

Appendix C Civil Rights and Nondiscrimination



Title VI of the Civil Rights Act of 1964 provides the statutory basis for prohibiting “exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on ground of race, color, or national origin.” The human health, social, and economic impacts that may result from transportation investments must be considered in the transportation planning process. Understanding the demographic characteristics of the Quad Cities Region remains essential to ensuring nondiscriminatory practices and outcomes. Federal Transit Administration guidelines require meaningful participation from all potentially affected communities as part of the Title VI public involvement process.

Three core principles guide Title VI compliance in transportation planning:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

Public Engagement

During the development of the *Thrive 2055: Quad Cities Long Range Transportation Plan*, in an effort to reach out to all communities, Bi-State provided a public notification to local media for all public input meetings, as well as to the Regional Transportation Advisory and Transit Interest Groups. Meeting notices were posted on Bi-State’s website as well as displayed at an accessible and communal space at Bi-State’s office. The kick-off public input meetings were held at locations that were served by a fixed-route public transportation service, and those held virtually were published

to the agency website as notice embedded with links for the meetings. Appendix A includes a detailed list of all input gathered.

Civil Rights Analysis

Attached in Appendix C are 12 maps displaying median household income, percent minority population, and percent Hispanic or Latino population in relation to roadway and intersection projects, existing transit routes, existing and proposed nonmotorized trails, and existing sidewalks on major roadways. Maps are illustrated using census tracts, and the data is derived from five-year estimates using 2019 to 2023 American Community Survey data. All 12 maps illustrate the current development of the Quad Cities Metropolitan Planning Area (MPA) transportation network, and the proposed transportation network to represent what may be developed through 2055.

The overall goal is to identify particular areas of the Quad Cities MPA that may currently and/or in the future have a higher density of Title VI protected populations with less access to transportation options in the region. If such areas exist, perhaps development(s) of transit routes, trails, sidewalks, and/or roadways may be necessary to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects on low-income or minority populations. It is important that the quality of transit vehicles and transit infrastructure, such as stops and benches, is consistently the same for all social demographic areas in the Quad Cities MPA service area. In addition to equal services, equal amenities within a transit system are also a major nondiscrimination analysis factor.

The urbanized city centers appear to have the most census tracts with the lowest median household income and the highest percentage of minority population. The highest levels of Hispanic or Latino populations are largely located along the Mississippi River in Illinois. These areas on both sides of the Mississippi

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River appear to currently have an adequate amount of transportation outlets for residents to utilize. There are also proposed projects to be developed by 2055. Proposed projects appear to proportionately and consistently grow with the surrounding populations. There are a few other census tracts that appear to have a higher density of Title VI-protected populations, and may lack a sufficient amount of access to the Quad Cities MPA transportation network, depending on the mode and personal mobility options. Potential studies and development can be conducted in the future to mitigate areas that may experience disproportionately high and adverse human health and environmental effects, as projects move from planning to implementation.

Using the attached maps, recommended census tracts to be examined include:

Median Household Income (Maps C.1, C.4, C.7, and C.10)

1. Geographic coverage of local and state capacity and/or expansion roadway projects reaches most corners of the urbanized area and are located on the federally-eligible road system. Extensive coverage of local road projects is found in census tracts with \$50,000-\$99,999 median annual income where new development is occurring. Forty-four percent of state projects include coverage in areas under \$50,000 median annual income. Capacity or expansion projects are distributed throughout the MPA. Much of the infrastructure in established neighborhoods is largely built-out already, and will be more affected by maintenance projects, which are not shown on the map.
2. Transit routes provide extensive geographic coverage throughout the Quad Cities Region. Transit frequency is not reflected in the maps, but may affect service to transit-dependent populations.
3. Low-income areas of Davenport and Rock Island – Some historical areas with median annual incomes less than \$50,000 lack access to existing nonmotorized trail facilities. Facilities are proposed in these areas. Bicycle and other nonmotorized facilities within developed areas are lacking large swathes of the urban area.

Percent Minority Population (Maps C.2, C.5, C.8, and C.11)

1. There are several local capacity and/or expansion roadway projects located in areas with high concentrations of minority populations (>42%). Most projects are located in areas with less than 42% minority population. Twenty-one percent of the state capacity and/or expansion projects on state and federal routes are in or border areas with high concentrations of minority populations (>42%). These are roadway reconstructions to provide improved connectivity, reduce crashes, and improve system reliability.
2. West Davenport – Some neighborhoods with between 25 and 41% minority populations in far-west Davenport lack transit access.
3. Davenport – Neighborhoods northeast of downtown with greater than 42% minority population lack connectivity to nonmotorized network, as do areas above 25% in northwest Davenport.
4. East Moline – Neighborhoods south of Avenue of the Cities do not have convenient access to the sidewalk and trail networks. Facilities are proposed for these areas in the city.

Percent Hispanic or Latino Population (Maps C.3, C.6, C.9, and C.12)

1. Hispanic or Latino populations are concentrated along the Mississippi River in Moline and East Moline. Local and state roadway capacity and/or expansion projects appear to provide sufficient connectivity in areas with moderate Hispanic or Latino populations. Many of the areas with higher-than-average concentrations of these populations tend to be in built-up areas of the MPA. These areas would typically be more affected by roadway maintenance projects that do not affect capacity, which are not depicted on the maps.
2. Areas with higher than average Hispanic or Latino households appear to have sufficient access to bus routes in the MPA.
3. Davenport – West Davenport Hispanic or Latino populations currently do not have ready access to the nonmotorized network.

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4. Moline/East Moline – Nonmotorized access has increased in recent years, with further improved accessibility in coming years; however, current facilities are not extensive in these areas.
5. Most major roads in areas with high Hispanic or Latino populations contain sidewalks. Potential

gaps exist in areas of Silvis and northwest Davenport, with Hispanic or Latino households consisting of between 7% and 12% of the total in those census tracts.

























