2029</b>	<b>FFY 2030</b>	<b>TOTAL</b>
STREETS Phase II	54890	\$592,000				<b>\$592,000</b>
US Highway 20 - Northwest Arterial Intersection	55801		\$400,000			<b>\$400,000</b>
<b>Total</b>		<b>\$592,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$992,000</b>

**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 a 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 OF FEDERAL PROGRAMS**

Jule 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 the 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 27		FFY 28		FFY 29		FFY 30	
	Total	Fed	Total	Fed	Total	Fed	Total	Fed
5310	\$119,225	\$95,380						
5307	\$3,753,478	\$1,876,739						
STA	\$341,921							
<b>Total</b>	<b>\$4,214,624</b>	<b>\$1,972,119</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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

Overall, the costs and federal aid for projects programmed in the TIP are divided based on the location of the project and the source of funding for the project in Iowa, Illinois, and Wisconsin.

IOWA	FFY 2027		FFY 2028		FFY 2029		FFY 2030	
	Total	FA	Total	FA	Total	FA	Total	FA
PRF	\$280,000		\$150,000		\$150,000		\$150,000	
STBG	\$12,758,500	\$9,394,800	\$5,600,000	\$5,600,000	\$2,200,000	\$1,760,000	\$1,000,000	\$800,000
TAP	\$525,000	\$250,000	\$1,131,250	\$905,000				
PL	\$174,371	\$139,497	\$174,371	\$139,497	\$174,371	\$139,497	\$174,371	\$139,497
Earmark	\$36,445,748	\$34,156,598						
CRP	\$1,223,500	\$592,000	\$400,000	\$400,000				
NHPP	\$500,000		\$12,000,000	\$8,400,000				
<b>Total</b>	<b>\$51,907,119</b>	<b>\$44,532,895</b>	<b>\$19,455,621</b>	<b>\$15,444,497</b>	<b>\$2,524,371</b>	<b>\$1,899,497</b>	<b>\$1,324,371</b>	<b>\$939,497</b>

Illinois	FFY 27		FFY 28		FFY 29		FFY 30	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
HSIP	\$651,000	\$586,000	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$2,901,000	\$2,386,000	\$0	\$0	\$2,250,000	\$1,800,000	\$2,250,000	\$1,800,000
<b>Total</b>	<b>\$3,552,000</b>	<b>\$4,720,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,250,000</b>	<b>\$2,070,000</b>	<b>\$2,250,000</b>	<b>\$2,070,000</b>

Wisconsin	FFY 27		FFY 28		FFY 29		FFY 30	
	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid	Total	Fed Aid
STBG	\$527	\$406	\$1,333	\$1,067	\$0	\$0	\$0	\$0
STATE	\$4,938	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$5,465</b>	<b>\$4,720,000</b>	<b>\$1,333</b>	<b>\$1,067</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**DMATS Transportation Improvement Program (TIP) Transportation Projects for FFY  
2027 - 2030**

## MPO 27 / DMATS

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

### CRP

54890	CRP-2100)--8P-31	TIP Approved	<b>Total</b>	<b>\$1,223,500</b>				<b>\$1,223,500</b>
Dubuque	In the city of Dubuque, In the City of Dubuque. Study and implement traffic management systems.		<b>Federal Aid</b>	\$758,800				<b>\$758,800</b>
	ITS Equipment, ITS Infrastructure, ITS Integration, Work Not Assigned		<b>Local</b>	\$464,700				<b>\$464,70</b>
			<b>Regional</b>	\$758,800				<b>\$758,800</b>

### Earmark

54993	HDP-2100)--71-31	TIP Approved	<b>Total</b>	<b>\$36,445,74</b>				<b>\$36,445,748</b>
Dubuque	In the city of Dubuque, Construction on 14th Street, 16th Street and Elm Street corridor.		<b>Federal Aid</b>	\$34,156,598				<b>\$34,156,598</b>
	PCC Pavement - New, PCC Pavement - Replace		<b>Local</b>	\$2,289,150				<b>\$2,289,15</b>
			<b>Regional</b>	\$9,156,598				<b>\$9,156,598</b>

### NHPP

58970	NHSX-020)--3H-31	TIP Approved	<b>Total</b>	<b>\$500,00</b>	<b>\$12,000,00</b>			<b>\$12,500,000</b>
Iowa Department of Transportation	US 20: NW Arterial Intersection In Dubuque, from Old Highway Rd to Crescent Ridge		<b>Federal Aid</b>		\$8,400,000			<b>\$8,400,000</b>
	Grade and Pave, Right of Way		<b>DOT</b>	\$500,000	\$3,600,000			<b>\$4,100,000</b>

### PL

13239	RGPL-PA27)--PL-31	TIP Approved	<b>Total</b>	<b>\$174,371</b>	<b>\$174,371</b>	<b>\$174,371</b>	<b>\$174,371</b>	<b>\$697,484</b>
MPO 27 / DMATS	MPO Planning: Transportation Planning in DMATS area		<b>Federal Aid</b>	\$139,497	\$139,497	\$139,497	\$139,497	<b>\$557,988</b>
	Trans Planning		<b>Local</b>	\$34,874	\$34,874	\$34,874	\$34,874	<b>\$139,496</b>

### PRF

37926	BRFN-020)--39-31	TIP Approved	<b>Total</b>	<b>\$70,000</b>	<b>\$70,000</b>	<b>\$70,000</b>	<b>\$70,000</b>	<b>\$280,000</b>
Iowa Department of Transportation	US 20: Mississippi River in Dubuque (State Share)		<b>Federal Aid</b>					
	Bridge Cleaning		<b>DOT</b>	\$70,000	\$70,000	\$70,000	\$70,000	<b>\$280,000</b>
52643	BRFN-061)--39-31	TIP Approved	<b>Total</b>	<b>\$60,000</b>	<b>\$60,000</b>	<b>\$60,000</b>	<b>\$60,000</b>	<b>\$240,000</b>
Iowa Department of Transportation	US 61: Peosta Channel 0.2 mi N of E 11th St in Dubuque		<b>Federal Aid</b>					
	Bridge Cleaning		<b>DOT</b>	\$60,000	\$60,000	\$60,000	\$60,000	<b>\$240,000</b>

<b>Project ID</b>	<b>Project Number</b>	<b>Approval Level</b>		<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>Totals</b>
<b>Sponsor</b>	<b>Location</b>	<b>Letting Date</b>						
<b>STIP ID</b>	<b>Work Codes</b>							

PRF

54584	NHSN-052()--2R-31	TIP Approved	<b>Total</b>	<b>\$150,000</b>				<b>\$150,000</b>
Iowa Department of Transportation	IA 3: Mitigation for Section 1		<b>Federal Aid</b>					
	Wetland Mitigation		<b>DOT</b>	\$150,000				<b>\$150,000</b>
37930	BRFN-061()--39-31	TIP Approved	<b>Total</b>		<b>\$20,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$60,000</b>
Iowa Department of Transportation	US 61: Mississippi River in Dubuque (State Share)		<b>Federal Aid</b>					
	Bridge Cleaning		<b>DOT</b>		\$20,000	\$20,000	\$20,000	<b>\$60,000</b>

STBG

54705	BRF-003()--38-31	TIP Approved	<b>Total</b>	<b>\$740,000</b>				<b>\$740,000</b>
Iowa Department of Transportation	IA 3: N Fork Little Maquoketa River 0.1 mi E of Boy Scout Rd		<b>Federal Aid</b>	\$592,000				<b>\$592,000</b>
	Bridge Deck Overlay		<b>DOT</b>	\$148,000				<b>\$148,000</b>
55750	BRF-061()--38-31	TIP Approved	<b>Total</b>	<b>\$3,803,000</b>				<b>\$3,803,000</b>
Iowa Department of Transportation	US 61: Over 4th, 5th, and White St 0.6 mi N of US 20 in Dubuque		<b>Federal Aid</b>	\$3,042,400				<b>\$3,042,400</b>
	Bridge Deck Overlay		<b>DOT</b>	\$760,600				<b>\$760,600</b>
52697	BRF-061()--38-31	TIP Approved	<b>Total</b>	<b>\$5,592,000</b>				<b>\$5,592,000</b>
Iowa Department of Transportation	US 61: Mississippi River in Dubuque		<b>Federal Aid</b>	\$4,473,600				<b>\$4,473,600</b>
	Bridge Rehabilitation		<b>DOT</b>	\$1,118,400				<b>\$1,118,400</b>
55045	STP-S-C031(136)--5E-31	TIP Approved	<b>Total</b>	<b>\$1,400,000</b>				<b>\$1,400,000</b>
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	1/20/2027	<b>Federal Aid</b>	\$1,120,000				<b>\$1,120,000</b>
	HMA Resurfacing		<b>FM</b>	\$280,000				<b>\$280,000</b>
			<b>Regional</b>	\$1,120,000				<b>\$1,120,000</b>
55801	STP-U-2100()--27-31	TIP Approved	<b>Total</b>		<b>\$6,000,000</b>			<b>\$6,000,000</b>
Dubuque	In the city of Dubuque, On NW ARTERIAL, Over OVER CC RR & CATFISH CK, S28 T89 R02E		<b>Federal Aid</b>		\$6,000,000			<b>\$6,000,000</b>
	Work Not Assigned		<b>Regional</b>		\$6,000,000			<b>\$6,000,000</b>

<b>Project ID</b>	<b>Project Number</b>	<b>Approval Level</b>		<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>Totals</b>
<b>Sponsor</b>	<b>Location</b>	<b>Letting Date</b>						
<b>STIP ID</b>	<b>Work Codes</b>							

STBG

51002	STP-S-C031()--5E-31	TIP Approved	<b>Total</b>			<b>\$2,200,00</b>		<b>\$2,200,000</b>
Dubuque County	On Skyline Rd, from Hwy 151 E 4.3 miles to Hwy 61		<b>Federal Aid</b>			\$1,760,000		<b>\$1,760,000</b>
	HMA Resurfacing		<b>FM</b>			\$440,000		<b>\$440,000</b>
			<b>Regional</b>			\$1,760,000		<b>\$1,760,000</b>
57264	STP-S-C031()--5E-31	TIP Approved	<b>Total</b>				<b>\$1,000,00</b>	<b>\$1,000,000</b>
Dubuque County	On South John Deere Rd, from 0.4 Mi N of HWY 3 N 0.8 miles and on Peru Rd, from S John Deere SE 1.2 Mi		<b>Federal Aid</b>				\$800,000	<b>\$800,000</b>
	Pavement Rehab		<b>FM</b>				\$200,000	<b>\$200,00</b>
			<b>Regional</b>				\$800,000	<b>\$800,000</b>

TAP

55802	TAP-R-0252(607)--8T-31	TIP Approved	<b>Total</b>	<b>\$525,000</b>				<b>\$525,000</b>
Asbury	In the city of Asbury, Asbury West Trail, from Cloie Creek Trail to Osage Dr through Forest Hillr Dr and Seipple Rd	1/20/2027	<b>Federal Aid</b>	\$250,000				<b>\$250,000</b>
	Alternate Paved Sidewalk/Trail Types		<b>Local</b>	\$275,000				<b>\$275,00</b>
			<b>Regional</b>	\$250,000				<b>\$250,000</b>
59143	TAP-U-2100()--8I-31	TIP Approved	<b>Total</b>		<b>\$1,131,250</b>			<b>\$1,131,250</b>
Dubuque	In the city of Dubuque, On WHITE ST, from 5TH ST NW 0.8 miles to 19TH ST		<b>Federal Aid</b>		\$905,000			<b>\$905,000</b>
	Pave		<b>Local</b>		\$226,250			<b>\$226,250</b>

## Illinois Projects

Dubuque Metropolitan Area Transportation Study (FY 2027-2030 Transportation Improvement Program)																	Draft May 14, 2026					
FFY 2027 ( October 1, 2026 to September 30, 2027)						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
									2027	2027	2027	2028	2028	2028	2029	2029	2029	2030	2030	2030		
1	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.
2	2-14141-0000	NHPP	ILDOT	JoDaviess	US 20	ED-27-02	Mississippi River	Bridge Preservation	\$ 4,307,714	\$3,446,171.20	\$861,542.80										\$ 4,307,714	IA is lead agency - these funds represent Illinois's 50% share only.
3	2-97460-1229	HSIP	ILDOT	District 2	Various	ED-27-04	Districtwide HSIP	Safety	\$651,000	\$586,000	\$65,000										\$ 651,000	These represent unprogrammed districtwide funds. Other specific projects located outside MPA.
4	2-24141-0103	NHPP	ILDOT	JoDaviess	US 20	ED-29-01	Mississippi River	Bridge Repl - Phase II Engineering							\$ 2,250,000	\$ 1,800,000	\$ 450,000				\$ 2,250,000	Phase II for Mississippi River bridge - Iowa lead agency, Illinois' share of the cost
5	2-24141-0104	NHPP	ILDOT	JoDaviess	US 20	ED-30-01	Mississippi River	Bridge Repl - Phase II Engineering										\$ 2,250,000	\$ 1,800,000	\$ 450,000	\$ 2,250,000	Phase II for Mississippi River bridge - Iowa lead agency, Illinois' share of the cost

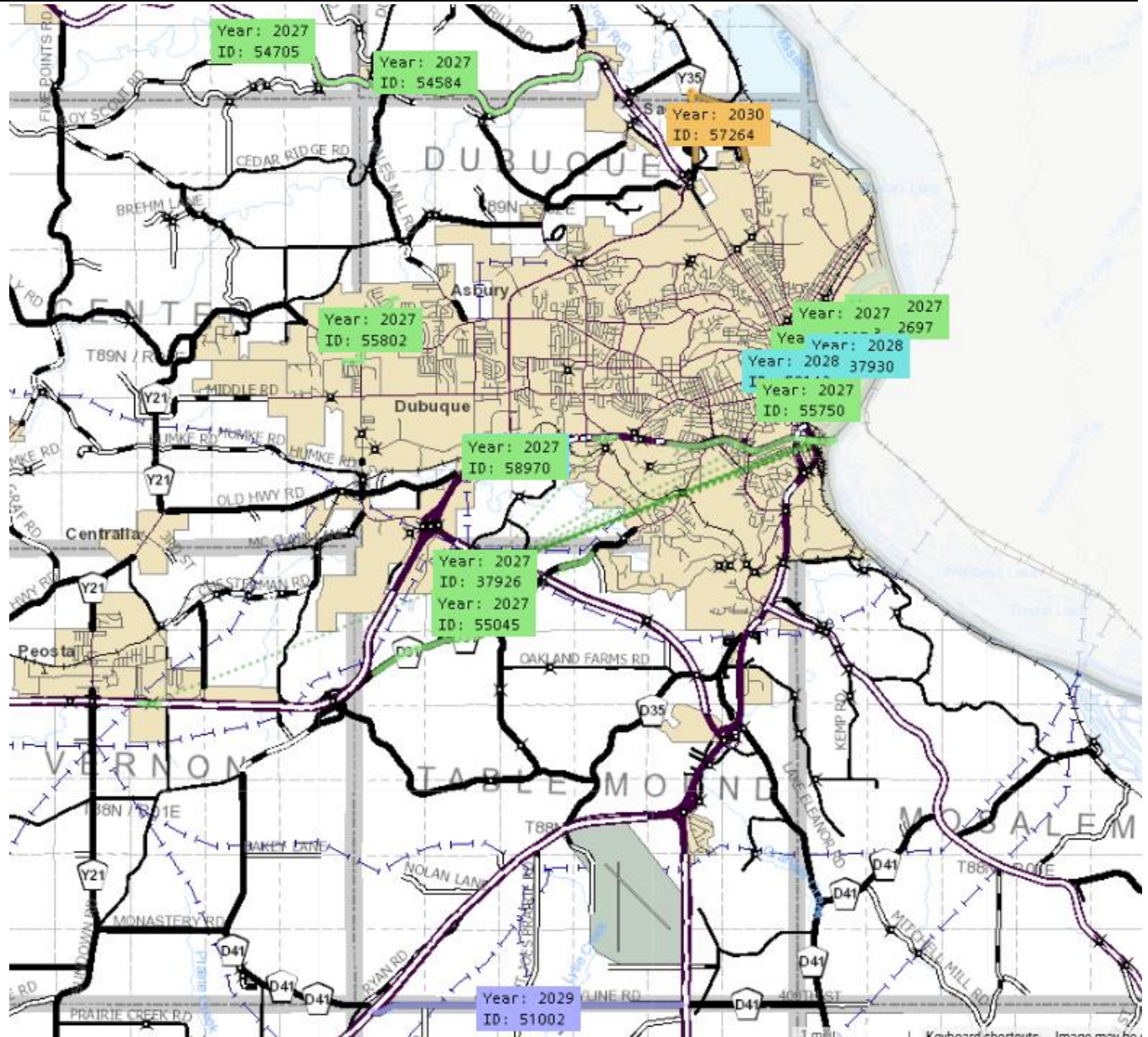
## Wisconsin Projects

Draft May 14, 2026																										
FFY 2027 ( October 1, 2026 to September 30, 2027)						WISCONSIN			*NOTE: Total Improvement Cost indicates past and future project phases which may be outside the four-year TIP cycle and is for illustrative purposes only.																	
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
									2027	2027	2027	2027	2028	2028	2028	2028	2029	2029	2029	2029	2030	2030	2030	2030		
1	5748-01-02 & 22 & 72	STBG	WISDOT	Grant	Jamestown Township	206-23-100	Dubuque - Dickeyville (Illinois State Line to STH 11) *Total Improvement Cost: \$1,458,507	Pavement Replacement	\$ -	\$ -	\$ -	\$ -	\$ 1,333	\$ 1,067	\$ 266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,333	Design obligated in 2022, Real Estate scheduled in 2026. Construction scheduled in 2028/2029, Advanceable to 2027. Total Improvement Cost: \$1,458,507
2	1208-01-61	STATE	IA-DOT	Grant	Jamestown Township	206-23-102	Dubuque - Dickeyville (Dubuque Bridge B-22-60)	Bridge Preventive	\$ 4,938	\$ -	\$ 4,938	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,938	Reimburse IA-DOT for Repair & Painting of B-22-60, Construction scheduled in 2027
3	1202-00 05& 75 1200-02-63	NHPP	WISDOT	Grant	Jamestown Township	206-19-103	US61: Dubuque - Dickeyville (Mississippi River to CTH HH). Includes Truck Scale Pavement Repair	Resurface	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Design was obligated in 2019. Construction obligated in 2025. Construction continued
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	\$ 406	\$ 102	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 527	Design obligated in 2023, Construction scheduled in 2027/2028

# DMATS IOWA FY2027-2030 PROJECT LOCATION MAP

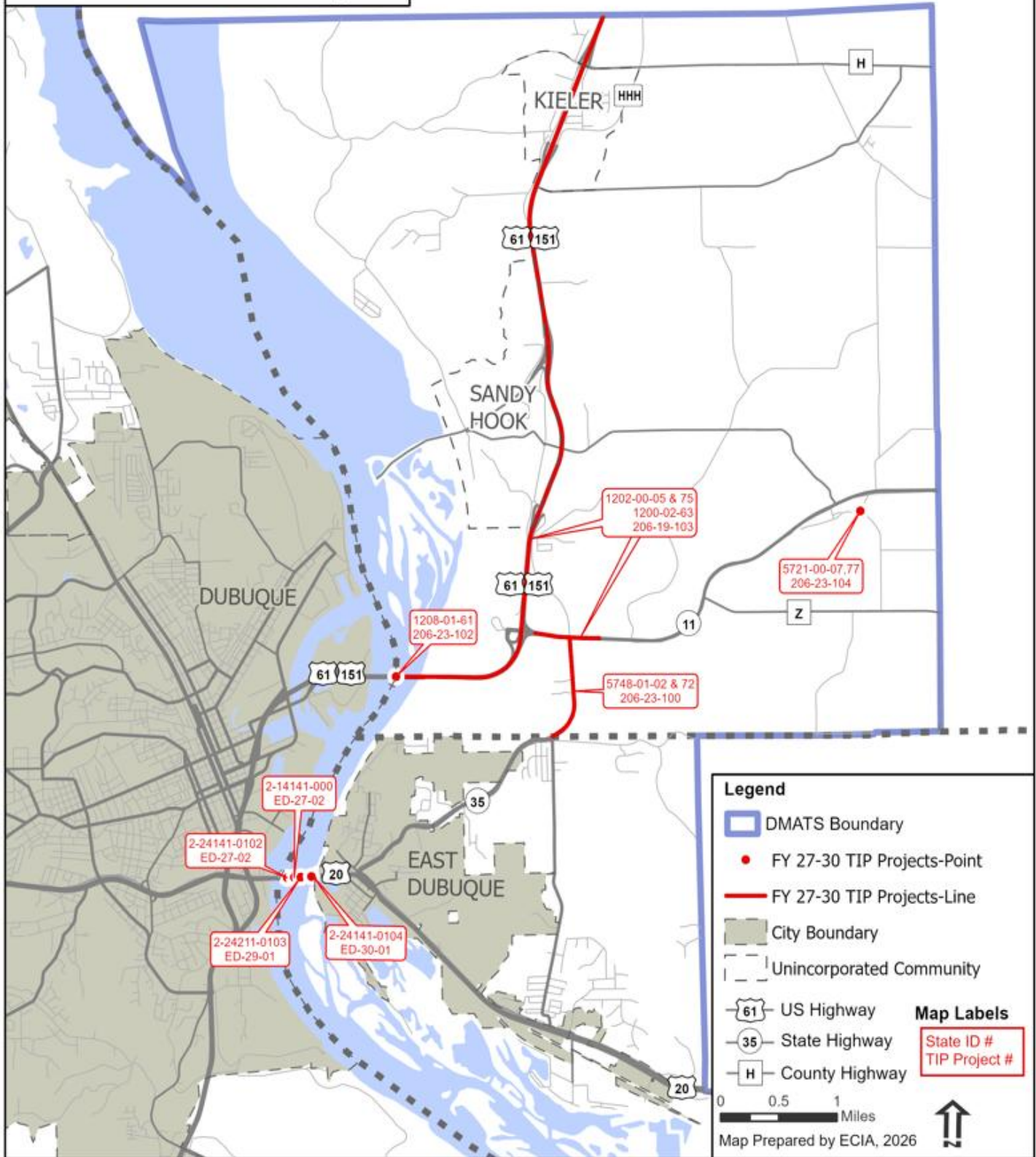
**TPMS NUMBERS ON MAP  
CORRESPOND  
WITH TPMS NUMBERS OR LINE  
NUMBERS  
ON SPREADSHEET**

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 ILLINOIS/WISCONSIN FY2027-2030 PROJECT LOCATION MAP

**DMATS TIP FY 2027-2030  
Illinois and Wisconsin Projects**



**DMATS Transportation Improvement Program (TIP) Transit Projects for FFY 2027 -  
2030**

**MPO 27 / DMATS**

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11959 Dubuque	5339 TIP Approved	Capital	Bus Shelter with Solar Lighting	Total	\$26,000				\$26,000
				FTA	\$20,800				\$20,800
				Local	\$5,200				\$5,200
11960 Dubuque	5307 TIP Approved	Operations	5307 FTA Formula Funding	Total	\$3,753,478				\$3,753,478
				FTA	\$1,876,739				\$1,876,739
				Local	\$1,876,739				\$1,876,739
11961 Dubuque	TIP Approved	Capital	New Project Unit #: 2683 Diesel,Low Floor Unit # 2683	Total	\$650,000				\$650,000
				FTA					
				Local	\$650,000				\$650,000
11962 Dubuque	5339 TIP Approved	Capital	New Project Unit #: 2609 VSS Unit # 2609	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
11964 Dubuque	5339 TIP Approved	Capital	New Project Unit #: 2690 Low Floor,Electric Unit # 2690	Total	\$1,278,357				\$1,278,357
				FTA	\$1,079,053				\$1,079,053
				Local	\$199,304				\$199,304
11965 Dubuque	5339 TIP Approved	Capital	Electric Bus Charging Station at JOTC	Total	\$125,000				\$125,000
				FTA	\$100,000				\$100,000
				Local	\$25,000				\$25,000
11966 Dubuque	5339 TIP Approved	Planning	Areas of Persistent Poverty Planning Grant	Total	\$250,000				\$250,000
				FTA	\$225,000				\$225,000
				Local	\$25,000				\$25,000
11968 Dubuque	5339 TIP Approved	Capital	Dubuque Sec. 5339 LWNO Grant Low Floor,Electric Unit # 2692	Total	\$1,198,865				\$1,198,865
				FTA	\$1,019,036				\$1,019,036
				Local	\$179,829				\$179,829
11970	5339	Capital	Dubuque Sec. 5339 LWNO Grant	Total	\$1,198,865				\$1,198,865

Dubuque	TIP Approved		Low  Floor,Electric  Unit # 2691	FTA	\$1,019,036				\$1,019,036
				Local	\$179,829				\$179,829

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11971  Dubuque (Keyline Transit)	5339  TIP Approved	Capital	Electric bus charging infrastructure and employee education/training	Total	\$370,000				\$370,000
				FTA	\$321,000				\$321,000
				Local	\$49,000				\$49,000
11972  Dubuque (Keyline Transit)	5310  TIP Approved	Operations	5310 Preventative Maintenance	Total	\$201,284				\$201,284
				FTA	\$100,642				\$100,642
				Local	\$100,642				\$100,642
12117  Dubuque (Keyline Transit)	5339  TIP Approved	Capital	New Project Unit#: 2602  Diesel  Unit # 2602	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
12118  Dubuque (Keyline Transit)	5311,5339  TIP Approved	Capital	New Project Unit #2694  VSS  Unit # 2694	Total	\$1,024,900				\$1,024,900
				FTA	\$871,165				\$871,165
				Local	\$153,735				\$153,735
12119  Dubuque (Keyline Transit)	5311,5339  TIP Approved	Capital	New Project Unit#: 2693  Diesel  Unit # 2693	Total	\$1,024,900				\$1,024,900
				FTA	\$824,614				\$824,614
				Local	\$200,286				\$200,286
12190  Dubuque (Keyline Transit)	STA  TIP Approved	Operations	Dubuque FY27 STA Funding - Operation Expenses	Total	\$341,921				\$341,921
				FTA					
				DOT	\$341,921				\$341,921

12191 Dubuque (Keyline Transit)	5310 TIP Approved	Operations	5310 Preventative Maintenance	Total	\$119,225				\$119,225
				FTA	\$95,380				\$95,380
				Local	\$23,845				\$23,845
12193 Dubuque (Keyline Transit)	5339 TIP Approved	Capital	New Project Unit #2602 Bodies el Unit # 2602	Total	\$218,800				\$218,800
				FTA	\$185,980				\$185,980
				Local	\$32,820				\$32,820
12236 Dubuque (Keyline Transit)	5311 TIP Approved	Capital	New Project Unit #2614 VSS Unit # 2614	Total	\$218,800				\$218,800
				FTA	\$175,040				\$175,040
				Local	\$43,760				\$43,760

## **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 include a list of projects scheduled to be carried out within a 4-year period from when they were initially adopted into the DMATS TIP. The TIP will include a financial explanation of the improvement projects, detailing how each project will be implemented, as well as an indication of which public and private resources are expected to be made available to complete the transportation improvements.

Before the DMATS Policy Committee can approve any transportation improvement, it will provide citizens, affected public agencies, and representatives of transportation agency employees, private transportation providers, and other interested parties with reasonable notice and 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 the 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 the ECIA website. These notices will be posted and published 4-20 days before the scheduled meeting.
- The public hearing meeting will be held with the DMATS Policy Board meeting and the meeting will be opened for public input during the process.
- A public hearing is set for 12:00 PM on July 09, 2026, at East Central Intergovernmental Association (ECIA), 7600 Commerce Park, Dubuque, Iowa. Its purpose is to receive comments on the FY 2027-2030 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 03, 2024.

**Accommodation:**

**Meetings, public hearings, and ECIA formal events are held in facilities that are accessible to persons with disabilities.** Public notices of ECIA meetings and events include the location. Individuals with disabilities will be provided with accommodations to attend the meetings on request with a minimum of one week's 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 included solely 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 constraints must be made by amendment to 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 the 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 the 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 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 that 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 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 the fiscal constraint of the document.

In order to maintain the 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 STIP's out years. To facilitate STIP approval, a programming note should be added to both TPMS entries, referencing the other project's TPMS number.

The requirement to ensure fiscal constraint does not apply to accomplishment-year projects that have already been 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

DMATS investment priorities are strategically aligned with the performance targets identified by USDOT and incorporated into the Long-Range Transportation Plan (LRTP). These priorities focus on the performance-based planning categories listed above. The table in Appendix D lists projects programmed in the DMATS TIP that support the achievement of the performance-based planning targets and advance the DMATS LRTP goals and performance measures.

### **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, the DMATS area has chosen to support the safety targets of the Iowa DOT, Illinois DOT, and Wisconsin DOT. 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	2022-2026 Target
Number of Fatalities	354.0	364.6
Fatality Rate*	1.077	1.092
Number of Serious Injuries	1,382.8	1,385.3
Serious Injury Rate*	4.207	4.126
Non-Motorized Fatalities and Serious Injuries	147.4	149.8

\*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	2026
Fatalities						
2% annual reduction	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1,077.5
Serious Injuries						
Ordinary Least Squares Linear Trend	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	7,215.5
Fatality Rate (per HMVMT)						
2% annual reduction	0.960	0.972	1.036	1.108	1.151	1.061
Serious Injury Rate (per HMVMT)						
Ordinary Least Squares Linear Trend	11.222	10.795	10.177	9.923	9.401	7.595
Number of non-motorized fatalities						
2% annual reduction	171.2	178.2	184.0	199.2	210.8	194.4
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	1,094.8
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	1,289.3

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

**Wisconsin Department of Transportation HSIP Targets**

<b>Performance Measure</b>	<b>2020 - 2024 Baseline Averages</b>	<b>2026 Safety Targets (2% Reduction)</b>
Number of Fatalities	599.0	587.0
Rate of Fatalities per 100 million VMT	0.930	0.911
Number of Serious Injuries	3,227.6	3,163.0
Rate of Serious Injury per 100 million VMT	5.002	4.902
Number of Non-Motorized Fatalities and Serious Injuries	400.4	392.4

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 selected for HSIP investment are based on crash history, roadway characteristics, and the availability of infrastructure countermeasures to 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 must be updated every 2 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 pavement and bridge targets of the Iowa DOT, Illinois DOT, and Wisconsin DOT 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 DOT's 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	≤ 5%
Non-Interstate NHS – Percentage pavements in “Good” condition	≥ 20%	≥ 20%
Non-Interstate NHS – Percentage pavements in “Poor” condition	≤12%	≤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	≥ 50%	≥ 50%
Percentage of NHS bridges by deck area in “poor” condition	≤ 3%	≤ 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)
<b>Bridge</b>	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)
<b>Reliability</b>	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)
<b>Freight</b>	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**

		<b>Data Year</b>	<b>2021</b>	<b>2023</b>	<b>2023</b>	<b>2025</b>	<b>2025</b>
		<b>Reporting Year</b>	<b>Baseline 2022</b>	<b>Actual 2024</b>	<b>2024</b>	<b>2026</b>	<b>Adjusted 2026</b>
<b>Pavement and Bridges (PM2)</b>		% 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%	
	<b>System Performance (PM3)</b>						
		<b>Data Year</b>	<b>2021</b>	<b>2023</b>	<b>2023</b>	<b>2025</b>	<b>2025</b>
		<b>Reporting Year</b>	<b>Baseline 2022</b>	<b>Actual 2024</b>	<b>2024</b>	<b>2026</b>	<b>Adjusted 2026</b>
		% 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)
<b>Travel Reliability</b>			
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%
<b>Freight Reliability</b>			
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.

<b>Performance Measures and FY24 Targets</b>								
<b>Asset Category/Class</b>	<b>Count</b>	<b>Avg Age</b>	<b>Avg Mileage</b>	<b>Avg TE RM Condition</b>	<b>Avg Value</b>	<b>ULB</b>	<b>% At or Past ULB</b>	<b>FY24 Performance Targets</b>
<b>Revenue Vehicles</b>	<b>30</b>	<b>8.8</b>	<b>142,389</b>	<b>N/A</b>	<b>\$226,340.33</b>		<b>46.67</b>	
<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%
<b>Equipment</b>	<b>6</b>	<b>6.7</b>	<b>56,530</b>	<b>N/A</b>	<b>\$26,126</b>		<b>16.67 %</b>	
<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%
<b>Facilities</b>	<b>2</b>	<b>6.5</b>	<b>N/A</b>	<b>5.0</b>	<b>\$11,000,000.00</b>		<b>Term Scale Condition</b>	<b>Term Scale Target</b>
<i>Intermodal Facility</i>	1	8.0	N/A	5.0	\$15,700,000.00	N/A	5	5-Excellent
<i>Operations &amp; 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 2027–2030  
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 2027-2030 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 FY2027 – 2030 Final Transportation Improvement Program.

Adopted this 23rd day of June 2026.

Attest:



---

Brad Cavanagh, Chairperson  
DMATS Policy Committee



---

Mae Hingtgen  
Executive Director

## METROPOLITIAN 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

06/23/2026

Date

## METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION – ILDOT

In accordance with 23 CFR 450.336(b), the planning process in the Dubuque Metropolitan Area Transportation Study was certified by USDOT- FHWA- FTA on May 14, 2026.

In accordance with 23 CFR 450.336, the Illinois Department of Transportation and Dubuque Metropolitan Area Transportation Study for the Dubuque metropolitan planning area hereby certify the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101 (b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) 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;
- (8) 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;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Brad Cavanagh, Chairperson  
Chairperson – DMATS Policy Board  
Date: 05/14/2026



Bureau Chief, Urban Program & Planning  
Illinois Department of Transportation or  
Other Authorized Representative of the Illinois  
Department of Transportation  
Date: 6-24-26

## **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

<b>Air Quality Scoring Criteria</b>	
<b>Range</b>	<b>Points</b>
< -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 2025-09-1**

**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, 2025, 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 2022 to calendar year 2026 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 2022-2026 safety targets.

Performance Measure	Five-year Rolling Averages	
	2020-2024 Baseline	2022-2026 Target
Number of Fatalities	354.0	364.6
Fatality Rate*	1.077	1.092
Number of Serious Injuries	1,382.8	1,385.3
Serious Injury Rate*	4.207	4.126
Non-Motorized Fatalities and Serious Injuries	147.4	149.8

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

Approved this 11<sup>th</sup> day of September 2025.

Attest:



---

Brad Cavanagh, Chairperson  
DMATS Policy Committee



---

Mae Hingtgen  
Executive Director

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

**DMATS RESOLUTION 2025-09-2**

**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 2026 HSIP target(s) for the following performance measures:

Performance Measures	BASE YEARS - 5 Year Average					TARGET
	2018	2019	2020	2021	2022	2026
Fatalities 2% annual reduction	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1,077.5
Serious Injuries Ordinary Least Squares Linear Trend	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	7,215.5
Fatality Rate (per HVMVT) 2% annual reduction	0.960	0.972	1.036	1.108	1.151	1.061

Serious Injury Rate (per HMVMT) Ordinary Least Squares Linear Trend	11.222	10.795	10.177	9.923	9.401	7.595
Number non-motorized fatalities 2% annual reduction	171.2	178.2	184.0	199.2	210.8	194.4
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	1,094.8
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	1,289.3

Approved this 11<sup>th</sup> day of September 2025.

Attest:



Brad Cavanagh, Chairperson  
DMATS Policy Committee



Mae Hingtgen  
Executive Director

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

**DMATS RESOLUTION 2026-01-15**

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 2026 HSIP target(s) for the following performance measures:

<b>Performance Measure</b>	<b>2020 - 2024 Baseline Averages</b>	<b>2026 Safety Targets (2% Reduction)</b>
<b>Number of Fatalities</b>	599.0	587.0
<b>Rate of Fatalities per 100 million VMT</b>	0.930	0.911
<b>Number of Serious Injuries</b>	3,227.6	3,163.0
<b>Rate of Serious Injury per 100 million VMT</b>	5.002	4.902
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	400.4	392.4

Approved this 12<sup>th</sup> day of February 2026.

Attest:



---

Brad Cavanagh, Chairperson  
DMATS Policy Committee



---

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

**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



Mae Hingtgen  
Executive Director

**ATTACHMENT 1**

		<b>Data Year</b>	<b>2021</b>	<b>2023</b>	<b>2023</b>	<b>2025</b>	<b>2025</b>
		<b>Reporting Year</b>	<b>Baseline 2022</b>	<b>Actual 2024</b>	<b>2024</b>	<b>2026</b>	<b>Adjusted 2026</b>
<b>Pavement and Bridges (PM2)</b>		% 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%	
<b>System Performance (PM3)</b>		<b>Data Year</b>	<b>2021</b>	<b>2023</b>	<b>2023</b>	<b>2025</b>	<b>2025</b>
		<b>Reporting Year</b>	<b>Baseline 2022</b>	<b>Actual 2024</b>	<b>2024</b>	<b>2026</b>	<b>Adjusted 2026</b>
		% 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%

**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**

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

**Wisconsin Department of Transportation NHS Freight Performance Targets**

<b>Wisconsin Department of Transportation Targets</b>	<b>Baseline</b>	<b>2-Year Targets (2023)</b>	<b>4-Year Targets (2025)</b>
<b>Travel Reliability</b>	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			
<b>Freight Reliability</b>	1.20	1.30	1.30
3) Truck Travel Time Reliability Index on the Interstate			
<b>Peak Hour Excessive Delay</b>	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			
<b>Non-Single Occupancy Vehicles</b>	21.6%	20.5%	20.5%
5) Percent of Non-SOV Travel in the Milwaukee Urbanized Area			
<b>Emission Reductions</b>	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
• NOx			
• 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:

<b>Safety Performance Targets</b>							
<i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i>							
<b>Mode of Transit Service</b>	<b>Fatalities (Total)</b>	<b>Fatalities (Rate)</b>	<b>Injuries (Total)</b>	<b>Injuries (Rate)</b>	<b>Safety Events (Total)</b>	<b>Safety Events (Rate)</b>	<b>System Reliability</b>
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 11<sup>th</sup> day of March 2021.

Attest:



---

Roy D. Buol, DMATS  
Chairperson



---

Kelley Deutmeyer, ECIA  
Executive Director

### Appendix D

The table below lists projects programmed in the DMATS TIP that support the achievement of the performance-based planning targets and advance the DMATS LRTP goals and performance measures.

<b>Project</b>	<b>TPMS</b>	<b>Category</b>	<b>LRTP Goal</b>	<b>Objective</b>	<b>Performance Measure</b>
STREETS Phase II Project Implementation	54890	System and Freight Reliability (PM III)	Encourage regional economic development	Improve Freight Reliability	Truck Travel Time Reliability Index
			Maintain Transportation Infrastructure	Maintain interstate pavement	Percentage of pavements of the Interstate System in Good condition
					Percentage of pavements of the Interstate System in Poor condition
			Maintain non-interstate pavement	Percentage of pavements of the non-Interstate NHS in Good condition	
				Percentage of pavements of the non-Interstate NHS in Poor condition	
		Safety (PM I)	Improve transportation safety	Reduce transportation- related injuries and deaths	Number of fatalities
					Rate of fatalities
					Number of serious injuries
					Rate of serious injuries
					Number of non-motorized fatalities and non- motorized serious injuries
System and Freight	Improve System Efficiency	Improve system reliability	Percent of person-miles traveled on the Interstate that are reliable		

		Reliability (PM III)			Percent of person-miles traveled on the non-Interstate NHS that are reliable
			Deploying technology to improve the system	Intelligent transportation Systems (ITS) to maximize efficiency	Percent of signalized intersections connected to adaptive control systems
14th Street Overpass	54993	System and Freight Reliability (PM III)	Encourage regional economic development	Improve Freight Reliability	Truck Travel Time Reliability Index
			Maintain Transportation Infrastructure	Maintain interstate pavement	Percentage of pavements of the Interstate System in Good condition
			Maintain Transportation Infrastructure	Maintain non-interstate pavement	Percentage of pavements of the non-Interstate NHS in Poor condition
		Pavement and Bridge (PM II)	Maintain Transportation Infrastructure	Maintain Bridges	Percentage of NHS bridges classified as in Good condition
			Maintain Transportation Infrastructure	Maintain Bridges	Percentage of NHS bridges classified as in Poor condition
		Safety (PM I)	Improve transportation safety	Reduce transportation related injuries and deaths	Number of fatalities
					Rate of fatalities
					Number of serious injuries
					Rate of serious injuries
					Number of non-motorized fatalities and non-motorized serious injuries
	System and Freight Reliability (PM III)	Improve System Efficiency	Improve system reliability	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
US Highway 20 - Northwest	55801	System and Freight	Encourage regional economic development	Improve Freight Reliability	Truck Travel Time Reliability Index

Arterial Intersection		Reliability (PM III)	Maintain Transportation Infrastructure	Maintain interstate pavement	Percentage of pavements of the Interstate System in Good condition
				Maintain interstate pavement	Percentage of pavements of the Interstate System in Poor condition
				Maintain non-interstate pavement	Percentage of pavements of the non-Interstate NHS in Good condition
				Maintain non-interstate pavement	Percentage of pavements of the non-Interstate NHS in Poor condition
		Safety (PM I)	Improve transportation safety	Reduce transportation related injuries and deaths	Number of fatalities
					Rate of fatalities
					Number of serious injuries
					Rate of serious injuries
		System and Freight Reliability (PM III)	Improve System Efficiency	Improve system reliability	Number of non-motorized fatalities and non-motorized serious injuries
					Percent of person-miles traveled on the Interstate that are reliable
System and Freight Reliability (PM III)	Improve System Efficiency	Improve system reliability	Percent of person-miles traveled on the non-Interstate NHS that are reliable		
North Cascade Resurfacing	55045	System and Freight Reliability (PM III)	Encourage regional economic development	Improve Freight Reliability	Truck Travel Time Reliability Index
			Maintain Transportation Infrastructure	Maintain non-interstate pavement	Percentage of pavements of the non-Interstate NHS in Good condition

					Percentage of pavements of the non-Interstate NHS in Poor condition
		Pavement and Bridge (PM II)			Percentage of pavements of the non-Interstate NHS in Good condition
					Percentage of pavements of the non-Interstate NHS in Poor condition
Skyline Rd Resurfacing	51002	System and Freight Reliability (PM III)	Encourage regional economic development	Improve Freight Reliability	Truck Travel Time Reliability Index
			Maintain Transportation Infrastructure	Maintain non-interstate pavement	Percentage of pavements of the non-Interstate NHS in Good condition
		Percentage of pavements of the non-Interstate NHS in Poor condition			
		Percentage of pavements of the non-Interstate NHS in Good condition			
		Pavement and Bridge (PM II)			Percentage of pavements of the non-Interstate NHS in Poor condition
South John Deere Rd and Peru Rd Resurfacing	57264	System and Freight Reliability (PM III)	Encourage regional economic development	Improve Freight Reliability	Truck Travel Time Reliability Index
			Maintain Transportation Infrastructure	Maintain non-interstate pavement	Percentage of pavements of the non-Interstate NHS in Good condition

					Percentage of pavements of the non-Interstate NHS in Poor condition
		Pavement and Bridge (PM II)			Percentage of pavements of the non-Interstate NHS in Good condition
					Percentage of pavements of the non-Interstate NHS in Poor condition
Asbury West Trail Extension	55802	Pavement and Bridge (PM II)	Improve public health	Increase trail accessibility	Percentage of the area population that lives within 1/4 mile of a trail