

Transportation Improvement Program

Quad Cities: Davenport-Moline-Rock Island Urbanized Area



FFY 2022-25

Approved June 22, 2021

Effective Date: October 1, 2021 to
September 30, 2022



FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
QUAD CITIES, IOWA/ILLINOIS METROPOLITAN PLANNING AREA



Chair, Transportation Policy Committee

June 22, 2021

****Effective Date: October 1, 2021 to September 30, 2022****

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1504 Third Avenue, Third Floor
Rock Island, IL 61201

Phone: (309) 793-6300 • Fax: (309) 793-6305

Website: <http://www.bistateonline.org>

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Federal Highway Administrator – Iowa
(Alternate: Darla Hugaboom)

Stuart Anderson, Director
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¹ The Policy Committee voting is restricted to one vote for each voting member. Voting members may authorize an alternate, with the stipulation that alternates of elected officials also be an elected representative of the appropriate jurisdiction.

² Chair, Transportation Policy Committee

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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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City of Bettendorf, Iowa

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Illinois Division

Darla Hugaboom
Federal Highway Administration
Iowa Division

Gerri Doyle
Federal Transit Administration

Rob Bates
Illinois Department of Transportation

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Iowa Department of Transportation

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.

² Chair, Transportation Technical Committee.

³ Vice-Chair, Transportation Technical Committee.

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. 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 2022-2025. A copy of the 2021 Annual Element is included as a historical reference. Many of the FFY 2022-2025 projects are derived from the *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 FAST. The ten factors are:

1. Support economic vitality
2. Increase safety
3. Increase security
4. Increase accessibility and mobility
5. Protect and enhance the environment
6. Enhance the connectivity and integration between modes
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing system
9. Improve the resiliency and reliability of the transportation system, and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

Introduction

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 *2045 Quad Cities Long Range Transportation Plan* (2016)]

System Indicators and Performance

With the passage of Moving Ahead for Program in the 21st Century (MAP-21) and continuing with the FAST Act, 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 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.

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 constructions 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.

Introduction

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 2020: 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.

TIP Process

This FFY 2022-2025 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

Introduction

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 *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.

Transportation Improvements

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.

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 (Metro). 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 three-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 2025. Table 2.1 shows a summary of funds that were and are expected to be available from FFY2005-2025 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 spring 2019 to program funds through FFY 2023. A new solicitation is anticipated to begin in June 2021 with awards in Fall 2021. 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 2005 – 2025**

| | 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* | \$1,695,388 | \$3,919,000 |
| FFY2024* | \$1,695,388 | \$3,919,000 |
| FFY 2025* | \$1,695,388 | \$3,919,000 |
| TOTAL | \$27,982,288 | \$73,902,436 |

* Includes funds based on targeted funding levels.

**TABLE 2.2
ILQC FEDERAL AID – SURFACE TRANSPORTATION
BLOCK GRANT PROGRAM (STBG)**

| MPO ILQC Federal Aid – Surface Transportation Block Grant (STBG) Program | | | | | |
|--|-------------|-------------|-------------|-------------|-------------|
| | 2021 | 2022 | 2023 | 2024 | 2025 |
| STBG Target | | \$1,695,388 | \$1,695,388 | \$1,695,388 | \$1,695,388 |
| Total Available for Programming | | \$4,100,408 | \$4,195,796 | \$2,251,149 | \$3,946,537 |
| Total STBG Programmed | | \$1,600,000 | \$3,640,035 | \$0 | \$0 |
| STBG Balance | \$2,405,020 | \$2,500,408 | \$555,761 | \$2,251,149 | \$3,946,537 |

**TABLE 2.3
IAQC FEDERAL AID – SURFACE TRANSPORTATION
BLOCK GRANT PROGRAM (STBG)**

| MPO IAQC Federal Aid - Surface Transportation Block Grant (STBG) Program | | | | | |
|--|--------------|--------------|-------------|-------------|-------------|
| | 2021 | 2022 | 2023 | 2024 | 2025 |
| STBG Target | | \$3,994,962 | \$3,919,000 | \$3,919,000 | \$3,919,000 |
| Total Available for Programming | | \$14,296,675 | \$9,327,797 | \$5,987,409 | \$9,906,409 |
| Total STBG Programmed | | \$8,887,878 | \$7,259,388 | \$0 | \$0 |
| STBG Balance | \$10,301,713 | \$5,408,797 | \$2,068,409 | \$5,987,409 | \$9,906,409 |

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

| REMAINING PROGRAMMED PROJECTS - ILLINOIS | Federal Share of Project | Policy Approval (CY) | Original Program Year (FFY) | Revised Program Year (FFY) |
|---|--------------------------|----------------------|-----------------------------|----------------------------|
| River Drive (34th to 42st St), Moline | \$556,000 | 2017 | 2021 | |
| 31st Avenue (RI Partway to 11th St) | \$1,600,000 | 2017 | 2021 | 2022 |
| 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 – Coal Valley | \$859,235 | 2019 | 2023 | |
| 7 th Street (12 th Ave to 16 th Ave) - Moline | \$432,000 | 2019 | 2023 | |

Table 2.4 Continued

| REMAINING PROGRAMMED PROJECTS – IOWA | Federal Share of Project | Policy Approval (CY) | Original Program Year (FFY) | Revised Program Year (FFY) |
|--|--------------------------|----------------------|-----------------------------|----------------------------|
| 53rd St. (Eastern Ave - Elmore Circle), Davenport** | \$3,706,878 | 2017 | 2019 | 2020 |
| First St. with LeClaire Rd. Intersection | \$2,724,829 | 2017 | 2020 | 2021 |
| Forest Grove Dr. (International Dr. - Middle Rd.), Bettendorf | \$5,962,448 | 2017 | 2021 | 2022 |
| 3 rd and 4 th Streets (Telegraph Rd to Harrison) – Davenport | \$7,259,388 | 2019 | 2023 | |

* 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

Transportation Alternatives Program Set-Aside (TASA)

Under FAST, 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 spring 2019 resulting in funds being programmed through 2023. 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)**

| Illinois Quad Cities | 2021 | 2022 | 2023 | 2024 | 2025 |
|---------------------------------|----------|-----------|-----------|-----------|-----------|
| TASA Target | | \$151,043 | \$151,043 | \$151,043 | \$151,043 |
| Total Available for Programming | | \$182,587 | \$333,630 | \$225,498 | \$376,541 |
| Total TASA Programmed | | \$0 | \$259,175 | \$0 | \$0 |
| TASA Balance | \$31,544 | \$182,587 | \$74,455 | \$225,498 | \$376,541 |

| Iowa Quad Cities | 2021 | 2022 | 2023 | 2024 | 2025 |
|---------------------------------|-------------|-------------|-----------|-----------|-------------|
| TASA Target | | \$203,474 | \$203,000 | \$203,000 | \$203,000 |
| TAP-Flex Target* | | \$154,989 | \$155,000 | \$155,000 | \$155,000 |
| Total Available for Programming | | \$1,408,061 | \$950,344 | \$785,574 | \$1,143,574 |
| Total TASA Programmed | | \$815,717 | \$522,770 | \$0 | \$0 |
| TASA Balance** | \$1,049,598 | \$592,344 | \$427,574 | \$785,574 | \$1,143,574 |

* The MPO Transportation Policy Committee has elected to direct all TAP-Flex targets toward TASA eligible projects.

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

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

TABLE 2.6 CONTINUED

| REMAINING MPO PROGRAMMED PROJECTS - IOWA | ALTERNATIVES FUNDS | YEAR PROGRAMMED |
|---|-----------------------|--------------------|
| DAVENPORT – Goose Creek Trail Phase II | \$1,137,973 | 2020 |
| ELDRIDGE - Trail, Former CP Line Blackhawk Trail to E. Iowa St. | \$994,618 | 2020 |
| ELDRIDGE - East LeClaire Rd Trail | \$447,200 | 2020 |
| ELDRIDGE - Townsend Farms Trail | \$284,800 | 2022 |
| DAVENPORT - West Loop Trail | \$522,770 | 2023 |

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 verses 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).

Transportation Improvements

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.

| Iowa DOT Five Year Program Funding (\$ millions) | | | | |
|---|-------------------|-------------------|-------------------|-------------------|
| Revenues | 2022 | 2023 | 2024 | 2025 |
| Primary Road Fund | \$724.00 | \$726.30 | \$732.50 | \$737.00 |
| TIME-21 | \$135.00 | \$135.00 | \$135.00 | \$135.00 |
| Miscellaneous | \$25.00 | \$25.00 | \$25.00 | \$25.00 |
| Federal Aid | \$372.70 | \$372.70 | \$372.70 | \$372.70 |
| Total | \$1,256.70 | \$1,259.00 | \$1,265.20 | \$1,269.70 |
| | | | | |
| Statewide Allocations | | | | |
| Operations & Maintenance | \$354.00 | \$364.80 | \$376.70 | \$388.50 |
| Miscellaneous Programs | \$45.60 | \$45.80 | \$46.10 | \$46.30 |
| Consultant Services | \$85.00 | \$85.00 | \$85.00 | \$85.00 |
| Contract Maintenance | \$35.90 | \$36.40 | \$36.90 | \$37.40 |
| Railroad Crossing Protection | \$5.00 | \$5.00 | \$5.00 | \$5.00 |
| Total | \$525.50 | \$537.00 | \$549.70 | \$562.20 |
| | | | | |
| Funds Available For ROW/Construction | \$731.20 | \$722.00 | \$715.50 | \$707.50 |

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 2.7. 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 2.7 are the annual operations and maintenance efforts of the three Quad Cities Area fixed-route transit systems based on the FFY2022-2025 Annual Element pages.

**TABLE 2.7
FORECASTED OPERATIONS & MAINTENANCE EXPENDITURE DOLLARS**

| QUAD CITIES URBANIZED AREA – FEDERAL AID SYSTEM (IOWA ONLY) | | | | |
|---|--------------------|--------------------|--------------------|--------------------|
| | 2022 | 2023 | 2024 | 2025 |
| City Operations | \$837,145 | \$870,631 | \$905,456 | \$941,674 |
| City Maintenance | \$2,933,420 | \$3,050,757 | \$3,172,787 | \$3,299,699 |
| IA DOT's O&M Estimates | \$3,872,528 | \$3,990,673 | \$4,120,851 | \$4,249,936 |
| TOTAL OPERATIONS & MAINTENANCE | \$7,643,094 | \$7,912,061 | \$8,199,095 | \$8,491,309 |

Source: IA DOT: "2020 County Engineers Annual Report"; "2019 City Street Finance Report"

| QUAD CITIES URBANIZED AREA – TRANSIT | | | | |
|---|---------------------|---------------------|---------------------|---------------------|
| | 2022 | 2023 | 2024 | 2025 |
| Transit Operations | \$25,460,140 | \$25,484,727 | \$25,510,051 | \$35,031,357 |
| Transit Maintenance | \$2,541,445 | \$2,547,047 | \$2,552,817 | \$2,558,759 |
| TOTAL OPERATIONS & MAINTENANCE | \$28,001,585 | \$28,061,774 | \$28,062,868 | \$37,590.116 |

| FORECASTED NON-FEDERAL AID REVENUES (IOWA ONLY) | | | | |
|---|--------------|--------------|--------------|--------------|
| | 2022 | 2023 | 2024 | 2025 |
| City Street Fund | \$69,091,987 | \$71,855,667 | \$74,729,893 | \$77,719,089 |

Source: IA DOT: "2019 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 FAST Act. 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)** – 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
- 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. 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 2.8
FEDERAL TRANSIT ADMINISTRATION FUNDING, FFY 2021**

| TRANSIT SYSTEM | TOTAL 5307 FUND ALLOCATION FOR CAPITAL PROJECTS FY 2021 |
|------------------------------------|---|
| Bettendorf Transit | \$394,006 |
| Davenport CitiBus | \$1,085,025 |
| MetroLINK | \$3,074,010 |
| TOTAL – Quad Cities Urbanized Area | \$4,553,041 |

| TRANSIT SYSTEM | TOTAL 5310 FUND ALLOCATION FY 2021 |
|------------------------------------|------------------------------------|
| Bettendorf Transit | \$34,997 |
| Davenport Citibus | \$105,027 |
| MetroLINK | \$134,389 |
| TOTAL – Quad Cities Urbanized Area | \$274,414 |

| TRANSIT SYSTEM | TOTAL 5339 FUNDS ALLOCATION FY 2021 |
|------------------------------------|-------------------------------------|
| Bettendorf Transit | \$45,408 |
| Davenport Citibus | \$126,475 |
| MetroLINK | \$337,601 |
| TOTAL – Quad Cities Urbanized Area | \$509,483 |

| TRANSIT SYSTEM | TOTAL 5337 FUNDS ALLOCATION FY 2021 |
|------------------------------------|-------------------------------------|
| Bettendorf Transit | \$0 |
| Davenport Citibus | \$0 |
| MetroLINK | \$178,525 |
| TOTAL – Quad Cities Urbanized Area | \$178,525 |

| TRANSIT SYSTEM | CARES Act FY 2021 |
|------------------------------------|-------------------|
| Bettendorf Transit | \$995,613 |
| Davenport Citibus | \$3,216,114 |
| MetroLINK | \$8,845,043 |
| TOTAL – Quad Cities Urbanized Area | \$13,056,770 |

| TRANSIT SYSTEM | CRRSAA 5307 FY 2021 |
|------------------------------------|---------------------|
| Bettendorf Transit | \$614,059 |
| Davenport Citibus | \$1,628,900 |
| MetroLINK | \$5,496,009 |
| TOTAL – Quad Cities Urbanized Area | \$7,738,968 |

| TRANSIT SYSTEM | CRRSAA 5310 FY 2021 |
|------------------------------------|---------------------|
| Bettendorf Transit | \$6,024 |
| Davenport Citibus | \$18,079 |
| MetroLINK | \$23,133 |
| TOTAL – Quad Cities Urbanized Area | \$47,236 |

| TRANSIT SYSTEM | ARPA 5307 FY 2021 |
|------------------------------------|-------------------|
| Bettendorf Transit | \$1,099,926 |
| Davenport Citibus | \$3,804,033 |
| MetroLINK | \$10,900,803 |
| TOTAL – Quad Cities Urbanized Area | \$15,804,762 |

| TRANSIT SYSTEM | ARPA 5310 FY 2021 |
|------------------------------------|-------------------|
| Bettendorf Transit | \$6,024 |
| Davenport Citibus | \$18,079 |
| MetroLINK | \$23,134 |
| TOTAL – Quad Cities Urbanized Area | \$47,237 |

As part of federal requirement outlined in the FAST Act, a minimum of 1% (\$45,530 in FFY 2022) 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 2022 annual element, \$144,000 is programmed toward these types of projects. This amount is sufficient to fulfill the minimum requirement. Additionally, no more than 10% (\$442,997 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 2022 annual element, \$196,318 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 2022-2025 ANNUAL ELEMENTS

3. FFY 2022-2025 ANNUAL ELEMENTS

The following tables identify the four annual elements of the FFY 2022-2025 Transportation Improvement Program. A final version of FFY 2021 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 *2050 Quad Cities Long Range Transportation Plan* emphasized the importance of system preservation. Leading up to the construction of the new I-74 Bridge, the funding spent toward long range plan expansion projects is proportionately much larger than in past years. Approximately 60% of the FFY 22 funds are related to expansion projects.

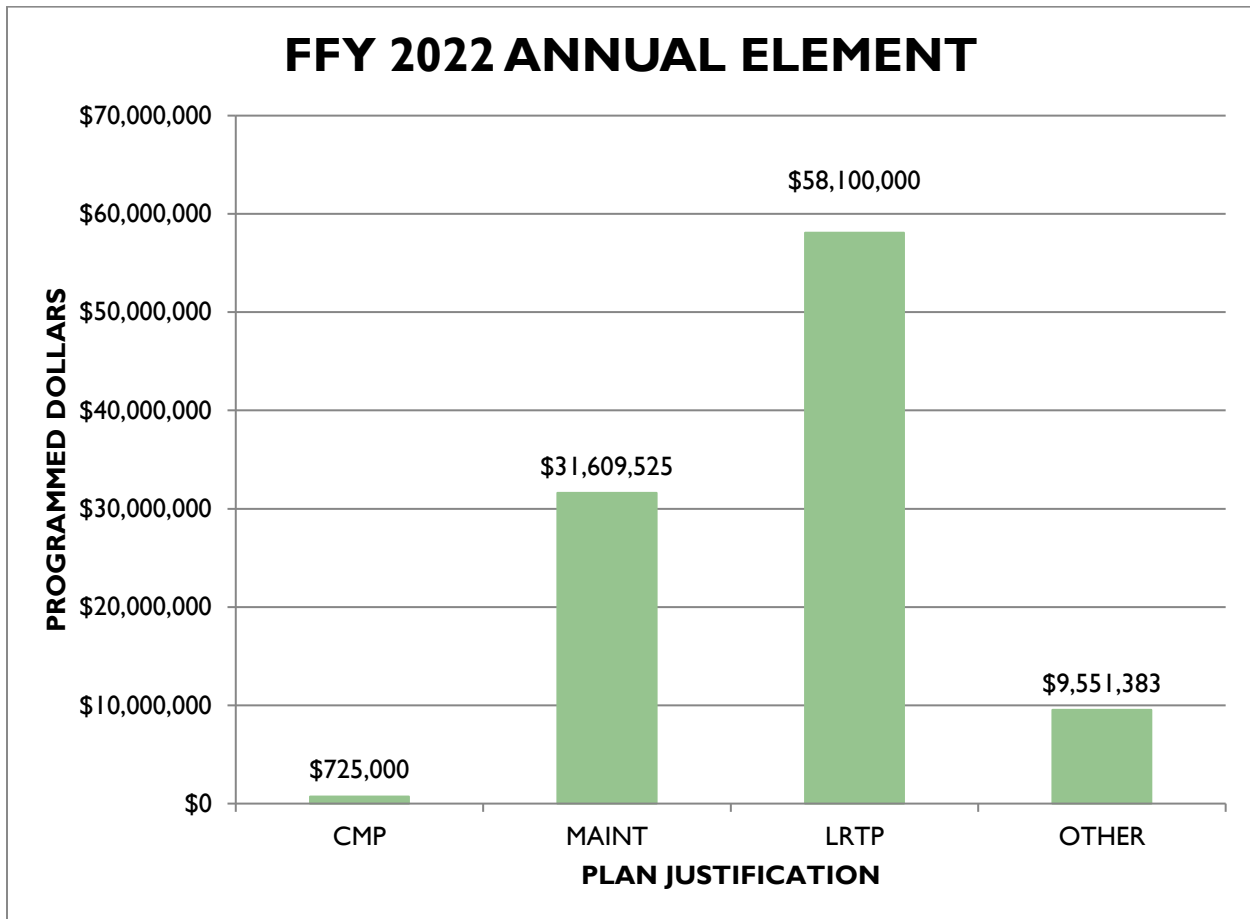
Transit projects are identified by project number, description, and project type (operating, capital, or planning). Although no reference to the long range plan is noted, all projects listed that use federal or state funds must be listed in the long range plan.

Preceding the annual elements, Table 3.1 summarizes FFY 2022 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 2022 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 FFY2022 and their potential environmental and social impact on the metropolitan area.

**TABLE 3.1
ROADWAY PROJECT FUNDING SUMMARY BY PLAN JUSTIFICATION
FFY 2022 ANNUAL ELEMENT**

| PLAN JUSTIFICATION | TOTAL | FEDERAL | STATE | LOCAL |
|---|---------------|--------------|--------------|--------------|
| Congestion Management Process (CMP) | \$725,000 | \$580,000 | \$145,000 | \$0 |
| Maintenance (MAINT) | \$31,609,525 | \$16,723,078 | \$4,803,800 | \$10,082,647 |
| Long Range Plan (LRP), Expansion Projects | \$58,100,000 | \$49,420,700 | \$8,608,100 | \$71,200 |
| Other | \$12,131,383 | \$7,517,773 | \$1,634,000 | \$399,610 |
| Total Quad Cities | \$102,565,908 | \$74,241,551 | \$15,015,900 | \$10,553,457 |



Note: Totals are for projects listed in the FFY-2022 Roadway Element only. Transit Projects are not included. Unmet Needs Projects are not included.

**TABLE 3.2
ROADWAY PROJECT FUNDING SUMMARY BY JURISDICTION:
FFY 2022 ANNUAL ELEMENT**

| | TOTAL COST | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|------------------------------|----------------------|---------------------|---------------------|---------------------|
| State of Illinois | \$15,998,000 | \$10,907,000 | \$2,336,000 | \$0 |
| City of Moline | \$0 | \$0 | \$0 | \$0 |
| City of Rock Island | \$1,600,000 | \$0 | \$0 | \$1,600,000 |
| Total Illinois | \$17,598,000 | \$10,907,000 | \$2,336,000 | \$1,600,000 |
| State of Iowa | \$64,829,000 | \$52,149,100 | \$12,679,900 | \$0 |
| City of Bettendorf | \$10,500,000 | \$5,181,000 | \$0 | \$5,319,000 |
| City of Davenport | \$8,645,588 | \$5,237,795 | \$0 | \$3,407,793 |
| Total Iowa | \$83,974,588 | \$62,567,895 | \$12,679,900 | \$8,726,793 |
| Quad City Area-Wide Projects | \$637,320 | \$481,856 | \$0 | \$155,464 |
| Total Quad Cities | \$102,209,908 | \$73,956,751 | \$15,015,900 | \$10,482,257 |

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

**TABLE 3.3
FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM
SUMMARY OF PROGRAMMED FEDERAL FUNDS**

| Area/Source | FFY-2022 | | FFY-2023 | | FFY-2024 | | FFY-2025 | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | TOTAL | FEDERAL | TOTAL | FEDERAL | TOTAL | FEDERAL | TOTAL | FEDERAL |
| ILLINOIS | | | | | | | | |
| Illinois Transportation Enhancement Program (ITEP) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Hazard & Safety Improvements (HSIP) | \$1,169,000 | \$1,052,000 | \$4,077,000 | \$3,669,000 | \$4,182,000 | \$3,764,000 | \$4,182,000 | \$3,764,000 |
| National Highway Performance Program (NHPP) | \$7,595,000 | \$6,448,000 | \$17,425,000 | \$12,480,000 | \$29,600,000 | \$18,140,000 | \$0 | \$0 |
| Regional Surface Transportation Block Grant Program (STBG) | \$0 | \$0 | \$6,550,044 | \$5,240,0350 | \$0 | \$0 | \$0 | \$0 |
| Transportation Alternatives Set Aside (TASA) | \$0 | \$0 | \$323,972 | \$259,175 | \$0 | \$0 | \$0 | \$0 |
| Safe Routes to School (SRTS) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| RR-Protect | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| RR-Hazard | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STP | \$4,534,000 | \$2,827,000 | \$5,311,000 | 4,247,000 | \$17,000,000 | \$13,600,000 | \$0 | \$0 |
| STP-Urban | \$725,000 | \$580,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STP-Rural | \$1,975,000 | \$788,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Section 5307 | \$1,792,000 | \$1,433,600 | \$1,722,000 | \$1,377,600 | \$1,722,000 | \$1,377,600 | \$1,900,000 | \$1,520,000 |
| Section 5310 | \$0 | \$0 | \$60,000 | \$48,000 | \$240,000 | \$192,000 | \$434,000 | \$347,200 |
| Section 5339 | \$0 | \$0 | \$175,304 | \$140,243 | \$175,304 | \$140,243 | \$25,000 | \$20,000 |
| Lo-No Emissions/DERA | \$8,512,000 | \$3,200,000 | \$750,000 | \$600,000 | \$750,000 | \$600,000 | \$2,700,000 | \$2,160,000 |
| | \$26,302,000 | \$16,328,600 | \$36,394,320 | \$28,061,053 | \$53,669,304 | \$37,813,843 | \$9,241,000 | \$7,811,200 |
| STBG-HBP - City/County Bridge Program | | | | | | | | |
| STBG-HBP - City/County Bridge Program | \$2,470,525 | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STBG - Surface Transportation Block Grant Program | | | | | | | | |
| STBG - Surface Transportation Block Grant Program | \$16,900,000 | \$9,687,878 | \$9,074,235 | \$7,259,388 | \$0 | \$0 | \$0 | \$0 |
| National Highway Performance Program (NHPP) | | | | | | | | |
| National Highway Performance Program (NHPP) | \$61,208,000 | \$52,149,100 | \$4,454,000 | \$3,563,200 | \$1,867,000 | \$1,493,600 | \$12,367,000 | \$10,608,700 |
| Section 5307 | \$7,294,087 | \$1,912,565 | \$7,333,413 | \$1,927,218 | \$7,373,940 | \$1,942,327 | \$7,415,702 | \$1,957,904 |
| Section 5310 | \$1,025,665 | \$150,761 | \$1,033,784 | \$151,833 | \$1,042,168 | \$152,938 | \$1,050,823 | \$154,076 |
| Section 5339 | \$0 | \$0 | \$150,000 | \$120,000 | \$439,040 | \$373,184 | \$1,700,000 | \$1,360,000 |
| TOTAL ILLINOIS | \$89,254,277 | \$65,185,104 | \$22,699,895 | \$13,544,409 | \$10,722,148 | \$3,962,049 | \$22,533,525 | \$14,080,680 |
| IOWA | | | | | | | | |
| Planning Funds (PL) (Illinois and Iowa Combined) | \$868,870 | \$695,096 | \$868,870 | \$695,096 | \$868,870 | \$695,096 | \$868,870 | \$695,096 |
| Section 5303/5305d | \$76,246 | \$60,997 | \$76,246 | \$60,997 | \$76,246 | \$60,997 | \$76,246 | \$60,997 |
| TOTAL AREA-WIDE PROJECTS | \$945,116 | \$756,093 | \$945,116 | \$756,093 | \$945,116 | \$756,093 | \$945,116 | \$756,093 |

Refer to Annual Element pages for details.

**TABLE 3.4
FFY 2022-2025 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-2022 ELEMENT | | | | | | | | | |
| City of Bettendorf | \$1,069,374 | \$295,229 | \$254,270 | \$202,718 | \$162,174 | \$0 | \$33,951 | \$27,161 | \$0 |
| City of Davenport | \$5,911,653 | \$965,000 | \$500,000 | \$852,227 | \$578,000 | \$0 | \$0 | \$0 | \$0 |
| MetroLINK | \$19,504,778 | \$0 | \$12,678,106 | \$25,009,304 | \$10,797,843 | \$9,557,852 | \$0 | \$0 | \$0 |
| Quad Cities Total | \$26,485,805 | \$1,260,229 | \$13,432,376 | \$26,064,249 | \$11,538,017 | \$9,557,852 | \$33,951 | \$27,161 | \$0 |
| FFY-2023 ELEMENT | | | | | | | | | |
| City of Bettendorf | \$1,102,080 | \$304,586 | \$253,379 | \$208,320 | \$166,656 | \$0 | \$34,969 | \$27,976 | \$0 |
| City of Davenport | \$5,911,653 | \$965,000 | \$500,000 | \$1,002,227 | \$698,000 | \$0 | \$0 | \$0 | \$0 |
| MetroLINK | \$19,504,778 | \$0 | \$12,678,106 | \$2,707,304 | \$2,165,843 | \$12,000 | \$0 | \$0 | \$0 |
| Quad Cities Total | \$26,518,511 | \$1,269,586 | \$13,431,485 | \$3,917,851 | \$3,030,499 | \$12,000 | \$34,969 | \$27,976 | \$0 |
| FFY-2024 ELEMENT | | | | | | | | | |
| City of Bettendorf | \$1,135,788 | \$314,241 | \$253,037 | \$653,130 | \$544,456 | \$0 | \$36,018 | \$28,815 | \$0 |
| City of Davenport | \$5,911,653 | \$965,000 | \$500,000 | \$2,552,227 | \$1,938,000 | \$0 | \$0 | \$0 | \$0 |
| MetroLINK | \$19,504,778 | \$0 | \$12,678,106 | \$2,887,304 | \$2,309,843 | \$48,000 | \$0 | \$0 | \$0 |
| Quad Cities Total | \$26,552,219 | \$1,279,241 | \$13,431,413 | \$6,092,661 | \$4,792,299 | \$48,000 | \$36,018 | \$28,815 | \$0 |
| FFY-2025 ELEMENT | | | | | | | | | |
| City of Bettendorf | \$1,170,527 | \$324,200 | \$270,854 | \$220,032 | \$176,026 | \$0 | \$37,099 | \$29,679 | \$0 |
| City of Davenport | \$5,911,653 | \$965,000 | \$500,000 | \$2,552,227 | \$1,938,000 | \$0 | \$0 | \$0 | \$0 |
| MetroLINK | \$29,000,000 | \$0 | \$18,850,000 | \$5,059,000 | \$4,047,200 | \$86,800 | \$0 | \$0 | \$0 |
| Quad Cities Total | \$36,082,180 | \$1,289,200 | \$19,620,854 | \$7,831,259 | \$6,161,226 | \$86,800 | \$37,099 | \$29,679 | \$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 2022. 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.

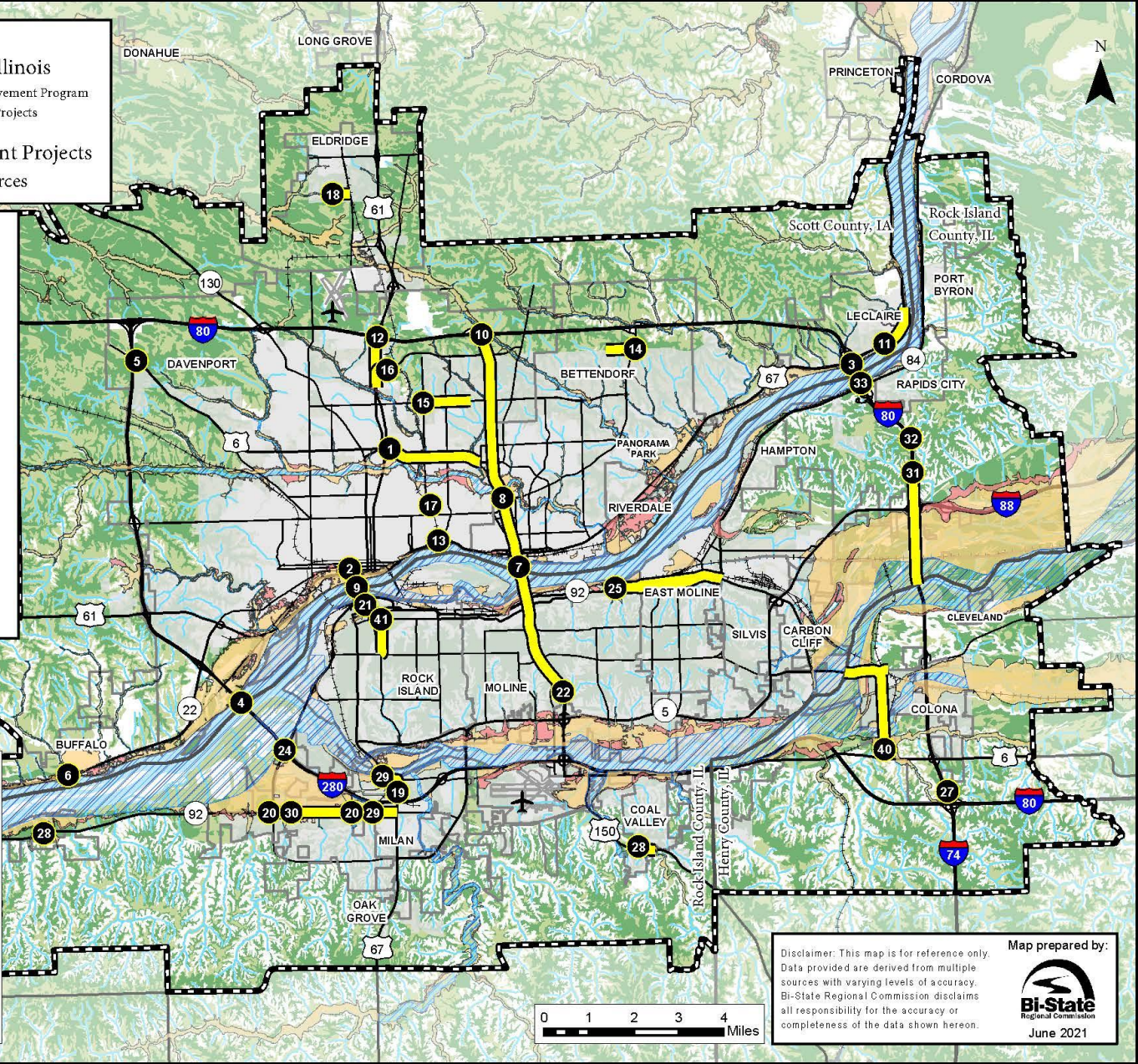
MAP 3.1

Map 3.1
Quad Cities, Iowa/Illinois
 FFY 2022-2025 Transportation Improvement Program
 Urban Area Transportation Projects
 Roadway
 FFY 2022 Annual Element Projects
 with Natural Resources


- 1 FFY 2022 Projects
- FFY 2022
- Floodway
- 1% Annual Chance Flood Risk
- 0.2% Annual Chance Flood Risk
- Prime Farmland
- Other important farmlands & prime farmland under certain conditions
- Urbanized Area
- 2010 QC MPA
- Corporate Limits
- County Boundary
- Interstates
- Highways
- Major Roads
- Railroads
- Streams
- Water Features

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

Data Sources:
 Flood data - FEMA National Flood Hazard Layer (2021)
 Farmland data - USDA NRCS (2020)
 Urbanized Area and Counties - U.S. Census Bureau (2020)
 Corporate Limits: Scott, Muscatine, Henry, and Rock Island County GIS (2021)
 Roads - IA DOT and IL DOT (2020)
 Water Features - USGS NHD (2020)
 Other Data - Bi-State Regional Commission



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 herein.

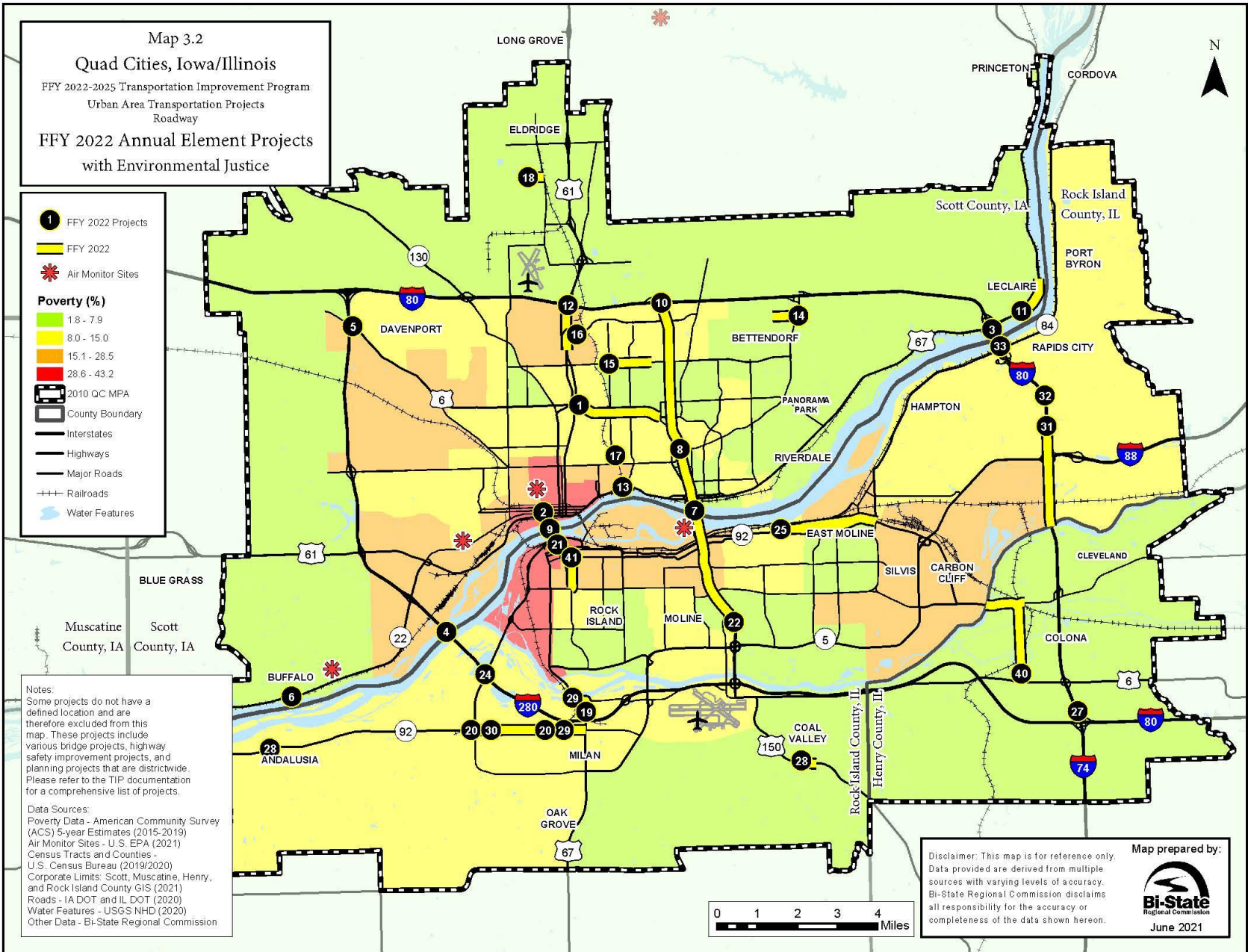
Map prepared by:

 June 2021

MAP KEY – FFY 2022 PROJECTS

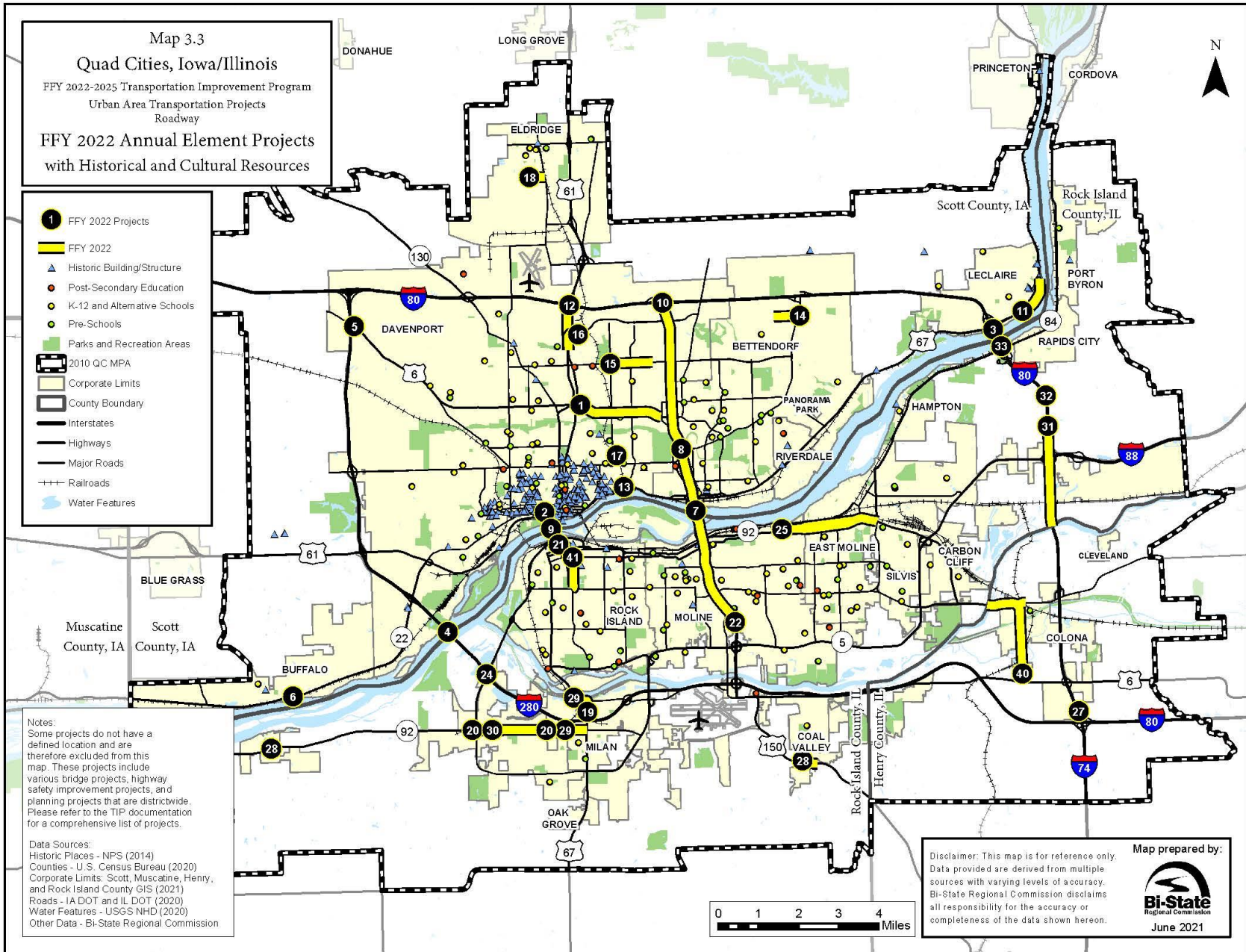
| LOCATION | PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | STATE # (IA TPMS #) |
|--------------------------------|----------------|--|---|---|---------------------|
| STATE OF IOWA - IA | | | | | |
| 1 | IA-21-19 | US6 | 0.1 MI E of IA 461 to W of Elmore Ave in Davenport | Culvert Replacement | 45278 |
| 2 | IA-22-01 | US 67 | Mississippi River in Davenport (State Share) | Bridge Cleaning | 38023 |
| 3 | IA-22-02 | I-80 | Mississippi River In Le Claire (State Share) | Bridge Cleaning | 38131 |
| 4 | IA-22-03 | I-280 | Mississippi River in Davenport (State Share) | Bridge Cleaning | 38135 |
| 5 | IA-22-05 | US 6 | I-280 Interchange in Davenport | Bridge Rehab | 38020 |
| 6 | IA-22-06 | IA 22 | Dodge Creek 1.1 Mi S of Co Rd Y48 | Bridge Deck Overlay | 38021 |
| 7 | IA-22-07 | I-74 | Mississippi River in Bettendorf (NB & SB) | Bridge Cleaning | 38129 |
| 8 | IA-22-08 | I-74 | In Bettendorf and Davenport (Central Section) | Bridge Replacement, Bridge Removal, Landscaping | 38155 |
| 9 | IA-22-09 | US 67 | Mississippi River in Davenport (State Share) | Bridge Rehabilitation | 39350 |
| 10 | IA-22-10 | I-74 | I-80 to 0.6 MI S of US 6/Kimberly Rd Interchange | Pavement Rehab | 45421 |
| 11 | IA-22-11 | US 67 | From 8th St to Ewing St in LeClaire | Pavement Rehab | 48526 |
| 12 | IA-22-12 | IA 461 | In Davenport, from 59th St to S of I-80 | Pavement Rehab | 48528 |
| 13 | IA-22-13 | US 67 | In Davenport, S of Mound St | Pave | 48557 |
| CITY OF BETTENDORF - BE | | | | | |
| 14 | 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 |
| CITY OF DAVENPORT - DA | | | | | |
| 15 | DA-20-01 | 53rd St | Eastern Ave - Elmore Circle | Reconstruction | 38564 |
| 16 | DA-21-01 | Brady St. and Veteran's Memorial Pkwy. | From 59th St to Existing Path on VMP | Shared-Use Trail Construction | 36970 |
| 17 | DA-21-02 | Elm St | Over CP Railroad between Eastern Ave and Mound St | Bridge Replacement | 44724 |
| CITY OF ELDRIDGE | | | | | |
| 18 | EL-22-01 | Townsend Farms | S 5th St to S 1st St | Multi-use Path | |
| STATE OF ILLINOIS - IL | | | | | |
| 19 | IL-18-19 | US 67 | At 3rd St W | Traffic Signal Modernization | 2-51003-0000 |
| 20 | IL-18-22 | Andalusia Rd | IL 92 & Ridgewood Rd in Rock Island | Traffic Signal | 2-51003-0100 |
| 21 | IL-20-09 | US 67 | IL 92, RR & Mississippi River in Rock Island | Bridge Repair | 2-22410-0100 |

| LOCATION | PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | STATE # (IA TPMS #) |
|--|----------------|----------------------------|--|----------------------------------|---------------------|
| 22 | IL-21-02 | I 74/ US 6 | Mississippi River to 0.9 Mi S of Avenue of the Cities in Moline | Landscaping | 2-10381-0500 |
| 24 | IL-21-11 | I-280 | IL 92 Interchange in Milan | Lighting | |
| 25 | IL-21-22 | IL 92 | IL 84 (N) in Silvis to 48th St in Moline | Reconstruction (PE) | 2-98500-0002 |
| 26 | IL-22-01 | Various | Highway Safety Improvement Program Projects | Safety Improvements | 2-97460-1224 |
| 27 | IL-22-04 | I-80 | At I-74 | PE II | 2-20078-0102 |
| 28 | IL-22-06 | Districtwide | US 150: W 3rd St to 114th St in Coal Valley; IL 92: 1st St in Andalusia | ADA Improvements | |
| 29 | IL-22-07 | Districtwide | US 67: Big Island Rd to W 5th Ave in Milan; Andalusia Rd: W 8-1/2 St to W 4th St in Milan | ADA Improvements | |
| 30 | IL-22-08 | Andalusia Rd | 0.4 mi E of IL 92 (N) to US 67 in Milan | Resurfacing | 2-06720-0200 |
| 31 | IL-22-09 | I-80 | 0.8 mi N of I-88/IL 5 Interchange to Henry Co Line | Crack & Joint Sealing | |
| 32 | IL-22-10 | I-80 | Weigh Stations 1.4 mi S of IL84 | Repairs and Pavement Patching | |
| 33 | IL-22-11 | I-80 | Mississippi River | Bridge Cleaning | 0-01270-2000 |
| 34 | IL-22-12 | Various | Mississippi River | Bridge Cleaning | 0-01270-2001 |
| 35 | IL-22-13 | Various | Rock River | Bridge Cleaning | 0-01270-2002 |
| 36 | IL-22-14 | Various | Rock River | Bridge Cleaning | 0-01270-2003 |
| 37 | IL-22-15 | Various | Districtwide | Bridge Cleaning | 2-26004-0000 |
| 38 | IL-22-16 | Various | Districtwide | Bridge Deck Sealing | 2-93010-1001 |
| 39 | IL-22-17 | Various | Districtwide | Signing | |
| 40 | 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 | |
| CITY OF ROCK ISLAND - RI | | | | | |
| 41 | RI-18-03 | 20th Street | 7th to 18th Avenues | Resurfacing | |
| BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP) | | | | | |
| 42 | TP-22-01 | Quad Cities Urbanized Area | Quad Cities Urbanized Area | Planning | IA Share: 16066 |

MAP 3.2



MAP 3.3



MAP 3.4

Map 3.4 Quad Cities, Iowa/Illinois

FFY 2022-2025 Transportation Improvement Program
Urban Area Transportation Projects
Roadway
FFY 2022 - 2025
Annual Element Projects

FFY 2022 - 2025 Projects

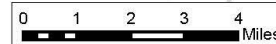
- 2022
- 2023
- 2024
- 2025
- 2022
- 2023
- 2024
- 2025
- 2010 QC MPA
- Corporate Limits
- County Boundary
- Interstates
- Highways
- Major Roads
- Railroads
- Water Features

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

Data Sources:
Counties - U.S. Census Bureau (2020)
Corporate Limits: Scott, Muscatine, Henry, and Rock Island County GIS (2021)
Roads - IA DOT and IL DOT (2020)
Water Features - USGS NHD (2020)
Other Data - Bi-State Regional Commission

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:



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

| | |
|-------|--|
| LRP25 | Project identified in 2016 - 2025 Priority of 2045 Long-Range Plan |
| LRP45 | Project identified in 2026 - 2045 Priority of 2045 Long-Range 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 |
| CBBB | Corridor & Borders Bridge Discretionary |
| CBP | City Bridge Program |
| CMAQ | Congestion Mitigation and Air Quality 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 |
| 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) |
| 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 |
| JARC | Job Access and Reverse Commute Program |
| LOC | Local - General |
| MFT | Motor Fuel Tax |
| NATL. CORR | Natural Corridor Planning and Development |
| NHPP | National Highway Performance Program |
| NHS | National Highway System |
| P & D | Planning and Development |
| PL | Planning |

Federal, State and Local Funding Sources continued

| | |
|-----------|---|
| PRF | State Primary Road Fund |
| PRV | Private Interest |
| 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 Planning Funds |
| 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 |
| SRTS | Safe Routes to School |
| SRT | State Recreational Trails 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) |
| TASA | Transportation Alternatives Set-Aside Program |
| TIF | Tax Increment Financing |
| TSP | Traffic Safety Program |
| U-STEP | Urban-State Traffic Engineering Program |

**STATUS OF FFY 2021
ANNUAL ELEMENT**

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2021 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES | STATUS |
|-------------------------------|------------------------------|---|---|------------|----------------------|---------------------|----------------|--------------------|--------------|------------------|--------------|---------------------|-------|-----------------|
| STATE OF IOWA - IA | | | | | | | | | | | | | | |
| IA-20-10 | I-280 | W of IA 22 to Mississippi (EB & WB) | Grade and Pave | MAINT | \$6,036,000 | \$5,432,000 | NHPP | \$604,000 | PRF | \$0 | | 38136 | | Authorized |
| IA-21-01 | I-280 | Mississippi River In Davenport (State Share) | Bridge Rehabilitation | MAINT | \$17,000,000 | \$17,000,000 | NHPP | \$0 | | \$0 | | 38167 | | Authorized |
| IA-21-02 | US 67 | Mississippi River in Davenport (State Share) | Bridge Cleaning | MAINT | \$25,000 | \$0 | | \$25,000 | PRF | \$0 | | 38023 | | Illinois Lead |
| IA-21-03 | I-280 | Mississippi River in Davenport (State Share) | Bridge Cleaning | MAINT | \$35,000 | \$0 | | \$35,000 | PRF | \$0 | | 38135 | | Illinois Lead |
| IA-21-07 | I-80 | SW 35th St 1.6 Mi W of US 67 in Le Claire | Bridge Deck Overlay | MAINT | \$200,000 | \$0 | | \$200,000 | PRF | \$0 | | 38132 | | Underway |
| IA-21-10 | I-80 | Mississippi River In Le Claire (State Share) | Bridge Cleaning | MAINT | \$100,000 | \$0 | | \$100,000 | PRF | \$0 | | 38131 | | Underway |
| IA-21-13 | I-74 | In Bettendorf and Davenport (Central Section) | Bridge Replacement, Bridge Removal, Landscaping | L RTP | \$69,707,000 | \$69,707,000 | NHPP | \$0 | | \$0 | | 38155 | | Underway |
| IA-21-14 | I-280 | Mississippi River in Davenport | Bridge Painting | MAINT | \$1,000,000 | \$0 | | \$1,000,000 | PRF | \$0 | | 38138 | | Underway |
| IA-21-15 | US 67 | East River St to Forest Rd in Davenport | Miscellaneous | MAINT | \$2,374,000 | \$0 | | \$2,374,000 | PRF | \$0 | | 38210 | | Underway |
| IA-21-16 | I-74 | Mississippi River in Bettendorf (NB & SB) | Bridge Cleaning | MAINT | \$50,000 | \$0 | | \$50,000 | PRF | \$0 | | 38129 | | Underway |
| IA-21-17 | I-280 | DME RR 9.1 MI S of I-80 | Bridge Deck Overlay | MAINT | \$1,250,000 | \$0 | | \$1,250,000 | PRF | \$0 | | 45258 | | Underway |
| IA-21-18 | I-80 | Mississippi River In Le Claire (State Share) | Bridge Rehabilitation | MAINT | \$125,000 | \$0 | | \$125,000 | PRF | \$0 | | 45269 | | Underway |
| Total | | | | | \$97,902,000 | \$92,139,000 | | \$5,763,000 | | \$0 | | | | |
| CITY OF DAVENPORT - DA | | | | | | | | | | | | | | |
| DA-16-01 | Goose Creek Trail (Phase II) | North of Goose Creek on East side of Brady to Existing Goose Creek Trail at 53rd St | ROW, Ped/Bike Grade & Pave | OTHER | \$1,553,465 | \$1,137,973 | TAP-REG | \$0 | | \$415,492 | CTY | 30876 | | To be let in 21 |
| Total | | | | | \$1,553,465 | \$1,137,973 | | \$0 | | \$415,492 | | | | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2021 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES | STATUS |
|-------------------------------|----------------------------------|---|--|------------|----------------------|--------------------|----------------|-------------|--------------|------------------|--------------|---------------------|-------|--------------------|
| CITY OF ELDRIDGE - EL | | | | | | | | | | | | | | |
| EL-20-02 | E LeClaire Rd | N 16th Ave to Scott Park Rd | Shared Use Path | L RTP | \$559,000 | \$447,200 | TASA | | | \$111,800 | CTY | 39479 | | April 2021 Letting |
| EL-20-01 | First St & LeClaire Rd Intersect | School to N of Wade St, On LeClaire Rd, W of 2nd St to E of Vet Lot | Reconstruction | MAINT | \$3,486,897 | \$2,724,829 | STBG | | | \$762,068 | CTY | 36968 | | April 2021 Letting |
| Total | | | | | \$4,045,897 | \$3,172,029 | | \$0 | | \$873,868 | | | | |
| STATE OF ILLINOIS - IL | | | | | | | | | | | | | | |
| IL-19-05 | I-80 | At I-74 | PE I | | \$1,450,000 | \$1,305,000 | NHPP | \$145,000 | STA | | | 2-20078-0103 | | Underway |
| IL-21-01 | I 74/ US 6 | Mississippi River | Bridge (New), Lighting, Misc. | L RTP | \$29,086,000 | \$25,742,000 | NHPP | \$3,344,000 | STA | | | 2-10660-0110 | | Ongoing |
| IL-21-04 | I 280 | Mississippi River SW of Rock Island | Bridge New Deck, Bridge Rehabilitation | MAINT | \$32,000,000 | \$14,400,000 | NHPP | \$1,600,000 | STA | | | 2-23110-0100 | | Underway |
| IL-21-05 | I 280 | Mississippi River to E of ILL 92 | Cold Milling, Resurfacing (INT-3rd), Patching | MAINT | \$5,000,000 | \$4,500,000 | NHPP | \$500,000 | STA | | | 2-23110-0200 | | Underway |
| IL-21-07 | Various | Highway Safety Improvement Program Projects | Safety Improvements | OTHER | \$1,709,000 | \$1,538,000 | HSIP | \$171,000 | STA | | | 2-97460-1223 | | |
| IL-21-08 | I 280 | Mississippi River SW of Rock Island | Bridge Painting | MAINT | \$4,000,000 | \$1,800,000 | NHPP | \$200,000 | STA | | | 2-23110-0300 | | Underway |
| IL-21-09 | I-80 | Mississippi River, ILL 84, & RR | Bridge Replacement Phase I | L RTP | \$17,000,000 | \$6,800,000 | NHPP | \$1,700,000 | STA | | | | | Underway |
| IL-21-12 | IL 92 | 7th Ave, 18th Ave, 31st Ave in Rock Island | Lighting | OTHER | \$475,000 | \$380,000 | NHPP | \$95,000 | STA | | | | | Complete |
| IL-21-13 | IL84 | At BNSF RR - 0.4 Mi N of IL92 in East Moline | RR Crossing Improvement (new gates, cantilevers, LED lights) | MAINT | \$300,000 | \$150,000 | RR-Hazard | \$150,000 | RR-Protect | | | | | Complete |
| IL-21-14 | I-80 | Mississippi River | Bridge Cleaning | MAINT | \$200,000 | \$90,000 | NHPP | \$10,000 | STA | | | 0-01291-2000 | | Underway |
| IL-21-15 | Various | Mississippi River | Bridge Cleaning | MAINT | \$130,000 | \$52,000 | NHPP | \$13,000 | STA | | | 0-01291-2001 | | |
| IL-21-16 | Various | Rock River | Bridge Cleaning | MAINT | \$90,000 | \$81,000 | NHPP | \$9,000 | STA | | | 0-01291-2002 | | Underway |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2021 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES | STATUS |
|--|----------------------------|--|-----------------------------------|------------|----------------------|------------------------|----------------|-------------|--------------|------------------|--------------|---------------------|-------|----------------------|
| PB-15-01 | IL 84 & Cherry Street | S of Cherry Street to Taylor Drive & Village Garage to Cherry St and Taylor Dr. to 11th St | ADA compliant sidewalks/crosswalk | OTHER | \$2,336,100 | \$249,937/ \$1,153,920 | TAP-REG/ITEP | | | \$932,243 | CTY | | | |
| CITY OF EAST MOLINE - EM | | | | | | | | | | | | | | |
| EM-11-03 | GIT | Along 7th St at 12th Ave to 21st Ave, 21st Ave to Archer Dr to 30th Ave/Crosstown Ave to 10th St | Trail Construction | OTHER | \$3,554,867 | \$2,843,893 | ITEP | | | \$710,973 | LOC | | | |
| ROCK ISLAND COUNTY - RC | | | | | | | | | | | | | | |
| RC-18-01 | Rock Island County | Various Locations Rock Island County | PE I & II - Guardrail Upgrades | OTHER | \$222,222 | \$200,000 | HSIP | \$0 | | \$22,222 | LOC | | | January 2021 Letting |
| RC-20-02 | Rock Island County | Various Locations Rock Island County | Construction - Guardrail Upgrades | OTHER | \$888,888 | \$800,000 | HSIP | \$0 | | \$88,888 | LOC | | | January 2021 Letting |
| Total | | | | | \$1,111,110 | \$1,000,000 | | \$0 | | \$111,110 | | | | |
| BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP) | | | | | | | | | | | | | | |
| TP-21-01 | Quad Cities Urbanized Area | Quad Cities Urbanized Area | Planning | OTHER | \$868,870 | \$695,096 | PL | \$0 | | \$173,774 | LOC | IA Share: 16066 | | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2021 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT DESCRIPTION | PROJECT TYPE | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES | STATUS |
|---|--|--------------|----------------------|--------------------------|----------------------|---------------------|--------------|--------------------|--------------|---------------------|-------|---------|
| BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS) | | | | | | | | | | | | |
| BS-21-01 | Transit Planning | P | \$76,246 | \$60,997 | SEC 5303/ 5305d | | | \$15,249 | LOC | IA Share: 2203 | | |
| BETTENDORF TRANSIT - BT | | | | | | | | | | | | |
| BT-21-01 | Transit Operations | O | \$795,675 | \$127,308 | SEC 5307 | \$185,612 | STA | \$482,755 | LOC | 985 | | Ongoing |
| BT-21-02 | Preventative Maintenance | C | \$181,280 | \$145,024 | SEC 5307 | \$0 | | \$36,256 | LOC | 987 | | Ongoing |
| BT-21-03 | ADA Paratransit | O | \$242,000 | \$158,881.00 \$34,719 | SEC 5307 SEC 5310 | \$48,400 | STA | \$0 | LOC | 3787 | | Ongoing |
| BT-21-04 | Transit Planning | P | \$32,962 | \$26,370 | SEC 5307 | \$0 | | \$6,592 | LOC | 993 | | Ongoing |
| BT-21-05 | ADP Software | C | \$16,000 | \$12,800 | SEC 5307 | \$0 | | \$3,200 | LOC | 5657 | | Ongoing |
| TOTAL | | | \$1,267,917 | \$505,102 | | \$234,012 | | \$528,803 | | | | |
| DAVENPORT CITIBUS - CB | | | | | | | | | | | | |
| CB-21-01 | Transit Operations | O | \$5,135,817 | \$850,000 | SEC 5307 | \$500,000 | STA | \$3,785,817 | LOC | 979 | | |
| CB-21-02 | ADA Paratransit | O | \$622,854 | \$115,000 | SEC 5310 | \$0 | | \$507,854 | LOC | 981 | | |
| CB-21-03 | JARC Projects | O | \$152,982 | \$0 | SEC 5310 | \$0 | | \$152,982 | LOC | 3022 | | |
| CB-21-04 | Bus Amenities | C | \$60,000 | \$48,000 | SEC 5307 | \$0 | | \$12,000 | LOC | 2595 | | |
| CB-21-05 | Preventative Maintenance | C | \$792,227 | \$530,000 | SEC 5307 | \$0 | | \$262,227 | LOC | 980 | | |
| CB-21-06 | Purchase two (2) 35-39 ft. Diesel, UFRC, VVS, Low Floor Heavy Duty Buses | C | \$960,000 | \$768,000 | SEC 5339 | \$0 | | \$192,000 | LOC | 4746, 4747 | | |
| TOTAL | | | \$7,723,880 | \$2,311,000 | | \$500,000 | | \$4,912,880 | | | | |
| METROLINK | | | | | | | | | | | | |
| ML-18-10 | Replace JD Commons Landing | C | \$2,686,500 | \$2,686,500 | 5307 | \$0 | | \$0 | | | | |
| ML-19-09 | Replace (9) 30'-40' Buses | C | \$7,037,136 | \$4,114,751 | 5339 & DERA | \$2,922,385 | REBUILD | \$0 | | | | |
| ML-20-08 | Replace (1) 40' Bus | C | \$899,284 | \$593,170 | Low-No | \$306,114 | REBUILD | \$0 | LOC | | | |
| ML-21-01 | Transit Operations | O | \$4,859,322 | \$17,005,803 | CARES ACT & CRRSSA | \$31,589,559 | STA | \$3,960 | LOC | | | |
| ML-21-04 | MSE | C | \$150,000 | \$150,000 | CRRSSA | \$0 | | \$0 | LOC | | | |
| ML-21-05 | ADP Hardware | C | \$100,000 | \$100,000 | CRRSSA | \$0 | | \$0 | LOC | | | |
| ML-21-06 | ADP Software | C | \$150,000 | \$150,000 | CRRSSA | \$0 | | \$0 | LOC | | | |
| ML-21-07 | Replace 2 LD buses and 2 mini-vans | C | \$225,000 | \$180,000 | 5310 | \$45,000 | | \$0 | | | | |
| ML-21-08 | Replace Eight 30-40' Buses (8) | C | \$5,842,124 | \$1,186,340 | Low/No | \$4,655,784 | REBUILD | \$0 | | | | |
| ML-21-09 | Two 35' Buses for Expansion (2) | C | \$1,798,567 | \$1,186,340 | Low/No | \$612,227 | REBUILD | \$0 | | | | |
| ML-21-10 | Electric Bus Chargers (7) | C | \$700,000 | | | \$700,000 | REBUILD | \$0 | | | | |
| ML-21-11 | Electric Bus Battery Leases | C | \$321,992 | \$257,594 | CRRSSA | \$0 | | \$64,398 | LOC | | | |
| ML-21-12 | Service Truck | C | \$62,051 | \$49,640 | 5307 | \$0 | | \$33,338 | LOC | | | |
| ML-21-13 | Equipment | C | \$300,000 | \$300,000 | CRRSSA | \$0 | | \$0 | LOC | | | |
| ML-21-14 | Engineering | C | \$15,706 | \$15,706 | CRRSSA | \$0 | | \$0 | LOC | | | |
| ML-21-15 | Culvert / Streetscapes | C | \$200,000 | \$200,000 | CRRSSA | \$0 | | \$0 | LOC | | | |
| ML-21-16 | Preventative Maintenance | C | \$36,854 | \$29,483 | 5307 | \$0 | | \$7,371 | LOC | | | |
| ML-21-17 | Facility Maintenance | C | \$200,000 | \$200,000 | CRRSAA | \$0 | | \$0 | LOC | | | |
| ML-21-18 | Planning | C | \$120,000 | \$120,000 | CRRSAA | \$0 | | \$0 | LOC | | | |
| ML-21-19 | Transit Planning - Cybersecurity Project | | \$1,400,000 | \$1,400,000 | 5307 | \$0 | | \$0 | LOC | | | |
| ML-21-20 | Facility Equipment - CNG | C | \$1,400,000 | \$1,400,000 | 5307 | \$0 | | | | | | |
| TOTAL | | | \$72,244,536 | \$31,325,327 | | \$40,831,069 | | \$109,067 | | | | |

FFY 2022 ANNUAL ELEMENT

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2022 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|---------------------------|---------------|--|---|------------|----------------------|---------------|----------------|-------------|--------------|-------------|--------------|---------------------|-------|
| STATE OF IOWA - IA | | | | | | | | | | | | | |
| IA-21-19 | US6 | 0.1 MI E of IA 461 to W of Elmore Ave in Davenport | Culvert Replacement | MAINT | \$186,000 | \$0 | | \$186,000 | PRF | | | 45278 | |
| IA-22-01 | US 67 | Mississippi River in Davenport (State Share) | Bridge Cleaning | MAINT | \$25,000 | \$0 | | \$25,000 | PRF | \$0 | | 38023 | |
| IA-22-02 | I-80 | Mississippi River In Le Claire (State Share) | Bridge Cleaning | MAINT | \$100,000 | \$0 | | \$100,000 | PRF | \$0 | | 38131 | |
| IA-22-05 | US 6 | I-280 Interchange in Davenport | Bridge Rehab | MAINT | \$1,274,000 | \$1,019,200 | NHPP | \$254,800 | PRF | \$0 | | 38020 | |
| IA-22-06 | IA 22 | Dodge Creek 1.1 Mi S of Co Rd Y48 | Bridge Deck Overlay | MAINT | \$415,000 | \$0 | | \$415,000 | PRF | \$0 | | 38021 | |
| IA-22-07 | I-74 | Mississippi River in Bettendorf (NB & SB) | Bridge Cleaning | MAINT | \$50,000 | \$0 | | \$50,000 | PRF | \$0 | | 38129 | |
| IA-22-08 | I-74 | In Bettendorf and Davenport (Central Section) | Bridge Replacement, Bridge Removal, Landscaping | L RTP | \$56,214,000 | \$47,781,900 | NHPP | \$8,432,100 | PRF | | | 38155 | |
| IA-22-09 | US 67 | Mississippi River in Davenport (State Share) | Bridge Rehabilitation | MAINT | \$1,000,000 | \$800,000 | STBG | \$200,000 | PRF | \$0 | | 39350 | |
| IA-22-10 | I-74 | I-80 to 0.6 MI S of US 6/Kimberly Rd Interchange | Pavement Rehab | MAINT | \$3,720,000 | \$3,348,000 | NHPP | \$372,000 | PRF | \$0 | | 45421 | |
| IA-22-11 | US 67 | From 8th St to Ewing St in LeClaire | Pavement Rehab | MAINT | \$510,000 | \$0 | | \$510,000 | PRF | \$0 | | 48526 | |
| IA-22-12 | IA 461 | In Davenport, from 59th St to S of I-80 | Pavement Rehab | MAINT | \$700,000 | \$0 | | \$700,000 | PRF | | | 48528 | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2022 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|--------------------------------|--|---|-------------------------------|------------|----------------------|---------------------|----------------|---------------------|--------------|--------------------|--------------|---------------------|-------|
| IA-22-13 | US 67 | In Davenport, S of Mound St | Pave | MAINT | \$600,000 | \$0 | | \$600,000 | PRF | | | 48557 | |
| Total | | | | | \$64,794,000 | \$52,949,100 | | \$11,844,900 | | \$0 | | | |
| CITY OF BETTENDORF - BE | | | | | | | | | | | | | |
| 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 | MAINT | \$10,500,000 | \$5,181,000 | STBG | | | \$5,319,000 | LOC | 36969 | |
| CITY OF DAVENPORT - DA | | | | | | | | | | | | | |
| DA-20-01 | 53rd St | Eastern Ave - Elmore Circle | Reconstruction | MAINT | \$5,400,000 | \$3,706,878 | STBG | | | \$1,693,122 | CTY | 38564 | |
| DA-21-01 | Brady St. and Veteran's Memorial Pkwy. | From 59th St to Existing Path on VMP | Shared-Use Trail Construction | OTHER | \$775,063 | \$530,917 | STBG-TAP | | | \$244,146 | LOC | 36970 | |
| DA-21-02 | Elm St | Over CP Railroad between Eastern Ave and Mound St | Bridge Replacement | MAINT | \$2,470,525 | \$1,000,000 | STBG-HBP | | | \$1,470,525 | LOC | 44724 | |
| Total | | | | | \$8,645,588 | \$5,237,795 | | \$0 | | \$3,407,793 | | | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2022 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|-------------------------------|----------------|---|------------------------------|------------|----------------------|-----------------------|-----------------------|-------------|--------------|-------------|--------------|---------------------|-------|
| CITY OF ELDRIDGE | | | | | | | | | | | | | |
| EL-22-01 | Townsend Farms | S 5th St to S 1st St | Multi-use Path | L RTP | \$356,000 | \$284,800 | TASA | \$0 | | \$71,200 | CTY | | |
| STATE OF ILLINOIS - IL | | | | | | | | | | | | | |
| IL-18-19 | US 67 | At 3rd St W | Traffic Signal Modernization | CMP | \$300,000 | \$240,000 | STP Urb > 200k | \$60,000 | STA | | | 2-51003-0000 | |
| IL-18-22 | Andalusia Rd | IL 92 & Ridgewood Rd in Rock Island | Traffic Signal | CMP | \$425,000 | \$340,000 | STP Urb > 200k | \$85,000 | STA | | | 2-51003-0100 | |
| IL-20-09 | US 67 | IL 92, RR & Mississippi River in Rock Island | Bridge Repair | OTHER | \$2,000,000 | \$800,000 | STP | \$200,000 | STA | | | 2-22410-0100 | |
| IL-21-02 | I 74/ US 6 | MISSISSIPPI RIVER TO 0.9 MI S OF AVENUE OF THE CITIES IN MOLINE | Landscaping | L RTP | \$1,530,000 | \$1,354,000 | NHPP | \$176,000 | STA | | | 2-10381-0500 | |
| IL-21-11 | I-280 | IL 92 Interchange in Milan | Lighting | OTHER | \$525,000 | \$473,000 | NHPP | \$52,000 | STA | | | | |
| IL-21-22 | IL 92 | IL 84 (N) in Silvis to 48th St in Moline | Reconstruction (PE) | | \$2,000,000 | \$1,600,000 | NHPP | \$400,000 | STA | | | 2-98500-0002 | |
| IL-22-01 | Various | Highway Safety Improvement Program Projects | Safety Improvements | OTHER | \$27,000 | \$24,000 | HSIP | \$3,000 | STA | | | 2-97460-1224 | |
| IL-22-04 | I-80 | At I-74 | PE II | | \$1,400,000 | \$1,260,000 | NHPP | \$140,000 | STA | | | 2-20078-0102 | |
| IL-22-06 | Districtwide | US 150: W 3rd St to 114th St in Coal Valley; IL 92: 1st St in Andalusia | ADA Improvements | OTHER | \$1,010,000 | \$372,000 / \$436,000 | STP-Urban / STP-Rural | \$202,000 | STA | | | | |
| IL-22-07 | Districtwide | US 67: Big Island Rd to W 5th Ave in Milan; Andalusia Rd: W 8-1/2 St to W 4th St in Milan | ADA Improvements | OTHER | \$965,000 | \$420,000 / \$352,000 | STP-Urban / STP-Rural | \$193,000 | STA | | | | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2022 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|--|---------------|--|----------------------------------|------------|----------------------|---------------------|----------------|--------------------|--------------|-------------|--------------|---------------------|-------|
| IL-22-08 | Andalusia Rd | 0.4 mi E of IL 92 (N) to US 67 in Milan | Resurfacing | | \$1,650,000 | \$1,320,000 | STP | \$330,000 | STA | | | 2-06720-0200 | |
| IL-22-09 | I-80 | 0.8 mi N of I-88/IL 5 Interchange to Henry Co Line | Crack & Joint Sealing | MAINT | \$250,000 | \$225,000 | NHPP | \$25,000 | STA | | | | |
| IL-22-10 | I-80 | Weigh Stations 1.4 mi S of IL84 | Repairs and Pavement Patching | MAINT | \$1,200,000 | \$1,080,000 | NHPP | \$120,000 | STA | | | | |
| IL-22-11 | I-80 | Mississippi River | Bridge Cleaning | MAINT | \$200,000 | \$90,000 | NHPP | \$10,000 | STA | | | 0-01270-2000 | |
| IL-22-12 | Various | Mississippi River | Bridge Cleaning | MAINT | \$150,000 | \$60,000 | NHPP | \$15,000 | STA | | | 0-01270-2001 | |
| IL-22-13 | Various | Rock River | Bridge Cleaning | MAINT | \$110,000 | \$99,000 | NHPP | \$11,000 | STA | | | 0-01270-2002 | |
| IL-22-14 | Various | Rock River | Bridge Cleaning | MAINT | \$85,000 | \$68,000 | STP | \$17,000 | STA | | | 0-01270-2003 | |
| IL-22-15 | Various | Districtwide | Bridge Cleaning | MAINT | \$230,000 | \$207,000 | NHPP | \$23,000 | STA | | | 2-26004-0000 | |
| IL-22-16 | Various | Districtwide | Bridge Deck Sealing | MAINT | \$260,000 | \$208,000 | STP | \$52,000 | STA | | | 2-93010-1001 | |
| IL-22-17 | Various | Districtwide | Signing | OTHER | \$1,142,000 | \$1,028,000 | HSIP | \$114,000 | STA | | | | |
| 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 | MAINT | \$539,000 | \$431,000 | STP | \$108,000 | STA | | | | |
| Total | | | | | \$15,998,000 | \$10,907,000 | | \$2,336,000 | | \$0 | | | |
| CITY OF ROCK ISLAND - RI | | | | | | | | | | | | | |
| RI-18-03 | 20th Street | 7th to 18th Avenues | Resurfacing | MAINT | \$1,600,000 | \$0 | | \$0 | | \$1,600,000 | CTY | | |
| BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP) | | | | | | | | | | | | | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2022 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|----------------|----------------------------|----------------------------|---------------------|------------|----------------------|---------------|----------------|-------------|--------------|-------------|--------------|---------------------|-------|
| TP-22-01 | Quad Cities Urbanized Area | Quad Cities Urbanized Area | Planning | OTHER | \$868,870 | \$695,096 | PL | \$0 | | \$173,774 | LOC | IA Share: 16066 | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2022 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT DESCRIPTION | PROJECT TYPE | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|---|---|--------------|----------------------|--------------------|---------------------------------------|------------------|--------------|--------------------|--------------|---------------------|-------|
| BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS) | | | | | | | | | | | |
| BS-22-01 | Transit Planning | P | \$76,246 | \$60,997 | SEC 5303/ 5305d | | | \$15,249 | LOC | IA Share: 2203 | |
| BETTENDORF TRANSIT - BT | | | | | | | | | | | |
| BT-22-01 | Transit Operations | O | \$819,545 | \$131,127 | SEC 5307 | \$204,304 | STA | \$484,114 | LOC | 985 | |
| BT-22-02 | Preventative Maintenance | C | \$186,718 | \$149,374 | SEC 5307 | \$0 | | \$37,344 | LOC | 987 | |
| BT-22-03 | ADA Paratransit | O | \$249,829 | \$164,102 | SEC 5307 | \$49,966 | STA | \$0 | LOC | 3787 | |
| | | | | \$35,761 | SEC 5310 | | | | | | |
| BT-22-04 | Transit Planning | P | \$33,951 | \$27,161 | SEC 5307 | \$0 | | \$6,790 | LOC | 993 | |
| BT-22-05 | ADP Software | C | \$16,000 | \$12,800 | SEC 5307 | \$0 | | \$3,200 | LOC | 5657 | |
| | TOTAL | | \$1,306,043 | \$520,326 | | \$254,269 | | \$531,448 | | | |
| DAVENPORT CITIBUS - CB | | | | | | | | | | | |
| CB-22-01 | Transit Operations | O | \$5,135,817 | \$850,000 | SEC 5307 | \$500,000 | STA | \$3,785,817 | LOC | 979 | |
| CB-22-02 | ADA Paratransit | O | \$622,854 | \$115,000 | SEC 5310 | \$0 | | \$507,854 | LOC | 981 | |
| CB-22-03 | JARC Projects | O | \$152,982 | \$0 | SEC 5310 | \$0 | | \$152,982 | LOC | 3022 | |
| CB-22-04 | Bus Amenities | C | \$60,000 | \$48,000 | SEC 5307 | \$0 | | \$12,000 | LOC | 2595 | |
| CB-22-05 | Preventative Maintenance | C | \$792,227 | \$530,000 | SEC 5307 | \$0 | | \$262,227 | LOC | 980 | |
| | TOTAL | | \$6,763,880 | \$1,543,000 | | \$500,000 | | \$4,720,880 | | | |
| METROLINK - ML | | | | | | | | | | | |
| ML-20-17 | Replace Village of East Davenport Ferryboat Landing | C | \$1,500,000 | \$1,200,000 | 5307 Ferry | \$0 | | \$300,000 | LOC | | |
| ML-20-24 | OMC Expansion | C | \$5,000,000 | | | \$5,000,000 | | \$0 | | | |
| ML-20-25 | Centre Station Renovations | C | \$2,000,000 | | | \$2,000,000 | REBUILD | \$0 | | | |
| ML-22-01 | Transit Operations | O | \$19,504,778 | \$0 | | \$12,678,106 | STA | \$6,826,672 | LOC | | |
| ML-22-02 | Preventive Maintenance | C | \$1,562,500 | \$1,250,000 | 5307 | \$0 | | \$312,500 | LOC | | |
| ML-22-03 | Transit Enhancements | C | \$120,000 | \$96,000 | 5307 | \$0 | | \$24,000 | LOC | | |
| ML-22-04 | MSE | C | \$50,000 | \$40,000 | 5307 | \$0 | | \$10,000 | LOC | | |
| ML-22-05 | ADP Hardware | C | \$12,000 | \$9,600 | 5307 | \$0 | | \$2,400 | LOC | | |
| ML-22-06 | ADP Software | C | \$10,000 | \$8,000 | 5307 | \$0 | | \$2,000 | LOC | | |
| ML-22-08 | Replace (2) 30-40' Buses | C | \$1,347,852 | \$0 | 5339/Low- No/Bus&BusFa cil/5307 | \$1,347,852 | REBUILD | \$0 | | | |
| ML-22-09 | Electric Bus Chargers (2) | C | \$4,000,000 | \$3,200,000 | 5339/Low- No/Bus&BusFa cil/5307 | \$0 | | \$800,000 | LOC | | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2022 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT DESCRIPTION | PROJECT TYPE | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|----------------|-----------------------------------|--------------|----------------------|---------------------|-------------------------------|---------------------|--------------|---------------------|--------------|---------------------|-------|
| ML-22-10 | Electric Bus Battery Leases | C | \$155,304 | \$124,243 | CRRSSA | \$0 | | \$31,061 | LOC | | |
| ML-22-11 | Ferryboat Preventive Maintenance | C | \$37,500 | \$30,000 | 5307 | \$0 | | \$7,500 | LOC | | |
| ML-22-12 | Replace (5) 30-40' Buses | C | \$3,164,148 | | 5339/Low-No/Bus&BusFacil/5307 | \$0 | | \$3,164,148 | LOC | | |
| ML-22-13 | Automated Yard & ADAS Bus Project | C | \$6,050,000 | \$4,840,000 | 5339/5307 | \$1,210,000 | REBUILD | | | | |
| | TOTAL | | \$44,514,082 | \$10,797,843 | | \$22,235,958 | | \$11,480,281 | | | |

FFY 2023 ANNUAL ELEMENT

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2023 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|-------------------------------|-------------------------|--|-----------------------------------|------------|----------------------|--------------------|----------------|--------------------|--------------|--------------------|--------------|---------------------|-------|
| STATE OF IOWA - IA | | | | | | | | | | | | | |
| IA-20-15 | US 67 | Mississippi River in Davenport | Bridge Painting | MAINT | \$3,000,000 | \$2,400,000 | | \$600,000 | PRF | | | 38024 | |
| IA-23-01 | I-74 | Mississippi River in Bettendorf (NB & SB) | Bridge Cleaning | MAINT | \$50,000 | \$0 | | \$50,000 | PRF | \$0 | | 38129 | |
| IA-23-02 | IA 461 | Duck Creek 0.4 Miles S of US 6 in Davenport (NB) | Bridge Replacement | MAINT | \$4,454,000 | \$3,563,200 | NHPP | \$890,800 | PRF | \$0 | | 39347 | |
| IA-23-04 | US 67 | Mississippi River in Davenport (State Share) | Bridge Cleaning | MAINT | \$25,000 | \$0 | | \$25,000 | PRF | \$0 | | 38023 | |
| IA-23-05 | I-80 | Mississippi River In Le Claire (State Share) | Bridge Cleaning | MAINT | \$100,000 | \$0 | | \$100,000 | PRF | \$0 | | 38131 | |
| IA-23-07 | US 61 | N of I-80 to 0.3 Miles S of Wapsipinicon | Culvert Replacement, Right of Way | MAINT | \$2,891,000 | \$0 | | \$2,891,000 | PRF | \$0 | | 39349 | |
| | | | | | \$10,520,000 | \$5,963,200 | | \$4,556,800 | | \$0 | | | |
| CITY OF DAVENPORT - DA | | | | | | | | | | | | | |
| DA-23-01 | 3rd & 4th St | Telegraph Rd to Harrison St | Resurfacing | MAINT | \$9,074,235 | \$7,259,388 | STBG | \$0 | | \$1,814,847 | CTY | 39481 | |
| DA-23-02 | Locust | Duck Creek Trail at Emeis Park to Wisconsin Ave | 10' Multi-Use Trail | L RTP | \$654,463 | \$522,770 | TASA | \$0 | | \$131,693 | CTY | 39482 | |
| | | | | | \$9,728,698 | \$7,782,158 | | \$0 | | \$1,946,540 | | | |
| STATE OF ILLINOIS - IL | | | | | | | | | | | | | |
| IL-22-05 | ILL 5 / ILL 84 / ILL 92 | IL 84/IL 92 Interchange in Silvis & Carbon Cliff | Lighting | OTHER | \$325,000 | \$260,000 | NHPP | \$65,000 | STA | | | | |
| IL-23-01 | I-280 | E of IL 92 to 0.1 mi E of Milan Beltway | Resurfacing | MAINT | \$9,000,000 | \$8,100,000 | NHPP | \$900,000 | STA | | | | |
| IL-23-04 | US 67 | IL 92, RR & Mississippi River in Rock Island | Bridge Preservation, Painting | MAINT | \$6,000,000 | \$2,400,000 | NHPP | \$600,000 | STA | | | | |
| IL-23-05 | ILL 5 | E of 16th St to 0.3 mi E of I-74 in Moline | Resurfacing/Bridge Repair | MAINT | \$1,700,000 | \$1,360,000 | NHPP | \$340,000 | STA | | | | |
| 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 | MAINT | \$2,461,000 | \$1,967,000 | STP | \$494,000 | STA | | | | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2023 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|---------------------------------|-------------------|---|---|------------|----------------------|---------------------|----------------|--------------------|--------------|------------------|--------------|---------------------|-------|
| IL-23-07 | 27th St | 27th St: Stream 0.2 mi N of John Deere Rd & 39th Ave: W edge of 27th St in Moline | Culvert Replacement | MAINT | \$1,200,000 | \$960,000 | STP | \$240,000 | STA | | | | |
| IL-23-08 | Various | Districtwide | Highway Safety Improvement Program Projects | OTHER | \$3,613,000 | \$3,251,000 | HSIP | \$362,000 | STA | | | | |
| IL-23-09 | US 150 | US 6 to E of E 3rd St in Coal Valley | Resurfacing | | \$1,400,000 | \$1,120,000 | STP | \$280,000 | STA | | | 2-30127-0100 | |
| IL-23-10 | US 67 | 2nd Ave to 5th Ave in Rock Island | ADA Improvements | | \$250,000 | \$200,000 | STP | \$50,000 | STA | | | | |
| IL-23-11 | US 6 | 0.3 mi W to 0.5 mi E of Osco Rd | Intersection | Safety | \$464,000 | \$418,000 | HSIP | \$46,000 | STA | | | 2-20268-0000 | |
| IL-24-03 | I-80 | Rock River | Bridge Deck Replacement (PE) | | \$400,000 | \$360,000 | NHPP | \$40,000 | STA | | | 2-20312-0002 | |
| | | | | | \$26,813,000 | \$20,396,000 | | \$3,417,000 | | \$0 | | | |
| CITY OF COAL VALLEY - CV | | | | | | | | | | | | | |
| CV-23-01 | 1st St | Coal Valley | Resurfacing | MAINT | \$1,074,044 | \$859,235 | STBG | \$0 | | \$214,809 | CTY | | |
| CITY OF MOLINE - MO | | | | | | | | | | | | | |
| MO-23-01 | 7th St | 12th - 16th Avenues | Resurfacing | L RTP | \$540,000 | \$432,000 | STBG | \$0 | | \$108,000 | MFT | | |
| MO-23-02 | Ave of the Cities | 34th - 41st Streets | Resurfacing | L RTP | \$636,000 | \$508,800 | STBG | \$0 | | \$127,200 | MFT | | |
| MO-23-03 | 36th Ave | 7th - 13th Streets | Bike Trail | L RTP | \$323,972 | \$259,175 | TASA | \$0 | | \$64,797 | MFT | | |
| | | | | | \$1,499,972 | \$1,199,975 | | \$0 | | \$299,997 | | | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2023 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|--|---------------------------------|---------------------------------|------------------------------------|------------|----------------------|--------------------|----------------|-------------|--------------|--------------------|--------------|---------------------|-------|
| CITY OF ROCK ISLAND | | | | | | | | | | | | | |
| RI-18-01 | IL92 - East Section | 24th Street to Moline | Relocating IL92 from 7th Ave | L RTP | \$5,500,000 | \$0 | | \$0 | | \$5,500,000 | CTY | | |
| RI-21-01 | 31st Avenue | RI Pkwy to 11th St. | Resurfacing | MAINT | \$2,000,000 | \$1,600,000 | STBG | \$0 | | \$400,000 | LOC | | |
| RI-23-01 | 30th St | 5th Ave to 18th Ave | Resurfacing | L RTP | \$2,300,000 | \$1,840,000 | STBG | \$0 | | \$460,000 | CTY | | |
| | | | | | \$9,800,000 | \$3,440,000 | | \$0 | | \$6,360,000 | | | |
| BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP) | | | | | | | | | | | | | |
| TP-23-01 | Quad Cities Urbanized Area | Quad Cities Urbanized Area | Planning | OTHER | \$868,870 | \$695,096 | PL | \$0 | | \$173,774 | LOC | IA Share: 16066 | |
| TP-23-02 | Iowa Quad Cities Urbanized Area | Iowa Quad Cities Urbanized Area | Pavement Condition Data Collection | PL | \$77,000 | | | \$77,000 | STBG SWAP | | | | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2023 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT DESCRIPTION | PROJECT TYPE | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|---|-----------------------------|--------------|----------------------|--------------------|--------------------|---------------------|--------------|--------------------|--------------|---------------------|-------|
| BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS) | | | | | | | | | | | |
| BS-23-01 | Transit Planning | P | \$76,246 | \$60,997 | SEC 5303/ 5305d | | | \$15,249 | LOC | IA Share: 2203 | |
| BETTENDORF TRANSIT - BT | | | | | | | | | | | |
| BT-23-01 | Transit Operations | O | \$844,132 | \$135,061 | SEC 5307 | \$201,790 | STA | \$507,281 | LOC | 985 | |
| BT-23-02 | Preventative Maintenance | C | \$192,320 | \$153,856 | SEC 5307 | \$0 | | \$38,464 | LOC | 987 | |
| BT-23-03 | ADA Paratransit | O | \$257,948 | \$169,525 | SEC 5307 | \$51,590 | STA | \$0 | LOC | 3787 | |
| | | | | \$36,833 | SEC 5310 | | | | | | |
| BT-23-04 | Transit Planning | P | \$34,969 | \$27,976 | SEC 5307 | \$0 | | \$6,993 | LOC | 993 | |
| BT-23-05 | ADP Software | C | \$16,000 | \$12,800 | SEC 5307 | \$0 | | \$3,200 | LOC | 5657 | |
| | TOTAL | | \$1,345,369 | \$536,051 | | \$253,379 | | \$555,938 | | | |
| DAVENPORT CITIBUS - CB | | | | | | | | | | | |
| CB-23-01 | Transit Operations | O | \$5,135,817 | \$850,000 | SEC 5307 | \$500,000 | STA | \$3,785,817 | LOC | 979 | |
| CB-23-02 | ADA Paratransit | O | \$622,854 | \$115,000 | SEC 5310 | \$0 | | \$507,854 | LOC | 981 | |
| CB-23-03 | JARC Projects | O | \$152,982 | \$0 | SEC 5310 | \$0 | | \$152,982 | LOC | 3022 | |
| CB-23-04 | Bus Amenities | C | \$60,000 | \$48,000 | SEC 5307 | \$0 | | \$12,000 | LOC | 2595 | |
| CB-23-05 | Preventative Maintenance | C | \$792,227 | \$530,000 | SEC 5307 | \$0 | | \$262,227 | LOC | 980 | |
| CB-23-06 | Bus Shelters | C | \$150,000 | \$120,000 | SEC 5339 | \$0 | | \$30,000 | LOC | 6539 | |
| | TOTAL | | \$6,913,880 | \$1,663,000 | | \$500,000 | | \$4,750,880 | | | |
| METROLINK - ML | | | | | | | | | | | |
| ML-23-01 | Transit Operations | O | \$19,504,778 | \$0 | | \$12,678,106 | STA | \$6,826,672 | LOC | | |
| ML-23-02 | Preventive Maintenance | C | \$1,562,500 | \$1,250,000 | 5307 | \$0 | | \$312,500 | LOC | | |
| ML-23-03 | Transit Enhancements | C | \$50,000 | \$40,000 | 5307 | \$0 | | \$10,000 | LOC | | |
| ML-23-04 | MSE | C | \$50,000 | \$40,000 | 5307 | \$0 | | \$10,000 | LOC | | |
| ML-23-05 | ADP Hardware | C | \$12,000 | \$9,600 | 5307 | \$0 | | \$2,400 | LOC | | |
| ML-23-06 | ADP Software | C | \$10,000 | \$8,000 | 5307 | \$0 | | \$2,000 | LOC | | |
| ML-23-07 | Shelters & Shelter Repairs | C | \$20,000 | \$16,000 | 5307/5339 | \$0 | | \$4,000 | LOC | | |
| ML-23-08 | Replace (1) 30-40' Buses | C | \$750,000 | \$600,000 | 307/Low-No/533 | \$0 | | \$150,000 | LOC | | |
| ML-23-09 | Electric Bus Battery Leases | C | \$155,304 | \$124,243 | 5307/5339 | \$0 | | \$31,061 | LOC | | |
| ML-23-10 | Preventive Maintenance | C | \$37,500 | \$30,000 | 5307 | \$0 | | \$7,500 | LOC | | |
| ML-23-11 | Replace (1) Light Duty Bus | C | \$60,000 | \$48,000 | 5310 | \$12,000 | STA | | | | |
| | TOTAL | | \$22,212,082 | \$2,117,843 | | \$12,690,106 | | \$7,356,133 | | | |

FFY 2024 ANNUAL ELEMENT

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2024 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|---------------------------|----------------------|--|---------------------|------------|----------------------|--------------------|----------------|--------------------|--------------|-------------|--------------|---------------------|-------|
| STATE OF IOWA - IA | | | | | | | | | | | | | |
| IA-24-01 | US 67 | Mississippi River in Davenport (State Share) | Bridge Cleaning | MAINT | \$25,000 | \$0 | | \$25,000 | PRF | \$0 | | 38023 | |
| IA-24-02 | I-74 | Mississippi River in Bettendorf (NB & SB) | Bridge Cleaning | MAINT | \$50,000 | \$0 | | \$50,000 | PRF | \$0 | | 38129 | |
| IA-24-03 | I-80 | Mississippi River In Le Claire (State Share) | Bridge Cleaning | MAINT | \$100,000 | \$0 | | \$100,000 | PRF | \$0 | | 38131 | |
| IA-24-04 | I-280 | Mississippi River in Davenport (State Share) | Bridge Cleaning | MAINT | \$40,000 | \$0 | | \$40,000 | PRF | \$0 | | 38135 | |
| IA-24-05 | I-80 | Utica Ridge Rd 3.3 MI E of US 61 | Bridge Deck Overlay | MAINT | \$155,000 | \$0 | | \$155,000 | PRF | \$0 | | 45257 | |
| IA-24-06 | I-80 | Wisconsin Ave 1.4 MI W of IA 130 | Bridge Deck Overlay | MAINT | \$410,000 | \$0 | | \$410,000 | PRF | \$0 | | 45304 | |
| IA-24-07 | I-280 | I-280 EB over I-280 WB at I-80 Interchange | Bridge Deck Overlay | MAINT | \$588,000 | \$0 | | \$588,000 | PRF | \$0 | | 45308 | |
| IA-24-08 | IA 461 | DME RR 1.0 MI E of IA 22 in Davenport | Bridge Deck Overlay | MAINT | \$1,867,000 | \$1,493,600 | NHPP | \$373,400 | PRF | \$0 | | 45432 | |
| IA-24-09 | Z30 (Wells Ferry Rd) | On Z30 (Wells Ferry Rd) over Spencer Creek (Sec. 6-T78N-R5E) | Bridge Replacement | MAINT | \$750,000 | \$750,000 | SWAP-HBP | | | | | 37470 | |
| IA-24-10 | Z30 (Wells Ferry Rd) | On Z30 (Wells Ferry Rd) over Spencer Creek (Sec. 8-T78N-R5E) | Bridge Replacement | MAINT | \$750,000 | \$750,000 | SWAP-HBP | | | | | 31021 | |
| | | | | | \$4,735,000 | \$2,993,600 | | \$1,741,400 | | \$0 | | | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2024 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|--|----------------------------|--|--|------------|----------------------|---------------------|----------------|--------------------|--------------|-------------|--------------|---------------------|-------|
| STATE OF ILLINOIS - IL | | | | | | | | | | | | | |
| IL-21-03 | I 80 | Rock River to US 6 | New Bridge Deck, Resurfacing, Patching | MAINT | \$8,600,000 | \$7,740,000 | NHPP | \$860,000 | STA | | | 2-51000-0100 | |
| 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 | MAINT | \$1,000,000 | \$800,000 | STP | \$200,000 | STA | | | | |
| IL-24-01 | Various | Highway Safety Improvement Program Projects | Safety Improvements | OTHER | \$4,182,000 | \$3,764,000 | HSIP | \$418,000 | STA | | | 2-97460-1226 | |
| IL-24-02 | IL 92 | 115th St (W) in Andalusia to 0.4 mi E of IL 92 (N) | Resurfacing | | \$5,000,000 | \$4,000,000 | STP | \$1,000,000 | STA | | | 2-07860-0100 | |
| IL-24-04 | 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 | | \$10,000,000 | \$8,000,000 | STP | \$2,000,000 | STA | | | 2-30062-0100 | |
| IL-24-05 | 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 (CE) | | \$1,000,000 | \$800,000 | STP | \$200,000 | STA | | | 2-30062-0107 | |
| IL-24-06 | I-80 | Mississippi River, ILL 84, & RR | Bridge Replacement Phase II | | \$17,000,000 | \$6,800,000 | NHPP | \$1,700,000 | STA | | | 2-45800-0203 | |
| IL-24-07 | I-80 | Rock River | Bridge Deck Overlay | | \$4,000,000 | \$3,600,000 | NHPP | \$400,000 | STA | | | 2-20312-0000 | |
| | | | | | \$50,782,000 | \$35,504,000 | | \$6,778,000 | | \$0 | | | |
| CITY OF ROCK ISLAND - RI | | | | | | | | | | | | | |
| RI-22-01 | 31st Avenue | 11th St. to 24th Street | Resurfacing | MAINT | \$1,900,000 | \$0 | | | | \$1,900,000 | CTY | | |
| BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP) | | | | | | | | | | | | | |
| TP-24-01 | Quad Cities Urbanized Area | Quad Cities Urbanized Area | Planning | OTHER | \$868,870 | \$695,096 | PL | \$0 | | \$173,774 | LOC | IA Share: 16066 | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2024 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT DESCRIPTION | PROJECT TYPE | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|---|--|--------------|----------------------|--------------------|---------------------|---------------------|--------------|--------------------|--------------|---------------------|-------|
| BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS) | | | | | | | | | | | |
| BS-24-01 | Transit Planning | P | \$76,246 | \$60,997 | SEC 5303/ 5305d | | | \$15,249 | LOC | IA Share: 2203 | |
| BETTENDORF TRANSIT - BT | | | | | | | | | | | |
| BT-24-01 | Transit Operations | O | \$869,456 | \$139,113 | SEC 5307 | \$199,771 | STA | \$530,572 | LOC | 985 | |
| BT-24-02 | Preventative Maintenance | C | \$198,090 | \$158,472 | SEC 5307 | \$0 | | \$39,618 | LOC | 987 | |
| BT-24-03 | ADA Paratransit | O | \$266,332 | \$175,128 | SEC 5307 | \$53,266 | STA | \$0 | LOC | 3787 | |
| | | | | \$37,938 | SEC 5310 | | | | | | |
| BT-24-04 | Transit Planning | P | \$36,018 | \$28,815 | SEC 5307 | \$0 | | \$7,203 | LOC | 993 | |
| BT-24-05 | ADP Software | C | \$16,000 | \$12,800 | SEC 5307 | \$0.00 | | \$3,200 | LOC | 5657 | |
| BT-23-06 | Bus Replacement | C | \$439,040 | \$373,184 | SEC 5339 | \$0 | | \$65,856 | LOC | 6079 | |
| | TOTAL | | \$1,824,936 | \$925,450 | | \$253,037 | | \$646,449 | | | |
| DAVENPORT CITIBUS - CB | | | | | | | | | | | |
| CB-24-01 | Transit Operations | O | \$5,135,817 | \$850,000 | SEC 5307 | \$500,000 | STA | \$3,785,817 | LOC | 979 | |
| CB-24-02 | ADA Paratransit | O | \$622,854 | \$115,000 | SEC 5310 | \$0 | | \$507,854 | LOC | 981 | |
| CB-24-03 | JARC Projects | O | \$152,982 | \$0 | SEC 5310 | \$0 | | \$152,982 | LOC | 3022 | |
| CB-24-04 | Bus Amenities | C | \$60,000 | \$48,000 | SEC 5307 | \$0 | | \$12,000 | LOC | 2595 | |
| CB-24-05 | Preventative Maintenance | C | \$792,227 | \$530,000 | SEC 5307 | \$0 | | \$262,227 | LOC | 980 | |
| CB-24-06 | Purchase two (2) 35-39 ft. Electric Low Floor Heavy Duty Buses | C | \$1,700,000 | \$1,360,000 | SEC 5339 & SEC 5307 | \$0 | | \$340,000 | LOC | 6540 | |
| | TOTAL | | \$8,463,880 | \$2,903,000 | | \$500,000 | | \$5,060,880 | | | |
| METROLINK - ML | | | | | | | | | | | |
| ML-24-01 | Transit Operations | O | \$19,504,778 | \$0 | | \$12,678,106 | STA | \$6,826,672 | LOC | | |
| ML-24-02 | Preventive Maintenance | C | \$1,562,500 | \$1,250,000 | 5307 | \$0 | | \$312,500 | LOC | | |
| ML-24-03 | Transit Enhancements | C | \$50,000 | \$40,000 | 5307 | \$0 | | \$10,000 | LOC | | |
| ML-24-04 | MSE | C | \$50,000 | \$40,000 | 5307 | \$0 | | \$10,000 | LOC | | |
| ML-24-05 | ADP Hardware | C | \$12,000 | \$9,600 | 5307 | \$0 | | \$2,400 | LOC | | |
| ML-24-06 | ADP Software | C | \$10,000 | \$8,000 | 5307 | \$0 | | \$2,000 | LOC | | |
| ML-24-07 | Shelters & Shelter Repairs | C | \$20,000 | \$16,000 | 5307/5339 | \$0 | | \$4,000 | LOC | | |
| ML-24-08 | Replace (1) 30-40' Buses | C | \$750,000 | \$600,000 | 5307/Low-No/5339 | \$0 | | \$150,000 | LOC | | |
| ML-24-09 | Electric Bus Battery Leases | C | \$155,304 | \$124,243 | 5307/5339 | \$0 | | \$31,061 | LOC | | |
| ML-24-10 | Ferryboat Preventive Maintenance | C | \$37,500 | \$30,000 | 5307 | \$0 | | \$7,500 | LOC | | |
| ML-24-11 | Replace (3) Light Duty Buses & 1 Medium Duty Bus | C | \$240,000 | \$192,000 | 5310 | \$48,000 | STA | | | | |
| | TOTAL | | \$22,392,082 | \$2,309,843 | | \$12,726,106 | | \$7,356,133 | | | |

FFY 2025 ANNUAL ELEMENT

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2025 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT ROUTE | PROJECT LOCATION | PROJECT DESCRIPTION | PLAN JUST. | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|--|----------------------------|---|-----------------------|------------|----------------------|---------------|----------------|-------------|--------------|-------------|--------------|---------------------|-------|
| STATE OF IOWA - IA | | | | | | | | | | | | | |
| IA-25-01 | US 67 | Mississippi River in Davenport (State Share) | Bridge Cleaning | MAINT | \$25,000 | \$0 | | \$25,000 | PRF | \$0 | | 38023 | |
| IA-25-02 | I-74 | Mississippi River in Bettendorf (NB & SB) | Bridge Cleaning | MAINT | \$50,000 | \$0 | | \$50,000 | PRF | \$0 | | 38129 | |
| IA-25-03 | I-80 | Mississippi River In Le Claire (State Share) | Bridge Cleaning | MAINT | \$100,000 | \$0 | | \$100,000 | PRF | \$0 | | 38131 | |
| IA-25-04 | I-280 | Mississippi River in Davenport (State Share) | Bridge Cleaning | MAINT | \$40,000 | \$0 | | \$40,000 | PRF | \$0 | | 38135 | |
| IA-25-05 | IA 461 | Duck Creek 0.3 MI S of US 6 in Davenport (SB) | Bridge Replacement | MAINT | \$3,311,000 | \$2,648,800 | NHPP | \$662,200 | PRF | \$0 | | 48420 | |
| IA-25-06 | I-80 | E of IA 130 in Davenport to CO RD Z30 (EB) | Pavement Rehab | MAINT | \$7,151,000 | \$6,435,900 | NHPP | \$715,100 | PRF | \$0 | | 38166 | |
| IA-25-07 | US 61 | 210th St 1.1 Mi N of I-80 (Ramp) | Bridge Rehabilitation | MAINT | \$1,905,000 | \$1,524,000 | NHPP | \$381,000 | PRF | \$0 | | 48599 | |
| IA-25-08 | I-80 | Mississippi River in LeClaire (State Share) | Right-of-Way | MAINT | \$10,000 | \$0 | | \$10,000 | PRF | | | 48610 | |
| STATE OF ILLINOIS - IL | | | | | | | | | | | | | |
| IL-25-01 | Various | Highway Safety Improvement Program Projects | Safety Improvements | OTHER | \$4,182,000 | \$3,764,000 | HSIP | \$418,000 | STA | | | 2-97460-1227 | |
| BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP) | | | | | | | | | | | | | |
| TP-25-01 | Quad Cities Urbanized Area | Quad Cities Urbanized Area | Planning | OTHER | \$868,870 | \$695,096 | PL | \$0 | | \$173,774 | LOC | IA Share: 16066 | |

**FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2025 ANNUAL ELEMENT**

| PROJECT NUMBER | PROJECT DESCRIPTION | PROJECT TYPE | TOTAL ESTIMATED COST | FEDERAL SHARE | FEDERAL SOURCE | STATE SHARE | STATE SOURCE | LOCAL SHARE | LOCAL SOURCE | STATE # (IA TPMS #) | NOTES |
|---|--|--------------|----------------------|-----------------------|----------------------|---------------------|--------------|---------------------|--------------|---------------------|-------|
| BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS) | | | | | | | | | | | |
| BS-25-01 | Transit Planning | P | \$76,246 | \$60,997 | SEC 5303/ 5305d | | | \$15,249 | LOC | IA Share: 2203 | |
| BETTENDORF TRANSIT - BT | | | | | | | | | | | |
| BT-25-01 | Transit Operations | O | \$895,540 | \$143,286 | SEC 5307 | \$215,857 | STA | \$536,397 | LOC | 985 | |
| BT-25-02 | Preventative Maintenance | C | \$204,032 | \$163,226 | SEC 5307 | \$0 | | \$40,806 | LOC | 987 | |
| BT-25-03 | ADA Paratransit | O | \$274,987 | \$180,914 \$39,076 | SEC 5307 SEC 5310 | \$54,997 | STA | \$0 | LOC | 3787 | |
| BT-25-04 | Transit Planning | P | \$37,099 | \$29,679 | SEC 5307 | \$0 | | \$7,420 | LOC | 993 | |
| BT-25-05 | ADP Software | C | \$16,000 | \$12,800 | SEC 5307 | \$0 | | \$3,200 | LOC | 5657 | |
| TOTAL | | | \$1,427,658 | \$568,980 | | \$270,854 | | \$587,823 | | | |
| DAVENPORT CITIBUS - CB | | | | | | | | | | | |
| CB-25-01 | Transit Operations | O | \$5,135,817 | \$850,000 | SEC 5307 | \$500,000 | STA | \$3,785,817 | LOC | 979 | |
| CB-25-02 | ADA Paratransit | O | \$622,854 | \$115,000 | SEC 5310 | \$0 | | \$507,854 | LOC | 981 | |
| CB-25-03 | JARC Projects | O | \$152,982 | \$0 | SEC 5310 | \$0 | | \$152,982 | LOC | 3022 | |
| CB-25-04 | Bus Amenities | C | \$60,000 | \$48,000 | SEC 5307 | \$0 | | \$12,000 | LOC | 2595 | |
| CB-25-05 | Preventative Maintenance | C | \$792,227 | \$530,000 | SEC 5307 | \$0 | | \$262,227 | LOC | 980 | |
| CB-25-06 | Purchase two (2) 35-39 ft. Electric Low Floor Heavy Duty Buses | C | \$1,700,000 | \$1,360,000 | SEC 5339 | \$0 | | \$340,000 | LOC | 6,540 | |
| TOTAL | | | \$8,463,880 | \$2,903,000 | | \$500,000 | | \$5,060,880 | | | |
| METORLINK - ML | | | | | | | | | | | |
| ML-25-01 | Transit Operations | O | \$29,000,000 | | | \$18,850,000 | STA | \$10,150,000 | LOC | | |
| ML-25-02 | Preventive Maintenance | C | \$1,562,500 | \$1,250,000 | 5307 | \$0 | | \$312,500 | LOC | | |
| ML-25-03 | Transit Enhancements | C | \$50,000 | \$40,000 | 5307 | \$0 | | \$10,000 | LOC | | |
| ML-25-04 | MSE | C | \$50,000 | \$40,000 | 5307 | \$0 | | \$10,000 | LOC | | |
| ML-25-05 | ADP Hardware | C | \$100,000 | \$80,000 | 5307 | \$0 | | \$20,000 | LOC | | |
| ML-25-06 | ADP Software | C | \$100,000 | \$80,000 | 5307 | \$0 | | \$20,000 | LOC | | |
| ML-25-07 | Shelters & Shelter Repairs | C | \$25,000 | \$20,000 | 5307/5339 | \$0 | | \$5,000 | LOC | | |
| ML-25-08 | Purchase (3) 30-40' Buses | C | \$2,700,000 | \$2,160,000 | 5307/Low-No/53 | \$0 | | \$540,000 | LOC | | |
| ML-25-09 | Ferryboat Preventive Maintenance | C | \$37,500 | \$30,000 | 5307 | \$0 | | \$7,500 | LOC | | |
| ML-25-10 | Replace (5) Medium Duty Buses & (1) Light Duty Bus & (1) Minivan | C | \$434,000 | \$347,200 | 5310 | \$86,800 | STA | | | | |
| TOTAL | | | \$34,059,000 | \$4,047,200 | | \$18,936,800 | | \$11,075,000 | | | |

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 FAST. 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 *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) | | | | | |
| BE-12-01 | I-80 | I-80/Middle Rd. Interchange | Reconstruction | LRP-I | \$29,000,000 |
| City of Bettendorf | | | | | |
| BE-UN-01 | Forest Grove Rd. | E. City Limits to Middle Rd. | Reconstruction; 4 Lanes | * | \$9,000,000 |
| City of Eldridge | | | | | |
| EL-UN-01 | Blackhawk Trail | S 1st Street to Buttermilk Road | Extension of Blackhawk Trail | LRTP | \$6,647,241 |
| 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 St. 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 | LRP15 | \$2,000,000 |
| DA-UN-01 | Eastern Ave. | Bridges over Goose Creek | Rehab 2 bridges N. of Kimberly Rd | MAINT | \$1,600,000 |
| DA-UN-02 | Wisconsin Ave. | 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 | \$180,000 |
| City of LeClaire | | | | | |
| LE-UN-01 | US 67 | Ewing St to Chestnut St | Reconstruction | MAINT | \$4,913,563 |
| LE-UN-02 | Holland Street | US 67 to 26th St | Reconstruction - Rural to Urban | LRTP | \$8,238,000 |
| LE-UN-03 | Territorial Road | US 67 to 23rd St | Reconstruction - Rural to Urban | LRTP | \$7,029,000 |
| State of Illinois (Locally Initiated) | | | | | |
| IL-13-10 | IL-92 Relocation, Project 1 | West Interchange at 11th St. | Construct New Interchange | LRP40 | \$5,500,000 |
| IL-13-11 | IL-92 Relocation, Project 2 | 24th St. – 38th St. | Remove North Lane | LRP40 | \$420,000 |

| Project Number | Project Route | Project Location | Project Description | Plan Just. | Total Cost |
|----------------------------|-----------------------------|---|--|------------|--------------|
| IL-13-12 | IL-92 Relocation, Project 3 | 28th St. – 45th St. | 6th & 7th Ave 2-Way Connect | LRP40 | \$5,385,000 |
| IL-13-13 | IL-84/Colona Rd. | Rock River to I-80, Colona | Widen; 4 lanes, Interchange Reconstruction | LRP40 | \$59,700,000 |
| Rock Island County | | | | | |
| RC-11-01 | Co. Hwy 6 | IL-84 to 221st St. N. | Mill/Resurface & Culvert Replacement | MAINT | \$750,000 |
| RC-16-01 | Co. Hwy 49 | 317th St. N. and 303rd St. N. | HM Resurfacing, Replace Guardrail, Replace various AR culverts | MAINT | \$1,900,000 |
| 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 |
| EM-UN-03 | Great River Trail | Moline Corp Limits to Campbell's Island | Resurfacing, Shoulders | MAINT | \$825,000 |
| EM-UN-04 | 12th Avenue | 1st Street to 13th Street | Resurfacing, Sidewalks | MAINT | \$1,375,000 |
| EM-UN-05 | Great River Trail | East Moline Segment - 1st St. to Empire Park | Trail Resurfacing | MAINT | \$1,370,000 |
| EM-UN-06 | 4th Avenue | 25th St to IL 5 | Resurfacing | MAINT | \$1,850,000 |
| EM-UN-07 | 12th Avenue | 1st Street to 7th St | Resurfacing, Sidewalks, Streetscaping | OTHER | \$6,824,016 |
| EM-UN-08 | 7th Street | 15th Ave to 12th Ave | Resurfacing, Sidewalks, Streetscaping | OTHER | \$1,500,698 |
| EM-UN-09 | 15th Ave | 6th Street - 13th Street | Resurfacing, Sidewalks, Streetscaping | OTHER | \$10,101,018 |
| EM-UN-10 | Bend Blvd | Bend Blvd | Streetscaping | OTHER | \$641,703 |
| EM-UN-11 | Bend Blvd | Extension of Bend Blvd | New Construction | OTHER | \$5,765,081 |
| EM-11-04 | 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 | LRTP | |

| Project Number | Project Route | Project Location | Project Description | Plan Just. | Total Cost |
|--|------------------------------|--|---|------------|----------------|
| City of Moline | | | | | |
| MO-UN-01 | 16th Street | John Deere Road - 37th Ave | Resurfacing | MAINT | \$750,000 |
| City of Rock Island | | | | | |
| RI-14-03 | RI Parkway | Andalusia Rd. (IL-92) to U.S. 67 | Resurfacing | MAINT | \$13,427,000 |
| RI-13-01 | 31st St. W. | Andalusia Rd. – 85th Ave. W. | Reconstruction | LRP40 | \$1,900,000 |
| RI-13-02 | 14th St. W. | Ridgewood Rd. – 92nd Ave. W.t | Reconstruction | LRP40 | \$4,400,000 |
| RI-13-03 | 14th St. W. | 92nd Ave. W. – 102nd Ave. W. | Reconstruction | LRP40 | \$2,100,000 |
| RI-13-04 | 35th St. W. | 92nd Ave. W. – 106th Ave. W. | Reconstruction | LRP40 | \$3,500,000 |
| RI-13-05 | 35th St. W. | 85th Ave. W. – 92nd Ave. W. | Reconstruction | LRP40 | \$4,600,000 |
| RI-13-06 | 85th Ave. W. | 31st St. W. – 92nd Ave. W. | Reconstruction | LRP40 | \$2,300,000 |
| RI-13-07 | 38th St. | 18th Ave. – Blackhawk Rd. | Resurfacing | LRP40 | \$2,750,000 |
| RI-13-08 | 1st Ave. | 15th St. – 24th St. | Reconstruction | LRP40 | \$640,000 |
| RI-13-09 | 20th St. | 7th Ave. – 18th Ave. | Resurfacing | MAINT | \$2,750,000 |
| RI-13-10 | Downtown Street Improvements | 16th/23rd Streets and 2nd/3rd Ave. | Resurfacing & Reconstruction | MAINT | \$6,500,000 |
| RI-13-11 | IL-92 Relocation, Project 1 | West Interchange at 11th St. | Construct New Interchange | LRP40 | \$5,500,000 |
| RI-13-12 | IL-92 Relocation, Project 2 | 24th St. – 38th St. | Remove North Lane | LRP40 | \$420,000 |
| RI-13-13 | IL-92 Relocation, Project 3 | 28th St. – 45th St. | 6th & 7th Ave 2-Way Connect | LRP40 | \$5,385,000 |
| RI-UN-01 | IL-92/24th St. | 3rd Ave. | Pedestrian Tunnel/Walkway | OTHER | \$2,000,000 |
| RI-UN-02 | 31st Ave | 12th St - 24th St | Resurfacing | MAINT | \$2,000,000 |
| RI-UN-03 | 44th St | 7th Avenue - 18th Avenue | Resurfacing | MAINT | \$2,750,000 |
| Cities of Andalusia, Carbon Cliff, Coal Valley, Colona, East Moline, Hampton, Milan, Port Byron, Rapids City & Silvis | | | | | |
| AN-13-01 | 1st St. and 4th Ave. 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 1st Ave., Carbon Cliff | Street Reconstruction - Permeable paver | MAINT | \$1,407,743.00 |
| CV-13-01 | U.S. 6 | Coal Creek Bridge to Schaffer Creek Bridge, Coal Valley | Engineering & ROW | LRP40 | \$740,000 |
| CV-13-03 | Oak Glen Rd./W. 3rd St. | U.S. 150 to Village limits near 106th St., Coal Valley | Reconstruction | MAINT | \$5,500,000 |
| CV-13-04 | U.S. 6 | Coal Creek Bridge to Schaffer Creek Bridge, Coal Valley | Widening | LRP40 | \$12,000,000 |

| Project Number | Project Route | Project Location | Project Description | Plan Just. | Total Cost |
|----------------|---------------------------------------|---|--|--------------|----------------------|
| CV-13-05 | Garrison Rd. (78th Ave. /W. 4th Ave.) | U.S. 150 (Moline) to 1st St., Coal Valley | Reconstruction | MAINT | \$2,500,000 |
| RP-13-01 | 17th St. | 11th Ave. 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 St. | 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 Ave. | 1st to IL-5, Silvis | Bicycle Trail | LRP20 | \$813,234 |
| SL-11-01 | 10th St. | Avenue of the Cities to 29th Ave., Silvis | Paving & Stormwater | MAINT | \$1,200,000 |
| SL-15-01 | Route 92 | 1st St. to 17th St. | Patching and Resurfacing | MAINT | \$1,800,000 |
| | | | | TOTAL | \$358,290,675 |

* Project is not currently included in the LRTP 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 |
| TOTAL | | | \$16,780,000 |

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 *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 virtually on Tuesday, June 22, 2021 at noon using an online web-based service. Its purpose is to receive comments on the FFY 2022-2025 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 22, 2021 at noon. TIP information is available by contacting Freddy Vasquez at fvasquez@bistateonline.org or (309)793-6300. Persons requiring special material or presentation format should contact Mr. Vasquez on or before June 15, 2021.

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

<http://bistateonline.org/index.php/transportation/quad-cities-metro-planning/2012-11-13-20-10-34/quad-cities-metro-tip-transportation-improvement-program> . A draft plan update will be posted

Appendix A

two weeks prior to the public hearing. The agenda with a link 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 Freddy Vasquez 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 Fixing America's Surface Transportation (FAST) Act, 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

**REGIONAL TRANSPORTATION ADVISORY GROUP (RTAG) – Urban and
Combined Area Interest
May 2021**

| | |
|--|---|
| 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 T R A I N |
| 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 | |

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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.

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

Transportation Alternatives (TA) Set-Aside Program Evaluation Form

Applicant/Jurisdiction: _____ Project: _____

QUAD CITIES, IA/IL TAP PROGRAM – RANKING SHEET

(See ranking definitions listed below.)

| Evaluation Criteria | Lowest Score | | | | | | Highest Score |
|---|-----------------------|---|---|---|---|--|---------------|
| | 0 | 1 | 2 | 3 | 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**

OFFICERS:
CHAIR
Robert Gallagher
VICE-CHAIR
Kippy Breeden
SECRETARY
Diana Broderson

TREASURER
Richard "Quijas" Brunk
MUNICIPAL REPRESENTATIVES:

City of Davenport
Mike Matson, Mayor
Rick Dunn, Alderperson
Vacant, Alderperson
Randy Moore, Citizen
City of Rock Island
Mike Thoms, Mayor
Dylan Parker, Alderperson
City of Moline
Sangeetha Rayapati, Mayor
Mike Waldron, Alderperson
City of Bettendorf
Robert Gallagher, Mayor
City of East Moline
Reggie Freeman, Mayor
City of Muscatine
Diana Broderson, 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
Dave Holmes, Mayor, Woodhull
Cities of Blue Grass, Buffalo,
Eldridge, Fruitland, LeClaire,
Long Grove, McCausland,
Nichols, Princeton, Riverdale,
Walcott, West Liberty, and Wilton
Marty O'Boyle, Mayor, Eldridge

COUNTY REPRESENTATIVES:
Henry County
Kippy Breeden, Chair
Shawn Kendall, Member
James Thompson, Member

Mercer County
Vacant
Muscatine County
Santos Saucedo, Chair
Scott Sauer, Member
Rock Island County
Richard "Quijas" Brunk, Chair
Jeff Deppe, Member
Vacant, Member
Elizabeth Sherwin, Citizen
Scott County
Ken Beck, Chair
Brinson Kinzer, Member
John Maxwell, 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

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 Urbanized 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 22, 2021

Date

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1504 Third Avenue, Third Floor, Rock Island, Illinois 61201
Phone (309) 793-6300 • Fax (309) 793-6305
E-mail: info@bistateonline.org • Website: www.bistateonline.org





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


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 Sangeetha Rayapati, Mayor
 Mike Waldron, Alderperson
 City of Bettendorf
 Robert Gallagher, Mayor
 City of East Moline
 Reggie Freeman, Mayor
 City of Muscatine
 Diana Broderson, 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
 Dave Holmes, Mayor, Woodhull
 Cities of Blue Grass, Buffalo, Eldridge, Fruitland, LeClaire, Long Grove, McCausland, Nichols, Princeton, Riverdale, Walcott, West Liberty, and Wilton
 Marty O'Boyle, Mayor, Eldridge
COUNTY REPRESENTATIVES:
 Henry County
 Kippy Breeden, Chair
 Shawn Kendall, Member
 James Thompson, Member
 Mercer County
 Vacant
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 Jerry Lack
 Nathaniel Lawrence
 Marcy Mendonhall
 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 22nd day of June 2021.


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

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1504 Third Avenue, Third Floor, Rock Island, Illinois 61201
Phone (309) 793-6300 • Fax (309) 793-6305
E-mail: info@bistateonline.org • Website: www.bistateonline.org

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.

FY2021 Transportation Planning Work Program:

- Public Participation (Page II-5)
- Committee Structure (Page II-6)
- Equal Opportunity and Affirmative Action (Page II-7)
- Disadvantaged Business Enterprise (DBE) Projection Worksheet (Page V-11)

2011 Title VI Program Reports for MetroLINK:

- 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]

APPENDIX D

LOCAL FAU/STP PROJECTS: 1972-2019 – ILLINOIS

| Location | FAU/STP 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 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 PROJECTS: 1972-2020 – IOWA

| Location | FAU/STP 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 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 PROJECTS: 1992-2021 – 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 PROJECTS: 1992-2021 – IOWA

| IOWA | 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 |
| TOTAL | \$4,118,502 |

**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

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. 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.

Other Fixing America's Surface Transportation Act (FAST) 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 FAST 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 **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): FAST 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.

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.

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

Programs from Previous Transportation Laws

While FAST 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.

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, and FAST. 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. 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. Matching requirements: 80% Federal and 20% 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

Job Access and Reverse Commute (JARC) Program (5316): Distributed either locally in urbanized area with a population over 200,000 or by state through competitive process for operating, capital, and planning assistance. Is to be included in a regional JARC plan and/or coordinated human services plan or as part of a regional passenger transportation development plan. Purpose is to provide local programs that offer employment-related transportation and support services, focusing on low income persons and those who may live in a city core area and work in outlying areas. The grant award criteria includes the percentage of the population that are welfare recipients, the need for additional services, coordination with state welfare agencies, and use of innovative approaches. Matching requirements: 50% Federal and 50% Local for operating expenses, and 80% Federal and 20% Local for capital and planning expenses.

**The 5316 JARC grant program was repealed under the new MAP-21 transportation bill. Going forward eligible activities will be funded under the 5307 grant program for the urbanized area of the Quad Cities and 5311 grant program for the rural areas.*

New Freedom Program (5317): Distributed locally in urbanized areas over 200,000 or by state through competitive process for operating and capital assistance. Requires coordinated human services plan or as part of regional transit development plan. Purpose is to provide new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by ADA. These services are designed to assist individuals with disabilities to access transportation services, including transportation to and from jobs, and employment support services. Matching requirements: 50% Federal and 50% Local for operating expenses, and 80% Federal and 20% Local for capital expenses

**The 5317 New Freedom grant program was repealed under the new MAP-21 transportation bill. Going forward eligible activities will be funded under the 5310 formula grant program for elderly and individuals with disabilities.*

APPENDIX F

2022 Statewide Transportation Improvement Program

MPO 25 / BSRC

NHPP

| Project ID | Project Number | Approval Level | | 2022 | 2023 | 2024 | 2025 | Totals |
|-----------------------------------|--|----------------|----------------------|---------------------|--------------------|--------------------|--------------------|---------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 38155 | IM-NHS-74(--03-82 | TIP Approved | Total | \$56,214,000 | | | | \$56,214,000 |
| Iowa Department of Transportation | I-74: IN BETTENDORF AND DAVENPORT (CENTRAL SECTION) STATE SHARE | | Federal Aid | \$47,781,900 | | | | \$47,781,900 |
| | Bridge Replacement, Bridge Removal, Landscaping | | Regional Swap | | | | | |
| 45421 | IMX-74(--02-82 | TIP Approved | Total | \$3,720,000 | | | | \$3,720,000 |
| Iowa Department of Transportation | I-74: 0.4 MI S OF I-80 TO 0.6 MI S OF US 6/KIMBERLY RD INTERCHANGE (EB/WB) | | Federal Aid | \$3,348,000 | | | | \$3,348,000 |
| | Pavement Rehab | | Regional Swap | | | | | |
| 39347 | BRF-461(--38-82 | TIP Approved | Total | | \$4,454,000 | | | \$4,454,000 |
| Iowa Department of Transportation | IA461: DUCK CREEK 0.4 MI S OF US 6 IN DAVENPORT (NB) | | Federal Aid | | \$3,563,200 | | | \$3,563,200 |
| | Bridge Replacement, Right of Way | | Regional Swap | | | | | |
| 45432 | BRF-461(--38-82 | TIP Approved | Total | | | \$1,867,000 | | \$1,867,000 |
| Iowa Department of Transportation | IA461: DME RR 1.0 MI E OF IA 22 IN DAVENPORT | | Federal Aid | | | \$1,493,600 | | \$1,493,600 |
| | Bridge Deck Overlay | | Regional Swap | | | | | |
| 48420 | BRF-461(--38-82 | TIP Approved | Total | | | | \$3,311,000 | \$3,311,000 |
| Iowa Department of Transportation | IA461: DUCK CREEK 0.3 MI S OF US 6 IN DAVENPORT (SB) | | Federal Aid | | | | \$2,648,800 | \$2,648,800 |
| | Bridge Replacement, Right of Way | | Regional Swap | | | | | |
| 48599 | BRF-61(--38-82 | TIP Approved | Total | | | | \$1,905,000 | \$1,905,000 |
| Iowa Department of Transportation | US61: 210TH ST 1.1 MI N OF I-80 (RAMP) | | Federal Aid | | | | \$1,524,000 | \$1,524,000 |
| | Bridge Rehabilitation, Right of Way | | Regional Swap | | | | | |
| 38166 | IMX-80(--02-82 | TIP Approved | Total | | | | \$7,151,000 | \$7,151,000 |
| Iowa Department of Transportation | I-80: E OF IA 130 IN DAVENPORT TO CO RD Z30 (EB) | | Federal Aid | | | | \$6,435,900 | \$6,435,900 |
| | Pavement Rehab | | Regional Swap | | | | | |

PL

| Project ID | Project Number | Approval Level | | 2022 | 2023 | 2024 | 2025 | Totals |
|---------------|----------------------------|----------------|--------------------|------------------|------------------|------------------|------------------|--------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 16066 | RGPL-PA25()--PL-82 | TIP Approved | Total | \$318,660 | \$318,660 | \$318,660 | \$318,660 | \$1,274,640 |
| MPO 25 / BSRC | Quad Cities Urbanized Area | | Federal Aid | \$240,928 | \$240,928 | \$240,928 | \$240,928 | \$963,712 |
| | Trans Planning | | Regional | | | | | |
| | | | Swap | | | | | |

PRF

| Project ID | Project Number | Approval Level | | 2022 | 2023 | 2024 | 2025 | Totals |
|-----------------------------------|--|----------------|----------------------|------------------|--------------------|------------------|------------------|--------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 38021 | BRFN-22()--39-82 | TIP Approved | Total | \$415,000 | | | | \$415,000 |
| Iowa Department of Transportation | IA22: DODGE CREEK 1.1 MI S OF CO RD Y48 Bridge Deck Overlay | | Federal Aid | | | | | |
| | | | Regional Swap | | | | | |
| 38023 | BRFN-67()--39-82 | TIP Approved | Total | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$100,000 |
| Iowa Department of Transportation | US67: MISSISSIPPI RIVER IN DAVENPORT (STATE SHARE) Bridge Cleaning | | Federal Aid | | | | | |
| | | | Regional Swap | | | | | |
| 38129 | IMN-74()--0E-82 | TIP Approved | Total | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$200,000 |
| Iowa Department of Transportation | I-74: MISSISSIPPI RIVER IN BETTENDORF (NB & SB) (STATE SHARE) Bridge Cleaning | | Federal Aid | | | | | |
| | | | Regional Swap | | | | | |
| 38131 | IMN-80()--0E-82 | TIP Approved | Total | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$400,000 |
| Iowa Department of Transportation | I-80: MISSISSIPPI RIVER IN LE CLAIRE (STATE SHARE) Bridge Cleaning | | Federal Aid | | | | | |
| | | | Regional Swap | | | | | |
| 48528 | NHSN-461()--2R-82 | TIP Approved | Total | \$700,000 | | | | \$700,000 |
| Iowa Department of Transportation | IA461: IN DAVENPORT, FROM 59TH ST TO S OF I-80 Pavement Rehab | | Federal Aid | | | | | |
| | | | Regional Swap | | | | | |
| 45278 | NHSN-6()--2R-82 | TIP Approved | Total | \$186,000 | | | | \$186,000 |
| Iowa Department of Transportation | US6: 0.1 MI E OF IA 461 TO W OF ELMORE AVE IN DAVENPORT Culvert Replacement, Right of Way | | Federal Aid | | | | | |
| | | | Regional Swap | | | | | |
| 48526 | NHSN-67()--2R-82 | TIP Approved | Total | \$510,000 | | | | \$510,000 |
| Iowa Department of Transportation | US67: FROM 8TH ST TO EWING ST IN LECLAIRE Pavement Rehab | | Federal Aid | | | | | |
| | | | Regional Swap | | | | | |
| 48557 | NHSN-67()--2R-82 | TIP Approved | Total | \$600,000 | | | | \$600,000 |
| Iowa Department of Transportation | US67: IN DAVENPORT, S OF MOUND ST Pave | | Federal Aid | | | | | |
| | | | Regional Swap | | | | | |
| 39349 | NHSN-61()--2R-82 | TIP Approved | Total | | \$2,891,000 | | | \$2,891,000 |
| Iowa Department of Transportation | US61: N OF I-80 TO S OF WAPSIPINICON RIVER Culvert Replacement, Right of Way | | Federal Aid | | | | | |
| | | | Regional Swap | | | | | |

PRF

| Project ID | Project Number | Approval Level | | 2022 | 2023 | 2024 | 2025 | Totals |
|-----------------------------------|--|----------------|--------------------|------|------|------------------|-----------------|------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 45308 | IMN-280()--0E-82 | TIP Approved | Total | | | \$588,000 | | \$588,000 |
| Iowa Department of Transportation | I-280: EB OVER I-280 WB AT I-80 Bridge Deck Overlay | | Federal Aid | | | | | |
| | | | Regional | | | | | |
| | | | Swap | | | | | |
| 38135 | IMN-280()--0E-82 | TIP Approved | Total | | | \$40,000 | \$40,000 | \$80,000 |
| Iowa Department of Transportation | I-280: MISSISSIPPI RIVER IN DAVENPORT (STATE SHARE) Bridge Cleaning | | Federal Aid | | | | | |
| | | | Regional | | | | | |
| | | | Swap | | | | | |
| 45257 | IMN-80()--0E-82 | TIP Approved | Total | | | \$155,000 | | \$155,000 |
| Iowa Department of Transportation | I-80: UTICA RIDGE RD 3.3 MI E OF US 61 Bridge Deck Overlay | | Federal Aid | | | | | |
| | | | Regional | | | | | |
| | | | Swap | | | | | |
| 45304 | IMN-80()--0E-82 | TIP Approved | Total | | | \$410,000 | | \$410,000 |
| Iowa Department of Transportation | I-80: WISCONSIN AVE 1.4 MI W OF IA 130 Bridge Deck Overlay | | Federal Aid | | | | | |
| | | | Regional | | | | | |
| | | | Swap | | | | | |
| 48610 | IMN-80()--0E-82 | TIP Approved | Total | | | | \$10,000 | \$10,000 |
| Iowa Department of Transportation | I-80: MISSISSIPPI RIVER IN LE CLAIRE (STATE SHARE) Right of Way | | Federal Aid | | | | | |
| | | | Regional | | | | | |
| | | | Swap | | | | | |

STBG

| Project ID | Project Number | Approval Level | | 2022 | 2023 | 2024 | 2025 | Totals |
|-----------------------------------|--|----------------|----------------------|---------------------|--------------------|------|------|---------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 39350 | STP-67()--2C-82 | TIP Approved | Total | \$1,000,000 | | | | \$1,000,000 |
| Iowa Department of Transportation | US67: MISSISSIPPI RIVER IN DAVENPORT (STATE SHARE) | | Federal Aid | \$800,000 | | | | \$800,000 |
| | Bridge Rehabilitation | | Regional Swap | | | | | |
| 36969 | STP-U-0587(639)--70-82 | TIP Approved | Total | \$10,500,000 | | | | \$10,500,000 |
| Bettendorf | In the city of Bettendorf, Forest Grove Dr. & Middle Road. | 12/21/2021 | Federal Aid | \$5,181,000 | | | | \$5,181,000 |
| | Grade and Pave, Ped/Bike Grade & Pave | | Regional Swap | \$5,181,000 | | | | \$5,181,000 |
| 38564 | STP-U-1827(686)--70-82 | TIP Approved | Total | \$5,400,000 | | | | \$5,400,000 |
| Davenport | On 53rd Street, from Eastern Avenue to Elmore Circle S12 TT78N RR03 | 12/21/2021 | Federal Aid | \$3,706,878 | | | | \$3,706,878 |
| | Grade and Pave | | Regional Swap | \$3,706,878 | | | | \$3,706,878 |
| 38024 | STP-67()--2C-82 | TIP Approved | Total | | \$3,000,000 | | | \$3,000,000 |
| Iowa Department of Transportation | US67: MISSISSIPPI RIVER IN DAVENPORT (STATE SHARE) | | Federal Aid | | \$2,400,000 | | | \$2,400,000 |
| | Bridge Painting | | Regional Swap | | | | | |
| 39481 | STP-U-1827()--70-82 | TIP Approved | Total | | \$9,074,235 | | | \$9,074,235 |
| Davenport | In the city of Davenport, On 3rd & 4th St, from Telegraph Rd to Harrison St, | | Federal Aid | | \$7,259,388 | | | \$7,259,388 |
| | Pave, Pavement Rehab | | Regional Swap | | \$7,259,388 | | | \$7,259,388 |

STBG-HBP

| Project ID | Project Number | Approval Level | | 2022 | 2023 | 2024 | 2025 | Totals |
|------------|--|----------------|----------------------|--------------------|------|------|------|--------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 44724 | BROS-1827(687)--8J-82 | TIP Approved | Total | \$2,470,525 | | | | \$2,470,525 |
| Davenport | On ELM ST, Over Canadian Pacific RR, from Mound St to Eastern Ave S19 T78 R04E | 12/15/2020 | Federal Aid | \$1,000,000 | | | | \$1,000,000 |
| | Bridge Replacement | | Regional Swap | | | | | |

STBG-TAP

| Project ID | Project Number | Approval Level | | 2022 | 2023 | 2024 | 2025 | Totals |
|------------|--|----------------|----------------------|------------------|------------------|------|------|------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 36970 | TAP-R-1827(688)--8T-82 | TIP Approved | Total | \$775,063 | | | | \$775,063 |
| Davenport | On BRADY ST FRONTAGE, Over GOOSE CREEK, from 59th St to Existing Path on VMP S12 T78 R03E | 1/19/2022 | Federal Aid | \$530,917 | | | | \$530,917 |
| | Ped/Bike Grade & Pave | | Regional Swap | \$530,917 | | | | \$530,917 |
| 39480 | TAP-T-2290()--8V-82 | TIP Approved | Total | \$356,000 | | | | \$356,000 |
| Eldridge | In the city of Eldridge, On Townsend Farms, from S 5th St .4 Miles to S 1st St | | Federal Aid | \$284,800 | | | | \$284,800 |
| | Ped/Bike Grade & Pave | | Regional Swap | \$284,800 | | | | \$284,800 |
| 39482 | TAP-T-1827()--8V-82 | TIP Approved | Total | | \$654,463 | | | \$654,463 |
| Davenport | On Emies Park Ave & Locust St, from Duck Creek Trail at Emeis Park Ave 1 Miles to Wisconsin Ave, | | Federal Aid | | \$522,770 | | | \$522,770 |
| | Ped/Bike Grade & Pave | | Regional Swap | | \$522,770 | | | \$522,770 |

SWAP-HBP

| Project ID | Project Number | Approval Level | | 2022 | 2023 | 2024 | 2025 | Totals |
|--------------|--|----------------|----------------------|------|------|------------------|------|------------------|
| Sponsor | Location | Letting Date | | | | | | |
| STIP ID | Work Codes | | | | | | | |
| 37470 | BRS-SWAP-C082()--FF-82 | TIP Approved | Total | | | \$750,000 | | \$750,000 |
| Scott County | On Z30, Over SPENCER CREEK, S6 T78 RE5 | | Federal Aid | | | | | |
| | Bridge Replacement | | Regional Swap | | | \$750,000 | | \$750,000 |
| 31021 | BRS-SWAP-C082(59)--FF-82 | TIP Approved | Total | | | \$750,000 | | \$750,000 |
| Scott County | On Z30, Over SPENCER CREEK, S8 T78 RE5 | 1/17/2024 | Federal Aid | | | | | |
| | Bridge Replacement | | Regional Swap | | | \$750,000 | | \$750,000 |

Draft 2022 Transit Program

(Filtered)

MPO-25 / BSRC (14 Projects)

| Fund | Sponsor | Transit # Expense Class Project Type | Desc / Add Ons / Addnl Info | | FY22 | FY23 | FY24 | FY25 |
|--------------------|-----------|--|-----------------------------|--------------|-----------|-----------|-----------|-----------|
| STA, 5307 | BMTA | 985 Operations Misc | General Operations | Total | 819,545 | 844,132 | 869,456 | 895,540 |
| | | | | FA | 131,127 | 135,061 | 139,113 | 143,286 |
| | | | | SA | 204,304 | 201,790 | 199,771 | 215,857 |
| 5307 | BMTA | 987 Capital Replacement | Preventative Maintenance | Total | 186,718 | 192,320 | 198,090 | 204,032 |
| | | | | FA | 149,374 | 153,856 | 158,472 | 163,226 |
| | | | | SA | | | | |
| 5307 | BMTA | 993 Planning Misc | Transit Planning | Total | 33,951 | 34,969 | 36,018 | 37,099 |
| | | | | FA | 27,161 | 27,976 | 28,815 | 29,679 |
| | | | | SA | | | | |
| STA, 5307, 5310 | BMTA | 3787 Operations Other | ADA Operations | Total | 249,829 | 257,948 | 266,332 | 274,987 |
| | | | | FA | 199,863 | 206,358 | 213,066 | 219,990 |
| | | | | SA | 49,966 | 51,590 | 53,266 | 54,997 |
| 5307 | BMTA | 5657 Capital Misc | ADP Software | Total | 16,000 | 16,000 | 16,000 | 16,000 |
| | | | | FA | 12,800 | 12,800 | 12,800 | 12,800 |
| | | | | SA | | | | |
| STA, 5307 | Davenport | 979 Operations Misc | General Operations | Total | 5,135,817 | 5,135,817 | 5,135,817 | 5,135,817 |
| | | | | FA | 850,000 | 850,000 | 850,000 | 850,000 |
| | | | | SA | 500,000 | 500,000 | 500,000 | 500,000 |
| 5307 | Davenport | 980 Capital Replacement | Preventative Maintenance | Total | 792,227 | 792,227 | 792,227 | 792,227 |
| | | | | FA | 530,000 | 530,000 | 530,000 | 530,000 |
| | | | | SA | | | | |
| 5310 | Davenport | 981 Operations Misc | ADA Paratransit Assistance | Total | 622,854 | 622,854 | 622,854 | 622,854 |
| | | | | FA | 115,000 | 115,000 | 115,000 | 115,000 |
| | | | | SA | | | | |
| 5307 | Davenport | 2595 Capital Expansion | Bus Amenities | Total | 60,000 | 60,000 | 60,000 | 60,000 |
| | | | | FA | 48,000 | 48,000 | 48,000 | 48,000 |
| | | | | SA | | | | |
| 5310 | Davenport | 3022 Operations Other | JARC Projects | Total | 152,982 | 152,982 | 152,982 | 152,982 |
| | | | | FA | | | | |
| | | | | SA | | | | |
| 5303 | MPO-25 | 2203 Planning Other | MPO Transit Planning | Total | 76,246 | 76,246 | 76,246 | 76,246 |
| | | | | FA | 60,997 | 60,997 | 60,997 | 60,997 |
| | | | | SA | | | | |
| 5339 | Davenport | 6539 Capital Expansion | Bus Shelters | Total | | 150,000 | | |
| | | | | FA | | 120,000 | | |
| | | | | SA | | | | |
| 5339 | BMTA | 6079 Capital Replacement | Bus Replacement | Total | | | 439,040 | |
| | | | | FA | | | 373,184 | |
| | | | | SA | | | | |
| 5307, 5339 | Davenport | 6540 Capital Replacement | Heavy Duty Bus (35-39 ft.) | Total | | | 1,700,000 | 1,700,000 |
| | | | | FA | | | 1,360,000 | 1,360,000 |
| | | | | SA | | | | |