

Transportation Improvement Program

Quad Cities: Davenport-Moline-Rock Island Urbanized Area



FFY 2024-27

Approved June 27, 2023

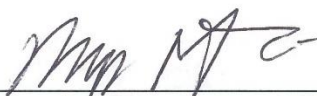
With Revisions from August 22, 2023
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Effective Date: October 1, 2023 to
September 30, 2024



FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
QUAD CITIES, IOWA/ILLINOIS METROPOLITAN PLANNING AREA



Chair, Transportation Policy Committee

June 27, 2023

With Revisions from August 22, 2023

****Effective Date: October 1, 2023 to September 30, 2024****

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⁴ The mayors of the cities of Buffalo, Eldridge, LeClaire, Princeton, and Riverdale in the Iowa portion and the cities and villages of Andalusia, Carbon Cliff, Coal Valley, Colona, Hampton, Milan, Oak Grove, Port Byron, Rapids City, and Silvis in the Illinois portion select a representative from their jurisdictions (Iowa and Illinois separately) to represent them on the Policy and Technical Committees.

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¹ The Technical Committee system allows one vote per agency with delegated representative voting permitted in the absence of an agency's listed member. The City of Davenport has three votes. Transit managers for Bettendorf Transit and Davenport CitiBus are invited.

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⁴ The mayors of the cities of Buffalo, Eldridge, LeClaire, Princeton, and Riverdale in the Iowa portion and the cities and villages of Andalusia, Carbon Cliff, Coal Valley, Colona, Hampton, Milan, Oak Grove, Port Byron, Rapids City, and Silvis in the Illinois portion select a representative from their jurisdictions (Iowa and Illinois separately) to represent them on the Policy and Technical Committees.

NOTE: Additional membership may include advisory representatives from the Illinois and Iowa Departments of Transportation, planning and research engineers from the Illinois and Iowa Federal Highway Administration, and a community planning representative from the Federal Transit Administration Region VII.

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SECTION 1
INTRODUCTION

1. INTRODUCTION

Programming is the transition of projects from planning to design and construction/implementation. The Transportation Improvement Program (TIP) is a summary of roadway, public transit, trail, and related projects that are expected to be initiated during the next four years and will be financed in whole or in part with federal or state funds. Regionally significant projects requiring FHWA or FTA approval, regardless of funding source, shall also be included. The four-year program is a result of requirements outlined in the 2015 Fixing America's Surface Transportation (FAST) Act and subsequently in the 2021 Infrastructure Investment and Jobs Act (IIJA). Also included for informational purposes are some street improvements along major roadways (collector, arterial, or freeway classification) that will be funded with local dollars only. The TIP is comprised of four Annual Elements, which include summaries of projects to be implemented each year during the four-year period of FFY 2024-2027. A copy of the 2023 Annual Element is included as a historical reference. Many of the FFY 2024-2027 projects are derived from the *Connect QC 2050: Quad Cities Long Range Transportation Plan*, which was adopted by the Bi-State Regional Commission in March 2021. The long range plan is reaffirmed annually by the Bi-State Regional Commission. Other improvements were identified through studies that have been conducted as part of the Congestion Management Process (CMP), which specifically considers system efficiency and less-capital-intensive solutions to transportation problems.

Goal and Priorities

The goal of transportation planning in the Quad Cities Urbanized Area is to develop a transportation system for the metropolitan area that will provide for the safe, flexible, efficient, and economical movement of people and goods in a manner that encourages harmonious community interaction and enhances the aesthetic and ecological features of our physical environment. Urbanized area priorities, which influenced the choice in staging of projects, are based upon eight factors established as part of the 1998 Transportation Act. The factors continue to be supported under the Infrastructure Investment and Jobs Act (IIJA), and are:

1. Plan for sustainable infrastructure, resilience to extreme weather, reduction in emissions, and alternative fuels and vehicles
2. Advance racial equity and support for underserved/disadvantaged communities through inclusive public involvement and transportation strategies that address access, mobility and safety
3. Further the MPO Complete Streets Policy and identified corridors in cooperation with local, state and federal partners
4. Utilize a variety of public involvement tools, including but not limited to virtual public involvement to extend input and reach on transportation planning issues
5. Coordinate with local, state, and federal Department of Defense representatives to ensure access and connections to DOD facilities essential for national security through the Strategic Highway Network
6. Coordinate with Federal Land Management Agencies to ensure access and connections to other public roads and transportation facilities.

Introduction

7. Utilize where appropriate the Planning and Environment Linkages (PEL) approach for transportation decision-making to improve project delivery timeframes and to create a cohesive flow of information
8. Advance data sharing principles for efficient use of resources and improved policy development and decision-making at the local, regional and state levels.

Bi-State Regional Commission, acting as the Metropolitan Planning Organization (MPO), incorporates these factors into the planning process.

In addition, the evaluation of transit system needs and the feasibility of various alternative schemes for improvement or maintenance of the transit operations are found in the following documents, which were part of the CMP process:

1. Davenport Public Transit Development Program (1982)
2. Bettendorf Transit Study Update (1982)
3. Rock Island County Transit Route and Schedule Analysis (1981)
4. Small Bus Feasibility Study (1983)
5. Quad Cities Transit Development Study (1983)
6. Quad Cities Transit Development & Handicapped Accessibility Study (1991)
7. A Comprehensive Operational Analysis for Davenport CitiBus (1990)
8. Rock Island County Metropolitan Comprehensive Transit Operations Analysis prepared by Welin Consulting Services (1990)
9. Illinois-Iowa Quad Cities Area Joint Plan of Compliance with the Paratransit Requirements of the Americans with Disabilities Act (July, 1992, updated annually)
10. Specialized Services Inventory (2005)
11. Bettendorf Comprehensive Operational Analysis (1993)
12. Iowa Quad Cities Consolidated Transit Study (2004)
13. Iowa Quad Cities Transit Alternatives Analysis (2006)
14. Quad Cities Area Congestion Management Process [Addendum in the *Connect QC 2050: Quad Cities Long Range Transportation Plan* (2021)]

System Indicators and Performance

With the passage of Moving Ahead for Program in the 21st Century (MAP-21), continuing with the FAST Act and subsequently IIJA, metropolitan transportation planning processes were continued and enhanced to include performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. According to FAST and subsequently continued in IIJA and summarized by the Federal Highway Administration, national performance goals for federal highway programs will address the following:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **System reliability**—To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability**—To enhance the performance of the transportation system while minimizing impacts to the natural environment.
- **Reduced project delivery delays**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

In addition to the Federal Highway Administration's (FHWA) national performance goals, the Federal Transit Administration (FTA) has also developed performance measures relating to the following themes:

- *Transit Asset Management* – To assist transit agencies with maintaining buses and rail systems in a State of Good Repair (SGR) and to preserve and expand transit investments
- *Transit Safety* – To prevent public transportation accidents by integrating safety into all aspects of a transit system's activities

Locally, the transportation planning process will work to integrate these national goals and work with each state to identify and address them. The Quad Cities MPO has supported the respective Iowa and Illinois states' and Bettendorf Transit, CitiBus, and MetroLINK transit systems' targets. The Quad Cities MPO performance measures technical addendum to long range transportation plan provides a compilation of the most recent targets and outlines the federal performance measures program more fully. It is intended to be updated periodically, and support of the states' and transit systems targets are taken to the Transportation Policy Committee based on the cycle of required target-setting at the state and transit system level. While there are a number of federally prescribed performance measures for transportation system performance management, it is recognized that assessing other activities will aid in performance progress for the metropolitan area. What does "support" mean? For safety, the MPO has produced a *Quad Cities Strategic Highway Safety Plan (2021)* for local jurisdictions to use to identify crash hot spots or corridors where either engineering, enforcement, emergency response or education may be applied. The plan outlines emphasis areas where crash reductions efforts can be focused. The federal safety goal applies to all roads, and the local traffic safety plan will be useful in determining crash reduction priorities to reduce fatalities and serious injuries. The MPO participates in a long-standing Community Awareness of Roadway Safety (CARS) group that meets regularly to discuss traffic safety and coordination. Group discussions between the DOTs and local officials on proactive solutions to higher crash density corridors or hot spots will help bring projects forward as priorities, and toward implementation. Improvement at intersections and within corridors where transit routes occur will also aid transit traffic safety. For road improvements, the MPO has an established STBG programming process to evaluate projects based on safety, congestion, and pavement conditions. Safety is recognized in the ranking of projects.

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For condition and reliability, local jurisdictions may cooperate on projects that are within their respective jurisdiction, and on the non-interstate NHS routes. The MPO also supports local governments in the metro area with grant applications for planning and construction funds or provides data in to help justify funding applications. The recent Extreme Weather Resilience report will help identify areas where travel disruptions may occur due to extreme weather and inform decision-making when improvements are planned for the NHS system.

System preservation is another transportation objective of this plan. For roads and bridges, the MPO's STBG programming process uses condition data to evaluate projects applying for this specific funding source within the metro area. System preservation is emphasized over project expansion in the rating criteria.

Safety

Targets have been set for Iowa and Illinois traffic safety performance measures related to reducing fatalities and serious injuries. The Quad Cities MPO supported each states' respective performance targets for the five safety performance measures in January 2023: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and non-motorized serious injuries. Each respective state has published their safety targets in their Highway Safety Improvement Program annual report. By supporting each states' respective performance targets, the Technical and Policy Committee will review, encourage and support programming of Highway Safety Improvement Program projects within the Quad Cities Metropolitan Planning Area (MPA) consistent with the State Transportation Improvement Program (STIP) to reduce fatalities and serious injuries. Each respective state Department of Transportation working in partnership with local agencies will review safety investments based on crash history, roadway characteristics and the existence of infrastructure countermeasures that can address the types of crashes present. Each state will examine safety improvements from a systematic safety improvement process as compared to narrowly focusing on "hot spot" safety improvements. Additionally, the STBG programming within the MPO utilizes criteria related to number of crashes, crash severity weighted to reduce fatalities and injuries, and crash rate as one component of the program evaluation process.

Pavement and Bridge

Rather than setting its own pavement and bridge targets, the Quad Cities MPO has chosen to support the respective DOT's pavement and bridge targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOTs' Transportation Improvement Program.

Any DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the state's Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects state long-range plans and system/modal plans to the DOT's Five-Year Programs and STIP. The state long range plans define 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 Programs and STIPs are consistent with DOTs' longer-term visions. In 2020, the TAMP started integrating the pavement and bridge performance targets.

The DOTs conferred with numerous stakeholder groups, including the Quad Cities MPO 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 DOTs allocate funding through. Once the DOTs receive funding approval for these categories, they work through their respective processes to allocate funds to specific projects as described in their respective TAMPs. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in each respective States' TAMP.

System and Freight Reliability

Rather than setting its own system and freight reliability targets, the Quad Cities MPO has chosen to support the 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 DOT's Transportation Improvement Program.

The DOTs conferred with numerous stakeholder groups, including the Quad Cities MPO, as part of its target setting process. Each state examined travel time datasets to forecast future conditions. Projects focused on improving pavement and bridge condition often help improve system reliability and freight movement. Additional projects focused specifically on improving reliability 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 respective States' Freight Plan. These plans include 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 respective freight investment plans and programmed in the STIP are based on priorities outlined in these documents.

Transit Asset Management

Targets set by the three fixed-route public transit systems related to Transit Asset Management were supported respectively by the MPO. Transit Asset Management targets address: percentage of non-revenue vehicles met or exceeded useful life, percentage of revenue vehicles met or exceeded useful life, percentage of assets with condition rating below 3.0 on FTA TERM scale. The Technical and Policy Committee will work with Bettendorf Transit, Davenport CitiBus and MetroLINK to review, encourage and support programming to facilitate transit equipment, facilities and rolling stock meet targets for State of Good Repair. The three fixed route systems are direct recipients of FTA 5339 Bus and Bus Facilities funding that can be used for vehicle replacements and facility improvements. In Iowa, the systems are eligible for statewide 5339 funds as part of the PTMS process, and when buses would meet the age/mileage thresholds as part of the prioritization process.

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 rolling stock 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.

Introduction

TIP Process

This FFY 2024-2027 Transportation Improvement Program (TIP) is a result of the comprehensive, coordinated, and continuing (3C) urban transportation planning process within the Quad Cities Urbanized Area. The program includes the street/highway and transit projects plus related enhancement activities, such as bicycle trail development. The document is updated annually on a federal fiscal year basis (October 1st - September 30th).

Project priority is given to the initial year Annual Element of the TIP based on preservation and safety factors. Projects in the second through fourth year annual elements are financially feasible, based on expected funding levels. By programming a project in a particular fiscal year, it is the intent of a jurisdiction to secure the necessary funds and let the project in that year. All funding estimates in this document are based on anticipated state, federal, and local sources for the region in the year of expenditure dollars as provided by the project sponsor. Year of expenditure projections range from a 1.5% to a 3.0% annual inflation, depending on the jurisdictions' independent methodologies. It is anticipated that funding will be available for all projects included in the TIP Annual Elements tables. Tables 4.1 and 4.2 identify projects that are consistent with the *Connect QC 2050: Quad Cities Long Range Transportation Plan* but have not yet identified a funding source.

The existing transportation system within the Metropolitan Planning Organization (MPO) planning boundary is being adequately operated and maintained with resources that are provided through federal, state, and local jurisdictions.

TIP Revisions

Special circumstances may arise, whereby a revision to a project will occur between scheduled periodic TIP updates. In these cases, a revision is categorized as either an "amendment" requiring Policy Committee action or an "administrative modification" in which the revision is made by Bi-State staff and no committee action is taken. Definitions of each are listed below.

Amendment

An amendment is a major revision to the TIP that requires approval by the Policy Committee. In most cases, amendments are brought before the Technical Committee for recommendation of approval as well. Federally-funded projects or projects participating in the Iowa Federal-Aid Swap Program that are added or deleted from the TIP constitute an amendment. In addition, changes to existing TIP projects are considered amendments when the amount of federal aid is being revised by 30% or more than \$2,000,000 (not applicable to Iowa Federal-Aid Swap as projects are awarded a set amount at the time of programming and only would require an amendment if additional funds are requested from the Swap program), when there is a major change in project scope (applicable to Iowa Federal-Aid Swap projects for integrity of the project evaluation process), when a project listed in Table 4.1 or 4.2 is awarded federal funds, or when an additional federal funding source is added to a project.

Administrative Modification

An administrative modification is a minor revision to the TIP that does not require approval by the Policy Committee. Revisions to TIP projects that do not revise the amount of federal aid by more than 30% or more than \$2,000,000, do not significantly change the project scope, or that change from one funding source to another are considered administrative modifications. Projects that are moved to another fiscal year within the TIP are also considered administrative modifications. These criteria would apply to Iowa Federal-Aid Swap projects.

An administrative modification can be applied to situations of advanced construction and will be noted as part of the project notes. Advanced construction is a technique that allows a state to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an advance construction project is authorized, the state may convert the project to regular federal-aid funding provided federal funds are made available for the project. This can be accomplished as one action, or the project may be partially converted over time.

Public Information Process

Public input opportunities are provided throughout the TIP process. All Transportation Technical and Policy Committee meetings are open to the public. Mailings for these meetings are sent to the Committees, the Regional Transportation Advisory Group (RTAG), Regional Transit Interest Group (RTIG) and the media. Membership includes elected officials, DOT and Corps of Engineers representatives, public and private transit representatives, local citizens, air and rail representatives, environmental groups, trail organizations, and local engineering and planning staff. Any individual who requests a meeting notice is placed on the RTAG list. In addition, all meeting notices are physically posted in a public notice area of Bi-State Regional Commission. Technical and Policy Committee agendas and minutes are posted on the Bi-State Regional Commission website: www.bistateonline.org. A public hearing is held prior to the adoption of the TIP. A public participation plan (PPP) was adopted by the Transportation Policy Committee and is included in the Appendix A, with a current listing of the Regional Transportation Advisory Group.

In matters involving amendments to the Transportation Improvement Program (TIP) a minimum seven (7) day comment period shall be utilized prior to approval by the Transportation Policy Committee. Additional notice may be provided through meetings of the Transportation Technical Committee in advance of action by the Policy Committee.

SECTION 2
TRANSPORTATION IMPROVEMENTS

2. TRANSPORTATION IMPROVEMENTS

Transportation Network

The transportation network in the Quad Cities Area consists of over 2,300 miles of functionally classified local, collector, arterial, and freeway/ expressway streets and highways. These roadways are under the jurisdiction of local cities, townships, counties, and the state departments of transportation. Funding for the planning, engineering, construction, and maintenance of these streets and highways is provided through various combinations of federal, state, and local tax receipts and user fees including road use/motor fuel taxes, property taxes, special tax levies, and motor vehicle registration and driver's license fees.

The cost of constructing new roadways and maintaining the existing facilities continues to increase, while the revenues to finance these improvements have not kept up with inflation. The resulting reduction in buying power is amplified by the fact that many major highways and local streets have surpassed their economic and structural lives. These roadways are literally deteriorating beyond the point where preventative maintenance alone is sufficient to provide continued safe traffic operations. Thus, our local and state transportation agencies have had to spend substantial sums of money for rehabilitation to restore existing structural capacity or to strengthen pavement or structures for safety. These efforts are in the hopes of preserving the existing transportation network. Plans for the expansion of this network to meet increasing travel demands and changing traffic patterns have been either delayed or, in some cases, abandoned altogether in a state of good repair. The heavy system preservation need has influenced decisions on expansion of roadways and spurred both non-motorized alternatives, transit alternatives or deployment of technology to manage existing traffic better. New roads still remain but there is a greater emphasis on preserving what is already in place.

Intermediate measures to provide additional capacity and system efficiency to meet demands have been addressed through less capital-intensive Congestion Management Process (CMP) projects such as the installation or removal of traffic signals, the addition of turn lanes, improved signal coordination, establishment of carpooling programs or flexible work hours, and promotion of mass transit usage. Additionally, deployment of Intelligent Transportation Systems (ITS) has been utilized to improve capacity and traffic flow.

While the emphasis continues to be focused on system preservation and Congestion Management Process improvements, some expansion of the roadway network is essential to avoid overloading the system and to respond to traffic increases in newly developing areas.

The Transportation Alternatives Set-Aside Program (TASA) provides funding for programs and projects defined as transportation alternatives. Eligible projects for TASA funding include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former interstate system routes or other divided highways.

In 2018, the State of Iowa enabled the Department of Transportation the ability to exchange Surface Transportation Block Grant (STBG) Program, County Highway Bridge Program, City Bridge Replacement Program, Highway Safety Improvement Program (HSIP), and Iowa Clean Air Attainment Program (ICAAP) funds from federal funding to state funding from motor vehicle fees and fuel taxes. The exchange is considered dollar for dollar, and must be noted as swapped funds in the TIP. It does not allow an exchange for Transportation Set-Aside Program funds.

Transportation Improvements

During the development of the SWAP program and following its approval at the state level, Iowa DOT staff engaged in outreach meetings with Iowa MPOs, including Bi-State. These discussions included outlining the specific program mechanisms and collaboratively identifying projects that are the MPO's priority for STBG funding. In May 2019, the Iowa Quad Cities portion voted to opt-out of the Iowa federal-aid swap program for roads and bridges. Projects not already in a signed agreement with the Iowa DOT revert to federal-aid and the federal-aid project development process.

Public Transit

Public transportation in the Quad Cities is provided by three fixed-route transit systems operated by the City of Bettendorf, the City of Davenport, and the Rock Island County Metropolitan Mass Transit District (MetroLINK). Funding for transit services is derived from fare box revenues contributed by transit riders, with supplemental funds provided by: 1) each transit operator from local tax revenues; 2) transit support programs of the Illinois and Iowa Departments of Transportation; and 3) programs of the Federal Transit Administration (FTA) of the United States Department of Transportation.

Local Distribution of Federal Transportation Assistance

Locally, the Quad Cities Area receives several types of federal transportation funding assistance. The dollars received by these various programs are distributed according to very specific procedures established by both local officials and the two state DOTs. Although there is a wide range of programs, several major programs are important for the purposes of the TIP. A few of these programs are described below.

Surface Transportation Block Grant Program (STBG)

Each year the Quad Cities, Iowa/Illinois is designated to receive a portion of the STBG funds, which are available through the States of Illinois and Iowa for roadway improvements or non-roadway projects. STBG funds may be spent on roadway projects on federal-aid routes, bridge projects on any public road, transit capital projects, Transportation Alternatives Set-Aside Program (TASA) eligible activities, and planning activities. The Commission has delegated the authority for programming these STBG funds to the Transportation Policy Committee. The Policy Committee has directed the Transportation Technical Committee to develop and implement a process through which candidate projects for STBG funding are submitted as needed, then evaluated and prioritized in relation to each other. The resulting priority groupings assist the Policy Committee in determining which projects should be selected to receive STBG funding.

The federal procedure for STBG Project ranking is documented in the MPO's STBG Evaluation Manual. This manual has been updated several times in the past to reflect changes in federal policy. Additionally, the Technical Committee periodically reviews the document to assure it correlates with current technical standards. Under the STBG evaluation process, each candidate project is evaluated equally for the categories of level of service, safety, and physical condition.

The ability of the existing roadway to safely accommodate the existing traffic is considered for each project under the level of service category. Also considered under this category is the ability of the proposed project to reduce traffic congestion through physical improvements. Additionally, the evaluation process includes a comparison of the expected traffic 10 years from the analysis year for all proposed projects. Analysis for a project under the safety category is based on the number of crashes occurring within a five-year period. Also considered are the severity and the frequency of the accidents. The physical condition of the facility is analyzed as the third category in the STBG Evaluation. This category is evaluated by noting the type of surface (gravel, sealcoat, asphalt, or concrete), the

condition of that surface, and the amount of traffic that currently uses the roadway and is expected to use the roadway in the future.

Candidate projects may also receive additional consideration for improving air quality, truck usage, connectivity, and proximity to employment center(s). Special consideration for air quality will be given to those projects that maintain the existing level or reduce the amount of air pollutants as defined in the federal air quality standards. Projects that support economic vitality and movement of freight may receive additional consideration based upon existing truck and business route traffic information. Additionally, a project supporting employment centers as a transportation connector may be awarded special consideration in furthering economy vitality. Connectivity where projects remove gaps in corridors and improve traffic flow would be another opportunity to receive additional consideration.

After a point value is assigned to each item considered in the evaluation, the points for each project are totaled. The final advisory ranking is then determined by graphing the projects by their individual total number of points to identify logical clusters of projects. Projects grouped into these clusters can be classified in three priority groups, A, B, and C. "A" projects are characterized as the highest priority. These project groupings are the final advisory ranking.

Since 1972, numerous local area projects have received funding under the Federal-Aid Urban/Surface Transportation Programs. Project evaluations and awards take place periodically based on available funding. A historical table of Illinois and Iowa STP/STBG projects that have been awarded funding and are underway or completed is included in Appendix D. In addition, a few projects have been programmed to receive funds by the Policy Committee, based on anticipated allocations of STBG dollars through FFY 2027. Table 2.1 shows a summary of funds that were and are expected to be available from FFY2005-2027 based on current targets. In addition, Tables 2.2 and 2.3 show the estimated available STBG funds for both Illinois and Iowa based on current targets and programmed projects.

STBG funds are programmed as STBG balances allow, often to allow multi-year programming of funds to maximize projects of significance. Typically this is every two years. Solicitation for STBG projects was conducted in fall 2021 to program funds through FFY 2025. A new solicitation is anticipated to begin in September 2023 with awards by the end of the calendar year. Table 4.1 outlines unmet needs that indicate there are more needs than funding is available. Iowa STBG funds will be exchanged in the Iowa Federal-Aid Swap Program, and the MPO will continue to monitor target levels and balances to maintain the intent of programming in the Transportation Management Area.

The current STBG projects programmed for the Illinois and Iowa Quad Cities that have not yet begun construction are shown on Table 2.4. **Unless otherwise noted, projects are programmed to receive 80% of their eligible STP federal share. Projects submitted by the jurisdiction are not to increase more than 33% above the original cost estimate provided in the estimated year of expenditure dollars, and are to be funded in a manner whereby the projects listed first on each list will receive funding prior to any other projects, unless otherwise directed by the Policy Committee.** It should be noted that STBG project total costs listed in the TIP are estimated values based on when the projects are expected to let, and costs may be reduced or increased based on the actual bid letting. The 80% federal share will adjust accordingly, with final cost estimates not to increase more than 33% above the original estimate unless otherwise directed by the Policy Committee.

**TABLE 2.1
PROJECTED SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS FOR
THE QUAD CITIES AREA
FFY 2017 – 2027**

	ILLINOIS	IOWA
FFY 2017	\$1,485,722	\$3,784,141
FFY 2018	\$1,534,068	\$3,786,442
FFY 2019	\$1,565,924	\$4,124,427
FFY 2020	\$1,565,924	\$4,226,793
FFY 2021	\$1,734,238	\$4,099,100
FFY 2022	\$1,695,388	\$3,994,962
FFY 2023	\$2,253,463	\$4,744,204
FFY2024*	\$2,362,079	\$4,680,020
FFY 2025*	\$2,054,806	\$4,771,000
FFY2026*	\$2,054,806	\$4,860,000
FFY2027*	\$2,054,806	\$4,953,000
TOTAL	\$20,361,224	\$48,024,089

* Includes funds based on targeted funding levels.

**TABLE 2.2
ILLINOIS QUAD CITIES FEDERAL AID – SURFACE TRANSPORTATION
BLOCK GRANT PROGRAM (STBG)***

MPO ILQC Federal Aid – Surface Transportation Block Grant (STBG) Program					
Federal Fiscal Year	2023	2024	2025	2026	2027
STBG Target		\$2,362,079	\$2,054,806	\$2,054,806	\$2,054,806
Total Available for Programming		\$1,687,532	\$1,870,754	\$2,716,976	\$4,771,782
HIP-CRRSAA		\$0	\$0	\$0	\$0
Total STBG Programmed		\$1,871,584	\$1,208,584	\$0	\$0
STBG Balance	-\$674,547	-\$184,052	\$662,170	\$2,716,976	\$4,771,782

**TABLE 2.3
IOWA QUAD CITIES FEDERAL AID – SURFACE TRANSPORTATION
BLOCK GRANT PROGRAM (STBG)***

MPO IAQC Federal Aid - Surface Transportation Block Grant (STBG) Program					
Federal Fiscal Year	2023	2024	2025	2026	2027
STBG Target		\$4,680,020	\$4,771,000	\$4,860,000	\$4,953,000
Total Available for Programming		\$16,384,511	\$5,234,091	\$5,271,124	\$10,224,124
Total STBG Programmed		\$15,921,420	\$4,822,967	\$0	\$77,000
STBG Balance	\$11,704,491	\$463,091	\$411,124	\$5,271,124	\$10,147,124

**TABLE 2.4
QUAD CITIES SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)
REMAINING PROGRAMMED PROJECTS**

REMAINING PROGRAMMED PROJECTS – ILLINOIS QUAD CITIES	Federal Share of Project	Policy Approval (CY)	Original Program Year (FFY)	Revised Program Year (FFY)
River Drive (34 th to 42 st St) – Moline	\$556,000	2017	2021	2022
31 st Avenue (RI Partway to 11 th St) – Rock Island	\$1,600,000	2017	2021	2023
Avenue of the Cities (34 th St to 41 st St) – Moline	\$508,800	2019	2023	
30 th Street (5 th Ave to 18 th Ave) – Rock Island	\$1,840,000	2019	2023	
1 st Street (East 1 st Ave to US150)– Coal Valley	\$859,235	2019	2023	2024
7 th Street (12 th Ave to 16 th Ave) – Moline	\$432,000	2019	2023	
19 th Avenue (Rock Island to 7 th St) – Moline	\$1,012,349	2021	2024	
19 th Avenue (7 th St to 16 th St) – Moline	\$1,208,584	2021	2024	2025
IL92 (15 th St to 24 th St) – Rock Island	\$2,600,000	2021	2025	2023

REMAINING PROGRAMMED PROJECTS – IOWA QUAD CITIES	Federal Share of Project	Policy Approval (CY)	Original Program Year (FFY)	Revised Program Year (FFY)
53 rd St. (Eastern Ave - Elmore Circle), Davenport**	\$3,706,878	2017	2019	2024
First St. with LeClaire Rd. Intersection	\$2,724,829	2017	2020	2022
Forest Grove Dr. (International Dr. - Middle Rd.), Bettendorf	\$5,962,448	2017	2021	2024
3 rd and 4 th Streets (Telegraph Rd to Harrison) – Davenport***	\$7,259,388	2019	2023	
US 67 (Ewing St. to Chestnut St) – LeClaire	\$3,762,094	2021	2024	
Central Avenue (14 th St to Pius Lane) – Bettendorf	\$1,837,500	2021	2024	
Z30 (Bridge over Spencer Creek) – Scott County	\$652,500	2021	2024	
W Central Park Ave. (Lincoln to Fairmount St) – Davenport	\$2,782,257	2021	2025	
Eastern Avenue (Bridge over Duck Creek) – Davenport	\$2,040,710	2021	2025	

* Projects are programmed to receive 80% as a set amount of their eligible STBG federal share unless otherwise noted. Projects submitted by jurisdictions are not to exceed 33% of the original cost estimate, based on the actual bid letting. All projects shown in STP Programmed Projects Remaining – Iowa are at maximum amount.

** Projects under funding agreement prior to opting out of Iowa Federal-Aid Swap

***DA-23-01 3rd Street and DA-23-04 4th Street were split into two separate projects in CY2023

Transportation Alternatives Program Set-Aside (TASA)

Under IIJA, this program is a set-aside from the STBG program. The TASA program provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Set-Aside Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. An evaluation process, adopted by the Transportation Policy Committee, allows for the ranking of each project based on 14 categories. A TASA ranking sheet is included in the Appendix B. Solicitation for TASA projects was conducted in fall 2021 resulting in funds being programmed through 2025. Iowa TASA funds were revised to reflect IIJA increases, but a target was not available at the time of adoption for Illinois TASA. Projected TASA funding for the MPO is detailed in Table 2.5. Iowa and Illinois also have statewide competitive funds for enhancement/alternatives projects with statewide significance. Table 2.6 lists the enhancement/alternatives programs funds programmed to date.

**TABLE 2.5
QUAD CITIES FEDERAL AID-TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM
(TASA)**

MPO IL QC Federal Aid – Transportation Alternatives Set-Aside Program					
Federal Fiscal Year	2023	2024	2025	2026	2027
TASA Target*		\$151,043	\$151,043	\$151,043	\$151,043
Total Available for Programming		\$225,498	\$376,541	\$183,964	\$335,007
Total TASA Programmed		\$0	\$343,620	\$0	\$0
TASA Balance	\$74,455	\$225,498	\$32,921	\$183,964	\$335,007

MPO IA QC Federal Aid – Transportation Alternatives Set-Aside Program					
Federal Fiscal Year	2023	2024	2025	2026	2027
TASA Target		\$455,202	\$470,000	\$486,000	\$501,000
Total Available for Programming		\$2,142,824	\$719,987	\$1,205,987	\$1,706,987
Total TASA Programmed		-\$1,892,837	\$0	\$0	\$0
TASA Balance**	\$1,687,622	\$249,987	\$719,987	\$1,205,987	\$1,706,987

* Illinois TASA Target does not reflect increases of the Infrastructure and Investment Act (IIJA) for FFY2023. Following approval of the document, an FFY2023 TASA Target reflected IIJA dollars will be revised after an Illinois DOT statewide program is announced.

**TABLE 2.6
TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TASA)
REMAINING MPO PROGRAMMED PROJECTS**

REMAINING MPO PROGRAMMED PROJECTS - ILLINOIS	ENHANCEMENT/ ALTERNATIVES FUNDS	Original PROGRAM YEAR (FFY)	Revised PROGRAM YEAR (FFY)
EAST MOLINE, CARBON CLIFF, SILVIS - Grand Illinois Trail (TEP)	\$599,422	2011	2020
EAST MOLINE – Breezy Hollow (TEP)	\$566,510	2011	2020
PORT BYRON - IL 84 Ped/Sidewalk Improvements (TAP)	\$165,200	2019	2022
SILVIS - 10th St. Avenue of the Cities to Crosstown Ave. (TASA)	\$529,640	2019	2022
MOLINE - Mississippi River Trail (MRT) Extension (TASA)	\$373,360	2021	2023
MOLINE - 36th Ave Shared-Use Path	\$259,175	2023	
MOLINE - Morgan Park Trail (TASA)	\$343,620	2025	

REMAINING MPO PROGRAMMED PROJECTS - IOWA	ALTERNATIVES FUNDS	ORIGINAL PROGRAM YEAR (FFY)	REVISED PROGRAM YEAR (FFY)
ELDRIDGE - East LeClaire Rd Trail	\$447,200	2020	2021
DAVENPORT - Goose Creek Trail Phase II (North of Goose Creek on east side of Brady to existing Goose Creek Trail at 53 rd St)	\$1,137,973	2018	2021
DAVENPORT – Brady Street (59 th St – Veterans Memorial Parkway) Shared Use Path	\$530,917	2021	2023
ELDRIDGE - Townsend Farms Trail	\$284,800	2022	2023
DAVENPORT - West Loop Trail Phase I	\$522,770	2023	
PRINCETON - Mississippi River Trail Engineering	\$187,674	2023	
DAVENPORT - West Loop Phase II	\$554,350	2024	

Carbon Reduction Program (CRP)

With the newly created program under IIJA, the Quad Cities, Iowa/Illinois is designated to receive a portion of the CRP funds, which are available through the States of Illinois and Iowa for eligible projects that reduce transportation emissions of carbon dioxide from on-road sources. CRP funds may be spent on traffic monitoring/control, advanced truck stop electrification, pedestrian/bicycle/non-motorized transportation facilities, congestion management, Intelligent Transportation System, energy efficient street and traffic lights, deployment of alternative fuels vehicles/infrastructure, diesel engine retrofits, public transit and reduction of freight impacts on the environment/communities. Selected projects should align with each respective State’s Carbon Reduction Strategy. The deadline for state submissions of a Carbon Reduction Strategy is November 2023.

The Bi-State Regional Commission has delegated the authority for programming these CRP funds to the Transportation Policy Committee as a role of transportation programming. The Policy Committee has directed the Transportation Technical Committee to develop and implement a process through which candidate projects for CRP funding are submitted as needed, then evaluated and prioritized in

Transportation Improvements

relation to each other. The resulting evaluation assists the Policy Committee in determining which projects should be selected to receive CRP funding.

The procedure for CRP Project ranking will be developed and documented in the MPO’s CRP Evaluation Manual. This manual will reflect the federal policy to program these funds. Additionally, the Technical Committee will periodically review the document to assure it correlates with current technical standards. Projected CRP funding for the MPO is detailed in Table 2.7.

**TABLE 2.7
QUAD CITIES FEDERAL AID-TRANSPORTATION CARBON REDUCTION PROGRAM (CRP)**

MPO IL QC Federal Aid – Carbon Reduction Program					
Federal Fiscal Year	2023	2024	2025	2026	2027
CRP Target		\$0	\$307,273	\$307,273	\$307,273
Total Available for Programming		\$0	\$307,273	\$614,546	\$921,819
Total CRP Programmed		\$0	\$0	\$0	\$0
CRP Balance	\$0	\$0	\$307,273	\$614,546	\$921,819

MPO IA QC Federal Aid – Transportation Alternatives Set-Aside Program					
Federal Fiscal Year	2023	2024	2025	2026	2027
CRP Target		\$430,471	\$439,000	\$448,000	\$457,000
Total Available for Programming		\$869,098	\$1,308,098	\$1,756,098	\$2,213,098
Total CRP Programmed		\$0	\$0	\$0	\$0
CRP Balance	\$438,627	\$869,098	\$1,308,098	\$1,756,098	\$2,213,098

Iowa Bridge Program

Priority for bridge projects is evaluated by ranking submitted projects based on the latest inspection that was approved in the Structure Inventory and Inspection Management System (SIIMS) of the Iowa DOT.

If a city wishes to place a bridge on the candidate list, the city submits a request, on official letterhead, that includes the federal structural number, street name, feature crossed, and the most recent cost estimate available. The request needs to be signed by a local official (for example city engineer, public works director, mayor, etc.)

Counties receive a suballocation of funds and prioritize their projects based on structural sufficiency, geography and availability of funding versus project costs. All counties must check the current FA TIP entries for fiscal constraint before submitting projects via TPMS where submitted projects will be aggregated into the regional TIP by the MPO.

Illinois Bridge Program

As of the promulgation of MAP-21 there is no longer a dedicated Highway Bridge Program (formerly known as HBP) in MAP-21. Local bridge projects are now to be funded with STBG funds. However, the Illinois Department of Transportation set aside 15 percent of the local STBG allotment for use specifically on bridges. The remaining STP funding is being distributed as before between STBG-Rural (STR) and STBG-Urban (STU).

The 15 percent amount of STP-Bridge funding will be distributed in the same manner as the old Highway Bridge Program based on the combined deficient square footage of county, township and municipal structures. Requests for local agencies to use STP-Bridge funds will be made through the County Engineer with the approval of the IDOT District. Municipalities with 15,000 or greater population will program STP-Bridge funds directly through the IDOT District, with the amount coming from the county allotment.

Iowa Department of Transportation's Programming Process

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.

Additional information regarding Iowa DOT's programming process can be found on the Office of Program Management's Five-Year Program website https://iowadot.gov/program_management/five-

[year-program](#). Table 2.8 shows Iowa DOT’s Five-Year Program Funding. The graphic that follows is Iowa DOT’s Transportation Funding for FY2024.

TABLE 2.8
IOWA DOT FIVE YEAR PROGRAM FUNDING

Iowa DOT Five Year Program Funding (\$ millions)				
Revenues	2024	2025	2026	2027
Primary Road Fund	\$768.9	\$774.8	\$781.0	\$787.1
TIME-21	\$135.0	\$135.0	\$135.0	\$135.0
Miscellaneous	\$25.0	\$25.0	\$25.0	\$25.0
Federal Aid	\$497.0	\$505.1	\$513.3	\$513.3
Total	\$1,425.9	\$1,439.9	\$1,454.3	\$1,460.4
Statewide Allocations				
Operations & Maintenance Budget (PRF)	\$378.8	\$390.8	\$402.9	\$415.1
Back of Program Line Items and Rail Hwy.	\$184.8	\$186.0	\$187.0	\$188.0
Total	\$563.6	\$576.8	\$589.9	\$603.1
Funds Available For ROW/Construction	\$862.3	\$863.1	\$864.4	\$857.3

Source FFY2024-2028 Iowa Transportation Improvement Program, page iii.

Operations and Maintenance

The average annual operations and maintenance expenditure dollars and forecasted revenue for roadways and bridges on the federal-aid system in the Iowa Quad Cities are identified in Table 2.8. An annual increase of 4% is used for the purposes of forecasting. This figure does not include operations and maintenance of airports, rails, ports, and trails, which vary and are difficult to track. Also included in Table 2.8 are the annual operations and maintenance efforts of the three Quad Cities Area fixed-route transit systems based on the FFY2024-2027 Annual Element pages.

**TABLE 2.9
FORECASTED OPERATIONS & MAINTENANCE TOTAL EXPENDITURE DOLLARS**

QUAD CITIES URBANIZED AREA – FEDERAL AID SYSTEM (IOWA ONLY)				
	2024	2025	2026	2027
City Operations	\$4,106,932	\$4,271,210	\$4,442,058	\$4,619,740
City Maintenance	\$1,118,623	\$1,163,368	\$1,209,903	\$1,258,299
IA DOT's O&M Estimates	\$4,130,046	\$4,260,881	\$4,392,807	\$4,525,824
TOTAL OPERATIONS & MAINTENANCE	\$9,355,601	\$9,695,459	\$10,044,768	\$10,403,863

Source: IA DOT: "2022 City Operations & Maintenance Report"; "2022 City Street Finance Report"

QUAD CITIES URBANIZED AREA – TRANSIT (IOWA and ILLINOIS)				
	2024	2025	2026	2027
Transit Operations*	\$25,324,234	\$34,845,540	\$34,872,406	\$34,872,406
Transit Maintenance	\$4,035,590	\$2,604,032	\$2,610,153	\$2,610,153
TOTAL OPERATIONS & MAINTENANCE	\$29,359,824	\$37,449,572	\$37,482,559	\$37,482,559

Source: Bettendorf Transit, Davenport CitiBus and MetroLINK

*CitiBus combines maintenance with operations.

FORECASTED NON-FEDERAL AID REVENUES (IOWA ONLY)				
	2024	2025	2026	2027
City Street Fund	\$103,619,906	\$107,764,702	\$112,075,290	\$116,558,302

Source: IA DOT: "2022 City Street Finance Report-City Street Receipts"

Transit Programs

Funding sources dedicated to supporting transit activities include federal, state, and local sources. The national Highway Trust Fund, founded by the 1956 Highway Revenue Act, is the primary source of federal funds for public transit programs based on tax receipts on motor fuels. The fund is separated into three accounts, one of which is a Mass Transit Account to support national transit activities. This account funds the federal transit grant programs authorized under the Infrastructure Investment and Jobs Act (IIJA). Federal transit grant programs are administered by the U.S. Department of Transportation’s (USDOT) Federal Transit Administration (FTA). The following list outlines FTA grant programs supporting transit services. Some variations in program administration may be seen between the States of Illinois and Iowa. Funding suballocated to the fixed route public transit systems under the Quad Cities MPO are shown in Table 2.9.

- **Metropolitan Planning Program (5303)** – Distributed to Metropolitan Planning Organizations (MPOs) to assist with transit and multimodal planning activities. These funds provide financial assistance to MPOs to support the cost of preparing short and long-range transportation plans and financially feasible transit improvement projects. Matching requirements: 80% Federal and 20% Local
- **Statewide Planning Program (5304)** – Distributed to states to assist with transit and multimodal planning activities. Matching requirements: 80% Federal and 20% State
- **Urbanized Area Formula Program (5307)** – Distributed to urbanized areas by formula to designated transit operators for operating, capital replacement, and expansion of transit services. Matching requirements: 80% Federal and 20% Local

- Job access and reverse commute activities now eligible
 - Activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program. This includes operating assistance with a 50 percent local match for job access and reverse commute activities.
- Expanded eligibility for operating expenses for systems with 100 or fewer buses
 - MAP-21 expanded eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funding for operating expenses. Systems operating 75 or fewer buses in fixed-route service during peak service hours may use up to 75 percent of their “attributable share” of funding for operating expenses.
- **State of Good Repair Grants (5337)** - The State of Good Repair grants program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Matching requirements: 80% Federal and 20% Local
- **Bus and Bus Facilities Program (5339)** – Distributed as discretionary funding for capital investments. Section 5339, replaces the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Section 5339c refers to the Low or No Emission Vehicle Program. Eligible projects include purchase of zero-emission or low-emission transit buses and other bus facility maintenance items. Matching requirements: 80% Federal and 20% Local
- **Enhanced Mobility of Seniors and Individuals with Disabilities (5310)** – Distributed by state for capital transit services to support purchase of vehicles to provide transportation services for persons who are elderly or with disabilities. Its purpose is to provide increased mobility for elderly persons and persons with disabilities. Matching requirements: 80% Federal and 20% State or Local
- **Rural or Non-Urbanized Area Formula Program (5311)** – Distributed to non-urbanized or rural areas administered by the state for operating, capital replacement, expansion, and planning of transit services. Matching requirements: 50% Federal and 50% Local for operating expenses, and 80% Federal and 20% Local for capital expenses
- **Coronavirus Aid, Relief, and Economic Security (CARES) Act** - The CARES Act was signed into law in late March 2020 to provide emergency assistance and healthcare response for individuals, families, and businesses affected by the COVID-19 pandemic and provide emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic. FTA is allocating \$25 billion to recipients of urbanized area and rural area formula funds (5307 in our case). Locally, the three fixed route systems will receive approximately \$13 million that can be used for administrative or capital costs.

**TABLE 2.10
QUAD CITIES FEDERAL TRANSIT ADMINISTRATION FUNDING, FFY 2023**

TRANSIT SYSTEM	TOTAL 5307 FUND ALLOCATION FOR CAPITAL PROJECTS FY 2023
Bettendorf Transit	\$493,083
Davenport CitiBus	\$1,693,729
MetroLINK	\$3,776,861
TOTAL – Quad Cities Urbanized Area	\$5,963,673

TRANSIT SYSTEM	TOTAL 5310 FUND ALLOCATION FY 2023
Bettendorf Transit	\$51,055
Davenport Citibus	\$153,217
MetroLINK	\$196,052
TOTAL – Quad Cities Urbanized Area	\$400,324

TRANSIT SYSTEM	TOTAL 5339 FUNDS ALLOCATION FY 2023
Bettendorf Transit	\$43,053
Davenport Citibus	\$145,343
MetroLINK	\$313,821
TOTAL – Quad Cities Urbanized Area	\$502,218

TRANSIT SYSTEM	TOTAL 5337 FUNDS ALLOCATION FY 2023
Bettendorf Transit	\$0
Davenport Citibus	\$0
MetroLINK	\$272,188
TOTAL – Quad Cities Urbanized Area	\$272,188

As part of federal requirement outlined in the Infrastructure Investment and Jobs Act (IIJA), a minimum of 1% (\$59,636 in FFY 2023) of 5307 funding must be expended on transit amenity projects. This percentage is derived from the total funding received in the Davenport, IA/IL Urbanized Area and is not an individual system requirement. In the FFY 2024 annual element, \$7,527,768 is programmed toward these types of projects. This amount is sufficient to fulfill the minimum requirement. Additionally, no more than 10% (\$596,367 in ADA) of 5307 funds may be spent to offset paratransit expenses. In the region, each of the systems may spend up to 10% of their suballocation toward ADA paratransit services unless an informal intersystem agreement is made for an individual system to exceed its percentage. In the FFY 2024 annual element, \$51,925 is programmed in compliance with this cap.

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.

Air Quality Programs

Air quality standards set by the U.S. Environmental Protection Agency identify days with unhealthy amounts of ground-level ozone and particle pollution in the Quad Cities Area. Ozone is a highly reactive, complex form of oxygen, which in large amounts at ground-level is considered a pollutant. Particle pollution is a complex mixture of extremely small particles and liquid droplets in the air. Particles are made up of a number of substances, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. Unlike ozone, particle pollution can occur year-round. In the Quad Cities, particles with diameters of 2.5 micrometers or smaller are of concern. Public education and promotion of alternative fuel usage, low emission vehicles, proper vehicle and tire maintenance, etc. are among the efforts being used to maintain healthy air quality in the region. The Iowa Clean Air Attainment Program (ICAAP) under the Federal Congestion Mitigation and Air Quality (CMAQ) improvement program and several non-DOT federal funding programs can assist the Quad Cities Metropolitan Area and Scott County vicinity in preserving healthy levels of ozone, particulates, and other pollutants.

SECTION 3
FFY 2024-2027 ANNUAL ELEMENTS

3. FFY 2024-2027 ANNUAL ELEMENTS

The following tables identify the four annual elements of the FFY 2024-2027 Transportation Improvement Program. A final version of FFY 2023 Annual Element is included as a reference. The elements include both roadway and transit improvements by jurisdiction. Roadway and trail projects are identified by a project number, location, and description. All funding estimates are based on anticipated state, federal, and local sources in year of expenditure dollars as provided by the state or local jurisdiction. In addition, a plan justification is given identifying whether the project is maintenance (MAINT), Congestion Management Process (CMP), Long Range Transportation Plan (LRTP), or Other. It should be noted that maintenance projects are considered part of the long range transportation plan, although individual projects are not listed. The *Connect QC 2050: Quad Cities Long Range Transportation Plan* emphasized the importance of system preservation with nearly 57% of the programmed FFY2023 going toward maintenance projects. With the completion of the construction of the new I-74 Bridge, the funding spent toward long range plan expansion projects is proportionately lower than in recent years. Approximately 56% of the FFY24 funds are related to expansion projects.

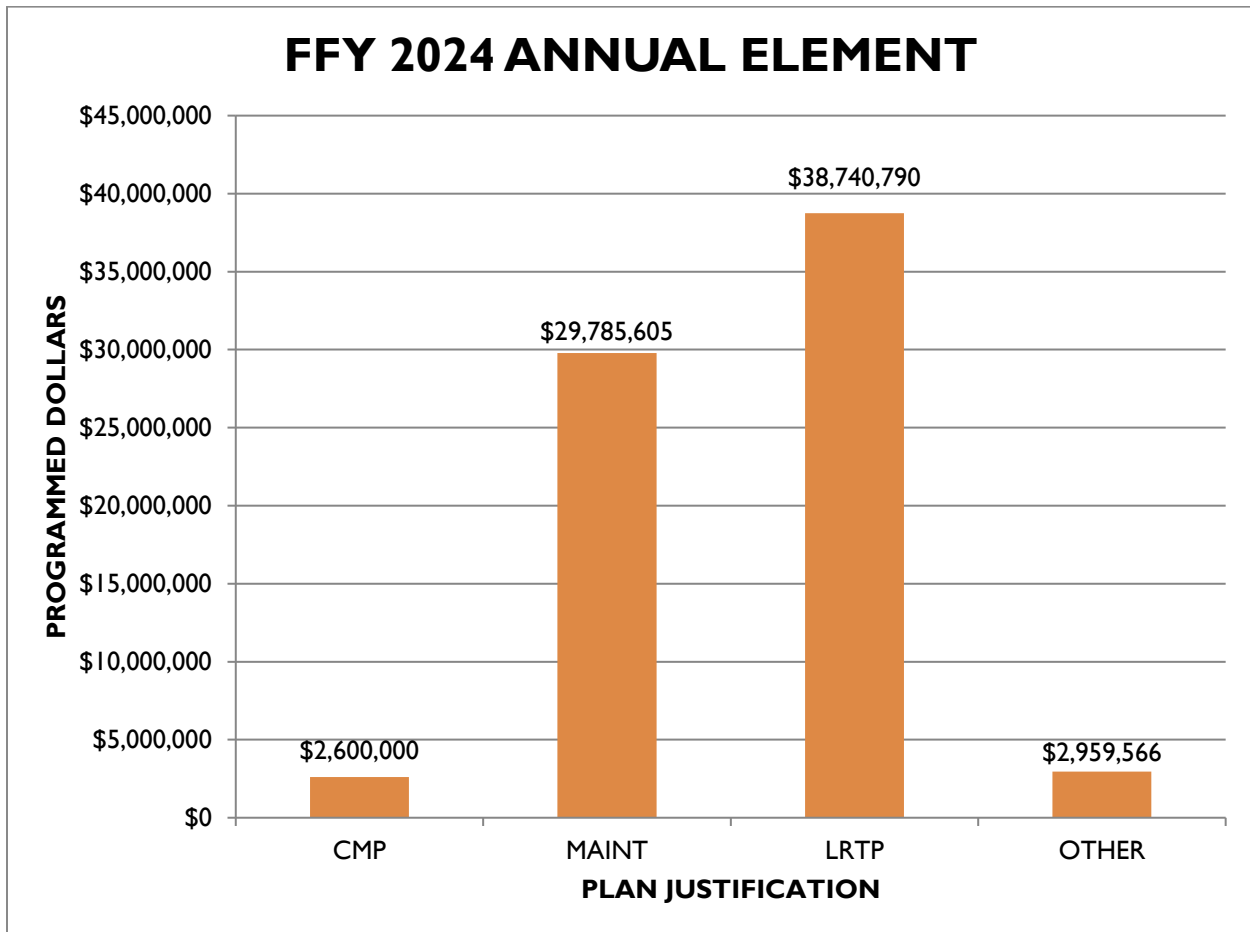
Transit projects are identified by project number, description, and project type (operating, capital, or planning). Although no reference to the long range plan is noted, all projects listed that use federal or state funds must be listed in the long range plan.

Preceding the annual elements, Table 3.1 summarizes FFY 2024 projects by federal, state, or local sources and by which justification category they belong. Tables 3.2, 3.3, and 3.4 summarize funding in the elements by type and source. These tables are followed by a series of maps with FFY 2024 project locations, a project location key, and an explanation of codes used in the annual elements. Also included is a map (3.4) which shows all projects listed in the annual elements.

Maps 3.1, 3.2, and 3.3 show the relationship of the project locations to natural resources, concentrations of persons below the poverty level, and cultural/historical resources. Jurisdictions within the Quad Cities MPO are required to follow federal guidance related to environmental effects of transportation projects. Early consultation related to environmental and social resources as part of long range transportation planning and programming of projects will ensure the best outcomes and may identify any fatal flaws in the project development process. Mitigation steps are part of this process. Project development decisions should be made with considerations to avoid or minimize an impact, correct an impact, reduce or eliminate an impact, or otherwise compensate for an impact by replacing or providing a substitute solution. Maps 3.1, 3.2, and 3.3 serve as early consultation related to the projects being programmed in FFY2023 and their potential environmental and social impact on the metropolitan area.

**TABLE 3.1
ROADWAY PROJECT FUNDING SUMMARY BY PLAN JUSTIFICATION
FFY 2024 ANNUAL ELEMENT**

PLAN JUSTIFICATION	TOTAL	FEDERAL	STATE	LOCAL
Congestion Management Process (CMP)	\$2,600,000	\$2,229,000	\$371,000	\$0
Maintenance (MAINT)	\$30,410,605*	\$21,009,256	\$3,648,800	\$5,127,549
Long Range Plan (LRP), Expansion Projects	\$38,740,790	\$16,888,570	\$15,600,000**	\$6,252,220
Other	\$2,959,566	\$2,278,520	\$0	\$681,046
Total Quad Cities	\$74,710,961	\$42,405,346	\$19,859,800	\$12,060,815



Note: Totals are for projects listed in the FFY-2024 Roadway Element only. Transit Projects are not included. Unmet Needs Projects are not included.

*IL-24-11, IL-24-12, IL-24-13, & IL-24-16; Balance paid for by Iowa

**IL-24-06 & IL-24-08; Balance paid for by Iowa

**TABLE 3.2
ROADWAY PROJECT FUNDING SUMMARY BY JURISDICTION:
FFY 2024 ANNUAL ELEMENT**

	TOTAL COST	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
State of Illinois	\$31,465,000	\$14,528,000	\$3,312,000	\$0
Village of Coal Valley	\$1,074,044	\$859,235	\$0	\$214,809
City of Moline	\$1,265,436	\$1,012,349	\$0	\$253,087
City of Rock Island	\$3,600,000	\$3,000,000	\$0	\$600,000
Total Illinois	\$37,404,480	\$19,399,584	\$3,312,000	\$1,067,896
State of Iowa	\$4,640,000	\$1,752,200	\$2,887,800	\$0
City of Bettendorf	\$14,180,327	\$7,518,500	\$0	\$6,661,827
City of Davenport	\$9,522,463	\$6,814,915	\$0	\$2,707,548
City of Eldridge	\$356,000	\$284,800	\$0	\$71,200
City of LeClaire	\$5,016,125	\$3,762,094	\$0	\$1,254,031
Scott County	\$2,100,000	\$1,680,000	\$420,000	\$0
Total Iowa	\$35,814,915	\$21,812,509	\$3,307,800	\$10,694,606
Total Quad Cities	\$73,219,395	\$41,212,093	\$6,619,800	\$11,762,502

Includes projects along collectors, arterial, or freeway/expressway functional classification within the Quad Cities: Davenport-Iowa/Illinois Urbanized Area Transportation Study Area. Unmet Needs Projects are not included. See Table 3.4 for transit funding.

**TABLE 3.3
FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM
SUMMARY OF PROGRAMMED FEDERAL FUNDS**

Area/Source	FFY-2024		FFY-2025		FFY-2026		FFY-2027	
	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL
ILLINOIS								
Hazard & Safety Improvements Program (HSIP)	\$2,600,000	\$1,350,000	\$3,672,000	\$3,305,000	\$0	\$0	\$0	\$0
National Highway Performance Program (NHPP)	\$27,610,000	\$11,363,000	\$30,024,000	\$22,396,000	\$9,100,000	\$7,790,000	\$0	\$0
Surface Transportation Block Grant Program (STBG)	\$2,339,480	\$1,871,584	\$1,510,730	\$1,208,584	\$0	\$0	\$0	\$0
Transportation Alternatives Set Aside (TASA)	\$0	\$0	\$429,525	\$343,620	\$0	\$0	\$0	\$0
Surface Transportation Program (STP)	\$3,855,000	\$1,815,000	\$13,709,000	\$10,887,000	\$1,300,000	\$1,040,000	\$49,500,000	\$39,600,000
Discretionary Funds	\$10,283,504	\$4,683,504	\$0	\$0	\$0	\$0	\$0	\$0
Section 5307	\$11,706,756	\$7,999,850	\$5,625,000	\$3,050,000	\$4,625,000	\$2,250,000	\$4,625,000	\$2,250,000
Section 5310	\$300,000	\$240,000	\$434,000	\$347,200	\$65,000	\$52,000	\$65,000	\$52,000
Section 5339	\$4,240,809	\$1,425,289	\$2,725,000	\$730,000	\$2,725,000	\$730,000	\$2,725,000	\$730,000
Lo-No Emmissions/DERA	\$5,366,983	\$1,789,660	\$2,700,000	\$720,000	\$2,700,000	\$720,000	\$2,700,000	\$720,000
TOTAL ILLINOIS	\$68,302,532	\$32,537,887	\$60,829,255	\$42,987,404	\$20,515,000	\$12,582,000	\$59,615,000	\$43,352,000
IOWA								
City/County Bridge Program - STBG-HBP	\$4,100,000	\$1,927,500	\$0	\$0	\$0	\$0	\$0	\$0
Iowa Clean Air Attainment Program (ICAAP)	\$11,730,327	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation Block Grant Program (STBG)	\$27,105,452	\$16,307,172	\$11,865,622	\$9,170,967	\$0	\$0	\$474,000	\$379,200
National Highway Performance Program (NHPP)	\$650,000	\$585,000	\$7,161,000	\$6,444,900	\$45,760,000	\$38,896,000	\$0	\$0
Transportation Alternatives Set Aside (TASA)	\$2,478,463	\$1,892,837	\$0	\$0	\$0	\$0	\$0	\$0

Table 3.3 (continued)

Area/Source	FFY-2024		FFY-2025		FFY-2026		FFY-2027	
	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL
Discretionary Funds	\$1,050,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0
Section 5307	\$9,394,171	\$4,667,301	\$7,182,546	\$3,762,734	\$8,625,373	\$4,341,895	\$7,225,373	\$3,781,895
Section 5310	\$1,881,757	\$201,925	\$1,890,875	\$206,117	\$1,899,602	\$207,801	\$1,899,602	\$207,801
Section 5339	\$2,361,850	\$1,008,532	\$28,000	\$22,400	\$1,428,000	\$582,400	\$28,000	\$22,400
TOTAL IOWA	\$60,752,020	\$27,690,267	\$28,128,043	\$19,607,118	\$57,712,975	\$44,028,096	\$9,626,975	\$4,391,296
AREA-WIDE PROJECTS								
Planning Funds (PL) (Illinois and Iowa Combined)	\$1,491,566	\$1,193,253	\$1,491,566	\$1,193,253	\$1,491,566	\$1,193,253	\$1,491,566	\$1,193,253
Section 5303/5305d	\$96,139	\$76,911	\$96,139	\$76,911	\$96,139	\$76,911	\$96,139	\$76,911
TOTAL AREA-WIDE PROJECTS	\$1,587,705	\$1,270,164	\$1,587,705	\$1,270,164	\$1,587,705	\$1,270,164	\$1,587,705	\$1,270,164

Refer to Annual Element pages for details.

**TABLE 3.4
FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM SUMMARY OF PROGRAM FUNDING – TRANSIT**

	Operating Program			Capital Program			Planning Program		
	Total Cost	Federal Share	State Share	Total Cost	Federal Share	State Share	Total Cost	Federal Share	State Share
FFY-2024 ELEMENT									
City of Bettendorf	\$1,151,213	\$491,857	\$255,710	\$1,056,940	\$888,244	\$0	\$132,157	\$105,726	\$0
City of Davenport	\$6,920,000	\$2,625,000	\$460,000	\$2,308,000	\$1,846,400	\$0	\$0	\$0	\$0
MetroLINK	\$19,504,778	\$0	\$12,678,106	\$18,690,260	\$13,572,799	\$5,060,000	\$0	\$0	\$0
Quad Cities Total	\$27,575,991	\$3,116,857	\$13,393,816	\$22,055,200	\$16,307,443	\$5,060,000	\$132,157	\$105,726	\$0
FFY-2025 ELEMENT									
City of Bettendorf	\$1,186,415	\$506,946	\$263,381	\$209,032	\$167,226	\$0	\$133,238	\$106,590	\$0
City of Davenport	\$6,920,000	\$2,625,000	\$460,000	\$828,000	\$662,400	\$0	\$0	\$0	\$0
MetroLINK	\$29,000,000	\$0	\$18,850,000	\$6,059,000	\$4,847,200	\$86,800	\$0	\$0	\$0
Quad Cities Total	\$37,106,415	\$3,131,946	\$19,573,381	\$7,096,032	\$5,676,826	\$86,800	\$133,238	\$106,590	\$0
FFY-2026 ELEMENT									
City of Bettendorf	\$1,222,008	\$522,005	\$271,581	\$215,153	\$172,122	\$0	\$134,351	\$107,480	\$0
City of Davenport	\$6,920,000	\$2,625,000	\$460,000	\$2,228,000	\$1,782,400	\$0	\$0	\$0	\$0
MetroLINK	\$29,000,000	\$0	\$18,850,000	\$4,690,000	\$3,752,000	\$13,000	\$0	\$0	\$0
Quad Cities Total	\$37,142,008	\$3,147,005	\$19,581,581	\$7,133,153	\$5,706,522	\$13,000	\$134,351	\$107,480	\$0
FFY-2027 ELEMENT									
City of Bettendorf	\$1,222,008	\$522,005	\$271,581	\$215,153	\$172,122	\$0	\$134,351	\$107,480	\$0
City of Davenport	\$6,920,000	\$2,625,000	\$460,000	\$828,000	\$662,400	\$0	\$0	\$0	\$0
MetroLINK	\$29,000,000	\$0	\$18,850,000	\$4,690,000	\$3,752,000	\$13,000	\$0	\$0	\$0
Quad Cities Total	\$37,142,008	\$3,147,005	\$19,581,581	\$5,733,153	\$4,586,522	\$13,000	\$134,351	\$107,480	\$0

Refer to Annual Element pages for details.

Project Location Maps

The following maps are included in this document to provide a visual representation of the distribution of programmed projects for FFY 2024. The distribution of project locations is shown on three different maps (Maps 3.1, 3.2, and 3.3). The information represented on these maps is intended to aid in the evaluation of project proximity and distribution with regards to several factors. Map 3.1 demonstrates the location of the region's natural resources: Prime and other important farmland, streams and rivers, and floodplain boundaries. Map 3.2 display's information regarding environmental justice considerations such as: density of impoverished populations and air monitoring locations. Finally, Map 3.3 presents the location of programmed projects in relation to historical and cultural resources such as schools, historic locations, and parks and recreational areas.

Jurisdictions within the Quad Cities MPO are encouraged to follow federal guidance as part of environmental sustainability. Early consultation with environmental and social resource agencies will ensure the best outcomes and may identify any fatal flaws in the project development process. Mitigation steps are defined in 40 CFR 1508.20 and should be followed by project sponsors. These mitigation steps include the following actions:

- Avoid an impact by not taking a certain action or parts of an action
- Minimize impacts by limiting the degree or magnitude of the action and its implementation
- Correct the impact by repairing rehabilitating, or restoring the affected environment
- Reduce or eliminate the impact overtime by preservation and maintenance operations during the life of the action
- Compensate for the impact by replacing or providing substitute resource or environment, such as wetland mitigation banks

Also included is a map (3.4) showing the location of all projects listed in the annual elements.

MAP KEY – FFY 2024 PROJECTS

KEY NUMBER	PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	STATE # (IA TPMS #)
STATE OF IOWA - IA					
1	IA-24-01	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	38023
2	IA-24-02	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	38129
3	IA-24-03	I-80	Mississippi River In Le Claire (State Share)	Bridge Cleaning	38131
4	IA-24-04	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	38135
5	IA-24-05	I-80	Utica Ridge Rd 3.3 MI E of US 61	Bridge Deck Overlay	45257
6	IA-24-06	I-80	Wisconsin Ave 1.4 MI W of IA 130	Bridge Deck Overlay	45304
7	IA-24-07	I-280	I-280 EB over I-280 WB at I-80 Interchange	Bridge Deck Overlay	45308
8	IA-24-08	IA 461	DME RR 1.0 MI E of IA 22 in Davenport	Bridge Deck Overlay	45432
9	IA-24-09	I-74	Mississippi River in Bettendorf	Bridge Painting	54681
10	IA-24-10	I-80	Mississippi River in LeClaire	Bridge Rehabilitation	54722
11	IA-24-11	I-80	IA 130 Interchange - Westbound Entrance Ramp	Replace Pavement	54649
CITY OF BETTENDORF - BE					
12	BE-21-01	Forest Grove Dr. & Middle Rd	International Dr to east of Middle Rd on Forest Grove Dr and north of Competition Dr to south of Forest Grove Dr on Middle Rd	Reconstruction	36969
13	BE-24-01	Central Avenue	14th St to 150 ft. W of Pius Lane	Resurfacing	49800
CITY OF DAVENPORT - DA					
14	DA-20-01	53rd St	Eastern Ave - Elmore Circle	Reconstruction	38564
15	DA-21-01	Brady St. and Veteran's Memorial Pkwy.	From 59th St to Existing Path on VMP	Shared-Use Trail Construction	36970
16	DA-23-02	Locust	Duck Creek Trail at Emeis Park to Wisconsin Ave	10' Multi-Use Trail	39482
17	DA-24-01	Wisconsin Avenue	Locust St to W. 11th St	10' Trail Construction	50895
18	DA-24-02	E 13th St	OVER I.C.E RR	Bridge Replacement	54798
CITY OF ELDRIDGE - EL					
19	EL-22-01	Townsend Farms	W. of S. 5th St to E. of S 1st St	Shared-use Path	39480
CITY OF LECLAIRE - LE					
20	LE-24-01	US 67	Ewing St to Chestnut St	Reconstruction	49803
SCOTT COUNTY -SC					
21	SC-24-01	Z30 (Wells Ferry Rd)	On Z30 (Wells Ferry Rd) over Spencer Creek (Sec. 6-T78N-R5E)	Bridge Replacement	37470
22	SC-24-02	Z30 (Wells Ferry Rd)	On Z30 (Wells Ferry Rd) over Spencer Creek (Sec. 8-T78N-R5E)	Bridge Replacement	31021
STATE OF ILLINOIS - IL					
23	IL-23-06	ILL 84	IL 84: Rock River at Rock Island Co Line to 0.2 mi N of US 6 & Cleveland Rd: IL 84 to 0.2 mi E	Reconstruction/Land Acquisition	
24	IL-23-11	US 6	0.3 mi W to 0.5 mi E of Osco Rd	Intersection	
25	IL-24-06	I-80	Mississippi River, ILL 84, & RR	Bridge Replacement Phase II	
26	IL-24-08	US 67	IL 92, RR & Mississippi River in Rock Island	Bridge Replacement (PE)	

KEY NUMBER	PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	STATE # (IA TPMS #)
27	IL-24-09	Various	Districtwide	Bridge Cleaning	
28	IL-24-10	Various	Rock River Crossings	Bridge Cleaning	
29	IL-24-11	I-80	Mississippi River, ILL 84, & RR	Bridge Cleaning	
30	IL-24-12	I-280	Mississippi River	Bridge Cleaning	
31	IL-24-13	Various	Mississippi River Crossings	Bridge Cleaning	
32	IL-24-14	I-74	Various	Bridge Cleaning	
33	IL-24-15	Various	Rock River Crossings	Bridge Cleaning	
34	IL-24-16	I-80	Mississippi River, ILL 84, & RR	Bridge Repairs	
CITY OF COAL VALLEY - CV					
35	CV-23-01	1st St	(E. 1st Ave. - US 150)	Resurfacing	
CITY OF MOLINE - MO					
36	MO-24-01	19th Avenue	Rock Island to 7th St	Resurfacing	
CITY OF ROCK ISLAND - RI					
37	RI-24-01	35th St W & RI Parkway	35th St W & RI Parkway	Intersection Reconstruction	

MAP 3.1

Map 3.1
Quad Cities, Iowa/Illinois
 FFY 2024-2027 Transportation Improvement Program
 Urban Area Transportation Projects
 Roadway
FFY 2024 Annual Element Projects
 with Natural Resources

1 FFY 2024 Projects

Flood Hazard Zones

- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Regulatory Floodway
- Area with Reduced Risk Due to Levee

Farmland

- Prime Farmland
- Other important farmlands & prime farmland under certain conditions

Urbanized Area

2010 Metropolitan Planning Area (MPA)

County Boundaries

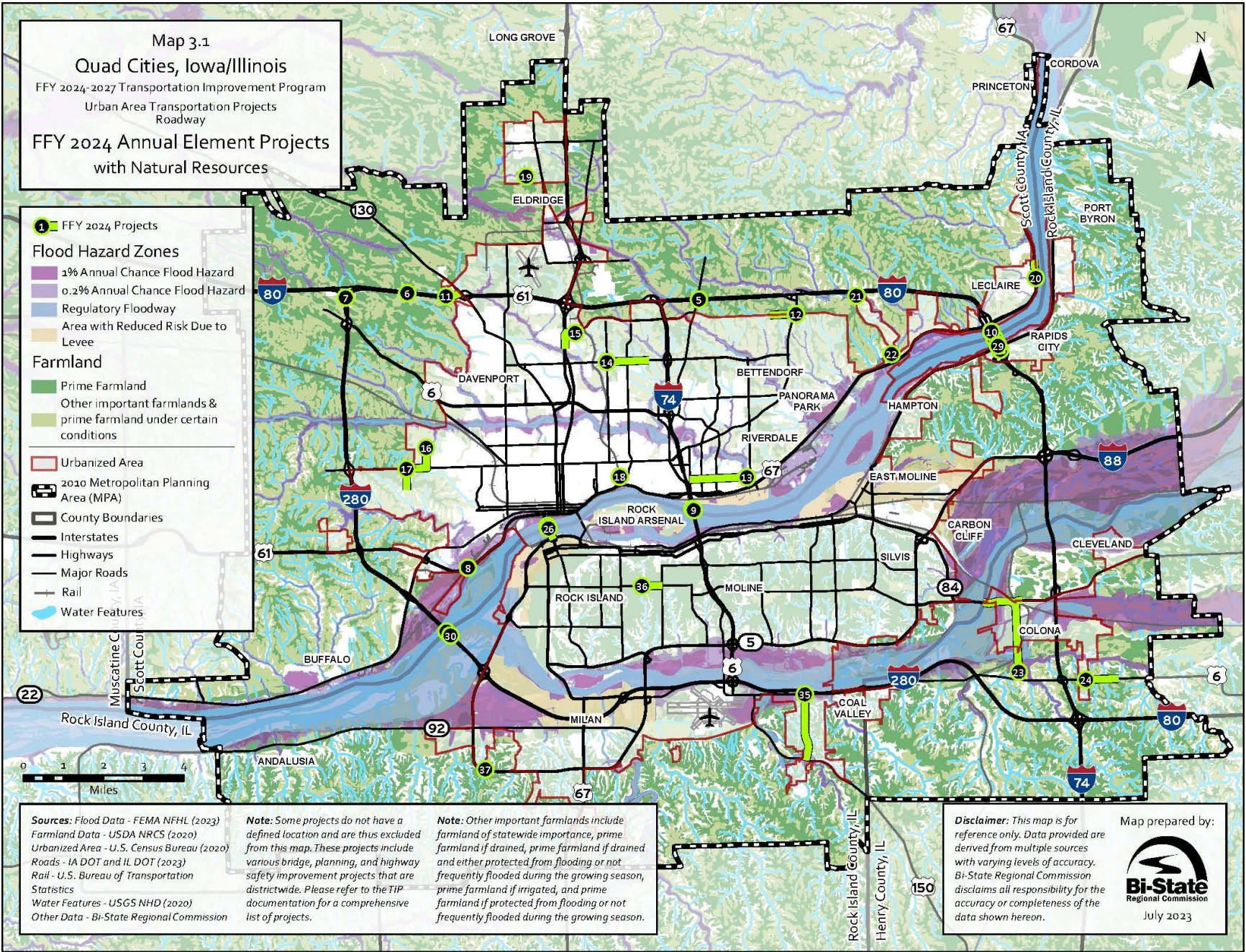
Interstates

Highways

Major Roads

Rail

Water Features



Sources: Flood Data - FEMA NFHL (2023)
 Farmland Data - USDA NRCS (2020)
 Urbanized Area - U.S. Census Bureau (2020)
 Roads - IA DOT and IL DOT (2023)
 Rail - U.S. Bureau of Transportation Statistics
 Water Features - USGS NHD (2020)
 Other Data - Bi-State Regional Commission

Note: Some projects do not have a defined location and are thus excluded from this map. These projects include various bridge, planning, and highway safety improvement projects that are districtwide. Please refer to the TIP documentation for a comprehensive list of projects.

Note: Other important farmlands include farmland of statewide importance, prime farmland if drained, prime farmland if drained and either protected from flooding or not frequently flooded during the growing season, prime farmland if irrigated, and prime farmland if protected from flooding or not frequently flooded during the growing season.

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

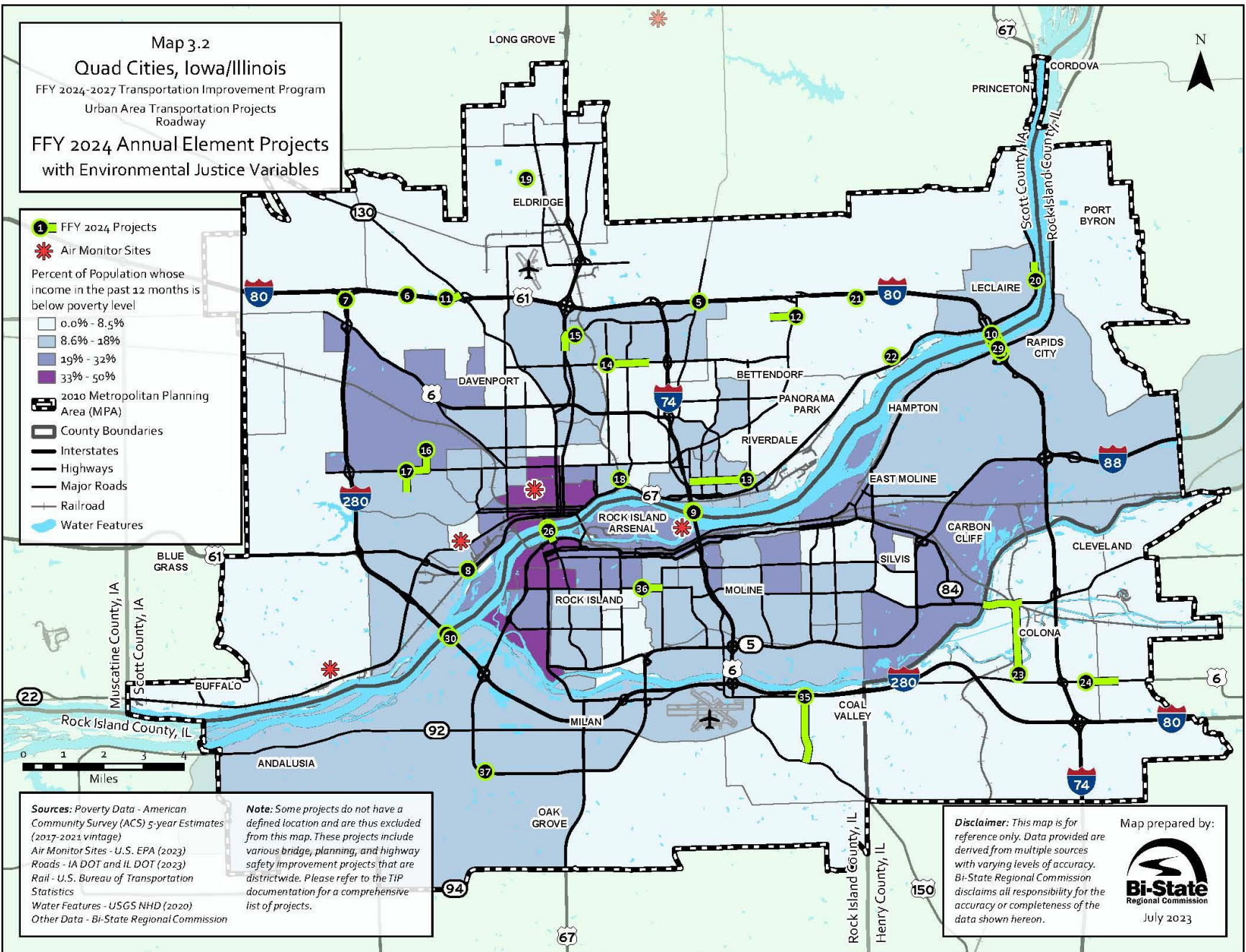
Map prepared by:

July 2023

MAP 3.2

Map 3.2
 Quad Cities, Iowa/Illinois
 FFY 2024-2027 Transportation Improvement Program
 Urban Area Transportation Projects
 Roadway
 FFY 2024 Annual Element Projects
 with Environmental Justice Variables


- 1 FFY 2024 Projects
- Air Monitor Sites
- Percent of Population whose income in the past 12 months is below poverty level
 - 0.0% - 8.5%
 - 8.6% - 18%
 - 19% - 32%
 - 33% - 50%
- 2020 Metropolitan Planning Area (MPA)
- County Boundaries
- Interstates
- Highways
- Major Roads
- Railroad
- Water Features



Sources: Poverty Data - American Community Survey (ACS) 5-year Estimates (2017-2021 vintage)
 Air Monitor Sites - U.S. EPA (2023)
 Roads - IA DOT and IL DOT (2023)
 Rail - U.S. Bureau of Transportation Statistics
 Water Features - USGS NHD (2020)
 Other Data - Bi-State Regional Commission

Note: Some projects do not have a defined location and are thus excluded from this map. These projects include various bridge, planning, and highway safety improvement projects that are districtwide. Please refer to the TIP documentation for a comprehensive list of projects.

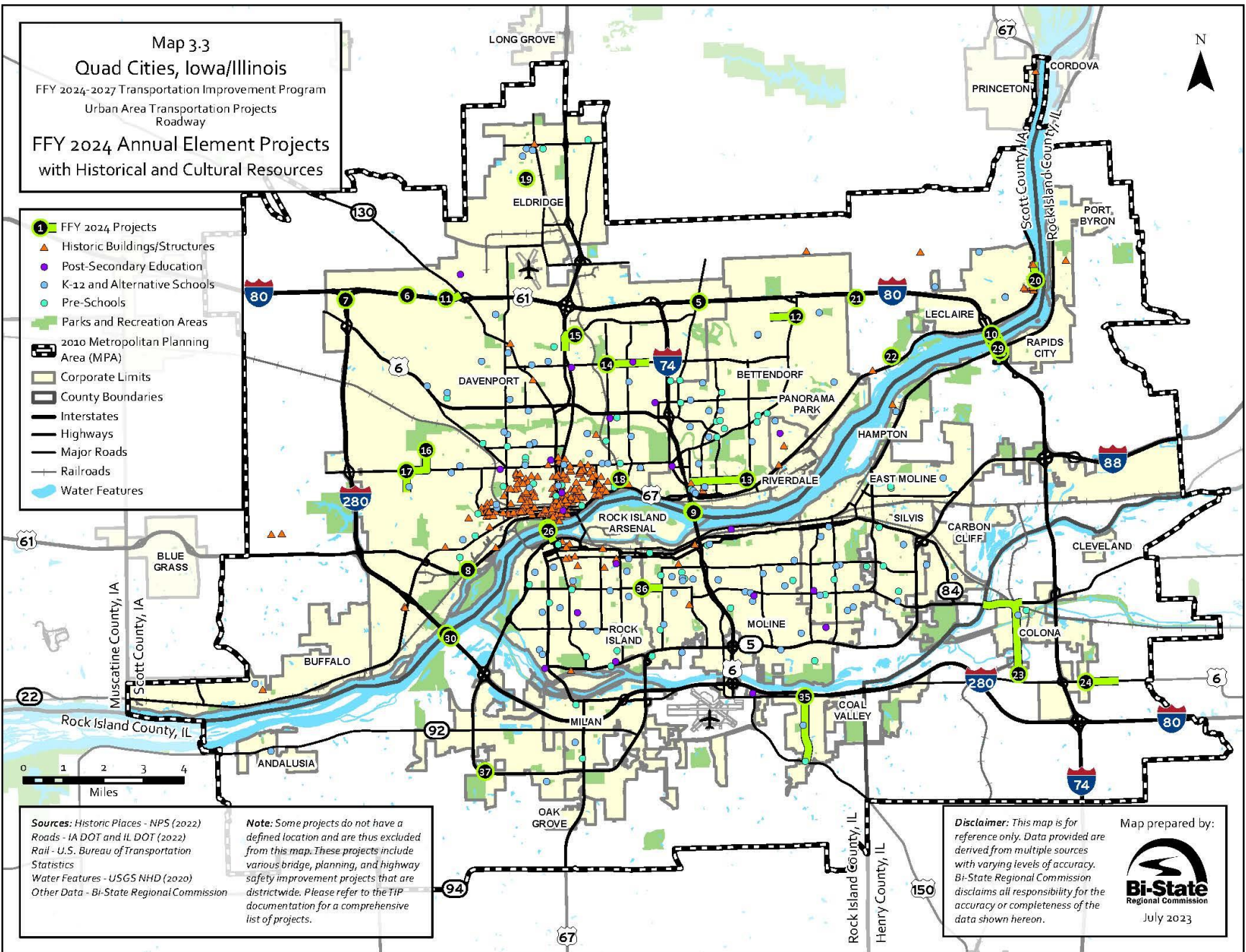
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Map prepared by:

 July 2023

MAP 3-3

Map 3.3
 Quad Cities, Iowa/Illinois
 FFY 2024-2027 Transportation Improvement Program
 Urban Area Transportation Projects
 Roadway
 FFY 2024 Annual Element Projects
 with Historical and Cultural Resources


- 1 FFY 2024 Projects
- ▲ Historic Buildings/Structures
- Post-Secondary Education
- K-12 and Alternative Schools
- Pre-Schools
- Parks and Recreation Areas
- 2010 Metropolitan Planning Area (MPA)
- Corporate Limits
- ▭ County Boundaries
- Interstates
- Highways
- Major Roads
- Railroads
- Water Features



Sources: Historic Places - NPS (2022)
 Roads - IA DOT and IL DOT (2022)
 Rail - U.S. Bureau of Transportation Statistics
 Water Features - USGS NHD (2020)
 Other Data - Bi-State Regional Commission

Note: Some projects do not have a defined location and are thus excluded from this map. These projects include various bridge, planning, and highway safety improvement projects that are districtwide. Please refer to the TIP documentation for a comprehensive list of projects.

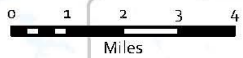
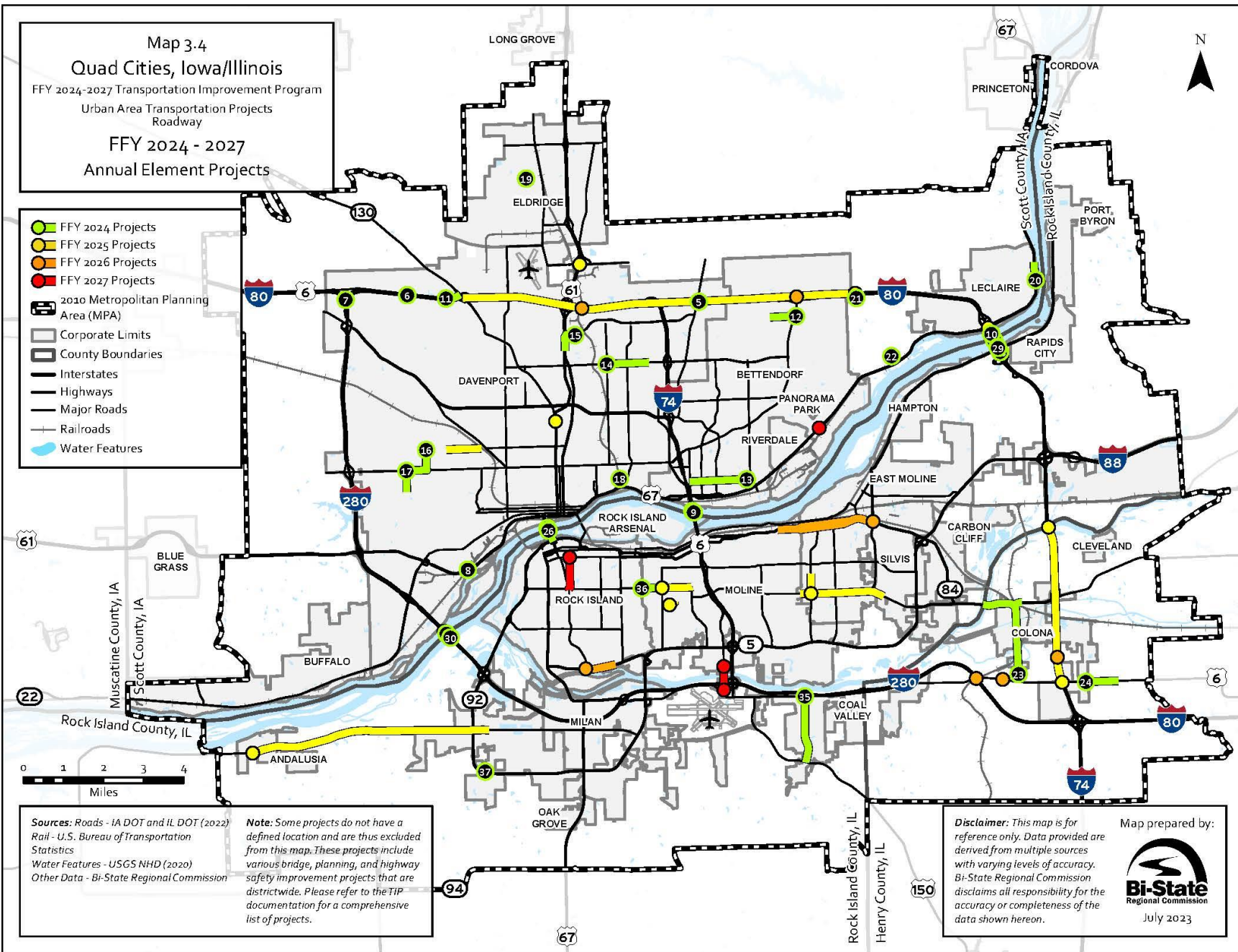
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Map prepared by:

 July 2023

MAP 3.4

Map 3.4
 Quad Cities, Iowa/Illinois
 FFY 2024-2027 Transportation Improvement Program
 Urban Area Transportation Projects
 Roadway
 FFY 2024 - 2027
 Annual Element Projects

- FFY 2024 Projects
- FFY 2025 Projects
- FFY 2026 Projects
- FFY 2027 Projects
- 2010 Metropolitan Planning Area (MPA)
- Corporate Limits
- County Boundaries
- Interstates
- Highways
- Major Roads
- Railroads
- Water Features



Sources: Roads - IA DOT and IL DOT (2022)
 Rail - U.S. Bureau of Transportation Statistics
 Water Features - USGS NHD (2020)
 Other Data - Bi-State Regional Commission

Note: Some projects do not have a defined location and are thus excluded from this map. These projects include various bridge, planning, and highway safety improvement projects that are districtwide. Please refer to the TIP documentation for a comprehensive list of projects.

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

Map prepared by:

 July 2023

Code Explanation

The following codes are used to identify projects within the following annual element pages by plan justification and federal, state, or local funding source:

Plan Justification

L RTP	Long Range Transportation Plan
MAINT	Projects designed to prolong the life of the existing roadway (system preservation) without expanding capacity
OTHER	Other
CMP	Transportation projects that improve the operating efficiency of the existing transportation system

Federal, State and Local Funding Sources

C-STEP	County-State Traffic Engineering Program
CBP	City Bridge Program
CMAQ	Congestion Mitigation and Air Quality Program
CRP	Carbon Reduction Program
SWAP-CMAQ	CMAQ to Iowa Federal-Aid Swap (State Motor Fuel Tax source)
CON	County - General
CTY	City – General
DEMO	Demonstration Funding
ENH	Enhancement Funds
ENH-set	Enhancement Funds – set
FAU	Federal Aid - Urban
FBD	Ferry Boat Discretionary
FBP	Construction of Ferry Boats and Ferry Terminal Facilities
FEMA	Federal Emergency Management Agency
FM	Farm To Market
FTA	Federal Transit Administration
GF	General Fund
GOB	General Obligation Bonds
HBP	Highway Bridge Program
SWAP-HBP	HBP to Iowa Federal-Aid Swap (State Motor Fuel Tax source)
HIBP	Highway Infrastructure Bridge Funding Program
HIP	Highway Infrastructure Program
HIP-CRRSAA	Highway Infrastructure Program – Coronavirus Response and Relief Supplemental Appropriations Act
HSIP	Highway Safety Improvement Program
SWAP-HSIP	HSIP to Iowa Federal-Aid Swap (State Motor Fuel Tax source)
IA	Iowa
ICAAP	Iowa Clean Air Attainment Program
IL	Illinois
IM	Interstate Maintenance
ITEP	Illinois Transportation Enhancement Program (Same as TAP)
JARC	Job Access and Reverse Commute Program
LOC	Local – General
MFT	Motor Fuel Tax
NHPP	National Highway Performance Program

Federal, State and Local Funding Sources continued

NHS	National Highway System
P & D	Planning and Development
PL	Planning
PRF	State Primary Road Fund
PRV	Private Interest
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RCP	Railroad-Highway Grade Crossing Program
RISE	Revitalize Iowa's Sound Economy Program
RR	Railroad
RR-safety	Railroad Safety
RUT	Road Use Tax
SA	Special Assessment
SEC 5303	Federal Transit Administration Metropolitan Planning Funds
SEC 5305	Federal Transit Administration Planning Programs
SEC 5307	Federal Transit Administration Operational/Capital Funds
SEC 5309	Federal Transit Administration Discretionary Funds
SEC 5310	Federal Transit Administration Paratransit Funds
SEC 5316	Job Access and Reverse Commute (JARC)
SEC 5317	New Freedoms
SEC 5337	State of Good Repair Grants
SEC 5339	Grants for Buses and Bus Facilities Formula Program
SEC 5339c	Low or No Emission Vehicle Program
SIB	State Infrastructure Bank
SPR	State Planning and Research
SRTS	Safe Routes to School
SRT	State Recreational Trails Program
SS4A	Safe Streets and Roads for All Grant Program
STA	State Assistance
STIM	American Recovery & Reinvestment Act Stimulus Funds
STP	Surface Transportation Program
STBG	Surface Transportation Block Grant Program
SWAP-STBG	STBG to Iowa Federal-Aid Swap (State Motor Fuel Tax source)
TAP	Transportation Alternatives Program
TASA	Transportation Alternatives Set-Aside Program (Same as TAP)
TIF	Tax Increment Financing
TSP	Traffic Safety Program
U-STEP	Urban-State Traffic Engineering Program

**STATUS OF FFY 2023
ANNUAL ELEMENT**

FFY 2024 ANNUAL ELEMENT

FFY 2025 ANNUAL ELEMENT

FFY 2026 ANNUAL ELEMENT

FFY 2027 ANNUAL ELEMENT

SECTION 4
TRANSPORTATION NETWORK PRIORITIES
UNMET NEEDS

4. TRANSPORTATION NETWORK PRIORITIES – UNMET NEEDS

The requirement that transportation plans be fiscally constrained was initially included in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and has been retained through IIJA. Fiscal constraint ensures that projects included in the Transportation Improvement Program are based on available funds or funds that are reasonably expected to be available based on projected revenues.

The following tables identify priority projects that are consistent with the *Connect QC 2050: Quad Cities Long Range Transportation Plan* but have not yet identified a funding source and are not included in the annual elements due to fiscal constraint requirements. Roadway and trail projects are identified in Table 4.1 by a project number, location, and description. Transit projects are identified in Table 4.2 by project number, description, and project type (operating, capital, or planning). All funding estimates are based on anticipated costs in year of expenditure dollars based on the proposed year of construction. If a project from Table 4.1 or 4.2 is awarded federal funds, an amendment by the Policy Committee is required prior to inclusion in the annual elements.

**TABLE 4.1
ROADWAY & TRAIL PRIORITIES – UNMET NEEDS**

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
State of Iowa (Locally Initiated)					
CITY OF ELDRIDGE					
EL-UN-01	Blackhawk Trail	S 1st Street to Buttermilk Road	Extension of Blackhawk Trail	L RTP	\$6,647,241
CITY OF BETTENDORF					
BE-UN-01	Middle Rd	Hopewell Ave to Forest Grove Dr	Extension of Middle Rd Rec Trail	TASA	\$575,000
BE-UN-02	Forest Grove Dr	East of Competition Dr. to Forest Grove Elementary School	Extension of Forest Grove Dr Rec Trail	TASA	\$375,000
CITY OF DAVENPORT					
DA-11-09	U.S. 61	River Drive to I-80	"Complete Streets" Reconstruction	OTHER	\$64,404,000
DA-12-01	53rd St	Eastern & Spring Streets	Turn lanes & medians	TSM	\$765,000
DA-13-02	53rd St	Brady to Utica Ridge Rd	Replace 2 lanes (1977 Pavement)	MAINT	\$7,800,000
DA-14-01	Eastern Ave	Over Duck Creek	Bridge Replacement	MAINT	\$1,570,000
DA-14-02	Utica Ridge Rd	Forest Grove Rd to N City Limits	Reconstruction	L RTP	\$2,000,000
DA-UN-01	Eastern Avenue	Bridges over Goose Creek	Rehab 2 bridges N. of Kimberly Rd	MAINT	\$1,600,000
DA-UN-02	Wisconsin Avenue	Bridge over Duck Creek	Rehab	MAINT	\$750,000
DA-UN-03	Howell St Tunnel	Howell St to Pacific St	Reconstruction of Pedestrian Tunnel	MAINT	\$841,800
DA-UN-04	3rd and 4th St	Harrison to River Drive	Resurfacing and Bike Lanes	MAINT	\$12,116,023
SCOTT COUNTY					
SC-17-01	F65	I-280 to Y-48	Pavement Widening	CMP	\$500,000
SC-UN-01	Z30 (Wells Ferry Rd)	On Z30 (Wells Ferry Rd) over Spencer Creek (Sec. 6-T78N-R5E)	Bridge Replacement	MAINT	\$1,050,000
SC-UN-02	Z30 (Wells Ferry Rd)	On Z30 (Wells Ferry Rd) over Spencer Creek (Sec. 8-T78N-R5E)	Bridge Replacement	MAINT	\$1,050,000
SC-UN-03	205th Street	On 205th St from 240th Ave to 270th Ave	Grade and Pave	L RTP	\$6,000,000
CITY OF LECLAIRE					
LE-UN-02	Holland Street	US 67 to 26th St	Reconstruction - Rural to Urban	L RTP	\$8,238,000
LE-UN-03	Territorial Road	US 67 to 23rd St	Reconstruction - Rural to Urban	L RTP	\$7,029,000
LE-UN-04	Wisconsin Street	Cody Rd to 15th St	Reconstruction. Sidewalk & Trail	L RTP	\$6,401,726
LE-UN-05	Mississippi River Trail	Eagle Ridge Rd	Trail Construction	L RTP	\$1,103,617
LE-UN-06	Mississippi River Trail	Ewing St to Chestnut St	Trail Construction	L RTP	\$1,265,000

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
LE-UN-07	35th Street	Forest Grove Rd to Wisconsin St.	Trail Construction and I-80 Bridge	OTHER	\$932,800
STATE OF ILLINOIS (Locally Initiated)					
IL-13-10	IL 92 Relocation, Project 1	West Interchange at 11th Street	Construct New Interchange	LRTP	\$5,500,000
IL-13-11	IL 92 Relocation, Project 2	24th Street-38th Street	Remove North Lane	LRTP	\$420,000
IL-13-12	IL 92 Relocation, Project 3	28th Street - 45th Street	6th & 7th Ave 2-Way Connect	LRTP	\$5,385,000
IL-13-13	IL84/Colona Road	Rock River to I-80, Colona	Widen; 4 lanes, Interchange Reconstruction	LRTP	\$59,700,000
ROCK ISLAND COUNTY					
RC-11-01	Co. Hwy 6	IL84 to 221st St N	Mill/Resurface & Culvert Replacement	MAINT	\$750,000
RC-16-02	Co. Hwy 4 (Barstow Rd.)	RR in Barstow to Osborne (2.5 Mi)	Raise Grade (Flood Prevention)	OTHER	\$2,000,000
RC-UN-01	Rock Island County	County Highway 52	Resurfacing, Intersection Impr, Drainage	OTHER	\$1,750,000
RC-UN-02	Rock Island County	County Highway 79	Resurfacing, Drainage Improvements	OTHER	\$1,500,000
RC-UN-03	Rock Island County	County Highway 16	Feasibility Study	OTHER	\$750,000
RC-UN-04	Rock Island County	County Highway 16	Preliminary Engineering	OTHER	\$1,250,000
CITY OF EAST MOLINE					
EM-13-01	34th Ave	Kennedy Dr - 7th Street, East Moline	Patching & Overlay	MAINT	\$495,000
EM-UN-01	Archer Drive	42nd Avenue to 52nd Avenue	PCC Patching, Sidewalks	MAINT	\$520,000
EM-UN-02	4th Avenue	27th Street to IL 5/92	Resurfacing, Shoulders	MAINT	\$1,255,000
CITY OF MOLINE					
MO-UN-01	16th Street	John Deere Road - 37th Ave	Resurfacing	MAINT	\$1,100,000.00
MO-UN-02	Morgan Park Trail Phase II	25th Ave, 7th St. to 10th St. Pl.	Shared-use path installation	TASA	\$675,000
MO-UN-03	39th/41st St. Overlay	39th/41st St, 4th Ave. to 12th Ave.	Asphalt Overlay	LRTP	\$1,150,000
MO-UN-04	41st St. Overlay	41st St, 12th Ave. to Ave. of the Cities	Asphalt Overlay	LRTP	\$1,000,000
MO-UN-05	12th Ave. Overlay	12th Ave, 53rd St. to East Moline border	Asphalt Overlay	LRTP	\$880,000
MO-UN-06	16th St. Overlay	16th St, 19th Ave. to Ave. of the Cities	Asphalt Overlay	LRTP	\$800,000
MO-UN-07	15th St. Pl Overlay	15th St. Pl, 16th Ave. to 19th Ave.	Asphalt Overlay	LRTP	\$900,000

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
MO-UN-08	52nd Ave. Overlay	52nd Ave, 7th St. to 16th St.	Asphalt Overlay	LRTP	\$1,425,000
MO-UN-09	Kiwanis Trail Upgrade	Kiwanis Trail, 39th to 41st St.	Trail Reconstruction		\$750,000
MO-UN-10	16th St Viaduct Redecking	14th St to RI Arsenal	Bridge Redecking		\$7,600,000
MO-UN-11	RI Arsenal Bridge Ped/Bike Connection	Bass St landing-Mississippi River	Ped/Bike Let Down Structure		\$4,500,000
CITY OF ROCK ISLAND					
RI-14-03	RI Parkway	Andalusia Rd (IL92) to U.S. 67	Resurfacing	MAINT	\$13,427,000
RI-13-01	31 st Street West	Andalusia Road - 85 th Avenue West	Reconstruction	LRTP	\$1,900,000
RI-13-02	14 th Street West	Ridgewood Road - 92 nd Avenue West	Reconstruction	LRTP	\$4,400,000
RI-13-03	14 th Street West	92 nd Avenue West - 102 nd Avenue West	Reconstruction	LRTP	\$2,100,000
RI-13-04	35 th Street West	92 nd Avenue West - 106 th Avenue West	Reconstruction	LRTP	\$3,500,000
RI-13-05	35 th Street West	85 th Avenue West - 92 nd Avenue West	Reconstruction	LRTP	\$4,600,000
RI-13-06	85 th Avenue West	31 st Street West - 92 nd Avenue West	Reconstruction	LRTP	\$2,300,000
RI-13-10	Downtown Street Improvements	16th/23rd Streets & 2nd/3rd Avenue	Resurfacing & Reconstruction	MAINT	\$6,500,000
RI-13-11	IL 92 Relocation, Project 1	West Interchange at 11th Street	Construct New Interchange	MAINT	\$5,500,000
RI-13-12	IL 92 Relocation, Project 2	24th Street-38th Street	Remove North Lane	LRTP	\$420,000
RI-13-13	IL 92 Relocation, Project 3	28th Street - 45th Street	6th & 7th Ave 2-Way Connect	LRTP	\$5,385,000
RI-UN-04	11th St.	31st Avenue - Blackhawk Rd.	Reconstruction	OTHER	\$2,458,500
RI-UN-05	IL92 - East Section	24th Street to Moline	Relocating IL92 from 7th Ave	LRTP	\$5,500,000
RI-UN-06	Great River Trail Multi-Use Trail Rehabilitation Project	18th Street to Dead End southwest of Rock Island Arsenal Railroad Viaduct (Sections 4, 5, and 6)	Trail Reconstruction	MAINT	\$275,000
CITIES OF , ANDALUSIA, CARBON CLIFF, COAL VALLEY, COLONA, EAST MOLINE, HAMPTON, MILAN, PORT BYRON, RAPIDS CITY & SILVIS					
AN-13-01	1st Street and 4th Avenue W	1st St: Marina - 4th Ave W; 4th Ave W: 1st St - Lion's Public Park	Sidewalk and Pedestrian Enhancement	OTHER	\$205,950
CC-13-01	Green Streets Phase III	Along First Avenue, Carbon Cliff	Street Reconstruction - Permeable paver	MAINT	\$1,407,743.00

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
CC-UN-01	Grand Illinois Trail	Crosstown Ave - 10th St to John Deere Expressway, Trail adjacent to JDE running north and east to 10th Ave, to Mansur Ave to State Street to S 1st Ave to 18th St, to N 2nd Ave, to IL 84 to 5th & 6th St to Hennepin Canal Trail	Trail Construction	L RTP	
CV-13-01	US 6	Coal Creek Bridge to Schaffer Creek Bridge, Coal Valley	Engineering & ROW	L RTP	\$740,000
CV-13-03	Oak Glen Road/W. Third St.	US 150 to Village limits near 106 th Street, Coal Valley	Reconstruction	MAINT	\$5,500,000
CV-13-04	US 6	Coal Creek Bridge to Schaffer Creek Bridge, Coal Valley	Widening	L RTP	\$12,000,000
CV-13-05	Garrison Road(78th Ave/W. 4th Ave)	US 150 (Moline) to 1 st Street, Coal Valley	Reconstruction	MAINT	\$2,500,000
RP-13-01	17th Street	11th Avenue to 1,732 North, Rapids City	Reconstruction- Milling & Resurfacing	MAINT	\$92,905
RP-13-02	Railroad Crossing	13th, 14th and 18th Streets, Rapids City	Reconstruction - Milling and Resurfacing	MAINT	\$17,850
RP-13-03	17th Street	Erosion Repairs 150 foot ditch, Rapids City	Excavate. Place riprap along 150' ditch	MAINT	\$12,500
RP-13-04	Boat Ramp at Mississippi River	Rapids City	Extend boat ramp * install concrete pad	MAINT	\$21,000
RP-13-05	Skate Park	Rapids City	Install concrete pad 62'x40'	OTHER	\$25,350
SL-13-02	Crosstown Avenue	1st to IL5, Silvis	Bicycle Trail	L RTP	\$813,234
SL-11-01	10th Street	Avenue of the Cities to 29th Ave, Silvis	Paving & Stormwater	MAINT	\$1,200,000
SL-15-01	Route 92	1st Street to 17th Street	Patching and Resurfacing	MAINT	\$1,800,000
TOTAL					\$369,627,318

* Project is not currently included in the L RTP and would require an amendment to that document in order to receive federal funding.

**TABLE 4.2
TRANSIT PRIORITIES – UNMET NEEDS**

PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL COST
METROLINK			
ML-11-12	Rapid Transit Service Expansion, Vehicles	C	\$12,000,000
ML-11-13	Rapid Transit Service Expansion, Construction	C	\$4,780,000
ML-UN-01	Radios/Radio Support	C	\$500,000
ML-UN-02	East Pointe Renovations and Mechanical Upgrades	C	\$1,750,000
ML-UN-03	STS Facility	C	\$3,000,000
ML-UN-04	Electric Car Chargers	C	\$600,000
ML-UN-05	Expansion Ferryboat	C	\$1,000,000
TOTAL			\$23,630,000

APPENDICES

APPENDIX A

Transportation Improvement Program (TIP) – General Information

What is a TIP?

Transportation Improvement Program (TIP): The document for the Quad Cities, Iowa/Illinois Metropolitan Planning Area (MPA) listing transportation projects to be funded under federal transportation programs for a four-year period. To be eligible for federal transportation funding, a project must be included in the TIP.

What is the Process?

Each state, county, and city in the Quad Cities MPA has the opportunity to develop and review a list of projects each year that have been programmed and/or identified to receive federal transportation dollars. Projects must be derived from the *Connect QC 2050: Quad Cities Long Range Transportation Plan*. Bi-State Regional Commission compiles the list of projects by federal fiscal year for a four-year period. The document is reviewed and recommended for approval to the Transportation Policy Committee by the Transportation Technical Committee. The TIP allows projects to move forward from planning and programming to engineering and construction. The first year of the TIP identifies projects that are being readied for implementation. The process is generally initiated in March and completed by June when the document is considered for adoption by the Policy Committee. As it is approved locally, it is then incorporated or referenced in the State Transportation Improvement Program (STIP).

Public Comment Opportunities?

Public comment opportunities for the TIP can occur at various levels. As communities prepare their community comprehensive plans and conduct capital improvement programming, there are opportunities for citizens to comment on individual projects proposed by the respective jurisdiction.

For the region, public comment opportunities are provided in the development of the Long Range Transportation Plan, which is updated on a five-year cycle. Additionally, the Quad Cities metropolitan area receives a local share of Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Set-Aside Program (TASA) funds for which communities/counties can compete based on an evaluation system rating transportation projects. Input opportunities are available during the respective project ranking process.

Media notices were sent to the Quad Cities Times and Dispatch-Argus newspapers and meeting notices were printed in each publication at least 14 days prior to the public meeting listed below

Public Hearing

Quad Cities Area Transportation Improvement Program (TIP)

A public hearing will be held on Tuesday, June 27, 2023 at 12:00 p.m. at the Scott County Administrative Building, Room 605, 600 W. 4th Street, Davenport, Iowa. Its purpose is to receive comments on the FFY 2024-2027 Transportation Improvement Program (TIP) for the Quad Cities, IA/IL Metro Area and to satisfy the Program of Projects (POP) public participation requirements of Bettendorf Transit, Davenport CitiBus, and Rock Island County Metropolitan Mass Transit District (MetroLINK). Comments will be accepted through June 27, 2023 at 12:00 p.m. TIP information is available by contacting Sarah Bambas at sbambas@bistateonline.org or (309) 793-6300. Persons requiring special material or presentation format should contact Ms. Bambas on or before June 20, 2023.

A full copy of the current Transportation Improvement Program can be found at:

<https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/tip-and-funding-projects-quad-cities-mpo>. A draft plan update will be posted one week prior to the public hearing. The

Appendix A

agenda to the meeting will be posted one week prior to the public hearing on the same website noted above. Public interested in participating can either refer to the website above for directions or contact Sarah Bambas by the Friday prior to the meeting.

Additionally, the public hearing notice and TIP information was sent to the Transportation Technical and Policy Committees, as well as the Regional Transit Advisory Group listed in Appendix Page 5. These activities fulfill the obligations outlined in the Public Participation Plan included in Appendix Page 2 of this document.

PUBLIC PARTICIPATION PLAN FOR TRANSPORTATION PLANNING IN THE DAVENPORT-MOLINE-ROCK ISLAND URBANIZED AREA

In compliance with the provisions of the Infrastructure Investment and Jobs Act (IIJA)*, the Metropolitan Planning Organization (MPO) Policy Committee for the Davenport, Iowa-Illinois Urbanized Area has approved the following public participation plan to engage interested parties and resource agencies in the transportation planning process.

The transportation planning process takes place at local, regional, tribal, state and federal levels. It is based on comprehensive, continuing and coordinated activities that work together to identify, prioritize and meet transportation needs at these various levels. Public participation in this process begins with finding what opportunities are available and expressing interest or concern.

Bi-State Regional Commission is the Metropolitan Planning Organization (MPO) designated to cooperatively facilitate public participation in the transportation planning process with Quad Cities Metropolitan Planning Area communities and counties, and state/federal Departments of Transportation, and among the various modes of transportation. The MPO is charged with carrying out metropolitan transportation planning that provides early and on-going opportunities for involvement, timely information, reasonable access to information, adequate notification, diverse participation and periodic review and evaluation of the participation process. This public participation plan outlines the parameters for conducting these requirements.

Public Notification

All meeting announcements and agendas of the Transportation Technical Committee and Policy Committee shall be sent to local news media and the Regional Transportation Advisory Group (RTAG) prior to the actual meeting date no less than 48 hours in advance. It is common practice to send meeting announcements and agendas one week in advance of a meeting. Agendas of these committees are posted at Bi-State Regional Commission offices and on the Bi-State Regional Commission website (www.bistateonline.org), while minutes are web-posted following approval by these committees. In addition, proposed amendments to the annual Transportation Improvement Program or Transportation Planning Work Program shall be sent to the same local media and RTAG, as well as local jurisdictions within the Davenport, Iowa-Illinois Urbanized Area, as part of the Policy Committee agenda. Other transportation related advisory committees may be posted on this website to provide added transportation related information, such as the Bi-State Regional Trails Committee and Bi-State Region Air Quality Task Force meetings. Notice of public hearings will be published in local newspapers of general circulation and posted on the Bi-State Regional Commission website per the time period noted in "Public Hearings" of this plan.

Regional Transportation Advisory Committee

The intent of the federal transportation legislation is to provide a special effort for an early and continuing public involvement process that seeks out and considers the transportation needs of a diverse public, including the traditionally underserved populations (Executive Order 12898 – Federal Action to Address Environmental Justice in Minority and Low-Income Populations, 1994) as well as providing an opportunity for consultation with resource agencies as defined in the current transportation act. The Regional Transportation Advisory Group (RTAG) will fulfill that role. Involvement in the RTAG is open to any interested party, business, organization, or interested citizen

within the Davenport, Iowa-Illinois Urbanized Area wanting to be involved in the transportation planning process. RTAG serves as the diverse, multi-modal advisory committee to the Transportation Technical Committee. Members will receive all meeting notices, as noted in "Public Notices" above, for the Technical and Policy Committee meetings. In addition, members will receive notification of proposed Transportation Improvement Program (TIP) amendments, Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Set-Aside (TASA) submittal notices, and proposed changes to the Public Participation Plan, Regional Intelligent Transportation System (ITS) Architecture Plan, Regional Transit Development Plan (TDP) or the Long Range Transportation Plan (LRTP).

Annual TIP Project Request Notifications

Individual jurisdictions, members of RTAG, and the media shall be informed as to when projects are being sought for inclusion in the annual Transportation Improvement Program through an announcement requesting Transportation Improvement Program annual element additions, modifications, or deletions for the proposed fiscal years, as part of an annual document update cycle, typically thirty (30) days prior to a draft document review by the Technical Committee.

Public Comment/Notification

The general public shall be afforded the opportunity to provide comments via the Technical and Policy Committee meetings on the annual Transportation Planning Work Program (TPWP) activities, Transportation Improvement Program (TIP), Regional ITS Architecture Plan, Regional Transit Development Plan, Long Range Transportation Plan (LRTP), and the Public Involvement Plan (PPP), through the process outlined under "Public Notification" above. This process satisfies Program of Projects (POP) public participation requirements for Bettendorf Transit, Davenport CitiBus, River Bend Transit, and the Rock Island County Metropolitan Mass Transit District (MetroLINK). In the case of the Public Participation Plan, a minimum of a forty-five (45) day comment period shall be provided prior to action by the Transportation Policy Committee as required by the current transportation act. The LRTP will require a minimum of a thirty (30) day comment period prior to action by Bi-State Regional Commission. The prioritization process of both the Surface Transportation Block Grant (STBG) Program and the Transportation Alternatives Set-Aside (TASA) Program will require a minimum of a thirty (30) day comment/notification period to be provided prior to action by the Transportation Policy Committee. In matters involving adoption or amendments to the Transportation Planning Work Program, Transportation Improvement Program (TIP), Regional Transit Development Plan, Congestion Management Process, and Regional ITS Architecture Plan, a minimum of 48 hours, but typically seven (7) day comment period shall be utilized prior to approval by the Transportation Policy Committee. Additional notice may be provided through meetings of the Transportation Technical Committee in advance of action by the Policy Committee.

Publications

The MPO shall publish or otherwise make available for public review at a minimum the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) in an electronically accessible format and means (to the maximum extent practicable), such as the World Wide Web. The LRTP and TIP publications developed by the MPO will be placed on the Bi-State Regional Commission website, www.bistateonline.org. Other transportation planning publications may be posted to allow for interested parties to review and access additional MPO transportation planning information. Within these publications, the MPO shall employ visualization techniques to help clarify transportation planning issues and/or activities. At a minimum, visualization techniques shall be applied to the LRTP

and TIP. Visualization techniques may include maps, graphs, charts, tables, diagrams or other methods. The LRTP will include a specific public participation outline during the update process that will be reviewed by the Technical and Policy Committees, and the results will be documented in the LRTP.

Public Hearings

Prior to approval of the final Transportation Improvement Program (TIP), the Transportation Policy Committee shall hold a public hearing on all the projects being considered for approval in the TIP. The Transportation Policy Committee shall also hold public hearings, as deemed necessary, for TIP amendments and prior to the approval of the Long Range Transportation Plan by Bi-State Regional Commission. At least fourteen (14) days prior notice will be given for all public hearings. No other documents noted will require a public hearing but shall afford public comment opportunities, as noted under "Public Comment/Notification."

Data

As part of non-discrimination requirements, Bi-State Regional Commission will maintain information on protected class (race, color, national origin, gender, age or disability) and Limited English Proficiency (LEP) populations within the Metropolitan Planning Area, including demographics and identification of potential barriers (language, mobility, temporal or other) that may prevent underserved persons from effectively participating in the metropolitan transportation planning process. This information is contained in the Bi-State Regional Commission Title VI Program and Non-Discrimination Policy.

Accommodation

Persons requiring special material or presentation formats will be asked within a public notice for advanced request of at least one week prior to a public hearing prior to consideration of adoption or approval by the Policy Committee. Reasonable accommodations to provide documents in an accessible format, as required by the Americans with Disabilities Act and Executive Order 13166 (Improving Access for Persons with Limited English Proficiency, 2000), will be made when requested by the public. For meeting notices and agendas, requests at least one working day in advance of the meeting is requested for reasonable accommodation. Persons requesting assistance will be referred to the appropriate Bi-State Regional Commission staff who will make reasonable accommodations for translation services or other accommodations based on the request. Meetings will be held at convenient and accessible locations and times with emphasis to engage minority, low-income and LEP populations. Receipt of public input will be taken in a variety of formats - written, oral or other means-where accommodations are requested and reasonable.

Approval of Revisions/Amendments March 26, 2019

*Technical Correction March 31, 2023 (Revised reference to new transportation act)

**REGIONAL TRANSPORTATION ADVISORY GROUP (RTAG) – Urban and
Combined Area Interest
May 2023**

ALFRED BENESCH & COMPANY	FAMILY RESOURCES INC
ALTER LOGISTICS COMPANY	FEDERAL HIGHWAY ADMIN (FHWA) – IOWA & ILLINOIS
AMALGAMATED TRANSIT UNION	FLENKER LAND ARCHITECTURE CONSULTANTS
AMENT ENGINEERING ASSOCIATES	FORWARD AIR INC
AMERICAN RED CROSS, QC CHAPTER	GREATER METROPOLITAN HOUSING AUTHORITY
ARA TRANSPORTATION	GREATER QUAD CITIES HISPANIC CHAMBER OF COMMERCE
BETTENDORF CITY ADMINISTRATOR	HAMPTON ELEMENTARY SCHOOL DISTRICT #29
BETTENDORF COMMUNITY SCHOOL DISTRICT	HANDICAPPED DEVELOPMENT CENTER
BLACK HAWK COLLEGE	HANSON PROFESSIONAL SERVICES
BUDDY BOY CAB	HDR
BURLINGTON TRAILWAYS	HILLTOP CAMPUS VILLAGE
CALIFF & HARPER	HR GREEN
CARBON CLIFF-BARSTOW SCHOOL DIST #36	HUTCHINSON ENGINEERING INC
CENTER FOR AGING SERVICES INC	IL DEPT OF COMMERCE & ECON OPPORTUNITY
COLONA GRADE SCHOOL DIST #100	IL DOT, DISTRICT #2
COMMISSION ON VETERANS AFFAIRS	ILLINOIS-IOWA INDEPENDENT LIVING CENTER
COMMUNITY CARING CONFERENCE	IMEG
CONTINENTAL CEMENT	INDIANA, ILLINOIS AND IOWA FOUNDATION
DAVENPORT CITY ADMINISTRATOR	INTERSTATE RC&D
DAVENPORT COMMUNITY SCHOOL DIST #1611	INTOUCH ADULT DAY SERVICE
DAVENPORT HOUSING AUTHORITY	IOWA DEPARTMENT OF TRANSPORTATION
DEERE AND COMPANY	IOWA EAST CENTRAL TRAIN
DM&E RAILROAD	IOWA INTERSTATE RAILROAD
EAST CENTRAL INTERGOV ASSOCIATION	IOWA MOTOR TRUCK ASSOCIATION
EAST CENTRAL IA COUNCIL OF GOVERNMENTS	JOHANNES BUS SERVICE INC
EAST MOLINE CITY ADMINISTRATOR	KYLE DAY, LANE & WATERMAN
EAST MOLINE ELEMENTARY SCHOOL DIST #37	LUCKY CAB
EASTERN IOWA COMMUNITY COLLEGE	MARTIN LUTHER KING COMMUNITY CENTER
EICCD BUSINESS & INDUSTRY CENTER	MAX'S CAB COMPANY

REGIONAL TRANSPORTATION ADVISORY GROUP (RTAG) — Cont'd

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY	ROCK ISLAND COUNTY DEPARTMENT OF HUMAN SERVICES
MIDAMERICAN ENERGY COMPANY	ROCK ISLAND COUNTY EXTENSION
MILESTONES AREA AGENCY ON AGING	ROCK ISLAND COUNTY SENIOR CENTER
MISSMAN, INC.	ROCK ISLAND HOUSING AUTHORITY
MISSISSIPPI VALLEY NEIGHBORHOOD HOUSING SERVICES	ROCK ISLAND RIVER TERMINAL
MOLINE CITY ADMINISTRATOR	ROCK ISLAND TRI-COUNTY CONSORTIUM
MOLINE COMMUNITY DEVELOPMENT CORP	ROCK ISLAND-MILAN SCHOOL DISTRICT #41
MOLINE HOUSING AUTHORITY	SCOTT COMMUNITY COLLEGE
MOLINE TOWNSHIP	SCOTT COUNTY ADMINISTRATOR
MOLINE-COAL VALLEY SCHOOL DISTRICT #40	SCOTT COUNTY DEPARTMENT OF HUMAN SERVICES
MSA PROFESSIONAL SERVICES, INC.	SCOTT COUNTY HISTORIC PRES SOCIETY INC
NATURAL RESOURCE CONSERVATION SERVICE (NRCS)	SE IA REGIONAL PLANNING COMMISSION
NORTH SCOTT COMMUNITY SCHOOL DIST #4784	SHERRARD COMMUNITY SCHOOL DIST #200
PLEASANT VALLEY COMMUNITY SCHOOL DIST #4784	SHIVE HATTERY INC
PROJECT NOW	SILVIS ELEMENTARY SCHOOL DISTRICT #34
QUAD CITIES CHAMBER OF COMMERCE	TRAILS FOR ILLINIOS
QUAD CITIES CONVENTION & VISITORS BUREAU	UNITED TOWNSHIP HIGH SCHOOL #30
QUAD CITY CONSERVATION ALLIANCE	U.S. FISH & WILDLIFE SERVICE
RAILS-TO-TRAILS CONSERVENCY	USDA - NRCS
RIVER ACTION, INC.	VARIOUS CITIZEN REPRESENTATIVES
RIVER BEND TRANSIT	VEENSTRA & KIMM INC
RIVER GULF GRAIN	VERA FRENCH HOUSING
RIVERDALE COMMUNITY SCHOOL DISTRICT #100	WESTERN IL AGENCY ON AGING
RIVERSTONE GROUP	WESTERN ILLINOIS UNIVERSITY
ROCK ISLAND ARSENAL	WORLD RELIEF
ROCK ISLAND CITY MANAGER	WQPT QUAD CITIES
ROCK ISLAND COUNTY ADMINISTRATOR	

APPENDIX B

**CRITERIA AND MAXIMUM POINTS USED FOR
SURFACE TRANSPORTATION BLOCK GRANT PROGRAM EVALUATION TABLES**

Category	Criteria	Maximum Points
1. Level of Service	A. Existing Volume/Capacity Ratio	50
	B. 10-Year Projected Traffic Volume	50
	C. Traffic Congestion Reduction	50
2. Safety	A. Total Number of Accidents	50
	B. Accident Severity	50
	C. Accident Rate	50
3. Physical Condition	A. Surface Type, Facility Condition, Existing Volume, 10-year Projected Volume, Number of Lanes	150
4. Special Consideration	A. Air Quality	0-2%
	B. Truck/Business Route	1%
	C. Connectivity	1%
	D. Employment Center	1%

Source: Table 9.1 Surface Transportation Block Grant Program Evaluation Manual, 2016 Amendment.

MPO STBG Historical Funds

	ILLINOIS	IOWA
FFY 2005	\$1,302,593	\$2,906,430
FFY 2006	N/A	\$2,139,687
FFY 2007	\$912,920	\$2,122,084
FFY 2008	\$1,092,791	\$2,579,137
FFY 2009	\$1,123,828	\$2,928,888
FFY 2010	\$1,125,025	\$3,265,647
FFY 2011	\$1,009,656	\$3,722,927
FFY 2012	\$1,464,360	\$3,833,744
FFY 2013	\$1,380,977	\$3,604,667
FFY 2014	\$1,396,580	\$3,651,827
FFY 2015	\$1,151,353	\$3,696,798
FFY 2016	\$1,354,777	\$3,677,735
FFY 2017	\$1,485,722	\$3,784,141
FFY 2018	\$1,534,068	\$3,786,442
FFY 2019	\$1,565,924	\$4,124,427
FFY 2020	\$1,565,924	\$4,226,793
FFY 2021	\$1,734,238	\$4,099,100
FFY 2022	\$1,695,388	\$3,994,962
FFY 2023	\$2,253,463	\$4,744,204
FFY2024*	\$2,362,079	\$4,680,020
FFY 2025*	\$2,054,806	\$4,771,000
FFY2026*	\$2,054,806	\$4,860,000
FFY2027*	\$2,054,806	\$4,953,000
TOTAL	\$33,676,084	\$86,153,660

Quad Cities, IA/IL Metropolitan Planning Area Ranking Jurisdiction:

Transportation Alternatives (TA) Set-Aside Program Evaluation Form

Applicant/Jurisdiction: _____ Project: _____

QUAD CITIES, IA/IL TASA PROGRAM – RANKING SHEET

(See ranking definitions listed below.)

Evaluation Criteria		Lowest Score 0	1	2	3	Highest Score 4
1.	Ability to enhance roadway safety.					
2.	Accessibility to the public.					
3.	Compatibility to the public with the surroundings.					
4.	Connectivity with existing facilities.					
5.	Cost in relation to public benefit.					
6.	Environmental and social impacts.					
7.	Inclusion in state, regional and local plans.					
8.	Level of local support.					
9.	Predicted usage; relative to population.					
10.	Relationship to active transportation facilities.					
11.	Relationship to inactive transportation facilities.					
12.	Visibility from public right-of-way.					
13.	Additional beneficial impacts					
14.	Readiness to proceed.					
		Sub Total				
Priority Grouping: (A or B): A=40; B=20		Priority Group Points				
		Total Score				

- 0 - The project demonstrates no or negative impact on the criteria.
- 1 - The project demonstrates very little impact on the criteria.
- 2 - The project demonstrates some positive impact on the criteria.
- 3 - The project demonstrates good impact on the criteria.
- 4 - The project demonstrates great impact on the criteria.

NOTE: Minimum total project cost of \$125,000 is required, based on 80/20 matching requirements. Members of the Urbanized Area Transportation Technical Committee will rank each project based on the voting outlined in the Technical Committee – Committee and Meeting Procedures.

QUAD CITIES AREA COMPLETE STREETS POLICY

“Complete Streets” refers to public right-of-way which is designed for the safety and accessibility of multiple users, regardless of ability. As a standard practice in the Quad Cities Area, a balanced approach in design and operation of the transportation system within public right-of-way will be taken as feasible, giving consideration to:

1. types of users of the transportation system, including pedestrians, bicyclists, transit users, motor vehicles and freight interests in design and operation;
2. project surroundings in context with how and who will use the facility to determine what accommodations users will be provided; and
3. service levels for all users anticipated by adopted comprehensive or system-wide plans.

Adopted 10/28/2008 by Transportation Policy Committee.

APPENDIX C



Serving local governments in Muscatine and Scott Counties, Iowa;
Henry, Mercer, and Rock Island Counties, Illinois

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.218, the Illinois Department of Transportation, Iowa Department of Transportation, and Metropolitan Planning Organization for the Davenport-Rock Island-Moline, Iowa-Illinois Urban Area hereby certify the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. Title 23 U.S.C. 134 & 135, 49 U.S.C. 5303 and 5304
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 SAFETEA-LU (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 (49 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
10. Sections 174 and 176(c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506(c) and (d)]. (Note: Only for Metropolitan Planning Organizations with non-attainment and/ or maintenance areas within the metropolitan planning area boundary.)

Bi-State Regional Commission



Signature

Chair, Transportation Policy Committee

Title

June 27, 2023

Date

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VICE-CHAIR
Brad Bark
SECRETARY
Richard "Quijas" Brunk
TREASURER
John Maxwell

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Rick Dunn, Alderperson
Robby Ortiz, Alderperson
Randy Moore, Citizen
City of Rock Island
Mike Thoms, Mayor
Dylan Parker, Alderperson
City of Moline
Sangeetha Rayapati, Mayor
Pat O'Brien, Alderperson
City of Bettendorf
Robert Gallagher, Mayor
City of East Moline
Reggie Freeman, Mayor
City of Muscatine
Brad Bark, Mayor
City of Kewanee
Gary Moore, Mayor
City of Silvis; Villages of Andalusia, Carbon Cliff, Coal Valley, Cordova, Hampton, Hillsdale, Milan, Oak Grove, Port Byron, and Rapids City
Duane Dawson, Mayor, Milan
Cities of Aledo, Colona, Galva, Geneseo; Villages of Alpha, Andover, Annawan, Atkinson, Cambridge, Keithsburg, New Boston, Orion, Sherrard, Viola, Windsor, and Woodhull
Tim Wise, Mayor, Annawan
Cities of Blue Grass, Buffalo, Eldridge, Fruitland, LeClaire, Long Grove, McCausland, Nichols, Princeton, Riverdale, Walcott, West Liberty, and Wilton
Michael Limberg, Mayor, Long Grove

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John Maxwell, Member
Ross Paustian, Member
Jazmin Newton, Citizen

PROGRAM REPRESENTATIVES:

Ralph H. Heninger
Jerry Lack
Nathaniel Lawrence
Marcy Mendenhall
Eileen Roethler
Rick Schloemer
Bill Stoermer
Executive Director
Denise Bulat



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Hillsdale, Milan, Oak Grove,
Port Byron, and Rapids City
Duane Dawson, Mayor, Milan
Cities of Aledo, Colona, Galva,
Geneseo; Villages of Alpha,
Andover, Annawan, Atkinson, Cambridge,
Keithsburg, New Boston, Orion,
Sherrard, Viola, Windsor, and Woodhull
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Nichols, Princeton, Riverdale,
Walcott, West Liberty, and Wilton
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Marcy Mendenhall
Eileen Roethler
Rick Schloemer
Bill Stoermer
Executive Director
Denise Bulat

CERTIFICATE OF COMPLIANCE WITH THE STATEMENT OF FINANCIAL CAPACITY ANALYSIS

This is to certify that the Transportation Improvement Program for the Davenport-Rock Island-Moline, Iowa-Illinois Urbanized Area is prepared in accordance with the requirements of FTA Circular 7008.1A for financial capacity analysis. An assessment of financial capacity is conducted by the Bettendorf, Davenport, and Rock Island County Metropolitan Mass Transit District systems.

Approved this 27th day of June 2023.



Mike Matson, Chair
Davenport-Rock Island-Moline, Iowa/Illinois
Urbanized Area Transportation Policy Committee

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BI-STATE ACTIVITIES RELATED TO METROPOLITAN TRANSPORTATION PROCESS CERTIFICATION

On a regular basis, Bi-State Regional Commission updates policies and procedures to ensure the Metropolitan Transportation Planning Process is being conducted in accordance with all applicable requirements outlined on the previous page. Every effort is made to ensure that no individual is discriminated against on the basis of race, color, creed, national origin, sex, or age. In addition, all meetings are held in accessible facilities that meet Americans with Disabilities Act (ADA) guidelines. The Quad Cities Metropolitan Area is currently in attainment of federal air quality standards, and therefore measures related to the Clean Air Act are not necessary at this time.

The Transportation Planning Work Program and the Title VI report are examples of documents that reference applicable activities in the Quad Cities Metropolitan Area. The most recent publications and their page numbers are listed below.

FY2024 Transportation Planning Work Program:

- Public Participation (Page 2-5)
- Committee Structure (Page 2-6)
- Equal Opportunity and Affirmative Action (Page 2-7)

2021 Title VI Program Reports:

- Limited Language Proficiency Plan
- Summary of Public Outreach Activities to Ensure Minority and Low-Income Persons Have Meaningful Access

SUMMARY OF STATUTORY REQUIREMENTS

Metropolitan Planning

The State and the MPO shall certify to FHWA and FTA at least every four years that the planning process is addressing major issues facing their area and is being conducted in accordance with all applicable transportation planning requirements. The planning process will undergo joint review and evaluation by FHWA, FTA, and State DOT to determine if the process meets requirements. The Federal administrators will take the appropriate action for each TMA to either issue Certification action or deny Certification if the TMA planning process fails to substantially meet requirements. If FHWA and FTA jointly determine that the transportation planning process in a TMA does not substantially meet the requirements, they may withhold, in whole or in part, the apportionment attributed to the relevant metropolitan planning area, or withhold approval of all or certain categories of projects. Upon full, joint Certification by FHWA and FTA, all funds Withheld will be restored to the metropolitan area, unless they have lapsed.

[23 CFR 450.334; U.S.C. Title 23, Sec. 134, and U.S.C. Title 49, Ch. 53, Sec. 5303]

Statewide Planning

The process for developing the MTPS and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. The State shall coordinate transportation planning activities for metropolitan areas of the State and shall carry out its responsibilities for the development of the transportation portion of the STIP to the extent required by the Clean Air Act.

The State will carry out the long-range planning processes and develop the STIP in cooperation and consultation with designated metropolitan planning organizations, affected local transportation officials, and affected Tribal governments.

[23 CFR 450.218, 23 U.S.C. 135, and 49 U.S.C. 5304]

Title VI, Civil Rights Act of 1964

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under Federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each State, prohibiting discrimination on the basis of sex or disability. (See Section 2-12 below for more information on Title VI and related requirements, many of which are referenced in this section.)

[23 U.S.C. 324 and 29 U.S.C. 794]

Disadvantaged Business Enterprises (DBE)

The DBE program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority- and Women-owned enterprises. The statute provides that at least 10 percent of the amounts made available for any Federal-aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.

[SAFETEA-LU, Pub. L. 109-59, Sec. 1101(b); CFR 49, Subtitle A, Part 26]

Americans with Disabilities Act of 1990 (ADA)

Programs and activities funded with Federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving Federal financial assistance from the DOT.

Older Americans Act

Confirms opportunity for employment with no discriminatory personnel practices because of age. Also, the Older American Act Amendments of 2006 included provisions relating to transportation in Title III-B (Grants for State and Community Programs on Aging, Title IV [Technical Assistance and Innovation to Improve Transportation for Older Individuals], Title V [Senior Community Service Employment Program], and Title VI [Native American Aging Programs].

[Pub. L. 89-73, as amended, and 42 U.S.C. 6101]

Section 324 of 23 U.S.C.

No one on the basis of sex shall be denied participation in or benefits of any program or activity receiving Federal assistance under Title 23.

Rehabilitation Act of 19 73

This law protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency, including the U.S. Department of Health and Human Services (DHHS).

[29 U.S.C. 794 and 49 CFR, Part 27]

Clean Air Act: Air-Pollution Prevention and Control

All State and local transportation officials will take part in a 3C planning process in nonattainment and maintenance areas to determine which planning elements will be developed, adopted, and implemented to maintain or improve the air quality for said area. In nonattainment and maintenance areas that include more than one State, the affected States may jointly undertake and implement air-quality-planning procedures.

The Federal government will not financially support activities that do not conform to approved plans. Priority of funding will be given to those projects or programs that achieve and maintain national primary ambient air quality standards.

[42 U.S.C., Ch. 85 §§ 7408, 7410, 7504, 7505a, 7511, 7512, 7506(c) and (d), and 7604; 49 U.S.C., Ch. 53, 23 U.S.C., § 134]

Bi-State Regional Commission for Quad Cities MPO

Title VI Plan

Agency information

Name and title of administrative officer

Name: Denise Bulat Title: Executive Director

Address: 1504 Third Avenue

City: Rock Island State: Illinois ZIP code 61201 County Rock Island County

Phone/Fax: 309-793-6300 Phone/ 309-793-6305 Fax Email: dbulat@bistateonline.org

Name and title of designated Title VI coordinator

Name: Denise Bulat Title: Executive Director

Address: 1504 Third Avenue

City: Rock Island State: Illinois ZIP code 61201 County Rock Island County

Phone/Fax: 309-793-6300 Phone/ 309-793-6305 Fax Email: dbulat@bistateonline.org

*If the Title VI coordinator changes, please contact the Iowa DOT Title VI specialist.

Title VI Program

Policy statement, authorities and citations

A. Policy of nondiscrimination

The Bi-State Regional Commission, hereinafter referred to as the AGENCY, hereby assures that no person shall on the grounds of race, color, national origin, gender, age or disability, as provided by Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d, and the Civil Rights Restoration Act of 1987, Pub. L. No. 100-259, 102 Stat. 28, be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance. The AGENCY further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, regardless of whether those programs and activities are federally funded.

It is the policy of the AGENCY to comply with Title VI of the Civil Rights Act of 1964; Title VII of the Civil Rights Act of 1964, 42 U.S.C. § 2000e; Age Discrimination Act of 1975, 42 U.S.C. §§ 6101-6107; Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. §§ 4601-4655; 1973 Federal Aid Highway Act, 23 U.S.C. § 324; Title IX of the Education Amendments of 1972, Pub. L. No. 92-318, 86 Stat. 235; Section 504 of the Rehabilitation Act of 1973, 29 U.S.C. §§ 701 *et seq*; Civil Rights Restoration Act of 1987, Pub. L. No. 100-259, 102 Stat. 28; Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 *et seq*.; Title VIII of the Civil Rights Act 1968, 42 U.S.C. §§ 3601-3631; Exec. Order No. 12898, 59 Fed. Reg. 7629 (1994) (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations); and Exec. Order No. 13166, 65 Fed. Reg. 50121 (2000) (Improving Access to Services for Persons with Limited English Proficiency).

The Civil Rights Restoration Act of 1987, Pub. L. No. 100-259, 102 Stat. 28, broadened the scope of Title VI coverage by expanding the definition of terms “programs or activities” to include all programs or

Appendix C

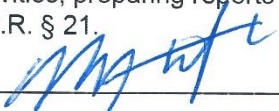
activities of federal-aid recipients, subrecipients and contractors/consultants, regardless of whether such programs and activities are federally assisted.

Pursuant to the requirements of Section 504 of the Rehabilitation Act of 1973, Pub. L. No. 93-112, 87 Stat. 355, the AGENCY hereby gives assurance that no qualified disabled person shall, solely by reason of 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 this federal financial assistance.

The AGENCY also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies and activities on minority and low-income populations. In addition, the AGENCY will take reasonable steps to provide meaningful access to services for persons with limited-English proficiency. The AGENCY will, where necessary and appropriate, revise, update and incorporate nondiscrimination requirements into appropriate manuals, directives and regulations.

In the event the AGENCY distributes federal-aid funds to a second-tier subrecipient, the AGENCY will include Title VI language in all written agreements.

The AGENCY's Denise Bulat, Executive Director is responsible for initiating and monitoring Title VI activities, preparing reports and performing other responsibilities, as required by 23 C.F.R. § 200 and 49 C.F.R. § 21.



Signature

Mike Matson, Chair of Quad Cities MPO Policy Committee

Printed name and title

June 27, 2023

Date

B. Authorities

Title VI of the Civil Rights Act of 1964, 42 U.S.C. §2000d, provides that no person in the United States shall on the grounds of race, color, national origin, or gender be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987, Pub. L. No. 100-259 102 Stat. 28, broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs or activities of federal-aid recipients, subrecipients and contractors, whether such programs and activities are federally assisted or not.

Environmental justice (EJ): Executive Order 12898 addresses disproportionate adverse environmental, social and economic impacts that may exist in communities, specifically minority and low-income populations.

Limited English Proficiency (LEP): Executive Order 13166 addresses access to services for persons whose primary language is not English and who have a limited ability to read, write, speak or understand English.

Americans with Disabilities Act of 1990 (ADA): The Act prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities and transportation.

Section 504 of the Rehabilitation Act of 1973, Pub. L. No. 93-112, 87 Stat. 355, prohibits discrimination based on disability.

C. Additional citations

Title VI of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000d to 2000d-4; 42 U.S.C. §§ 4601 to 4655; 23 U.S.C. §109(h); 23 U.S.C. §324; DOT Order 1050.2; Executive Order 12250; Executive Order 12898; 28 C.F.R. § 50.3.

II. Standard assurances

49 C.F.R. § 21.7

Pursuant to 49 C.F.R. § 21.7, every application for federal financial assistance or continuing federal financial assistance must provide a statement of assurance and give reasonable guarantee that the program is (or, in the case of a new program, will be) conducted in compliance with all requirements imposed by or pursuant to Part 21 (Nondiscrimination in Federally Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964). Fully executed standard DOT assurances (including Appendices A, B, C, D and E) are attached to this plan.

III. Organization, staffing and structure

A. Organizational chart – reporting relationships

(Place organizational chart here or attach to back of report with reference as what page to find it. Name the Title VI coordinator for your organization.) See attached.

B. Staffing

Metropolitan planning organization or regional planning affiliation administrator

The AGENCY administrator is authorized to ensure compliance with provisions of the department's policy of nondiscrimination and with the law, including the requirements of 23 C.F.R. § 200 and 49 C.F.R. § 21. The AGENCY grants compliance function and Title VI coordination shall be performed under the authority of the AGENCY.

Title VI coordinator

The AGENCY has appointed Denise Bulat, Executive Director to perform the duties of the Title VI coordinator (Coordinator) and ensure implementation of the AGENCY's Title VI Federally Funded Transportation Program pertaining to this agreement.

The AGENCY will notify Iowa DOT in writing of any changes to the Coordinator or Coordinator contact information.

Title VI specialists (if applicable)

Additionally, the AGENCY has designated Title VI specialists (Specialists) in departmental special emphasis program areas. The Specialists, designated below, shall work in concert with the Coordinator. These key programs or department areas are subject to receiving federal assistance through grants or other types of transportation related funding, or are responsible for implementing AGENCY directives and policies to ensure civil rights compliance and equal opportunity. The Specialists will work with the Coordinator to ensure their respective departments and programs comply with Title VI regulations and assurances, meet the objectives of the Title VI plan, meet federal and state reporting requirements, and provide adequate training opportunities for applicable staff.

Specialists will work with the Coordinator to ascertain Title VI compliance by contractors, subcontractors, consultants and suppliers under federally funded projects or programs. Specialists will ensure applicable Title VI provisions and requirements are included in contractual agreements to prime contractors. Specialists will work with the Coordinator to obtain statistical data (race, color, national origin, age, gender, gender, LEP and income of populations in service area) of participants in, and beneficiaries of federally funded Iowa Department of Transportation programs. Each of the Specialists will maintain data relative to their respective special emphasis program area, designated below. The Coordinator shall use the data to complete annual Title VI reports and for other administrative needs.

List Title VI specialists and their official job title (if applicable):

Gena McCullough, Deputy Director

Jill Henderson, Finance Manager

III. Implementation procedures

Title VI coordinator's responsibilities and program administration

As authorized by the AGENCY Administrator, the Coordinator is responsible for initiating, monitoring, and ensuring AGENCY compliance with Title VI requirements as follows.

1. **Program administration.** Administer the Title VI program and coordinate implementation of the plan. Ensure compliance with the assurances, policy, and program objectives. Perform Title VI program reviews to assess administrative procedures, staffing, and resources; provide recommendations as required to the AGENCY administrator (see Section V: Self-Assessment and Remedial Action Procedures).
2. **Complaints.** Review written Title VI complaints that may be received by AGENCY following the adopted procedural guidelines (see Section IV: Complaint Procedures). Ensure every effort is made to resolve complaints informally at the local or regional level.
3. **Data collection.** Statistical data on race, color, national origin, age, disability, income level, language spoken, and gender of participants in, and beneficiaries of, programs is to be gathered and maintained by program area, as described in the Special Emphasis Program Areas Responsibilities Section VI of this document. The AGENCY will review the statistical data gathering process periodically to ensure sufficiency of data for meeting the requirements of Title VI program administration.
4. **Environmental documents.** To the maximum extent practical, ensure that appropriate data are included as a part of all environmental impact statements (EIS) or environmental assessments (EA) for projects receiving Federal Highway Administration or other federal assistance. Efforts are undertaken to ensure that transportation system improvements that are implemented do not have disproportionately negative effects on minority and low-income populations. In addition, system investments must provide for an equitable distribution of benefits to the areas that are traditionally underrepresented in the planning process.
5. **Training programs.** Conduct or facilitate training programs on Title VI issues and regulations for AGENCY employees; and facilitate Title VI training for appropriate staff, contractors and subrecipients. A summary of training conducted will be documented.
6. **Title VI plan update.** Review and update the AGENCY's Title VI plan as needed or required. Present updated plan to the AGENCY administrator for approval; submit amended plan to the Iowa DOT's Office of Employee Services' civil rights section (OES-CR).
7. **Public dissemination.** Work with AGENCY staff to develop and disseminate Title VI program information to AGENCY employees and subrecipients, including contractors, subcontractors, consultants, and subconsultants and beneficiaries, as well as the general public. Public dissemination may include postings of official statements, inclusion of Title VI language in contracts or other agreements, website postings, and annual publication of the AGENCY's Title VI Policy Statement in newspaper(s) having a general circulation, and informational brochures. Ensure public service announcements or notices are posted of proposed projects, hearings, meetings, or formation of public advisory boards, in newspapers or other media reaching the affected community. Ensure the full utilization of available minority publications or media; and, where appropriate, provide written or verbal information in languages other than English.
8. **LEP.** The AGENCY follows Executive Order 13166 in identifying and engaging LEP populations to ensure their involvement and knowledge of transportation planning and projects in and around their communities. A LEP person is defined as one who does not speak English as his or her primary language and has a limited ability to read, write or understand English. The AGENCY's policy for engaging individuals with LEP is to provide translation services to individuals who

request them, if reasonable accommodations can be made. In addition, the AGENCY proactively identifies communities with high concentrations of LEP persons and employs tactics and strategies to effectively engage them in the planning process. The AGENCY trains staff to recognize individuals in community meetings and forums who may show difficulty or inability to read or write English, and to assist them accordingly.

9. **Elimination of discrimination.** Work with other AGENCY offices to establish procedures for promptly resolving deficiencies, as needed. Recommend procedures to identify and eliminate discrimination that may be discovered in any AGENCY processes. Take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance in accordance with this agreement.
10. **Maintain legislative and procedural information.** Federal laws, rules and regulations, Iowa DOT guidelines, the current AGENCY Title VI plan, annual accomplishment and goals reports, and other resource information pertaining to the implementation and administration of the AGENCY's Title VI program will be maintained and updated by the Coordinator. Information will be made available to other AGENCY departments/offices or the public as requested or required.

IV. Discrimination complaint procedures – allegations of discrimination in federally assisted programs or activities

(If the Agency has existing complaint procedures, insert those here.)

Bi-State Regional Commission adopts the following discrimination complaint procedures for complaints relating to federally assisted transportation-related programs or activities.

1. **Filing a discrimination complaint:** Any person who believes that he or she, or any class of individuals, or in connection with any disadvantaged business enterprise, has been or is being subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, the American with Disabilities Act of 1990, Section 504 of the Vocational Rehabilitation Act of 1973, and/or the Civil Rights Restoration Act of 1987, as amended, has the right to file a complaint.

Any individual wishing to file a discrimination complaint must be given the option to file the complaint with the AGENCY, or directly with the Iowa DOT, FHWA, USDOT and U.S. Department of Justice. Complaints may be filed with all agencies simultaneously.

No individual or agency shall refuse service, discharge or retaliate in any manner against any persons because that individual has filed a discrimination complaint, instituted any proceeding related to a discrimination complaint, testified, or is about to testify, in any proceeding or investigation related to a discrimination complaint, or has provided information or assisted in an investigation.

2. **Complaint filing timeframe:** A discrimination complaint must be filed within 180 calendar days of either:
 - (a) The alleged act of discrimination.
 - (b) Date when the person(s) became aware of the alleged discrimination.
 - (c) Date on which the conduct was discontinued, if there has been a continuing course of conduct.

The AGENCY or their designee may extend the time for filing or waive the time limit in the interest of justice, specifying in writing the reason for so doing.

3. **Contents of a complaint:** A discrimination complaint must be written. The document must contain the following information.
 - a) The complainant's name and address, or other means by which the complainant may be contacted.
 - b) Identification of individual(s) or organization(s) responsible for the alleged discrimination.

- c) A description of the complainant's allegations, which must include enough detail to determine if the AGENCY has jurisdiction over the complaint and if the complaint was filed timely.
- d) Specific prohibited bases of alleged discrimination (i.e., race, color, gender, etc.).
- e) Apparent merit of the complaint.
- f) The complainant's signature or signature of his/her authorized representative.

In the event that a person makes a verbal complaint of discrimination to an officer or employee of the AGENCY, the complainant shall be interviewed by the AGENCY's Coordinator. If necessary, the Coordinator will assist the complainant in reducing the complaint to writing and then submit the written version of the complaint to the person for signature.

4. **Complaints against the AGENCY:** Any complaints received against the AGENCY should immediately be forwarded to the Iowa DOT for investigation. The AGENCY shall not investigate any complaint in which it has been named in the complaint. The contact information for the Iowa DOT's Title VI program is:

Iowa Department of Transportation
Office of Employee Services – Civil Rights
800 Lincoln Way
Ames, Iowa 50010
515-509-8814
515-232-6739 (fax)
civil.rights@iowadot.us

5. **Notice of Receipt:** All complaints shall be referred to the AGENCY's Coordinator for review and action. Within 10 days of receipt of the discrimination complaint, the Coordinator shall issue an initial written Notice of Receipt that:
- a) Acknowledges receipt of the discrimination complaint.
 - b) Advises the complainant of his/her right to seek representation by an attorney or other individual of his or her choice in the discrimination complaint process.
 - c) Contains a list of each issue raised in the discrimination complaint.
 - d) Advises the complainant of the timeframes for processing the discrimination complaint and providing a determination.
 - e) Advises the complainant of other avenues of redress of their complaint, including the Iowa DOT, FHWA, USDOT and USDOJ.
 - f) Includes an invitation to mediation as described in paragraph 1 under item eight below.
6. **Notification of the Iowa DOT of a complaint:** The AGENCY shall advise the Iowa DOT within 10 business days of receipt of the complaint. Generally, the following information will be included in every notification to the Iowa DOT.
- a) Name, address and phone number of the complainant.
 - b) Name(s) and address(es) of alleged discriminating official(s).
 - c) Basis of complaint (i.e., race, color, national origin or gender).
 - d) Date of alleged discriminatory act(s).
 - e) Date complaint received by the AGENCY.
 - f) A statement of the complaint.
 - g) Other agencies (state, local or federal) where the complaint has been filed.
 - h) An explanation of the actions the AGENCY has taken or proposed to resolve the issue identified in the complaint.
7. **Processing a complaint and timeframe:** The total time allowed for processing the discrimination complaint is 90 calendar days from the date the complaint was filed. There is no extension available at this level. This timeframe includes 60 calendar days at the AGENCY level and 30 days for review at the state level, if needed.

If the complainant elects to file a complaint with both the AGENCY and Iowa DOT, the complainant shall be informed that the AGENCY has 90 calendar days to process the discrimination complaint and the Iowa DOT shall not investigate the complaint until the 90 calendar-day period has expired.

Immediately after issuance of the notice of receipt to the complainant (step four), the AGENCY's Coordinator shall either begin the fact-finding or investigation of the discrimination complaint, or arrange to have an investigation conducted.

Based on the information obtained during that investigation, the Coordinator shall render a recommendation for action in a Report of Findings to the head of the AGENCY.

8. **Alternative dispute resolution/mediation process:** The complainant must be given an invitation to participate in mediation to resolve the complaint by informal means. The AGENCY's Coordinator shall include an invitation to mediation with the Notice of Receipt, offering the opportunity to use the alternative dispute resolution/mediation process.

If the complaint selects mediation, it allows disputes to be resolved in a less adversarial manner. With mediation, a neutral party assists two opposing parties in a dispute come to an agreement to resolve their issue. The mediator does not function as a judge or arbiter, but simply helps the parties resolve the dispute themselves.

Upon receiving a request to mediate, the AGENCY's Coordinator shall identify or designate a mediator who must be a neutral and impartial third party. The mediator must be a person acceptable to all parties and who will assist the parties in resolving their disputes.

If the complainant chooses to participate in mediation, she or he or the designee must respond in writing within 10 calendar days of the date of the invitation. This written acceptance must be dated and signed by the complainant and must also include the relief sought.

After mediation is arranged, a written confirmation identifying the date, time and location of the mediation conference shall be sent to both parties. If possible, the mediation process should be completed within 30 calendar days of receipt of the discrimination complaint. This will assist in keeping within the 90 calendar-day timeframe of the written Notice of Final Action if the mediation is not successful.

If resolution is reached under mediation, the agreement shall be in writing. A copy of the signed agreement shall be sent to the Iowa DOT's Title IV program coordinator. If an agreement is reached, but a party to it believes his/her agreement has been breached, the nonbreaching party may file another complaint. If the parties do not reach resolution under mediation, the AGENCY's Coordinator shall continue with the investigation.

9. **Notice of Final Action:** A written Notice of Final Action shall be provided to the complainant within 60 days of the date the discrimination complaint was filed. It shall contain:
- a) A statement regarding the disposition of each issue identified in the discrimination complaint and reason for the determination.
 - b) A copy of the mediation agreement, if the discrimination complaint was resolved by mediation.
 - c) A notice that the complainant has the right to file a complaint with the Iowa DOT, FHWA, USDOT or USDOJ within 30 calendar days after the Notice of Final Action, if she or he is dissatisfied with the final action on the discrimination complaint.

The AGENCY's Coordinator shall provide the Iowa DOT's Title VI program coordinator with a copy of this decision, as well as a summary of findings upon completion of the investigation. Should deficiencies be noted in the implementation of these discrimination complaint procedures

by the AGENCY, the Iowa DOT's Title VI program coordinator will work in conjunction with the AGENCY's Coordinator to review the information and/or provide technical assistance in the discrimination complaint process, mediation process, and/or investigation.

10. **Corrective action:** If discrimination is found through the process of a complaint investigation, the respondent shall be requested to voluntarily comply with corrective action(s) or a conciliation agreement to correct the discrimination.
11. **Confidentiality:** AGENCY and Iowa DOT Title VI program coordinators are required to keep the following information confidential to the maximum extent possible, consistent with applicable law and fair determination of the discrimination complaint.
 - a) The fact that the discrimination complaint has been filed.
 - b) The identity of the complainant(s).
 - c) The identity of individual respondents to the allegations.
 - d) The identity of any person(s) who furnished information relative to, or assisting in, a complaint investigation.
12. **Recordkeeping:** The AGENCY's Coordinator shall maintain a log of complaints filed that alleged discrimination. The log must include:
 - a) The name and address of the complainant.
 - b) Basis of discrimination complaint.
 - c) Description of complaint.
 - d) Date filed.
 - e) Disposition and date.
 - f) Any other pertinent information.

All records regarding discrimination complaints and actions taken on discrimination complaints must be maintained for a period of not less than three years from the final date of resolution of the complaint.

V. Self-assessment and remedial action procedures

1. **Title VI self-assessment federal-aid highway funds.** Conduct Title VI self-assessment of the AGENCY's program areas and activities. Where applicable, revise policies, procedures and directives to include Title VI requirements. Ensure that programs, policies and other activities do not have disproportionate adverse effects on minority and low income populations.
2. **Remedial action.** When irregularities occur in the administration of Federal-aid highway programs, corrective action will be taken to resolve identified Title VI issues. Take affirmative action to correct any deficiencies found by the Iowa DOT, FHWA or the USDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance in accordance with this plan. The head of the AGENCY shall be held responsible for implementing Title VI requirements.

VI. Title VI implementation activities in special emphasis program areas

The following activities may or may not apply to your AGENCY. Please adjust as needed.

A. Planning and location activities

1. **Planning process.** The Bi-State Regional Commission's Quad Cities MPO Transportation Policy Committee has responsibility for providing long-range planning (through a cooperative agreement), program development, and capital programming necessary to provide efficient transportation services to AGENCY citizens. The AGENCY's Quad Cities MPO Transportation Policy Committee annually updates and coordinates the AGENCY's four-year plan for transportation improvement programs and projects. The update also informs other AGENCY department of the AGENCY's jurisdiction of the current planning direction for transportation needs. Projects included in the update are the result of evaluation and

prioritization of needs in various transportation areas. The evaluation process includes input from the AGENCY, local jurisdictions and organizations, citizen groups and private individuals.

2. Public involvement in planning activities and Title VI and EJ

- a) Invite participation of a cross section of the populace from social, economic and ethnic groups in the planning process by disseminating written program information to minority media and ethnic organizations, and providing public service announcements for all local media, when forming citizen advisory committees or planning board, and requesting involvement.
- b) To ensure access to public meetings, evening meetings will be conducted in a variety of community buildings throughout the AGENCY, including those along transit routes, ensure translation services are available if anticipated, and ensure public meetings are held in predominantly minority communities when transportation projects will specifically impact those communities.
- c) The AGENCY regularly conducts an analysis of how the benefits and burdens of the long-range plan are distributed among low-income, minority and disabled populations versus the general population. The analysis utilizes the demographic profile (included). The AGENCY is responsible for informing all staff members and consultants of all federal Title VI policies, including any changes and updates. In addition, the AGENCY is responsible for informing all staff members and consultants of the AGENCY's Title VI plan, including the LEP plan, public involvement plan, environmental justice policy, and ADA policy, as well as any updates and changes.

B. Consultant contracts activities

1. **Consultant contracts administration.** The Executive Director is responsible for recommending consultant firms to the AGENCY for final selection, negotiation and award. The Executive Director administers awarded consultant contracts.
2. **Consultant selection process.** Executive Director staff will request qualifications from consulting firms specializing in various areas that may relate to public works projects and the development of construction plans and special provisions for roads and bridges, design work associated with structures, performing environmental studies or preparing National Environmental Policy Act of 1969 documents. Consultant selection from the certified list maintained by the Executive Director adheres to State of Iowa regulations and is consistent with the AGENCY's vendor policies. Title VI text is included in all request for proposals (RFP) and contracts.
3. **Title VI assurances and provisions**
 - a) Include Title VI assurance and provision language in all federally funded consultant contracts. Periodically review documents and language to ensure compliance with current laws and regulations. Provide a copy of the form of the contract to the Coordinator, and any amendments or updates that may occur over time.

C. Design and engineering/environmental activities

1. Design /Environmental Review Process and Title VI

- a) Depending on the scope, complexity, and impacts of a project, a National Environmental Policy Act document and process will be completed.
- b) Monitor compliance with Title VI requirements in all aspects of conducting an EIS or EA. Provide a comprehensive summary of the demographic and environmental data elements to be considered by the EIS/EA process to the Coordinator; including updated summary lists as applicable. Incorporate into the review process, adequate time for the Coordinator to review and comment, as applicable, on the draft EIS/EA to ensure there are no violations of the Federal Civil Rights Act, as amended, as a result of the AGENCY's Federal-aid highway activities.

- c) In order to ensure dissemination of information and foster participation from affected populations, AGENCY staff will place public notices in applicable general and minority media; select accessible locations and times for public hearings or meetings, and arrange for translation services as needed; particularly in projects impacting predominantly minority communities. The AGENCY will ensure the public has information pertaining to their rights to call or write the AGENCY to view plans and discuss environmental problems.
- d) AGENCY staff shall provide a copy of the Annual Construction Report to the Coordinator in or around April of each year. The Coordinator shall work with the AGENCY geographic information systems coordinator to generate a map of the federally funded transportation projects to include demographic data of the neighborhoods affected by the projects.
- e) Environmental justice

The concept of environmental justice includes the identification and assessment of disproportionately high and adverse effects of programs, policies or activities on the minority and low-income population groups. Within the context of transportation planning, environmental justice considers the relative distribution of cost and benefits from transportation investment strategies and policies among different segments of society.

A systematic process is used to study and evaluate all necessary environmental aspects of the proposed action(s). Depending on the scope, complexity, and impacts of the project, the AGENCY's Coordinator oversees the process, ensures all federal and state requirements are met, and the public has been invited to participate. The AGENCY is responsible for environmental review, and Title VI environmental justice compliance in all aspects of AGENCY's work that triggers environmental review requirements.

D. Right of way activities – Not Applicable

1. **Real property services.** N/A manages and coordinates the appraisal and acquisition of real property and relocation assistance services for public works projects. The right of way acquisition process entails appraisal of property, negotiation of terms and conditions for acquisition, and assistance in the relocation of displaced individuals, businesses, farm operations, nonprofit organizations, and property management.

2. Right of way activities and Title VI

- a) Ensure equal opportunity in all aspects of procuring real estate service contracting and appraisal agreements.
- b) Follow adopted vendor procurement policies in the acquisition of contracted services.
- c) Utilize current directories identifying fee appraiser organizations and the Iowa DOT's list of certified fee appraisers when seeking services. Maintain data on awards to minority and female appraisers, and provide data to the Coordinator on a quarterly basis.
- d) Incorporate Title VI language and assurance statements in all surveys of property owners and tenants after the conclusion of all business. Coordinate the preparation of deeds, permits and leases to ensure the inclusion of the appropriate clauses, including Title VI assurances.
- e) Ensure that appraised values and communications associated with the appraisal and negotiation operations result in equitable treatment.
- f) Ensure comparable replacement dwellings are available and assistance is given to all displaced persons and entities by the property acquisition process.
- g) Maintain statistical data, including race, color, national origin, age, gender, disability, LEP and income levels on all relocatees affected by federally funded projects, and provide detailed demographic data quarterly to the Coordinator.

E. Construction and maintenance activities – Not Applicable

1. **Construction management section.** N/A is responsible for administration of all new construction contracts. N/A is responsible for oversight and the administration of transportation construction projects, as set forth by policy decisions and supervision of the AGENCY engineer.
2. **Maintenance.** N/A is responsible for the efficient program for maintaining AGENCY roads, bridges and parks/grounds by economically utilizing the resources of contractors, equipment and materials.
3. **Construction and maintenance activities and Title VI**
 - a) Review all federally funded projects for application of disadvantage business enterprise (DBE) goals. As appropriate, include DBE provisions in those projects with designated goals. Include Title VI language in bid announcements and applicable construction documents, as stipulated in the AGENCY's Title VI Policy Statement and Title VI Assurances, which are attached to this plan.
 - b) Award construction contracts on the basis of lowest responsive bidder, as well as meeting DBE requirements. Include Title VI and DBE language in prime contract award letters to encourage utilization of DBE subcontracts and vendors.
 - c) Ensure that prime contractors with DBE requirements award contracted work to qualified DBEs that perform commercially useful functions.
 - d) Monitor all maintenance and construction operations to ensure nondiscrimination throughout all operations.
 - e) Coordinate the gathering of maintenance and construction information regarding DBE participation and provide to the Coordinator.

The United States Department of Transportation (USDOT)

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

The ^{Bi-State Regional Commission-Quad Cities MPO} (herein referred to as the “Recipient”), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the Federal Highway Administration (FHWA), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity,” for which the Recipient receives Federal financial assistance from DOT, including the FHWA.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **Federal Highway Program**:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all **Federal Highway Programs** and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

“The ^{Bi-State Regional Commission-Quad Cities MPO}, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal

financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

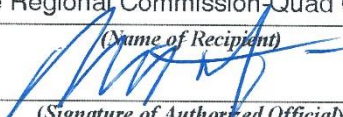
By signing this ASSURANCE, Bi-State Regional Commission-Quad Cities MPO also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the FHWA access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the FHWA. You must keep records, reports, and submit the material for review upon request to FHWA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Bi-State Regional Commission-Quad Cities MPO gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Federal Highway Program. This ASSURANCE is binding on Iowa, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Federal Highway Program. The person (s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Bi-State Regional Commission-Quad Cities MPO

(Name of Recipient)

by _____


(Signature of Authorized Official)

DATED July 27, 2023

APPENDIX D

LOCAL FAU/STP/STBG PROJECTS: 1972-2023– ILLINOIS

Location	FAU/STP/STBG Funds
Co. Hwy. 78 & 7 (RI/Milan Pkwy. And Knoxville Rd.) – Rock Island County	\$320,000
Kennedy Drive (IL92/17 th Ave. to Avenue of the Cities) – East Moline	\$1,786,400
16th St. (8th Ave. to 12th Ave.) – Moline	\$77,255
17th St. (18th Ave. to 25th Ave.) – Rock Island	\$194,333
12th/30th Ave. (53rd St. to 3rd St.) – Moline/East Moline	\$500,991
92nd Ave. (U.S. 67 to W. 35th St.) – Rock Island County	\$1,129,664
20th St. (7th Ave. to 18 th Ave.) – Rock Island	\$480,388
16th St. at 23rd Ave. – Moline	\$500,192
42nd Ave. at 19th St. – East Moline	\$11,199
30th Ave. at 7th St. and 13th St. – East Moline	\$33,150
16th St. (30th Ave. to Blackhawk Rd.) – Moline	\$508,527
Kennedy Dr. at 42nd Ave. – East Moline	\$65,074
17th St. (6th Ave. to 18th Ave.) – Rock Island	\$801,725
Milan Beltway (Indian Bluff Rd. to Knoxville Rd.) – Rock Island County	\$325,996
Quad City Airport Entrance – Moline	\$12,303
Arsenal Bridge Approach/16th St. RR Overpass-Moline (ROW only)	\$314,500
12th Ave. (1st St. to 7th St.) – East Moline (ROW only)	\$256,282
Arsenal Bridge Approach/16th St. RR Overpass – Moline	\$500,000
Milan Beltway Mill Creek Bridge – Rock Island County	\$583,991
15th St. Pl./16th St./19th Ave. – Moline	\$1,023,737
4th St. W. (8th Ave. to 10th Ave.) – Milan	\$432,203
Milan Beltway (Mill Creek Bridge to U.S. 67) – Rock Island County	\$321,251
23rd Ave. (I-74 to Eastern Corporate Limits) – Moline	\$825,923
River Dr./12th Ave. (51st St. to 7th St.) – Moline/East Moline	\$1,592,287
16th St. (24th Ave. to 29th Ave.) – Moline	\$720,000
12th Ave. Overpass at 15th St. – Moline	\$1,251,293
19th Ave. (1st St. to 15th St. A) – Moline	\$1,216,140
Centennial Bridge	\$1,200,000
23rd Ave. (16th St. to 18th St.) – Moline	\$466,113
23rd Avenue (41st Street - East City Limits) – Moline (at maximum) (Policy action in CY97clarified in CY98)	\$1,057,586
13 th Street at 13 th Avenue – East Moline	\$377,989
R.I. Arsenal Viaduct at 1 st Ave. & 24 th St. – Rock Island	\$432,219
5th Avenue (15th - 24th Streets) – Rock Island	\$1,000,160
4 th Avenue (16 th - 24 th Streets) – Rock Island	\$851,200
23 rd Ave. (24th St. to 27th St.) – Moline	\$633,617
7 th Street (19th-28th Avenues) – Moline (set amount) (Policy action in CY02, not to exceed 80% federal participation)	\$1,383,200
Rock Island-Milan Parkway (West Rock River Bridge to U.S. 67) – Rock Island County (Policy action in CY01 and CY02, remaining balance + \$240,000 set amount + added set amount of \$838,647 subject to unavailability of federal discretionary funds)	\$2,278,647
85th Avenue W. (Cent. Expressway – Turkey Hollow Road) – Rock Island (set amount) (Policy action in CY02, not to exceed 80% federal participation)	\$1,187,800
24 th Street (18 th to 31 st Ave.) – Rock Island (Policy action CY06, set amount)	\$1,014,358
7 th Street (33 rd Ave. to Wildwood Dr.) – Moline (Policy action CY06, set amount)	\$874,709
Avenue of the Cities Transit Nodes – Rock Island, Moline, East Moline, Silvis, Carbon Cliff	\$96,000
Avenue of the Cities (41st to 43rd St.) – Moline	\$560,000
Crosstown Avenue (1st St. to IL5) – Silvis	\$560,000
12th Avenue (19th St. to 34th St.) – Moline	\$840,000
13th Street (IL 84 to Archer Dr.) – East Moline	\$682,549
18 th Avenue (17 th St. to Moline City Limits) – Rock Island (set amount)	\$2,800,000
38 th Street (7 th Ave. to Blackhawk Rd.) – Rock Island (set amount)	\$4,793,600

Appendix D

Location	FAU/STP/STBG Funds
16 th Street (52 nd Ave.- John Deere Rd.), Moline (maximum)	\$538,739
River Drive (23 rd -34 th Streets), Moline (maximum)	\$749,550
12 th Avenue (34 th St. to 41 st St.) - Moline	\$703,242
12 th Avenue (41 st St. to 53 rd St.) - Moline	\$847,650
7 th Street (26 th Ave. to Avenue of the Cities) – East Moline	\$1,052,000
TOTAL	\$42,765,732

LOCAL FAU/STP/STBG PROJECTS: 1972-2023 – IOWA

Location	FAU/STP/STBG Funds
Pine (Kimberly Rd. – 49th) - Davenport	\$2,400,000
Belmont Rd. (Corral Ct. – Valley Dr.) – Bettendorf	\$3,440,000
Middle Rd. (I-74 to 23rd St.) - Bettendorf	\$661,420
Mt. Joy Rd. (U.S. 61 to Utica Ridge Rd.) - Scott Co	\$229,262
Utica Ridge Rd. (Tanglefoot Lane to Crow Creek Rd.) - Bettendorf	\$141,049
53rd St. (Brady St./U.S. 61 to Utica Ridge Rd.) - Davenport	\$1,279,665
Buffalo Ave /Y-48 (Iowa 22 to U.S. 61) - Scott Co.	\$489,280
Tanglefoot Lane (Utica Ridge Rd. to Devil's Glen Rd.) - Bettendorf	\$955,406
Division St. (Cheyenne Ave. to 76th St.) - Davenport	\$1,082,467
53rd St. (Northwest Blvd. to Pine St.) - Davenport	\$557,024
Devil's Glen Rd. (Pleasant Dr. to Crow Creek Pk.) - Bettendorf	\$999,963
Fairmount St. (Heatherton Dr. to Kimberly Rd.) - Davenport	\$994,929
Division St/Slopertown Rd (76th St.-S. 1st St)Davenport/Scott Co/Eldridge	\$641,971
Spruce Hills Dr. (Utica Ridge Rd. to 18th St. - Bettendorf	\$734,250
Waverly Rd. (Lincoln Ave. to Locust St.) – Davenport	\$1,333,530
53rd St. (Jersey Ridge Rd. to Utica Ridge Rd.) - Davenport	\$951,948
53rd St./Ave. (Brady St. to Barcelona St.) - Davenport/Bettendorf	\$2,406,663
Jersey Ridge Rd. (Kimberly Rd. - 46th St.) - Davenport	\$1,300,000
U.S. 67 (Fenno Rd. - I-80 Interchange)-IA Dept. of Transportation	\$1,200,912
Crow Creek Rd. (Middle Rd. to Valley Dr.) – Bettendorf	\$2,332,000
Kimberly Rd. (Division St. to I-74)- Feasibility Study - Davenport	\$100,000
Belmont Road (Middle Road - Pleasant Valley High School) - Bettendorf	\$694,000
Jersey Ridge Road (46th Pl. - 53rd Street) – Davenport	\$372,000
LeClaire Road (1st St. - 9th Ave.) – Eldridge	\$1,466,722
Iowa Transit Consolidation Study	\$60,000
Locust Street (Zenith Avenue - I-280) - Davenport	\$2,952,600
46th St. (Jersey Ridge Road to Elmore Avenue) – Davenport (set amount) (Policy action for extension in CY99)	\$1,927,815
U.S. 6/Kimberly Road at Marquette Street - Davenport (at maximum) (Policy action in CY97)	\$532,000
Middle Rd. (Belmont Road - 800' N of 53rd Avenue) - Bettendorf (at maximum) (Policy action in CY01, not to exceed 31% of original estimated total cost)	\$1,991,200
49th St. (Pine - Fairmount Streets) - Davenport (at maximum) (Policy action in CY01, not to exceed 31% of original estimated total cost)	\$2,724,800
Y68 (North city limits to south city limits) – Eldridge	\$660,000
Northwest Blvd. (Pine Street – 76th Street) - Davenport (at maximum) (Policy action in CY01, not to exceed 31% of original estimated total cost)	\$2,200,800
Division Street (Cheyenne Ct. to Northwest Blvd.) – Davenport (at maximum) (Policy action in CY06, increase per Policy Committee CY08)	\$3,386,400
67th St. (Eastern-Jersey Ridge) - Davenport	\$3,024,000
US 67 (Valley Drive - May St.) - Iowa Department of Transportation (maximum)	\$800,000
US 6/Kimberly Rd. at Forest Rd. - Davenport (maximum)	\$1,040,000
Forest Grove Rd.(Utica Ridge Rd.-Eagle Ridge Rd.), Davenport/Bettendorf (maximum)	\$5,908,024

Appendix D

Location	FAU/STP/STBG Funds
Veterans Memorial Parkway (I-74 to Utica Ridge Rd.), Davenport	\$5,852,000
Forest Grove Dr. (Eagle Ridge Rd.-International Dr.), Bettendorf (maximum)	\$5,908,024
U.S.6/Kimberly Rd. at Division St., Davenport	\$3,085,000
76th Street (E. of Hancock Ct.-Division St.), Davenport [programmed remaining funds thru FFY2017]	\$3,597,167
West LeClaire Rd. (Buttermilk Rd. to N 9th St.)	\$939,912
TOTAL	\$94,107,251

ENHANCEMENT/TASA PROJECTS: 1992-2023– ILLINOIS

ILLINOIS LOCATION	ENHANCEMENT FUNDS
MILAN – West Rock River Bridge (southern connection)	\$246,280
MOLINE – RiverTech/WIU	\$701,845
MOLINE – Miss. Riverfront (Streetscape, Signage, Wayfinding & Bike Trail)	\$1,525,700
ROCK ISLAND – Depot Restoration	\$500,000
HAMPTON – Great River Trail	\$286,416
RAPIDS CITY – Great River Trail	\$202,176
PORT BYRON – Great River Trail Development	\$353,808
GREEN ROCK – Hennepin Canal Improvements	\$218,060
ROCK ISLAND COUNTY – Great River Trail	\$865,000
ROCK ISLAND COUNTY – Great River Trail	\$808,000
ROCK ISLAND – Mississippi River Crossing (American Discovery Trail)	\$801,600
EAST MOLINE – The Quarter	\$1,179,200
MOLINE – Mill Town Ped./Bike Loop	\$163,000
MOLINE – West Rock River Bridge	\$514,000
MOLINE – 4th Ave (13th-19th St.) Landscaping	\$50,950
SILVIS - Avenue of the Cities Shared Use Path	\$150,000
TOTAL	\$8,566,035

ENHANCEMENT/TASA PROJECTS: 1992-2023 – IOWA

IOWA LOCATION	ENHANCEMENT FUNDS
BETTENDORF – Middle Rd – Duck Creek Parkway Trail to Devil's Glen Rd	\$741,875
ELDRIDGE/LONG GROVE/SCOTT CO – Trail	\$825,682
DAVENPORT – Depot Historic Restoration	\$483,000
BETTENDORF – Duck Creek Parkway Extension (Devil's Glen Park to State Street) & Bike/Pedestrian Bridge over Duck Creek (East of Kimberly Road)	\$159,900
DAVENPORT – Riverfront Trail Extension (Scott - Marquette Streets)	\$160,000
BETTENDORF – Duck Creek Bike/Pedestrian Bridge at Kimberly Road	\$160,000
BETTENDORF – Duck Creek Trail (Hollowview Park - Devils Glen Rd.)	\$159,900
DAVENPORT – German Haus/Miller Hotel as German American Heritage Ctr.	\$97,972
DAVENPORT – Riverfront Trail at LeClaire Street & River Drive (ADT Link)	\$200,000
ELDRIDGE – LeClaire Road (9th - 16th Aves.) Bicycle Trail	\$183,000
RIVERDALE – Duck Creek Recreation Trail (Under State St. into Riverdale	\$97,401
BETTENDORF –Mississippi Trail (Greenwood Dr. to 10 th St.)	\$119,800
ELDRIDGE – 1st Street Bicycle Path (.3 mi. N of LeClaire Rd. to .15 mi. S. of LeClaire Rd.)	\$120,826
DAVENPORT – Gateways W. Locust, 53 rd St./U.S. 61 & River Dr. (Estimated Remaining Funds + Addition)	\$220,502
DAVENPORT – Goose Creek Trail Phase II Engineering	\$70,000
RIVERDALE – MRT - Mixed Use Trail Adj. to Hwy 67 from S. Bellingham St. to Fenno Rd., PE and Construction	\$318,644
ELDRIDGE - Trail, Former CP Line Blackhawk Trail to E. Iowa St.	\$994,618
TOTAL	\$5,113,120

**SAFETEA-LU DISCRETIONARY PROJECTS
PUBLIC LAW 109-59—AUG. 10, 2005**

HIGHWAY PROJECTS**HIGH PRIORITY PROJECTS**

SAFETEA-LU (Public Law 109-59) included several discretionary projects for the Bi-State Region. Many of these projects are in the MPO Planning Area and have been programmed for funding in the appropriate annual element. The following tables list all SAFETEA-LU discretionary projects in the Bi-State Region.

No.	State	Project Description	Amount
245	IA	Construct I-74 Bridge in Bettendorf, IA	\$1,200,000
456	IL	Construction of a pedestrian sidewalk along S. Chicago Street in Geneseo, IL	\$180,000
1243	IA	Muscatine, IA Construction of 4.2 mile multi-purpose trail from Musser Park to Weggens Road	\$400,000
1323	IL	Improve Great River Road, Mercer County	\$400,000
2087	IL	Increasing the height on the IL Rt. 82 Railroad Underpass in Geneseo, IL	\$2,400,000
2435	IL	Improve Mill Street, Rock Island	\$400,000
2524	IL	Restoration and reconstruction of the central business district street. Cambridge, IL	\$960,000
3243	IL	Replace Interstate 74 Bridge, Moline	\$3,200,000
4000	IA	Transportation improvements to I-74, including Mississippi River preliminary work, in Scott County, Iowa	\$6,000,000
4013	IA	Transportation improvements to 65 th /67 th Street, Davenport	\$2,000,000
4023	IA	Rail extension to the Eastern Iowa Industrial Center, Davenport, IA	\$3,000,000
4026	IA	Highway 61 improvements, Muscatine	\$1,500,000
4029	IA	I-74 improvements in Scott County Iowa including Mississippi River bridge design	\$2,000,000
4069	IL	Replace Interstate 74 Bridge, Moline	\$1,500,000
4087	IL	Improve Great River Road, Mercer County	\$500,000
4113	IL	Improvements to 11 th Avenue streetscape, campus trails and bridges at Augustana College in Rock Island	\$1,500,000

PUBLIC LAW 109-59—AUG. 10, 2005**TRANSPORTATION IMPROVEMENTS**

No.	State	Project Description	Amount
3	IA	Mississippi River Trail, Bridge at Credit Island, Davenport	\$2,000,000
87.	IA	Mississippi River Trail, Leach Park in Bettendorf to Riverdale	\$2,165,000
95.	IA	I-80/Middle Road Interchange Justification Report with Environmental Assessment, Bettendorf	\$500,000
115.	IA	Construct Trail from Musser Park to Weggens Road, Muscatine (HP: 1243)	\$110,000
132.	IA	ROW and construction of Mississippi River Trail and related trails in Scott-Muscatine Counties	\$1,000,000
136.	IA	Kimberly Road improvements and construction in Davenport	\$3,000,000
146.	IL	Replace I-74 Bridge in Quad Cities (Moline)	\$3,500,000

PUBLIC LAW 109-59—AUG. 10, 2005**Bridge Replacement and Rehabilitation
(Section 1114)**

Project No.	Project Description	Amount
Sec. 1114	\$8,750,000 per fiscal year for design, planning, and right-of-way acquisition for the Interstate Route 74 bridge from Bettendorf, Iowa to Moline, Illinois	\$35,000,000

PUBLIC LAW 109-59—AUG. 10, 2005**National Corridor Infrastructure Improvement
(Section 1302)**

Project No.	Project Description	Amount
15	IA, IL — Planning, design, right of way acquisition and construction of the Interstate Route 74 bridge from Bettendorf, Iowa to Moline, Illinois: (10% in FY 06; 25 % in FY 07; 25% in FY 08 and 200% in FY 09 The FY 2005 Obligation Limitation of 85.55% will reduce funding available.	\$15,000,000

2009 AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)

MPO ALLOCATION – Roadway/Trail/Other Projects

Project Sponsor	Project Description	Amount of Federal Aid
City of Bettendorf	Reconstruction – 23rd Street, Grant to Central	\$800,000
City of Davenport	River Drive Front Porch Parkway – River Drive, Iowa to Warren	\$230,000
City of Davenport	Resurfacing – Jersey Ridge (Kimberly to Duck Creek), Northwest Blvd (Cedar to Division),	\$1,183,107
City of Davenport	Patching – Intersection of 53rd St and Eastern, Northwest Blvd to 53rd St	\$800,000
City of East Moline	Patching and Resurfacing - 12th Avenue, 7th Street to 13th Street	\$473,631
City of Eldridge	Widen turn lanes – 1st Street	\$140,000
City of Eldridge	Cody Recreational Trail - Design & Engineering for 2-mile Separated Multi-Purpose Trail	\$160,000
City of LeClaire	Design & Engineering for 15-mile Multi-Use Trail, Bettendorf City limits into Princeton	\$200,000
City of Moline	Reconstruction – 5th Avenue, 14th to 16th Street	\$967,284
City of Princeton	Resurface .75 mile section of Lost Grove Road from Hwy 67 Westward	\$302,000
City of Rock Island	Resurfacing - 30th Street, 31st to Blackhawk Road	\$877,027
City of Silvis	Intersection Improvement – 19th Street at 17th Avenue	\$351,636
Rock Island County	Resurfacing & guardrail replacement, culvert replacement – 221st Street North, 38th Avenue	\$296,365
Scott County	Resurfacing & Shoulder Paving - Y-48/110th Avenue, F65 to Hwy 22	\$2,100,000
Village of Coal Valley	Resurfacing - 1st Street, 15th Avenue to U.S 6	\$174,439
	TOTAL FEDERAL AID	\$9,314,606

2009 AMERICAN RECOVERY & REINVESTMENT ACT (ARRA)

MPO ALLOCATION – Transit Projects

Project Sponsor	Project Description	Amount of Federal Aid
Davenport CitiBus	Purchase four (4) 35' Buses	\$1,451,075
Bettendorf Transit	Purchase three (3) 30' Buses	\$539,497
Metro	Purchase Eight (8) ADA Buses	\$3,240,000
Metro	Quad City Airport – Construct Bus Stop	\$17,536
	TOTAL FEDERAL AID	\$5,248,108

APPENDIX E

Funding Sources Primer

(Includes Infrastructure Investment Act -IIJA, also known as the Bi-Partisan Infrastructure Law – BIL, and Programs Carried Forward from Prior Transportation Laws)

ROADWAY, TRAILS, AND OTHER

Local Distribution of Federal Transportation Assistance

Locally, the Quad Cities Area receives several types of federal transportation funding assistance. The dollars received by these various programs are distributed according to very specific procedures established by both local officials and the two state DOTs. Although there is a wide range of programs, several major programs are important for the purposes of the TIP. A few of these programs are described below.

Surface Transportation Block Grant Program (STBG): Each year the Quad Cities, Iowa/Illinois is designated to receive a portion of the STBG funds, which are available through the States of Illinois and Iowa for roadway improvements or non-roadway projects. STBG funds may be used on either National Highway System (NHS) or Federal-Aid roads, although bridge, safety, carpooling, and bicycle/pedestrian projects may be on any public road. The Policy Committee has directed the Transportation Technical Committee to develop and implement a process through which candidate projects for STBG funding are submitted as needed, then evaluated and prioritized in relation to each other. Project solicitations typically are on a two-year cycle for programming of funds. An evaluation manual guides this process. The resulting priority groupings assist the Policy Committee in determining which projects should be selected to receive STP funding. This program was formerly known as the **Surface Transportation Program (STP)** under previous transportation laws including Moving Ahead for Progress in the 21st Century (MAP-21).

Transportation Alternatives Set-Aside Program (TASA): TASA provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. This program was formerly known as the **Transportation Alternatives Program (TAP)** under the previous transportation law MAP-21 and **Transportation Enhancement Program (TEP or ENH)** under SAFETEA-LU. Some projects funded under TAP/TEP remain programmed in the current Transportation Improvement Program. Similar to STBG, local TASA funds are evaluated and prioritized in relation to each other by the Transportation Technical Committee as outline in an evaluation manual. Project solicitations are on a two-year cycle for programming of funds.

Carbon Reduction Program (CRP): CRP provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Under the Bipartisan Infrastructure Law (BIL), FHWA is directed to apportion funding all together for each state, then divide the total among the apportioned programs. The program also requires each state, in consultation with the MPO, to create a carbon reduction strategy. Similar to STBG, CRP funds

are evaluated and prioritized as outline in an evaluation manual. Project solicitations will be initiated in 2023 and will follow similar programming cycles as STBG and TASA.

Other Fixing America's Surface Transportation Act (FAST) and Infrastructure Investment and Jobs Act (IIJA) Programs

Construction of Ferry Boats and Ferry Terminal Facilities (FBP): This program provides funding for the construction of ferry boats and ferry terminal facilities.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): The CMAQ program is continued in IIJA to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Quad Cities MPA is an attainment area for the criteria air pollutants and not eligible for CMAQ funds.

The **Iowa Clean Air Attainment Program (ICAAP)** under the Federal Congestion Mitigation and Air Quality (CMAQ) improvement program and several non-DOT federal funding programs can assist the Quad Cities Metropolitan Area and Scott County vicinity in preserving healthy levels of ozone, particulates, and other pollutants.

Highway Safety Improvement Program (HSIP): IIJA continues the Highway Safety Improvement Program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Highway Infrastructure Programs (HIBP, HIP, HIP-CRRSAA): Eligible projects for HIP funds include construction of highways, bridges and tunnels. Projects must be on a federal-aid highway system. HIBP is federal funding specifically for highway bridges. HIP-CRRSAA's purpose is to provide funding to address COVID-19 impacts related to highway infrastructure programs.

Metropolitan Planning (PL): The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

National Highway Performance Program (NHPP): The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Safe Streets and Roads for All (SS4A) Grant Program: Discretionary program appropriated over 5 years (2022-2026). SS4A supports the U.S. DOT's National Roadway Safety Strategy. The program supports the development of a comprehensive safety action plan that identifies the roadways with the most safety concern.

Detailed fact sheets on IIJA programs can be found at: <https://www.fhwa.dot.gov/fastact/factsheets/>

Programs Carried Forward from Prior Transportation Laws

While IIJA is in place, some projects funded through MAP-21 and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) are still active. Below is a list of past programs helping to fund projects in our region.

High Priority Projects (HPP): The High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU.

National Corridor Infrastructure Improvement Program (Nat'l Corridor): A discretionary program that provides funding for construction of highway projects in corridors of national significance to promote economic growth and international or interregional trade.

Interstate Maintenance Program (IM): The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.

National Scenic Byways Program (Scenic Byways): This program was a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. These Scenic Byways were identified based on criteria set through Federal Highway Administration (FHWA) based on archaeological, cultural, historic, natural, recreational, and scenic qualities.

National Highway System Program (NHS): The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.

Recreational Trails Program (Federal: RTP, State: SRT): The Recreational Trails Program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the United States Department of Transportation's FHWA. [Federal transportation funds benefit recreation](#) including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Safe Routes to School (SRTS): At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

Note: MAP-21 authorized the Transportation Alternatives Program (TAP), which replaced the funding from pre-MAP-21 programs including the Transportation Enhancement Activities, Recreational Trails Program, and Safe Routes to School Program (SRTS). MAP-21 did not provide specific funding for SRTS, but SRTS projects are eligible for TAP funds and for Surface Transportation Program (STP) funds. TAP provisions and requirements apply to projects using TAP funds. This consolidation has carried forward in the FAST Act and IIJA.

Detailed fact sheets on SAFETEA-LU can be found at:
<https://www.fhwa.dot.gov/safetealu/factsheets.htm>

Transit Programs

Funding sources dedicated to supporting transit activities include federal, state, and local sources. The national Highway Trust Fund, founded by the 1956 Highway Revenue Act, is the primary source of federal funds for public transit programs based on tax receipts on motor fuels. The fund is separated into three accounts, one of which is a Mass Transit Account to support national transit activities. This account funds the federal transit grant programs authorized under the 2005 federal reauthorization, SAFETEA-LU, MAP-21, FAST, and IIJA. Federal transit grant programs are administered by the U.S. Department of Transportation's (USDOT) Federal Transit Administration (FTA). The following list outlines FTA grant programs supporting transit services. Some variations in program administration may be seen between the States of Illinois and Iowa.

Metropolitan Planning Program (5303/5305d): Distributed to Metropolitan Planning Organizations (MPOs) to assist with transit and multimodal planning activities. These funds provide financial assistance to MPOs to support the cost of preparing long-range transportation plans and financially feasible transit improvement projects. Matching requirements: 80% Federal and 20% Local

Statewide Planning Program (5304): Distributed to states to assist with transit and multimodal planning activities. Matching requirements: 80% Federal and 20% State

Urbanized Area Formula Program (5307): Distributed to urbanized areas by formula to designated transit operators for operating, capital replacement, and expansion of transit services. Matching requirements: 80% Federal and 20% Local

Activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program. This includes operating assistance with a 50 percent local match for job access and reverse commute activities.

MAP-21 expanded eligibility for using Urbanized Area Formula funds for operating expenses. This mechanism has been preserved in FAST and subsequently IIJA. Previously, only urbanized areas with populations below 200,000 could use Federal transit funding for operating expenses. Systems operating 75 or fewer buses in fixed-route service during peak service hours may use up to 75 percent of their "attributable share" of funding for operating expenses.

Bus and Bus Facilities Program (5339): Distributed as formula funding for capital investments. Section 5339, replaces the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Section 5339c refers to the Low or No Emission Vehicle Program. Eligible projects include purchase of zero-emission or low-emission transit buses and other bus facility maintenance items. Matching requirements: 80% Federal and 20% Local

State of Good Repair Grants (5337): Distributed as formula funding for capital projects. These projects maintain a fixed guideway or a high intensity motorbus system in a state of good repair. Projects can also replace and rehabilitate other transit needed items. Matching requirements: 80% Federal and 20% State or Local.

Enhanced Mobility of Seniors and Individuals with Disabilities (5310): Distributed by formula to designated metropolitan areas or by state for capital transit services to support purchase of vehicles to provide transportation services for persons who are elderly or with disabilities. Purpose is to provide

increased mobility for elderly persons and persons with disabilities. Matching requirements: 80% Federal and 20% State or Local

Rural or Non-Urbanized Area Formula Program (5311): Distributed to non-urbanized or rural areas administered by the state for operating, capital replacement, expansion, and planning of transit services. Matching requirements: 50% Federal and 50% Local for operating expenses, and 80% Federal and 20% Local for capital expenses

Detailed formulas for FTA can be found at: <https://www.transit.dot.gov/taxonomy/term/2496>