

**Dubuque Metropolitan Area  
Transportation Study  
(DMATS)**

**FY 2008  
Transportation Planning Work Program**

**Final**

**Prepared by:**

**East Central Intergovernmental Association  
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Final approved on 10th of May, 2007

**DISCLAIMER #1**

The preparation of this document was financed in part through a federal grant by the Federal Highway Administration under the provision of the 1962 Federal-Aid Highway Act, as amended

**CAVEAT**

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

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**Resolution for Approval of the DMATS FY2008  
Transportation Planning Work Program  
And  
Authorization to Execute Planning Contracts with  
Iowa, Illinois and Wisconsin Departments of Transportation**

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

WHEREAS, in accordance with the SAFETEA-LU, the MPO has an adopted Long Range Transportation Plan which: 1) Identifies transportation facilities that function as an integrated transportation system; 2) Includes a financial plan; 3) Assesses capital investment and other measures necessary to preserve the existing transportation system; and 4) Will indicate appropriate transportation enhancement activities; and

WHEREAS, the FY2008 Transportation Planning Work Program (TPWP) has been developed with input from the Iowa, Illinois and Wisconsin Departments of Transportation, the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, contracts will become available from the Iowa and Illinois Departments of Transportation providing planning funds to DMATS with \$91,178 in PL and \$27,297 in FTA Section 5303 being provided by Iowa; \$7,907 in PL and \$1,289 in FTA Section 5303 being provided by Illinois; and \$6,300 in PL being provided by Wisconsin respectively for the continuing, comprehensive, and cooperative transportation planning process for the Dubuque Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED that the DMATS Policy Committee of the East Central Intergovernmental Association approves the FY 2008 UPWP and authorizes the ECIA Executive Director to execute the contracts with the Iowa, Illinois and Wisconsin Departments of Transportation for FY2008.

Adopted on the 10<sup>th</sup> day of May 2007

Attest:

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Roy D. Buol Chair  
DMATS Policy Committee

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Kelley Deutmeyer  
Executive Director

# **Introduction to Dubuque Metropolitan Area**

## **The Dubuque Metropolitan Area**

The Dubuque Metropolitan Area is a tri-state Metropolitan Planning Organization (MPO) located at the boundary intersections of the states of Iowa, Illinois and Wisconsin. The 2000 population for the Dubuque area was 77,018 with approximately 90% of the total population living in the Iowa portion of the region. The major transportation routes in, around and through this area include US Highways 20, 52, 61, and 151; all coming to a junction at the base of the Julien Dubuque Bridge over the Mississippi River: the Mississippi River itself: the Chicago Central & Pacific Railroad and the Iowa, Chicago & Eastern Railroad (IC&E). The Dubuque area was the first area settled in Iowa in the early years. The early settlement was primarily motivated by lead mining, trading and river transportation of people and products. In the years following, this area added a rail transportation center where major railroad companies converged on the Mississippi River banks for easier distribution of product. Highway transportation soon followed adding to the already present modes of transportation in the Dubuque Metropolitan Area, improving the economy even more. This economic improvement, in turn, beckoned people to converge on the area increasing highway usage. Highway transportation has developed into the major form of transportation in the area where the other modes of transportation still exist but perhaps not at the same level as in the earlier years of the settlement.

## **The Dubuque Metropolitan Area Transportation Study (DMATS)**

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

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

## **DMATS Boundary Expansion**

The DMATS boundary was expanded and approved by FHWA in March 2003 to reflect the increased urbanized area’s population based upon 2000 census numbers. The new area, now encompassed within the DMATS expanded boundary, represents surrounding areas most likely to be urbanized within the next 20 years. The DMATS boundary expanded from 102.69 square miles to 207.27 square miles with this addition. The boundary expansion has resulted in an overall increase in square miles of 101.8 %. Expansion of the DMATS boundary increases the opportunities for additional fringe-area roadways to become eligible for federal funds.

## **Introduction to the Transportation Planning Work Program (TPWP)**

The Transportation Planning Work Program (TPWP) outlines the various transportation planning activities to be conducted by the East Central Intergovernmental Association (ECIA) for the Dubuque Metropolitan Area Transportation Study (DMATS) during FY2008 (July 1, 2007 through June 30, 2008).

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

- DMATS Policy Committee
- DMATS Technical Advisory Committee
- Keyline Transit System
- City of Dubuque
- Dubuque County
- Jo Daviess County
- Grant County
- Region 8 RTA
- Federal Transit Administration Region VII
- City of East Dubuque
- Iowa Department of Transportation
- Illinois Department of Transportation
- Wisconsin Department of Transportation
- Federal Highway Administration Illinois
- Federal Highway Administration Iowa
- Federal Highway Administration Wisconsin

The 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) bill sets out the following guidelines for metropolitan planning:

- support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- increase the safety of the transportation system for motorized and non-motorized users;
- increase the security of the transportation system for motorized and non-motorized users;
- increase the accessibility and mobility options available to people and for freight;
- protect and enhance the environment, promote energy conservation, and improve quality of life;
- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- promote efficient system management and operation; and
- emphasize the preservation of the existing transportation system.

The TPWP encompasses the following:

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

## **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 STP and Enhancement funds, and monitoring the direction of studies of transportation conditions in the metropolitan area.

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

### **Staff Assigned to work on the Program**

#### **Transportation Planning Staff**

Executive Director.....	Kelley Deutmeyer
Co Director of Transportation & Planning.....	Chandra Ravada
Co Director of Transportation & Planning .....	Jim Gonyier
Planner .....	Debra Smith
Planner .....	Nicole Turpin

#### **Administrative and Support Staff**

Finance Manager.....	Lisa Weinhold
Administrative Assistant.....	Gail Kuhle

## Policy Committee

**Roy D. Buol**, Mayor, City of Dubuque  
– Chairperson

**Eric Manternach**, Regional Transit Authority (RTA)  
-- Vice-Chairperson

**\*\*Joyce Connors**, Council Member,  
City of Dubuque

**\*\*Kevin Lynch**, Council Member,  
City of Dubuque

**\*\*Ric Jones**, Council Member,  
City of Dubuque

**Milt Kramer**, ECIA Member  
(Proxy Kelley Deutmeyer)

**Donna Smith**, Supervisor  
Dubuque County

**Marge Montelius**, Supervisor,  
Jo Daviess County Illinois

**Coletta Wegmann**, SW Wisconsin  
Regional Planning Commission

**Geoff Barklow**, Mayor, City of East Dubuque  
(Proxy Albert Griffiths)

**John Vesperman**, Wisconsin DOT  
South West Region (Proxy Franco Marcos)

**\*Mokhtee Ahmad**, Admin.  
(Proxy Mark Betchel)

**\*John Donovan**, Illinois Div Admin.  
FHWA

**\*\*Ann Michalski**, Council Member,  
City of Dubuque

**\*\*Karla Braig**, Council Member,  
City of Dubuque

**\*\*Patricia Cline**, Council Member,  
City of Dubuque

**Rick Anderson**, Mayor, City of Asbury  
(Proxy Robert Blok)

**Joel Lightcap**, Keyline Advisory Board

**Allan Jansen**, Supervisor,  
Grant County Wisconsin

**Faber Runde**, Jamestown Township  
(Proxy Joni Graves)

**Curtis Jones**, Illinois DOT,  
District #2

**\*Neil Volmer**, Plng. & Prog.,  
Iowa DOT (proxy Fred Dean)

**\*Phil Barnes**, Iowa Div. FTA Reg. VII  
Admin. FHWA, (Proxy Tracy Trountr),

**\*Stephanie Hickman**, Wisconsin Div  
Admin. FHWA

\* Ex officio (non-voting members)

\*\* Proxy is Mike Van Milligen (City Manager City of Dubuque), for any absent council member. The Economic Development Director of the City of Dubuque is proxy if 2 council members are absent and/or if Mike Van Milligen is absent.

## Technical Advisory Committee

**Laura Carstens**, Planning Services Manager, City of Dubuque  
– Chairperson

**Mike Felderman**, County Engineer, Dubuque County  
– Vice Chairperson

**Jon Rodocker**, Transit Manager,  
City of Dubuque, Keyline Transit

**Mark Munson**, Executive Director,  
RTA

**Gus Psihoyos**, City Engineer  
City of Dubuque (Proxy Bob Schiesl)

**Anna O'Shea**, Zoning Administrator,  
Dubuque County

**Kelley Deutmeyer**  
Executive Director, ECIA

**Albert Griffiths**, City Manager  
City of East Dubuque

**Beth Bonz**, City Administrator  
City of Asbury

**Joni Graves**, Transportation Planner,  
Southwestern Regional Planning  
Commission

**Steve Keeffer**, Engineer,  
Jo Daviess County

**Bobbi Retzlaff**, Wisconsin DOT  
Program & Planning Analyst  
(Proxy Franco Marcos)

**Dave Lambert**, Highway Commissioner  
Grant County WI.

**Dan Long**, Illinois DOT  
Program Engineer, District #2  
(Proxy Curtis Jones)

**\*Fred Dean**, Iowa DOT  
District Planner, District 6

**\*Tracy Troutner**  
FHWA Iowa Division

**\*Sam Sermet**, Transit System Administrator  
Office of Public Transit, Iowa DOT

**\*John Donovan**  
FHWA Illinois Division

**\*Stephanie Hickman**, Community Planner  
FHWA Wisconsin Division

**\*Mark Bechtel**, Community Planner  
FTA, Kansas City, MO

\* Ex officio (non-voting members)

## FY2008 DMATS Work Program Budget

DMATS Budget for FY2008

Final 10-May-07

	Federal Sources (Require 20% Local Match)						Total	State Source	Local Sources	Local Sources	Total	Staff	Number
	IA FTA Sec. 5303	Ill FTA Sec. 5303	Iowa PL	Illinois PL	Illinois SPR	Wisconsin PL	Federal Funds	Wisconsin DOT	20 Percent	20 Percent	funds	Hours	of staff
<b>Work Elements and Activities</b>													
<b>Program Support &amp; Administration</b>													
1599 Overhead and Administration	\$8,590	\$260	\$40,000	\$2,393			\$51,243			\$12,811	\$64,054	2562	4
5329 General Coordination	\$3,369	\$516	\$3,113	\$2,248		\$1,701	\$10,947	\$213		\$2,524	\$13,683	547	4
<b>Sub total</b>	<b>\$11,959</b>	<b>\$776</b>	<b>\$43,113</b>	<b>\$4,640</b>		<b>\$1,701</b>	<b>\$62,190</b>	<b>\$213</b>	<b>\$0</b>	<b>\$15,334</b>	<b>\$77,737</b>	<b>3,109</b>	
<b>Long Range Transportation Planning</b>													
5341 Long Range Transportation Planning	\$2,000		\$5,000	\$1,000			\$8,000			\$2,000	\$10,000	400	3
5342 Transportation Research and Database Management	\$2,720	\$0	\$6,280	\$0		\$621	\$9,621	\$78		\$2,328	\$12,027	481	3
5343 Bike, Pedestrian and Recreation Plan			\$17,000				\$17,000			\$4,250	\$21,250	850	2
5344 Traffic Count Program			\$5,000				\$5,000			\$1,250	\$6,250	250	1
<b>Short Range Transportation Planning</b>													
5352 Short Range Planning	\$10,618	\$513	\$14,785	\$2,267		\$3,978	\$32,161	\$497		\$7,543	\$40,201	1608	3
<b>Special Projects</b>													
5365 East Dubuque					\$32,000		\$32,000		\$8,000		\$40,000	800	1
<b>Sub total</b>	<b>\$15,338</b>	<b>\$513</b>	<b>\$48,065</b>	<b>\$3,267</b>	<b>\$32,000</b>	<b>\$4,599</b>	<b>\$103,782</b>	<b>\$575</b>	<b>\$8,000</b>	<b>\$17,371</b>	<b>\$129,728</b>	<b>4,389</b>	
<b>Total</b>	<b>\$27,297</b>	<b>\$1,289</b>	<b>\$91,178</b>	<b>\$7,907</b>	<b>\$32,000</b>	<b>\$6,300</b>	<b>\$165,972</b>	<b>\$788</b>	<b>\$8,000</b>	<b>\$32,705</b>	<b>\$207,465</b>	<b>7,499</b>	

**Total funds Available for DMATS in FY 08**

PL Carryover Available from Iowa DOT	\$0
DMATS FY 08 FTA 5303 Available from Iowa DOT	\$27,297
DMATS FY08 PI Available from Iowa DOT	\$91,178
DMATS FY08 funds from Wisconsin & Illinois DOT	\$16,284
Funding from IL DOT for East Dubuque Project	\$32,000
Funding from East Dubuque	\$8,000
<b>Total</b>	<b>\$174,759</b>

**Funds used by DMATS staff in FY 08**

PL Carryover from Iowa DOT	\$0
DMATS FY 08 FTA 5303 from Iowa DOT	\$27,297
DMATS FY 08 PI from Iowa DOT	\$91,178
DMATS FY08 funds from Wisconsin & Illinois DOTs	\$16,284
Funding from East Dubuque	\$32,000
	\$8,000
<b>Total</b>	<b>\$174,759</b>

Totals may not add due to rounding.

<b>Total Federal and State Funds used by DMATS</b>	<b>\$166,760</b>
Local Match	\$40,705
<b>Total Funding for DMATS in FY 08</b>	<b>\$207,465</b>

**DMATS Budget for FY2008 Using IADOT Funds**

Final 10-May-07

	Federal Sources		Total	Local Sources	Total	Total	Total
			Federal	20 Percent	Funds	Staff	Number
Work Elements and Activities	IA FTA Sec. 5303	Iowa PL	Funds	ECIA		Hours	of staff
<b>Program Support &amp; Administration</b>							
1599 Overhead and Administration	\$8,590	\$40,000	\$48,590	\$12,148	\$60,738	2430	4
5329 General Coordination	\$3,369	\$3,113	\$6,482	\$1,621	\$8,103	324	4
<b>Sub total</b>	<b>\$11,959</b>	<b>\$43,113</b>	<b>\$55,072</b>	<b>\$13,768</b>	<b>\$68,841</b>	<b>2,754</b>	
<b>Long Range Transportation Planning</b>							
5341 Long Range Transportation Planning	\$2,000	\$5,000	\$7,000	\$1,750	\$8,750	350	3
5342 Transportation Research and Database Management	\$2,720	\$6,280	\$9,000	\$2,250	\$11,250	450	3
5343 Bike, Pedestrian and Recreation Plan		\$17,000	\$17,000	\$4,250	\$21,250	850	3
5344 Traffic Count Program		\$5,000	\$5,000	\$1,250	\$6,250	250	1
<b>Short Range Transportation Planning</b>							
5352 Short Range Planning	\$10,618	\$14,785	\$25,403	\$6,351	\$31,754	1270	3
<b>Sub total</b>	<b>\$15,338</b>	<b>\$48,065</b>	<b>\$63,403</b>	<b>\$15,851</b>	<b>\$79,254</b>	<b>3,170</b>	
<b>Total</b>	<b>\$27,297</b>	<b>\$91,178</b>	<b>\$118,475</b>	<b>\$29,619</b>	<b>\$148,094</b>	<b>5,924</b>	

**Total funds Available for DMATS in FY 08**

PL Carryover Available from Iowa DOT	\$0
DMATS FY 08 FTA 5303 Available from Iowa DOT	\$27,297
DMATS FY08 PI Available from Iowa DOT	\$91,178

**Total** \$118,475

**Funds used by DMATS staff in FY 08**

PL Carryover from Iowa DOT	\$0
DMATS FY 08 FTA 5303 from Iowa DOT	\$27,297
DMATS FY 08 PI from Iowa DOT	\$91,178

**Total** \$118,475

*Totals may not add due to rounding.*

<b>Total Federal and State Funds used by DMATS</b>	<b>\$118,475</b>
Local Match	\$29,619
<b>Total Funding for DMATS in FY 07</b>	<b>\$148,094</b>

## Work Elements

### Program Support and Administration (FTA 11.00)

#### 1. Project #1599 - Overhead and Administration

##### Background/Previous Work:

ECIA General Management has conducted association operations under direction of its governing council and committees since the origin of the association 28 years ago. Adequate and necessary administration support and overhead have been provided as part of this activity.

##### Program Objective:

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

##### Program Activities:

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

##### End Results:

- General administration and overhead activities.

**Cost: \$ 64,054**

#### 2. Project #5329 - General Coordination

##### Back Ground/Previous Work:

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

##### Program Objective:

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

### Program Activities:

- Undertake the general transportation planning, coordination and cooperation with local, state, and federal representatives consistent with the Federal 3C Transportation Planning requirements including an emphasis on public involvement.
- Review new legislation and inform local agencies of development of federal transportation legislation.
- Conduct special studies as directed by the DMATS Policy Committee with input from the Technical Committee.
- Support DMATS committees through staff assistance, research, and communications among the committees and various other levels of government. Include citizen/public involvement in the MPO's planning process.
- Provide technical assistance to other governmental agencies or organizations involved in the overall transportation efforts identified by DMATS.
- Monitor the changes effected by Congress.
- Attend and participate in meetings of national, state, and local organizations like Mississippi River Trail (MRT), Transit Action Committee (TAG) etc. relating to transportation planning; and, apply knowledge to local planning program.
- Attend and participate in meetings of national, state, and local organizations that emphasizes **Coordination of Human Service Transportation**.
- Organize and participate in meetings of DMATS Policy, Technical Advisory, and other committees; and attend other committee and board meetings as needed.
- Manage the financial side of the TPWP in a way that ensures sound and efficient program administration.
- Prepare the FY 2009 TPWP in cooperation with the Iowa, Illinois, and Wisconsin Departments of Transportation.
- Participate in Iowa DOT Quarterly MPO meetings.
- Participate in Iowa MTMUGS Quarterly meetings.

### End Results:

- The product of this work element will be any technical memoranda resulting from general coordination activities and all meeting materials and minutes.

**Cost: \$ 13,683**

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

#### Background/Previous Work:

During Fall 2006, DMATS adopted the 2031 Long-Range Transportation Plan (LRTP). Efforts in FY 2008 are focused on maintaining the plan.

#### Program Objective:

- To maintain the LRTP and to collect, update, analyze, and provide transportation data (e.g. socio-economic, land use, travel) information to be used in the metropolitan planning process.
- Continue development of DMATS Geographic Information System (GIS).
- DMATS staff will also be involved in the coordination and collection of data on an as needed basis with each of the three DOTs.
- Staff will assist in integrating LRTP with state wide plans developed by the State DOTs.

#### Program Activities:

- Develop policy directions for the DMATS region's 2011 Long Range Transportation Plan.
- Ensure the region's Long-Range Planning process addresses the federal transportation planning factors.
- Asses impact of policy choices on regional transportation system, land use, development and the financial capacity to guide decision making.
- Process amendments to LRTP 2031 as necessary.

#### End Results:

- Maintain and amend Final 2031 DMATS Transportation Plan.

### 3(I) Other Activities Programmed for FY 2008:

#### A. Travel Demand Model (on going Process)

#### Background/Previous Work:

An accurate, state-of-the-art transportation forecasting model must be maintained in order to identify needed transportation improvements and to gauge impacts of the transportation policies and investments. Over the last several years, DMATS has improved the in-house modeling process in TranPlan. Staff completed transferring the model from TranPlan to TransCAD, using census 2000 as the base year. Staff used the model to predict future projects in the DMATS area.

#### Program Objectives:

- To maintain and improve socio-economic and land use models needed to prepare long-range forecasts of the metropolitan growth and development and to analyze impacts of specific policies and investments.
- To update DMATS area model equations to allow more accurate depictions of travel behavior.
- To incorporate best available information on transportation impacts to better reflect the costs and tradeoffs in provisions of transportation alternatives.
- To incorporate improvements in modeling practices that enhances the relationship between land use and transportation plans.
- Update with current accepted modeling practices.

Program Future Activities:

- Update the travel demand forecast model with base year socio-economic data.
- Update model with 2031 forecasts of population and employment based on the new land use and employment estimates by local planning agencies within DMATS area.
- Calibration of the model to FHWA standards.
- Perform model runs and analyses, and produce reports.
- Alter transportation networks as necessary to reflect current and anticipated results.
- Document the modeling process and assumptions used in analysis.
- Formulate and implement work program for further updating the regional travel demand model.
- Assess data requirements to support potential model enhancements.
- Evaluate potential STP and enhancement projects.
- Coordinate all model improvement/update efforts with the Iowa DOT, Office of Systems Planning.
- Staff will run scenarios and assist city of Engineering staff with projects like East-West corridor study, Rockdale Study etc.

**B. Safety and Security (On going Process)**

Background/Previous Work:

One of the priorities identified in the SAFETEA-LU legislation is for the mainstreaming of safety analysis into the transportation planning process. In its update of the LRTP during FY 2000 and FY 2001, DMATS analyzed safety data related to automobiles, trucks, bicycles, and pedestrians. Staff did work with worked with local jurisdictions and the incident management teams to analyze data for DMATS 2031 LRTP and produced a list of Safety Projects that are been included in DMATS 2031 LRTP.

Program Objectives:

- Identification of more specific safety projects.
- Improve safety and security of DMATS area transportation system.

Program Activities:

- Work with the municipal public works, transit, and public safety staffs to build upon this safety analysis.
- Work with local emergency planners, law enforcement agencies, and appropriate transportation agencies to analyze and improve the security of metropolitan transportation facilities.

**C. Coordination of Land Use and Transportation (On Going Process)**

Background/Previous Work:

Coordination of transportation and land use is an increasingly important concern for metropolitan areas throughout the country. DMATS has recognized this concern and over the past two years has worked in close cooperation with ECIA and Dubuque County on the development of the updated Dubuque County Land Use Plan. This plan was adopted during 2002.

Program Activities:

- Staff will monitor the local Land use plans and their implementations as they impact development on the metro area transportation system.
- DMATS staff will also facilitate efforts by the Iowa DOT looking at concerns regarding corridor management implemented through local land use plans.

**D. Environmental Process (On going Process)**

Background/Previous Work:

Another priority identified in SAFETEA-LU was environmental process streamlining.

Program Activities:

- Staff will stay current on efforts at the federal and state levels to identify methods for integrating the environmental process with the transportation planning process.
- Staff will also support the Iowa DOT's "Can Do" early concurrence process for environmental clearance and participate to the level necessary on specific projects.
- Staff will also work with other MPOs to identify methods for early incorporation of environmental analysis into the project planning process.

**E. Compliance with Title VI of the Civil Rights Act (On going Process)**

Background/Previous Work:

DMATS's Public Participation Plan (PPP) was developed due to a need for proactive citizen involvement in the LRTP and all other planning activities conducted by DMATS. Staff located new public participation locations and mapped them in FY 07.

Program Activities:

- Staff will work with FHWA and the states of Iowa, Illinois and Wisconsin to update the DMATS Public Participation Policy to insure compliance with the latest directives from FHWA related to Transportation Equity and Public Involvement.
- Staff will include the identification of low-income, minority, elderly, and disabled populations and analysis of their level of involvement in the transportation planning process and the impacts of transportation investments on those populations.

**F. Bicycle and Pedestrian Transportation Planning (On going Process)**

Background/Previous Work:

DMATS staff will be updating and maintaining the Long-Range Bicycle and Pedestrian Transportation Planning element to represent most accurate existing conditions in DMATS area.

Program Activities:

- Staff will update existing data base regularly to represent existing conditions.
- Staff will also work to integrate the metropolitan bicycle and pedestrian facilities with regional and statewide plans and facilities.
- Participate in Mississippi River Trail (MRT) development as a member of Iowa's MRT Executive Committee.

**G. Freight (On going Process)**

DMATS staff will be updating and maintaining freight elements in the Long-Range Transportation Plan to represent most accurate existing conditions in DMATS area.

Program Activities:

- Staff will update existing data base regularly to represent ongoing changes.
- Will participate in chamber Transportation group.

**H. Maintenance and Operations System (M&O) (On going Process)**

DMATS staff will incorporate the M&O System into the transportation planning process. DMATS will continue to monitor system performance and coordinate with operating agencies. Intelligent Transportation Systems (ITS) will be considered in the short-term and long-range planning and preparation and maintenance of a regional architecture will be done. Staff will update the existing reports and update the policy and technical committees with the updates.

End Results:

- Update of the DMATS Travel Demand Forecast Model.
- Facilitate the Dubuque Multi-disciplinary Safety Group.
- Development of evacuation plan for the DMATS area for the future.
- Development of a Corridor Management Plan for the DMATS area for the future.

- Update and maintain bicycle and pedestrian data for the DMATS 2031 LRTP.
- Development of a bicycle and pedestrian plan for the DMATS area for the future.
- Perform safety and security analysis for DMATS projects.
- Coordination with the FHWA and the DOTs related to the environmental process.
- Development of an updated public participation plan.
- Integration of maintenance and operations in the DMATS area.
- Initiation of the development of projects prioritized in the updated DMATS 2006 to 2031 LRTP.

**Cost: \$ 10,000**

#### **4. Project #5342 – Transportation Research and Database Management (On going Process)**

##### Background/Previous Work:

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

##### Program Objective:

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

##### Program Activities:

- Process data collection from membership organizations.
- Monitor data sources.
- Maintain databases and documentation.
- Disseminate data and/or analysis to DMATS member jurisdictions, other interested agencies and general public.
- Maintain the Transportation Department Library within ECIA.
- Maintain the GIS system with updated information for future analysis and graphical representation.

End Results:

- Miscellaneous research reports and analyses.
- Periodic reports detailing key transportation trends for presentation at policy & technical meetings.
- Usable transportation library.
- Maps and graphics for transportation activities.

**Cost: \$ 12,027**

**5. Project #5343 – Bike, Pedestrian & Recreation Plan (On going Process)**

Background/Previous Work:

It is recommended in the 2031 LRTP that a full bicycle and pedestrian transportation implementation plan be developed for the DMATS area.

Program Objective:

- The plan will identify, in detail, the implementation strategies necessary to develop a full bicycle-, pedestrian- and recreation-oriented transportation network.
- The plan will include implementation strategies that can be pursued by DMATS member communities and guidelines for the development of bicycle -friendly land uses.
- The plan will address safety issues and aspects with respect to bike, pedestrian and recreation activities in the DMATS area.

Program Activities:

- Create a technical sub-committee with local representatives.
- Create potential bike, pedestrian and recreational projects in the DMATS area.
- Categorize the projects based on their impact in the area.
- Provide an implementation strategy.
- Provide a financial constraint plan for each project segment.

End Results:

- Prepare and publish the Final Bike, Pedestrian and Recreation Plan for the DMATS area.

**Cost: \$ 21,250**

**6. Project #5344 – Traffic Count Program (On going Process)**

Background/Previous Work:

Staff felt that it is better to have an established traffic count program in the DMATS area. This program will help in converting the DMATS 24-hour model to a peak-hour model; helping the engineering staff with updated traffic counts in the area.

Program Objective:

- Create a peak hour model for the DMATS area.
- Help City and County engineering staff with updated traffic counts in the area.

Program Activities:

- Create a committee with city and county engineering staff to establish a traffic count program.
- Conduct traffic counts during spring, summer and fall of the fiscal year.
- Purchase equipment required for traffic counting.

End Results:

- Updated traffic counts in the DMATS area.

**Cost: \$ 6,250**

**Project # 5352 - Short-Range Transportation Planning**

**7. Short-Range Transportation Planning (On going Process)**

Back Ground Previous Work:

Staff is working with local, state, and federal staff and policy makers in the planning and funding of development work for highway and bridge work for projects such as the IA 32, the US 20 Mississippi River Crossing, US 20 Capacity Study, and the bike/pedestrian network. Staff is writing grant applications for Regional Transit Authority (RTA) used in the procurement of funds for marketing.

Program Objective:

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

Program Activities:

**A. Roads and Highways**

- Work and assist Iowa DOT with the US 20 Capacity Study, IA 32 SW Arterial Project, IA 32 NW Arterial Project and the Julian Dubuque Bridge Project.
- Work with East Dubuque and Jo Daviess County representatives and Illinois DOT in the development of transportation improvements in the East Dubuque - Dunleith Township area.
- Work with city of Dubuque in developing RFPs for East-West Corridor Study, Rockdale Rd Corridor Study and Down Town Traffic Study.

#### **B. Keyline/East Dubuque Transit Planning Assistance**

- Work with the public transit providers in the DMATS area and interested private sector providers in developing and implementing service coordination strategies by using the Transit Integration Design Study that was completed by a consultant during FY 2001. DMATS is working with the transit providers to have the recommendations implemented.
- Attend and participate in Transit Advisory Board meetings.
- Assist the transit operators in complying with all applicable federal requirements.
- Assist the transit operators in grant writing and management.
- Work with local transportation agencies to implement transportation management and operations systems. Particular emphasis will be placed on assisting Keyline Transit with the implementation of Intelligent Transportation Systems for communication, automated data collection, and scheduling.
- Serve as stakeholder on Transit Action group (TAG) Steering Committee and help in printing and mailing the agendas and meeting notices for quarterly TAG meetings.
- Assist Keyline Transit in performing the federally required feasibility study and environmental documentation activities which need to be completed prior to construction of the downtown Dubuque inter-modal facility project.
- Update Public Transit Development Plan (PTDP) for DMATS area and include the projects selected through competitive process in PTDP.

#### **C. Transportation Improvement Program**

The development of the FFY 2009-2012 Transportation Improvement Program (TIP) will be done in cooperation with the member governments in the DMATS urban area. The TIP will cover a four-year period and reflect priority projects. It will include a financial plan showing projects that can be implemented using current and proposed revenue sources. The program will be developed cooperatively by the DMATS committees, the Iowa, Illinois, and Wisconsin Departments of Transportation, local units of government, and participation from the public. TIP projects will be selected and prioritized objectively through the 3C process.

The TIP projects will be consistent with the DMATS updated 2031 Long-Range Transportation Plan and will, at a minimum, include all projects in the metro area of regional significance, requiring FHWA and FTA approval, regardless of funding source. There will also be an opportunity for public involvement prior to approval consistent with the DMATS Public Participation Program.

#### **D. ADA Transit Planning:**

Work will be done in the Keyline and East Dubuque service area to enhance the participation process by persons living with disabilities in the planning and implementation of any improvements in

transportation delivery of persons with disabilities, per the Americans with Disabilities Act. DMATS will assist Keyline Transit and the ADA Advisory Committee in implementing the provisions of the Keyline ADA Plan. Staff completed FY 2008-2011 Transportation Improvement Program (TIP) fulfilling all the federal requirements.

#### **E. Mississippi River Trail Program**

DMATS staff will be assisting local governments with route location designation, signing route segments, usage, and coordination with MRT Inc and the Iowa MRT Executive Committee.

#### **F. Envision Rail & Trail Projects**

Serve as stakeholder on Envision rail and Envision trail Steering Committees and help in printing and mailing the agendas and meeting notices for Envision meetings.

#### End Results

Technical documents prepared as necessary and a four-year TIP along with public meetings held as necessary.

**Cost: \$ 40,201**

#### **Project # 5365 - Special Transportation Planning Projects**

#### **8. East Dubuque Comprehensive Plan (On going Process)**

Staff will conduct a comprehensive special study to address several transportation related issues affecting the city of East Dubuque such as transportation options for the traveling public, maintaining acceptable travel times for business, tourists and students, enhanced connectivity to other areas within the region.

Staff will develop an annual improvement program and a long range transportation plan that will significantly improve Dubuque's transportation system on the following areas:

- a.) Water transportation along the city's two-mile Mississippi river front.
- b.) Ongoing marketing and promotional efforts along with the improvements on US 20 corridor on the Iowa side, future improvements on the US 20 Julien Dubuque bridge over the Mississippi river and the four-lane expansion road between East Dubuque and Galena.
- c.) Industrial expansion and changing structures of agricultural industries in the region.
- d.) Changes in land use planning resulting from flourishing residential subdivisions and commercial establishments in East Dubuque.
- e.) Additional transit services, routes, and terminals to cater the expanding industrial centers and growing residential houses.
- f.) Promotion of passenger rail services interconnecting the cities of Dubuque, Freeport, Rockford and Chicago.

g.) Impact on the existing BNSF, Chicago Central and Pacific freight rail system on East Dubuque.

Cost: \$ 40,000

**Total Program Cost: \$ 207,465**

**DMATS DBE Project Worksheet  
For Planning Fund Recipients**



## **DMATS Public Participation Program**

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

The TPWP Process will include the following steps:

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

### **Amendments:**

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

An amendment will require the following steps:

- Staff will begin the amendment process by conducting a 30-day review period. Staff will inform the public of the proposed amendment by sending notices to the organizations on the DMATS Public Participation Process mailing list and by publishing a legal notice in the local newspapers and the ECIA website. These notices will be printed 4-20 days before the scheduled meeting.
- The public hearing will be held during the DMATS Policy Committee meeting. The meeting will be opened for public input during the process.
- The state DOTs will be provided with the updated with the amendment.

### **Revisions:**

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

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

## Statement of Continued Validity

### Cost Allocation Plan

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

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

### **DEFINITIONS:**

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

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

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

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

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Kelley Deutmeyer, ECIA Executive Director

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Date

**ECIA**  
**Federal Transit Administration Civil Rights Assurance**

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

1. No person, on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The East Central Intergovernmental Association will compile, maintain, and submit, in a timely manner, Title VI information required by FTA Circular 4702.1 and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.
3. The East Central Intergovernmental Association will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

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

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Kelley Deutmeyer, ECIA Executive Director

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Date

## **ECIA Section 504 Assurance Certification**

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

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

East Central Intergovernmental Association

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Kelley Deutmeyer, ECIA Executive Director

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Date